0. Version Control

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1. Introduction

Manchester Airport has several taxiways that enable multiple aircraft to progress and pass along them to maximise the safe and efficient progress of aircraft. All taxiways have the appropriate lighting aligned to the colour of the taxiway.

Taxiways Zulu, November Alpha and November Bravo permit multiple aircraft to access stands and push back around Pier 1 and Pier 2, while taxiways Delta and Echo run parallel to each other from Pier 1 to the runway.

2. Taxiway Delta and Echo

Delta 1 to Delta 5 and Echo 1 to Echo 5 permit Code F and Code E taxiway separation.

Delta 5 to Delta 8 and Echo 5 to Echo 8 permit Code F and Code E taxi – lane separation.

Link 4 to E10 permit Code E taxiway separation.

3. Taxiway Zulu

The Zulu cul-de-sac is situated to the far West of the Terminal 2 (T2) campus and serves the Pier 1 West stands and Zulu remote stands. Entry and exit are made through the same point at the southern end through the junction with Taxi-lane Echo.

This taxiway has three centrelines, Zulu Blue, Zulu Orange and Zulu Centre (marked in yellow). The blue and orange centrelines can facilitate code C aircraft; the yellow

centreline can facilitate 1 code E aircraft. When Centre is in use Blue and Orange cannot be used as there will not be adequate wingtip clearances.

Between stands 929 and 927 the three centrelines merge into a single centreline usable by all types of aircraft and leading out on the main taxiway system towards the runways. At this merger there is another intermediate holding stop bar (Z1) which effectively separates the Zulu cul-de-sac from the main taxiways, for use in Low Visibility Operations.

Between stands 116 and 925 there is an intermediate stop bar (Z2) across Zulu blue and Zulu orange

Abeam Stands 113 and 913 there is an intermediate stop bar (Z3) across all three centrelines, creating two 'blocks' within the Zulu cul-de-sac.

3.1 Between Z2 and Z3:

- Aircraft may taxi independently on Z-Blue and Z-Orange
- Taxiing aircraft are not to pass another aircraft which is pushing onto the adjacent orange/blue centreline until it has completed its push
- Simultaneous pushbacks onto adjacent orange/blue centrelines are not permitted (e.g. 919 and 113R)
- Arriving aircraft may not turn onto stands 913-919 with a departing aircraft at TRP 113 due to jet blast risk against ground crew
- Arriving aircraft may not turn onto stands 113L/R with a departing aircraft at TRP 919 due to jet blast risk against ground crew
- Swapping from Z-Blue to Z-Orange or vice versa to pass other aircraft may only take place with Airfield Operations oversight. ATC should ensure that instructions are clear and leave the crew and airfield ops vehicle in no doubt as to what is required. ATC should ensure that the aircraft performing such a manoeuvre in the vicinity of other traffic is aware of the position and intentions of the traffic being passed

3.2 From Z3 to the end of the cul-de-sac:

- Taxiing aircraft may pass another aircraft which is pushing onto the adjacent orange/blue centreline
- Simultaneous pushbacks onto adjacent orange/blue centrelines are permitted (e.g. 109 and 909). When issuing simultaneous pushbacks to opposite stands traffic information shall be issued to each aircraft
- Swapping from Z-Blue to Z-Orange or vice versa to pass other aircraft is permitted once. No specific phraseology is defined for this however ATC should ensure that instructions are clear and leave the crew in no doubt as to what is required. ATC should ensure that the aircraft performing such a manoeuvre in the vicinity of other traffic is aware of the position and intentions of the traffic being passed.

- Parking behind an aircraft at TRP111/911 is permitted onto ST107/907 respectively.
- Parking behind an aircraft at TRP105/905 is permitted onto ST101/901 respectively.
- Parking ahead of an aircraft at TRP 105/905 is permitted onto stands 107/907 respectively.
- Parking ahead of an aircraft at TRP 111/911 is permitted onto stands 113L/913 respectively

Zulu-Centre must be used in all RT transmissions when referencing the use of that centreline.

Z-Orange or Z-Blue must be referenced as appropriate within taxi instructions. Stands on either side of the cul-de-sac can be accessed from Z-Blue or Z-Orange.

Aircraft with 2 stands between them may push at the same time.

4. Taxiway November Alpha

Taxiway November-Alpha serves the southern side of Pier 1 and northern side of Pier 2. It features a triple-lane configuration allowing extra capacity for Code C operations using the outer blue and orange lanes.

There are two intermediate holding points at the entrance to the NA cul-de-sac. The centreline splits into NA blue and NA orange at NA1.

This taxiway has three centrelines, NA Blue, NA Orange and NA Centre (marked in yellow). The blue and orange centrelines can facilitate code C aircraft; the yellow centreline can facilitate 1 code E aircraft.

Aircraft with 2 stands between them may push at the same time.

NA-Centre must be used in all RT transmissions when referencing the use of that centreline.

NA Orange or NA-Blue must be referenced as appropriate within taxi instructions. Stands on either side of the cul-de-sac can be accessed from NA-Blue or NA-Orange.

Aircraft must use minimum power while turning onto stands to reduce jet blast.

Simultaneous pushbacks onto adjacent orange/blue centrelines are permitted.

Aircraft can move between NA Blue and NA Orange to pass other aircraft.

5. Taxiway November Bravo

This taxiway has three centrelines, NB Blue, NB Orange and NB Yellow. The blue and orange centrelines can facilitate code C aircraft; the yellow centreline can facilitate 1 code F aircraft.

6. Pushback Procedures

The complete pushback procedure from each stand is contained within the Pushback Procedure document, reviewed annually.

The dual nature of these taxiways will allow code C aircraft on opposite stands to push back together and can allow up to four simultaneous pushbacks from stands that are opposite or adjacent to them. Pushback procedures will be issued by ATC and pushback drivers must be monitoring the appropriate frequency to ensure that the clearance issued is followed. Variations to the pushbacks may be made at the discretion of ATC and may include an instruction to push onto the opposite colour of taxiway to maintain efficient use of the area and minimise any ramp congestion.