

Constitution of the Manchester Airport Coordination Committee

(1) Definitions and Interpretation

1.1 In this constitution the following expressions shall have the following meanings :-

Air Carrier	means an air transport undertaking with a valid Operating Licence;
Airport Operator	means Manchester Airport plc or any successor in operating Manchester Airport (MAN);
Air Traffic Control (ATC)	means the National Air Traffic Services or such other person as shall from time to time be the provider of air traffic control services at MAN;
Annual General Meeting	means the annual general meeting of the Committee;
Authorised Representative	means any employee of a Member or a nominee (nominated in writing) with significant experience of scheduling for the purpose of providing scheduling expertise (a nominated representative) attending a meeting on behalf of a Member;
Chairman	means the Chairman of the Committee;
Coordinator	means the person responsible for slot allocation and schedule coordination at MAN from time to time within the meaning of Article 4.1 of the Regulation;
Committee	means the Manchester Airport Coordination Committee;
Extraordinary General Meeting	means an extraordinary general meeting of the Committee;
MA plc	means Manchester Airport plc;
IATA	means the International Air Transport Association;
NATS	means the National Air Traffic Services;
IATA Scheduling Procedures Guide	means the Scheduling Procedures Guide published by IATA from time to time;
MAN	means Manchester Airport;
Meeting	means either an Annual General Meeting or an Extraordinary General Meeting of the Committee;

Member	means a member recorded in the Membership Register of the Manchester Airport Coordination Committee;
Membership Register	means the register maintained in accordance with Clause 4.3;
New Entrant	shall have the same meaning as in the regulations;
Operating Licence	means an authorisation, issued by a legally competent authority responsible, to an undertaking permitting it to carry out carriage by air of passengers mail and/or cargo, as stated in the operating licence, for remuneration and/or hire;
Regulation	means Council Regulation (EEC) No 95/93 of 19 January 1993;
Scheduling Committee	means the Manchester Airport Scheduling Committee;
Secretary	means the Secretary of the Committee;
Slot	means the scheduled time of arrival or departure available or allocated to an aircraft movement on a specific date at MAN;
Statutory Instrument	means the Airports Slot Allocation Regulations 1993 SI 1993 No 1067;
Undertaking	means any natural person, any legal person whether profit making or not, or any official body whether having its own legal personality or not.

1.2 References to legislation or statutory provisions shall where the context so admits or requires to construed as references to that legislation or those provisions as respectively amended, consolidated, extended or re-enacted from time to time and shall, where the context so admits or requires, be construed as including references to the corresponding provisions of any earlier legislation (whether repealed or not) directly or indirectly amended, consolidated, extended or replaced thereby or re-enacted and shall include any orders, regulations, instruments or other subordinate legislation made under the relevant statute.

1.3 For the interpretation of this constitution the Interpretation Act 1978 shall apply as it applies to the interpretation of an Act of Parliament.

(2) Name and Object

2.1 The name of the Committee is the Manchester Airport Coordination Committee.

2.2 The object of the Committee is to be the Coordination Committee at Manchester Airport for the purposes of the Regulation and the Statutory Instrument.

(3) Purpose and Principles

- 3.1 The Committee shall assist the Coordinator in a consultative capacity and in particular shall :-
- 3.1.1 advise on possibilities for increasing the capacity of MAN in accordance with Article 6 of the Regulation;
 - 3.1.2 advise on improvements to traffic conditions prevailing at MAN;
 - 3.1.3 consider complaints about the allocation of slots, as provided in Article 8.7 of the Regulation;
 - 3.1.4 advise on methods of monitoring the use of allocated slots;
 - 3.1.5 advise on guidelines for allocation of slots, taking into account local conditions;
 - 3.1.6 advise on serious problems for new entrants as provided for in Article 10 of the Regulation.
- 3.2 In performing its functions set out in Clause 3.1 the Committee shall have regard to the provisions of the IATS Scheduling Procedures Guide applicable to MAN and advice on local guidelines relating to the process of slot allocation at MAN from the Scheduling Committee.

(4) Membership

- 4.1 The following shall be entitled to be Members of the Committee :-
- Airport Operator
 - Air Traffic Control
 - Air Carriers using the Airport regularly or who have expressed an interest in the allocation of slots and the coordination of schedules at the Airport or their authorised representative
 - IATA
 - IACA
- 4.2 The Airport Operator, Air Traffic Control and the Air Carriers listed in Schedule 1 are Members at the date of the adoption of this Constitution.
- The Coordinator will also attend as an observer.
- 4.3 There shall be a Register of Members and the Secretary shall enter the names of all the above and of any new Members of the Register.
- 4.4 An Air Carrier which is not on the Register of Members and which wishes to be a Member shall record its wish to become a member in writing to the Secretary who shall enter its name and the date of accession on the register of Members if that Carrier uses MAN or plants to use MAN in the near future, or has otherwise expressed an interest in the allocation of slots and coordination of schedules at the Airport.

- 4.5 A Member shall cease to be a Member if :-
- it resigns or,
 - it goes into liquidation or,
 - it ceases to use the Airport regularly and has not been to a Meeting for over twelve months.
- 4.6 The Secretary shall make a note in the register of the names of Members who have ceased to be Members together with the date of such cessations.
- 4.7 The Members shall decide all disputed issues about membership by a majority vote at a Meeting.

(5) Members Representatives

- 5.1 Each Member shall delegate an individual to be its Authorised Representative (the Authorised Representative) at meetings.
- 5.2 No Member shall be represented (for voting purposes) by more than one Authorised Representative.
- 5.3 In the case of an Air Carrier, the Authorised Representative shall, where applicable, have responsibility for and experience of scheduling and shall preferably be a Member's delegate to the then most recent IATA Scheduling Conference.
- 5.4 The Committee may invite other persons, include a representative GA association (BAUA) and the Department of Transport, to its meetings as observers at its discretion.
- 5.5 Each person at a meeting shall if requested by the Chairman or the Secretary, state the organisation they represent and in what capacity.

(6) General Meetings of the Committee

- 6.1 An Annual General Meeting shall be held at least once in each calendar year.
- 6.2 Extraordinary General Meetings may be held as and when business dictates.
- 6.3 Meetings shall generally be held at MAN.
- 6.4 The Secretary shall give at least seven clear days written notice of meetings to each Member and to the Coordinator.
- 6.5 The Chairman of five Members may in writing request a Meeting.
- 6.6 Within five working days of receiving a written request signed by the Chairman or by the Authorised Representative of at least five Members giving reasons for the request, the Secretary shall call a Meeting.
- 6.7 If a Meeting is convened for the purposes of Clause 3.1.6, the Secretary shall give notice of the Meeting to the Commission of the European Union and the Department of Transport.
- 6.8 The quorum for a Meeting shall be the Authorised Representative of the Airport Operator and at least five other Members, provided that those representatives account for at least 60% of the votes as defined in Clause 8.2.

6.9 The Committee may receive advice from whomsoever it wishes on any matters under consideration and shall establish such ad hoc rules of procedures as the Members present and voting at a meeting determine, provided that such rules are consistent with this Constitution.

(7) Complaints and Problems for New Entrants

7.1 The Committee may from time to time send to its Members, the Coordinator and other interested parties written procedural requirements approved by a majority of votes at a Meeting and consistent with this Constitution setting out the steps to be followed :-

- (a) where complaints (Slot Complaints) are made about the allocation of slots as provided for in Article 8 (7) of the Regulation, and
- (b) where the Committee is required to advise on serious problems for new entrants as provided in Article 10 of the Regulation.

7.2 Where the Committee is notified of a Slot Complaint, it shall not meet to consider the Slot Complaint unless :-

- the complainant has first made a written submission to the Coordinator setting out the reasons for the Slot Complaint, and
- the Coordinator has responded in writing to that submission or has had a reasonable time to do so, and
- the complainant has not accepted the Coordinator's response where one has been made
- the Secretary of the Coordination Committee has notified the complainant of a right to refer the issue to the Scheduling Committee and the complainant has written to the Secretary of the Coordination Committee explaining why the complainant has rejected this right.

7.3 At a meeting to consider a Slot Complaint, the complainant, or his representative, shall be entitled to attend the Meeting, even if it is not a Member, and the Coordinator and the complainant, or his representative, shall be entitled to address the meeting. The Chairman of the Scheduling Committee may also summarise the outcome of the Scheduling Committee's consideration of the Slot complaint.

7.4 Slot complaints and problems for new entrants can be considered at any meeting of the Coordination Committee.

7.5 The Committee shall not put any matter to a vote where it is required to give advice on a Slot complaint or problems for new entrants, but shall ensure any advice given to the Coordinator sets out a fair summary of the feeling of the Meeting and of the view of any members who dissent from the majority viewpoint.

7.6 The Secretary shall notify the Complainant, the Chairman of the IATA Scheduling Procedures Committee and the Chairman of the Scheduling Committee of problems or complaints which remain unresolved after consideration by the Committee.

(8) Voting

- 8.1 Save for alterations to this Constitution under Clause 12 or dissolution under Clause 13, all questions arising at any meeting except for matters arising under Clause 7.4 shall be decided by a majority of the votes of those Members present and entitled to vote at the Meeting.
- 8.2 In the event of a vote, other than in relation to votes for the purpose of Clause 12 or 13, there shall always be 1,000 votes and :-
- the Air Carriers present at the Meeting shall collectively have 800 votes in accordance with Schedule 1
 - IATA and IACA shall each have 50 votes
 - The Airport Operator shall have 70 votes
 - Air Traffic Control shall have 30 votes
- 8.3 The allocation of votes shall be according to the number of slots held by each Carrier at 1 May each year for the current Summer season and those held for the previous Winter season as outlined in Schedule 1. Notwithstanding this allocation of votes, only those Carriers actually present and represented by their authorised representative shall be entitled to vote.
- 8.4 In case of an equality of votes, the Chairman has have a casting vote.
- 8.5 Minutes shall be kept by the Secretary and a proper record shall be kept of all proceedings, resolutions, the persons present and the capacity in which they attended the meeting.

(9) Sub-Committees

- 9.1 The Committee may appoint sub committees.
- 9.2 A Coordination Committee Executive shall be formed with membership consisting of :-
- Airport Operator
 - Air Traffic Control
 - Four representatives of the Scheduling Committee Executive
 - Other airlines by co-option
- 9.3 The Coordinator will attend the Coordination Committee Executive as an observer.
- 9.4 This Coordination Committee Executive will deal with routine administrative or procedural matters, such as the confirmation of scheduling limits set by MAplc after consultation with NATS, but not complaints or other matters covered directly by the Regulation.
- 9.5 The Coordination Committee Executive may also propose local rules for the consideration of the Coordination Committee in accordance with Article 5.1 of the Regulation.
- 9.6 other sub committees or associated committees may be established with the agreement of the Executive Committee. This may include provisions for the monitoring of Slot Performance to assist the Coordinator.

(10) Chairman and Secretary

- 10.1 The Chairman shall be elected annually by the Committee and will remain in post until the next Annual General Meeting. The process for making nominations for the post of Chairman will be facilitated by the Executive Committee from amongst candidates demonstrating relevant scheduling experience.
- 10.2 The Secretary shall be an employee of MAplc but shall be a different person from MAplc's Authorised Representative and not entitled to vote.

(11) Status

- 11.1 The Committee is an unincorporated association.

(12) Alterations to the Constitution

- 12.1 Any alterations of this Constitution must be approved by at least two thirds of the votes cast at a Meeting specially called for that purpose.
- 12.2 Written requests for a Meeting to alter the Constitution must be received by the Secretary not less than fifteen clear days before the Meeting at which the alteration is to be considered.
- 12.3 At least ten clear working day's notice in writing of such a Meeting, setting out the terms of the alterations to be proposed, shall be sent by the Secretary to each Member, the Coordinator and the Department of Transport.

(13) Dissolution

- 13.1 The Committee cannot be dissolved as long as the Regulation or any regulation replace it which requires that a Coordination Committee at MAN is in force.
- 13.2 If, once the Regulation, or any regulation replacing it, which requires a Coordination Committee to be established at MAN has ceased to be in force, at least two thirds of those present and voting at a meeting may resolve to dissolve the Committee, the Committee shall thereupon be dissolved and the Members shall have the power to dispose of any assets held by or on behalf of the Committee.

(14) Costs and Expenses

- 14.1 Whilst European Community Legislation requires a Coordination Committee at MAN, all reasonable and proper administration, premises and catering expenses of the Committee shall be met by MAplc, provided that meetings are held at MAN.

Schedule 1

Manchester Airport – Total Slots per Airline for S97 and W97

As at 1 October 1997

Operator		Total
5E	Base Regional Airlines	1004
5Y	Atlas Air	2
6E	Malmo Aviation	8
6F	Laker Vacation Airways	327
9C	Gill Airways	588
AA	American Airlines	726
AAG	Atlantic Air Transport	4
AB	Air Berlin	76
AC	Air Canada	616
ADB	Antonov Design Bureau	2
AEA	Air Europa	448
AF	Air France	2830
AHK	Air Hong Kong	632
AI	Air India	208
AIH	Airtours	7774
AIJ	Air Jet	2
AKL	Air Kilroe	1063
AL		4
AMM	Air 2000	5282
AO	Aviaco	36
AWC	Titan Airways	31
AWD	Airworld	2093
AY	Finnair	728
BA	British Airways	46446
BC	Brymon Airways	2
BCM	BCM Airlines	55
BD	British Midland	12
BHT	Bopgazici Hava Tasimacicigi	239
BLX	Blue Scandinavian	5
BRY	Brymon Airways	10
BWL	British World	68

Schedule 1

Manchester Airport – Total Slots per Airline for S97 and W97

As at 1 October 1997

Operator		Total
BY	Britannia	8753
CB	Suckling Airways	1036
CC	Air Atlanta Icelandic	51
CIN	Constellation	1
CKT	Caledonian	2089
CMM	Canada 3000	262
CO	Continental	728
CUB	Cubana	30
CRL	Corse Air International	2
CX	Cathay Pacific	728
CY	Cyprus Airways	210
DJ	Nordic	83
DK	Scanair	15
DL	Delta	1295
DP	Air 2000	340
EAF	Euro Air Charter	499
EBA	Euro-Belgium Airlines	15
ECA	Eurocypria	218
EEZ	Eurofly	10
EGL	Capital Aviation	36
EI	Air Lingus	3639
EK	Emirates	696
EWG	Eurowings Luftverkehrs	8
EWV	Emery Worldwide	2
EZ	Evergreen International	446
FBR		1
FCL	Flying Colours	3277
FD	CityFlyer Express	40
FF	Tower Air	4
FI	Icelandair	41
FR	Ryanair	3625

Schedule 1

Manchester Airport – Total Slots per Airline for S97 and W97

As at 1 October 1997

Operator		Total
FUA	Futura	273
FV	Viva Air	88
GG	Air Holland Charter	7
GIL	Gill Aviation	2
GT	GB Airways	44
GTK	GTI Airlines	1
HLA	Heavylift Cargo Airlines	2
HM	Air Seychelles	22
HX	Hamburg Airlines	3
HY	Uzbekistan Airways	50
IB	Iberia	1036
II	Business Air	4453
IL	Istanbul Airlines	190
JE	Manx Airlines	8781
JEM	Emerald	20
JP	Inexadria	22
KGC	Peach Air	831
KL	KLM	300
KM	Air Malta	509
LB	European Aviation	440
LBT	Air Liberte Tunisie	122
LEI	Air UK	1784
LFA	Air Alfa	1
LG	Luxair	510
LH	Lufthansa	5973
LO	LOT	296
LPU	Air Provence Charter	1
LX	Crossair	1248
LY	EI AI	206
LZ	Bulkan Bulgarian Airlines	86

Schedule 1

Manchester Airport – Total Slots per Airline for S97 and W97

As at 1 October 1997

Operator		Total
MK	Air Mauritius	104
MON	Monarch	5544
MP	Martinair Holland	8
MPH	Martinair Holland	2
MS	Egypt Air	28
NB	Sterling Airways	4
NG	Lauda Air	1086
NI	Portugalia	490
NZ	Air New Zealand	1
OHY	Omur Air	212
OK	CSA	540
OU	Croatia Airlines	10
PE	People Express Inc	2
PGT	Pegasus	62
PK	PIA	318
PO	Polar Air Cargo	198
PS	Pacific Southwest Airline	18
QAF	Qatar Airlines	2
QN	Royal Aviation	88
RJ	Alia Royal Jordanian	6
RQ	Royal Airlines	1026
SBE	Sabre Airways	188
SEU	Star Europe	10
SF	Air Charter	28
SK	SAS	3162
SLR	Sobelair	1
SN	Sabena	2552
SPP	Spanair	282
SQ	Singapore Airlines	416
SR	Swissair	1038
SSV	Sky Service	1

Schedule 1

Manchester Airport – Total Slots per Airline for S97 and W97

As at 1 October 1997

Operator		Total
SU	Aeroflot	2
SV	Saudia	7
SVM	Royal Saudi Airforce	48
SWW	Sunways	343
SWY	Sunways Sweden	3
TK	Turkish	246
TLA	Translift Airways	788
TOP	Topflight	120
TRA	Transavia	8
TS	Air Transat	340
TU	Tunis Air	4
TZ	American Trans Air Inc	182
UK	Air UK	5511
ULE	Leisure International	388
UPD	Air World	420
VEX		2
VB	Birmingham Executive	3
VIM	Air Via	170
VO	Tyrolean Airways	30
VS	Virgin	433
WA	Newair	402
WX	CityJet	10
YP	Aero Lloyd	4

Manchester Airport

Revised Procedure for Ad Hoc Slot Requests

(1) Objective

- 1.1 The objective of this revised procedure is to ensure that slot allocation at Manchester is carried out in conformity with the provisions of EU Slot Allocation Regulation 95/93 and the associated Airport Slot Allocation Regulations 1993 (SI 1993 No 1067) as amended.
- 1.2 It is also the objective to continue to utilise all available capacity for all types of traffic in accordance with prevailing rules and regulations and provide the maximum flexibility for all ad hoc operations be they planned well in advance or at the last minute.

(2) The Need to Change

- 2.1 Manchester Airport is designated a fully coordinated airport under EU Regulation 95/93. Airport Coordination Ltd (ACL) is formally appointed by Manchester Airport plc to provide schedule coordination and slot allocation at Manchester Airport. This appointment has been approved by the Secretary of State for Transport as required by law at fully coordinated airports. No other organisation at Manchester Airport is so empowered.
- 2.2 ACL may delegate the responsibility for slot allocation out of hours to another organisation. However, ACL remain responsible for ensuring that any allocation is made based on the rules in force at the time and are responsible for monitoring slots allocated by any delegated body. This is currently not occurring.
- 2.3 It is, therefore, proposed that ACL formally delegate the slot allocation function outside office hours to Manchester Airport plc Airfield Operations who will allocate available slots notified to them by ACL.

(3) Rules and Regulations

- 3.1 These revised procedures are designed to conform to the framework of Rules and Regulations that govern slot allocation and operations at Manchester Airport.
- 3.2 These include :-
 - ED Regulation 95/93 on Slot Allocation
 - IATA Scheduling Procedures Guide (latest edition)
 - Airport Slot Allocation Regulation (SI 1993 No 1067) as amended
 - Manchester Airport Noise Policy
 - Manchester Airport Conditions of Use
- 3.3 Procedures may need to be further revised in the event of any changes to Rules and Regulations. In this event, Manchester Airport will further consult the industry before changes are implemented.

(4) Proposed New Allocation Process

- 4.1 ACL will now process all requests for slots when their office is open, whether it be for operations some days or only hours in advance. The notified office hours are 0900 – 1700 local Monday to Friday. Variations to these times notified by ACL from time to time will be promulgated by Class 1 NOTAM. Outside these times, ie, at night, weekends and on Bank Holidays, this function will be transferred to Manchester Airport Airfield Operations.
- 4.2 At the end of each working day, ACL will fax to Manchester Airport Airfield Operations the latest slot position for the period up to and including the end of the second day when ACL will next be open. For example, on Friday night the slot availability up to 23:59 UTC Tuesday (or 23:59 Wednesday on a Bank Holiday weekend) will be faxed to MA Airfield Operations. This information will show the number of slots available in each 15 minute period, broken down into arrivals/departures.
- 4.3 MA Airfield Operations will not be able to allocate slots beyond this period – applications beyond this period should be referred to the ACL office when it re-opens.
- 4.4 MA Airfield Operations will allocate available slots in accordance with current regulations. Any movement allocated a slot will be recorded and faxed back to ACL the next working morning so that all changes can be recorded in the ACL system and slot usage can be monitored.

(5) Exemptions to the Slot Allocation Process

- 5.1 Certain flights are to be exempt from the slot allocation process as is standard practice at other airports. Bearing in mind the unique circumstances at Manchester, the following list is suggested :-
 - all emergency operations, for example, fuel shortage, technical problems, weather diversions, police/security problems,
 - all medical emergencies, for example, air ambulance flights, donor flights, medical diversions, humanitarian flights,
 - official flights carrying Royalty, Heads of State and Government ministers,
 - technical flights, for example, landing/lighting system calibration and post accident flight checks,
 - operational delays,
 - ACL and MA Airfield Operations reserve the right to exercise their discretion to allocate capacity to ad hoc operations in excess of the scheduling limits if a situation arises which reasonably merits such action, eg, where passenger or animal hardship are involved.
- 5.2 Helicopter movements will be granted a clearance at any time as they do not use up a runway slot. However, helicopter operations should apply for permission to operate as outlined in paragraph 4.1 to fulfil the requirements of PPR.
- 5.3 Operators of any exempt flights shall notify ACL as soon as possible for monitoring purposes.

(6) Additional Information

- 6.1 Ad Hoc slots allocated at Manchester will not gain any historic precedence.
- 6.2 A Slot Performance Committee has been established at Manchester to review the performance by all operators. ACL will monitor the use of all allocated slots to ensure that carriers are operating at the allocated time.
- 6.3 Sanctions for regular and/or intentional abuse of slots (regular or ad hoc) is the responsibility of Manchester Airport plc. Any operator suspected of slot abuse will be required to account for their actions to the Manchester Airport Slot Performance Committee following which sanctions may be imposed.
- 6.4 It is important that slots are allocated in a transparent and non-discriminatory manner. The ACL database will be available for inspection, by appointment, by any interested party to ensure the transparency of ad-hoc slot allocation.
- 6.5 Any operator who is not satisfied that these procedures have been followed by ACL should put their concerns in writing, in the first instance, to ACL so they can deal with the matter. If the operator is not satisfied with the response, they should raise their concerns with the Manchester Airport Coordination Committee.

Appendix A

Slot Allocation Procedure to be Published in UKAIP

The text of this will be as follows :-

Applications for prior permission and runway slots should be made in advance of each movement as follows :-

During Office Hours (Mon – Fri, 09:00 – 17:00 local time)

Airport Coordination Ltd

Telephone	+ 44 (0) 161 489 2583/2422
Fax	+ 44 (0) 161 489 2470
Sita	LONACXH

Outside Office Hours

Manchester Airport plc Airfield Operations

Telephone	+ 44 (0) 161 489 3657
Fax	+ 44 (0) 161 489 2889

All applications should include the following information :-

- Aircraft owner/operator
- Aircraft type and registration
- Flight number (if applicable)
- Origin/destination
- Requested time of arrival and departure at Manchester (UTC)
- Nominated handling agent at Manchester

Manchester Airport Operational Advice Notice 13/98 Runway Slot Allocation

It is the responsibility of all employers to ensure that this instruction is brought to the attention of their staff. However, individuals remain responsible for their own actions. Those persons whom require further information should consult their supervisor or manager.

Following a meeting of the Manchester Airport Slot Coordination Committee on 14 August 1998, approval was given to trial a new Slot Allocation Procedure. The trial will commence on 17 August 1998 at 1600 hours (UTC) until 3 December 1998.

A summary of the proposed new allocation procedure is detailed below and I enclose with this OAN the complete revised procedure as agreed by the Slot Coordination Committee.

Summary of Proposed New Allocation Procedures

All requests for slots during office hours are to be directed to Airport Coordination Ltd (ACL), contact numbers as follows :-

Airport Coordination Ltd

Telephone	+ 44 (0) 161 489 2583/2422
Fax	+ 44 (0) 161 489 2470
Sita	LONACXH

Office hours are 09:00 – 17:00 hours (local) Monday to Friday, variations to these times will be promulgated by Class 1 NOTAM.

Slots required at short notice outside office hours can be requested from Manchester Airport plc Airfield Operations, as follows :-

Telephone	+ 44 (0) 161 489 3657
Fax	+ 44 (0) 161 489 2889

All applications should include the following information :-

- Aircraft owner/operator
- Aircraft type and registration
- Flight number (if applicable)
- Origin/destination
- Requested time of arrival and departure at Manchester (UTC)
- Nominated Handling Agent at Manchester

Any comments concerning this new procedure are welcomed and should be addressed to :-

Mr C Walkden
Industrial Affairs Manager
Manchester Airport plc
Manchester
M90 1QX

Telephone + 44 (0) 161 489 3797
Fax + 44 (0) 161 489 3812

It is requested that any comments are made before 11 September 1998.

A Class 1 NOTAM will be issued in respect of the above.

Peter Hampson