

## STARS via DAYNE

## MANCHESTER

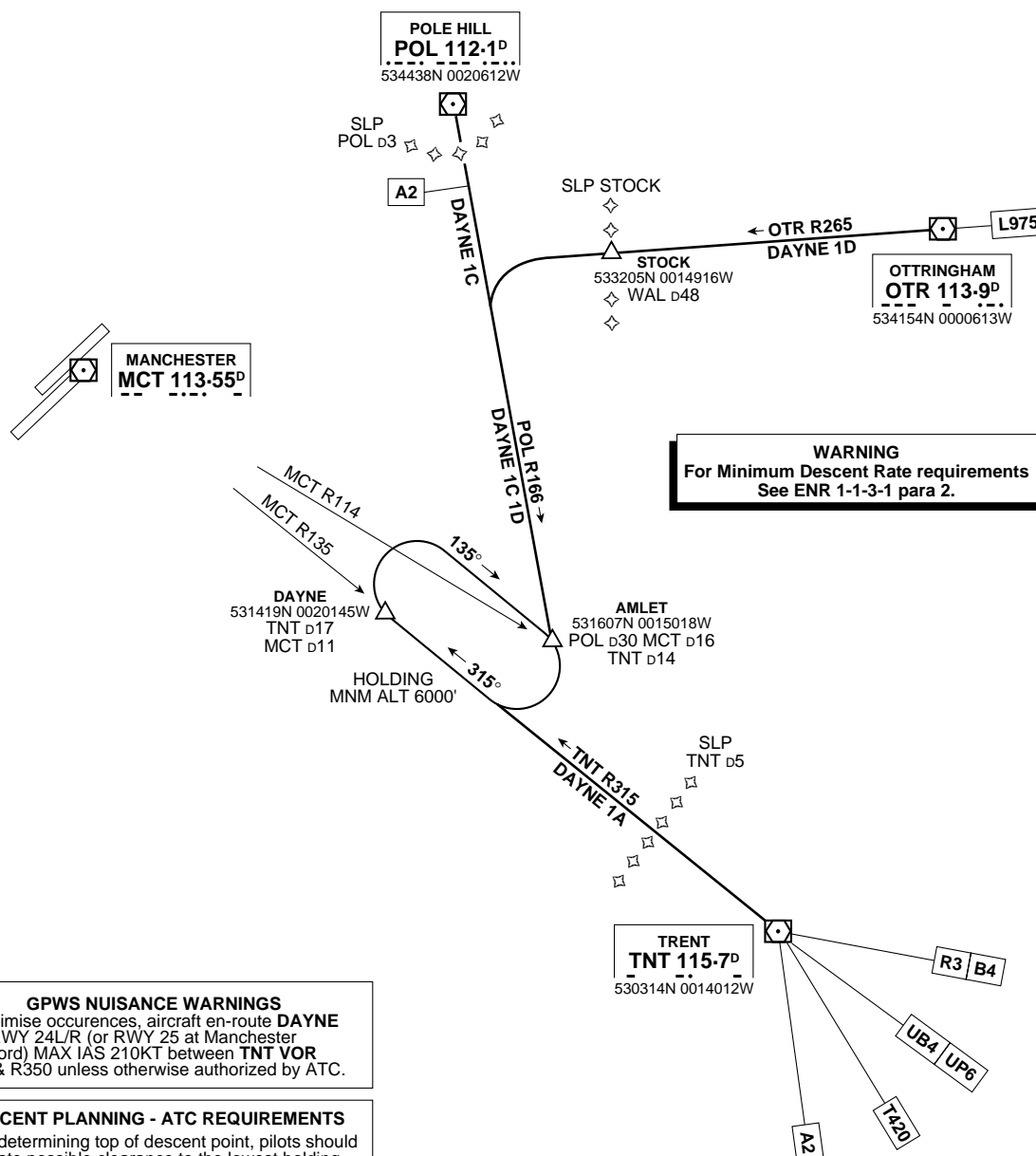
## GENERAL INFORMATION

- 1 These procedures also apply to aircraft inbound to Woodford.
- 2 Standard routes may be varied at the discretion of ATC.
- 3 Cross SLPs or 3 MIN before holding facility at 250KT or less when at FL140 or below.
- 4 When **MCT VOR** or **DME** is out of service **DAYNE** holding axis is aligned on **TNT VOR** R315 between 17NM and 14NM.
- 5 When **ROSUN** hold is congested traffic from **A2 (POL)** and **L975 (OTR)** may, **at ATC discretion**, be routed to **DAYNE** via the **DAYNE 1C/D** STAR.

NOT TO SCALE

TRANSITION LEVEL - ATC

TRANSITION ALT 5000'



## GPWS NUISANCE WARNINGS

To minimise occurrences, aircraft en-route **DAYNE** Hold-RWY 24L/R (or RWY 25 at Manchester Woodford) MAX IAS 210KT between **TNT VOR** R300 & R350 unless otherwise authorized by ATC.

## DESCENT PLANNING - ATC REQUIREMENTS

When determining top of descent point, pilots should anticipate possible clearance to the lowest holding level (FL equivalent to 6000FT) by the SLP. Pilots unable to comply must notify ATC as soon as possible.

**ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.**

STAR DESIGNATOR	VIA	ROUTE
DAYNE 1A	R3/B4/UB4/UP6/T420/A2	TNT VOR - DAYNE
DAYNE 1C See Note 5	A2	POL VOR - AMLET - DAYNE
DAYNE 1D See Note 5	L975	OTR VOR - STOCK - POL R166 - AMLET - DAYNE

**CHANGE** B1 REDESIGNATED L975. A20 REDESIGNATED T420. WGS 84 COORDS.