EGBE — COVENTRY

EGBE AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGBE — COVENTRY

EGBE AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 522211.32N Long: 0012846.85W Mid point of Runway 05/23.
2	Direction and distance from city	3 nm SSE of Coventry.
3	Elevation / Reference temperature	267 ft / 18 C
4	Geoid undulation at AD ELEV PSN	160 FT
5	Magnetic Variation/ Annual Change	1.1°W (2017) / 0.15°
6	AD Administration, address, telephone, telefax, AFS, e-mail address, website address	COVENTRY AIRPORT LTD Post: Airport House, Coventry Airport North, Rowley Road, Coventry, CV3 4FR, England. Phone: 02476-308600 (Administration) Phone: 02476-305410 (ATC) Phone: 02476-308601 (Handling) Phone: 07904-639092 (Handling - Mobile) Fax: 02476-308658 (Administration) Fax: 02476-308639 (ATC) Fax: 02476-516404 (Handling) Email: enquiries@coventryairport.co.uk URL: www.coventryairport.co.uk
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGBE AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	Winter: Mon-Fri 0800-1800; Sat, Sun and PH 0900-1900. 1 November to 31 March every Wednesday 1800 to 2000 for night circuits strictly PPR. Summer: Mon-Fri 0700-1700; Sat, Sun and PH 0800-1800.
2	Customs and Immigration	On request.
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	Air Traffic Service	See item AD 2.18.
8	Fuelling	As AD hours.
9	Handling	XLR Executive Jet Centre: As AD hours.
10	Security	
11	De-icing	As AD hours.
12	Remarks	Pilots are advised that no aerodrome services will be available after aerodrome closure time and the runway lighting will be switched off. Pilots of aircraft planning to depart Coventry within 15 minutes of the aerodrome closure time are required to include a take-off alternate airport in the remarks section of their flight plan.

EGBE AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Full. Specialist equipment (eg. crane) available by arrangement with XLR Executive Jet Centre. Nearest railway siding, Coventry 2.7 miles.
2	Fuel and oil types	AVTUR JET A-1 AVGAS 100LL AVGAS UL-91 W80, S100, 20/50.
3	Fuelling facilities/capacity	AVTUR JET A-1 - 2 bowsers, total storage 85,000 lt. Overground tanks 160,000 lt total storage. AVGAS 100LL - Fixed pump on West Apron. Bowser service. Storage 45,000 lt.
4	De-icing facilities	Through Coventry Airport Jet Centre/Airport Handling.

EGBE AD 2.4 HANDLING SERVICES AND FACILITIES (continued)

5	Hangar space for visiting aircraft	Available on request from aerodrome administration.
6	Repair facilities for visiting aircraft	Yes.
7	Remarks	Oxygen and related servicing by arrangement. To assist with aircraft parking planning, compulsory handling and PPR is required for all non-based aircraft with a maximum AUW of 3000 kg and above. Operators are to request PPR and aircraft handling through the following handling agents: XLR Executive Jet Centre Tel: 02476-308601; Fax: 02476-516404; e-mail: XLR@Coventryairport.co.uk Aerotech Aircraft Maintenance Tel: 02476-306888. General Aviation (West Apron) - Commercial Operations/FBO.

EGBE AD 2.5 PASSENGER FACILITIES

1	Hotels	In the vicinity (1 mile).
2	Restaurants	DC-6 Diner.
3	Transportation	Buses, Taxis. Nearest railway station, Coventry 2.7 miles.
4	Medical facilities	First aid available from the Airport Fire Service.
5	Bank and Post Office	
6	Tourist Office	
7	Remarks	VIP/up to 30 passengers - Meeting rooms - Crew rest facilities.

EGBE AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	See Remarks
2	Rescue equipment	2 x Major Foam Tender.
3	Capability for removal of disabled aircraft	Limited, up to 12, 000 kg MTWA.
4	Remarks	Winter: **RFF Category 3/H3** Mon-Fri 0800-1800; Sat, Sun and PH 0900-1900. (RFF Category 4/5 with 24 hours notice). Summer: **RFF Category 3/H3** Mon-Fri 0700-1700; Sat, Sun and PH 0800-1800. (RFF Category 4/5 with 24 hours notice).

EGBE AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical. De-icing fluid.
2	Clearance priorities	Runway 23/05 - West Apron - Taxiways.
3	Remarks	Latest information from ATC Tel: 02476-305410.

EGBE AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	BRAVO Surface: Concrete. PCN 48/R/B/X/T WEST Surface: Asphalt. PCN 53/R/B/X/U NORTHERN Surface: Asphalt. PCN 53/R/B/X/U EASTERN LIGHT Surface: Grass.

EGBE AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA (continued)

2	Taxiway width, surface and strength	Taxiway A BRAVO-AIRPARK: 7.5 m. Surface: Grass. Taxiway A AIRPARK-KILO: 12 m. Surface: Asphalt. PCN 53/R/B/X/U Taxiway A WEST-BRAVO: 15 m. Surface: Asphalt. PCN 53/R/B/X/U Taxiway A RWY-WEST: 18 m. Surface: Asphalt. PCN 48/F/B/X/U Taxiway B RWY-BRAVO 1: 30 m. Surface: Asphalt. PCN 19/F/A/X/T Taxiway B BRAVO1-BRAVO2: 15 m. Surface: Asphalt. PCN 19/F/A/X/T Taxiway B BRAVO TAXILANE: 15 m. Surface: Concrete. PCN 48/R/B/X/T Taxiway C: 30 m. Surface: Asphalt. PCN 19/F/A/X/T Taxiway J: 7.5 m. Surface: Asphalt and grass. 5 m asphalt with 1.25 m grass either side Taxiway K: 12 m. Surface: Asphalt. PCN 53/R/B/X/U Taxiway K TO JULIET: 15 m. Surface: Grass.
3	Altimeter checkpoint location and elevation	Bravo Apron 273 FT
4	VOR checkpoints	
5	INS checkpoints	See Aircraft Parking/Docking Chart.
6	Remarks	

EGBE AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Bravo Apron: Designated stands are 31A/B, 32A/B, 33A/B and 34. Stands designed to accommodate aircraft with a wingspan up to 31 m, eg SH360, B737-200/300/500. Where meteorological conditions dictate, aircraft may be parked in a non-standard position providing the aircraft remains in the confines of the stand markings. West Apron: Designated stands are 23, 24 and 25 used for business aviation aircraft. Stand 23 for a maximum wingspan of 16.3 m. Stand 24 for a maximum wingspan of 17.6 m. Stand 25 for a maximum wingspan of 17 m. Please note there is a Section 106 agreement restriction on the west apron for aircraft exceeding 9 tonnes. North Apron: Is a self manoeuvring apron used for SH360 aircraft.
2	Runway and taxiway markings and lighting	**Runway marking aid(s):** 05/23: Runway designation, runway centre-line, fixed distance, touch-down zone and runway threshold markings. **Runway light(s):** 05: Amber guard lights at runway/taxiway intersections: 'Alpha 1', 'Bravo 1', 'Charlie 1', 'Juliet' and 'Kilo'. **Taxiway marking aid(s):** : Taxi-holding position.
3	Stop bars	
4	Remarks	Holding point indicator signs. Illuminated wind direction indicators near threshold of Runways 05 and 23.

EGBE AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGBE63) 05/APPROACH 23/TAKE-OFF	Vehicles on road	522149.66N 0012929.95W	285 ft		No	
(EGBE3878) 05/APPROACH 23/TAKE-OFF	Vehicles on road	522146.14N 0012927.27W	287 ft		No	
(EGBE3877) 05/APPROACH 23/TAKE-OFF	Vehicles on road	522146.09N 0012925.38W	286 ft		No	
(EGBE8982) 05/APPROACH 23/TAKE-OFF	Tree	522144.28N 0012927.60W	301 ft		No	
(EGBE8850) 05/APPROACH 23/TAKE-OFF	Tree	522139.74N 0012940.96W	304 ft		No	
(EGBE8856) 05/APPROACH 23/TAKE-OFF	Tree	522138.81N 0012939.59W	320 ft		No	
(EGBE8846) 05/APPROACH 23/TAKE-OFF	Tree	522128.52N 0012952.23W	353 ft		No	
(EGBE8983) 05/APPROACH 23/TAKE-OFF	Tree	522127.67N 0012951.28W	358 ft		No	
(EGBE8849) 05/APPROACH 23/TAKE-OFF	Tree	522127.31N 0012951.71W	365 ft		No	
(EGBE38) 23/APPROACH 05/TAKE-OFF	Pylon	522312.00N 0012713.58W	377 ft		No	
(EGBE39) 23/APPROACH 05/TAKE-OFF	Pylon	522309.88N 0012702.39W	375 ft		No	
(EGBE8547) 23/APPROACH 05/TAKE-OFF	Tree	522259.96N 0012735.99W	364 ft		No	
(EGBE8546) 23/APPROACH 05/TAKE-OFF	Tree	522258.49N 0012738.41W	357 ft		No	
(EGBE8744) 23/APPROACH 05/TAKE-OFF	Tree	522246.00N 0012753.84W	307 ft		No	
(EGBE8753) 23/APPROACH 05/TAKE-OFF	TV Aerial	522245.35N 0012756.28W	300 ft		No	
(EGBE8754) 23/APPROACH 05/TAKE-OFF	Tree	522245.01N 0012756.69W	297 ft		No	
(EGBE8502) 23/APPROACH 05/TAKE-OFF	Tree	522239.20N 0012802.07W	295 ft		No	
(EGBE8767) 23/APPROACH 05/TAKE-OFF	Hedge	522235.86N 0012757.93W	275 ft		No	

In circling area and at aerodrome						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGBE39) 23/APPROACH 05/TAKE-OFF	Pylon	522309.88N 0012702.39W	375 ft		No	
(EGBE9083)	Mast	522658.36N 0012349.18W	543 ft		No	
(EGBE4015)	Spire	522430.04N 0013031.53W	519 ft		No	
	Cathedral Spire	522428.17N 0013028.67W	576 ft		No	
	Crane	522407N 0013043W	593 ft	304 ft	Yes	
(EGBE3019)	Mast	522402.74N 0013243.28W	532 ft		Yes	
	Chimney	522344.99N 0012930.54W	533 ft		No	
(EGBE4003)	Pylon	522335.58N 0012839.75W	385 ft		No	
(EGBE8912)	Mast	522322.12N 0012618.29W	381 ft		No	

EGBE AD 2.10 AERODROME OBSTACLES (continued)

In circling area and at aerodrome						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGBE3179)	Tree	522309.38N 0012908.98W	380 ft		No	
(EGBE40)	Pylon	522307.52N 0012649.77W	385 ft		No	
(EGBE3283)	Tree	522118.84N 0012520.13W	402 ft		No	
(EGBE3619)	Tree	522118.06N 0012521.60W	403 ft		No	
(EGBE3614)	Tree	522110.10N 0012459.84W	414 ft		No	
(EGBE3014)	Aerial	521801.82N 0013034.00W	481 ft		No	
(EGBE3015)	Aerial	521801.69N 0013033.98W	462 ft		No	
(EGBE3016)	Building	521801.44N 0013034.77W	443 ft		No	
(EGBE3018)	Mast	521740.02N 0013108.42W	461 ft		No	

EGBE AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER.
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER. 9 hours.
4	Trend forecast Interval of issuance	Not available.
5	Briefing/consultation provided	Self-briefing/Telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs and METARs. English.
7	Charts and other information available for briefing or consultation	Nil.
8	Supplementary equipment available for providing information	
9	ATS units provided with information	COVENTRY.
10	Additional information (limitation of service, etc.)	

EGBE AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength (PCN)	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
05	047.35°	2008 x 46 m	RWY surface: Asphalt. PCN 48/F/B/X/U	522153.62N 0012918.26W 160 ft	THR 267 ft
23	227.37°	2008 x 46 m	RWY surface: Asphalt. PCN 48/F/B/X/U	522229.03N 0012815.43W 160 ft	THR 265 ft

Slope of RWY/ SWY	SWY dimensions	Clearway dimensions	Strip Dimensions	OFZ	Remarks
7	8	9	10	11	12
					RWY 05 Aiming point markings are 306 m from the threshold.
					RWY 23 Aiming point markings are 306 m from the threshold.

EGBE AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
05	1615 m	1865 m	1795 m	1615 m	
23	1825 m	2059 m	1918 m	1615 m	

EGBE AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/ Wing bars	VASIS/ MEHT/ PAPI	TDZ lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
05	426 m Light intensity high.	Inset HI Green with elev HI Green wingbars	PAPI Left/3° 50 ft			Elev HI bi-directional with LI omni-directional component 1825 m 60 m White with Yellow caution zone	HI elev Red	HI Red Elev edge Inset stop end 90 m	**Approach Lighting:** Centre-line with one cross-bar at 420 m from threshold. **PAPI dist from THR** 295 m Runway end lights delineate the extremity of the manoeuvring area.
23	415 m Light intensity high.	Inset HI Green with elev HI Green wingbars	PAPI Left/3° 56 ft			Elev HI bi-directional with LI omni-directional component 1615 m 60 m White with Yellow caution zone	Inset HI Red	Elev HI Red 180 m	**Approach Lighting:** Coded centre-line with two crossbars. **PAPI dist from THR** 365 m

EGBE AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	LDI: LDI not available.
3	TWY edge and centre line lighting	Taxiway: . Centre line. Green centre-line on taxiway from Hold A1. Taxiway: . Edge. Blue edge lights from northern airpark to Hold K.
4	Secondary power supply/switch-over time	Airport generator on permanent standby/Less than 5 seconds.
5	Remarks	Apron floodlights on Northern, Bravo and West Apron.

EGBE AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	FATO 05: 522151.64N 0012907.24W FATO 23: 522153.82N 0012903.32W
2	TLOF and/ or FATO elevation	FATO 05: 267 ft FATO 23: 263 ft
3	TLOF and FATO area dimensions, surface, strength, marking	FATO 05/23: 100 x 22 m Surface: Grass.
4	True bearing of FATO	05: 047.75° 23: 227.75°
5	Declared distance available	100 m
6	Approach and FATO lighting	
7	Remarks	FATO for use of approved operators only. Two helicopter pads are located on western apron H1 and H2, D-value 13 m (AS355). Non based helicopter operators not familiar with parking procedures must request marshaller assistance from ATC.

EGBE AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Remarks
1	**2**	**3**	**4**	**5**	**6**
COVENTRY ATZ A circle, 2.5 nm radius centred at 522211N 0012847W	Upper limit: 2000 ft Lower limit: SFC	G	COVENTRY APPROACH English	6000 ft	

EGBE AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	Hours of Operation	Remarks
1	**2**	**3**	**4**	**5**
APP	COVENTRY APPROACH	123.825 MHz DOC 40 nm/15,000 ft.	Winter: Mon-Fri 0800-1800; Sat, Sun, PH 0900-1900; 1 November to 31 March every Wednesday 1800-2000 strictly PPR for night flying. Summer: Mon-Fri 0700-1700; Sat, Sun, PH 0800-1800.	ATZ hours coincident with Approach hours. **VDF** **522214.10N 0012851.26W** On AD. Withdrawn for maintenance, first Wednesday of the month 1000-1200 (Winter); 0900-1100 (Summer).
TWR	COVENTRY TOWER	118.175 MHz DOC 25 nm/10,000 ft.	Winter: 0900-1700. Summer: 0800-1600.	**VDF** **522214.10N 0012851.26W** On AD. Withdrawn for maintenance, first Wednesday of the month 1000-1200 (Winter); 0900-1100 (Summer).
		123.825 MHz	Winter: 0800-0900; 1700-1800. Summer: 0700-0800; 1600-1700.	
	COVENTRY GROUND	121.700 MHz	Available for use when notified by ATC.	

EGBE AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES (continued)

Service Designation	Callsign	Channel(s)	Hours of Operation	Remarks
1	2	3	4	5
RAD	COVENTRY RADAR	123.825 MHz DOC 40 nm/15,000 ft.	Winter: 0900-1700. Summer: 0800-1600.	**VDF** **522214.10N 0012851.26W** On AD. Withdrawn for maintenance, first Wednesday of the month 1000-1200 (Winter); 0900-1100 (Summer).
		136.150 MHz DOC 40 nm/15,000 ft.	Available for use when notified by ATC.	
ATIS	COVENTRY INFORMATION	126.050 MHz DOC 60 nm/20,000 ft	Winter: 0800-1800; 1 November to 31 March every Wednesday 1800-2000. Summer: 0700-1700.	
Other	COVENTRY FIRE	121.600 MHz Non-ATS frequency.	Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGBE AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	Ident	Frequency	Hours of Operation	Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/DME I 1.1°W (2017)	ICT	109.750 MHz	HO	522148.11N 0012928.04W		(RWY 23) ATC will advise when not available. Withdrawn for maintenance, every second Monday of the month: 0900-1200 (Winter); 0800-1100 (Summer).
ILS/DME/GP	ICT	333.050 MHz	HO	522225.38N 0012830.17W		3° ILS Ref Datum Hgt 53 ft.
NDB (L)	CT	363.500 kHz	HO	522439.49N 0012421.15W		Range 20 nm. Withdrawn for maintenance, third Thursday of the month: 0900-1200 (Winter); 0800-1100 (Summer).
ILS/DME NOCAT 1.1°W (2017)	ICTY	109.750 MHz	HO	522237.20N 0012800.94W		(RWY 05) Withdrawn for maintenance, every second Monday of the month: 0900-1200 (Winter); 0800-1100 (Summer).
DME	ICT	34Y 109.750 MHz	HO	522213.89N 0012850.69W	288 ft	DME I CTY (RWY 05) I CT (RWY 23) On AD. Freq paired with ILS I CTY and I CT. Zero range indicated at THR of RWY 05 and RWY 23. Withdrawn for maintenance, second Thursday of the month: 1000-1200 (Winter); 0900-1100 (Summer).
DME	ICTY	34Y 109.750 MHz	HO	522213.89N 0012850.69W	288 ft	

EGBE AD 2.20 LOCAL TRAFFIC REGULATIONS

1 Airport Regulations

(a) Non-radio aircraft – PPR from ATC.

(b) Aircraft below 450 kg AUW not permitted. Aircraft between 450 kg AUW to 500 kg AUW, strictly PPR from ATC and must be SSR equipped.

(c) Pilots are required to 'book out' by telephone to ATC.

2 Ground Movement

(a) Apron Parking

(i) Park as instructed by ATC, usually under marshaller guidance;

(ii) Cargo loading zones in use on the West/Bravo and North aprons;

(iii) Overnight parking allocated via handling agent or airport authority.

(b) Light Aircraft Parking

(i) Light aircraft are to self manoeuvre for parking, according to ATC instructions;

(ii) Light aircraft visiting pilots shall be directed to the West apron or eastern light aircraft park.

(c) A Class 2 Compass Calibration Base is situated south of Hold Charlie 1. Access as directed by ATC.

3 CAT II/III Operations

Not applicable.

4 Warnings

(a) Except for light signals, ground signals will not be displayed.

(b) Bird scaring takes place regularly.

(c) Turbulence may occur on final approach to Runway 23 during strong south westerly winds as aircraft cross the eastern bypass (Tollbar) roundabout.

(d) Pilots are warned of Helicopter activity in and out of Walsgrave Hospital helipad situated just north of Runway 23 final approach approximately 3.5 nm from touchdown.

(e) Pilots are warned of radio controlled aircraft activity from a private site approximately 3 nm east of Coventry airport, 0.5 miles southeast of Wolston village.

(f) Pilots of arriving and departing aircraft shall remain outside Birmingham Controlled Airspace at all times, unless otherwise cleared by ATC. The base of Birmingham Controlled Airspace overhead and to the South West of Coventry Airport is altitude 1500ft.

(g) Pilots are warned that unauthorised ground based laser lights have been directed towards aircraft in the vicinity of the aerodrome. All incidents should be reported immediately via the Tower to the Airport Authority.

(h) Retail Park under Runway 23 final approach. Idustrial/Business park to the southeast.

(i) Intensive bird activity to North and Northeast of aerodrome.

5 Helicopter Operations

(a) Helicopters to land as directed by ATC.

(b) Helicopter circuits will normally operate from the FATO, circuit height 700 ft aal (except at night, when main runway will be used).

(c) Helicopter parking as directed by ATC/marshaller. 2 helicopter pads (H1, H2) are located on West Apron. Non-based helicopter operators not familiar with parking procedures on H1 and H2 must request marshaller assistance from ATC.

6 Use of Runways

(a) Except in an emergency, pilots must not use Runway 23 stopway for normal operations.

(b) Circuit height will be 1000 ft aal.

(c) Circuits will not normally be approved when MET visibility is **LESS** than 3000 m and/or cloudbase is **LESS** than 800 ft. Low level circuits, when approved, will be conducted not below 600 ft aal.

(d) Runway Departure Restriction: Except where an AOC holder has a less restrictive state authorised take off minima, departures in RVR conditions of less than 400 m are not permitted.

EGBE AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

(e) Due to critical departure timing restrictions, all IFR departing aircraft shall commence their take-off roll within 1 minute of the take-off clearance being issued, if the pilot is unable to comply with this, they shall hold position on the runway and advise ATC immediately.

(f) All light aircraft holding at Bravo 1, Juliet or Kilo, that require a backtrack prior to take-off, should advise ATC of their requested departure point in relation to the adjacent hold before entering the runway; or request full length.

7 Training

(a) Use of the airport for training purposes is subject to the following conditions:

(i) 1 November to 31 March every Wednesday 1800-2000, PPR for night circuits.

(ii) Circuits will normally be orientated to the south of the aerodrome, ie. Right hand circuit Runway 05, Left hand circuit Runway 23.

(iii) Instrument training – ATC offers a pre-booking system to allow provisional training slots to be booked in advance. Requests for slots prior to radar opening can only be made on the same day.

(iv) No training flights by aircraft with a Maximum Certified Weight of more than 5700 kg are permitted on Sundays or Public Holidays.

(v) Not more than one aircraft with a Maximum Certified Weight of more than 5700 kg shall use the airport for training purposes at any one time.

(vi) Aircraft wishing to carry out instrument training must have serviceable transponder with both Mode C and Mode A.

(b) The preferred runway for approach procedural training is Runway 23 (due to the complexities of adjacent controlled airspace). Approaches to Runway 05 may be requested, but this may involve radar vectoring where necessary.

EGBE AD 2.21 NOISE ABATEMENT PROCEDURES

Noise Preferential Routeings and Procedures – all aircraft inbound or outbound from this aerodrome are required to conform to the procedures listed below, notwithstanding that these may at any time be departed from to the extent necessary for avoiding immediate danger.

(a) Every operator of aircraft using the aerodrome shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the aerodrome. In particular, aircraft operators should avoid overflight of the noise sensitive areas of Binley Woods and Ryton-on-Dunsmore (05 departures, 23 arrivals) and Stoneleigh (05 arrivals, 23 departures).

(b) Air Traffic Control will select the runway in use, having regard to wind, cloud base, approach aid limitations, aircraft performance limitations and environmental considerations. However, the runway to be used remains at the discretion of the aircraft commander, but violation of the ATC selective runway procedure is not acceptable for expedition or convenience, and it is regretted that increased taxiing distances and/or airborne routeings must be accepted in the interests of reducing noise intrusion on the local environment.

(c) Jet aircraft must not join the final approach track to any runway at a height of less than 1500 ft (QFE), except that jet aircraft carrying out visual circuit training may descend from 1500 ft (QFE) on base leg and join the final approach track not less than 1000 ft (QFE).

(d) Propeller driven aircraft of more than 5700 kg MTWA must not join the final approach track to any runway at a height of less than 1000 ft (QFE).

(e) Unless otherwise instructed by ATC, aircraft using the ILS in IMC or VMC shall not descend below the height specified in c or d above before intercepting the glide path nor thereafter fly below it. Aircraft approaching without assistance from ILS or radar shall follow a descent path which will not result in it being at any time lower than the approach path which would be followed by an aircraft using the ILS glide path.

(f) When radar vectoring is being given to inbound aircraft of more than 5700 kg MTWA and a visual approach is requested the aircraft will be instructed to position on final approach at a range not less than five miles.

(g) The Noise Preferential Routeings given below are compatible with ATC requirements and shall apply in both VMC and IMC. The tracks are to be flown by all departing jet aircraft, and by all other departing aircraft of more than 5700 kg MTWA, unless otherwise instructed by ATC or unless deviations are required in the interests of safety. The use of the route is supplementary to noise abatement take-off techniques. After take-off, pilots should ensure that they are at a minimum height of 500 ft aal before initiating any turn:

(i) Runway 05
Climb on track to CT, after passing CT, then turn on track or as instructed by ATC.

Training aircraft in the circuit:
As above, then complete the right turn crosswind.

(ii) Runway 23
Southerly departures

EGBE AD 2.21 NOISE ABATEMENT PROCEDURES (continued)

Climb straight ahead; after passing 500 ft aal, turn left onto track 150° MAG, on passing 1000 ft aal, turn on track or as instructed by ATC.

Northerly Departures
Climb straight ahead; after passing 500 ft aal, turn left onto track 215° MAG; after crossing HON RDL 115 (HON DME 5.5) turn on track (or as instructed by ATC).

Note: *Northbound departures will be required to make a left turn after passing 1000 ft aal as directed.*

(iii) Training aircraft in the circuit: As 'Southerly departures', but continue on track 150° MAG until reaching 1500 ft aal then complete the left turn downwind.

(h) Ground running of aircraft engines shall be subject to the approval of ATC and shall be kept to a minimum, consistent with operational needs.

(i) Airway Inbound Routes Inbound aircraft following airway routes will be positioned by the appropriate ACC to initially follow a Birmingham STAR (AD 2- EGBB-7-1 to 7-4 refers). Aircraft will then be positioned by radar at Coventry or routed to the L CT for an approach.

EGBE AD 2.22 FLIGHT PROCEDURES

1 Arrivals

(a) Aircraft inbound to Coventry from Airways will be routed on Birmingham STARs and positioned for Coventry by ATC.

2 Departures - Southbound Preferred Departure Routes

(a) Routes for aircraft departing from Coventry to join the airways system to the south are shown in the table below. These routes do not constitute standard Instrument Departure Procedures, are not assessed for obstacle clearance and are not contained within controlled airspace. The routes contain the noise preferential routes.

(b) Level requirements for initial Airways joining clearances will be specified by ATC.

Airway Route	Via	RWY	Routing
L10 Southbound (FL 150 & below) M189, P155, P166 Southbound (all levels)	DTY	05	Climb on track CT NDB to intercept DTY VOR R325 to DTY VOR.
		23	Straight ahead to 500 ft aal, turn left onto track 150°M to intercept DTY VOR R305 to DTY VOR.
M605, L612; L151, Q41 Southbound (FL 080 and below) London TMA and ALKIN Arrivals	WCO	05	Climb on track CT NDB to intercept DTY VOR R325 to DTY VOR then to WCO NDB.
		23	Straight ahead to 500 ft aal, turn left onto track 150°M to intercept DTY VOR R305 to DTY VOR then turn right for WCO NDB.
L612; L151; M605 Southbound (FL 090 and above) Q70; L9 (FL 160 and above)	COWLY	05	Climb on track CT NDB to intercept CPT R 355, at CPT D27 intercept HON VOR R156 to COWLY .
		23	Straight ahead to 500 ft aal, turn left onto track 150°M. Intercept CPT VOR R355. At CPT D27 intercept HON VOR R156 to COWLY.
Y321; Q41 Southbound (FL 90 & above)	CPT	05	Climb on track CT NDB to intercept CPT R 355 to CPT VOR.
		23	Straight ahead to 500 ft aal, turn left onto track 150°M. Intercept CPT VOR R355 to CPT VOR

(c) **Aircraft departing from Coventry to join the Airways System to the North should route as instructed by ATC after adhering to the Noise Preferential Routes detailed at item 2.21. Due to local ATC operations, aircraft departing Runway 05 to the north via airways shall expect to initially route via CT NDB to BHX NDB then via airways routing, confirmed by ATC.**

3 Radio Communications Failure procedures

The following procedures apply to aircraft operating inbound to Coventry Airport via Airways.

(a) In the event of complete radio failure, aircraft inbound to Coventry should follow the procedures for Birmingham, except that, prior to commencing descent for landing, the aircraft should route from GROVE or CHASE via HON VOR, or OLIVE direct, to L CT as appropriate descending to 2500 ft amsl en-route.

(b) When complete radio communications failure occurs in the aircraft following a missed approach the aircraft will:

(i) fly the appropriate missed approach procedure to L CT at 2000 ft;

(ii) then commence descent for landing in accordance with the appropriate procedure for the runway-in-use and effect a landing within 30 minutes (or later if able to approach and land visually).

EGBE AD 2.22 FLIGHT PROCEDURES (continued)

4 Instrument Approach procedures

(a) Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace. See ENR 1.5.

5 Coventry Radar are required to ensure that all inbounds are 2000 ft ALT, or lower, by 7 nm final for Runway 05.

6 Visual Reference Points (VRP)

VRP	Co-ordinates
Bitteswell Industrial Estate	522728N 0011447W
Cement Works	521621N 0012304W
Draycote Water	521934N 0011935W
Nuneaton Disused AD	523354N 0012653W

7 Due to the complexities of adjacent controlled airspace, pilots are reminded to ensure that their flight remains clear of the Birmingham CTR/CTA unless ATC clearance is issued.

EGBE AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGBE AD 2.24 CHARTS RELATED TO AN AERODROME

Figure: AERODROME CHART - ICAO

AD 2-EGBE-2-1

Figure: AIRCRAFT PARKING/DOCKING CHART - ICAO

AD 2-EGBE-2-2

Figure: ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2-EGBE-5-1

Figure: INSTRUMENT APPROACH CHART LOC/DME RWY 05 - ICAO

AD 2-EGBE-8-1

Figure: INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 05 - ICAO

AD 2-EGBE-8-2

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 05 - ICAO

AD 2-EGBE-8-3

Figure: INSTRUMENT APPROACH CHART ILS/DME RWY 23 - ICAO

AD 2-EGBE-8-4

Figure: INSTRUMENT APPROACH CHART LOC/DME RWY 23 - ICAO

AD 2-EGBE-8-5

Figure: INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 23 - ICAO

AD 2-EGBE-8-6

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 23 - ICAO

AD 2-EGBE-8-7