EGCN — DONCASTER SHEFFIELD

EGCN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGCN — DONCASTER SHEFFIELD

EGCN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 532831.02N Long: 0010014.89W Mid point of Runway 02/20.
2	Direction and distance from city	3 nm SE from Doncaster.
3	Elevation / Reference temperature	55 ft / 18 C
4	Geoid undulation at AD ELEV PSN	156.56 FT
5	Magnetic Variation/ Annual Change	1.07°W (2017) / 0.16°
6	AD Administration, address, telephone, telefax, AFS, e-mail address, website address	ROBIN HOOD AIRPORT DONCASTER SHEFFIELD. Post: Heyford House, First Avenue, Doncaster, DN9 3RH. Phone: 01302-625021 (Airfield Operations) Phone: 01302-625022 (Airfield Operations) Phone: 01302-625642 (ATC) Phone: 0871-220 2210 (Terminal Services) Fax: 01302-625023 (Airfield Operations) Fax: 01302-625641 (ATC) Fax: 01302-625006 (Terminal Services)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	All telephone calls to ATC will be recorded.

EGCN AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	H24
2	Customs and Immigration	Hours aligned with Airline Operations.
3	Health and sanitation	Port Health Authority on request from Handling Agent.
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	Air Traffic Service	As AD hours. See also AD 2.18.
8	Fuelling	Winter: 0500-2359. Summer: 0400-2259.
9	Handling	H24
10	Security	Hours aligned with Airline Operations.
11	De-icing	H24
12	Remarks	

EGCN AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	By arrangement with Anglo World Cargo. Tel: 01302-623063. Fax: 01302-623062.
2	Fuel and oil types	AVTUR JET A-1L; AVGAS 100LL.
3	Fuelling facilities/capacity	Bowser Facility - Pressure and Overwing.
4	De-icing facilities	Mechanical. Chemical de-icing.
5	Hangar space for visiting aircraft	Limited.
6	Repair facilities for visiting aircraft	Cessna Citation Service Centre, Tel: 01302-511047, Fax: 01302-511048.
7	Remarks	All visiting aircraft are subject to mandatory handling and **PPR**. Operators are requested to contact one of the handling agents in advance. Full handling services are available from: Swissport: Tel: 01302-625103; Fax: 01302-625112; Frequency: 130.600 MHz.

EGCN AD 2.4 HANDLING SERVICES AND FACILITIES (continued)

		Weston Aviation: Tel: 01302-624844; Fax: 01302-624846; (GA and Executive Aviation) Frequency: 131.600 MHz; E-mail: doncaster@westonaviation.com AVGAS 100LL: AVGAS service for visiting operators. Fuel available via Weston Aviation.

EGCN AD 2.5 PASSENGER FACILITIES

1	Hotels	On aerodrome.
2	Restaurants	Restaurant and Bar.
3	Transportation	Taxis, Buses and Car Hire. Nearest railway - Doncaster.
4	Medical facilities	First Aid.
5	Bank and Post Office	Bureau de Change.
6	Tourist Office	Limited tourist information from airport information desk in Terminal.
7	Remarks	

EGCN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	RFF Category A7
2	Rescue equipment	2 x Carmichael Cobra 2 fire tenders (10,000 lt water/1,200 lt foam each) and 1 x Simon Protector fire tender.
3	Capability for removal of disabled aircraft	Not available.
4	Remarks	**RFF Categories 8 and 9 available**on request and by prior arrangement. During periods of reduced activity at the aerodrome RFF category may be downgraded (Scheduled traffic will not be affected). Please check NOTAM and ATIS for the most up to date information. Hydrant Systems and the Booster pump with 270,000 lts at 8-9 bar pressure. 27 booster fed hydrants on the aerodrome, 23 of which are located along the western edge of the runway 150 m apart, 4 on the eastern edge of the apron; hydrants are located 10 m from the edge of the runway 150 m apart.

EGCN AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical. Chemical de-icing
2	Clearance priorities	See AD 1.2.2.
3	Remarks	Braking action assessment by Mu-Meter. Latest Information from ATC Tel: 01302-625642.

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

1	Apron surface and strength	TERMINAL STANDS Surface: Concrete. PCN 71/R/C/W/T HANGAR STANDS Surface: Concrete. PCN 42/R/C/W/T GA APRON Surface: Asphalt. PCN 20/F/D/Z/T
2	Taxiway width, surface and strength	Taxiway ALPHA: 18 m. Surface: Asphalt. PCN 33/F/B/W/T Taxiway BRAVO: 23 m. Surface: Asphalt. PCN 49/F/B/W/T Taxiway CHARLIE: 23 m. Surface: Concrete. PCN 71/R/C/W/T Taxiway DELTA: 18 m. Surface: Asphalt.

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

		PCN 52/F/A/W/T Taxiway ECHO: 23 m. Surface: Concrete and asphalt. PCN 14/F/A/W/T
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	See Aircraft Parking/Docking Chart.
6	Remarks	GA Apron restricted to aircraft with a wing span no greater than 20 m, inclusive.

EGCN 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	MARS Stands 1, 2, 4 and 5 including all L and R stands are nose-in/push-back. Stand 2A self docking/parking for aircraft with a wing span no greater than 18.5 m. Stand 3 is a single code D stand for aircraft no greater than B757-200. Marshall guidance is provided for all aircraft movements. Stand 1A available for use for aircraft up to and including An-124 without restrictions, capable of An-225 with restrictions. Freight Stands docking/parking guidance system of aircraft Stands 11-14, MARS Stands 16 and 17, including all L and R stands are nose-in/push back. Stand 17A is self-manoeuvring except when Stand 16 is occupied then withdrawn from use. Stands 16 and 17 gradients exceed 1%.
2	Runway and taxiway markings and lighting	**Runway marking aid(s):** : Designation, permanently displaced thresholds, edge, centre-line, aiming point and touch down zone. Turning circles lit left hand side with green uni-directional lighting.**Taxiway light(s):** : Green centre-line lighting to Taxiways A, C and D, blue edge lighting elsewhere. Runway guard lights on access to runway at holding points A1, A2, A6, A7, B, C1 and C2.
3	Stop bars	At holding points A1, A2, A4, A5, A6, B, C1 and C2. All HI uni-directional switchable red.
4	Remarks	2 illuminated wind direction indicators. Some obstacle lighting. Taxiway Alpha movements restricted when IRVR at 350 m or below, follow me required.

EGCN 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**
(EGCN1397) 02/APPROACH	Building	532741.56N 0010058.51W	123 ft	28 ft	No	
(EGCN1395) 02/APPROACH	Chimney	532740.36N 0010058.87W	128.49 ft	8.5 ft	No	
(EGCN1998) 02/APPROACH	Tree	532719.88N 0010108.34W	152.5 ft	70 ft	No	
(EGCN1092) 02/APPROACH 20/TAKE-OFF	Fence	532741.73N 0010044.14W	72.51 ft	7 ft	No	
(EGCN2227) 02/APPROACH 20/TAKE-OFF	Tree	532739.68N 0010040.51W	79.27 ft	15.2 ft	No	
(EGCN2231) 02/APPROACH 20/TAKE-OFF	Tree	532739.17N 0010038.81W	81.64 ft	17 ft	No	
(EGCN2011) 02/APPROACH 20/TAKE-OFF	Tree	532738.61N 0010047.54W	87.21 ft	60 ft	No	
(EGCN2235) 02/APPROACH 20/TAKE-OFF	Tree	532737.49N 0010032.68W	85.57 ft	12.1 ft	No	
(EGCN1882) 02/APPROACH 20/TAKE-OFF	Tree	532736.94N 0010032.15W	90.2 ft	22 ft	No	

EGCN AD 2.10 AERODROME OBSTACLES (continued)

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**
(EGCN2119) 02/APPROACH 20/TAKE-OFF	Tree	532735.18N 0010043.02W	92.6 ft	27 ft	No	
(EGCN2221) 02/APPROACH 20/TAKE-OFF	Tree	532734.10N 0010100.56W	113.69 ft	8.1 ft	No	
(EGCN2015) 02/APPROACH 20/TAKE-OFF	Tree	532726.32N 0010041.52W	108.85 ft	24 ft	No	
(EGCN2233) 02/APPROACH 20/TAKE-OFF	Tree	532725.44N 0010036.55W	108.60 ft	10.4 ft	No	
(EGCN2219) 02/APPROACH 20/TAKE-OFF	Tree	532721.04N 0010103.87W	134.13 ft	17.4 ft	No	
(EGCN2225) 02/APPROACH 20/TAKE-OFF	Tree	532720.21N 0010052.46W	116.71 ft	11 ft	No	
(EGCN2018) 20/TAKE-OFF	Tree	532739.39N 0010039.73W	78.8 ft	14.3 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**
(EGCN2225) 02/APPROACH 20/TAKE-OFF	Tree	532720.21N 0010052.46W	116.71 ft	11 ft	No	
(EGCN2101)	Wind Tur-bines	533634.39N 0005520.03W	408.92 ft		No	
(EGCN2213)	Chimney	533313.80N 0010515.06W	236 ft		Yes	
(EGCN1044)	Pylon	533025.63N 0010257.63W	192.3 ft	7 ft	No	
(EGCN1047)	Pylon	532948.86N 0010248.37W	190.70 ft	158 ft	No	
(EGCN2276)	Water Tower	532920.07N 0005119.12W	227.53 ft		No	
(EGCN1040)	Pylon	532918.68N 0010322.87W	188.33 ft	15 ft	No	
(EGCN1034)	Pylon	532909.73N 0010354.17W	218.85 ft	10 ft	No	
(EGCN2215)	Tree	532754.08N 0010129.87W	151.56 ft		No	
(EGCN2212)	Aerial	532726.98N 0011309.27W	572.14 ft	54.06 ft	No	
(EGCN1109)	Chimney	532635.20N 0010042.26W	146 ft		No	
(EGCN1006)	Mast	532624.43N 0011253.62W	586 ft	160 ft	No	
(EGCN1328)	Trees	532510.37N 0005841.80W	206 ft	75 ft	No	
(EGCN1038)	Building	532450.23N 0010338.61W	361.26 ft	262 ft	No	
(EGCN1033)	Slag Heap	532423.00N 0010424.10W	273 ft		No	

EGCN 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	

EGCN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED (continued)

5	Briefing/consultation provided	Self briefing/telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English
7	Charts and other information available for briefing or consultation	AIRMETS. METFORMS: 214, 215, 414, 415.
8	Supplementary equipment available for providing information	Fax and internet access available via airfield operations.
9	ATS units provided with information	DONCASTER SHEFFIELD.
10	Additional information (limitation of service, etc.)	

EGCN 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
02	017.65°	2893 x 60 m	RWY surface: Asphalt. PCN 63/F/B/W/T	532751.11N 0010036.17W 156.56 ft	THR 52.4 ft
20	197.66°	2893 x 60 m	RWY surface: Asphalt. PCN 63/F/B/W/T	532910.93N 0005953.58W 156.56 ft	THR 25.93 ft

Slope of RWY/ SWY	SWY dimensions	Clearway dimensions	Strip Dimensions	OFZ	Remarks
7	8	9	10	11	12
RWY 02 -1:325 RWY 20 1:325		91 x m			RWY 02 THR displaced by 153 m
RWY 02 -1:325 RWY 20 1:325		300 x m			RWY 20 THR displaced by 153 m

EGCN AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
02	2893 m	2984 m	2893 m	2743 m	
20	2893 m	3056 m	2893 m	2606 m	TORA requires back track and line up of 150 m from A6/A7.
02	1813 m	1904 m	1813 m		Take-off from intersection with Hold Bravo.
02	970 m	1060 m	970 m		Take-off from intersection with Hold Charlie
20	1923 m	2086 m	1923 m		Take-off from intersection with Hold Charlie.
20	2702 m	2864 m	2702 m		Take-off from intersection with Hold Alpha 7.

EGCN 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
02	420 m Light intensity high.	HI uni-directional Green elevated wingbars	PAPI Left/3.1° 60 ft		Bi-directional colour coded 15 m spacing HI	Bi-directional 60 m spacing White HI with LI Omni directional component	Red.		**Approach Lighting:** Coded centre-line with two crossbars **PAPI dist from THR:** 363 m From displaced threshold
20	900 m Light intensity high.	HI uni-directional Green elevated wingbars	PAPI Left/3° 50 ft	900 HI	Bi-directional colour coded 15 m spacing HI	Bi-directional 60 m spacing White HI with LI Omni directional component	Red.		**Approach Lighting:** Coded centre-line withfive crossbars **Supplementry Lighting:** inner 300 m **PAPI dist from THR:** 320 m

EGCN 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	Anemometer: 532801.06N 0010024.08W
3	TWY edge and centre line lighting	Taxiway: . Centre line. HI flush fitting green bi-directional centre-line lights to Taxiways Alpha, Charlie, Delta and Terminal apron. The spacing of centre-line lights to Taxiway A and Delta is 23 m. Lead on/off, alternating green/yellow centre-line lights are provided to Taxiway Alpha from holding points Alpha 2 and Alpha 6 and to Taxiway Charlie from holding point Charlie 1. Taxiway: . Edge. HI omni-directional blue edge lights to Taxiways Bravo, Charlie, Echo and aprons.
4	Secondary power supply/switch-over time	UPS Standby diesel. Maximum 1 sec change-over.
5	Remarks	Obstacle lighting. Floodlight to both aprons. 24 hr Stop Bars in use at all Cat 1 Holds A1, C1 and A7.

EGCN AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	
2	TLOF and/ or FATO elevation	
3	TLOF and FATO area dimensions, surface, strength, marking	FATO :
4	True bearing of FATO	
5	Declared distance available	
6	Approach and FATO lighting	
7	Remarks	Part of the manoeuvring area can be used for take-off and landings as instructed by ATC. Thresholds of the operational runways are designated as aiming points

EGCN 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
DONCASTER SHEFFIELD CTR 1 533432N 0010603W - thence clockwise by the arc of a circle radius 6.5 nm centered on 532911N 0005954W to 533137N 0004948W - 532720N 0005206W - 533119N 0010614W - 533109N 0010751W - 533432N 0010603W	Upper limit: FL85 Lower limit: SFC	D	DONCASTER APPROACH	5000 ft	
DONCASTER SHEFFIELD CTR 2 533109N 0010751W - 533119N 0010614W - 532720N 0005206W - 532223N 0005445W - thence clockwise by the arc of a circle radius 6.5 nm centered on 532751N 0010036W to 532535N 0011047W - 533109N 0010751W	Upper limit: FL105 Lower limit: SFC	D	DONCASTER APPROACH	5000 ft	
DONCASTER SHEFFIELD CTA 1 533635N 0010457W - thence clockwise by the arc of a circle radius 8 nm centered on 532911N 0005954W to 533336N 0004844W - 533137N 0004948W - thence anti-clockwise by the arc of a circle radius 6.5 nm centered on 532911N 0005954W to 533432N 0010603W - 533635N 0010457W	Upper limit: FL85 Lower limit: 1500 ft ALT	D	DONCASTER APPROACH	5000 ft	
DONCASTER SHEFFIELD CTA 2 532527N 0011228W - 532535N 0011047W - thence anti-clockwise by the arc of a circle radius 6.5 nm centered on 532751N 0010036W to 532223N 0005445W - 532024N 0005549W - thence clockwise by the arc of a circle radius 8 nm centered on 532751N 0010036W to 532401N 0011220W - 532527N 0011228W	Upper limit: FL105 Lower limit: 1500 ft ALT	D	DONCASTER APPROACH	5000 ft	
DONCASTER SHEFFIELD CTA 3 531858N 0011152W - 531600N 0005542W - 531509N 0005610W - thence clockwise by the arc of a circle radius 13 nm centered on 532751N 0010036W to 531641N 0011139W - 531858N 0011152W	Upper limit: FL60 Lower limit: 2000 ft ALT	D	DONCASTER APPROACH	5000 ft	
DONCASTER SHEFFIELD CTA 4 534139N 0010352W - 534149N 0010209W - 533109N 0010751W - 533059N 0010932W - 534139N 0010352W	Upper limit: FL65 Lower limit: 2000 ft ALT	D	DONCASTER APPROACH	5000 ft	
DONCASTER SHEFFIELD CTA 5 534149N 0010209W - thence clockwise by the arc of a circle radius 12.7 nm centered on 532911N 0005954W to 533741N 0004403W - 532643N 0004958W - 532720N 0005206W - 533336N 0004844W - thence anti-clockwise by the arc of a circle radius 8 nm centered on 532911N 0005954W to 533635N 0010457W - 534149N 0010209W	Upper limit: FL85 Lower limit: 2000 ft ALT	D	DONCASTER APPROACH	5000 ft	

EGCN AD 2.17 AIR TRAFFIC SERVICES AIRSPACE (continued)

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Remarks
1	2	3	4	5	6
DONCASTER SHEFFIELD CTA 6 532401N 0011220W - thence anti-clockwise by the arc of a circle radius 8 nm centered on 532751N 0010036W to 532024N 0005549W - 532720N 0005206W - 532643N 0004958W - 531600N 0005542W - 531858N 0011152W - 532401N 0011220W	Upper limit: FL105 Lower limit: 2000 ft ALT	D	DONCASTER APPROACH	5000 ft	
DONCASTER SHEFFIELD CTA 7 533059N 0010932W - 533109N 0010751W - 532535N 0011047W - 532527N 0011228W - 533059N 0010932W	Upper limit: FL105 Lower limit: 2000 ft ALT	D	DONCASTER APPROACH	5000 ft	
DONCASTER SHEFFIELD CTA 8 534030N 0011550W - 534139N 0010352W - 533059N 0010932W - 533038N 0011307W - 534030N 0011550W	Upper limit: FL65 Lower limit: 4000 ft ALT	D	DONCASTER APPROACH	5000 ft	
DONCASTER SHEFFIELD CTA 9 532950N 0012120W - 533059N 0010932W - 532527N 0011228W - 532449N 0011957W - 532950N 0012120W	Upper limit: FL85 Lower limit: 4000 ft ALT	D	DONCASTER APPROACH	5000 ft	
DONCASTER SHEFFIELD CTA 10 533941N 0012405W - 534030N 0011550W - 533038N 0011307W - 532950N 0012120W - 533941N 0012405W	Upper limit: FL55 Lower limit: 4500 ft ALT	D	DONCASTER APPROACH	5000 ft	
DONCASTER SHEFFIELD CTA 11 532449N 0011957W - 532527N 0011228W - 531938N 0011532W - 532012N 0011840W - 532449N 0011957W	Upper limit: FL85 Lower limit: FL60	D	DONCASTER APPROACH	5000 ft	
DONCASTER SHEFFIELD CTA 12 532527N 0011228W - 531858N 0011152W - 531938N 0011532W - 532527N 0011228W	Upper limit: FL105 Lower limit: FL60	D	DONCASTER APPROACH	5000 ft	
DONCASTER SHEFFIELD ATZ A circle, 2.5 nm radius centred at 532831N 0010015W on the midpoint of the longest notified runway (02/20)	Upper limit: 2000 ft Lower limit: SFC	D	DONCASTER APPROACH	5000 ft	

EGCN AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	Hours of Operation	Remarks
1	2	3	4	5
APP	DONCASTER APPROACH	126.225 MHz DOC 40 nm/20,000 ft.	H24	ATZ hours coincident with Approach hours.
		121.500 MHz Emergency frequency.	O/R	
TWR	DONCASTER TOWER	128.775 MHz DOC 25 nm/4,000 ft.	H24	
		121.500 MHz Emergency frequency.	O/R	
RAD	DONCASTER RADAR	126.225 MHz DOC 40 nm/20,000 ft.	H24	
		283.425 MHz DOC 45 nm/25,000 ft.	H24	
		129.050 MHz Available as directed by ATC. DOC 25 nm/4,000 ft.	When Instructed by ATC	
ATIS	DONCASTER INFORMATION	134.950 MHz DOC 55 nm/25,000 ft.	H24	ATIS information available via telephone, externally 0871-220 2210, Ext 5645, internally Ext 5645.
Other	DONCASTER FIRE	121.600 MHz Non-ATS frequency.	Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGCN 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 I 1.07°W (2017)	IFIN	110.950 MHz	H24	532924.99N 0005946.05W		(RWY 02)
ILS/GP	IFIN	330.650 MHz	H24	532800.62N 0010023.69W		3.1° ILS Ref Datum Hgt 53 ft.
ILS III 1.07°W (2017)	IFNL	110.950 MHz	H24	532741.22N 0010041.43W		(RWY 20)
ILS/GP	IFNL	330.650 MHz	H24	532900.10N 0005952.23W		3° ILS Ref Datum Hgt 52 ft.
DME	IFIN	46Y 110.950 MHz	H24	532829.54N 0010007.14W	48.58 ft	(RWY 02) On AD. Zero range to threshold of Runways 02 and 20. DME frequency paired with ILS I FNL and I FIN.
NDB	FNY	338.000 kHz	H24	532829.36N 0010006.22W		Range 20 nm.
DME	IFNL	46Y 110.950 MHz	H24	532829.54N 0010007.14W	48.58 ft	(RWY 20) On AD. Zero range to threshold of Runways 02 and 20. DME frequency paired with ILS I FNL and I FIN.

EGCN AD 2.20 LOCAL TRAFFIC REGULATIONS

1 Airport Regulations

(a) Pilots are to 'book out' by telephone details to ATC. 'Booking out' by radio is not accepted.

(b) The wearing of high visibility clothing is mandatory for all personnel employed on each of the apron areas and for flight crews, except when transferred directly by bus to/from the aircraft steps and terminal.

(c) Prior permission for departures and arrivals is required from ATC for aircraft unable to communicate with ATC by radio.

(d) Aircraft Captains, through their staff and/or handling agents, are responsible for the safety of persons and/or vehicles on the apron during engine start.

2 Ground Movement

(a) Pilots of Code E aircraft such as B777 and B747 and pilots of An-124 aircraft vacating the runway at Alpha 7 will be required to use painted oversteer line between Alpha 7 and Alpha 6 and follow-me vehicle will be provided. This also applies to Code E aircraft and An-124s entering the runway from Taxiway Alpha via Alpha 6 and Alpha 7.

(b) Pilots of Code E aircraft such as B777 and B747 should exercise caution when using straight portion of Taxiway Alpha between intersections with Taxiway Delta and Taxiway Echo (after vacating runway at Alpha 7, or exiting Taxiway Echo) as main-gear to pavement edge may reduce to 2.6 m on the straight section. A follow-me will be provided at all times and the taxiway is illuminated with taxiway centre-line lighting at night.

(c) Due to reduced wingtip obstacle clearance An-124 aircraft using Taxiway Echo will be provided with follow-me and wing-tip guidance control passing E3.

(d) Operators should note that Doncaster Sheffield Airport is unable to accept A340-600 aircraft due to limitation on taxiway curves.

(e) Aircraft repositioning on the apron must do so under marshaller's guidance.

(f) Aircraft higher than Code F Operations are permitted under follow-me guidance for Main Apron and Cargo Apron. See EGCN AD 2-3.

3 CAT II/III Operations

(a) Runway 20, subject to serviceability of the facility, is suitable for Category II/IIIb operations by operators whose minima have been accepted by the Civil Aviation Authority.

(b) During Cat II/IIIb operations, special ATC procedures (Low Visibility Procedures) will be applied. Pilots will be informed by ATIS broadcast or by RTF when these procedures are in operation.

(c) Taxiway Bravo is closed when Low Visibility Procedures are in force.

(d) Runway Holding Points in use for Cat II/III ops - Alpha 2, Alpha 7 and Charlie 2.

4 Warnings

(a) Pilots should positively identify the runway in use before committing the aircraft to a landing.

(b) Pilots are reminded that throughout the year, bird concentrations may be present on all areas under agricultural use on the approaches to Runway 02/20. Deterrent/Dispersal within the aerodromes boundaries is carried out by the bird control unit and pilots may be requested by ATC to delay a departure or arrival if dispersal proves difficult.

(c) Multiple general aviation and military operations take place in airspace immediately adjacent to or beneath the Doncaster Sheffield CTRs/CTAs.

(d) See EGNE AD 2.22, paragraph 5 for details of Gamston Local Flying Area.

(e) Parachuting takes place at Hibaldstow Parachuting Site (17.5 nm E of the aerodrome), active up to FL150 (See ENR 5.5). Activity information is available from Humberside Approach 119.125 MHz.

(f) Pilots are reminded of the proximity of Scampton (19.5 nm SE of the aerodrome) and Restricted Area R313 (Scampton), which is active up to 9500 ft ALT with formations of fast jet aircraft. Activity information is available from Waddington Approach 119.500 MHz.

(g) Gliding activity takes place at Kirton-in-Lindsey Gliding Site, which lies 18 nm east of Doncaster aerodrome. Gliding takes place up to the base of controlled airspace.

(h) Gliding activity takes place at Burn Gliding Site, which lies 18 nm to the north of Doncaster aerodrome. Gliding activity takes place up to the base of controlled airspace.

(i) Flocks of racing pigeons may be encountered flying across the aerodrome below 100 ft during the racing season, April to September.

EGCN AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

5 Helicopter Operations

(a) Arrivals: ATC will either select the appropriate threshold or instruct the helicopter to make an approach to the runway. If instructed to approach the runway, the helicopter is to turn on to a final approach and arrange descent to flare, to ground or hover taxiing speed in the fixed wing runway touchdown zone.

(b) Departures: These will be made from the runway Aiming Points or parallel taxiway as selected by ATC. NPR's after departure do not apply above 500 ft.

(c) Arrivals/Departures to the Alpha taxiway are only permitted when:

(i) The runway is closed and;

(ii) The helicopter is operating on a VFR clearance and;

(iii) There are no aircraft vehicles or personnel on the taxiway.

(d) Hover-Taxiing (or ground taxiing if applicable) is required to/from the parking area via designated taxiways.

(e) Helicopter training is only permitted to/from the runway. Helicopters flying circuits to the runway must, as far as possible, arrange their circuits to reflect those being flown by fixed wing aircraft. Pilots must inform ATC if periods in excess of 30 seconds are required on the runway between touchdown and departure.

(f) Helicopters are to approach the Airport at a minimum height of 500 ft aal and shall avoid overflight of the villages at Blaxton, Finningley, Austerfield and Auckley.

6 Use of Runways

(a) Doncaster Sheffield aerodrome operates with a preferred runway policy which will be applied at all times subject to the safety requirements, ATC requirements, weather conditions, approach aid limitations and aircraft performance. Runway 20 is the preferred approach runway and Runway 02 is the preferred departure runway; but these requirements may be departed from to the extent necessary for operational reasons. In the event of marginal conditions, the runway to be used shall be at the discretion of the aircraft commander provided always that the preferred runway procedures shall not be violated for reasons of expediency.

(b) The DME will be selected for the designated approach runway and will not be routinely switched for opposite direction departures. Either the I-FIN or I-FNL can be used for preferred runway departures.

(c) Overhead join of the circuit is not available. Pilots should join the circuit as instructed by ATC.

(d) All visual circuits shall be to the east of the runway (left-hand circuit for Runway 20 and right-hand circuit for Runway 02). The minimum circuit altitude for General Aviation and Helicopters shall be 1000 ft QNH unless instructed otherwise by ATC. The maximum number of aircraft permitted to operate in the visual circuit at any one time shall be 2 aircraft, including helicopters. Pilots should avoid overflying the villages of Wroot, Misson and Bawtry.

(e) Runway Departure Restriction - Except where an AOC holder has less restrictive State authorised take-off minima, departures in RVR conditions of less than 400 m are not permitted when the runway centre-line lighting is unserviceable.

7 Training

(a) Training Flights by aircraft of less than 5700 kg are only permitted between the hours of 0700-2300 (local) and are subject to prior approval and acceptance by ATC. Visual circuits are not permitted on Sundays and Public Holidays.

(b) Training Flights by aircraft of over 5700 kg are only permitted between the hours of 0700-2300 (local), Monday to Saturday and are subject to prior approval and acceptance by ATC. Training is not permitted on Sundays and Public Holidays. When accepting training flights, ATC may issue slot times.

(c) All aircrew training circuits shall be carried out at 2000 ft QNH and to the east of the aerodrome, unless instructed otherwise by ATC.

(d) For aircraft with a MTOW above 5700 kg a maximum of one aircraft will be permitted within the circuit at any one time.

(e) Visual circuits by aircraft above 5700 kg must comply with the following noise abatement procedures.

(i) **Runway 02**

After departure turn right crosswind at no greater than 2.5 DME, fly downwind at 2000 ft QNH, report final south of Bawtry (3 DME) and not below 1500 ft QNH.

(ii) **Runway 20**

After departure climb on track 190°, at 1.5 DME turn left crosswind, fly downwind at 2000 ft QNH and report final not below 1500 ft QNH.

(f) Pilots should avoid flying over the villages to the east of the aerodrome.

(g) All types of IFR/VFR training are only available by prior arrangement with ATC and are subject to availability of training slots. Pilots are strongly advised to book their training slots with ATC well in advance. Failure to make a booking may result in the aircraft being refused use of the facilities.

EGCN AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

(h) Pilots unable to comply with booked times must inform ATC as soon as possible so that new booking may be made. Pilots should inform ATC as soon as possible of booking cancellations. Any flight delayed by more than 30 minutes will be deemed to have been cancelled .

(i) The filing of a flight plan does not constitute a booking to carry out training from the aerodrome.

EGCN AD 2.21 NOISE ABATEMENT PROCEDURES

1 General

(a) All aircraft inbound and outbound from this airport are required to conform to the following procedures, notwithstanding that these may at any time be departed from to the extent necessary for avoiding immediate danger:

(i) Every operator of aircraft using the airport shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.

(ii) Unless otherwise authorised by ATC aircraft using the ILS in IMC and VMC shall not descend below 2000 ft before intercepting the glidepath, nor thereafter fly below it. An aircraft approaching without assistance from ILS or radar shall follow a descent path which will not result in its being at any time lower than the approach path which would be followed by an aircraft using the ILS glidepath.

(iii) NPRs shall not apply to aircraft whose MTOW (as stated in the certificate of airworthiness) is less than 5700kg.

(iv) Jet aircraft failing to meet certification noise levels appropriate to ICAO Annex 16 Volume 1 Chapter 3 will not be permitted to land.

2 Arrivals — Continous Descent Approaches

(a) Turbo-jet and turbo prop aircraft are expected to apply continuous descent, low power, low drag approach techniques at all times.

(b) Subject to ATC instructions, inbound aircraft are to maintain as high an altitude as practical and adopt a low power, low drag, continuous descent approach profile. ATC will provide estimated track distance to touchdown to allow pilots to descend at a rate they judge best suited to achieve continuous descent without using more power or drag than necessary. The object will be to join the glidepath at the appropriate height for the distance without level flight

(c) To facilitate these techniques aircraft should be flown no faster than 250 kt from the speed limiting points and below FL 100 and 250-210 kt during the intermediate approach phase. Thereafter speed should be managed so as to achieve a continuous descent using as little power or drag as possible. ATC may impose speed control if required for separation purposes.

(d) ATC will provide regular range checks. Pilots who require additional track mileage to facilitate a successful CDA should inform ATC as soon as the requirement is apparent.

3 Departures

(a) 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. See Warnings at AD 2.20 paragraph 4 and outbound routes at EGCN AD 2.22 paragraph 6.

Departing Runway	Direction	Route
20	West	Climb straight ahead to 500 ft or I-FNL D0.5 whichever the later, turn right to track 210°M. At I-FNL D1.5 turn right on to DR track 250°M. When passing lead radial GAM VOR/DME 331R, turn right to intercept the GAM VOR/DME 325R. At GAM VOR/DME D14 turn to intercept the GAM VOR/DME 328R. NPR terminates at 3000 ft.
	North	Climb straight ahead to 500ft or I-FNL D0.5, whichever is later, turn left to track 190°M. At I- FNL D2.5 left turn to intercept the GAM VOR/DME 015R from GAM VOR/DME. At GAM VOR/DME D11 turn left to intercept the POL VOR/DME 111R. NPR terminates at 3000 ft.
	East/South	Climb straight ahead to 500ft or I-FNL D0.5, whichever is later, turn right to track 210 M. At I-FNL D1.5 turn right to track 250°M and at I-FNL D3.5 turn left to intercept the GAM VOR/ DME 322R to GAM VOR/DME. NPR terminates at 3000 ft.
02	North/West	Climb straight ahead to 500ft or I-FIN D0.5, whichever is later, turn left onto track 360°M. At I-FIN D1.5 turn to DR track 334 M. At GAM VOR/DME D18 turn left to intercept the OTR VOR/DME 264R. NPR terminates at 3000 ft.
	East/South	Climb straight ahead to 500ft or I-FIN D1.0, whichever is later, turn right to intercept the GAM VOR/DME 017R from GAM VOR/DME (197R to GAM VOR/DME) and continue the climb inbound towards GAM VOR/DME. NPR terminates at 3000 ft.

(b) NPRs terminate at 3000 ft.

(c) On take-off from Runway 20, pilots should take care to avoid overflying the villages of Bawtry, Austerfield and Harworth-Bircotes;

EGCN AD 2.21 NOISE ABATEMENT PROCEDURES (continued)

(d) On take-off from Runway 02 aircraft make a minor track adjustment to the left to track north to minimize the effect to the villages of Blaxton and Finningley.

(e) Aircraft operators shall instigate their aircraft manufacturer' s noise abatement procedures on departure and up to FL 100 or implement the procedures listed below:

(i) Take-off to 1500 feet QNH: — Power- Normal Take off — Speed -V2+10kt (+)

(ii) Take-off to 1500-3000 feet QNH: — Power- Reduce to climb thrust — Speed- V2+10kt (+)

Note: *Speed may be higher than V2+10kt (+) due to aircraft performance or pitch angle.*

(f) No turns below 500 ft aal.

(g) NPR's after departure do not apply to helicopters above 500 ft.

4 Reverse Thrust

(a) Pilots are requested to avoid the use of reverse thrust or reverse pitch above idle power settings on landing, consistent with the safe operation of the aircraft between the hours of 2300-0700(Local).

5 Engine Run-up

(a) Test running of aircraft engines shall be restricted to the screened engine test area designated for the purpose unless for essential operational reasons the test must be carried out elsewhere on the manoeuvring area. Aircraft engine testing will not be approved between 2300-0700(L), unless an aircraft is urgently required to provide an operational service. For further information contact Operations Duty Manager.

6 APU Usage

(a) Use of APU shall be limited as much as possible. The use of APU equipment at night is discouraged. APUs should be shut down 5 minutes after arrival on stand and are not to be restarted more than 30 minutes prior to departure from the stand.

7 Night Operations

(a) Doncaster Sheffield airport operates and manages a Night Noise Quota System, which is based on the Supplement to the UK AIP, pertaining to the Airport Noise Restrictions Notice for London Heathrow, Gatwick and Stansted. The quota count value for the take-off and landing by individual aircraft types is shown in the Annex to the Supplement

(i) The night restriction period is between 2300-0700 (Local), with the quota count period being between 2330-0600 (Local).

(ii) Operators must supply information appertaining to the noise characteristics (aircraft type, engine type, operating weight and maximum certified landing or take-off weight as appropriate) and quota count for all non-exempt aircraft using Doncaster Sheffield, to Apron Control, Tel: +44 (0)1302-625021 as part of the PPR request process.

(iii) Quota Count Restrictions

1. 2300-0700 – Aircraft with quota count of QC/8 and QC/16 must not be scheduled to take-off or land.

Certain exemptions (including emergencies) apply contact the Noise Manager for a full list of exemptions.

EGCN AD 2.22 FLIGHT PROCEDURES

1 Procedure for Inbound Aircraft

(a) Standard arrival routes for aircraft inbound from the airways system will be routed via the Standard Terminal Arrival Routes (STARs) detailed at AD 2-EGCN-7-1 to AD 2-EGCN-7-3 and summarized below. Aircraft inbound from the airways system will be cleared into the CTR/CTA without having to request a specific entry clearance.

Inbound From	Via	Route	STAR Designator
North	P18 N57 L612	GASKO - BATLI - UPTON -FNY SETEL - POL - DENBY - UPTON - FNY CALDA - DENBY - UPTON - FNY	FNY 1A FNY 1B FNY 1C
East	Y70	OTBED - VEGUS - FNY	
South	N57/T420 N601	TNT - TIPIL - EVSON - ADELU - MAMUL - FNY EMBOR - EVSON - ADELU - MAMUL - FNY	FNY 1E FNY 2D
Southwest	N864	REXAM - BARTN - L975 - UPTON - FNY	FNY 1F
West	L975	WAL - UPTON - FNY	FNY 1G

(b) Inbound Procedure other than on Airways System

EGCN AD 2.22 FLIGHT PROCEDURES (continued)

(i) Aircraft wishing to enter the Doncaster Sheffield CTR/CTA direct from the London FIR are required to obtain permission at least 10 minutes before reaching the Zone or Area boundary, when they will be advised of the route to be followed consistent with the current traffic situation

(ii) VFR and SVFR aircraft will usually be instructed to route via one of the Visual Reference Points (paragraph 9), not above altitude 2000 ft. (aerodrome QNH)

2 Radar Directed Approach Procedures

(a) When inbound traffic is being sequenced by Radar, the approach procedure will be flown under directions from the Radar Controller. Aircraft will be given a track to take up according to the runway-in-use and will be allocated a level. Changes of heading or level will be made only on instructions from the Radar Controller except in the case of radio communication failure in the aircraft or at the Radar Unit. When cleared to descend, aircraft should descend at a rate of at least 500 ft per minute;

(b) In the event of radar failure, procedures as defined for radar approach will apply. If radio communication falls at the Radar Unit, pilots on approach will revert to Approach Control for new instructions;

3 Non-Radar Approach Procedures

(a) When inbound traffic is being sequenced by non-Radar means, aircraft will be cleared direct from the holding facility to carry out an Approach Procedure. When cleared, descend in the NDB FNY holding pattern to 3500 ft QNH, then carry out the required procedure in accordance with the Instrument Approach charts.

4 Holding

(a) A 1 minute race-track procedure, approaching NDB(L) FNY on track 200° turning left at the facility.

5 Radio Communications failure Procedures

(a) In the event of complete communication failure in an aircraft, the pilot will adopt the appropriate procedures notified at ENR 1.1.3.

(b) When complete communication failure occurs in an aircraft before ETA or before EAT, when this has been received and acknowledged, the aircraft will:

(i) Fly to FNY NDB;

(ii) Hold at the last assigned level until the last acknowledged ETA plus 10 minutes or EAT when this has been given; or if radio failure occurs after an aircraft has reported over the holding point, hold at the last assigned level until ATA plus 10 minutes, or 10 minutes after the last acknowledged communications with ATC whichever is later.

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

(c) If complete radio communications failure occurs after an aircraft has reported to ATC on reaching the holding point, the aircraft will:

(i) Hold at the last assigned level at the FNY NDB until;

(1) ATA over the holding point plus 10 minutes or 10 minutes af ter the last acknowledged communication with ATC, whichever is the later; or

(2) EAT when this has been received and acknowledged;

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

(d) In the event of a complete radio communication failure occurring following a missed approach the aircraft will:

(i) Fly the appropriate missed approach procedure to FNY NDB;

(ii) Complete at least one holding pattern at 2500 ft;

(iii) Then commence descent for landing in accordance with the appr oach procedure for the runway-in-use and effect a landing with in 30 minutes (or later if able to approach and land visually).

(e) The route and altitude to be used when leaving the CTR/CTA in accordance with the procedures at ENR 1.1.3 is shown in the table.

Position at time of decision	Route
FNY NDB	Track 090° MAG at 2500ft ALT until crossing the Doncaster CTR boundary

6 Procedures for Outbound Aircraft

(a) Standard outbound routes for aircraft joining the airways system are detailed below:

EGCN AD 2.22 FLIGHT PROCEDURES (continued)

Outbound to	Via	Route
North		UPTON - POL
East	L603/Y70	ROGAG - SUPEL - BODSO
	L603	LAMIX - ROGAG - AMVEL
South	L975	UPTON - BARTN - L612 - HON
Southwest	L975/Y98/N864	UPTON - BARTN - NOKIN
		UPTON - WAL - MONTY
West	L975	UPTON - WAL
	L975/L70	UPTON - DESIG

(b) Aircraft joining airways at UPTON will depart on an UPTON SID detailed in AD 2-EGCN-6-1. Aircraft joining Airways at ROGAG w ill depart on a ROGAG Planned Departure Route as detailed below:

East L603/Y70 ROGAG -SUPEL - BODSO L603 LAMIX - ROGAG - AMVEL	ROGAG	02	Climb straight ahead to 500 ft or I-F IN D1.0, whichever is later, turn right to intercept the GAM VOR/DME 017R from GAM VOR/DME (197R to GAM VOR/DME) and continue the climb inbound towards GAM VOR/DME. At GAM VOR/DME D5 or FL 80, whichever is later, turn left to intercept the GAM VOR/ DME 099R to ROGAG. Climb not above FL 80 initially. Climb when instructed to cross ROGAG level or above FL 160
		20 North	Climb straight ahead to 500 ft or I-FNL D0.5 whichever the later, then turn left on track 190°. At I-FNL D2.5 turn left to establish on the GAM VOR/DME 015R. At GAM VOR/ DME 015R D11 or FL 60, whichever is sooner, turn left to LAMIX then ROGAG. Climb not above FL 80 initially. Climb when instructed to cross ROGAG level or above FL 160
		20 South	Climb straight ahead to 500 ft or I-FNL D0.5, whichever is later, turn right to track 210 M. At I-FNL D1.5 turn right to track 250°M and at I-FNL D3.5 turn left to intercept the GAM VOR/DME 322R to GAM VOR/DME. At GAM VOR/DME D2 turn left to intercept the GAM VOR/DME 099R to ROGAG. Climb not above FL 80 initially. Climb when instructed to cross ROGAG level or above FL 160

Note 1: *These routes are not assessed for obstacle clearance and do not constitute Standard Instrument Departure procedures.*

Note 2: *The above routes include the Noise Preferential Routes detailed in EGCN AD 2.21.*

Note 3: *Climb Performace Planning - Nominal climb gradient 8%.*

Note 4: *Aircraft unable to comply with these routeings or climb gradients are required to obtain a non-standard clearance from ATC before departure.*

Note 5: *Depending on rate of climb, aircraft following ROGAG departures may leave controlled airspace to the East of Gamston. To remain inside controlled airspace aircraft must be above FL 110 abeam GAM and above FL 160 abeam LAMIX.*

(c) Aircraft outbound to the FIR:

(i) IFR aircraft wishing to leave the Doncaster Sheffield CTR/CTA and enter the London FIR will be cleared by the most direct route consistent with the current traffic situation.

(ii) VFR and SVFR aircraft will usually be instructed to route via one of the Visual Reference Points (paragraph 9), not above altitude 2000 ft (aerodrome QNH).

7 VFR Flights

(a) VFR flights in the CTR/CTAs will be given routing instructions and/or altitude restrictions in order to integrate VFR flights with other traffic.

(b) Pilots should anticipate routing instructions in relation to the Visual Reference Points (VRPs) detailed in paragraph 9.

(c) Pilots of VFR flights are reminded of the requirement to remain in VMC at all times and to advise ATC if at any time they are unable to comply with the clearances as issued.

EGCN AD 2.22 FLIGHT PROCEDURES (continued)

8 Special VFR Clearance

(a) Clearance may be requested for Special VFR flight in IMC or at night within the Doncaster Sheffield Control Zones and will be given whenever the traffic situation permits. These flights are subject to the general conditions laid down for Special VFR flights (ENR 1.2 refers).

(b) Special VFR clearance will include routing and maximum altitude instructions and may not necessarily be confined to the Entry/Exit Lanes detailed at paragraph 10. Pilots holding a Private Pilots Licence (Aeroplanes) are reminded of the visibility requirements of Special VFR flights laid down in Schedule 7 of the Air Navigation Order 2009 and in the related notification at ENR 1-4-6, note 4, which may require them to request routing via the notified Entry/Exit Lanes.

(c) Pilots are reminded that they must at all times when operating on Special VFR clearance, remain clear of cloud and in sight of the surface and in flight conditions which will enable them to determine their flight path and keep clear of obstacles. Radar vectoring will not normally be applied to aircraft operating on Special VFR clearance.

(d) Pilots are reminded that a Special VFR clearance applies only to flight within the CTRs and does not extend to flight within the surrounding airspace.

(e) Special VFR clearance will not normally be granted for flights operating in VMC or for flights by aircraft exceeding 5700 kg MTWA.

9 Visual Reference Points (VRP)

VRP	VOR/DME FIX
Goole Docks 534149N 0005240W	GAM 006°/25 nm
M18 Stainforth Services 533529N 0005915W	GAM 356°/19 nm
Haxey 532925N 0005037W	GAM 017°/13 nm
A1/M18 Wadworth Interchange 532845N 0010854W	GAM 329°/14 nm
Gainsborough 532334N 0004615W	GAM 044°/9 nm
M1/M18 Thurcroft Interchange 532334N 0011643W	GAM 300°/14 nm
A1/A57 Clumber Interchange 531747N 0010156W	GAM 287°/3 nm
Daneshill Lakes 532137N 0005607W	GAM 006°/5 nm
Thorsby Lake 531338N 0010320W	GAM 231°/5 nm

10 Entry/Exit Lanes and VFR Routes

(a) To permit aircraft to operate to and from Doncaster Sheffield aerodrome in IMC but not under IFR, entry/exit lanes have been established for use under the following conditions:

(i) M18 North/South: A lane, 2 nm wide, known as the Stainforth Lane with centre-line from the M18 Stainforth Services VRP thence south-southwest along the M18 motorway to the point at which it crosses the Doncaster Sheffield ATZ boundary; Traffic will be instructed by ATC to remain to the west of the M18 when Runway 20 final approach is active;

(ii) Haxey East/West: A lane, 2 nm wide, known as the Haxey Lane with centre-line from a point 1.3 nm south of the Haxey VRP where the Lincoln/Doncaster railway line crosses the Doncaster Sheffield CTR boundary thence west along the railway line to the point at which it crosses the Doncaster Sheffield ATZ boundary;

(iii) M18 West/East: A lane, 2 nm wide, known as the Wadworth Lane with centre-line from the A1/M 18 Wadworth Interchange VRP thence east along the M18 motorway to the point at which it crosses the Doncaster Sheffield ATZ boundary;

(iv) A1M North/South: A lane, 2 nm wide, known as the Clumber Lane with centre-line from the A1/M18 Wadworth Interchange VRP thence southeast along the A1 motorway to the point 532126N 0010233W (a point at which it crosses the Doncaster Sheffield CTR boundary - in the direction of the A1/A57 Clumber Interchange VRP).

(b) Use of the lanes is subject to clearance being obtained from Doncaster Sheffield ATC irrespective of prevailing weather conditions. This clearance is to be obtained by non-radio equipped aircraft before take-off and by radio equipped aircraft before entering the lane(s);

(c) Aircraft using the lanes must remain clear of cloud and in sight of the ground or water, not above 2000 ft (Doncaster Sheffield QNH), and in flight visibility of not less than 3 km;

(d) An aircraft using a lane shall keep the centre-line on its left, ('right hand rule' convention) unless otherwise instructed by ATC for separation purposes. In these circumstances ATC will pass traffic information to the aircraft concerned;

EGCN AD 2.22 FLIGHT PROCEDURES (continued)

(e) Pilots of aircraft are responsible for maintaining adequate clearance from the ground or other obstacles. Additionally, to permit the effective integration of traffic, flights operating in VMC and under VFR may be required by ATC to follow these routes as detailed in paragraph 10 a. i.

11 Flying Within 5 nm of the Doncaster CTR/CTA

(a) Pilots flying within 5 nm of Doncaster CTR, CTA or directly below the CTA within Class G airspace and maintaining a listening watch only on the Doncaster Approach frequency may select code 6170 with mode Charlie.

(b) Selection of 6170 does not imply the receipt of an ATC service. Aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the Doncaster CTR/CTA at all times. Pilots are reminded that Sandtoft, Netherthorpe and Gamston (Retford) ATZs are all in close proximity to the Doncaster CTR/CTA and the display of 6170 does not constitute authority to transit these ATZs without permission.

(c) Whilst squawking 6170, pilots should be aware that Doncaster Approach may make blind calls in order to ascertain a pilot's intentions/routing.

(d) When a pilot ceases to maintain a listening watch or is no longer flying within 5 nm of or below the CTR/CTA code 6170 shall be deselected.

EGCN AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGCN AD 2.24 CHARTS RELATED TO AN AERODROME

Figure: AERODROME CHART - ICAO

AD 2-EGCN-2-1

Figure: AIRCRAFT PARKING/DOCKING CHART - ICAO

AD 2-EGCN-2-2

Figure: A380 AIRCRAFT GROUND MOVEMENT CHART - ICAO

AD 2-EGCN-2-3

Figure: CONTROL ZONE AND CONTROL AREA CHART

AD 2-EGCN-4-1

Figure: ATC SURVEILLANCE MINIMUM ALTITUDE CHART

AD 2-EGCN-5-1

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) UPTON - ICAO

AD 2-EGCN-6-1

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via NDB(L) FNY (north) - ICAO

AD 2-EGCN-7-1

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via NDB(L) FNY (south) - ICAO

AD 2-EGCN-7-2

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via NDB(L) FNY (west/southwest) - ICAO

AD 2-EGCN-7-3

Figure: INSTRUMENT APPROACH CHART ILS/DME z RWY 02 (Cat A, B) - ICAO

AD 2-EGCN-8-1

Figure: INSTRUMENT APPROACH CHART ILS/DME y RWY 02 (Cat C, D) - ICAO

AD 2-EGCN-8-2

Figure: INSTRUMENT APPROACH CHART LOC/DME z RWY 02 (Cat A, B) - ICAO

AD 2-EGCN-8-3

Figure: INSTRUMENT APPROACH CHART LOC/DME y RWY 02 (Cat C, D) - ICAO

AD 2-EGCN-8-4

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME z RWY 02 (Cat A, B) - ICAO

EGCN AD 2.24 CHARTS RELATED TO AN AERODROME (continued)

AD 2-EGCN-8-5

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME y RWY 02 (Cat C, D) - ICAO

AD 2-EGCN-8-6

Figure: INSTRUMENT APPROACH CHART ILS/DME RWY 20 - ICAO

AD 2-EGCN-8-7

Figure: INSTRUMENT APPROACH CHART LOC/DME RWY 20 - ICAO

AD 2-EGCN-8-8

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 20 - ICAO

AD 2-EGCN-8-9

Figure: INSTRUMENT APPROACH CHART DIRECT ARRIVALS RWY 20 - ICAO

AD 2-EGCN-8-10