EGHI — SOUTHAMPTON

EGHI AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGHI — SOUTHAMPTON

EGHI AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 505701N Long: 0012124W Mid point of Runway 02/20.
2	Direction and distance from city	3.5 nm NNE of Southampton. 1 nm SE of Eastleigh.
3	Elevation / Reference temperature	44 ft / 19 C
4	Geoid undulation at AD ELEV PSN	152 FT
5	Magnetic Variation/ Annual Change	0.88°W (2017) / 0.15°
6	AD Administration, address, telephone, telefax, AFS, e-mail address, website address	SOUTHAMPTON INTERNATIONAL AIRPORT LTD. Post: Southampton Airport, Southampton SO18 2NL. Phone: 023-80627075 (Airside Operations Duty Officer) Fax: 023-80627104 AFS: EGHIZPZX.
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Aerodrome not normally available to aircraft unable to communicate with ATC by radio.

EGHI AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	Winter: Mon-Fri 0630-2200; Sat 0630-2115; Sun 0730-2200. (PPR 2300). Summer: Mon-Fri 0530-2145; Sat 0530-2200; Sun 0630-2115. (PPR 2200). Hours are subject to change, consult latest NOTAM.
2	Customs and Immigration	As AD hours.
3	Health and sanitation	
4	AIS Briefing Office	As AD hours. Self briefing.
5	ATS Reporting Office (ARO)	As AD hours.
6	MET Briefing Office	As AIS Briefing hours.
7	Air Traffic Service	As AD hours. See also AD 2.18.
8	Fuelling	As AD hours.
9	Handling	By arrangement with handling agents.
10	Security	H24
11	De-icing	By arrangement with Swissport Handling.
12	Remarks	**Operational Hours:** Hours subject to change, consult latest NOTAM. Aerodrome/ATC hours may be extended by arrangement. Requests for extension of aerodrome hours must be made to the Airside Operations Duty Officer, Tel: 023-80627075. Refer to AD 2.20 item 1.

EGHI AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Facilities available for handling weights up to 4 tonnes by prior arrangement with handling agent. Nearest railway siding, Eastleigh, Hants, 1 nm
2	Fuel and oil types	AVTUR JET A-1 AVGAS 100LL Shell 750 turbine grades.
3	Fuelling facilities/capacity	Bowser. maximum delivery rate (JET A-1) 6.5 lts per second.
4	De-icing facilities	By arrangement with Swissport Handling.
5	Hangar space for visiting aircraft	Limited. Subject to prior arrangement with Signature Flight Support, Tel: 023-80616600.
6	Repair facilities for visiting aircraft	
7	Remarks	Mandatory handling for all non General Aviation aircraft. Handling Agencies are:

EGHI AD 2.4 HANDLING SERVICES AND FACILITIES (continued)

		Signature Aviation, Tel: 023-80616600, SITA: SOUGFCR. Swissport, Tel: 023-80627272 or 023-80627147 or 07815-147809. SITA: SOUOOXH.

EGHI AD 2.5 PASSENGER FACILITIES

1	Hotels	Unlimited within 4 nm of the aerodrome. Limited adjacent to the aerodrome.
2	Restaurants	Restaurant and bar. In terminal building.
3	Transportation	Buses, taxis, car hire, trains. Nearest railway station, Southampton Airport (Parkway), 100 m from terminal building.
4	Medical facilities	Limited first aid treatment provided by aerodrome operator, requests for assistance to Airport Fire Service, Tel: 023-80627222.
5	Bank and Post Office	Bureau de Change in terminal.
6	Tourist Office	
7	Remarks	

EGHI AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	RFF Category A6
2	Rescue equipment	As required for RFF Category 7.
3	Capability for removal of disabled aircraft	Lifting equipment up to 18 tonnes on aerodrome. Additional capability available with 3 hours notice. Contact Airport Duty Manager, Tel: 023-80627113.
4	Remarks	**Category 7** available by arrangement with the Airport Duty Manager. (2 hours notice normally required).

EGHI AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Snow ploughs, brushes and movement area de-icing equipment.
2	Clearance priorities	Runway 02/20, Taxiway A, Taxiway B, Apron and airside roads.
3	Remarks	Braking action assessment by Grip Tester. Latest information from Airside Operations Tel: 023-80627102.

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

1	Apron surface and strength	STANDS 1 TO 4 Surface: Brick, Paved. PCN 40/F/C/X/T STANDS 5 TO 14 Surface: Brick, Paved. PCN 23/F/C/Y/T
2	Taxiway width, surface and strength	Taxiway A: 18 m. Surface: Concrete and asphalt. PCN 35/R/B/W/T Taxiway B: 18 m. Surface: Concrete and asphalt. PCN 35/R/B/W/T
3	Altimeter checkpoint location and elevation	Apron Stands 1-12, 38 ft amsl.
4	VOR checkpoints	Nil.
5	INS checkpoints	Holding Point A1: 505645.14N 0012139.09W. Holding Point B1: 505701.55N 0012129.96W. See Aircraft Parking/Docking Chart.
6	Remarks	Use of Taxiway Alpha, south of the apron between Alpha 1 and Alpha 2 is restricted to aircraft with a wingspan of 40 m or less.

EGHI 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	Stands 1-14, surface stand markings. Illuminated stand designator signs. Stands 1-4 and 6-14. Nose-in parking Stands 1-14. Stand 1 is restricted to aircraft with a wingspan of 29 m or less. Powerback operations are not permitted from Stands 1, 5, 6, 7, 12, 13 and 14. Aircraft departing from Stands 13 and 14 are to push-back and then tow to holding point A6. APU equipped aircraft are to start engines at A6. Non APU equipped aircraft may start on stand but are to maintain ground idle power setting until at A6
2	Runway and taxiway markings and lighting	**Runway marking aid(s):** : Runway centre-line, designator, aiming points and touchdown zone markings, displaced threshold, side stripes.**Taxiway light(s):** : Blue elevated taxiway edge lights. Runway guard lights. Taxiway centre-lines and holding points.
3	Stop bars	Holds A1 and B1.
4	Remarks	Illuminated Wind direction indicators located on the eastern side of the runway, 300 m from each threshold.

EGHI 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**
(EGHI4402) 02/APPROACH 20/TAKE-OFF	Tree	505632.21N 0012145.47W	57 ft		No	
(EGHI4308) 02/APPROACH 20/TAKE-OFF	ILS LOC	505631.75N 0012141.46W	34 ft		Yes Red	
(EGHI4225) 02/APPROACH 20/TAKE-OFF	Tree	505627.26N 0012140.14W	57 ft		No	
(EGHI4226) 02/APPROACH 20/TAKE-OFF	Tree	505626.88N 0012139.77W	66 ft		No	
(EGHI4424) 02/APPROACH 20/TAKE-OFF	Tree	505625.65N 0012140.30W	87 ft		No	
(EGHI3287) 02/APPROACH 20/TAKE-OFF	Tree	505614.65N 0012153.50W	87 ft		No	
(EGHI4393) 02/APPROACH 20/TAKE-OFF	Tree	505610.72N 0012147.36W	134 ft		No	Middle of copse.
(EGHI4399) 02/APPROACH 20/TAKE-OFF	Tree	505610.28N 0012152.72W	118 ft		No	Western edge of copse.
(EGHI4380) 02/APPROACH 20/TAKE-OFF	Tree	505608.02N 0012138.59W	156 ft		No	Eastern edge of copse.
(EGHI3395) 02/APPROACH 20/TAKE-OFF	Tree	505554.82N 0012151.66W	166 ft		No	
(EGHI3409) 02/APPROACH 20/TAKE-OFF	Tree	505551.90N 0012155.03W	172 ft		No	
(EGHI3406) 02/APPROACH 20/TAKE-OFF	Tree	505551.35N 0012150.79W	170 ft		No	
(EGHI4258) 02/APPROACH 20/TAKE-OFF	Tree	505546.80N 0012155.65W	185 ft		No	
(EGHI4250) 02/APPROACH 20/TAKE-OFF	Tree	505542.44N 0012206.98W	210 ft		No	
(EGHI9872) 02/APPROACH 20/TAKE-OFF	Building	505542.01N 0012204.72W	203 ft		No	
(EGHI4257) 02/APPROACH 20/TAKE-OFF	Tree	505541.26N 0012156.94W	202 ft		No	
(EGHI3881) 02/APPROACH 20/TAKE-OFF	Tree	505541.08N 0012202.84W	223 ft		No	
(EGHI3882) 02/APPROACH 20/TAKE-OFF	Tree	505540.58N 0012156.76W	202 ft		No	
02/APPROACH 20/TAKE-OFF	Crane	505540.36N 0011939.13W	265 ft		Yes Red	
(EGHI4265) 02/APPROACH 20/TAKE-OFF	Tree	505540.01N 0012156.48W	212 ft		No	
(EGHI4252) 02/APPROACH 20/TAKE-OFF	Tree	505537.99N 0012201.41W	255 ft		No	

EGHI 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**
(EGHI4253) 02/APPROACH 20/TAKE-OFF	Tree	505537.90N 0012200.99W	241 ft		No	
(EGHI4256) 02/APPROACH 20/TAKE-OFF	Tree	505537.80N 0012159.22W	229 ft		No	
(EGHI4309) 20/TAKE-OFF	ILS LOC	505631.47N 0012140.19W	34 ft		Yes Red	
(EGHI6120) 20/TAKE-OFF	Building	505630.69N 0012137.37W	33 ft		No	
(EGHI4082) 20/TAKE-OFF	Tree	505625.70N 0012141.03W	76 ft		No	
(EGHI4124) 20/TAKE-OFF	Tree	505625.00N 0012155.61W	78 ft		No	
(EGHI4120) 20/TAKE-OFF	Tree	505624.21N 0012155.86W	82 ft		No	
(EGHI4104) 20/TAKE-OFF	Tree	505623.54N 0012146.66W	76 ft		No	
(EGHI4121) 20/TAKE-OFF	Tree	505623.42N 0012158.29W	109 ft		No	
(EGHI4110) 20/TAKE-OFF	Tree	505622.48N 0012150.94W	79 ft		No	
(EGHI4603) 20/APPROACH 02/TAKE-OFF	Tree	505842.56N 0012007.70W	257 ft		No	
(EGHI4601) 20/APPROACH 02/TAKE-OFF	Tree	505841.37N 0012008.27W	254 ft		No	
(EGHI4600) 20/APPROACH 02/TAKE-OFF	Tree	505841.02N 0012008.65W	243 ft		No	
(EGHI4599) 20/APPROACH 02/TAKE-OFF	Tree	505840.50N 0012008.67W	242 ft		No	
(EGHI2874) 20/APPROACH 02/TAKE-OFF	Tree	505840.23N 0012009.19W	240 ft		No	
(EGHI4597) 20/APPROACH 02/TAKE-OFF	Tree	505839.42N 0012008.89W	239 ft		No	
(EGHI2869) 20/APPROACH 02/TAKE-OFF	Tree	505838.57N 0012020.27W	218 ft		No	
(EGHI4595) 20/APPROACH 02/TAKE-OFF	Tree	505838.46N 0012009.61W	224 ft		No	
(EGHI4591) 20/APPROACH 02/TAKE-OFF	Tree	505836.92N 0012012.00W	220 ft		No	
(EGHI4584) 20/APPROACH 02/TAKE-OFF	Tree	505834.23N 0012015.32W	214 ft		No	
(EGHI2816) 20/APPROACH 02/TAKE-OFF	Tree	505834.00N 0012016.99W	199 ft		No	
(EGHI2815) 20/APPROACH 02/TAKE-OFF	Tree	505833.94N 0012017.79W	192 ft		No	
(EGHI2817) 20/APPROACH 02/TAKE-OFF	Tree	505833.86N 0012015.67W	208 ft		No	
(EGHI2886) 20/APPROACH 02/TAKE-OFF	Tree	505811.17N 0012037.49W	149 ft		No	
(EGHI9909) 20/APPROACH 02/TAKE-OFF	Tree	505742.89N 0012102.33W	98 ft		No	
(EGHI1073) 20/APPROACH 02/TAKE-OFF	Shed	505741.54N 0012057.69W	98 ft		Yes Red	
(EGHI1055) 20/APPROACH 02/TAKE-OFF	Building	505741.52N 0012057.70W	97 ft		Yes Red	
(EGHI4468) 20/APPROACH 02/TAKE-OFF	Tree	505736.90N 0012058.22W	94 ft		No	
(EGHI4467) 20/APPROACH 02/TAKE-OFF	Tree	505736.66N 0012058.43W	90 ft		No	
(EGHI9918) 20/APPROACH 02/TAKE-OFF	Bushes	505733.40N 0012111.57W	62 ft		No	

EGHI 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**
(EGHI9922) 20/APPROACH 02/TAKE-OFF	Tree	505733.27N 0012106.18W	70 ft		No	
(EGHI9925) 20/APPROACH 02/TAKE-OFF	Tree	505733.07N 0012104.31W	81 ft		No	
(EGHI9926) 20/APPROACH 02/TAKE-OFF	Tree	505732.94N 0012104.11W	81 ft		No	
(EGHI4456) 20/APPROACH 02/TAKE-OFF	Tree	505732.57N 0012104.48W	69 ft		No	
(EGHI4455) 20/APPROACH 02/TAKE-OFF	Tree	505732.41N 0012104.28W	68 ft		No	
(EGHI6001) 20/APPROACH 02/TAKE-OFF	Fence	505731.84N 0012105.47W	53 ft		No	
(EGHI4039) 20/APPROACH 02/TAKE-OFF	Approach Lights	505730.44N 0012107.44W	49 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**
(EGHI2671)	Tree	510052.65N 0011717.18W	440 ft		No	
(EGHI2675)	Tree	510038.57N 0011801.12W	402 ft		No	
(EGHI9004)	Pylon	510026.09N 0011728.81W	415 ft		No	
(EGHI3614)	Tree	505750.99N 0012450.49W	400 ft		No	
(EGHI3611)	Tree	505749.94N 0012457.49W	386 ft		No	
(EGHI7473)	Mast	505738.90N 0012715.38W	458 ft		Yes Red	
(EGHI7472)	Mast	505738.86N 0012715.96W	494 ft		Yes Red	
(EGHI7428)	Mast	505727.04N 0012347.15W	355 ft		No	
(EGHI3446)	Tree	505714.16N 0012415.45W	334 ft		No	
(EGHI6442)	Mast	505706.55N 0012409.00W	370 ft		No	
(EGHI6703)	Aerial	505638.86N 0012418.94W	404 ft		No	
(EGHI3083)	Tree	505525.78N 0012027.98W	374 ft		No	
(EGHI3099)	Tree	505516.91N 0012044.65W	351 ft		No	
(EGHI9945)	Mast	505516.63N 0012015.13W	372 ft		Yes Red	
(EGHI9944)	Mast	505505.87N 0011951.32W	388 ft		Yes Red	
(EGHI7585)	Mast	505450.20N 0011942.63W	388 ft		No	
(EGHI4557)	Dock Crane	505423.01N 0012639.28W	412 ft		Yes Red	

EGHI 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	
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	
8	Supplementary equipment available for providing information	METAR available during aerodrome operating hours with current ATIS broadcast on Tel: 023-8062 5877.
9	ATS units provided with information	SOUTHAMPTON.
10	Additional information (limitation of service, etc.)	

EGHI 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	019.38°	1723 x 37 m	RWY surface: Asphalt, grooved. PCN 52/R/B/X/T	505636.86N 0012137.90W 152 ft	THR 31 ft
20	199.39°	1723 x 37 m	RWY surface: Asphalt, grooved. PCN 52/R/B/X/T	505725.87N 0012110.60W 152 ft	THR 44 ft

Slope of RWY/ SWY	SWY dimensions	Clearway dimensions	Strip Dimensions	OFZ	Remarks
7	8	9	10	11	12
RWY 20 0.23% downslope		108 x 180 m	1843 x 300 m		RWY 02 Runway 02 threshold permanently displaced by 73 m. RESA 90 x 74 m
RWY 20 0.23% downslope			1843 x 300 m		RWY 20 Runway 20 threshold permanently displaced by 45 m. RESA 90 x 74 m

EGHI AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
02	1723 m	1831 m	1723 m	1650 m	
20	1650 m	1805 m	1650 m	1605 m	

EGHI 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	426 m Light intensity high.	Green HI wingbars	PAPI Left/3° 51 ft		Coded 15 m spacing HI. Alternate white/red coding commences at runway mid-point.	Elevated full length 60 m spacing White HI	Elevated Red HI		**PAPI Dist from THR:** 293 m **Approach Lighting:** Centre-line with one cross-bar
20	434 m Light intensity high.	Green HI wingbars	PAPI Left/3.1° 42 ft		Coded 15 m spacing HI. Alternate white/red coding commences at runway mid-point.	Elevated full length 60 m spacing White HI	Red HI		**PAPI Dist from THR:** 271 m **Approach lighting:** Centre-line with two cross-bars

EGHI AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: SOUTHAMPTON Flashing White/Green HN during aerodrome operating hours
2	LDI location and lighting Anemometer location and lighting	
3	TWY edge and centre line lighting	
4	Secondary power supply/switch-over time	Secondary power supply only.
5	Remarks	Illuminated wind direction indicator. Obstacle lights

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EGHI AD 2.16 HELICOPTER LANDING AREA

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EGHI 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
SOUTHAMPTON CTR 510459N 0012017W - thence clockwise by the arc of a circle radius 8 nm centered on 505701N 0012124W to 510115N 0011039W - 504928N 0011714W - thence clockwise by the arc of a circle radius 8 nm centered on 505701N 0012124W to 505133N 0013037W - 505512N 0013047W - 510123N 0012722W - 510459N 0012017W	Upper limit: 2000 ft ALT Lower limit: SFC	D	SOUTHAMPTON RADAR English SOLENT RADAR English	6000 ft	CTR contiguous with the Solent CTA. See ENR 2.1. Outside the Solent CTA notified hours of operation the Transition Altitude is 3000 ft. Aircraft given approval to enter or leave the CTR when en-route to, or departing from, any unlicensed aerodrome or landing site within the CTR, are to maintain a continuous listening watch on the appropriate ATC radio frequency. A change to 'SAFETYCOM' or other air/ ground frequency is only permitted when specific approval has been given by ATC. Small unmanned aircraft (as defined by ANO Article 255) operate HJ in the CTR within

EGHI 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
					a 800 m radius of 510155N 0011457W up to 820 ft ALT. **Bishops Waltham Flying Area** Provided that the following requirements are complied with, the provisions of SERA Section 4 Flight Plans and CAP 694 The UK Flight Planning Guide are deemed to have been met in respect of aircraft arriving and departing at unlicensed aerodromes Lower Upham (505817.00N 0011508.00W) or Roughay (505920.40N 0011513.20W), without a requirement to establish RTF contact with the ATS Unit specified at 4. Aircraft are to remain within the Bishops Waltham Flying Area (BWFA). Lateral limits of which are that part of the Southampton CTR within a circle radius 1.75 nm centred on 505839.60N 0011331.92W. Upper/lower limits 1500 ft ALT/SFC. Hours of operation of the BWFA are SR/SS during notified hours of Southampton CTR operation when the reported visibility at Southampton International Airport is 5000 m or greater. Use of Lower Upham and Roughay aerodromes is subject to prior permission from the respective aerodrome operator. Such permission must have been received prior to commencement of a particular flight.
SOUTHAMPTON ATZ A circle, 2 nm radius centred at 505701N 0012124W on longest notified runway (02/20)	Upper limit: 2000 ft Lower limit: SFC	D	SOUTHAMPTON RADAR English SOLENT RADAR	6000 ft	ATZ within Southampton CTR.

EGHI AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	Hours of Operation	Remarks
1	2	3	4	5
APP	SOUTHAMPTON RADAR	122.725 MHz DOC 50 nm/10,000 ft.	As directed by ATC.	ATZ hours coincident with Tower hours, but **not** by arrangement.
	SOLENT RADAR	120.225 MHz DOC 50 nm/5500 ft.	Winter: Mon-Fri 0630-2200; Sat 0630-2115; Sun 0730-2200. (PPR 2300). Summer: Mon-Fri 0530-2145; Sat 0530-2200; Sun 0630-2115. (PPR 2200). Hours are subject to change, consult latest NOTAM.	
TWR	SOUTHAMPTON TOWER	118.200 MHz DOC 25 nm/4000 ft.	Winter: Mon-Fri 0630-2200; Sat 0630-2115; Sun 0730-2200. (PPR 2300). Summer: Mon-Fri 0530-2145; Sat 0530-2200; Sun 0630-2115. (PPR 2200). Hours are subject to change, consult latest NOTAM.	
← ATIS	SOUTHAMPTON INFORMATION	130.875 MHz DOC 50 nm/15,000 ft.	HO	

EGHI AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES (continued)

Service Designation	Callsign	Channel(s)	Hours of Operation	Remarks
1	2	3	4	5
Other	SOUTHAMPTON FIRE	121.600 MHz Non-ATS Frequency. DOC 25 nm/4000 ft.	Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGHI 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
NDB (L)	EAS	391.500 kHz	HO	505718.10N 0012122.03W		On AD. Range 15 nm.
DME	ISN	44Y 110.750 MHz	HO	505718.64N 0012121.38W	53.74 ft	DME ILS freq paired. Zero range indicated at THR Runway 20 only.
DME/VOR	SAM	80Y	Hours of operation for aerodrome purposes: HO	505718.90N 0012042.20W	66 ft	
ILS I 0.88°W (2017)	ISN	110.750 MHz	HO	505631.50N 0012140.89W		(RWY 20)
ILS/GP	ISN	330.050 MHz	HO	505718.75N 0012121.75W		3.1° ILS Ref Datum Hgt 51 ft.

EGHI AD 2.20 LOCAL TRAFFIC REGULATIONS

1 Airport Regulations

(a) Use of the aerodrome is subject to compliance with the provisions of a document entitled 'Conditions of Use'. Copies of this document are available on request to the aerodrome operator.

(b) Use of aerodrome by General Aviation, Military and non-scheduled flights subject to prior permission via Handling Agent (refer AD 2.4) or Airside Operations 023-80627102.

(c) Non Chapter 3 aircraft are not permitted to use the aerodrome.

(d) Use of the aerodrome by certain jet aircraft in the 'medium/heavy' wake turbulence categories is prohibited. Advice may be obtained from the Airport Duty Manager, Tel: 023-80627113

(e) The operator of an aircraft carrying dangerous or hazardous cargo must notify the Airport Duty Manager, Tel: 023-80627113 prior to the arrival of the aircraft or before loading of cargo prior to departure from the aerodrome.

(f) For safety and security reasons occupants of General Aviation aircraft are required to use airport ground transportation. After arrival crew and passengers are to remain at the aircraft until arrival of transportation. Departing crew and passengers are provided transportation from the Terminal Building to the aircraft.

(g) The aircraft commander is to ensure that passengers and crew remain with the aircraft unless they are escorted.

(h) Mandatory full length back track for all fixed wing aircraft on runways 20 and 02.

2 Ground Movement

Not applicable

3 CAT II/III Operations

Not applicable

4 Warnings

(a) A Soft Ground Arrestor Bed is provided to stop aircraft in the event of an overrun on Runway 20. The bed, which is 73 m, is disposed symmetrically about the extended runway centre-line and is twice the runway width. The bed starts 19.5 m beyond the end of the paved surface.

EGHI AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

(b) Terrain induced turbulence is possible on approach to Runway 02, within 2 nm from touchdown, particularly when strong easterly winds occur.

(c) Buildings induced turbulence is possible on approach to Runway 20, within 2 nm from touchdown, when strong surface winds occur.

(d) Significant differences may occur between surface wind velocity reported by ATC and actual wind at approximately 200 ft aal and above.

5 Helicopter Operations

(a) All helicopters must land and take-off on the runway.

6 Use of Runways

Not applicable

7 Training

(a) Use of the aerodrome by training flights is subject to approval from Airside Operations, Tel: 02380-627075.

(b) Training flights by helicopters may be permitted. All enquiries to Airport Duty Manager on 02380-627113.

EGHI AD 2.21 NOISE ABATEMENT PROCEDURES

(a) Operators of all aircraft arriving or departing from the aerodrome are required to conform to the following procedures, as applicable, notwithstanding that at any time they may be departed from to the extent necessary for avoiding immediate danger or for compliance with instructions from ATC.

(b) In order that the least possible noise disturbance is caused in areas surrounding the aerodrome, aircraft operators should ensure that at all times their aircraft conform to the noise abatement techniques laid down for that type of aircraft.

(c) Arrivals
Following procedures apply to:

(i) All turbo jet aircraft;

(ii) all aircraft with a MTOW of 5700 kg or greater;

(1) Aircraft flying an ILS approach should at no time descend below 1744 ft amsl, 1700 ft agl before intercepting the glide path.

(2) Aircraft flying an instrument approach other than ILS, or those aircraft flying a visual approach, should not intercept the appropriate final approach track at a range less than 5 DME SAM, except that aircraft flying a visual approach via the downwind leg should not intercept final approach at less than 2 DME SAM for RWY 20 or 4 DME SAM for RWY 02.

(3) Aircraft flying a visual approach should intercept the final approach track at a level not less than that equivalent to a 3° glide path at the intercept range. Final approach should be flown at not less than a nominal 3° glide path.

(4) With the exception of the minimum ILS intercept level, nothing herein shall apply to an aircraft authorised by ATC to fly a circling instrument approach procedure.

(d) Except as required during normal aircraft operations when flight is immediately intended, or as part of an after landing engine shutdown routine, engine ground running by aircraft is subject to strict control and is prohibited at certain times. Requests for approval must be made to the Airport Duty Manager, Tel: 023-80627113

(e) The operation of aircraft auxiliary power units or ground power units should be kept to a minimum consistent with safety.

(f) Noise Preferential Routes The Noise Preferential Routes (NPR) specified herein are applicable to:

(i) All turbo jet aircraft;

(ii) all aircraft with a MTOW of 5700 kg or greater;

Take-off Runway	NPR
02	Climb straight ahead until 2.5 DME SAM If VOR SAM is unserviceable, climb straight ahead until 2.5 DME ISN
20	As soon as possible after passing 500 ft ALT, turn right to intercept VOR SAM RDL 217. Maintain RDL 217 until 2000 ft ALT If VOR SAM is unserviceable, as soon as possible after passing 500 ft ALT, turn right to maintain a track 217 MAG until 2000 ft ALT

EGHI AD 2.21 NOISE ABATEMENT PROCEDURES (continued)

(g) The NPR specified at f may be varied by ATC except for aircraft that do not conform to the provisions of ICAO Annex 16, Vol 1, Chapter 3. If an ATC clearance requires a departure heading other than that specified at f, the ATC specified heading supersedes that required by the appropriate NPR.

EGHI AD 2.22 FLIGHT PROCEDURES

1 Circuits

(a) Unless flying a circling approach procedure, circuits shall normally be flown during daylight hours by propeller driven aircraft and helicopters at 1000 ft ALT and turbojet aircraft at 1500 ft ALT. All circuits flown at night shall be flown at 1500 ft ALT.

2 Procedures for Inbound Aircraft

(a) Standard Inbound Routes

The standard routes for inbound aircraft are shown below; these may be varied, however, at the discretion of ATC (eg to permit straight-in approaches when the situation allows). Aircraft inbound to Southampton from airways will be routed on the designated Standard Arrival Routes. The Standard Arrival Routes are shown at AD 2-EGHI-7-1/4.

Approach from	Via	Route
N (FL 80 and below)	Q41	HON - WCO - PEPIS - SAM
NE	L980 L179 L610	TRIPO - TERKO - UMBUR - OCK - PEPIS - SAM TERKO - UMBUR - OCK - PEPIS - SAM NILON - UMBUR - OCK - PEPIS - SAM
S	Q41	THRED - NEDUL
SE (Paris FIR)	N20	KUNAV - ELDAX - NOTGI - GIVUN - RUDMO - MIVLA - SAM
SE (France UIR)	M8	SUBIP - ELDAX - NOTGI - GIVUN - RUDMO - MIVLA - SAM
SE (Via DVR)	Y8	DVR - LYD - WAFFU - GWC - SAM
W	—	Direct to SAM
NW FL 90 to FL 140 FL 150 and above (B-RNAV)	N859/L151 L151 UL9/L9	KIDLI - DIGUT - CPT - PEPIS - SAM HON - BAMBO - EVSEM - RISIN - NUBRI - PEPIS - SAM KENET - CPT - PEPIS - SAM

Note: *Due to airspace constraints, aircraft inbound to Southampton may experience a stepped descent profile.*

(b) Holding Procedures

Holding patterns are as follows:

Main Stacks	Holding
Southampton NDB(L) EAS (Lowest level 2000 ft ALT)	Holding axis 018° MAG turning right at the facility.
Southampton VOR SAM (Lowest level 2000 ft ALT)	Holding axis 032° MAG turning right at the facility.
SIERRA (Lowest level 2000 ft ALT)	Holding fix SAM VOR/DME RDL 212°/D8 on an axis of 032° MAG, Turning right at fix, limiting DME SAM D11.
NOVEMBER (Lowest level 2000 ft ALT)	Holding fix SAM VOR/DME RDL 005°/D7.2 on an axis of 185° MAG, Turning left at fix, limiting DME SAM D11.
NEDUL (Lowest level 4000 ft ALT)	Holding fix SAM VOR/DME 207°/19 nm limiting DME SAM D24 on an axis of 027° MAG, turning right at the fix.

EGHI AD 2.22 FLIGHT PROCEDURES (continued)

3 Procedures for Outbound Aircraft

(a) The Standard Routes for outbound aircraft are shown in the tables below. These routes may be varied at the discretion of ATC (eg to offer more direct routeing when the traffic situation permits). **Pilots must adhere to the Noise Preferential Routes detailed at EGHI AD AD 2.21 (Southampton) before turning onto the specified route.**

Departing to	Runway	Airway Route	Route
North	02, 20	Q41	Intercept Q41 **(Note 3)** to NORRY - WCO
Northeast **(Note 1)**	02, 20	M185	GWC - OCK
East or Southeast **(Note 2)**	02, 20	N859 Y803 L612 L151 M605 L9/L10 N16/L9/L10	GWC GWC - SFD GWC - GWC RDL 131° - BENBO GWC - N859 - DRAKE GWC - GWC RDL 117° - BOGNA - HARDY SAM - Y8 - GWC - SFD - Y803 - DVR **(Note 6)** SAM - Y8 - GWC - OTSID - BIG - DVR **(Note 7)**
South	02 20	Q41/N866	NEDUL - Q41 **(Note 4)** NEDUL - Q41
West **(Note 5)** Northwest	02, 20 02, 20	FIR Q41/L9 Q41/UL9	As directed by ATC Intercept Q41 **(Note 3)** - TABEN - KENET - L9 Intercept Q41 **(Note 3)** - TABEN - KENET - UL9

Note 1: *Aircraft inbound to London Heathrow or Northolt will be cleared to SAM VOR to hold, with a nominal onward clearance time of SAM +10 minutes, to join OCK 1C STAR*

Note 2: *Aircraft inbound to London Gatwick will be cleared to SAM VOR to hold, with nominal onward clearance time of SAM + 10 minutes , to join WILLO 2A/ASTRA 1A STAR.*

Note 3: *Right turn from end of NPR Runway 20.*

Note 4: *Left turn from end of NPR Runway 02.*

Note 5: *There is no contiguous Class A Airspace to the west of the Solent CTA. Departing aircraft intending to join ATS Route R8/UR8, UN20 or UM140 will leave controlled airspace at the Solent CTA boundary or on passing 5500 ft ALT, whichever is sooner. Unless prior arrangements have been made by the aircraft operator with another ATS provider, the aircraft commander is responsible for obtaining a joining clearance to provide radar service outside controlled airspace.*

Note 6: *Traffic with a filed cruising level of FL 160-*

Note 7: *Traffic with a filed cruising level of FL 165+*

4 Radio Comminications failure Procedures

(a) In the event of complete radio communication failure in an aircraft, the pilot will adopt the appropriate procedure notified at ENR 1.1 paragraph 3.4.

(b) The routes to be used when leaving the CTR in accordance with the procedures at ENR 1.1 paragraph 3.4 are shown in the table below; the route to be followed is dependent on the position of the aircraft at the time the decision to leave the Airspace is made.

Position at time of decision	Route
Southampton VOR/DME SAM	Track 295°(T)
Southampton NDB(L) EAS	Track 295°(T)

5 Flights Engaged in Instrument Route training - Flow Management Requirements

(a) See EGHH AD 2.22, paragraph 4.

EGHI AD 2.22 FLIGHT PROCEDURES (continued)

6 Visual Reference Points (VRP)

(a) For the benefit of pilots on VFR flights who prefer to determine their position by radio navigation aids, rather than by visual pin-points, suitably defined VRPs for Southampton are shown in the following table:

VRP	VOR/NDB	VOR/DME FIX
Southampton (See Note)		
Beaulieu Disused Aerodrome 504815N 0013014W		SAM 214°/10.9 nm
Butser Hill Mast 505836N 0005856W		SAM 085°/13.8 nm
Bishops Waltham 505717N 0011235W	SAM RDL 091° EAS 091° MAG	SAM 091°/5 nm
Bullington Cross 511030.61N 0012021.49W	SAM RDL 002° EAS 004° MAG	SAM 002°/13.2 nm
Calshot 504904N 0011945W	SAM RDL 176° BIA 084° MAG	SAM 176°/8 nm
Cowes 504541.27N 0011735.13W	SAM RDL 171° EAS 169° MAG	SAM 171°/11.8 nm
M27 Juntion 2 (Ower) 505645.12N 0013146.65W	SAM RDL 266° EAS 266° MAG	SAM 266°/7.0 nm
Needles Lighthouse 503945N 0013529W		SAM 209°/19.9 nm
New Alresford 510519.70N 0010859.10W	SAM RDL 043° EAS 045° MAG	SAM 043°/10.9 nm
Romsey 505927N 0012945W	SAM RDL 291° EAS 293° MAG	SAM 291°/6 nm
Spinnaker Tower 504744N 0010631W		SAM 137°/13.1 nm
St Catherine's Point 503435N 0011753W		SAM 176°/22.9 nm
West Meon Cross Roads 510152.90N 0010430.22W	SAM RDL 066° EAS 067° MAG	SAM 066°/11.2 nm
Wickham 505400.03N 0011114.80W	SAM RDL 120° EAS 118° MAG	SAM 120°/6.8 nm

Note: *VFR traffic requesting transit of the Southampton CTR routeing west-east or east-west can expect clearance subject to traffic as follows:*

West Route:	Bishops Waltham VRP - VOR SAM -Romsey VRP;
East Route:	Romsey VRP - VOR SAM - Bishops Waltham VRP.

Transit will be subject to ATC clearance.

EGHI AD 2.23 ADDITIONAL INFORMATION

(a) Solent/Southampton Radar and Southampton Tower may be provided as a combined function. Periods when active will be notified by ATIS. SRA not available.

EGHI AD 2.24 CHARTS RELATED TO AN AERODROME

Figure: AERODROME CHART - ICAO

AD 2-EGHI-2-1

Figure: AIRCRAFT PARKING/DOCKING CHART - ICAO

AD 2-EGHI-2-2

EGHI AD 2.24 CHARTS RELATED TO AN AERODROME (continued)

Figure: CONTROL ZONE AND CONTROL AREA CHART

AD 2-EGHI-4-1

Figure: ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2-EGHI-5-1

Figure: STANDARD ARRIVAL CHART - INSTRUMENT SAM 2A 1B 1C 1F - ICAO

AD 2-EGHI-7-1

Figure: B-RNAV STAR SAM 1E 1G

AD 2-EGHI-7-2

Figure: RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT SAM 2D - ICAO

AD 2-EGHI-7-3

Figure: STANDARD ARRIVAL CHART - INSTRUMENT NEDUL 1A - ICAO

AD 2-EGHI-7-4

Figure: STANDARD INSTRUMENT ARRIVAL AND RNAV HOLD CODING TABLES SAM 2D, RUDMO HOLD, SAM HOLD

AD 2-EGHI-7-5

Figure: INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 02 (CAT A, B, C) - ICAO

AD 2-EGHI-8-1

Figure: INTENTIONALLY BLANK

AD 2-EGHI-8-2

Figure: INSTRUMENT APPROACH CHART VOR/DME RWY 02 (CAT A, B, C) - ICAO

AD 2-EGHI-8-3

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

AD 2-EGHI-8-4

Figure: INSTRUMENT APPROACH CHART (IAF VOR SAM) ILS/DME RWY 20 (CAT A, B, C) - ICAO

AD 2-EGHI-8-5

Figure: INSTRUMENT APPROACH CHART (IAF VOR SAM) LOC/DME RWY 20 (CAT A, B, C) - ICAO

AD 2-EGHI-8-6

Figure: INSTRUMENT APPROACH CHART (IAF NDB(L) EAS) ILS/DME RWY 20 (CAT A, B, C) - ICAO

AD 2-EGHI-8-7

Figure: INSTRUMENT APPROACH CHART (IAF NDB(L) EAS) LOC/DME RWY 20 (CAT A, B, C) - ICAO

AD 2-EGHI-8-8

Figure: INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 20 (CAT A, B, C) - ICAO

AD 2-EGHI-8-9

Figure: INSTRUMENT APPROACH CHART VOR/DME RWY 20 (CAT A, B) - ICAO

AD 2-EGHI-8-10

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 20 (CAT A, B, C) - ICAO

AD 2-EGHI-8-11

Figure: INSTRUMENT APPROACH CHART VOR/DME 183° TO AERODROME (CAT C) - ICAO

AD 2-EGHI-8-12