# EGMD — LYDD

## EGMD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGMD — LYDD

## EGMD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

| | | |
|---|---|---|
| 1 | ARP coordinates and site at AD | Lat: 505722N Long: 0005621E<br>Mid-point of Runway 03/21 |
| 2 | Direction and distance from city | 1.2 nm NE of Lydd; 12 nm south of Ashford. |
| 3 | Elevation / Reference temperature | 13 ft / 18 C |
| 4 | Geoid undulation at AD ELEV PSN | 146 FT |
| 5 | Magnetic Variation/ Annual Change | 0.1°W (2017) / 0.14° |
| 6 | AD Administration, address, telephone, telefax, AFS, e-mail address, website address | LONDON ASHFORD AIRPORT LTD.<br>Post: Lydd Airport, Lydd, Romney Marsh, Kent, TN29 9QL.<br>Phone: 01797-322400 (Airport Switchboard)<br>Phone: 01797-320881 (ATC)<br>Phone: 01797-322422 (MET)<br>Phone: 528-2528 (ATOTN)<br>Fax: 01797-321964 (ATC)<br>Fax: 01797-322419 (Administration)<br>Email: info@lydd-airport.co.uk<br>URL: www.lydd-airport.co.uk<br>AFS: EGMDZTZX |
| 7 | Type of Traffic permitted (IFR/VFR) | IFR/VFR |
| 8 | Remarks | |

## EGMD AD 2.3 OPERATIONAL HOURS

| | | |
|---|---|---|
| 1 | Aerodrome Operator | Winter: 0830-1900; extensions by arrangement. Summer: 0730-1800; extensions by arrangement. |
| 2 | Customs and Immigration | As AD hours. |
| 3 | Health and sanitation | As AD hours. |
| 4 | AIS Briefing Office | As AD hours. |
| 5 | ATS Reporting Office (ARO) | As AD hours. |
| 6 | MET Briefing Office | As AD hours. |
| 7 | Air Traffic Service | As AD hours. See also AD 2.18 |
| 8 | Fuelling | Available up to 15 minutes before closing. |
| 9 | Handling | Available by arrangement through FAL Aviation. |
| 10 | Security | H24 |
| 11 | De-icing | By arrangement through FAL Aviation. |
| 12 | Remarks | Flights outside of normal AD hours strictly PPR. Caution SAR helicopter operations may take place when AD is closed.<br>Electronic General Aviation Report may be processed via the Pilot Information section of the Lydd Airport website. |

## EGMD AD 2.4 HANDLING SERVICES AND FACILITIES

| | | |
|---|---|---|
| 1 | Cargo handling facilities | By arrangement with FAL Aviation 01797-322400. Nearest railway siding: Appledore, 6 nm. |
| 2 | Fuel and oil types | AVTUR JET A-1 F35 (does not contain AL48)<br>AVGAS 100LL<br>Castrol AD 80, AD100, S80, S100, Mulitgrade. |
| 3 | Fuelling facilities/capacity | AVTUR JET A-1 F35; 54,000 lt. Mobile capacity 36,000 lt. AVGAS 100LL; 54,000 lt. Mobile capacity 13,000 lt. No aircraft defuelling services available. |
| 4 | De-icing facilities | By arrangement with handling agent. |
| 5 | Hangar space for visiting aircraft | By arrangement. |
| 6 | Repair facilities for visiting aircraft | Yes. Eagle Aero Engineering, Tel: 01797-322490. |
| 7 | Remarks | Fuel Type: FSII additive available separately on request.<br><br>Handling is mandatory for aircraft larger than 6000 kg MTOW. Training or military aircraft may be exempted from this requirement.<br><br>Handling provided by:<br>FAL Aviation Ltd.<br>Tel: 01797-322400, Fax: 01797-322419<br>Email: FAL@lydd-airport.co.uk<br>Website: www.lydd-airport.co.uk<br>Ops Frequency: 130.075 MHz, callsign FAL Operations. |

## EGMD AD 2.5 PASSENGER FACILITIES

| | | |
|---|---|---|
| 1 | Hotels | Hotels in the vicinity. By arrangement through FAL Aviation. |
| 2 | Restaurants | Restaurant and bar in terminal. VIP/Executive catering by arrangement through FAL Aviation. |
| 3 | Transportation | Trains, buses, taxis, limousines and car hire. Nearest railway stations: Ashford International and Appledore. |
| 4 | Medical facilities | First aid, oxygen therapy, defibrillator, entonox analgesic gas. |
| 5 | Bank and Post Office | Post box in terminal. |
| 6 | Tourist Office | Local information available in terminal. |
| 7 | Remarks | Executive lounge in FAL terminal building |

## EGMD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

| | | |
|---|---|---|
| 1 | AD category for fire fighting | RFF Category A2 |
| 2 | Rescue equipment | Standard equipment for Category 1 to Category 6. |
| 3 | Capability for removal of disabled aircraft | By arrangement with local removal company. |
| 4 | Remarks | **RFF Category 3, 4, 5 or 6** available by arrangement. The aircraft operator shall accept responsibility for ensuring that the Fire Category is appropriate to their particular operation. |

## EGMD AD 2.7 SEASONAL AVAILABILITY - CLEARING

| | | |
|---|---|---|
| 1 | Type of clearing equipment | Mechanical. |
| 2 | Clearance priorities | Standard. See AD 1.2.2. |
| 3 | Remarks | Latest information from: ATC Tel: 01797-320881. |

## EGMD AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | Apron surface and strength | B<br>Surface: Asphalt.<br>PCN 46/F/C/X/T<br><br>C<br>Surface: Asphalt. |
| 2 | Taxiway width, surface and strength | Taxiway A AND D: 10.5 m. Surface: Asphalt.<br><br>Taxiway B AND C: 18 m. Surface: Asphalt.<br>PCN 46/F/C/X/T |
| 3 | Altimeter checkpoint location and elevation | Apron 10 FT |
| 4 | VOR checkpoints | |
| 5 | INS checkpoints | See Aircraft Parking/Docking Charts |
| 6 | Remarks | |

## EGMD 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 | Apron Bravo is marked with 8 self-manoeuvring stands for up to B738, A319. Marshalling assistance is available if required. Apron Charlie is for General Aviation aircraft to self-park |
| 2 | Runway and taxiway markings and lighting | **Runway marking aid(s):**<br>: Runway designation, displaced threshold 21, centre-line, TDZ, fixed distance markings, edge stripes.<br><br>**Taxiway marking aid(s):**<br>: Yellow centre-line, hatched edge line on Taxiways B and C, holding point markings and boards.<br><br>**Taxiway light(s):**<br>: Blue edge, guard lights and illuminated holding point signs on Taxiways B and C lighting. Blue refelective edge studs on Taxiway A. |
| 3 | Stop bars | |
| 4 | Remarks | Runway Lighting:<br>Runway edge, threshold, caution zone (Runway 21), PAPI, stopend lighting<br><br>lluminated wind direction indicators adjacent to touchdown zone for Runways 03 and 21. |

## EGMD 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** |
| (EGMD4937) 03/APPROACH 21/TAKE-OFF | Bush | 505658.28N 0005551.61E | 18 ft | | No | |
| (EGMD3098) 03/APPROACH 21/TAKE-OFF | Sign | 505656.57N 0005554.45E | 18 ft | | No | |
| (EGMD3156) 03/APPROACH 21/TAKE-OFF | Fence/ Hedge | 505655.35N 0005557.51E | 16 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** |
| (EGMD3121) | Pylon | 505804.98N 0005335.56E | 167 ft | | No | |
| (EGMD4439) | Windfarm | 505802.25N 0004852.30E | 388 ft | | No | Height and position relate to the highest of a group. |
| (EGMD4052) | Glidepath Aerial | 505736.00N 0005628.24E | 46 ft | | Yes | |
| (EGMD3093) | Terminal Building | 505713.65N 0005601.75E | 27 ft | | Yes | |

## EGMD 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** |
| (EGMD3006) | Water Tower | 505637.48N 0005633.36E | 125 ft | | No | |
| (EGMD3131) | Pylon | 505636.77N 0005348.65E | 198 ft | | No | Height and position relate to the highest of a group. |
| (EGMD3133) | Pylon | 505633.96N 0005333.72E | 207 ft | | No | |
| (EGMD3035) | Pylon | 505623.80N 0005403.05E | 200 ft | | No | Height and position relate to the highest of a group. |
| (EGMD3050) | Pylon | 505512.59N 0005557.24E | 206 ft | | No | |
| (EGMD3024) | Power Station | 505448.65N 0005732.88E | 267 ft | | No | |

## EGMD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

| | | |
|---|---|---|
| 1 | Associated MET Office | MET OFFICE EXETER. |
| 2 | Hours of service<br>MET Office outside hours | H24 |
| 3 | Office responsible for TAF preparation<br>Periods of validity | MET OFFICE EXETER.<br>9 hours. |
| 4 | Trend forecast<br>Interval of issuance | |
| 5 | Briefing/consultation provided | Self briefing/telephone. |
| 6 | Flight documentation<br>Language(s) used | Charts abbreviated plain language text. TAFs/METARs.<br>English. |
| 7 | Charts and other information available for briefing or consultation | 214 Spot winds, 215 low level wx. |
| 8 | Supplementary equipment available for providing information | Internet access in Flight Briefing. ATIS 129.225 MHz or 01797-322422. |
| 9 | ATS units provided with information | LYDD. |
| 10 | Additional information (limitation of service, etc.) | RVR by human observer method, only one runway direction available at a time.<br>AUTOMETAR produced outside aerodrome opening hours. |

## EGMD 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** |
| 03 | 032.72° | 1505 x 32 m | RWY surface: Asphalt, grooved.<br>PCN 46/F/C/X/T | 505701.75N 0005600.11E<br>146 ft | THR 10 ft |
| 21 | 212.73° | 1505 x 32 m | RWY surface: Asphalt, grooved.<br>PCN 46/F/C/X/T | 505741.75N 0005640.79E<br>146 ft | THR 12 ft |

| **Slope of RWY/ SWY** | **SWY dimensions** | **Clearway dimensions** | **Strip Dimensions** | **OFZ** | **Remarks** |
|---|---|---|---|---|---|
| **7** | **8** | **9** | **10** | **11** | **12** |
| | | | | | RWY 03 |
| | | | | | RWY 21<br>RWY 21 Threshold displaced by 35 m to allow for full RESA. |

## EGMD AD 2.13 DECLARED DISTANCES

| Runway designator | TORA | TODA | ASDA | LDA | Remarks |
|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 |
| 03 | 1470 m | 1799 m | 1470 m | 1470 m | |
| 21 | 1505 m | 1681 m | 1505 m | 1470 m | |

## EGMD 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 |
| 03 | 427 m Light intensity high. | HI Green elevated uni-directional | PAPI Left/3° 48 ft | | | Elev HI white bi-directional with LI omni-directional component | Red HI | | **Approach lighting:** Centre-line with one crossbar at 305 m<br>**PAPI Dist from THR:** 273 m |
| 21 | 430 m Light intensity high. | HI Green unidirectional with Elev HI wingbars | PAPI Left/3.5° 60 ft | | | Elev HI white bi-directional with LI omni-directional component | Red HI | | Runway 21 has yellow caution zone.<br>**Approach lighting:** Coded centre-line with two crossbars at 150 m and 300 m<br>**PAPI Dist from THR:** 322 m |

## EGMD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

| | | |
|---|---|---|
| 1 | ABN/IBN location, characteristics and hours of operation | ABN: LYDD<br>Flashing White - On terminal roof. |
| 2 | LDI location and lighting<br>Anemometer location and lighting | Anemometer: 505736.00N 0005628.24E 505710.51N 0005601.52E |
| 3 | TWY edge and centre line lighting | |
| 4 | Secondary power supply/switch-over time | Yes / 15 seconds. Battery back-up. In Low Visibility Procedures switch-over time is 1 second. |
| 5 | Remarks | Apron floodlighting. Blue edge lights on Apron Bravo. Obstacle lighting. |

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## EGMD AD 2.16 HELICOPTER LANDING AREA

| | | |
|---|---|---|
| 1 | Coordinates TLOF or THR of FATO<br>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 | Small helicopters, ie: R22/44, Hu30, AS55, BH06 will be air taxied to park on Apron Bravo. Larger helicopters, ie: SK76, Puma, CH47 will make an approach to the runway in use and ground taxi (if possible) to Apron Bravo. |

## EGMD 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 |
| LYDD ATZ<br>A circle, 2 nm radius centred at 505722N 0005621E on longest notified runway (03/21) | Upper limit: 2000 ft<br>Lower limit: SFC | G | LYDD APPROACH<br>English | 6000 ft | |

## EGMD AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

| Service Designation | Callsign | Channel(s) | Hours of Operation | Remarks |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| APP | LYDD APPROACH | 120.700 MHz<br>DOC 25 nm/10,000 ft. | Winter: 0830-1900 and by arrangement. Summer: 0730-1800 and by arrangement. | ATZ hours coincident with APP/TWR hours, but **not** by arrangement.<br>**VDF**<br>**505731.18N 0005620.77E** |
| | LYDD APPROACH | 121.500 MHz<br>Emergency frequency O/R. | Winter: 0830-1900 and by arrangement. Summer: 0730-1800 and by arrangement. | |
| TWR | LYDD TOWER | 119.375 MHz<br>DOC 25 nm/4,000 ft. | When directed by ATC. | |
| | LYDD TOWER | 121.500 MHz<br>Emergency frequency O/R. | When directed by ATC. | |
| ATIS | LYDD INFORMATION | 129.225 MHz<br>DOC 45 nm/20,000 ft. | Winter: 0830-1900 and by arrangement. Summer: 0730-1800 and by arrangement. | |
| Other | LYDD FIRE | 121.600 MHz<br>Non-ATS Frequency. | Available when Fire vehicle attending aircraft on the ground in an emergency. | |

## EGMD 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 |
| DME | ILDY | 18Y<br>108.150 MHz | Winter: 0830-1900 and by arrangement. Summer: 0730-1800 and by arrangement. | 505735.98N<br>0005628.04E | 31 ft | On AD.<br>Frequency paired with ILS I LDY.<br>Zero range to threshold Runway 21.<br>DOC 25 nm/10,000 ft. |
| NDB (L) | LZD | 397.000 kHz | H24 | 505731.71N<br>0005621.45E | | On AD.<br>Range 20 nm. |
| ILS/DME<br>I<br>0.1°W (2017) | ILDY | 108.150 MHz | Winter: 0830-1900 and by arrangement. Summer: 0730-1800 and by arrangement. | 505714.18N<br>0005622.39E | | (RWY 21)<br>5 degree offset - See procedure chart.<br>Training approaches using autocoupled LLZ/ GP not to be continued below 200 ft. |
| ILS/DME/GP | ILDY | 334.550 MHz | Winter: 0830-1900 and by arrangement. Summer: 0730-1800 and by arrangement. | 505736.03N<br>0005628.28E | | 3.5° ILS Ref Datum Hgt 47 ft. |

# EGMD AD 2.20 LOCAL TRAFFIC REGULATIONS

## 1 Airport Regulations

(a) This aerodrome is not available to aircraft unable to communicate by radio with ATC.

(b) Microlight aircraft strictly PPR.

(c) Training take-offs involving practice engine failure will not be allowed when using Runway 03 at any time, or when using Runway 21 when a nuclear train is passing.

(d) High visibility clothing must be worn on the apron and manoeuvring area at all times except for passengers under escort.

## 2 Ground Movement

(a) The responsibility for wingtip clearance during taxiing and parking remains with the flight crew.

(b) Apron Bravo is available to aircraft up to B737, A319, helicopters and for long stay parking.

(c) Apron Charlie is available for light aircraft parking.

(d) Marshalling assistance may be available if required.

(e) Taxiways Alpha and Delta are only available to aircraft with MTOW not exceeding 5700 kg. Taxiway Alpha is restricted to aircraft with a wingspan not exceeding 15 m.

## 3 CAT II/III Operations

Not applicable

## 4 Warnings

(a) Caution, Lydd Ranges EG D044 and Hythe Ranges EG D141. DAAIS available on 120.700 MHz and ATIS on 129.225 MHz.

(b) Aircraft departing from or intending to land at Lydd shall remain at least 1.5 nm from Dungeness Power Station 505449N 0005717E (ENR 5.1 refers).

(c) Instrument transitional surface infringed by terminal building. Maximum penetration 1.54 m

(d) ATC procedures will be applied to ensure deconfliction of aircraft movements and the very infrequent trains that utilise the NW-SE orienteted railway track 187 m SW of Runway 03 threshold.

## 5 Helicopter Operations

(a) Helicopter circuit training may take place south east of Runway 03/21 up to 600 ft QNH, parallel to the fixed wing circuit.

(b) Small helicopters up to B06, AS55, GAZL, joining from the west clockwise to the north should, unless otherwise instructed, route towards the north west aerodrome boundary to aim towards Taxiway Bravo for parking on Apron Bravo.

(c) Small helicopters may depart directly from Apron Bravo to the north west.

(d) Helicopters must obtain specific clearance to cross the runway.

(e) Helicopters should avoid overflying built up areas.

(f) During Low Visibility Procedures any helicopter movements will utilize the runway for landing or take-off.

## 6 Use of Runways

(a) Aircraft will carry out power checks at Hold B or C as directed by ATC.

(b) Light aircraft circuits are normally LH on Runway 21; RH on Runway 03, but may be varied by ATC. Aircraft above 5700 kg MTOW RH on Runway 21; LH on Runway 03. Circuit height 1000 ft QNH.

(c) Except where a public transport operator has a lower State authorised minima, the Aerodrome Authority cannot approve departures in RVR conditions of less than 400 m.

## 7 Training

(a) The number of aircraft in the visual circuit will be determined by ATC subject to prevailing weather conditions and other commercial or corporate traffic. A ‘waiting list’ system will be introduced during busy periods during which pilots will be advised of their number in the queue and the approximate delay before they commence circuit training.

(b) The following training is PPR through ATC by telephone 01797-320881 or 322417.

(i) ILS, RNAV and NDB practise instrument approaches;

(ii) Circuit training by non-based aircraft;

(iii) Qualifying Cross Country inbound flights.

# EGMD AD 2.21 NOISE ABATEMENT PROCEDURES

(a) Operators of aircraft using the aerodrome shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable to surrounding areas. The following Noise Procedures and Routeings will apply to all aircraft, unless otherwise instructed by ATS, whether landing, taking-off or 'going around' in both VMC and IMC. These requirements may be departed from to the extent necessary for avoiding immediate danger. These noise routeing procedures are supplementary to the noise abatement take-off techniques as used by piston engined, turbo-prop and turbo jet aircraft and laid down in their Operations Manual.

(i) Take-Off Runway 03

Climb straight ahead to at least 500 ft; or until passing upwind end of runway, whichever is later, before turning right or left as instructed by ATC.

(ii) Take-Off Runway 21

Climb straight ahead to at least 500 ft or until passing upwind end of the runway, whichever is later, before turning left or right as instructed by ATC. Aircraft turning left are to maintain a track which will ensure they remain at least 1.5 nm clear of the Dungeness Power Station. Caution, remain clear of EG D044 if active.

(iii) Landing Runways 03 and 21

An aircraft approaching to land shall not descend below the PAPI indicated approach slope of 3 ° (Runway 03) or 3.5 ° (Runway 21).

# EGMD AD 2.22 FLIGHT PROCEDURES

## 1 Procedures for Arriving Aircraft

(a) VFR Arrivals

(i) Inbound VFR aircraft should make their initial call for joining instructions before reaching Rye (9 nm West of Lydd), Tenterden (15 nm NW), Ashford (12 nm N), Folkestone (12 nm NE) or 10 nm to Lydd if approaching over the sea.

(ii) Pilots are responsible for their own separation from EG D141, EG D044, EG R063 and the runway final approach/ departure areas, although ATC may provide assistance.

(iii) Basic Service will be provided by default

(iv) Lydd VFR transponder conspicuity code 7066 should be selected if possible. It should be noted that Lydd is not radar equipped and is unable to provide any form of surveillance. The transponder code is to assist neighbouring ATS Units.

(v) Joining aircraft will be requested to report at 4 nm to the Lydd overhead (NB not to the LYD VOR)

(vi) Light aircraft joining via Rye, Tenterden, Ashford or those routeing inland from Folkestone will, unless otherwise instructed, join overhead at 1500 ft QNH, descend crosswind, and turn downwind at 1000 ft. DO NOT DESCEND DEADSIDE.

(vii) Aircraft inbound from E, SE or S, having made the 4 mile report, can anticipate instructions to join the circuit downwind or base leg, subject to traffic.

(b) IFR Arrivals - from Airways/Controlled Airspace

(i) The appropriate LACC sector will normally coordinate an acceptance level at Lydd in advance of release and transfer of communication. The initial approach fix and instrument procedure will be confirmed by Lydd Approach once the aircraft has been released by London, this usually coinciding with leaving CAS by descent.

(ii) The ILS is the preferred instrument approach when runway 21 is in use, or if 03 is in use for landing and take-off but EG D044 is active. ILS approaches may be flown via ROMTI, a 14 DME arc direct arrival or via LZD (then outbound track 001°) depending on direction of arrival, order of traffic and the distance of the aircraft to Lydd when released. Late release to Lydd Approach reduces the number of options available to the controller.

(iii) When runway 03 is in use, and EG D044 is not active, the preferred instrument approach is RNAV (GNSS) Runway 03.

(iv) Visual approaches or IFR cancellation and subsequent VFR approach may be accepted, subject to traffic and weather.

(v) Procedural Service will be provided by default unless IFR is cancelled.

(vi) Lydd IFR transponder conspicuity code 7067 will be allocated when outside CAS. No form of surveillance service is available.

(c) IFR Arrivals – Outside Controlled Airspace

(i) Arrivals from outside controlled airspace are to establish communication by 20 nm to Lydd whenever possible, the type of approach requested, with an estimate for the initial approach fix.

(ii) Sub paragraphs (b) (ii) to (b) (vi) above are also applicable to this section.

## EGMD AD 2.22 FLIGHT PROCEDURES (continued)

(iii) Due to the unpredictable nature of traffic levels in Class G airspace and because radar is not available, controllers may have to direct aircraft to the hold, give deconfliction instructions that the pilot might not have at first expected, or utilize VMC climb/descent techniques when appropriate.

(iv) Practise instrument approaches are PPR by telephone to ATC 01797-320881 or 322417

### 2 Procedures for Departing Aircraft

(a) VFR Departures

(i) Aircraft that have not filed a flight plan may 'Book out' on the radio. Pilots should listen to ATIS 129.225 MHz before calling the appropriate ATC frequency.

(ii) When making the initial call, pilots should end their message with "Outbound" if landing away, "Local" if departing and landing back at Lydd or "Circuits" if for circuit training. Once ATC has responded, the flight details are to be passed. Aircraft departing 'local' are to state persons on board and initial direction of departure.

(iii) VFR departures will be provided with Basic Service by default.

(iv) Lydd VFR Transponder conspicuity code 7066 should be operated if possible.

(v) Aircraft will be transferred to an onward ATS frequency at reporting points Rye, Tenterden , Ashford, Folkestone or 10 miles E or SE as appropriate to the direction of flight.

(b) IFR Departures via Airways/Controlled Airspace

(i) Pilots shall request start up after listening to ATIS, and with regard to any CTOT issued by DNM. The take-off time tolerance applied by controllers is CTOT –5/+10 minutes.

(ii) A Procedural Service will be provided by default.

(iii) As Lydd is situated in Class G airspace, it does not have Standard Instrument Departure Procedures. However, pilots may anticipate the following initial routes to join controlled airspace:

| Departure to | Via | Route |
|---|---|---|
| N | N57 | DET |
| NE/E | Y803/L9/L10 | DVR |
| SW/W | Y803 | SFD |
| SW/S | M189 | HASTY or WAFFU |

(iv) London ACC may occasionally offer Lydd ATC other waypoints according to the traffic situation.

(v) In order to avoid amending a clearance to account for a changing traffic situation, pilots can expect an airways clearance to be passed during taxi or when at the holding point. The clearance will comprise the initial clearance limit (route), level, squawk, and airways contact frequency.

(c) IFR Departures Outside Controlled Airspace

(i) Flights not operating on a flight plan may be 'booked out' as for VFR departures.

(ii) Unless otherwise requested, a Basic Service will be provided to aircraft landing away and a Procedural Service to training aircraft departing straight into an approach procedure.

(iii) Lydd IFR transponder code 7067 will only be applied to local training flights going straight into an instrument approach procedure.

(iv) Lydd transponder conspicuity code 7066 will be operated by aircraft landing away, or local training flights conducting general handling on a basic service. This includes VMC training flights at night.

(v) ATC will endeavour to approve the requested route/level unless the traffic situation requires otherwise for separation purposes, when a Procedural Service has been requested by the pilot.

## EGMD AD 2.23 ADDITIONAL INFORMATION

Not applicable

## EGMD AD 2.24 CHARTS RELATED TO AN AERODROME

*Figure: AERODROME CHART - ICAO* →

AD 2-EGMD-2-1

*Figure: AIRCRAFT PARKING/DOCKING CHART - ICAO* →

AD 2-EGMD-2-2

## EGMD AD 2.24 CHARTS RELATED TO AN AERODROME (continued)

*Figure: INSTRUMENT APPROACH CHART - RNAV (GNSS) RWY 03 (ACFT CAT A,B,C) - ICAO*
AD 2-EGMD-8-1

*Figure: INSTRUMENT APPROACH CHART - OFFSET ILS/DME RWY 21 (ACFT CAT A,B,C) - ICAO*
AD 2-EGMD-8-2

*Figure: INSTRUMENT APPROACH CHART - RNAV (GNSS) Y RWY 21 (ACFT CAT A,B) - ICAO*
AD 2-EGMD-8-3

*Figure: INSTRUMENT APPROACH CHART - RNAV (GNSS) Z RWY 21 (ACFT CAT C) - ICAO*
AD 2-EGMD-8-4

*Figure: INSTRUMENT APPROACH CHART - NDB(L) DME RWY 21 (ACFT CAT A,B) - ICAO*
AD 2-EGMD-8-5

*Figure: INSTRUMENT APPROACH PROCEDURE CODING TABLES RWY 03*
AD 2-EGMD-8-7

*Figure: INSTRUMENT APPROACH PROCEDURE CODING TABLES RNAV (GNSS) Y RWY 21*
AD 2-EGMD-8-8

*Figure: INSTRUMENT APPROACH PROCEDURE CODING TABLES RNAV (GNSS) Z RWY 21*
AD 2-EGMD-8-9