EGNM — LEEDS BRADFORD

EGNM AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGNM — LEEDS BRADFORD

EGNM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 535157.69N Long: 0013938.77W Mid point of Runway 14/32.
2	Direction and distance from city	6 nm NW of Leeds.
3	Elevation / Reference temperature	681 ft / 18 C
4	Geoid undulation at AD ELEV PSN	163 FT
5	Magnetic Variation/ Annual Change	1.37°W (2017) / 0.16°
6	AD Administration, address, telephone, telefax, AFS, e-mail address, website address	LEEDS BRADFORD INTERNATIONAL AIRPORT LIMITED. Post: Leeds Bradford International Airport, Leeds, LS19 7TU. Phone: 0871-288 2288 (Administration) Phone: 0113-391 3282 (ATC) Phone: 0113-391 3231 (Airside Operations Unit) Fax: 0113-250 5426 (Administration) Fax: 0113-391 0870 (ATC) Email: airside.operations@lba.co.uk (Airside Operations Unit) Email: atc@lba.co.uk (ATC)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGNM AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	H24. (Winter: 2300-0700 PPR. Summer 2200-0600 PPR)
2	Customs and Immigration	Hours are aligned with Airline operations. GA and BA operators requiring Customs and Immigration contact handling agent.
3	Health and sanitation	
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	AVGAS 100LL available 0730-1800, and by arrangement. Out of hours AVGAS 100LL available by arrangement with Mutliflight Ltd, subject to call out charges. (See also AD 2.4). AVTUR Jet A-1: H24 (Winter: 2359-0500; Summer: 2259-0400 PPR).
9	Handling	Available by arrangement with handling agents.
10	Security	H24
11	De-icing	
12	Remarks	

EGNM AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	By arrangement. Nearest railway siding: Bradford Valley.
2	Fuel and oil types	AVTUR JET A-1 AVGAS 100LL 80, 100, Shell 555, Exon 2380, Mobil Jet 254, Mobile Jet 2 plus various hydraulic fluids.
3	Fuelling facilities/capacity	AVTUR JET A-1 Main Apron: 750,000 lt. Bowsers: 4 x 44,000 lt, 1 x 42,500 lt, 1 x 36,000 lt, 1 x 34,000 lt, 1 x 33,000 lt, 1 x 30,000 lt. AVGAS 100LL available at Multiflight Apron. De-fuelling facility not available.
4	De-icing facilities	Available by arrangement with handling agents. Type ECO 26 Type 2.
5	Hangar space for visiting aircraft	Limited.
6	Repair facilities for visiting aircraft	Full up to 13,000 lbs AUW, minor above, 24 hour service if necessary.

EGNM AD 2.4 HANDLING SERVICES AND FACILITIES (continued)

7	Remarks	Handling is mandatory. All aircraft, including those for engineering maintenance, are required to make suitable handling arrangements prior to arrival. Handling agents are: Swissport: Tel: 0113-250 3251. Southside: Multiflight: Tel: 0113-238 7140/7118. Frequency: 130.650 MHz. GA and Business Aviation handling provided on the Southside by Multiflight Ltd and on the Northside by Swissport. AVGAS 100LL is available from Multiflight Ltd. AVGAS refuelling facilities for helicopters by special prior notified arrangement with Multiflight Ltd.

EGNM AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in the vicinity
2	Restaurants	Restaurant, buffet and bar.
3	Transportation	Buses, coaches and taxis. Nearest railway station: Horsforth
4	Medical facilities	Limited first aid.
5	Bank and Post Office	Bureau de Change.
6	Tourist Office	
7	Remarks	

EGNM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	RFF Category A7
2	Rescue equipment	1 x Rosenbaur Panther (12,500 lt Water, 1500 lt foam), 2 X Cobra (12,000 lt water, 1600 lt foam), 1 X Barracuda (13,000 lt water, 1100 lt foam).
3	Capability for removal of disabled aircraft	Light aircraft only. Equipment for heavier aircraft could be made available. Contact: 0113-391 3231 (Airside Operations).
4	Remarks	**RFF Categories 8 and 9** by arrangement, PPR 24 hrs notice.

EGNM AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical de-icing.
2	Clearance priorities	Standard. See AD 1.2.2.
3	Remarks	Braking action in instances of COMPACT SNOW or ICE only, assessed by MU-Meter. MU-meter coefficients of friction will not be passed by ATC. In instances of Slush, Wet or Dry snow, braking action will be assessed by Airside Operations. In both instances runway conditions will be passed as GOOD, MEDIUM/GOOD, MEDIUM, MEDIUM/POOR or POOR. Latest information from: ATC Tel: 0113-391 3282. Runway and Taxiway de-icing conducted by RFFS/Airside Operations. During Snowfall the aerodrome may be closed for up to 1 hour and 30 minutes.

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

1	Apron surface and strength	Surface: Concrete. PCN 61/R/A/W/T
2	Taxiway width, surface and strength	Taxiway ALPHA: 37.5 m. Surface: Concrete. PCN 61/R/A/W/T Taxiway DELTA: 23 m. Surface: Concrete. PCN 61/R/A/W/T Taxiway FOXTROT: 13.5 m. Surface: Asphalt.

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

		PCN 32/F/A/W/U Taxiway GOLF: 10.5 m. Surface: Asphalt. PCN 32/F/A/W/U Taxiway LIMA: 23 m. Surface: Asphalt. PCN 59/F/D/X/T Taxiway MIKE: 23 m. Surface: Asphalt. Taxiway NOVEMBER: 23 m. Surface: Asphalt.
3	Altimeter checkpoint location and elevation	Apron 662 FT (At Stand 1)
4	VOR checkpoints	
5	INS checkpoints	As stand coordinates, see AD 2-EGNM-2-2.
6	Remarks	

EGNM 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 3 and 5-24 are marked for nose-in guidance with marshaller apart from Stands 7 and 8 which have electronic guidance (APIS). All other stands have marshaller guidance. Stand 1 nose-out stand for aircraft up to DHC 8 Q400 size under marshallers instruction. Stands 16L to 18L and 19 to 24 MARS (Multi Access Ramp System) stands.
2	Runway and taxiway markings and lighting	**Runway marking aid(s):** : Runway designation, runway centre-line, runway threshold, fixed distance and touchdown and zone markings. Runway side stripes.**Taxiway light(s):** : Yellow/green centre-line routing lights from Exits B, C, D3, E1-E2, Lima and 14 Loop. →
3	Stop bars	Stop Bars located at Holding Points A1, B, C, D1, D2, D3, E1, E2, F1, L1, N1, N2 and N3. Stop Bars at Runway Holding Points (A1, B, D1, E1, E2, F1, L1, N1) are in operation H24. → →
4	Remarks	Taxiway Alpha between Runway 14/32 and Bravo restricted to aircraft of wingspan not exceeding 36 m. Taxiway Alpha between Bravo and Charlie restricted to aircraft of wingspan not exceeding 41.5 m. Taxiway Alpha between Charlie and Delta 3 restricted to aircraft of wingspan not exceeding 45 m. Taxiway Alpha between Delta 3 and Stand 18 restricted to aircraft of wingspan not exceeding 41.5 m. Link Bravo restricted to aircraft with Outer Main Gear Wheel span not exceeding 7.5 m (wingspan 41.5 m). Taxiway November between November 3 and November 4 restricted to aircraft of wingspan not exceeding 41.5 m. Link November 4 restricted to aircraft with Outer Main Gear Wheel span not exceeding 7.5 m (wingspan 41.5 m). Aircraft of wingspan between 44 m and 52 m using Stand 8 must enter and exit Taxiway Alpha via Charlie. Taxiway Delta restricted to use by aircraft with a wingspan not exceeding 61 m. Taxiway Foxtrot south of the junction with Taxiway Golf is restricted to use by aircraft with a maximum wingspan of 18.5 m or less. Taxiway Golf is restricted to use by aircraft with a wingspan not exceeding 24 m. Through traffic from Taxiway G to F and vice versa is restricted to aircraft of maximum wingspan 18.5 m. Two Illuminated wind direction indicators.

EGNM 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**
14/APPROACH	Rocks	535336.74N 0014133.88W	905 ft		No	
14/APPROACH	Pylon	535325.71N 0014124.75W	867 ft		No	
14/APPROACH 32/TAKE-OFF	Tree	535338.33N 0014150.76W	931 ft		No	
14/APPROACH 32/TAKE-OFF	Tree	535338.16N 0014154.40W	939 ft		No	

EGNM 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**
14/APPROACH 32/TAKE-OFF	Tree	535337.44N 0014151.66W	935 ft		No	
14/APPROACH 32/TAKE-OFF	Tree	535337.11N 0014151.09W	936 ft		No	
14/APPROACH 32 TAKE-OFF	Wall	535336.89N 0014147.26W	923 ft		No	
14/APPROACH 32/TAKE-OFF	Tree	535336.63N 0014204.64W	932 ft		No	
14/APPROACH 32/TAKE-OFF	Building	535336.33N 0014149.36W	931 ft		No	
14/APPROACH 32/TAKE-OFF	Tree	535335.79N 0014151.79W	942 ft		No	
14/APPROACH 32/TAKE-OFF	Tree	535335.17N 0014151.80W	941 ft		No	
14/APPROACH 32/TAKE-OFF	Beacon	535334.51N 0014151.86W	935 ft		No	
14/APPROACH 32/TAKE-OFF	Tree	535333.82N 0014152.01W	918 ft		No	
14/APPROACH 32/TAKE-OFF	Tree	535331.77N 0014151.39W	913 ft		No	
14/APPROACH 32/TAKE-OFF	Pylon	535326.84N 0014201.36W	895 ft		No	
14/APPROACH 32/TAKE-OFF	Pylon	535326.49N 0014150.29W	901 ft		No	
14/APPROACH 32/TAKE-OFF	Pylon	535326.18N 0014139.92W	882 ft		No	
14/APPROACH 32/TAKE-OFF	Pylon	535325.98N 0014133.46W	878 ft		No	
32/TAKE-OFF	Tree	535318.09N 0014157.05W	847 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**
	Turbine	535944.57N 0013913.70W	1014 ft		No	
	Mast	535731.52N 0014044.18W	1236 ft		Yes	
	Mast	535556.23N 0014159.50W	885 ft		No	
	Terrain	535414.10N 0014936.36W	1319 ft		No	
	Mast	535412.70N 0015042.50W	1432 ft		Yes	
	Terrain	535405.43N 0014841.88W	1260 ft		No	
	Pylon	535335.28N 0013929.71W	844 ft		No	
	Pylon	535332.50N 0014042.57W	871 ft		No	
	Aerial	535330.76N 0014119.86W	894 ft		No	
	Tree	535329.98N 0014104.32W	916 ft		No	
	Pylon	535325.41N 0014114.90W	874 ft		No	
	Pylon	535325.09N 0014104.63W	870 ft		No	
	Tree	535324.94N 0013914.06W	844 ft		No	

EGNM 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**
	Tree	535319.21N 0014021.87W	871 ft		No	
	Tree	535315.67N 0013945.81W	833 ft		No	
	Turbine	535314.28N 0014214.19W	838 ft		No	
	Comms Mast	535312.91N 0014234.57W	843 ft		No	
	Mast	535116.97N 0013643.07W	831 ft		Yes	

EGNM 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. 24 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	
9	ATS units provided with information	LEEDS BRADFORD.
10	Additional information (limitation of service, etc.)	Broadcast on ATIS

EGNM 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**
14	137.74°	2250 x 46 m	RWY surface: Concrete, grooved. PCN 51/R/B/W/T	535217.15N 0014008.68W 163 ft	THR 674 ft
32	317.75°	2250 x 46 m	RWY surface: Concrete, grooved. PCN 51/R/B/W/T	535137.31N 0013907.44W 163 ft	THR 662 ft

Slope of RWY/ SWY	**SWY dimensions**	**Clearway dimensions**	**Strip Dimensions**	**OFZ**	**Remarks**
7	**8**	**9**	**10**	**11**	**12**
RWY 14 0.36% (1:277) Down RWY 32 0.36% (1:277) Up		1056 x m	2370 x 300 m	Yes	RWY 14 Pilots should note that when using Runway 14, there is a 100 m area of the runway that provides a forward sight distance of less than 1200 m (for an eye height of 3 m above the runway surface) between 1300 m and 1400 m after the start of the LDA lo-

EGNM AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS (continued)

Slope of RWY/ SWY	SWY dimensions	Clearway dimensions	Strip Dimensions	OFZ	Remarks
7	8	9	10	11	12
					cated in the area of the 32 TDZ. Downslope gradient first 400 m of LDA on Runway 14 is -0.83%
RWY 14 0.36% (1:277) Down RWY 32 0.36% (1:277) Up		199 x m	2370 x 300 m	Yes	RWY 32 Pilots should note that when using Runway 32, there is a 100 m area of the runway that provides a forward sight distance of less than 1200 m (for an eye height of 3 m above the runway surface) between 220 m and 320 m after the start of the LDA located in the area of the 32 TDZ.

EGNM AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
14	2113 m	3169 m	2113 m	1802 m	
32	2190 m	2389 m	2190 m	1916 m	
14	1933 m	2900 m	1933 m		Take-off from intersection with Holding Point E2
14	1802 m	2703 m	1803 m		Take-off from Runway 14 Threshold
14	1508 m	2262 m	1508 m		Take-off from intersection with Taxiway Alpha
14	1433 m	2150 m	1433 m		Take-off from intersection with Taxiway Foxtrot
14	1251 m	1877 m	1251 m		Take-off from intersection with Taxiway Mike
14	963 m	1445 m	963 m		Take-off from intersection with Taxiway Lima
32	1916 m	2113 m	1913 m		Take-off from Runway 32 Threshold
32	1627 m	1826 m	1627 m		Take-off from intersection with Taxiway Delta
32	1118 m	1317 m	1118 m		Take-off from intersection with Taxiway Lima

EGNM 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
14	872 m Light intensity high.	HI Green with HI wingbars	PAPI Right/ 3.5° 52.5 ft		Colour coded 15 m spacing Hi	Elev HI bi-di-rectional with LI omni-direc-tional component	Red.		**Approach lighting:** Coded centre-line with five crossbars **PAPI Distance from THR:** 331 m
32	815 m Light intensity high.	HI Green with HI wingbars	PAPI Left/3° 58 ft	900 m	Colour coded 15 m spacing HI	Elev HI bi-di-rectional with LI omni-direc-tional component	Red.		**Approach lighting:** Coded centre-line with five crossbars Supplementary lighting in-ner 262 m **PAPI Distance from THR:** 316 m

EGNM 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: 535205.92N 0014001.00W - 535146.70N 0013907.50W
3	TWY edge and centre line lighting	Taxiway: . Edge. HI edge lights Runway 32 turning D. Blue edge colour coded taxiway guidance via D3, B, C, E1, E2 and Lima exits.
4	Secondary power supply/switch-over time	Yes. Less than 1 second.
5	Remarks	Apron floodlighting. Obstacle lighting.

EGNM 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	Parts of the manoeuvring area can be used for take-off and landing as instructed by ATC (see AD 2.20 paragraph 5).

EGNM 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
LEEDS BRADFORD CTR 535955N 0014027W - 535348N 0013100W - 534904N 0012703W - thence clockwise by the arc of a circle radius 8 nm centered on 535157N 0013938W to 534359N 0013847W - 535312N 0015259W - thence clockwise by the arc of a circle radius 8 nm centered on 535157N 0013938W to 535955N 0014027W	Upper limit: FL85 Lower limit: SFC	D	LEEDS APPROACH English	5000 ft	A Transition Altitude of 5000 ft is effective within the Leeds Bradford CTR/CTA during the notified hours of operation.
LEEDS BRADFORD CTA 1 534904N 0012703W - 534445N 0012327W - thence clockwise by the arc of a circle radius 12 nm centered on 535157N 0013938W to 534032N 0013331W - 534359N 0013847W - thence anti-clockwise by the arc of a circle radius 8 nm centered on 535157N 0013938W to 534904N 0012703W	Upper limit: FL85 Lower limit: 2500 ft ALT	D	LEEDS APPROACH English	5000 ft	A Transition Altitude of 5000 ft is effective within the Leeds Bradford CTR/CTA during the notified hours of operation.
LEEDS BRADFORD CTA 2 535312N 0015259W - 534359N 0013847W - thence clockwise by the arc of a circle radius 8 nm centered on 535157N 0013938W to 535312N 0015259W	Upper limit: FL85 Lower limit: 2500 ft ALT	D	LEEDS APPROACH English	5000 ft	A Transition Altitude of 5000 ft is effective within the Leeds Bradford CTR/CTA during the notified hours of operation.
LEEDS BRADFORD CTA 3 540236N 0014900W - 535955N 0014027W - thence anti-clockwise by the arc of a circle radius 8 nm centered on 535157N 0013938W to 534359N 0013847W - 534032N 0013331W - thence anti-clockwise by the arc of a circle radius 12 nm centered on 535157N 0013938W to 534445N 0012327W - 534007N 0011937W - 533713N 0014830W - 534726N 0015913W - 535539N 0020919W - 540236N 0014900W	Upper limit: FL85 Lower limit: 3000 ft ALT	D	LEEDS APPROACH English	5000 ft	A Transition Altitude of 5000 ft is effective within the Leeds Bradford CTR/CTA during the notified hours of operation.
LEEDS BRADFORD ATZ A circle, 2.5 nm radius centred at 535158N 0013939W on longest notified runway (14/32)	Upper limit: 2000 ft Lower limit: SFC	D	LEEDS APPROACH English	5000 ft	

EGNM AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	Hours of Operation	Remarks
1	2	3	4	5
APP	LEEDS APPROACH	134.575 MHz DOC 40 nm/10,000 ft	H24	ATZ hours coincident with Approach hours. Certain services may be PPR during 2300-0700 (Winter), 2200-0600 (Summer). Pilots are advised that making calls outside the DOC is likely to cause interference from adjacent paired frequencies. **VDF** **535158.41N 0013925.17W** On AD.
TWR	LEEDS TOWER	120.300 MHz DOC 25 nm/4,000 ft.	H24	
	LEEDS DELIVERY	121.800 MHz DOC 5 nm/GND.	Winter: 0600-2200 Summer: 0500-2100	
RAD	LEEDS RADAR	134.575 MHz DOC 40 nm/10,000 ft.	H24	
	LEEDS RADAR	125.375 MHz As directed by ATC.	H24	
ATIS	LEEDS INFORMATION	118.025 MHz DOC 50 nm/20,000 ft.	H24	
Other	LEEDS FIRE	121.600 MHz Non-ATS frequency.	Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGNM 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 1.37°W (2017)	ILBF	110.900 MHz	HO	535129.18N 0013854.98W		(RWY 14)
ILS/GP	ILBF	330.800 MHz	HO	535208.89N 0014002.18W		3.5° ILS Ref Datum Hgt 46 ft.
ILS III 1.37°W (2017)	ILF	110.900 MHz	HO	535227.98N 0014025.34W		(RWY 32)
ILS/GP	ILF	330.800 MHz	HO	535146.80N 0013914.18W		3° ILS Ref Datum Hgt 50 ft.
DME	ILF	46X 110.900 MHz	H24	535200.78N 0013931.48W	677 ft	I LF (RWY 32) On AD. DME freq paired with ILS I LF and I LBF. Zero range is indicated at THR of Runway 14/32.
DME	ILBF	46X 110.900 MHz	H24	535200.78N 0013931.48W	677 ft	I LBF (RWY 14) On AD. DME freq paired with ILS I LF and I LBF. Zero range is indicated at THR of Runway 14/32.
NDB (L)	LBA	402.500 kHz	H24	535153.97N 0013910.41W		On AD. Range 25 nm.

EGNM AD 2.20 LOCAL TRAFFIC REGULATIONS

1 Airport Regulations

(a) Mandatory handling applies for all visiting non-based aircraft.

(b) Aircraft using the aerodrome are to carry Third Party Insurance cover of not less than £2,000,000.

(c) Microlight aircraft are not accepted.

(d) The aerodrome is not available to aircraft unable to communicate with ATC by radio, unless by special arrangement with Airport Authority for maintenance purposes.

(e) Use governed by regulations applicable to Leeds CTR.

(f) Pilots of VFR/SVFR aircraft are to book out by telephone directly with ATC. Book out by radio will not be accepted.

(g) The wearing of high visibility clothing is mandatory for all personnel working on airside areas, except for flight and cabin crew when bussing to/from the aircraft steps to terminal.

(h) All flights, except General Aviation below 5700 kg and Military flights, are subject to the prior approval of the Director of Operations, Leeds Bradford International Airport Ltd and prior notification to Airport Coordination Ltd, who act as an agent for the airport. Requests for ad-hoc slot allocations should be made to ACL during working hours 0830-1700 Monday to Friday by e-mail: lonacxh@acl-uk.org; or Tel: +44 (0)161-493 1850, Fax: +44 (0)161-493 1853, or at all other times to Airfield Operations +44 (0)113-391 3232 or email: airside.safetyunit@lba.co.uk. OCS account holders can add, change and cancel slots at any time on the online coordination portal: https://www.onlinecoordination.com/default.aspxAspxAutoDetectCookieSupport=1

(i) It is a requirement that every airline using Leeds Bradford International Airport must have local orders compatible with LBIA Emergency Orders. Airlines, General Aviation operators and Flying clubs should also note that it is their responsibility to recover disabled aircraft and aircraft wreckage and have appropriate arrangements in place before commencing flying operations into the aerodrome. LBIA will act as the co-ordinating body throughout the recovery operation and has only very limited equipment which might be used to salvage disabled aircraft.

(j) QFE will not be passed by ATC unless requested.

(k) Visiting G/A pilots must ensure that they are fully briefed on arrival, departure and taxi procedures prior to using the Aerodrome. ATZ entry may be refused, or flights can expect significant delays if unfamiliar with ATC procedures.

(l) Non ACL slot allocated GA/BA movements can expect significant delays between 0800-0900 local, March-October due to runway capacity.

2 Ground Movement

(a) In order to maximise use of parking space all aircraft using the north side stands, must be able to accept push-back. Aircraft, which cannot will be parked remotely, marshalled and will only be accepted if space permits. Companies and handling agents are to ensure that the equipment necessary to provide push-back is available when required.

(b) Supplementary (Multi Access Ramp System) parking arrangements for aircraft with wingspans of 30 m or less may be initiated at any time, ATC will advise. Aircraft will be marshalled under these conditions.

(c) ATC Clearance should be requested before start up but not before EOBT – 15 mins. Following a pilot request, cancel and refile messages may be sent by ATC. Aircraft must declare the stand number, or position, together with the ATIS letter received and QNH. Start up should not be requested until the aircraft is fully ready for start and or pushback with a tug attached.

(d) The marked centre-line turning circle for larger aircraft (B767/300, A310/A300 or B777/200) using the Runway 32 turning pad may only be achieved using up to 52° of nose wheel steering. Additionally, there is no straight section of the centre-line parallel to runway centre-line before commencement of the 180° turn onto the runway centre-line.

(e) To assist with planning, aircraft must advise ATC as soon as possible if it becomes apparent that they will not be ready for departure upon reaching the holding points. Pilots **must** inform ATC prior to entering the runway if they are aware that they will not be ready for departure on line up. Backtracking should be as expeditious as possible, consistent with safety. Aircraft able to use intersections for departure (particularly D1 for Runway 32 or A1 for Runway 14) should inform ATC when requesting push back or start up.

(f) In to wind parking is available in accordance with procedures published in the LBIA Aerodrome Manual.

(g) The main northside apron is designated under the Aviation and Maritime Security Act 1990. For security and safety reasons operators of all aircraft using the aerodrome are advised that the use of a handling agent is mandatory. All persons embarking or disembarking to/from aircraft must be escorted by their handling agent.

(h) Taxiways F, G and M not available at night.

(i) Leeds Delivery is responsible for passing ATC clearance to aircraft prior to start-up only.

(j) Pushback Procedures:

(i) Pushback and start instructions may contain reference to an adjacent stand or defined point on a taxiway. The term long push may also be used together with a location definition.

(ii) The pushback instruction will normally include a direction to face as east, west or south.

EGNM AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

(iii) Where two aircraft up to B737/A320 size request simultaneous pushback, on the main apron stands 1-18, in the same direction at least one stand must separate the aircraft prior to push.

(iv) Aircraft on stands 16 & 17 can only be issued with a non-standard pushback to face west.

(v) Aircraft on stands 17 & 18 may be offered a straight pushback into the neck of N4 holding point.

(k) Pilots are reminded not to cross red stopbars unless a specific instruction to cross a lit stopbar is given by ATC.

3 CAT II/III Operations

(a) Runway 32 is suitable for Category II/IIIb operations by operators whose minima have been accepted by the Civil Aviation Authority.

(b) During Category II/III operations special ATC procedures (Low Visibility Procedures (LVP's)) will be applied. Pilots will be informed when these procedures are in operation by RTF and ATIS automatic broadcasts.

(c) Category II/III Holding Points are B, C, D1, D3, L1 and N1 only, Amber/Green coded taxiway centre-line guidance lights are switched for routeing guidance. Aircraft on stands 7-18 will normally taxi through Holding Points C and D3. Pilots must request marshaller assistance, wingtip guidance or 'Follow Me' if it is considered necessary, prior to start up or after landing before entering the apron. →

(d) Holding Point L1 is used as the CAT II/III Holding Point for aircraft taxiing from the south side facility. →

(e) Arriving aircraft: after completing landing run await or request taxi clearance **prior** to vacating the runway or backtracking. Entry to Taxiway A will be via yellow/green centre-line routeing guidance through B, C or D3.

(f) Aircraft will not report runway vacated until they have entered the taxiway and the aircraft is established on the fully green coded centreline lights. Pilots must not report vacated whilst they are on the portion of taxiway showing mixed amber/ green lighting.

(g) During day conditions taxiways F, M and G should not be used in a met visibility of less than 800 m unless the aprons and taxiways are visible from ATC at all times.

4 Warnings

(a) Bird activity noted at this airport. Occasionally large flocks of Gulls transit across the aerodrome at dawn and dusk. Aircraft may be delayed whilst birds are cleared.

(b) Pilots are advised to expect windshear and turbulence when the surface wind is between 190° and 280° above 20 kt. Some variations to reported wind readings may also occur.

(c) Pilots are advised that paragliding operations take place at Tong within the Leeds Bradford Airport Control Zone, coordinates 534608.27N 0014117.14W, bearing 195 degrees MAG, range 7 nm from Leeds Bradford Airport ARP. Paragliders transit to and from the site from the south west not above 1000 ft QNH. Pilots under VFR/SVFR are requested to avoid this area if possible. Traffic information will NOT be passed by ATC.

(d) Pilots are advised that hang gliding and paragliding operations take place on Baildon Moor within the Leeds Bradford Airport Control Zone, (535136.27N 0014659.81W) bearing 265° MAG, range 4.2 miles from Leed Bradford Airport ARP. Hang gliders and paragliders operate within a 1 mile radius of this site, non-radio not above 1500 ft QNH. Pilots under VFR/SVFR are requested to avoid this area if possible. Traffic information will **NOT** be passed by ATC.

(e) Pilots are advised that hang gliding and paragliding operations take place on Ilkley Moor within the Leeds Bradford Airport Control Zone, (535451.69N 0014939.11W) bearing 297° MAG, range 6.4 miles from Leeds Bradford Airport ARP. Hang gliders and paragliders operate within a 1 mile radius of this site, non-radio not above 1500 ft QNH. Pilots under VFR/SVFR are requested to avoid this area if possible. Traffic information will **NOT** be passed by ATC.

5 Helicopter Operations

(a) Arrival Procedures: ATC will allocate either a direct approach, or a circuit join based on the runway in use, dependant on the prevailing traffic conditions.

(b) Direct Approach

(i) Helicopters are to approach the aerodrome from the NE or SW remaining well clear of the approach and climb out to Runway 14/32

(ii) Helicopters will be requested to report approaching the aerodrome boundary to await further instructions.

(iii) Direct arrivals from the NE are to obtain clearance to cross Runway 14/32 prior to crossing the aerodrome boundary and be prepared to hold, or orbit at the boundary if requested. When cleared to cross the runway helicopters are to arrange their flight to cross the runway as expeditiously as possible direct to the allocated Helicopter Aiming Point (HAP) avoiding overflying any parked or taxiing aircraft. Pilots wishing to use the runway at night or at any other time should make an early request to ATC.

(iv) Direct arrivals from the SW are to report approaching the aerodrome boundary for onward clearance. When cleared to do so arrivals shall route direct to the allocated HAP ensuring that they remain well to the south of runway 32 at all times. The south side taxiway runway holding points may be used as a reference point as the point to remain south of when approaching the HAP from the south.

EGNM AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

If, due to the surface wind conditions it is required to cross runway 32 to enable a turn into wind for arrival this should be requested on first contact with the Leeds Tower Controller

(c) Circuit Based Approach

(i) Under certain traffic conditions helicopters may be given a standard circuit join for the runway in use. On turning final the helicopter is to break directly for the allocated HAP prior to reaching the runway threshold.

(d) Taxi Instructions

(i) ATC will issue an instruction to air taxi from the HAP to the relevant parking apron.

(e) Departure Procedures

(i) Helicopters will be given clearance to lift from the apron and air taxi to the allocated HAP. When cleared for takeoff, South, or Westbound departures shall depart ensuring that they remain well to the south of Runway 32 at all times. If surface wind conditions dictate that a lift into wind requires a runway crossing this should be requested prior to taxi.

(ii) Departures to the East or North shall, when cleared to do so cross the runway as expeditiously as possible on track the relevant VRP, ensuring that the departure track does not overfly parked or taxing aircraft.

6 Use of Runways

(a) Variable circuit direction in force.

(b) In accordance with EU OPS Sub-part E the following approach operations are available to approved operators:

(i) Runway 14 suitable for Lower than Standard Category I operations supported by an ILS Classification of II/D/2;

(ii) Runway 32 suitable for Lower than Standard Category I operations supported by an ILS Classification of II/D/2;

(iii) Runway 32 suitable for Other Than Standard Category II operations supported by an ILS Classification of II/D/2;

(iv) Runway 14 suitable for EVS operations;

(v) Runway 32 suitable for EVS operations.

7 Training

(a) Training flights must be booked in advance with ATC by telephone (0113-391 3282). The filing of a flight plan does not constitute a booking to carry out training. Failure to make a booking may result in aircraft being refused use of the facilities. All training is subject to traffic and ATC capacity.

(b) A slot booking system is used for training that involves instrument holding. Slots must be booked on the date of the requested slot with ATC by telephone. Operators may normally book a maximum of two slots in any one day. Further slots on the same day may not be booked until one hour before the requested slot.

(c) Any changes to training requirements must be notified to ATC, in particular when slots are no longer required. Should traffic or ATC workload increase after bookings have been accepted, training may be refused or ended at short notice.

(d) Training flights may only be permitted between 0700 and 2300 Local.

(e) Any aircraft conducting practice instrument holding or approach procedures must have a serviceable transponder.

(f) Training by aircraft greater than 5700 kg is not normally permitted on Sundays.

(g) Helicopter circuits are not permitted.

(h) Training flights by jet aircraft shall be subject to the following conditions:

(i) No jet training on Sundays, Good Friday or Christmas Day;

(ii) Jet circuits shall be carried out at least 1500 ft aal;

(iii) Jet aircraft carrying out visual circuits shall climb straight ahead to 1000 ft aal before turning. All other jet aircraft must follow the published NPRs.

(i) Rebated fees for training flights are subject to prior written approval from the Airport Authority. Training rebates cannot be approved verbally, and will not be granted retrospectively.

EGNM AD 2.21 NOISE ABATEMENT PROCEDURES

The following Noise Preferential Routeings and Procedures shall apply to turbo-jet aircraft and all other public transport aircraft with a MTWA that is greater than 5700 kg.

(a) These procedures may at any time be departed from to the extent necessary for avoiding immediate danger.

(b) Operators 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.

(c) Aircraft will use Runway 14 for landing and Runway 32 for take-off, whenever this is possible, having regard to wind, cloud base, approach aid limitations and aircraft performance and requirements. In the event of marginal conditions the runway to be used is at the aircraft Commanders discretion. However, violation of the selective runway procedure cannot be acceptable for expedite reasons, and it is regretted that inconvenience in taxiing distances and/or airborne routeing must be accepted in the interest of reducing aircraft noise intrusion on the local environment

(d) Departing Aircraft:

(i) Runway 14 – After take-off maintain runway heading to 'I LBF' DME 2 before setting course (or 'I LF' DME 2 when Runway 32 is being used for landing traffic)

(ii) Runway 32 – Climb straight ahead. At 1181 ft QNH (500 ft QFE) or I-LF D0.5, whichever is the later, turn left to track 313° MAG. At 'I LF' DME 2.1 *535340N 0014258W reduce to minimum safe power settings and turn left to make good a track of 274° MAG. Maintain this track until 'I LF' DME 3.5 *535405N 0014521W before setting course

(iii) Turbo-prop: After take-off make good a track of 313° MAG and at DME 2.1 turn onto course.

Note: *The above routeings are compatible with normal ATC practice. In individual cases they may be varied owing to operational circumstances. The use of the Noise Preferential Routeings specified above is supplementary to the noise abatement take-off techniques as used by piston engined, turbo-prop and turbo-jet aircraft.*

(e) Target Noise levels

Daytime means 0700-2300 (local)

Night-time means 2300-0700 (local)

All aircraft (excluding supersonic and military jet aircraft) shall be operated in such a way that at the relevant monitoring point they will not generate a noise level:

(i) After take-off from Runway 32 more than 85 dB(A) by day or 77dB(A) by night;

(ii) After take-off from Runway 14 more than 92 dB(A) by day or 84 dB(A) by night

(iii) On approach to Runway 32 more than 85 dB(A) by day or 79 dB(A) by night.

(f) Night Restrictions

(i) The airport company is subject to planning requirements imposed during the night time period 2300-0700 (local)

(ii) Such aircraft movements are permitted only by approval from one of the following:

- Operations Director — 0113-391 3202
- Airside Operations Duty Officer — 0113-391 3231

(iii) Movements in the night time period by aircraft failing to meet the imposed conditions will only be permissible in the following circumstances:

(1) Delayed landings up to 0100 hours local by aircraft scheduled to land between 0700-2300 hours local.

(2) An emergency ie; A flight where there is an immediate danger to life or health, whether human or animal.

(g) Unless otherwise instructed by ATC, aircraft using the ILS in IMC or in VMC shall not descend below 2000 ft before intercepting the glidepath, nor thereafter fly below the glidepath. 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.

(h) To minimise disturbance in areas adjacent to the airport, Captains are requested to avoid/reduce the use of reverse thrust after landing, whenever possible consistent with safe operation of the aircraft.

(i) Ground running of aircraft engines is not permitted between 2300 and 0700 (local) and is subject to ATC permission at all other times.

(j) Fanstop Procedures

(i) Simulated asymmetric 'go-arounds' for Runway 14 must be initiated at or above 300 ft (QFE);

(ii) Simulated engine out manoeuvres from Runway 14 are not permitted on departure.

EGNM AD 2.22 FLIGHT PROCEDURES

1 Procedures for Outbound Aircraft

(a) (i) Aircraft are to expect a NELSA 3W SID for the following routes when Runway **32** is in use:

Northbound – N601 (NELSA), P18 (DCT - GASKO) – Expect first CPDLC Data Link Authority to be EGPX

Southbound – L612 (DCT - MCT - DCT - LISTO), N862 via P17 (DCT - BARTN), L8 via P18 (DCT - MCT - DCT - LISTO), M605 (DCT - POL) – Expect first CPDLC Data Link Authority to be EGTT

Westbound – Y70 (DCT - CROFT), L10 FL 85 - (DCT - CROFT - DCT - WAL) – Expect first CPDLC Data Link Authority to be EGPX

(ii) Aircraft are to expect a POL 2X SID for the following routes when Runway **14** is in use:

Northbound – N601 (POL), P18 (POL) – Expect first CPDLC Data Link Authority to be EGPX

Southbound – L612 (DCT - MCT - DCT - LISTO), N862 via P17 (POL), L8 via P18 (DCT - MCT - DCT - LISTO), M605 (POL) – Expect first CPDLC Data Link Authority to be EGTT

Westbound – Y70 (POL), L10 FL 85 - (DCT - WAL) – Expect first CPDLC Data Link Authority to be EGPX
LAMIX and DOPEK SIDs – Expect first CPDLC Data Link Authority to be EGTT

Aircraft departing to aerodromes not connected to the above initial routes will receive individual tactical clearances.

(b) Radio Failure Procedure

(i) In the event of complete radio communication failure in an outbound aircraft, the pilot will adopt the appropriate procedure notified at ENR 1.1.3.

2 Procedures for Inbound Aircraft

(a) Standard Inbound Routes from Airways

Approach from	Via	Route
NW	L612	CALDA - POL - LBA
	N57	POL - LBA
N	P18	GASKO - LBA
E	Y70	GOLES - BATLI - LBA
S	N57/T420	TNT - DENBY - LBA
	N601	EMBOR - TNT - DENBY - LBA
SW	N864	REXAM - BARTN - POL - LBA
W	L10/L975	WAL - BARTN - POL - LBA

Aircraft likely to be issued tactical headings prior to transfer from Scottish Control to EGNM RAD.

(b) Inbound Aircraft from other than the Airways System

(i) Aircraft wishing to enter the Leeds Bradford Control Zone and/or Control Area direct from the London FIR are required to obtain permission at least 10 minutes before reaching the CTR or CTA Boundary, when they will be advised of the route to follow consistent with the current traffic situation.

3 Radio Communications Failure Procedures

(a) In the event of complete radio communication failure in an aircraft, the pilot will adopt the appropriate procedure notified at ENR 1.1.3. The route to be used when leaving the Zone in accordance with this procedure is

Position at time of decision	Route
NDB(L)/LBA	Track 010°(T) from NDB(L) LBA at ALT 3000 ft until clear of CTR/CTA.

(b) In the event of radio communications failure or no contact with Scottish Control by NELSA, if departing on a NELSA 3W SID or if departing on a POL 2X SID, immediately Squawk 7600, take up a right hand hold at either NELSA or Pole Hill at FL 070 for 3 minutes. Thereafter follow standard radio communications failure procedures in accordance with the UK AIP.

4 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 Leeds Bradford are given below:

EGNM AD 2.22 FLIGHT PROCEDURES (continued)

VRP	VOR/DME Fix
Dewsbury (DBY) 534130N 0013806W	POL 102°/17 nm
Eccup Reservoir (ECP) 535216N 0013236W	POL 070°/21 nm
Harrogate (HGT) 535930N 0013136W	POL 055°/25 nm
Keighley (KLY) 535200N 0015436W	POL 044°/10 nm

5 Flying Within 10 nm of the Leeds CTR

(a) Pilots flying within 10 nm of Leeds CTR and maintaining a listening watch only on the Leeds Approach frequency may select code 2677. Selection of 2677 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 Leeds CTR/CTA at all times. When an aircraft ceases to maintain a listening watch or is no longer flying within 10 nm of the Leeds CTR, the pilot will deselect transponder code 2677. Aircraft who intend to either transit Leeds CTR or route underneath any portion of the CTA, should still contact Leeds Radar on 134.575 MHz for a service and clearance if required. →|

EGNM AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGNM AD 2.24 CHARTS RELATED TO AN AERODROME

Figure: AERODROME CHART - ICAO

AD 2-EGNM-2-1

Figure: AIRCRAFT PARKING/DOCKING CHART - ICAO

AD 2-EGNM-2-2

Figure: ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2-EGNM-5-1

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) NELSA/POLE HILL - ICAO

AD 2-EGNM-6-1

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) DOPEK/LAMIX - ICAO

AD 2-EGNM-6-2

Figure: INSTRUMENT APPROACH CHART ILS/DME y RWY 14 - ICAO

AD 2-EGNM-8-1

Figure: INSTRUMENT APPROACH CHART ILS/DME z RWY 14 - ICAO

AD 2-EGNM-8-2

Figure: INSTRUMENT APPROACH CHART LOC/DME y RWY 14 - ICAO

AD 2-EGNM-8-3

Figure: INSTRUMENT APPROACH CHART LOC/DME z RWY 14 - ICAO

AD 2-EGNM-8-4

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME y RWY 14 - ICAO

AD 2-EGNM-8-5

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME z RWY 14 - ICAO

AD 2-EGNM-8-6

Figure: INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 32 - ICAO

AD 2-EGNM-8-7

Figure: INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 32 - ICAO

AD 2-EGNM-8-8

EGNM AD 2.24 CHARTS RELATED TO AN AERODROME (continued)

Figure: INSTRUMENT APPROACH CHART NDB(L) DME RWY 32 - ICAO

AD 2-EGNM-8-9