EGNR — HAWARDEN

EGNR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGNR — HAWARDEN

EGNR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 531041N Long: 0025840W Centre of Runway 04/22
2	Direction and distance from city	3.5 nm WSW of Chester.
3	Elevation / Reference temperature	45 ft / 18 C
4	Geoid undulation at AD ELEV PSN	173 FT
5	Magnetic Variation/ Annual Change	1.77°W (2017) / 0.16°
6	AD Administration, address, telephone, telefax, AFS, e-mail address, website address	AIRBUS OPERATIONS LTD. Post: Hawarden Airport, Broughton, Chester, N Wales, CH4 0DR. Phone: 01244-522012 (ATC) Fax: 01244-523035 Email: atcopshawarden@airbus.com →
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	All calls to ATC will be recorded.

EGNR AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	Winter: Mon-Fri 0630-2100; Sat, Sun, PH 0830-1900. Summer: Mon-Fri 0530-2000; Sat, Sun, PH 0730-1800. →
2	Customs and Immigration	By arrangement. PPR 24 hours
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	As AD hours. By prior arrangement.
9	Handling	As AD hours. By prior arrangement.
10	Security	As AD hours. By prior arrangement.
11	De-icing	As AD hours. By prior arrangement.
12	Remarks	This aerodrome is **PPR**. Additional activity outside published hours by NOTAM.

EGNR AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVTUR JET A-1 AVGAS 100LL
3	Fuelling facilities/capacity	AVGAS: Fixed pump. AVTUR: Bowser (pressure and overwing). →
4	De-icing facilities	Mobile rig by prior arrangement.
5	Hangar space for visiting aircraft	On Apron N, limited for light aircraft (by prior arrangement).
6	Repair facilities for visiting aircraft	Limited for light aircraft on Apron N and C (by prior arrangement). Full services for Marshall Aviation customers.
7	Remarks	

EGNR AD 2.5 PASSENGER FACILITIES

1	Hotels	In the vicinity.
2	Restaurants	Diner on Aerodrome.
3	Transportation	Taxis, trains.
4	Medical facilities	Limited first aid on site.
5	Bank and Post Office	Broughton village.
6	Tourist Office	Chester.
7	Remarks	

EGNR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	RFF Category A6
2	Rescue equipment	2x Panther fire tenders (12,000 lt water/1500 lt foam, each) 2x Simon Protector fire tenders (4631 lt water/568 lt foam each).
3	Capability for removal of disabled aircraft	Contact Fire Control Room on 01244-522371. Aircraft 150 tonnes (if aircraft can be rolled) with prior approval from accountable manager.
4	Remarks	**RFF Category 6:** As AD hours. **RFF Category 8** by prior approval.

EGNR AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical. Chemical de-icing.
2	Clearance priorities	Runway 04/22; Beluga Apron and Taxiways B and E; Apron A and Taxiway A; Apron C and Taxiway C; Apron N and Taxiway N; Taxiways D, J and G.
3	Remarks	Latest information available from ATC. Tel: 01244-522012.

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

1	Apron surface and strength	A Surface: Concrete. PCN 23/F/D/Y/U BELUGA APRON Surface: Concrete. PCN 66/R/D/X/T C Surface: Asphalt. PCN 23/F/D/Y/U D Surface: Asphalt. PCN 23/F/D/Y/U N Surface: Asphalt. PCN 23/F/D/Y/U
2	Taxiway width, surface and strength	Taxiway ALPHA: 25 m. Surface: Asphalt. PCN 23/F/D/Y/U Width: 25 m between runway and Taxiway D intersection; 15 m between Taxiway D intersection and Apron A. Taxiway BRAVO: 25 m. Surface: Asphalt. PCN 66/R/D/X/T Taxiway CHARLIE: 15 m. Surface: Asphalt. PCN 23/F/D/Y/U Taxiway DELTA: 15 m. Surface: Asphalt. PCN 23/F/D/Y/U Taxiway ECHO: 23 m. Surface: Concrete and asphalt. PCN 66/R/D/X/T Taxiway GOLF: 18 m. Surface: Asphalt. PCN 23/F/D/Y/U Taxiway JULIET: 10.5 m. Surface: Asphalt.

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

		PCN 23/F/D/Y/U Taxiway NOVEMBER: 15 m. Surface: Asphalt. PCN 23/F/D/Y/U
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGNR 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	
2	Runway and taxiway markings and lighting	**Runway marking aid(s):** : Designators 04/22. Permanently displaced thresholds. TDZ and fixed distance markers. Blue edge markers on runway turning circles.**Taxiway light(s):** : A, B, C, E and N have blue edge lighting. Taxiways D and J are not lit, but have retro reflective lin-laner markers. Runway guard lights at Runway 04 crossing and Hold points A1, B1, C1, D1, E1, G1 and N1.
3	Stop bars	Hold E1
4	Remarks	Taxiways D, G and J are unlit and not available for use at night. 2 illuminated windsleeves.

EGNR 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**
(EGNR6882) 04/APPROACH 22/TAKE-OFF	Lampost	531010.78N 0025923.25W	78 ft		No	
(EGNR6851) 04/APPROACH 22/TAKE-OFF	Lampost	531009.75N 0025910.37W	79 ft		No	
(EGNR7765) 04/APPROACH 22/TAKE-OFF	Hedge	531007.32N 0025950.41W	132 ft		No	
(EGNR7732) 04/APPROACH 22/TAKE-OFF	Tree	530957.46N 0025921.86W	124 ft		No	
(EGNR6752) 04/APPROACH 22/TAKE-OFF	Lampost	530956.85N 0025933.94W	120 ft		No	
(EGNR6824) 04/APPROACH 22/TAKE-OFF	Chimney	530955.51N 0025934.88W	126 ft		No	
(EGNR6747) 04/APPROACH 22/TAKE-OFF	Lampost	530953.90N 0025939.51W	124 ft		No	
(EGNR7744) 04/APPROACH 22/TAKE-OFF	Tree	530949.02N 0025929.12W	158 ft		No	
(EGNR5202) 04/APPROACH 22/TAKE-OFF	Tree	530943.11N 0030020.37W	178 ft		No	
(EGNR7963) 04/APPROACH 22/TAKE-OFF	Lampost	530939.17N 0030028.87W	190 ft		No	
(EGNR7922) 04/APPROACH 22/TAKE-OFF	Tree	530929.99N 0030043.56W	265 ft		No	
(EGNR8093) 04/APPROACH 22/TAKE-OFF	Tree	530859.46N 0030153.32W	450 ft		No	
(EGNR8016) 04/APPROACH 22/TAKE-OFF	Tree	530855.83N 0030037.15W	239 ft		No	
(EGNR8200) 04/APPROACH 22/TAKE-OFF	Tree	530825.16N 0030234.34W	471 ft		No	
(EGNR693) 04/APPROACH 22/TAKE-OFF	Pylon	530804.44N 0030319.69W	408 ft		No	
(EGNR691) 04/APPROACH 22/TAKE-OFF	Pylon	530742.78N 0030317.38W	368 ft		No	

EGNR 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**
(EGNR4205) 04/APPROACH 22/TAKE-OFF	Telegraph Pole	530716.48N 0030436.03W	881 ft		No	
(EGNR784) 04/APPROACH 22/TAKE-OFF	Hill	530706.48N 0030432.17W	935 ft		No	
(EGNR4293) 04/APPROACH 22/TAKE-OFF	Pylon	530650.15N 0030327.39W	724 ft		No	
(EGNR779) 04/APPROACH 22/TAKE-OFF	Hill	530647.99N 0030412.94W	948 ft		No	
(EGNR4292) 04/APPROACH 22/TAKE-OFF	Pylon	530640.94N 0030330.00W	886 ft		No	
(EGNR707) 04/APPROACH 22/TAKE-OFF	Pylon	530630.72N 0030332.89W	1015 ft		No	
(EGNR708) 04/APPROACH 22/TAKE-OFF	Pylon	530622.85N 0030333.19W	1088 ft		No	
(EGNR4038) 04/APPROACH 22/TAKE-OFF	High Ground	530502.39N 0030558.30W	1230 ft		No	
(EGNR4082) 04/APPROACH 22/TAKE-OFF	Pylon	530458.95N 0030616.50W	1207 ft		No	
(EGNR4079) 04/APPROACH 22/TAKE-OFF	Pylon	530433.58N 0030540.65W	1113 ft		No	
(EGNR435) 22/APPROACH 04/TAKE-OFF	Chimney	531644.88N 0024825.43W	403 ft		No	
(EGNR4056) 22/APPROACH 04/TAKE-OFF	Chimney	531635.31N 0025051.12W	414 ft		No	
(EGNR4064) 22/APPROACH 04/TAKE-OFF	Chimney	531614.60N 0025017.59W	526 ft		No	
(EGNR363) 22/APPROACH 04/TAKE-OFF	Pylon	531305.61N 0025445.04W	192 ft		No	
(EGNR354) 22/APPROACH 04/TAKE-OFF	Pylon	531253.78N 0025503.77W	175 ft		No	
(EGNR5014) 22/APPROACH 04/TAKE-OFF	Pylon	531251.10N 0025610.31W	174 ft		No	
(EGNR6166) 22/APPROACH 04/TAKE-OFF	Tree	531223.27N 0025539.35W	151 ft		No	
(EGNR313) 22/APPROACH 04/TAKE-OFF	Pylon	531216.18N 0025643.33W	102 ft		No	
(EGNR310) 22/APPROACH 04/TAKE-OFF	Pylon	531156.62N 0025628.47W	92 ft		No	
(EGNR7308) 22/APPROACH 04/TAKE-OFF	Tree	531127.16N 0025728.32W	66 ft		No	
(EGNR5761) 22/APPROACH 04/TAKE-OFF	Tree	531125.06N 0025638.20W	82 ft		No	
(EGNR787) 22/APPROACH 04/TAKE-OFF	Trains on railway line	531109.97N 0025803.80W	32 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**
(EGNR784) 04/APPROACH 22/TAKE-OFF	Hill	530706.48N 0030432.17W	935 ft		No	
(EGNR331)	Pylon	531300.47N 0025627.37W	185 ft		No	
(EGNR3164)	Tower Block	531202.78N 0025556.63W	196 ft		No	
(EGNR4148)	Pylon	531128.05N 0030232.10W	363 ft		No	
(EGNR45)	Hangar	531102.69N 0025753.93W	67 ft		Yes	

EGNR 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**
(EGNR70)	Building	531029.88N 0025835.45W	105 ft		Yes	Infringes the Transitional Surface for both runway directions.
(EGNR5962)	Tree	531017.35N 0030144.36W	487 ft		No	
(EGNR773)	Pylon	530949.79N 0030304.54W	524 ft		No	
(EGNR630)	Mobile Phone Aerial	530939.46N 0030203.51W	583 ft		No	
(EGNR7906)	Tree	530917.79N 0030038.91W	249 ft		No	
(EGNR6465)	Chimney	530903.14N 0030343.47W	712 ft		Yes	
(EGNR8048)	Tree	530846.87N 0030114.10W	306 ft		No	
(EGNR5994)	Tree	530819.35N 0030146.25W	359 ft		No	
(EGNR6149)	Tree	530726.66N 0030404.64W	640 ft		No	
(EGNR4275)	Tree	530635.77N 0030135.77W	545 ft		No	
(EGNR705)	Mast	530619.13N 0030322.81W	1107 ft		No	
(EGNR778)	Trig Pillar	530616.52N 0030317.35W	1090 ft		No	

EGNR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER.
2	Hours of service MET Office outside hours	As per operational hours.
3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER. 9 hrs.
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self briefing/Telephone. www.metoffice.gov.uk
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs and METARs. English.
7	Charts and other information available for briefing or consultation	Available on request from ATC.
8	Supplementary equipment available for providing information	Fax, e-mail, ATIS on telephone.
9	ATS units provided with information	HAWARDEN.
10	Additional information (limitation of service, etc.)	Live MET information available at www.egnr.airbrief.net

EGNR 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
04	040.99°	2042 x 45 m	RWY surface: Concrete and asphalt. PCN 66/R/D/X/T	531023.68N 0025904.93W 173 ft	THR 31 ft
22	221.00°	2042 x 45 m	RWY surface: Concrete and asphalt. PCN 66/R/D/X/T	531058.84N 0025814.06W 173 ft	THR 17 ft

Slope of RWY/ SWY	SWY dimensions	Clearway dimensions	Strip Dimensions	OFZ	Remarks
7	8	9	10	11	12
RWY 04 -1:239 Down RWY 22 1:239 Up		150 x 150 m	2162 x 300 m		RWY 04 Threshold displaced by 300 m.
RWY 04 -1:239 Down RWY 22 1:239 Up		193 x 150 m	2162 x 300 m		RWY 22 Threshold displaced by 300 m.

EGNR AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
04	1962 m	2109 m	1962 m	1660 m	
22	2042 m	2208 m	2042 m	1742 m	

EGNR 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
04	427 m Light intensity high.	HI indented Green with green wingbars	PAPI Right/ 3.5° 47 ft	480 m 8 bar	1663 m 30 m spacing White (900 m red/ white caution zone) HI (LED)	HI elev bi-directional omni-directional component	Red.		**Approach Lighting:** One crossbar **PAPI dist from THR:** 269 m Runway 04 has a final cleared plane of 1:32 over a distance of 1.75 miles, safeguarded at 1:50 incorporating a 3.5° ILS glideslope with an OCA of 570 ft.
22	366 m Light intensity high.	HI indented Green with green wingbars	PAPI Left/3° 42 ft	540 m 9 bar	1743 m 30 m spacing White (900 m red/ white caution zone) HI (LED)	HI elev bi-directional omni-directional component	Red.		**Approach Lighting:** Two crossbars **PAPI dist from THR:** 291 m

EGNR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: Flashing White/Green Displayed at night during ATC operational hours.
2	LDI location and lighting Anemometer location and lighting	Anemometer: RWY 04: 531032.82N 0025902.39W RWY 22: 531054.58N 0025830.96W
3	TWY edge and centre line lighting	Taxiway: . Edge. Blue edge lights on Taxiways A,B,C,E and N. Taxiway: . Centre line. Green centre-line on Taxiway E.
4	Secondary power supply/switch-over time	UPS and stand-by generator by ATC tower. 1 second switch-over time on generator.
5	Remarks	Obstacle lighting, apron floodlighting (except Apron N).

EGNR AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	TLOF : 531052.44N 0025841.23W 173 ft
2	TLOF and/ or FATO elevation	TLOF : 14 ft
3	TLOF and FATO area dimensions, surface, strength, marking	TLOF :
4	True bearing of FATO	
5	Declared distance available	
6	Approach and FATO lighting	
7	Remarks	Unlit Helicopter TLOF marked by H is positioned North of Taxiway Juliet, suitable for helicopters with greatest overall length not exceeding 13 m (daylight use only). Police aiming point marked by Triangle at north end of taxiway Juliet, exclusively for use by police aircraft in accordance with unit specific procedures.

EGNR 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
HAWARDEN RMZ 1 531309N 0025059W - 530940N 0025059W - 531427N 0030140W - 531309N 0025059W	Upper limit: 2500 ft ALT Lower limit: SFC	G	HAWARDEN RADAR English	5000 ft	RMZ hours coincident with aerodrome hours as detailed at EGNR AD 2.3. For conditions of RMZ entry see EGNR AD 2.22 Flight Procedures. Contiguous with overlying CAS.
HAWARDEN RMZ 2 530940N 0025059W - 530823N 0025059W - 530400N 0025720W - 530845N 0031227W - 531525N 0030250W - 531427N 0030140W - 530940N 0025059W	Upper limit: 3000 ft ALT Lower limit: SFC	G	HAWARDEN RADAR English	5000 ft	Contiguous with overlying CAS.
HAWARDEN RMZ 3 530400N 0025720W - 530000N 0030305W - 530000N 0030711W - 530321N 0031150W - 530845N 0031227W - 530400N 0025720W	Upper limit: 4500 ft ALT Lower limit: SFC	G	HAWARDEN RADAR English	5000 ft	Contiguous with overlying CAS.
HAWARDEN ATZ A circle, 2.5 nm radius centred at 531041N 0025840W on longest notified runway (04/22)	Upper limit: 2000 ft Lower limit: SFC	G	HAWARDEN RADAR English	5000 ft	

EGNR AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	Hours of Operation	Remarks
1	2	3	4	5
TWR	HAWARDEN TOWER	124.950 MHz DOC 25 nm	Winter: Mon-Fri 0630-2100; Sat, Sun, PH 0830-1900. Summer: Mon-Fri 0530-2000; Sat, Sun, PH 0730-1800.	ATZ hours coincident with Tower hours.
RAD	HAWARDEN RADAR	123.350 MHz DOC 25 nm	Winter: Mon-Fri 0630-2100; Sat, Sun, PH 0830-1900. Summer: Mon-Fri 0530-2000; Sat, Sun, PH 0730-1800.	
Other	HAWARDEN FIRE	121.600 MHz Non-ATS frequency.	Available when Fire vehicle attending aircraft on the ground in an emergency.	
ATIS	HAWARDEN INFORMATION	125.425 MHz DOC 25 nm	Winter: Mon-Fri 0630-2100; Sat, Sun, PH 0830-1900. Summer: Mon-Fri 0530-2000; Sat, Sun, PH 0730-1800.	

EGNR 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)	HAW	340.000 kHz	H24	531045.00N 0025846.33W		On AD. Range 25 nm.
DME	IHWD	40Y 110.350 MHz	HO	531043.90N 0025844.32W	48 ft	I HWD (RWY 04) On AD. Freq paired with ILS I HDN. Zero range to threshold Runway 22 and Runway 04. Due to terrain effects DME unusable below 4500 ft in sector 240 to 270 MAG, in excess of 15 nm.
ILS I 1.77°W (2017)	IHWD	110.350 MHz	HO	531043.61N 0025844.66W		04 ILS is offset 2.6° to the right. Due to terrain considerations, the LOC and associated DME are restricted to operations within ± 35° to a range of 10 nm and ± 10° out to a range of 18 nm. Pilots should be warned that glidepath flags may be experienced outside 8 nm when left or right of the centre-line.
ILS/GP	IHWD	334.850 MHz	HO	531032.82N 0025902.39W		3.5° ILS Ref Datum Hgt 42 ft.
ILS I 1.77°W (2017)	IHDN	110.350 MHz	HO	531011.61N 0025922.39W		LOC off-course clearance:. It should be noted that false capture may occur in the sector 26° to 30° left of centre-line with certain types of aircraft navigation receiver. 22 ILS has an infringement of the transitional surface by hangar ENE of the runway threshold.

EGNR AD 2.19 RADIO NAVIGATION AND LANDING AIDS (continued)

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/GP	IHDN	334.850 MHz	HO	531054.58N 0025830.96W		3° ILS Ref Datum Hgt 52 ft.
DME	IHDN	40Y 110.350 MHz	HO	531043.90N 0025844.32W	48 ft	I HDN (RWY 22) On AD. Freq paired with ILS I HDN. Zero range to threshold Runway 22 and Runway 04. Due to terrain effects DME unusable below 4500 ft in sector 240 to 270 MAG, in excess of 15 nm.

EGNR AD 2.20 LOCAL TRAFFIC REGULATIONS

1 Airport Regulations

(a) Not available to aircraft unable to communicate by radio.

(b) High visibility clothing to be worn on all aprons.

(c) Marshalling is mandatory on all aprons.

(d) Aerodrome not available to gliders, motor-gliders and aircraft with an MTOW of less than 450 kg.

(e) Tail-wheel type aircraft (tail-draggers) are not permitted unless the pilot-in-command has at least 200 hours on type. →

2 Ground Movement

(a) The visibility of Aprons N and C from the ATC control Tower is restricted. Aircraft may be issued with conditional clearances, concerning other aircraft movements. Aircraft movements and engine running on these aprons are subject to ATC approval.

3 CAT II/III Operations

(a) CAT II/III Operations not available.

(b) **Low Visibility Procedures (LVPs)**

(i) LVPs in force when visibility 1639 m or less;

(ii) Visibility 800 m or less - operations restricted to one aircraft movement at a time;

(iii) Visibility 400 m or less - all airfield operations cease until visibility increases above 400 m.

4 Warnings

(a) Pilots are reminded of the proximity of Restricted Area EG R311, 5 nm north of the aerodrome.

(b) The reinforcing steel within the concrete pavement of Runway 04/22 may cause compass deviation on stationary aircraft.

(c) Westerly and Easterly surface winds of greater than 15 kt may lead to turbulence from factory buildings.

(d) Runway 22 strip end is infringed on the left hand side by a frangible garden fence to a distance of 34 m.

(e) High Ground rising up to 1848 ft amsl between 5 nm and 10 nm Southwest of the aerodrome

(f) The ground rises steeply beyond 6500 m throughout the climb out area.

(g) A hangar (obstacle EGNR45) infringes the southern transitional surface to Runway 04/22 by 7.94 m. It is fitted with an obstruction light.

5 Helicopter Operations

(a) Helicopter Operations 'H' is available for helicopters up to 'd' value not exceeding 13.5 m, during daylight hours only.

(b) Aiming point on Taxiway J is available ONLY for approved Police Air Support Unit in accordance with locally agreed procedures.

EGNR AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

6 Use of Runways

Not applicable

7 Training

(a) VFR and IFR training for based and non-based operators available during published operational hours. Contact ATC for details.

(b) Glide approaches are not permitted to Runway 04 from right-hand circuit.

EGNR AD 2.21 NOISE ABATEMENT PROCEDURES

The following procedures may be departed from only to the extent necessary for avoiding immediate danger and for complying with ATC instructions.

(a) Operators of all aircraft using the airport are to ensure that their aircraft conform to the noise abatement techniques laid down for the type of aircraft and that operations are conducted in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.

(b) Jet and turbo-prop aircraft must not join the Final Approach Track at a height of less than 1000 ft QFE.

(c) Runway 22 - All traffic turning left, including circuit traffic, climb straight ahead to DME 1.5 nm or 1000 ft QFE before turning on course.

(d) Helicopters are to avoid overflying the village of Broughton (1 nm southwest of the airport) and the factory buildings that are situated northwest and southeast of Runway 04/22 below 1000 ft QFE.

(e) Aircraft should avoid overflying built up areas and dwellings and minimize noise nuisance as far as possible.

(f) Circuit height: piston engined fixed wing 1000 ft; Jet or turbo prop aircraft 1500 ft; Helicopters 800 ft.

EGNR AD 2.22 FLIGHT PROCEDURES

1 Procedures for aircraft inbound to Hawarden from the Airways System

(a) In order to provide improved ATC handling of Airways flights inbound to Hawarden, a system of Standard Inbound Routes is established. In some case these are coincident with Standard Arrival Routes (STARs) to Liverpool Airport in which case the appropriate STAR Designators will be used (See AD 2-EGGP-7-3).

Approach From	Via	Route	Decsent Planning Information (Note)
Southeast	N601(R3)/UN601/UP6	LESTA - TNT VOR - NANT I - KEGUN (EGGP KEGUN 2A STAR)	FL 200 by LESTA. FL 100 by NANTI
	N57/T420	TNT VOR -NANTI -KEGUN (EGGP KEGUN 2B STAR)	FL 200 by 25 nm before TNT FL 100 by NANTI
	N57(B53)/Y537	PEDIG - NANTI - KEGUN (EGGP KEGUN 2C STAR)	
South	N864/UN864	MONTY - KEGUN (EGGP KEGUN 1D STAR)	FL 200 by NITON
West	L975/UL975	LYNAS - WAL VOR - TORGO - KEGUN	FL 240 by NATKO
	L10/UL10	IOM VOR - WAL VOR - TORGO -KEGUN	FL 230 by KELLY
North and Northeast	L612/UL612	CROFT - WAL VOR - TORGO - KEGUN	FL 200 10 nm before LAKE
	N57/POL	POL VOR - WAL VOR - TORGO -KEGUN	
East	L975/UL975	DESIG - WAL VOR -TORGO - KEGUN	FL 290 by VEGUS FL 170 by UPTON

Note: *For planning purposes only, pilots within the Airways System should plan for possible descent to the levels indicated.* ***Actual descent clearance will be as directed by ATC.***

Holding Point	Holding Procedures
KEGUN 531113N 0030901W	Holding axis aligned on WAL VOR RDL 185° (inbound track 005° MAG) at 12 nm, turning left at the fix (KEGUN) Maximum holding speed 210 kt. Holding levels FL 60 to FL 100. **Note:** Holding may not be fully contained within controlled airspace between 0700 and 2000. Radar monitoring will be provided by ATC. For aircraft joining the hold from the north (via WAL VOR) and east (via Liverpool KEGUN STARs) an entry fix TORGO (530757N 0031559W) is established on the outbound leg. Aircraft must be at 250 kt or less by WAL VOR and 210 kt or less by TORGO.

(i) **Holding**

(ii) **Loss of Communications**

(1) Follow the appropriate loss of communications procedures detailed at ENR 1.1.3 to KEGUN. Descend at KEGUN to leave controlled airspace and proceed to NDB(L) HAW and carry out an appropriate instrument approach procedure in accordance with the standard loss of communications procedures.

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

(c) Circuit directions variable. Circuit heights: Fixed-wing piston 1000 ft QFE, Jet 1500 ft QFE, Helicopters 800 ft QFE.

(d) Standard Terminal Arrival Routes (STAR) refer to AD 2-EGGP-7-1 to AD 2-EGGP-7-3.

(e) Pilots are to advise POB on first contact with ATC.

2 Procedures for Aircraft departing Hawarden to join the Airways System

All Airways departures will be issued with a standard outbound clearance referred as a REXAM 5 departure as follows:

(a) REXAM 5 Runway 22 — join controlled airspace on track REXAM climbing to 5000 ft ALT. If no contact with Scottish Control by REXAM, take up a right hand orbit at REXAM and re-contact Hawarden on previous frequency;

(b) REXAM 5 Runway 04 — after departure, immediate right turn remaining outside the Manchester CTA, join controlled airspace on track REXAM climbing to 4000 ft ALT, on crossing the WAL 167R, climb to 5000 ft. If no contact with Scottish Control by REXAM, take up a right hand orbit at REXAM and re-contact Hawarden on previous frequency;

(c) WAL4 Runway 04: Turn immediately left on track WAL, climb to altitude 4000 ft. If no contact with Scottish Control, take up a right hand orbit at WAL and re-contact previous ATC agency;

(d) WAL4 Runway 22: Turn immediately right on track WAL, climb to altitude 4000 ft. If no contact with Scottish Control, take up a right hand orbit at WAL and re-contact previous ATC agency.

Note: *The transition altitude for this procedure is 5000 ft due to the proximity of the Mancheter TMA. Aircrew should ensure that autopilots and FCM's are set accordingly.*

EGNR AD 2.22 FLIGHT PROCEDURES (continued)

3 Radio Mandatory Zone

For flight within the RMZ aircraft commanders must comply with one of the following:

(a) Establish satisfactory two-way RTF communication with and pass pertinent flight details to Hawarden Radar (123.350 MHz) prior to entering the RMZ. Maintain two-way communication with Hawarden Radar whilst operating inside the RMZ, unless otherwise instructed.

(b) Display the Hawarden Frequency Monitoring Code (FMC) (*4607) with Mode C as detailed in ENR 1.6 paragraph 2.6, UK SSR Code Allocation Plan, and monitor Hawarden Radar (123.350 MHz) prior to entering and whilst inside the RMZ. Pilots must maintain a listening watch and establish two-way RTF communication, if directed, whilst operating inside the RMZ.

Selection of the FMC does not imply receipt of an ATC service and pilots remain responsible for navigation, separation, terrain clearance, and are expected to remain outside of Controlled Airspace at all times.

When a pilot leaves the RMZ they should deselect the FMC.

(c) Non-radio aircraft should contact Hawarden ATC by telephone (01244-522012) or email (atcopshawarden@airbus.com) prior to commencing any planned flight that will enter or cross the RMZ, supplying aircraft registration, type, estimates and points of entry/exit, planned altitudes and duration/activity in the RMZ (if applicable). On receipt of this information an acknowledgement will be issued by ATC Hawarden.

(d) Conduct flight in accordance with valid Letter of Agreement with Hawarden ATC.

4 Visual Reference Points (VRPs)

VRP	WAL VOR/DME FIX	HAW NDB FIX
Beeston Castle 530742N 0024131W	137°/22.5 nm	108° MAG/10.8 nm
Flint Bridge 531346N 0030400W	168°/10.1 nm	316° MAG/4.4 nm
Mold Town 530954N 0030731W	181°/13.6 nm	263° MAG/5.3 nm
Padeswood Cement Factory 530916N 0030342W	172°/14.5 nm	245° MAG/3.3 nm
Poulton Disused Aerodrome 530756N 0025330W	153°/17.9 nm	133° MAG/4.2 nm
Wrexham Industrial Estate 530221N 0025433W	161°/22.7 nm	165° MAG/8.8 nm

EGNR AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGNR AD 2.24 CHARTS RELATED TO AN AERODROME

Figure: AERODROME CHART - ICAO

AD 2-EGNR-2-1

Figure: ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2-EGNR-5-1

Figure: INSTRUMENT APPROACH CHART OFFSET ILS/DME/NDB(L) RWY 04 (ACFT CAT A,B,C) - ICAO

AD 2-EGNR-8-1

Figure: INSTRUMENT APPROACH CHART OFFSET LOC/DME/NDB(L) RWY 04 (ACFT CAT A,B,C) - ICAO

AD 2-EGNR-8-2

Figure: INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 04 (ACFT CAT A,B,C) - ICAO

AD 2-EGNR-8-3

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 04 (ACFT CAT A,B,C) - ICAO

AD 2-EGNR-8-4

Figure: INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 22 (ACFT CAT A,B,C) - ICAO

AD 2-EGNR-8-5

EGNR AD 2.24 CHARTS RELATED TO AN AERODROME (continued)

Figure: INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 22 (ACFT CAT A,B,C) - ICAO

AD 2-EGNR-8-6

Figure: INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 22 (ACFT CAT A,B,C) - ICAO

AD 2-EGNR-8-7

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 22 (ACFT CAT A,B,C) - ICAO

AD 2-EGNR-8-8

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