EGNV — DURHAM TEES VALLEY

EGNV AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGNV — DURHAM TEES VALLEY

EGNV AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 543033N Long: 0012546W Mid point of Runway 05/23.
2	Direction and distance from city	4.7 nm SE of Darlington
3	Elevation / Reference temperature	120 ft / 18 C
4	Geoid undulation at AD ELEV PSN	162 FT
5	Magnetic Variation/ Annual Change	1.37°W (2017) / 0.16°
6	AD Administration, address, telephone, telefax, AFS, e-mail address, website address	DURHAM TEES VALLEY AIRPORT LTD Post: Durham Tees Valley Airport Ltd, Darlington, Co Durham DL2 1LU. Phone: 08712-242426 Fax: 01325-332810
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGNV AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	Winter: 0600-2200; and by arrangement. Summer: 0500-2100; and by arrangement.
2	Customs and Immigration	Selective attendance. No hours notified.
3	Health and sanitation	Port Health Authority on request from handling agents
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	As AD hours.
6	MET Briefing Office	
7	Air Traffic Service	As AD hours. See also AD 2.18.
8	Fuelling	As AD hours.
9	Handling	As AD hours.
10	Security	H24
11	De-icing	As AD hours.
12	Remarks	Extensions available as per landing fees and charges via the Airport Duty Manager, Tel: 01325-331008.

EGNV AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Available. Nearest railway siding, Dinsdale 1.3 nm
2	Fuel and oil types	AVTUR JET A-1 AVGAS 100LL
3	Fuelling facilities/capacity	500,000 lts, AVTUR JET A-1. 30,000 lts, AVGAS 100LL.
4	De-icing facilities	By arrangement with Swissport, 01325-333125.
5	Hangar space for visiting aircraft	By arrangement with the Airport Duty Manager
6	Repair facilities for visiting aircraft	By arrangement. Cobham 01325-332322.
7	Remarks	Available during normal hours or by arrangement. JET A-1 and AVGAS supplied by Durham Tees Valley Airport Ltd on behalf of PHILLIPS 66. All visiting aircraft are subject to mandatory handling and PPR. Operators are requested to contact one of the two handling agents: Swissport: 01325-333125 Weston Aviation: 01325-337733

EGNV AD 2.5 PASSENGER FACILITIES

1	Hotels	Airport hotel. Hotels within 5 nm.
2	Restaurants	Cafe.
3	Transportation	Buses, taxis and trains. Nearest railway station, Teesside Airport 0.5 nm.
4	Medical facilities	Limited first aid. First aid room in terminal.
5	Bank and Post Office	2 Bureau de change.
6	Tourist Office	
7	Remarks	

EGNV AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	RFF Category A6
2	Rescue equipment	Cutting and lifting equipment available.
3	Capability for removal of disabled aircraft	MTWA 203,600 kg. Contact 01325-331008.
4	Remarks	The RFF category will fluctuate throughout the day, refer to the weekly issued NOTAM for details. Up to Category 9 is available by prior arrangement.

EGNV AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical de-icing, Sanding/Gritting.
2	Clearance priorities	Runway 05/23. Central axis taxiway. Main apron. Other taxiways.
3	Remarks	Winter operations and surface updates contact Airport Duty Manager 01325-331008.

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

1	Apron surface and strength	MAIN Surface: Concrete. PCN 47/R/D/W/T EASTERN Surface: Concrete. PCN 6/R/D/W/T WESTERN Surface: Asphalt. PCN 13/F/D/X/T
2	Taxiway width, surface and strength	Taxiway ALPHA: 10.5 m. Surface: Concrete and asphalt. PCN 30/F/C/X/T Taxiway BRAVO: 35 m. Surface: Concrete and asphalt. PCN 37/F/D/X/T Taxiway CHARLIE: 15 m. Surface: Concrete and asphalt. PCN 30/F/D/X/T Taxiway DELTA: 15 m. Surface: Concrete and asphalt. PCN 30/F/D/X/T
3	Altimeter checkpoint location and elevation	Terminal Apron 120 FT
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGNV 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 1L, 1, 1R, 2, 3, 4, 5 and 5R are marshalled nose-in parking. Follow yellow painted guide lines onto stand.
2	Runway and taxiway markings and lighting	**Runway marking aid(s):** : Runway designator, threshold, centre-line and touchdown zone markings. **Runway light(s):** : Runway edge, lead off/on centre-line, at Bravo, Charlie and Delta, threshold wingbar and stopway lighting. **Taxiway marking aid(s):** : Yellow centre-line marking on all taxiways and in certain location supplemented with green reflective studs. **Taxiway light(s):** : Green centre-line lighting is provided on Taxiway Alpha between the intersection of Taxiway Bravo until adjacent to Stand 13. Blue edge lighting is provided throughout taxiway Alpha. Green centre-line lighting is provided on Taxiways Bravo, Charlie and Delta. Runway guard lights at all taxiway entrances to the runway and illuminated runway and taxiway holding position signs. Apron Floodlighting.
3	Stop bars	Taxiway: Remarks: Alpha 1, Bravo, Charlie, Delta 2.
4	Remarks	Illuminated windsock adjacent to Runway 05 glidepath and PAPI installation. Illuminated windsock for Runway 23.

EGNV 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**
23/APPROACH 05/TAKE-OFF	Line of Pylons	543139.81N 0012154.15W	266 ft		No	
(EGNV2306) 23/APPROACH 05/TAKE-OFF	Tree	543117.70N 0012425.86W	154.38 ft		No	
(EGNV2128) 05/APPROACH 23/TAKE-OFF	Tree	542956.05N 0012647.08W	137.62 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**
	Pylon	543105.46N 0012156.55W	270 ft		No	
	Pylon	542950.13N 0012141.88W	292 ft		No	

EGNV AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER.
2	Hours of service MET Office outside hours	
3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER. 9 hours.
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	
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	

EGNV AD 2.11 METEOROLOGICAL INFORMATION PROVIDED (continued)

9	ATS units provided with information	DURHAM TEES VALLEY.
10	Additional information (limitation of service, etc.)	

EGNV 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
05	047.44°	2291 x 45 m	RWY surface: Asphalt. PCN 70/F/C/W/T	543008.03N 0012632.75W 162 ft	THR 115 ft
23	227.46°	2291 x 45 m	RWY surface: Asphalt. PCN 70/F/C/W/T SWY surface: Asphalt.	543058.14N 0012458.95W 162 ft	THR 116 ft

Slope of RWY/ SWY	SWY dimensions	Clearway dimensions	Strip Dimensions	OFZ	Remarks
7	8	9	10	11	12
1: 7516		x 279 m	2351 x 300 m		RWY 05
1: 7516	x 119 m	x 209 m	2351 x 300 m		RWY 23

EGNV AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
05	2291 m	2570 m	2291 m	2291 m	
23	2291 m	2500 m	2410 m	2291 m	
05	1788 m	2067 m	1788 m		Take-off from intersection with Hold Charlie.

EGNV 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
05	605 m Light intensity high.	Green.	PAPI Left/3° 53 ft		Coded centre-line 30 m spacing HI	HI bi-directional with LI omni-directional component	Red.		**Approach Lighting:** Coded centre-line with four crossbars **Runway edge lighting:** Runway edge lighting is 60 m gauge along the runway designated edge. **PAPI dist from THR:** 312 m
23	777 m Light intensity high.	Green.	PAPI Left/3° 52 ft		Coded centre-line 30 m spacing HI	HI bi-directional with LI omni-directional component	Red.	Red.	**Approach Lighting:** Coded centre-line with five crossbars **Runway edge lighting:** Runway edge lighting is 60 m gauge along the runway designated edge. **PAPI dist from THR:** 345 m

EGNV 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: Digital wind indicators at glidepaths of Runways 05 and 23.
3	TWY edge and centre line lighting	Taxiway: . Centre line. Green centreline lighting is provided on Taxiways Bravo, Charlie and Delta. Green centre-line lighting is provided on Taxiway Alpha between the intersection of Taxiway Bravo until adjacent to Stand 13. Taxiway: . Edge. Blue edge lighting is provided throughout taxiway Alpha.
4	Secondary power supply/switch-over time	Yes/ Less than 15 seconds.
5	Remarks	Obstacle lighting.

EGNV 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	Helicopters land on the main runway or directly on stands.

EGNV 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
DURHAM TEES VALLEY CTR 544050N 0011909W - thence clockwise by the arc of a circle radius 11 nm centered on 543033N 0012546W to 543328N 0010734W - 542541N 0012211W - thence clockwise by the arc of a circle radius 5.3 nm centered on 543033N 0012546W to 543303N 0013347W - 544050N 0011909W	Upper limit: 6000 ft ALT Lower limit: SFC	D	DURHAM APPROACH English	6000 ft	
DURHAM TEES VALLEY CTA 1 543303N 0013347W - thence anti-clockwise by the arc of a circle radius 5.3 nm centered on 543033N 0012546W to 542541N 0012211W - 542417N 0012449W - thence clockwise by the arc of a circle radius 6.3 nm centered on 543033N 0012546W to 543138N 0013625W - 543303N 0013347W	Upper limit: 6000 ft ALT Lower limit: 1200 ft ALT	D	DURHAM APPROACH English	6000 ft	
DURHAM TEES VALLEY CTA 2 543138N 0013625W - thence anti-clockwise by the arc of a circle radius 6.3 nm centered on 543033N 0012546W to 542417N 0012449W - 542251N 0013100W - thence clockwise by the arc of a circle radius 8.3 nm centered on 543033N 0012546W to 542945N 0013956W - 543138N 0013625W	Upper limit: 6000 ft ALT Lower limit: 1500 ft ALT	D	DURHAM APPROACH English	6000 ft	
DURHAM TEES VALLEY CTA 3 544219N 0011621W - thence clockwise by the arc of a circle radius 13 nm centered on 543033N 0012546W to	Upper limit: 6000 ft ALT Lower limit: 3000 ft ALT	D	DURHAM APPROACH English	6000 ft	

EGNV AD 2.17 AIR TRAFFIC SERVICES AIRSPACE (continued)

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Remarks
1	2	3	4	5	6
543456N 0010446W - 543328N 0010734W - thence anti-clockwise by the arc of a circle radius 11 nm centered on 543033N 0012546W to 544050N 0011909W - 544219N 0011621W					
DURHAM TEES VALLEY ATZ A circle, 2.5 nm radius centred at 543033N 0012546W on longest notified runway (05/23)	Upper limit: 2000 ft Lower limit: SFC	D	DURHAM APPROACH English	6000 ft	**Airspace Class:** D/G.

EGNV AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	Hours of Operation	Remarks
1	2	3	4	5
APP	DURHAM APPROACH	118.850 MHz DOC 40 nm/15,000 ft.	Winter: 0600-2200 and by arrangement. Summer: 0500-2100 and by arrangement.	ATZ hours coincident with Approach hours. **VDF** **543041.10N 0012505.65W** **On AD.** **Bearing accuracy no better than Class B. VDF not available for en-route navigation.**
TWR	DURHAM TOWER	119.800 MHz DOC 25 nm/4,000 ft.	Winter: 0600-2200 and by arrangement. Summer: 0500-2100 and by arrangement.	**VDF** **543041.10N 0012505.65W** **On AD.** **Bearing accuracy no better than Class B. VDF not available for en-route navigation.**
RAD	DURHAM RADAR	118.850 MHz DOC 40 nm/15,000 ft.	Winter: 0600-2200 and by arrangement. Summer: 0500-2100 and by arrangement.	LARS is provided 0800-1800 (Winter); 0700-1700 (Summer). **VDF** **543041.10N 0012505.65W** **On AD.** **Bearing accuracy no better than Class B. VDF not available for en-route navigation.**
	DURHAM DIRECTOR	128.850 MHz DOC 40 nm/15,000 ft.	As directed by ATC	
ATIS	DURHAM INFORMATION	132.375 MHz DOC 60 nm/20,000 ft.	Winter: 0600-2200 and by arrangement. Summer: 0500-2100 and by arrangement.	
Other	DURHAM FIRE	121.600 MHz Non-ATS frequency.	Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGNV 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)	TD	347.500 kHz	HO	543337.88N 0012001.10W		Located at 3.9 DME I TD. Range 25 nm.
DME	ITSE	22X 108.500 MHz	HO	543029.99N 0012540.97W	131 ft	I TSE (RWY 05) On AD. DME freq paired with ILS I TSE and I TD. Zero range indicated at THR of Runway 05 and 23.

EGNV 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 I 1.37°W (2017)	ITSE	108.500 MHz	HO	543104.36N 0012447.29W		(RWY 05) Aircraft on ILS approach may receive an incorrect Outer Marker indication from RAF Leeming at 10 nm from the airport, this indication should be ignored.
ILS/GP	ITSE	329.900 MHz	HO	543017.03N 0012625.76W		3 ILS Ref Datum Hgt 52 ft.
ILS I 1.37°W (2017)	ITD	108.500 MHz	HO	543001.77N 0012644.45W		(RWY 23)
ILS/GP	ITD	329.900 MHz	HO	543048.42N 0012506.37W		3 ILS Ref Datum Hgt 50 ft.
DME	ITD	22X 108.500 MHz	HO	543029.99N 0012540.97W	131 ft	I TD (RWY 23) On AD. DME freq paired with ILS I TSE and I TD. Zero range indicated at THR of Runway 05 and 23.

EGNV AD 2.20 LOCAL TRAFFIC REGULATIONS

1 Aerodrome Regulations

(a) All aircraft using Durham Tees Valley Airport and its facilities are required to have third party liability insurance cover in the sum of at least £500,000 sterling. Proof of this insurance must be available for inspection at any time whilst the aircraft is at Durham Tees Valley Airport.

(b) Aerobatics and other unusual flight manoeuvres or aerial activities are prohibited within the ATZ unless prior written permission has been obtained from the Airport Director of Durham Tees Valley Airport Ltd.

(c) Aircrew are to wear high visibility jackets whilst on the aprons and movement areas.

(d) Booking out details will not be accepted via RTF.

(e) Aerodrome not available to aircraft unable to communicate with ATC by radio.

(f) Aircraft parked on stands 1 to 9 must obtain engine start clearance from ATC.

2 Ground Movement

(a) All taxiways apart from Alpha (10.5 m), and Bravo (central taxiway - 35 m) are 15 m wide. Aircraft requiring greater width must enter or vacate Runway 05/23 via the Bravo taxiway.

(b) Taxiway Alpha is normally restricted to aircraft up to 25,000 kg MTWA. Use by aircraft up to a maximum of 50,000 kg MTWA is strictly regulated by ATC.

3 CAT II/III Operations

Not applicable.

4 Warnings

(a) Deer hazard, aircrews to report any sightings to ATC.

(b) Bird concentrations may be present on surrounding agricultural land. Active dispersal methods are employed, however, pilots may occasionally be requested to slightly delay a departure or arrival if any potential hazard persists.

(c) Free-fall parachuting from up to FL 150 normally during daylight hours (ENR 5.5, Parachute jumping sites refers).

5 Helicopter Operations

(a) All helicopters to integrate into traffic pattern/circuit. Training is PPR from ATC, Tel: 01325-331020. There is no dedicated training area.

EGNV AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

6 Use of Runways

(a) Runway 05/23 shall be accessed by Taxiways Alpha, Bravo, Charlie and Delta.

(b) Hold C is situated north side approximately 550 m from 05 threshold. Pilots vacating the runway at Hold C must establish the aircraft on and follow the lead off taxi guidance markings and when applicable the centreline lighting and not attempt to cut the corner. ATC will advise when Hold C is available for use.

(c) At both ends of Runway 05/23, its width is twice that of the associated edge lights due to extra pavement at the northwest side. Pilots should ensure that they are correctly lined up, especially if take-off is at night, when the runway is contaminated, or in low visibility. The yellow taxiway centre-line marking supplemented with green reflective studs must be followed until alignment with runway centre-line lights is achieved.

(d) Aircraft unable to accept the non-standard 15 m wide taxiways should back-track and vacate at taxiway Bravo. See also paragraph 2b above.

(e) Aircraft requiring more than runway width (45 m) to turn should turn at the end of the runway where extra width is available. All aircraft turning on the runway should execute gentle turns.

7 Training

(a) Operators intending to follow a programme of training flights should obtain prior approval from the Airport Manager via the Airport Duty Manager: Tel: 01325-331008, Fax: 01325-331039.

(b) All Airline or aircraft above 5700 kg training flights shall be carried out subject to the following conditions:

(i) Circuits shall be at a height specified by ATC, but at a minimum of 1500 ft aal;

(ii) circuits will be variable in direction, left or right hand, in accordance with ATC instructions;

(iii) aircraft are to be flown in such a manner as to avoid flight over built up areas in the vicinity of the airport whenever practicable.

(c) For aircraft up to 5,700 kg MTWA circuit height is 1000 ft aal.

EGNV AD 2.21 NOISE ABATEMENT PROCEDURES

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

(a) Operators of all 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.

(b) Turbojet and turboprop aircraft approaching Durham Tees Valley Airport will be expected to conform to the continuous descent and low power, low drag approach procedures. To facilitate this technique, aircraft should fly within the speed band of 210 kt to 240 kt during the approach phase reducing to the band 160 kt to 180 kt at a range of 12 nm from touchdown and maintain 160 kt from 8 nm to 4 nm DME from touchdown.

(c) ATC, in the interests of accurate spacing, as required may request specific speeds and pilots are thus requested to comply with the speed adjustments as promptly as possible within the constraints of their operating procedures. Pilots will advise ATC if circumstances necessitate a speed change for aircraft performance reasons.

(d) ATC will advise pilots of an estimate of the track distance to run to touchdown when clearance to descend below the Transition Altitude is given. Further information on the distance to run will be given between this descent clearance and the instruction to turn onto the intercept heading for the ILS localiser.

(e) Military aircraft will be vectored for an ILS/SRA approach, except during a mass visual recovery in the case of emergency diversions.

(f) Ground running of aircraft engines is subject to regulations and control. All ground running must be pre-arranged with the Airport Duty Manager and the appropriate documentation completed. Ground running of aircraft engines is not permitted between 2200-0700 (winter), 2100-0600 (summer).

(g) Aircraft are to avoid overflying nearby villages of Middleton St George, Middleton-One-Row, Yarm and Eaglescliffe wherever practicable.

EGNV AD 2.22 FLIGHT PROCEDURES

1 Procedures for Inbound Aircraft

(a) The standard routes for aircraft inbound from the Airways System are as follows:

Approach from	Via	Route
South and Southwest	Y250 P18	Leave airways via GASKO to TD NDB
North and Northwest	P18	Leave airways via TILNI to TD NDB

(b) Aircraft inbound to Durham Tees Valley outside controlled airspace from the southeast (via OTR VOR) are recommended to route via FAMBO (543000N 0002752W) to TD NDB and request air traffic services from London (Mil) or Durham Approach as appropriate. Clearance to enter the Durham Tees Valley CTR/CTA should be requested at least 10 minutes before reaching the CTR/CTA boundary.

(c) A portion of the transit is through an area of Class G airspace where pilots may encounter conflicting VFR traffic

2 Procedures for Outbound Aircraft

(a) Aircraft intending to join the airways system should flight plan via the following routes:

Outbound to	Via	Route
South and Southwest	P18	GASKO – POL (below FL 190)
	P16	GASKO – RIBEL (FL 190 and above)
Southeast	Y250 for L26 and UL603	GASKO – M150 – MAMUL
	OTR VOR	FAMBO – OTR (for L90)
		FAMBO – OTBED (for Y70)
North and Northwest	P18	TILNI – P18

(b) A portion of the transit is through an area of Class G airspace where pilots may encounter conflicting VFR traffic.

3 Transit Aircraft

(a) Aircraft wishing to transit controlled airspace should request a crossing clearance at least 10 minutes flying time or 20 nm, whichever is earlier, before reaching the CTR/CTA boundary.

4 Visual Reference Points (VRP)

(a) For the benefit of pilots on VFR flights who prefer to determine their position by reference to radio navigation aids, rather than by visual pinpoints, suitably defined VRPs for Durham Tees Valley are given below:

VRP	Co-ordinates
Hartlepool	544100N 0011250W
Motorway Junction A1(M)/A66(M)	543000N 0013736W
Northallerton	542020N 0012555W
Redcar Race-course	543626N 0010351W
Sedgefield Racecourse	543845N 0012806W
Stokesley	542811N 0011141W

EGNV AD 2.23 ADDITIONAL INFORMATION

Not applicable.

EGNV AD 2.24 CHARTS RELATED TO AN AERODROME