EGNX — EAST MIDLANDS

EGNX AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGNX — EAST MIDLANDS

EGNX AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 524952N Long: 0011940W Mid point of Runway 09/27.
2	Direction and distance from city	7 nm SE of Derby.
3	Elevation / Reference temperature	306 ft / 18 C
4	Geoid undulation at AD ELEV PSN	161 FT
5	Magnetic Variation/ Annual Change	1.1°W (2017) / 0.15°
6	AD Administration, address, telephone, telefax, AFS, e-mail address, website address	EAST MIDLANDS INTERNATIONAL AIRPORT LTD. Post: East Midlands Airport, Castle Donington, Derby DE74 2SA. Phone: 0871-919 9000 Fax: 01332-850393 (General) Fax: 01332-852823 (ATC) Fax: 0906-851 7567 (Airport MET Information)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGNX AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	H24
2	Customs and Immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	Self-briefing
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	Air Traffic Service	H24 See also AD 2.18
8	Fuelling	Winter: H24 (AVTUR JET A-1). 0800-1800 daily (AVGAS 100LL). Summer: H24 (AVTUR JET A-1). 0700-1700 daily (AVGAS 100LL).
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	AVGAS 100LL available at other times by arrangement with Donington Aviation, Tel: 01332-811004 between 0800-1800 (winter) and 0700-1700 (summer)

EGNX AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	A full range of cargo handling equipment is available to service aircraft up to 747-400 and An-124 aircraft. Specialist handling equipment usually available at short notice through cargo handling agents. Tel: 01332-852894, Fax: 01332-853202. Nearest railway siding, Castle Donington 2 nm
2	Fuel and oil types	AVGAS 100LL AVTUR JET A-1 100, W80, W100. Available from Donington Aviation.
3	Fuelling facilities/capacity	Available from Air BP, Tel: 01332-810459, Fax: 01332-850733; Texaco, Tel: 01332-812156, Fax: 01332-810581.
4	De-icing facilities	Available by arrangement with handling agents.
5	Hangar space for visiting aircraft	Space is limited and is available only up on prior request to the hangars' operators.
6	Repair facilities for visiting aircraft	By arrangement.

EGNX AD 2.4 HANDLING SERVICES AND FACILITIES (continued)

7	Remarks	Full handling services are available from the following companies: Advantage Flight Support Ltd: Tel: 01332-561641, 07876-395887 (Mobile); Fax: 01572-768892; email: info@fly-advantage.com (General & Executive Aviation). Aviation Solutions: Tel: 01332-853510; Fax: 01332-853650 (Cargo only). DHL Aviation: Tel: 01332-857000; Fax: 01332-857119 (Cargo only). Menzies Aviation Group: Tel: 01332-858279; Fax: 01332-814766 (Passengers only). Signature Flight Support: Tel: 01332-811179; Fax: 01332-811139 (General & Executive Aviation). Swissport: Tel: 01332-812924; Fax: 01332-853584 (Passengers and Cargo).

EGNX AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in the vicinity and on the airport.
2	Restaurants	Restaurant, bars and cafe.
3	Transportation	Range of long distance coach services, local bus service and taxis. Nearest railway station, Loughborough 9 miles (regular shuttle buses).
4	Medical facilities	First aid available H24.
5	Bank and Post Office	Bureau de Change.
6	Tourist Office	Tourist information available at the Information desk.
7	Remarks	

EGNX AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	RFF Category A7
2	Rescue equipment	Details available on request from Aerodrome.
3	Capability for removal of disabled aircraft	The registered owner or aircraft operator retains complete responsibility for the removal of the disabled aircraft. All Airline operators at EMA are expected to have aircraft recovery plans.
4	Remarks	**RFF Category 8 and 9** available by arrangement. Minimum 2 hours notice required. Requests should be directed to the Aerodrome Control Room on 01332-852973.

EGNX 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	Snow state and clearance programme Tel: 01332-852852, Ext 2973.

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

1	Apron surface and strength	CENTRAL APRON Surface: Concrete. PCN 63/R/D/X/U CENTRAL-WEST APRON Surface: Concrete. PCN 74/R/C/W/T EAST APRON Surface: Concrete. PCN 63/R/D/X/U WEST APRON Surface: Concrete. PCN 78/R/C/W/T

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

2	Taxiway width, surface and strength	Taxiway A: 23 m. Surface: Asphalt. PCN 66/F/C/W/U Taxiway B: 23 m. Surface: Concrete. PCN 78/R/C/W/T Taxiway TAXILANE C: 23 m. Surface: Concrete. PCN 63/R/D/X/U Taxiway TAXILANE D: 23 m. Surface: Concrete. PCN 63/R/D/X/U Taxiway F: 23 m. Surface: Concrete. PCN 78/R/C/W/T Taxiway G: 23 m. Surface: Asphalt. PCN 66/F/C/W/U Taxiway H: 23 m. Surface: Asphalt. PCN 66/F/C/W/U Taxiway J: 23 m. Surface: Concrete. PCN 78/R/C/W/T Taxiway M: 23 m. Surface: Asphalt. PCN 66/F/C/W/U Taxiway TAXILANE N: 23 m. Surface: Concrete. PCN 74/R/C/W/T Taxiway TAXILANE Q: 23 m. Surface: Concrete. PCN 63/R/D/X/U Taxiway TAXILANE R: 23 m. Surface: Concrete. PCN 63/R/D/X/U Taxiway S: 23 m. Surface: Asphalt. PCN 66/F/C/W/U Taxiway TAXILANE T: 23 m. Surface: Concrete. PCN 63/R/D/X/U Taxiway TAXILANE U: 23 m. Surface: Concrete. PCN 63/R/D/X/U Taxiway TAXILANE V: 23 m. Surface: Concrete. PCN 63/R/D/X/U Taxiway W: 23 m. Surface: Asphalt. PCN 66/F/C/W/U
3	Altimeter checkpoint location and elevation	Central Apron 289 ft, East Apron 272 ft and West Apron 289 ft.
4	VOR checkpoints	
5	INS checkpoints	See Aircraft Ground Movement/Parking/Docking Chart.
6	Remarks	Taxiway J – Code E leading off Taxiway A on to the West Apron. From junction with Taxiway B, Taxiway reduces (south) to Code D Taxilane. Taxiway M – Due to turn constraints, aircraft with wingspan in excess of 45 m must exercise caution when using this routing, this Taxiway is not available for MD-11 or Code E aircraft. Reduces to Code B Taxiway south of intersection with Taxiway A. Taxilane T – Code C due to reduced strip width available.

EGNX 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 20 to 22, 24, 25 and 70R are self-manoeuvring. All other stands are nose-in/push-back but without guidance apart from nose wheel centre-line and nose stop positions. Marshalling guidance will be given to indicate the stop position to pilots. When parking on Stands 8 to 17 and 23 aircraft are NOT to proceed onto stand across the rear of the stand road without the attendance of a marshaller.
2	Runway and taxiway markings and lighting	**Runway marking aid(s):** : Runway designation, landing thresholds, edge, centre-line, aiming point, touch down zone. **Runway light(s):** : Runway guard lights at all taxiway intersections. **Taxiway marking aid(s):** : Taxi holding positions. Enhanced taxiway centre-line markings are provided at each runway/taxiway intersection that, on approaching the

EGNX AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS (continued)

		runway, denote the proximity of the runway holding positions closest to the runway. **Taxiway light(s):** : Green centre-line with blue edge lights on corners. Turn-offs-amber and green centre-line with blue edge lights. Taxiways Charlie, Charlie Alpha, Tango and Delta are not equipped with taxiway centre-line lighting.
3	Stop bars	Multiple stopbars with red HI lighting. Runway stop bars are in operation H24.
4	Remarks	Wind direction indicator. Two illuminated wind direction indicators.

EGNX 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**
09/APPROACH 27/TAKE-OFF	Fence	524949.67N 0012126.66W	324 ft		No	
09/APPROACH 27/TAKE-OFF	ILS	524948.97N 0012123.09W	322 ft		Yes	
09/APPROACH 27/TAKE-OFF	Mast	524947.05N 0012151.46W	357 ft		No	
09/APPROACH 27/TAKE-OFF	Reservoir	524945.95N 0012139.99W	337 ft		No	
09/APPROACH 27/TAKE-OFF	Reservoir	524945.88N 0012140.94W	338 ft		No	
27/APPROACH 09/TAKE-OFF	Fence	524955.32N 0011805.21W	287 ft		No	
27/APPROACH 09/TAKE-OFF	ILS	524952.54N 0011807.19W	284 ft		Yes	

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**
RATCLIFFE-ON-SOAR EGNX262	Power Station	525201.10N 0011524.18W	760 ft		Yes	
	Fence	524956.10N 0012033.25W	321 ft		No	
	Control Tower	524934.80N 0011955.53W	467 ft		Yes	
	Church Spire	524821.79N 0012359.86W	503 ft		No	
	Wind tur-bine	524305.16N 0011735.85W	906 ft		Yes	
	Radio Mast	524230.34N 0011658.49W	1038 ft		No	

EGNX 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

EGNX AD 2.11 METEOROLOGICAL INFORMATION PROVIDED (continued)

7	Charts and other information available for briefing or consultation	H24.
8	Supplementary equipment available for providing information	Standby systems available, including satellite weather pictures.
9	ATS units provided with information	EAST MIDLANDS.
10	Additional information (limitation of service, etc.)	

EGNX 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
09	088.26°	2893 x 46 m	RWY surface: Asphalt, grooved. PCN 78/F/C/W/T SWY surface: Asphalt, grooved.	524950.36N 0012048.86W 161 ft	THR 306 ft
27	268.29°	2893 x 46 m	RWY surface: Asphalt, grooved. PCN 78/F/C/W/T SWY surface: Asphalt, grooved.	524952.88N 0011830.94W 160 ft	THR 282 ft

Slope of RWY/ SWY	SWY dimensions	Clearway dimensions	Strip Dimensions	OFZ	Remarks
7	8	9	10	11	12
	30 x 46 m	311 x 180 m	3074 x 300 m		RWY 09 OFZ: Standard for Code 4E runway Runway 09/27 has shoulders 7 m each side of the runway giving a total paved width of 60 m. 30 m blast strips at both runway ends, same PCN as runway. The runway crossfall is restricted to 1.25% along it's entire length.
	30 x 46 m	459 x 180 m	3074 x 300 m		RWY 27 OFZ: Standard for Code 4E runway Runway 09/27 has shoulders 7 m each side of the runway giving a total paved width of 60 m. 30 m blast strips at both runway ends, same PCN as runway. The runway crossfall is restricted to 1.25% along it's entire length.

EGNX AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
09	2893 m	3204 m	2923 m	2713 m	
27	2893 m	3352 m	2923 m	2763 m	
09	2713 m	3024 m	2743 m		Take-off from abeam Holding Point H1.
09	2079 m	2390 m	2109 m		Take-off from abeam Holding Point M1.
09	1316 m	1627 m	1346 m		Take-off from abeam Holding Point S1.

EGNX AD 2.13 DECLARED DISTANCES (continued)

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
27	2464 m	2923 m	2494 m		Take-off from abeam Holding Point W1.
27	1610 m	2069 m	1640 m		Take-off from abeam Holding Point S1.
27	837 m	1256 m	867 m		Take-off from abeam Holding Point M1.

EGNX 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
09		HI Green with green wingbars	PAPI Left/3° 55 ft		HI Bi-directional colour-coded centre-line 15 m spacing	Elev HI bi-directional with LI omni-directional component	HI Red	31 m Red	**Approach lighting:** Coded centre-line with five crossbars 900 m HI Centre-line with one cross-bar 420 m LI **PAPI distance from THR:** 347 m
27		HI Green with green wingbars	PAPI Left/3° 55 ft	900 m	HI Bi-directional colour-coded centre-line 15 m spacing	Elev HI bi-directional with LI omni-directional component	HI Red	30 m Red	**Approach lighting:** Coded centre-line with five crossbars 900 m HI Supplementry lighting inner 300 m Centre-line with one cross-bar 420 m LI **PAPI distance from THR:** 372 m

EGNX 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: West Anemometer 524954.58N 0012031.05W Central Anemometer 524947.37N 0011952.44W East Anemometer 524956.47N 0011847.18W
3	TWY edge and centre line lighting	Taxiway: . Edge. Blue edge lights. Taxiway: . Centre line. Green centre-line lights (15 m spacing) and red stopbars, except the Mike Taxiway has no centre-line lights south of the Alpha Taxiway. Taxiways Delta and Charlie have no centre-line lighting.
4	Secondary power supply/switch-over time	Yes. Less than 1 second.
5	Remarks	Apron floodlights.

EGNX AD 2.16 HELICOPTER LANDING AREA

INTENTIONALLY BLANK

EGNX 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
EAST MIDLANDS CTR 1 525510N 0012530W - 525456N 0011804W - 525255N 0010733W - 524558N 0010733W -	Upper limit: FL105 Lower limit: SFC	D	EAST MIDLANDS AP-PROACH English	6000 ft	

EGNX 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
524537N 0011628W - 524536N 0011932W - 525510N 0012530W					
EAST MIDLANDS CTR 2 525510N 0012530W - 524536N 0011932W - 524535N 0012816W - 525233N 0013241W - 525510N 0012530W	Upper limit: 5500 ft ALT Lower limit: SFC	D	EAST MIDLANDS AP-PROACH English	6000 ft	
EAST MIDLANDS CTA 1 525911N 0012801W - 525901N 0010918W - 525421N 0010006W - 525121N 0005725W - 525057N 0005724W - 525456N 0011804W - 525510N 0012530W - 525911N 0012801W	Upper limit: FL105 Lower limit: 2500 ft ALT	D	EAST MIDLANDS AP-PROACH English	6000 ft	
EAST MIDLANDS CTA 2 525255N 0010733W - 525057N 0005724W - 525014N 0005722W - 524619N 0005748W - 524558N 0010733W - 525255N 0010733W	Upper limit: FL105 Lower limit: 1500 ft ALT	D	EAST MIDLANDS AP-PROACH English	6000 ft	
EAST MIDLANDS CTA 3 524619N 0005748W - 524315N 0005749W - 524122N 0011653W - 524536N 0011932W - 524537N 0011628W - 524619N 0005748W	Upper limit: FL105 Lower limit: 2500 ft ALT	D	EAST MIDLANDS AP-PROACH English	6000 ft	
EAST MIDLANDS CTA 4 524536N 0011932W - 524122N 0011653W - 524013N 0012820W - 524533N 0013405W - 524536N 0011932W	Upper limit: 5500 ft ALT Lower limit: 2500 ft ALT	D	EAST MIDLANDS AP-PROACH English	6000 ft	
EAST MIDLANDS CTA 5 525142N 0013706W - 525233N 0013241W - 524535N 0012816W - 524533N 0013405W - 524702N 0013541W - 524942N 0013857W - 525142N 0013706W	Upper limit: 5500 ft ALT Lower limit: 1500 ft ALT	D	EAST MIDLANDS AP-PROACH English	6000 ft	
EAST MIDLANDS CTA 6 525629N 0013938W - 525911N 0012801W - 525510N 0012530W - 525233N 0013241W - 525142N 0013706W - 524942N 0013857W - 525059N 0014031W - 525629N 0013938W	Upper limit: 5500 ft ALT Lower limit: 2500 ft ALT	D	EAST MIDLANDS AP-PROACH English	6000 ft	
EAST MIDLANDS CTA 7 530410N 0013110W - 530402N 0011422W - 525901N 0010918W - 525911N 0012801W - 530410N 0013110W	Upper limit: FL105 Lower limit: 4000 ft ALT	D	EAST MIDLANDS AP-PROACH English	6000 ft	
EAST MIDLANDS CTA 8 525833N 0014948W - 530123N 0014310W - 530410N 0013110W - 525911N 0012801W - 525506N 0014533W - 525833N 0014948W	Upper limit: 5500 ft ALT Lower limit: 4000 ft ALT	D	EAST MIDLANDS AP-PROACH English	6000 ft	
EAST MIDLANDS CTA 9 524122N 0011653W - 523610N 0011340W - 523447N 0012231W - 524013N 0012820W - 524122N 0011653W	Upper limit: 5500 ft ALT Lower limit: 4500 ft ALT	D	EAST MIDLANDS AP-PROACH English	6000 ft	

EGNX 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
EAST MIDLANDS CTA 10 525506N 0014533W - 525629N 0013938W - 525059N 0014031W - 525506N 0014533W	Upper limit: 5500 ft ALT Lower limit: 3000 ft ALT	D	EAST MIDLANDS AP-PROACH English	6000 ft	
EAST MIDLANDS CTA 11 525232N 0014224W - 524942N 0013857W - 524542N 0013843W - 524538N 0014201W - 525232N 0014224W	Upper limit: 4500 ft ALT Lower limit: 3000 ft ALT	D	EAST MIDLANDS AP-PROACH English	6000 ft	
EAST MIDLANDS CTA 12 525245N 0014543W - 525248N 0014245W - 525232N 0014224W - 524538N 0014201W - 524533N 0014518W - 525245N 0014543W	Upper limit: 4500 ft ALT Lower limit: 3500 ft ALT	D	EAST MIDLANDS AP-PROACH English	6000 ft	
EAST MIDLANDS CTA 13 524942N 0013857W - 524702N 0013541W - 524013N 0012820W - 524542N 0013843W - 524942N 0013857W	Upper limit: 4500 ft ALT Lower limit: 2500 ft ALT	D	EAST MIDLANDS AP-PROACH English	6000 ft	
EAST MIDLANDS CTA 14 524726N 0005741W - 523753N 0004811W - 524026N 0005750W - 524619N 0005748W - 524726N 0005741W	Upper limit: FL105 Lower limit: FL65	D	EAST MIDLANDS AP-PROACH English	6000 ft	Only available between 0001 and 0600 (local).
EAST MIDLANDS CTA 15 524315N 0005749W - 523836N 0005750W - 523610N 0011340W - 524122N 0011653W - 524315N 0005749W	Upper limit: FL105 Lower limit: FL45	D	EAST MIDLANDS AP-PROACH English	6000 ft	
EAST MIDLANDS CTA 16 524026N 0005750W - 523753N 0004811W - 523637N 0004656W - 522358N 0005457W - 522823N 0010232W - 522927N 0005753W - 524026N 0005750W	Upper limit: FL105 Lower limit: FL75	D	EAST MIDLANDS AP-PROACH English	6000 ft	
EAST MIDLANDS CTA 17 523836N 0005750W - 523400N 0005752W - 523141N 0011054W - 523610N 0011340W - 523836N 0005750W	Upper limit: FL105 Lower limit: 5500 ft ALT	D	EAST MIDLANDS AP-PROACH English	6000 ft	
EAST MIDLANDS CTA 18 523400N 0005752W - 522927N 0005753W - 522823N 0010232W - 523203N 0010851W - 523400N 0005752W	Upper limit: FL105 Lower limit: FL65	D	EAST MIDLANDS AP-PROACH English	6000 ft	
EAST MIDLANDS CTA 19 530900N 0013146W - 530854N 0011918W - 530402N 0011422W - 530410N 0013110W - 530517N 0013152W - 530900N 0013146W	Upper limit: FL105 Lower limit: 5500 ft ALT	D	EAST MIDLANDS AP-PROACH English	6000 ft	
EAST MIDLANDS CTA 20 531143N 0013142W - 531139N 0012206W - 530854N 0011918W - 530900N 0013146W - 531143N 0013142W	Upper limit: FL105 Lower limit: FL75	D	EAST MIDLANDS AP-PROACH English	6000 ft	
EAST MIDLANDS CTA 21 530901N 0013414W - 530900N 0013146W - 530517N 0013152W - 530901N 0013414W	Upper limit: FL85 Lower limit: 5500 ft ALT	D	EAST MIDLANDS AP-PROACH English	6000 ft	
EAST MIDLANDS CTA 22 531145N 0013558W - 531143N 0013142W -	Upper limit: FL85 Lower limit: FL75	D	EAST MIDLANDS AP-PROACH English	6000 ft	

EGNX 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
530900N 0013146W - 530901N 0013414W - 531145N 0013558W					
EAST MIDLANDS ATZ A circle, 2.5 nm radius centred at 524952N 0011940W on longest notified runway (09/27)	Upper limit: 2000 ft Lower limit: SFC	D	EAST MIDLANDS AP-PROACH English	6000 ft	

EGNX AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	Hours of Operation	Remarks
1	2	3	4	5
APP	EAST MIDLANDS AP-PROACH	134.175 MHz DOC 60 nm/15,000 ft.	H24	ATZ hours coincident with Ap-proach hours. **VDF** **524956.61N 0011958.25W** On AD.
TWR	EAST MIDLANDS TOWER	124.000 MHz DOC 25 nm/4000 ft.	H24	
	EAST MIDLANDS GROUND	121.900 MHz As directed by ATC. DOC 3 nm/GND.	H24	
RAD	EAST MIDLANDS RADAR	134.175 MHz DOC 60 nm/15,000 ft	H24	**VDF** **524956.61N 0011958.25W** On AD.
		120.125 MHz DOC 25 nm/10,000 ft.	Not continuously guarded, APP will advise.	
		124.000 MHz	By arrangement	
ATIS	EAST MIDLANDS IN-FORMATION	128.225 MHz DOC 60 nm/20,000 ft.	H24	
Other	FIRE	121.600 MHz Non-ATS Frequency.	Available when Fire vehicle at-tending aircraft on the ground in an emergency.	

EGNX 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/DME I 1.1°W (2017)	IEMW	109.350 MHz	HO	524953.30N 0011807.30W		(RWY 09)
ILS/DME/GP	IEMW	331.850 MHz	HO	524954.58N 0012031.05W		3° ILS Ref Datum Hgt 56 ft.
NDB (L)	EMW	393.000 kHz	H24	524943.15N 0012715.95W		Range 10 nm.
ILS/DME IIIB 1.1°W (2017)	IEME	109.350 MHz	HO	524949.73N 0012123.06W		(RWY 27)
ILS/DME/GP	IEME	331.850 MHz	HO	524956.47N 0011847.18W		3° ILS Ref Datum Hgt 54 ft.
NDB (L)	EME	353.500 kHz	H24	524957.63N 0011140.40W		Range 20 nm.
DME	IEMW	30Y 109.350 MHz	HO	524957.99N 0011940.24W	322 ft	(RWY 09) On AD. Freq paired with ILS I EMW and I EME.

EGNX 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
						Zero range indicated at THR of RWY 09 and RWY 27.
DME	IEME	30Y 109.350 MHz	HO	524957.99N 0011940.24W	322 ft	(RWY 27) On AD. Freq paired with ILS I EMW and I EME. Zero range indicated at THR of RWY 09 and RWY 27.

EGNX AD 2.20 LOCAL TRAFFIC REGULATIONS

1 Airport Regulations

(a) Use by aircraft not able to communicate with ATC by radio is subject to prior permission.

(b) Use governed by regulations applicable to East Midlands CTR.

(c) Jet aircraft failing to meet certification levels appropriate to Chapter 3 will not be permitted to land or take-off between 2300-0700 (winter) and 2200-0600 (summer) except in special circumstances. Dispensation to do so within strict guidlines must be sought from ATC.

(d) Use of East Midlands Airport is subject to Standard Conditions of Use, which can be requested from the Finance Section. Tel: + 44(0)1332-852975 or by e-mail: finance@eastmidlandsairport.com

(e) All flights, except General Aviation and military flights, are subject to the prior approval of the Managing Director, East Midlands Airport Ltd and prior notification to Airport Co-ordination 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)1332-852 973. OCS account holders can add, change and cancel slots at any time on the online co-ordination portal: https://www.online-coordination.com/default.aspx?AspxAutoDetectCookieSupport=1

(f) All visiting aircraft must pre-book a designated handling agent prior to landing at EMA. Handling agents will issue a unique handling reference number which must be passed to ATC after landing. More details can be found at http://www.eastmidlandsairport.com/pilotinfo

2 Ground Movement

(a) Stand allocation will be by the Airport Authority.

(b) The apron area to the south west of the Mike Taxiway is not available for aircraft parking except:

(i) On the aprons outside all hangars with the permission of the company occupying the hangar concerned;

(ii) on the area bounded by white lines on the south west side of the apron and with the permission of Donair Limited.

Aircraft operators parking on any part of this area without permission will be in contravention of the Airport Byelaws relating to East Midlands Airport made under the Civil Aviation Act 1982.

(c) The ramp is a 24 hour mandatory high visibility clothing area. All flight crews are to wear high visibility clothing for all ramp activities (including aircraft walkrounds) except when direct bussing to/from aircraft steps and terminal or when walking via delineated passenger walkways.

(d) The operators of all aircraft using the aprons, all of which are within the Critical Area as defined by the requirements of the Aviation Security Act 1982 as amended by the Aviation and Maritime Security Act 1990, shall designate a handling agent in advance of any inbound flight.

(e) Parking on the aprons is strictly PPR. Within the apron areas only, crew and passenger transport may, subject to availability and payment, be provided by the handling agents.

(f) Due to turn constraints, aircraft with a wingspan in excess of 45 m must exercise caution when using Taxiways Mike and Sierra. Taxiways Mike and Sierra are not available for MD-11 and aircraft larger than Code D.

(g) All aircraft with a wing span in excess of 45 m must exercise caution when using the Taxiway Mike intersections with the runway and Taxiway Alpha due to taxiway width constraints.

(h) When using Runway 27, Taxiway Sierra is normally used for departures. Landing traffic should not plan to vacate the runway at Taxiway Sierra without first requesting permission from ATC.

EGNX AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

(i) Aircraft up to max Beech King Air (B200) only can use code B Taxilane MA. Aircraft up to max B757-200W only can use code D Taxilane CA.

3 CAT II/IIIb Operations

(a) Runway 27, subject to serviceability of the facility, is suitable for Category II/IIIb operations by operators whose minima have been accepted by the Civil Aviation Authority.

(b) During Category II/IIIb operations, special ATC procedures (Low Visibility Procedures) will be applied. Pilots will be informed by ATIS broadcast or by RTF when these procedures are in operation.

(c) Holding Points Sierra 1 and 2, Whiskey 1 and 2, Mike 1 and 2 and Hotel 1 and 2 are closed when Low Visibility Procedures are in force.

(d) All runway 27 departures will be via Holding Point Alpha 2 only, and all landing aircraft must only vacate the runway via Holding Point Golf 2.

(e) Low Visibility Operations Runway 09

(i) During periods of low visibility, to protect departing aircraft, ‘Low Visibility Operations’ may be in force. Arriving aircraft are limited to CAT l approaches only. Pilots will be informed via ATIS broadcast or by RTF when these procedures are in operation.

(ii) During Low Visibility Operations all departures will be via Holding Point Golf 1 only and all landing aircraft must vacate via Holding Point Alpha 1.

(f) When visibility drops below 300 m, Airfield Operations 'lead vehicles' are provided to lead aircraft onto stand.

4 Warnings

(a) Interference causing large fluctuations to the heading indications of magnetic compasses may be experienced by aircraft in the vicinity of holding point Whiskey One and on the runway, north of Whiskey One. All pilots are advised to carry out any pre take-off check of Direction Indicator against magnetic compass in areas other than those mentioned above.

(b) Grass Cutting:

Consequent upon the implementation of the long grass programme relating to the control of birds, the following will be introduced:

Grass cutting may take place on a daily basis between April and October inclusive within the strip enclosing Runway 09/27. Circuit flying by light aircraft may be restricted at certain times to permit grass cutting in the areas immediately adjacent to the runway.

(c) Pilots are advised that in the Spring and Autumn, bird concentrations may be present on all areas under agricultural use on the approaches to Runway 09/27. Deterrent measures within the Airport's boundaries are carried out by the Bird Control Unit and pilots may be requested by ATC to delay a departure or arrival if bird concentrations within the Bird Control Unit's area of control prove difficult to disperse.

(d) A pyrotechnic factory is sited approximately 3 nm north of the aerodrome. Pilots are warned that rockets, carrying flares of up to 150,000 candela deployed on parachutes, may be tested up to a height of 1000 ft agl, (1100 ft amsl) by day and night.

(e) A flare stack is sited at Chellaston (*525154N 0012536W). The stack is 36 ft above ground level (266 ft amsl) and the flare is 20 ft in length.

(f) The grass verges of the taxiways and aprons are weak in places and liable to waterlogging.

(g) Pilots are warned of the possibility of building induced turbulence and wind-shear when landing on Runway 09 in strong southerly winds.

(h) High sided vehicles may be parked adjacent to the western perimeter fence.

(i) The Maintenance Area and Taxiway Mike, south of M3 are not controlled by ATC. Pilots should exersise caution and expect uncontrolled vehicle and aircraft movements in this area.

(j) Two wind turbines operational bearing 230° from the ARP, range 1076 m, max blade-tip height 148 ft agl. Pilots may experience a slight increase in turbulence in southerly winds.

(k) Cables exist north of the airport.

5 Helicopter Operations

(a) IFR.

(i) Arrival Procedures

(1) Following an IFR approach to Runway 09/27 ground or air taxi to parking areas as instructed by ATC. Helicopters which can ground- taxi, will normally follow the taxiway to their assigned parking area.

(ii) Departure procedures

EGNX AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

(1) Depart as for VFR departures or, alternatively, proceed via the taxiway system for a departure on Runway 09/27 as directed by ATC.

(b) VFR.

(i) Arrival Procedures

(1) Helicopters are to approach the aerodrome from the north or the south, remaining well clear of the approach and take-off areas of Runway 09/27 not below 500 ft QFE or at such other height/altitude as may be assigned by ATC. Overflight of the villages of Castle Donington to the north and Diseworth to the south is to be avoided.

(2) Notwithstanding any clearance to enter the CTR/CTA, helicopter pilots are to report approaching the aerodrome boundary and a further clearance is to be obtained before proceeding to the aerodrome.

(3) Arrivals from the north are to obtain clearance to cross Runway 09/27 prior to crossing the aerodrome boundary and, on crossing the aerodrome boundary are to descend towards the allocated stand on the apron, avoiding overflight of equipment and occupied stands. Arrivals from the south are to join on a close-in right base leg for Runway 09 or a close-in left base leg for Runway 27, or as directed by ATC. Having descended along the runway or other safe path parallel to and south of the runway, as directed by ATC, they are to ground or air taxi to the parking areas as instructed by ATC following the taxiing procedures applicable to IFR arriving flights (see sub paragraph a (i)).

(ii) Departure Procedures

(1) Helicopters depart as cleared by ATC. Such departures are subject to clearance to cross Runway 09/27 and such crossings are to be made at right angles to the runway. Helicopters departing to the south are to ground or air taxi to Runway 09 or 27 and then, on departure clearance from ATC, are to climb along and above the appropriate runway to 500 ft initially, turning south only when clear of all airport buildings.

(2) Upon reaching the airport boundary, pilots are to comply with instructions from ATC regarding heading/route and height/altitude.

(c) Special VFR Procedure

(i) Arrivals and Departures: As for VFR arrival and departure procedures, the 500 ft QFE minimum will only apply if the cloud ceiling permits operation at that height.

(d) Helicopter Movements to/from Donington Park

(i) All helicopters operating into and from Donington Park Racing Circuit shall use only areas defined and promulgated by the owners of the site and their permission to operate shall have first been obtained by the aircraft commander.

(ii) The owners of the site shall promulgate to helicopter operators to whom they grant permission to land, details of any site to be used and shall draw their attention to the restrictions which they, the owners, may place upon it and to the Air Traffic Rules for the East Midlands Control Zone/Control Area.

(iii) Air Traffic Control Instructions for helicopters to proceed to or depart from Donington Park Racing Circuit will not be withheld for any reasons other than traffic reasons, but any such instruction given shall not constitute a clearance to land nor shall it to be deemed by the aircraft commander as granting permission to use the approved site.

6 Use of Runways

Not applicable

7 Training

(a) Training flights and Instrument Rating Tests. Training requires the prior approval of ATC and application should be made as far in advance as possible; see AD 2-EGNX-1-11 paragraph 10. Special conditions apply for jet-engined aircraft. Operators wishing to take advantage of rebated fees and charges for training are advised that application for training rebates MUST be made in advance to the Airport Authority. Rebates are not granted retrospectively.

EGNX AD 2.21 NOISE ABATEMENT PROCEDURES

1 Noise

(a) Noise abatement Procedures – All aircraft inbound or outbound from the aerodrome are required to conform to the following procedures; notwithstanding that these may at any time be departed from to the extent necessary for avoiding immediate danger, or in compliance with ATC instructions

2 General

(a) Every operator of aircraft using the aerodrome shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance to the area around the aerodrome.

(b) Whenever possible aircraft should avoid overflying the villages of Diseworth (south of the aerodrome) and Castle Donington (north of the aerodrome).

EGNX AD 2.21 NOISE ABATEMENT PROCEDURES (continued)

3 Take-off and Climb Procedures (including 'go-arounds')

(a) Aircraft Operators shall instigate their aircraft manufacturer's noise abatement recommended procedures on departure and up to FL100, or the procedures listed in paragraphs i to vi:

(i) Take-off to 1500 ft QNH:

Power – Normal take-off.

Speed – V2 + 10 kt (+).

Flaps – Set as appropriate.

(ii) 1500 ft to 3000 ft QNH:

Power – Reduced to climb thrust.

Speed – V2 + 10 kt (+).

Flaps – Maintain previous setting.

Note: *V2 + 10 kt (+) indicates that V2 + 10 may be exceeded where pitch angle or specific aircraft characteristics are possible limiting factors.*

(iii) At 3000 ft QNH Retract flaps on schedule and assume normal en-route climb.

(iv) Between 3000 ft QNH and FL 100: Maximum climb speed 250 kt unless otherwise instructed.

(v) **All** turbo-jet aircraft or turbo-fan aircraft departing from Runway 27 shall attain an altitude of 1500 ft and shall have passed the end of the runway before commencing any turn.

(vi) Aircraft 'going around' from an approach to Runway 27 shall not commence any turn until the end of the runway and shall avoid overflying Castle Donington (sector 360° MAG to 065° MAG, radius 0.65 nm from the localizer).

(vii) All turbo-jet, turbo-fan aircraft and aircraft in excess of a gross weight of 17000 kg, departing 'Northbound' from Runway 09 shall, as soon as practical after passing the end of the runway, track 097° MAG to 1.5 nm before turning left in accordance with the departure SID or issued clearance.

(viii) All turbo-jet, turbo-fan aircraft and aircraft in excess of a gross weight of 17000 kg, departing 'Southbound' from Runway 09 shall, as soon as practical after passing the end of the runway, track 097° MAG to 2.0 nm before turning right in accordance with the departure SID or issued clearance.

4 Take-off Procedures. Runway 27 between the hours of 2200-0700 (Winter) and 2100-0600 (Summer)

(a) All departures should be from Whiskey. Runway length from a beam Whiskey is 2463 m; full length take-off is available on request for operational performance reasons, or for ATC requirements, only. When full length is requested, aircraft may be held at A3 prior to entering Runway 27 at A1.

5 Preferred Runway Usage

(a) During light wind conditions aircraft may be required to use either runway subject to a maximum tailwind of 5 kt.

6 ILS Approaches

(a) When using the ILS in IMC or VMC, aircraft shall not descend below 2000 ft QNH before intercepting the glidepath, nor thereafter fly below it. Aircraft approaching without assistance from the ILS or radar shall not at any time follow a descent path lower than that which would result from an approach using guidance from the ILS.

7 Continuous Descent Approaches

(a) Turbo-jet and turbo-prop aircraft are expected to apply continuous descent, low power, low drag approach techniques at all times.

(b) Subject to ATC instructions, inbound aircraft are to maintain as high an altitude as practical and adopt a low power, low drag, continuous descent approach profile. ATC will provide estimated track distance to touchdown to allow pilots to descend at a rate they judge best suited to achieve continuous descent without using more power or drag than necessary. The object will be to join the glidepath at the appropriate height for the distance without level flight.

(c) To facilitate these techniques aircraft should be flown no faster than 250 kts from the Speed Limiting Points and below FL100 and 250 kts-210 kts during the intermediate approach phase. Thereafter speed should be managed so as to achieve a continuous descent using as little power or drag as possible. ATC may impose speed control if required for separation purposes.

(d) ATC will provide regular range checks. Pilots who require additional track mileage to facilitate a successful CDA should inform ATC as soon as the requirement is apparent.

EGNX AD 2.21 NOISE ABATEMENT PROCEDURES (continued)

8 Reverse Thrust

(a) Pilots are requested to avoid the use of reverse thrust or reverse pitch above idle power settings on landing, consistent with the safe operation of the aircraft between the hours of 2200-0700 (Winter) and 2100-0600 (Summer).

9 Visual Circuits

(a) Large aircraft and all turbo-jet and turbo-fan aircraft, when carrying out circuits, shall be flown at an altitude of at least 2000 ft QNH and turns onto the crosswind leg must not be initiated until after passing the up-wind end of the runway.

(b) Pilots shall avoid making their final turn on approach to Runway 27 over the village of Kegworth. All circuits to the south of the aerodrome must keep clear and south of the village of Diseworth, all circuits to the north of the aerodrome must keep clear and north of the village of Castle Donington.

(c) Pilots shall avoid direct over flight of the villages of Aston and Weston-on-Trent 2 nm to the northwest of the aerodrome.

10 Training Flights

(a) Training requires the prior approval of ATC. Permission will only be given for such flights between 0800-2100 (winter) and 0700-2000 (summer). Training will only be permitted by based operators, regular users of the airport or non-jet aircraft below 5700 kg MTOW. Training on Saturdays, Sundays and UK Public Holidays will not be permitted except by non-jet aircraft below 5700 kg MTOW.

11 Engine Running

(a) Engine running of aircraft will not be approved between 2300-0600 (Winter) and 2200-0500 (Summer), unless an aircraft is urgently required to provide an operational service. For further information contact the Duty Airfield Operations Supervisor on Tel: 01332-852925.

12 Auxiliary Power Units (APU)s

(a) Use of APU shall be limited as much as possible.

(b) APU may be used:

(i) 5 minutes after ‘On Blocks’;

(ii) 30 minutes before Estimated Time of Departure (ETD).

Except for operational extensions approved by the Duty Airfield Operations Supervisor on Tel: 01332-852925.

13 Operation Restrictions

(a) QC8 and QC16 aircraft movements must not be scheduled between the hours of 2300-0700 (Winter) and 2200-0600 (Summer). QC8 and QC16 movements between these times require the prior permission of the Airport and will incur a surcharge of £5,000 and £10,000 respectively. For further information contact ATC using +44 (0)871-919 9000 Ext 2993.

14 Night Noise Limits

(a) Aircraft departing between 2300 to 0700 (Winter) and 2200-0600 (Summer) are required to operate within a maximum noise limit (measured at a distance of 6.5 km from start of roll). The maximum noise limits are defined as follows.

Definition	Limit (dB(A))
Aircraft with a QC of 8 or 16	See paragraph 13
Aircraft with a MTOW of 300 tonnes or greater	92
Aircraft with a MTOW greater than 100 tonnes but less than 300 tonnes	87
Aircraft with a MTOW of 100 tonnes or less	83

QC = quota count (as defined in the UK AIP Supplement)

Aircraft that exceed a maximum noise limit will be subject to a penalty of £750 sterling for an infringement of 1 decibel or less and an additional penalty of £150

sterling for each decibel thereafter.

EGNX AD 2.22 FLIGHT PROCEDURES

1 Procedures for Inbound Aircraft

(a) Standard Arrival routes for aircraft inbound from the airways system are detailed at AD 2-EGNX-7-1, 7-2 and 7-3. Aircraft in bound from the airways system will be cleared into the CTR/CTA wit hout having to request a specific entry clearance.

(b) Initial Approach Procedures for aircraft to proceed from holding area PIGOT and ROKUP are detailed at AD 2-EGNX-7-4.

EGNX AD 2.22 FLIGHT PROCEDURES (continued)

(c) Inbound Procedure other than on Airways System.

(i) Aircraft wishing to enter the East Midlands CTR/CTA direct fr om the London Flight Information Region are required to obtain permission at least 10 minutes before reaching the Zone or Area boundary, when they will be advised of the route to be followed consistent with the current traffic situation

(d) Holding patterns are as follows:

Midlands NDB(L) EME	Holding axis 270° MAG turning left at the facility. (Lowest holding altitude 3000 ft).
Midlands NDB EMW	Holding axis 090° MAG turning right at the facility. (Lowest holding altitude 3000 ft).
PIGOT	Holding fix DTY VOR/DME 007°/19 nm on an axis of 187° MAG turning left at the fix. Lowest holding level FL 80. Speed limit 220 kt IAS.
ROKUP	Holding fix TNT VOR/DME 113°/6 nm on an axis of 293° MAG turning right at the fix. Lowest holding level FL 80. Speed limit 220 kt IAS

2 Procedures for Outbound Aircraft

(a) After departure aircraft must not change frequency until instructed.

3 VFR and Special VFR Flight

(a) Pilots inbound to East Midlands under VFR will be instructed to report at one of the Visual Reference Points (VRP) listed in paragraph 8 b, where they will either be given a route to follow or will be identified by radar and directed into the approach sequence. If inbound aircraft are not being radar directed and direct routeings are, for traffic reasons, not available, to expedite arrival, the route to follow offered to pilots after reporting at a VRP will be:

VRP	Route
Church Broughton Trowell Bottesford	Via Long Eaton Entry Lane
Melton Mowbray Markfield Measham	Via Shepshed Entry Lane

(b) Clearances may be requested for Special VFR flights within the CTR and will be given whenever the traffic situation permits. These flights are subject to the general conditions laid down at ENR 1.2.

Note: *Pilots holding a Private Pilots Licence (Aeroplanes) are reminded of the visibility requirements for Special VFR flights laid down in Schedule 7 of the Air Navigation Order 2009 and in the related notification at ENR 1-4-6, note 4, paragraph d.*

(c) Aircraft may be given a radar service whilst within the Zone if, due to the traffic situation, ATC considers it advisable. It will remain the responsibility of the pilot to remain at all times in flight conditions which will enable him to determine his flight path and to keep clear of obstacles, and to ensure that he is able to comply with SERA.3105 Minimum Heights, SERA.5010 Special VFR in control zones and ENR 1.2 paragraph 1.3(l). Pilots must inform the Radar Controller if compliance with the above entails a change of heading or height.

4 Radio Communications Failure Procedure

(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 CTR/CTA in accordance with this procedure is as follows:.

Position at time of decision	Route
NDB EME or NDB EMW	Track 350°MAG at 3000 ft ALT

5 Approach With Radar Control

(a) Aircraft will be radar vectored for an intermediate approach profile that should allow a low power/low drag continuous descent approach to be carried out. To achieve this profile, pilots should plan to be at FL100 and 250kts by 35nm from touchdown, reducing to 250kt-220kt by 6000 ft Alt 20nm from touchdown. Estimated track distance will be given to allow pilots to descend at a rate they judge best suited to achieve continuous descent without using more power or drag than necessary. The object will be to join the glidepath at the appropriate height for the distance without level flight.

(b) For planning purposes, 35 nm from touchdown equates approximately to the following positions:.

EGNX AD 2.22 FLIGHT PROCEDURES (continued)

Runway	From the South	From the North
09	28 nm N of DTY 17 nm DME from I-EMW	VEGAR 26 nm DME from I-EMW
27	VELAG 28 nm DME from I-EME	Abeam TNT 16 nm DME from I-EME

6 Approach without Radar

(a) When traffic is not being sequenced by Surveillance Radar, aircraft will be cleared from the holding facility to carry out the approach procedure appropriate to the runway-in-use, as detailed at AD 2-EGNX 7-4/5.

7 Entry/Exit Lanes

(a) Conditions of Use

(i) To permit aircraft to operate to and from East Midlands Aerodrome in IMC but not under IFR the following entry/exit lanes have been established for use, under the conditions stated, as follows:

(1) A lane 3 nm wide, known as the LONG EATON Lane, with centre-line the M1 Motorway, extending from the point where the Motorway crosses the northern boundary of the CTR (Junction 25), southwards to a point at which it crosses the extended centreline of Runway 09/27.

(2) A lane 3 nm wide, known as the SHEPSHED Lane, with centre-line the M1 Motorway, extending from the point where the Motorway crosses the southern boundary of the CTR (Motorway Junction 23), northwards to a point at which it crosses the extended centreline of Runway 09/27.

(ii) Use of the lanes is subject to SVFR clearance being obtained from East Midlands ATC;

(iii) Aircraft using the lanes must remain clear of cloud and in sight of the surface, not above 2000 ft (QNH);

(iv) An aircraft using a lane shall keep the centre-line on its left, unless otherwise instructed by ATC for separation purposes;

(v) Pilots of aircraft are responsible for maintaining adequate clearance from the ground or other obstacles

(b) In order to expedite the arrival and departure of light aircraft in VMC use of these lanes by such aircraft operating under VFR is also recommended. Use of the lanes for this purpose, irrespective of prevailing weather conditions, remains subject to clearance being obtained from ATC.

8 Visual Reference Points (VRP)

(a) In order to ease VHF RTF loading and to facilitate entry/exit for VFR traffic (and to better enable pilots of transit flights to plan alternative routeings around the CTA when traffic conditions require), a number of Visual Reference Points (VRP) are established.

(b) The VRPs detailed below have been suitably defined for the benefit of those pilots who prefer to determine their position by radio navigation aids, rather than by visual pin points:

VRP	VOR/VOR	VOR/NDB	VOR/DME FIX
Bottesford 525753N 0004654W (**Note 2**)	TNT RDL 101° HON RDL 043° DTY RDL 015°	TNT RDL 101° EME 063° MAG	TNT 101°/33 nm GAM 163°/20 nm
Church Broughton 525310N 0014154W (**Note 1**)	TNT RDL 187° HON RDL 360° DTY RDL 334°	TNT RDL 187° EME 281° MAG EMW 293° MAG	TNT 187°/10 nm
Markfield (Motorway M1, Junc 22) 524144N 0011733W (**Note 1**)	TNT RDL 149° HON RDL 035° DTY RDL 349°	DTY RDL 349° EME 205° MAG	HON 035°/24 nm DTY 349°/32 nm
Measham (Motorway M42, Junc 11) 524120N 0013253W (**Note 1**)	TNT RDL 170° HON RDL 014° DTY RDL 334°	HON RDL 014° EME 237° MAG	HON 014°/20 nm DTY 334°/34 nm
Melton Mowbray 524422N 0005334W (**Note 3**)	TNT RDL 125° HON RDL 052° DTY RDL 014°	HON RDL 052° DTY RDL 014° EME 118° MAG	HON 052°/36 nm DTY 014°/35 nm
Trowell (Motorway M1, Service Area) 525742N 0011603W	TNT RDL 112° HON RDL 023° DTY RDL 354°	TNT RDL 112° EME 342° MAG EMW 041° MAG	TNT 112°/16 nm GAM 212°/22 nm

Note 1: *Below 2500 ft ALT*

Note 2: *Pilots routeing via Bottesford should avoid overflying the area around Langar aerodrome, which is designated as an area of intense parachuting activity*

Note 3: *Pilots routeing via Melton Mowbray are advised of the proximity of the TV mast at Waltham on the Wold which rises 1487 ft amsl.*

EGNX AD 2.22 FLIGHT PROCEDURES (continued)

9 Flying Within 20 nm of East Midlands Airport

(a) Pilots flying within 20nm of East Midlands Airport, but intending to remain outside East Midlands Controlled Airspace (CAS), and maintaining a listening watch only on East Midlands Approach frequency, are encouraged to select SSR code 4572. In the Southwest quadrant aircraft operating West of a line through PEDIG and Nuneaton disused should consider maintaining a listening watch with Birmingham Approach and select SSR code 0010

(b) Selection of code 4572 does not imply receipt of an ATC service. Pilots of 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 CAS.

(c) Whilst squawking 4572, pilots should be aware that East Midlands Approach may make blind transmissions in order to ascertain a particular aircrafts intentions/route. When a pilot ceases to maintain a listening watch, code 4572 shall be deselected.

EGNX AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGNX AD 2.24 CHARTS RELATED TO AN AERODROME

Figure: AERODROME CHART - ICAO

AD 2-EGNX-2-1

Figure: AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO

AD 2-EGNX-2-2

Figure: AERODROME CHART A380/AN225 GROUND MOVEMENT - ICAO

AD 2-EGNX-2-3

Figure: CONTROL ZONE AND CONTROL AREA - ENTRY/EXIT LANES AND VRPS

AD 2-EGNX-4-1

Figure: ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2-EGNX-5-1

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) DAVENTRY - ICAO

AD 2-EGNX-6-1

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) TRENT - ICAO

AD 2-EGNX-6-2

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) POLE HILL (Day Only - 0700-2200 local) - ICAO

AD 2-EGNX-6-3

Figure: STANDARD DEPARTURE CHART - INSTRUMENT (SID) BROOKMANS PARK (Night Only - 0001-0600 local) - ICAO

AD 2-EGNX-6-4

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via ROKUP (northwest) - ICAO

AD 2-EGNX-7-1

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via ROKUP (northeast) - ICAO

AD 2-EGNX-7-2

Figure: STANDARD ARRIVAL CHART - INSTRUMENT (STAR) via PIGOT (south) - ICAO

AD 2-EGNX-7-3

Figure: INITIAL APPROACH PROCEDURES ILS/DME RWY 09 Without Radar Control via PIGOT/ROKUP

AD 2-EGNX-7-4

Figure: INITIAL APPROACH PROCEDURES ILS/DME RWY 27 Without Radar Control via PIGOT/ROKUP

AD 2-EGNX-7-5

Figure: INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 09 - ICAO

AD 2-EGNX-8-1

EGNX AD 2.24 CHARTS RELATED TO AN AERODROME (continued)

Figure: INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 09 - ICAO

AD 2-EGNX-8-2

Figure: INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 09 - ICAO

AD 2-EGNX-8-3

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 09 - ICAO

AD 2-EGNX-8-4

Figure: INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 27 - ICAO

AD 2-EGNX-8-5

Figure: INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 27 - ICAO

AD 2-EGNX-8-6

Figure: INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 27 - ICAO

AD 2-EGNX-8-7

Figure: INSTRUMENT APPROACH CHART NDB(L)/DME RWY 27 - ICAO

AD 2-EGNX-8-8