EGTO — ROCHESTER

EGTO AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGTO — ROCHESTER

EGTO AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 512107N Long: 0003010E Mid point of Runway 16/34.
2	Direction and distance from city	1.5 nm S of Rochester.
3	Elevation / Reference temperature	426 ft / 20 C
4	Geoid undulation at AD ELEV PSN	
5	Magnetic Variation/ Annual Change	0.28°W (2017) / 0.15°
6	AD Administration, address, telephone, telefax, AFS, e-mail address, website address	ROCHESTER AIRPORT LTD Post: Rochester Airport, Chatham, Kent, ME5 9SD. Phone: 01634-869969 (ATC/Manager/Admin) Fax: 01634-861682 (ATC) Fax: 01634-869968 (Manager/Admin)
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	

EGTO AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	Winter: 0830-1730. Summer: 0730-1630.
2	Customs and Immigration	By arrangement.
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	Winter: 0830-1715. Summer: 0730-1615.
9	Handling	
10	Security	
11	De-icing	
12	Remarks	This aerodrome is **PPR** .

EGTO AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVTUR JET A-1 UL-91 AVGAS 100LL W80, 100, W100, 15/50 multi-grade.
3	Fuelling facilities/capacity	
4	De-icing facilities	
5	Hangar space for visiting aircraft	
6	Repair facilities for visiting aircraft	Arion Aviation, Monday-Friday 0800-1700 (local) Tel: 01634-864753.
7	Remarks	

EGTO AD 2.5 PASSENGER FACILITIES

1	Hotels	
2	Restaurants	

EGTO AD 2.5 PASSENGER FACILITIES (continued)

3	Transportation	
4	Medical facilities	
5	Bank and Post Office	
6	Tourist Office	
7	Remarks	

EGTO AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	See Remarks
2	Rescue equipment	
3	Capability for removal of disabled aircraft	
4	Remarks	**RFF Category 1/H1.**

EGTO AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

1	Apron surface and strength	
2	Taxiway width, surface and strength	
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGTO 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	
3	Stop bars	
4	Remarks	

EGTO 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**
02/APPROACH 20/TAKE-OFF	Telegraph Pole	512051.80N 0003012.42E	455 ft		No	
20/APPROACH 02/TAKE-OFF	Tree	512127.39N 0003031.72E	397 ft		No	
20/APPROACH 02/TAKE-OFF	Lamp Post	512124.70N 0003023.77E	404 ft		No	
20/APPROACH 02/TAKE-OFF	Tree	512122.83N 0003030.43E	407 ft		No	
16/APPROACH 34/TAKE-OFF	Tree	512124.33N 0003001.36E	401 ft		No	
34/APPROACH 16/TAKE-OFF	Parked Air-craft	512050.22N 0003018.29E	439 ft		No	

EGTO 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**
34/APPROACH 16/TAKE-OFF	Building	512048.50N 0003024.69E	471 ft		No	
34/APPROACH 16/TAKE-OFF	Trees	512043.99N 0003029.56E	491 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**
	Mast	512114.50N 0003012.53E	444 ft		No	
	Hangar	512051.33N 0003014.02E	479 ft		No	
	Water Tank	511954.84N 0003007.83E	676 ft		No	
	Mast	511933.12N 0003133.13E	758 ft		No	
	Mast	511926.51N 0003116.11E	794 ft		No	

EGTO AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	
2	Hours of service MET Office outside hours	
3	Office responsible for TAF preparation Periods of validity	
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	
6	Flight documentation Language(s) used	
7	Charts and other information available for briefing or consultation	
8	Supplementary equipment available for providing information	
9	ATS units provided with information	
10	Additional information (limitation of service, etc.)	

EGTO 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**
16	158.77°	964 x 35 m	RWY surface: Grass.	512119.06N 0003002.73E	THR 389 ft
34	338.77°	964 x 35 m	RWY surface: Grass.	512057.75N 0003015.95E	THR 415 ft
02L	021.32°	830 x 32 m	RWY surface: Grass.	512057.57N 0003010.34E	THR 418 ft
20R	201.32°	830 x 32 m	RWY surface: Grass.	512122.52N 0003025.89E	THR 390 ft
02R	021.15°	684 x 21 m	RWY surface: Grass.	512056.15N 0003011.34E	THR 420 ft

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EGTO AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS (continued)

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength (PCN)	THR co-ordinates/ THR Geoid undu-lation	THR elevation/ Highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
20L	201.15°	684 x 21 m	RWY surface: Grass.	512117.26N 0003024.38E	THR 394 ft

Slope of RWY/ SWY	SWY dimensions	Clearway dimensions	Strip Dimensions	OFZ	Remarks
7	8	9	10	11	12
					RWY 16 Runway 16 threshold displaced by 76 m
					RWY 34 Runway 34 threshold displaced by 189 m
					RWY 02L
					RWY 20R
					RWY 02R used when advised by the FISO
					RWY 20L used when advised by the FISO

EGTO AD 2.13 DECLARED DISTANCES

Runway desig-nator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
16	775 m	775 m	921 m	808 m	
34	964 m	964 m	964 m	775 m	
02R	684 m	684 m	684 m	684 m	
20L	684 m	684 m	684 m	684 m	
02L	830 m	830 m	830 m	830 m	
20R	830 m	830 m	830 m	830 m	

EGTO 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
02L		LI Green	APAPI Left/4° 21 ft			Light intensity low.	Red.		
20R		LI Green	APAPI Left/3.5° 18 ft			Light intensity low.	Red.		

EGTO AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: Flashing White.

EGTO AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY (continued)

2	LDI location and lighting Anemometer location and lighting	
3	TWY edge and centre line lighting	
4	Secondary power supply/switch-over time	
5	Remarks	

EGTO AD 2.16 HELICOPTER LANDING AREA

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EGTO 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
ROCHESTER ATZ A circle, 2 nm radius centred at 512107N 0003010E on longest notified runway (16/34)	Upper limit: 2000 ft Lower limit: SFC	G	ROCHESTER INFOR-MATION	6000 ft	

EGTO AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	Hours of Operation	Remarks
1	2	3	4	5
AFIS	ROCHESTER INFOR-MATION	122.250 MHz DOC 10 nm/2,400 ft	Winter: 0830-1730 Summer: 0730-1630	ATZ hours coincident with AFIS hours.

EGTO 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	RCH	369.000 kHz	H24	512114.50N 0003012.53E		On AD. Range 10 nm. DOC 10 nm/2400 ft.

EGTO AD 2.20 LOCAL TRAFFIC REGULATIONS

1 Airport Regulations

(a) Not available at night to aircraft requiring to use a licensed runway when relief Runway 02R/20L is in operation.

(b) Aircraft using this aerodrome are required to have third party liability insurance in the sum of at least £1,000,000. Proof of this insurance should be available for inspection at any time whilst the aircraft is at Rochester aerodrome.

(c) Use of the aerodrome is restricted to published hours unless prior permission has been obtained from the aerodrome authority.

(d) Practice Engine Failure at take-off should not be attempted from Runways 02 and 16 due to the flight paths over built up areas.

(e) Air training flights, intending to request circuit training, solo students and microlight aircraft are required to obtain prior permission by telephone.

(f) Aerobatic manoeuvres are not permitted unless authorised by the duty manager.

(g) Home based aircraft may be active outside the published hours. Non-home based aircraft should remain clear of the ATZ. Over flights may listen out on frequency and prefix position reports with ‘Rochester Traffic’.

EGTO AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

(h) No circuits are permitted outside of published hours.

2 Ground Movement

(a) Fixed wing aircraft are to taxi with caution on prepared and marked areas only.

(b) Pilots must avoid the use of excessive power on the main apron due to poor surface conditions and pedestrian traffic in the vicinity.

3 CAT II/III Operations

Not applicable

4 Warnings

(a) A road used by vehicular traffic runs east/west immediately to the south of the take-off threshold of Runway 34.

(b) Runway 20R APAPI signals are visible to the east of the extended runway centre-line where normal obstacle clearance is not guaranteed. They should not be used until the aircraft is aligned with the runway extended centre-line.

(c) Runway 16 non-standard markings. Runway designator located before the landing threshold.

(d) The proximity of large buildings and topography may cause turbulence and windsheer in some wind conditions.

(e) Runway 34 has the main access road in the undershoot preceded by parked aircraft. Pilots must use the displaced threshold to avoid obstacles on the approach undershoot area and main entrance road.

(f) Pilots are advised that the aerodrome is situated beneath the LTMR of 2500 ft QNH.

5 Helicopter Operations

(a) Helicopters air taxiing should avoid low flight over the runway maker boards and parked aircraft due to high energy downwash from rotors.

(b) Helicopters landing and taxiing in the northern manoeuvring areas are advised of the close proximity of the main car park and pedestrians.

(c) Rescue and Police helicopter flights may take place outside of published hours day and night without notice.

6 Use of Runways

Not applicable

7 Training

(a) Circuit training is restricted to visitors at weekends, public holidays, and at other times that the aerodrome authority consider appropriate.

EGTO AD 2.21 NOISE ABATEMENT PROCEDURES

(a) All aircraft inbound to or outbound from Rochester are required to conform to the following procedures, notwithstanding that these may at any time be departed from to the extent neccessary for avoiding immediate danger.

(b) Aircraft should not join the circuit or final approach path below 1000 ft QFE.

(c) Circuit patterns should be flown to the west avoiding the large built up area to the east.

(d) Aircraft taking off should use the full length of the runway, applying take-off power prior to releasing the brakes whenever surface conditions permit.

(e) Aircraft fitted with VP propellers must endeavour to reduce RPM consistent with manufacturers noise abatement advice.

(f) Aircraft departing from Runway 02 and 34 to the east are expected to depart via the overhead unless requesting a right hand turn after passing 1500 ft QNH.

(g) Unless making an approach on the PAPIs installed on Runway 02/20 aircraft should adjust their visual approach to maintain a 5° approach angle to the runway threshold.

(h) Circuits variable to avoid flying over built up areas: Runways 16 and 20R/L - RH; Runways 02L/R and 34 - LH.

EGTO AD 2.22 FLIGHT PROCEDURES

1 Standard Departure Routes - Via Airways

Departure to	Designator	Via	Route and Altitude
North	Brookmans Park 3 (BPK 3)	L10/N57	Direct BPK Cross 20 DME BPK above 3000 ft climbing to 4000 ft.
Northeast	Clacton 3 (CLN 3)	L620	DET - SND - CLN. Cross DET RDL 017° DME 7 at 5000 ft.
Southeast	Dover 3 (DVR 3)	L9/L10	Direct DVR. Climbing to 4000 ft.
South	Lydd 3 (LYD 3)	M189	DET - LYD. (Y803) Climbing to 4000 ft.
Southwest	Southampton 3 (SAM 3)	M140	DET - LYD - M189 - WAFFU - Y8 - GWC - SAM. Climbing to 4000 ft.
West	Compton 3 (CPT 3)	L9	BPK - HEN - CPT Cross 20 DME BPK above 3000 ft climbing to 4000 ft.

2 Inbound aircraft via Airways

In order to provide improved ATC handling of Airways flights inbound to Rochester a system of standard airways routes has been established.

Approach from	Via	Route
North	N859	N859 – HON – LAM
West	L9	L9 – CPT – GWC – SFD – LYD – DET
Southwest	L620	L620 – GIBSO – SAM – GWC – SFD – LYD – DET
South	L980 M189 L613	L980 – KATHY – GWC – SFD – LYD – DET M189 – NEVIL – LYD – DET L613 – SOVAT – SANDY – DET
Southeast	L9	L9 – KONAN – DVR – DET
East	L980 L179	L980 – LOGAN – JACKO – TANET – DET L179 – LOGAN – JACKO – TANET – DET

3 VFR Flight Procedures

(a) A standard overhead join is preferred but other joins may be requested.

(b) Departing Runways 02 and 34 to the east via the overhead is preferred but a right turn after passing 1500 ft QFE can be requested.

(c) Departing Runways 16 and 20 to the east, aircraft should depart overhead or climb ahead on runway heading until clear of the built up area to the east.

(d) Circuit height is 1000 ft QFE, always flown to the west.

(e) A standard circuit pattern should be flown within the ATZ which is geographically marked to the north and west by the River Medway, turning on to finals at 2 nm.

4 Radio Communication Failure Procedures

(a) In the event of complete radio communication failure in an aircraft, the pilot is to adopt the appropriate procedure described at ENR 1.1 paragraph 3.4 until:

(i) Inbound Aircraft: Follow the routes detailed in paragraph 2 for inbound aircraft to leave CAS at LAM (4000 ft or below) or DET (3000 ft or below) as appropriate and proceed to Rochester.

(ii) Outbound Aircraft: For the purposes of radio failure, the climb to flight planned level should be commenced after the last position shown in the Standard Departure Routes where an altitude or flight level is specified.

EGTO AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGTO AD 2.24 CHARTS RELATED TO AN AERODROME

Figure: AERODROME CHART - ICAO

AD 2-EGTO-2-1