

DURHAM TEES VALLEY

EGNV AD 2.1 - DURHAM TEES VALLEY

EGNV AD 2.2 — AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP co-ordinates and site at Aerodrome:	Lat: 543033N Long: 0012546W	Mid point of Runway 05/23.
2	Direction and distance from the city:	4.7 nm SE of Darlington	
3	Elevation/Reference temperature:	120 ft – 19°C.	
4	Geoid undulation at AD ELEV PSN:	162 ft.	
5	MAG VAR/Annual change:	W2.7° (2009) – 0.15° decreasing	
6	AD Administration:	Durham Tees Valley Airport Ltd.	
	Address:	Durham Tees Valley Airport Ltd, Darlington, Co Durham DL2 1LU.	
	Telephone:	01325-332811.	
	Fax:	01325-332810.	
7	Types of traffic permitted (IFR/VFR):	IFR/VFR	
8	Remarks:		

EGNV AD 2.3 — OPERATIONAL HOURS

1	AD Administration:	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	ATS:	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/oil types:	AVTUR JET A-1. AVTUR AL 48. AVGAS 100LL. Oil; W80, W100.
3	Fuelling facilities/capacity:	500,000 lts, AVTUR JET A-1. 30,000 lts, AVGAS 100LL. 175,000 lts AVTUR AL 48 (FS11).
4	De-icing facilities:	By arrangement with Servisair, 01325-333125.
5	Hangar space available 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, AL 48 and AVGAS supplied by ASIG Ltd on behalf of CONOCO.  All visiting aircraft are subject to mandatory handling and PPR. Operators are requested to contact one of the two handling agents:  Servisair: 01325-333125  Midwest : 01325-337733

**EGNV AD 2.5 — PASSENGER FACILITIES**

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

**EGNV AD 2.6 — RESCUE AND FIRE FIGHTING SERVICES**

1	<b>AD category for fire fighting:</b>	RFF Category 7. Up to RFF Category 9 by prior arrangement.
2	<b>Rescue equipment</b>	Cutting and lifting equipment available.
3	<b>Capability for removal of disabled aircraft:</b>	MTWA 203,600 kg. Contact 01325-331008.
4	<b>Remarks:</b>	

**EGNV AD 2.7 — SEASONAL AVAILABILITY - CLEARING**

1	<b>Type(s) of clearing equipment:</b>	Mechanical, Chemical de-icing, Sanding/Gritting.
2	<b>Clearance priorities:</b>	Runway 05/23. Central axis taxiway. Main apron. Other taxiways.
3	<b>Remarks:</b>	Braking action assessment by Mu-Meter. Latest information from Airport Duty Manager Tel: 01325-331008.

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

1	<b>Apron surface and strength:</b>	Main: <b>Surface:</b> Concrete <b>Strength:</b> 47/R/D/W/T Eastern: <b>Surface:</b> Concrete <b>Strength:</b> 6/R/D/W/T Western: <b>Surface:</b> Asphalt <b>Strength:</b> 13/F/D/X/T
2	<b>Taxiway width, surface and strength:</b>	Alpha: <b>Width:</b> 15 m <b>Surface:</b> Asphalt/Concrete <b>Strength:</b> 30/F/C/X/T Bravo: <b>Width:</b> 35 m <b>Surface:</b> Asphalt/Concrete <b>Strength:</b> 37/F/D/X/T Charlie: <b>Width:</b> 15 m <b>Surface:</b> Asphalt/Concrete <b>Strength:</b> 30/F/D/X/T Delta: <b>Width:</b> 15 m <b>Surface:</b> Asphalt/Concrete <b>Strength:</b> 30/F/D/X/T
3	<b>Altimeter checkpoint location and elevation:</b>	Terminal Apron 120 ft amsl.
4	<b>VOR checkpoints:</b>	
5	<b>INS checkpoints:</b>	
6	<b>Remarks:</b>	

**EGNV AD 2.9 — SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS**

1	<b>Use of aircraft stand ID signs: TWY guide lines and visual docking/parking guidance system of aircraft stands:</b>	Stands 1L, 1, 1R, 2, 3, 4, 5 and 5R are marshalled nose-in parking. Follow yellow painted guide lines onto stand.
2	<b>Runway and taxiway markings and lighting:</b>	Runway: Runway designator, threshold, centre-line and touchdown zone markings. Runway edge, lead off/on centre-line, at Bravo, Charlie and Delta, threshold wingbar and stopway lighting.  Taxiway: Yellow centre-line marking on all taxiways and in certain location supplemented with green reflective studs. 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	<b>Stop bars:</b>	Alpha 1, Bravo, Charlie, Delta 2.
4	<b>Remarks:</b>	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				In circling area and at aerodrome			
1				2			
Runway/Area affected	Obstacle type Elevation Markings/Lighting		Co-ordinates	Obstacle type Elevation Markings/Lighting		Co-ordinates	
a	b		c	a		b	
		ft amsl			ft amsl		
23/Approach 05/Take-off	Chimney (Lgtd)	291	543132.86N 0012301.35W	Pylon	270	543105.46N 0012156.55W	
	Line of Pylons	266	543139.81N 0012154.15W	Pylon	292	542950.13N 0012141.88W	
3	Remarks:						

**EGNV AD 2.11 — METEOROLOGICAL INFORMATION PROVIDED**

1	Associated MET Office:	Exeter
2	Hours of service: MET Office outside hours:	As AD 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:	
9	ATS units provided with information:	Durham Tees Valley. RAF Leeming (military) dissemination.
10	Additional Information (limitation of service etc):	

**EGNV AD 2.12 — RUNWAY PHYSICAL CHARACTERISTICS**

Designations RWY Number	True bearing	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and Stopway	Threshold co-ordinates RWY end co-ordinates THR Geoid undulation	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
05	047.44°	2291 x 45	70/F/C/W/T Asphalt	543008.03N 0012632.75W — GUND 162 ft	THR 115 ft
23	227.46°	2291 x 45	70/F/C/W/T Asphalt	543058.14N 0012458.95W — GUND 162 ft	THR 116 ft

Slope of RWY-SWY	Stopway dimensions (m)	Clearway dimensions (m)	Strip dimensions (m)	OFZ
7	8	9	10	11
1: 7516	119	RWY 23: 209 RWY 05: 279	2291 x 300	
12	Remarks:			

**EGNV AD 2.13 — DECLARED DISTANCES**

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks:
1	2	3	4	5	6
05	2291	2570	2291	2291	Take-off from intersection with Hold Charlie.
23	2291	2500	2410	2291	
05	1788	2067	1788	—	

**EGNV AD 2.14 — APPROACH AND RUNWAY LIGHTING**

Runway	Approach lighting Type Length Intensity	Threshold lighting colour Wingbars	PAPI VASIS Angle Dist from THR (MEHT)	TDZ lighting Length	Runway Centre-line Lighting Length Spacing Colour Intensity	Runway edge lighting Length Spacing Colour Intensity	Runway End Lighting Colour Wingbars	Stopway Lighting Length (m) Colour
1	2	3	4	5	6	7	8	9
05	Coded centre-line with four crossbars 605 m HI	Green	PAPI 3° LHS 312 m (53 ft)		Coded centre-line 30 m spacing HI	HI bi-directional with LI omni-directional component †	Red	
23	Coded centre-line with five crossbars 777 m HI	Green	PAPI 3° RHS 345 m (52 ft)		Coded centre-line 30 m spacing HI	HI bi-directional with LI omni-directional component †	Red	
10	Remarks	† Runway edge lighting is 60 m gauge along the runway designated edge.						

**EGNV AD 2.15 — OTHER LIGHTING, SECONDARY POWER SUPPLY**

1	<b>ABN/IBN location, characteristics and hours of operation:</b>	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.
2	<b>LDI location and lighting: Anemometer location and lighting:</b>	Digital wind indicators at glidepaths of Runways 05 and 23.
3	<b>Taxiway edge and centre-line lighting:</b>	Green centre-line.
4	<b>Secondary power supply/switch-over time:</b>	Yes/ Less than 15 seconds.
5	<b>Remarks:</b>	Obstacle lighting.

**EGNV AD 2.16 — HELICOPTER LANDING AREA**

1	<b>Co-ordinates TLOF or THR of FATO: Geoid undulation:</b>	
2	<b>TLOF and/or FATO elevation (ft):</b>	
3	<b>TLOF and FATO area dimensions: Surface, Strength, Markings:</b>	
4	<b>True Bearing of FATO:</b>	
5	<b>Declared distance available:</b>	
6	<b>Approach and FATO lighting:</b>	
7	<b>Remarks:</b>	Helicopters land on the main runway or directly on stands.

**EGNV AD 2.17 — ATS AIRSPACE**

Designation and lateral limits	Vertical limits	Airspace Classification
1	2	3
<b>Durham Tees Valley Control Zone (CTR)</b> 544050N 0011909W thence clockwise by the arc of a circle radius 11 nm centred on 543033N 0012546W to 543328N 0010734W - 542541N 0012211W thence clockwise by the arc of a circle radius 5.3 nm centred on 543033N 0012546W to 543303N 0013347W - 544050N 0011909	6000 ft ALT/ SFC	D †
<b>Durham Tees Valley Control Area (CTA – 1)</b> 544219N 0011621W - thence clockwise by the arc of a circle radius 13 nm centred on 543033N 0012546W to 543456N 0010446W - 543328N 0010734W - thence anti-clockwise by the arc of a circle radius 11 nm centred on 543033N 0012546W to 544050N 0011909W - 544219N 0011621W.	6000 ft ALT/ 1200 ft ALT	D †
<b>Durham Tees Valley Control Area (CTA – 2)</b> 543303N 0013347W thence anti-clockwise by the arc of a circle radius 5.3 nm centred on 543033N 0012546W to 542541N 0012211W - 542417N 0012449W - thence clockwise by the arc of a circle radius 6.3 nm centred on 543033N 0012546W to 543138N 0013625W - 543303N 0013347W.	6000 ft ALT/ 1500 ft ALT	D †
<b>Durham Tees Valley Control Area (CTA – 3)</b> 543138N 0013625W - thence anti-clockwise by the arc of a circle radius 6.3 nm centred on 543033N 0012546W to 542417N 0012449W - 542251N 0013100W - thence clockwise by the arc of a circle radius 8.3 nm centred on 543033N 0012546W to 542945N 0013956W - 543138N 0013625W	6000 ft ALT/ 3000 ft ALT	D †
<b>Durham Tees Valley Aerodrome Traffic Zone (ATZ)</b> Circle radius 2.5 nm centred on longest notified runway (05/23) 543033N 0012546W.	2000 ft aal/ SFC	D/G †
<b>4</b> <b>ATS unit call sign:</b> <b>Language(s):</b>	Durham Approach. English	
<b>5</b> <b>Transition altitude:</b>	6000 ft	
<b>6</b> <b>Remarks:</b>	Hours: See AD 2.18 † Refer to section ENR 1.4 for notifications.	

**EGNV AD 2.18 — ATS COMMUNICATION FACILITIES**

Service Designation	Callsign	Channel MHz	Hours of Operation		Remarks
			Winter	Summer	
1	2	3	4		5
APP	Durham Approach	118.850	0600-2200 and by arrangement	0500-2100 and by arrangement	ATZ hours coincident with Approach hours. DOC 40 nm/15,000 ft.
TWR	Durham Tower	119.800			DOC 25 nm/5000 ft.
RAD	Durham Radar	118.850			LARS is provided 0800-1800 (winter); 0700-1700 (summer). DOC 40 nm/15,000 ft.
ATIS	Durham Information	132.375			DOC 60 nm/20,000 ft.
RAD/SRAS	Durham Director	128.850	As directed by ATC	As directed by ATC	DOC 40 nm/15,000 ft.
FIRE	Durham Fire	121.600	Available when Fire vehicle attending aircraft on the ground in an emergency.		Non-ATS Frequency.

EGNV AD 2.19 — RADIO NAVIGATION AND LANDING AIDS

Type of Aid MAG VAR Type of supported OP (VOR/ILS/MLS declination)	IDENT	Frequency	Hours of Operation		Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
			Winter # and by arrangement	Summer			
1	2	3	4		5	6	7
LOC 05 W2.7° (2009) ILS CAT I	I TSE	108.50 MHz	HO	HO	543104.36N 0012447.29W		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.  3° ILS Ref Datum Hgt 52 ft.  3° ILS Ref Datum Hgt 50 ft.  Located at 3.9 DME I TD. Range 25 nm.  On AD. DME freq paired with ILS I TSE and I TD. Zero range indicated at THR of Runway 05 and 23.  On AD. Bearing accuracy no better than Class B. VDF not available for en-route navigation.
GP	I TSE	329.90 MHz			543017.03N 0012625.76W		
LOC 23 W2.7° (2009) ILS CAT I	I TD	108.50 MHz			543001.77N 0012644.45W		
GP	I TD	329.90 MHz			543048.42N 0012506.37W		
L	TD	347.5 kHz			543337.88N 0012001.10W		
DME	I TSE (RWY 05) I TD (RWY 23)	Ch 22X (108.50 MHz)			543029.99N 0012540.97W	131 ft amsl	
VDF	Durham Approach/ Tower/ Radar	118.850 MHz 119.800 MHz 128.850 MHz	As directed by ATC	As directed by ATC	543041.10N 0012505.65W		

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## 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.
2. **Ground Movement**
  - a. All taxiways apart from Bravo (central taxiway) are 15 m wide. Aircraft requiring greater width must enter or vacate Runway 05/23 via the Bravo taxiways (35 m wide).
  - 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.
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.
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 Director via the Duty Officer: 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 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 Y99	GASKO – POL (below FL 190) GASKO – RIBEL (FL 190 and above)
Southeast	Y250 for L26 and UL603	GASKO – M150 – MAMUL
	OTR VOR	FAMBO – OTR (for UL90) 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 pin-points, 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 THE AERODROME

Chart Name	Page
Aerodrome Chart - ICAO	AD 2-EGNV-2-1
Aircraft Parking/Docking Chart – ICAO	AD 2-EGNV-2-2
Visual – CTR/CTA, VRP Chart	AD 2-EGNV-4-1
ATC Surveillance Minimum Altitude Chart – ICAO	AD 2-EGNV-5-1
Instrument Approach Chart ILS/DME/NDB(L) RWY 05 – ICAO	AD 2-EGNV-8-1
Instrument Approach Chart LOC/DME/NDB(L) RWY 05 – ICAO	AD 2-EGNV-8-2
Instrument Approach Chart SRA RTR 1 nm/2 nm RWY 05 – ICAO	AD 2-EGNV-8-3
Instrument Approach Chart NDB(L)/DME RWY 05 – ICAO	AD 2-EGNV-8-4
Instrument Approach Chart ILS/DME/NDB(L) RWY 23 – ICAO	AD 2-EGNV-8-5
Instrument Approach Chart LOC/DME/NDB(L) RWY 23 – ICAO	AD 2-EGNV-8-6
Instrument Approach Chart SRA RTR 1 nm/2 nm RWY 23 – ICAO	AD 2-EGNV-8-7
Instrument Approach Chart NDB(L)/DME RWY 23 – ICAO	AD 2-EGNV-8-8
Instrument Approach Chart NDB(L) RWY 23 – ICAO	AD 2-EGNV-8-9
Aerodrome Obstacle Chart ICAO Type A is available for this aerodrome. For details refer to GEN 3.2.5	

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