

## EGNX AD 2.1

## NOTTINGHAM EAST MIDLANDS

## EGNX AD 2.2 – AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP Co-ordinates and site at AD:	Lat: 524952N Long: 0011941W Mid point of Runway 09/27.
2	Direction and distance from city:	7 nm SE of Derby.
3	Elevation/Reference temperature:	306 ft – 21°C.
4	Geoid undulation at AD ELEV PSN:	161 ft.
5	Magnetic Variation/Annual Change:	W2.9° (2006) – 0.15° decreasing.
6	AD Administration: Address:	East Midlands International Airport Ltd. Nottingham East Midlands Airport, Castle Donington, Derby DE74 2SA.
	Telephone:	01871-919 9000.
	Fax:	01332-850393 (General). 01332-852823 (ATC). 0906-851 7567 (Airport MET Information).
	Telex:	37543 'EMAIR G'.
7	Type of Traffic Permitted (IFR/VFR):	IFR/VFR.
8	Remarks:	

## EGNX AD 2.3 – OPERATIONAL HOURS

1	AD:	H24.
2	Customs and Immigration:	H24.
3	Health and Sanitation:	H24.
4	AIS Briefing Office:	H24.
5	ATS Reporting Office (ARO):	H24.
6	MET Briefing Office:	H24.
7	ATS:	H24. See also AD 2.18.
8	Fuelling:	<b>Winter:</b> H24 (AVTUR JET A-1). 0800-1800 daily (AVGAS 100LL). <b>Summer:</b> 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/oil types:	AVGAS 100LL, AVTUR JET A-1. Oil; 100, W80, W100. Available from Simon Aviation and/or Donington Aviation.																					
3	Fuelling facilities/capacity:	Available from Air BP and CONOCO, Tel: 01332-810459, Fax: 01332-850733; Texaco, Tel: 01332-812156.																					
4	De-icing facilities:	Available by arrangement with handling agents.																					
5	Hangar space for visiting aircraft:	Space is limited and is available only upon prior request to the hangars' operators.																					
6	Repair facilities for visiting aircraft:	By arrangement.																					
7	Remarks:	Full handling services are available from the following companies:  <table border="0"> <tr> <td>bmi British Midland</td> <td>Tel: 01332-852204</td> <td>Fax: 01332-852316</td> </tr> <tr> <td>Execair (East Midlands) Ltd</td> <td>Tel: 01332-811179</td> <td>Fax: 01332-811139</td> </tr> <tr> <td>(General &amp; Executive Aviation)</td> <td>SITA: EMAECXH</td> <td></td> </tr> <tr> <td>Servisair (Passenger and Cargo)</td> <td>Tel: 01332-812278</td> <td>Fax: 01332-853584</td> </tr> <tr> <td>DHL Aviation (Cargo Only)</td> <td>Tel: 01332-857000</td> <td>Fax: 01332-857119</td> </tr> <tr> <td>Aviation Solutions (Cargo Only)</td> <td>Tel: 01332-853510</td> <td>Fax: 01332-853650</td> </tr> <tr> <td>Kiss (Menzies Aviation Group - Passengers only)</td> <td>Tel: 01332-850622</td> <td>Fax: 01332-850622</td> </tr> </table>	bmi British Midland	Tel: 01332-852204	Fax: 01332-852316	Execair (East Midlands) Ltd	Tel: 01332-811179	Fax: 01332-811139	(General & Executive Aviation)	SITA: EMAECXH		Servisair (Passenger and Cargo)	Tel: 01332-812278	Fax: 01332-853584	DHL Aviation (Cargo Only)	Tel: 01332-857000	Fax: 01332-857119	Aviation Solutions (Cargo Only)	Tel: 01332-853510	Fax: 01332-853650	Kiss (Menzies Aviation Group - Passengers only)	Tel: 01332-850622	Fax: 01332-850622
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EGNX AD 2.5 – PASSENGER FACILITIES		
1	<b>Hotels:</b>	Hotels in the vicinity and on the airport.
2	<b>Restaurants:</b>	Restaurant, bars and cafe.
3	<b>Transportation:</b>	Range of long distance coach services, local bus service and taxis. Nearest railway station, Loughborough 9 miles.
4	<b>Medical facilities:</b>	First aid available H24.
5	<b>Bank and Post Office:</b>	Bureau de Change.
6	<b>Tourist office:</b>	Tourist information available at the Information desk.
7	<b>Remarks:</b>	

EGNX AD 2.6 – RESCUE AND FIRE FIGHTING SERVICES		
1	<b>AD Category for fire fighting:</b>	RFF Category 8. Category 9 available on request.
2	<b>Rescue equipment:</b>	
3	<b>Capability for removal of disabled aircraft:</b>	10,000 kg MTWA. Contact 01332-852852, Ext 2925 or 2973.
4	<b>Remarks:</b>	

EGNX AD 2.7 – SEASONAL AVAILABILITY – CLEARING		
1	<b>Type of clearing equipment:</b>	Mechanical, Chemical de-icing.
2	<b>Clearance priorities:</b>	Standard. See AD 1.2.2.
3	<b>Remarks:</b>	Braking action assessment by Grip Tester or Tapley Meter. Latest information from: ATC Tel: 01332-852852, Ext 2234. Snow state and clearance programme Tel: 01332-852852, Ext 2973.

EGNX AD 2.8 – APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA							
1	<b>Apron surface and strength:</b>		Surface: Concrete		Strength: 63		
2	<b>Taxiway width, surface and strength:</b>		Width	Surface	Strength		
			23 m	Concrete/Asphalt	63		
3	<b>Altimeter check location and elevation:</b>		West Apron 289 ft amsl.	Central Apron 289 ft amsl.	East Apron 272 ft amsl.		
4	<b>VOR checkpoints:</b>						
5	<b>INS checkpoints:</b>						
Stand No	Co-ordinates	Stand No	Co-ordinates	Stand No	Co-ordinates	Stand No	Co-ordinates
1	*524940.93N 0011937.43W	15	To be surveyed	70A	524942.59N 0011923.25W	106	524937.96N 0012107.42W
2	*524940.95N 0011936.09W	16	To be surveyed	70/71	524942.91N 0011923.12W	106L	524938.31N 0012105.99W
3	*524942.27N 0011937.80W	17	To be surveyed	73	524940.32N 0011919.26W	107R	524938.22N 001211085W
3L	To be surveyed			74	524940.29N 0011918.19W	107	524937.91N 0012110.45W
4L	To be surveyed	20	*524942.17N 0011946.24W	75	524940.35N 0011917.13W	108	524937.85N 0012113.49W
4	*524943.45N 0011937.86W	21	*524942.18N 0011947.35W	76	524940.39N 0011914.87W	108L	524938.18N 0012113.29W
5	524937.72N 0011944.13W	22	*524942.13N 0011948.52W	76A	524940.36N 0011911.51W	109	524938.14N 0012116.18W
6	To be surveyed	23	*524943.82N 0011948.61W	77	524940.48N 0011912.28W	109L	524938.13N 0012115.72W
7	To be surveyed	24	*524942.10N 0011950.26W	78	524940.53N 0011909.18W	110	524938.10N 0012118.49W
8	To be surveyed	25	*524942.41N 0011950.64W	79	524940.85N 0011906.55W	110L	524938.08N 0012118.15W
8R	To be surveyed			80	524940.63N 0011903.89W	111	524938.05N 0012120.80W
9	To be surveyed	30	To be surveyed	81	524940.67N 0011901.25W	111L	524939.04N 0012120.58W
9R	To be surveyed	31	To be surveyed			112	To be surveyed
10L	To be surveyed	32	To be surveyed	100	524938.30N 0012049.20W		
10	To be surveyed	33	To be surveyed	101	524937.80N 0012052.22W	120	524939.14N 0012045.33W
		35	524942.17N 0011946.24W	102	524938.19N 0012055.28W	121L	524936.39N 0012045.20W
11L	To be surveyed	36	524942.18N 0011947.35W	103	524938.13N 0012058.31W	121	524936.74N 0012045.22W
11	To be surveyed	37	524942.13N 0011948.52W	104	524938.08N 0012101.34W	121R	524937.26N 0012043.95W
12	To be surveyed	38	524942.10N 0011950.26W	104L	524938.40N 0012101.13W	122L	524933.63N 0012045.07W
12R	To be surveyed	39	524942.41N 0011950.64W	105	524938.02N 0012104.38W	122	524934.34N 0012045.10W
14	To be surveyed			105L	524938.35N 0012103.56W	122R	524934.47N 0012043.81W
14R	To be surveyed			106R	524938.26N 0012108.43W		
6	<b>Remarks:</b>						

EGNX AD 2.9 – SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS		
1	<b>Use of aircraft stand ID signs: Taxiway guide lines and visual docking/ parking guidance system of aircraft stands:</b>	Stands 20 to 22, 24 and 25 are self-manoeuvring. All other stands are nose-in/push back operation but without guidance other than centre-line and nose-wheel stop positions. Marshalling guidance will be given to indicate the stop position to pilots.
2	<b>Runway and taxiway markings and lighting:</b>	When parking on Stands 8 to 17 and 23 aircraft are <b>NOT</b> to proceed onto stand across the rear of the stand road without the attendance of a marshaller.  Runway: Runway designation, landing thresholds, runway centre-line, touch down zone, fixed distance. Runway guard lights are located at all taxiway/runway intersections. Runway edge.  Taxiway: Green centre-line with blue edge lights on corners. Turn-offs —amber and green centre-line with blue edge lights. Taxi holding positions, taxiway centre-line.
3	<b>Stop bars:</b>	Multiple stopbars with red HI lighting.
4	<b>Remarks:</b>	Wind direction indicator. Two illuminated wind direction indicators.

EGNX 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
09/Approach 27/Take-off	ILS (Lgtd) Bushes Vehicles on Road Bushes Bushes Mast Trees	322 323 324 325 338 358 369	*524949.73N 0012123.06W *524951.63N 0012125.73W *524947.05N 0012127.97W *524951.57N 0012129.05W *524945.54N 0012136.60W *524947.05N 0012151.46W *524955.42N 0012212.49W	Radio Mast Power Station (Lgtd) Control Tower (Lgtd)	1038 760 467 524230.34N 0011658.49W 525201.10N 0011524.18W 524934.80N 0011955.53W
27/Approach 09/Take-off	ILS (Lgtd) Fence Trees Trees Trees	285 288 291 292 319	*524953.30N 0011807.30W *524955.81N 0011805.26W *524952.82N 0011800.16W *524953.85N 0011759.81W *524952.34N 0011716.78W		
3	<b>Remarks:</b>	Cables exist north of the airport.			

EGNX AD 2.11 – METEOROLOGICAL INFORMATION PROVIDED		
1	<b>Associated MET Office:</b>	Manchester.
2	<b>Hours of service: MET Office outside hours:</b>	H24.
3	<b>Office responsible for TAF preparation: Periods of validity:</b>	MET Office Birmingham. 9, 18 hours.
4	<b>Trend forecast: Interval of issuance:</b>	
5	<b>Briefing/consultation provided:</b>	Self Briefing/Telephone.
6	<b>Flight documentation: Language(s) used:</b>	Charts abbreviated plain language text. TAFs/METARs. English.
7	<b>Charts and other information available for briefing or consultation:</b>	H24.
8	<b>Supplementary equipment available for providing information:</b>	Standby systems available, including satellite weather pictures.
9	<b>ATS units provided with information:</b>	Nottingham East Midlands.
10	<b>Additional Information (limitation of service etc):</b>	

EGNX AD 2.12 – RUNWAY PHYSICAL CHARACTERISTICS					
Designations RWY Number	True bearing	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and stopway	THR co-ordinates RWY end 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	78/F/C/W/T Grooved Asphalt	524950.36N 0012048.86W — GUND 161 ft	THR 306 ft
27	268.26°	2893 x 46	78/F/C/W/T Grooved Asphalt	524952.88N 0011830.94W — GUND 160 ft	THR 282 ft
Slope of RWY/SWY	Stopway Dimensions (m)	Clearway Dimensions (m)	Strip Dimensions (m)	OFZ	
7	8	9	10	11	
09	31 x 46	311 x 180	3074 x 300	Standard for code 4E runway	
27	30 x 46	459 x 180	3074 x 300	Standard for code 4E runway	
<b>12</b>	<b>Remarks:</b> 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 exceeds 1.25% along it's entire length.				

EGNX AD 2.13 – DECLARED DISTANCES					
Runway Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
09	2893	3204	2924	2713	
27	2893	3352	2923	2763	
09	2713	3024	2744	—	Take-off from abeam Holding Point H1.
09	2080	2391	2111	—	Take-off from abeam Holding Point M1.
27	2463	2922	2493	—	Take-off from abeam Holding Point W1.
27	1583	2042	1613	—	Take-off from abeam Holding Point S1.

EGNX 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
09	Coded centre-line with five crossbars 900 m HI. Centre-line with one crossbar 420 m LI.	HI Green with Green wingbars.	PAPI 3° LHS 347 m (62 ft)		Colour coded centre-line 15 m	Elev HI bi-directional with LI omni-directional component.	Red	31 Red
27	Coded centre-line with five crossbars 900 m HI. Supplementary lighting inner 300 m Centre-line with one crossbar 420 m LI.	HI Green with Green wingbars.	PAPI 3° LHS 372 m (62 ft)	900 m	Colour coded centre-line 15 m	Elev HI bi-directional with LI omni-directional component.	Red	30 Red
<b>10</b>	<b>Remarks:</b>							

## EGNX AD 2.15 – OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation:	Nil.
2	LDI location and lighting: Anemometer location and lighting:	West Anemometer: 524954.58N 0012031.05W; Central Anemometer: 524947.37N 0011952.44W. East Anemometer: 524956.47N 0011847.18W
3	Taxiway edge and centre-line lighting:	Blue edge and green centre-line lights (15 m spacing) and red stopbars, except the Mike Taxiway has no centre-line lights south of the Alpha Taxiway.
4	Secondary power supply/switch-over time:	Yes. Less than 1 second.
5	Remarks:	Apron floodlights.

## EGNX AD 2.16 – HELICOPTER LANDING AREA

1	Co-ordinates TLOF or THR of FATO: Geoid undulation:	
2	TLOF and/or FATO elevation (ft):	
3	TLOF and FATO area dimensions: Surface, Strength, Markings:	
4	True Bearing of FATO:	
5	Declared distance available:	
6	Approach and FATO lighting:	
7	Remarks:	

## EGNX AD 2.17 – ATS AIRSPACE

Designation and lateral limits:	Vertical limits	Airspace Classification
1	2	3
<b>Nottingham East Midlands Control Zone (CTR – 1)</b> 525510N 0012530W - 525456N 0011804W - 525255N 0010733W - 524558N 0010733W - 524537N 0011628W - 524536N 0011932W - 525510N 0012530W.	FL 105 SFC	D †
<b>Nottingham East Midlands Control Zone (CTR – 2)</b> 525510N 0012530W - 524536N 0011932W - 524535N 0012816W - 525233N 0013241W - 525510N 0012530W.	FL 55 SFC	D †
<b>Nottingham East Midlands Control Area (CTA – 1)</b> 525911N 0012801W - 525901N 0010918W - 525421N 0010006W - 525121N 0005725W - 525057N 0005724W - 525456N 0011804W - 525510N 0012530W 525911N 0012801W.	FL 105 2500 ft ALT	D †
<b>Nottingham East Midlands Control Area (CTA – 2)</b> 525255N 0010733W - 525057N 0005724W - 525014N 0005722W - 524619N 0005748W - 524558N 0010733W - 525255N 0010733W.	FL 105 1500 ft ALT	D †
<b>Nottingham East Midlands Control Area (CTA – 3)</b> 524619N 0005748W - 524315N 0005749W - 524122N 0011653W - 524536N 0011932W - 524537N 0011628W - 524619N 0005748W.	FL 105 2500 ft ALT	D †
<b>Nottingham East Midlands Control Area (CTA – 4)</b> 524536N 0011932W - 524122N 0011653W - 524013N 0012820W - 524533N 0013405W - 524536N 0011932W.	FL 55 2500 ft ALT	D †
<b>Nottingham East Midlands Control Area (CTA – 5)</b> 525142N 0013706W - 525233N 0013241W - 524535N 0012816W - 524533N 0013405W - 524702N 0013541W - 524942N 0013857W - 525142N 0013706W.	FL 55 1500 ft ALT	D †
<b>Nottingham East Midlands Control Area (CTA – 6)</b> 525629N 0013938W - 525911N 0012801W - 525510N 0012530W - 525233N 0013241W - 525142N 0013706W - 524942N 0013857W - 525059N 0014031W - 525629N 0013938W.	FL 55 2500 ft ALT	D †
<b>Nottingham East Midlands Control Area (CTA – 7)</b> 530410N 0013110W - 530402N 0011422W - 525901N 0010918W - 525911N 0012801W - 530410N 0013110W.	FL 105 4000 ft ALT	D †
<b>Nottingham East Midlands Control Area (CTA – 8)</b> 525833N 0014948W - 530123N 0014310W - 530410N 0013110W - 525911N 0012801W - 525506N 0014533W - 525833N 0014948W.	FL 55 4000 ft ALT	D †

EGNX AD 2.17 – ATS AIRSPACE (continued)		
Designation and lateral limits:	Vertical limits	Airspace Classification
1	2	3
<b>Nottingham East Midlands Control Area (CTA – 9)</b> 524122N 0011653W - 523610N 0011340W - 523447N 0012231W - 524013N 0012820W - 524122N 0011653W.	FL 55 FL 45	D †
<b>Nottingham East Midlands Control Area (CTA – 10)</b> 525506N 0014533W - 525629N 0013938W - 525059N 0014031W - 525506N 0014533W.	FL 55 3000 ft ALT	D †
<b>Nottingham East Midlands Control Area (CTA – 11)</b> 525232N 0014224W - 524942N 0013857W - 524542N 0013843W - 524538N 0014201W - 525232N 0014224W.	FL 45 3000 ft ALT	D †
<b>Nottingham East Midlands Control Area (CTA – 12)</b> 525245N 0014543W - 525248N 0014245W - 525232N 0014224W - 524538N 0014201W - 524533N 0014518W - 525245N 0014543W.	FL 45 3500 ft ALT	D †
<b>Nottingham East Midlands Control Area (CTA – 13)</b> 524942N 0013857W - 524702N 0013541W - 524013N 0012820W - 524542N 0013843W - 524942N 0013857W.	FL 45 2500 ft ALT	D †
<b>Nottingham East Midlands Control Area (CTA – 14) ‡</b> 524726N 0005741W - 523753N 0004811W - 524026N 0005750W - 524619N 0005748W - 524726N 0005741W.	FL 105 FL 65	D †
<b>Nottingham East Midlands Control Area (CTA – 15)</b> 524315N 0005749W - 523836N 0005750W - 523610N 0011340W - 524122N 0011653W - 524315N 0005749W.	FL 105 FL 45	D †
<b>Nottingham East Midlands Control Area (CTA – 16)</b> 524026N 0005750W - 523753N 0004811W - 523637N 0004656W - 522358N 0005457W - 522823N 0010232W - 522927N 0005753W - 524026N 0005750W.	FL 105 FL 75	D †
<b>Nottingham East Midlands Control Area (CTA – 17)</b> 523836N 0005750W - 523400N 0005752W - 523141N 0011054W - 523610N 0011340W - 523836N 0005750W.	FL 105 FL 55	D †
<b>Nottingham East Midlands Control Area (CTA – 18)</b> 523400N 0005752W - 522927N 0005753W - 522823N 0010232W - 523203N 0010851W - 523400N 0005752W.	FL 105 FL 65	D † ←
<b>Nottingham East Midlands Control Area (CTA – 19)</b> 530900N 0013146W - 530854N 0011918W - 530402N 0011422W - 530410N 0013110W - 530517N 0013152W - 530900N 0013146W.	FL 105 FL 55	D † ←
<b>Nottingham East Midlands Control Area (CTA – 20)</b> 531143N 0013142W - 531139N 0012206W - 530854N 0011918W - 530900N 0013146W - 531143N 0013142W.	FL 105 FL 75	D †
<b>Nottingham East Midlands Control Area (CTA – 21)</b> 530901N 0013414W - 530900N 0013146W - 530517N 0013152W - 530901N 0013414W.	FL 85 FL 55	D †
<b>Nottingham East Midlands Control Area (CTA – 22)</b> 531145N 0013558W - 531143N 0013142W - 530900N 0013146W - 530901N 0013414W - 531145N 0013558W.	FL 85 FL 75	D †
<b>Nottingham East Midlands Aerodrome Traffic Zone (ATZ)</b> Circle radius 2.5 nm centred on longest notified runway (09/27) 524952N 0011941W.	2000 ft aal SFC	D †
<b>4</b> <b>ATS unit callsign:</b> <b>Language:</b>	East Midlands Approach. English.	
<b>5</b> <b>Transition Altitude:</b>	4000 ft.	
<b>6</b> <b>Remarks:</b>	† Refer to section ENR 1.4 for notifications. ‡ Only available between 0001 and 0600 (local). ATZ hours see AD 2.18.	

EGNX AD 2.18 – ATS COMMUNICATION FACILITIES						
Service Designation	Callsign	Frequency MHz	Hours of Operation		Remarks	
			Winter	Summer		
1	2	3	4		5	
APP	East Midlands Approach	134.175 MHz	H24	H24	ATZ hours coincident with Approach hours.  † As directed by ATC.  10 cm Approach Radar serves RWY 09/27.	
TWR	East Midlands Tower	124.000 MHz				
	† East Midlands Ground	121.900 MHz				
RAD	East Midlands Radar	134.175 MHz	Not continuously guarded, APP will advise.			
		120.125 MHz	By arrangement	By arrangement		
		124.000 MHz	By arrangement	By arrangement		
ATIS	East Midlands Information	128.225 MHz	H24	H24		
FIRE	East Midlands Fire	121.600 MHz	Available when Fire vehicle attending aircraft on the ground in an emergency.		Non-ATS frequency.	

EGNX AD 2.19 – RADIO NAVIGATION AND LANDING AIDS							
Type of Aid MAG VAR CAT of ILS/MLS	IDENT	Frequency	Hours of Operation		Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
			Winter	Summer			
1	2	3	4		5	6	7
LLZ 09 W3.1° (2005) ILS CAT I	I EMW	109.35 MHz	HO	HO	524953.30N 0011807.30W		
GP	I EMW	331.85 MHz	HO	HO	524954.58N 0012031.05W		3° ILS Ref Datum Hgt 56 ft.
L	EMW	393 kHz	H24	H24	524943.15N 0012715.95W		Range 10 nm.
LLZ 27 W3.1° (2005) ILS CAT IIb	I EME	109.35 MHz	HO	HO	524949.73N 0012123.06W		
GP	I EME	331.85 MHz	HO	HO	524956.47N 0011847.18W		3° ILS Ref Datum Hgt 54 ft.
L	EME	353.5 kHz	H24	H24	524957.63N 0011140.40W		Range 20 nm.
DME	I EMW (RWY 09) I EME (RWY 27)	Ch 30Y 109.35 MHz	HO	HO	524957.99N 0011940.24W	322 ft amsl	ON AD. Freq paired with ILS I EMW and I EME. Zero range indicated at THR of RWY 09 and RWY 27.
VDF	East Midlands Approach	134.175 MHz	H24	H24	524956.61N 0011958.25W		On AD.

## 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 Nottingham 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 guidelines must be sought from ATC.
- d Use of Nottingham 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@nottinghamema.com](mailto:finance@nottinghamema.com)

**2 Ground Movement**

## Apron Areas

- a Stand allocation will be by the Airport Authority.
- b The apron area to the south west of the Mike Taxiway which serves the British Midland, Donington Aviation and JCB hangars, 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 east 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 Nottingham 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 is within the Restricted Zone 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 taxiway width and turn constraints, aircraft with a wing span in excess of 45 m must exercise caution when using the Mike taxiway. Mike taxiway is not available for MD11 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 Pilots are warned, when landing on Runway 09 in strong southerly winds, of the possibility of building induced turbulence and wind shear effects.

**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.

**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.

## EGNX AD 2.20 – LOCAL TRAFFIC REGULATIONS

**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**

2 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 Procedures**

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**

Training flights and Instrument Rating Tests. Such flights are subject to approval and acceptance by ATC and application should be made as far in advance as possible. 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**

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).

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

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 –  $V_2 + 10$  kt (+).  
Flaps – Set as appropriate.
- ii 1500 ft to 3000 ft QNH: Power – Reduced to climb thrust.  
Speed –  $V_2 + 10$  kt (+).  
Flaps – Maintain previous setting.

**Note:**  $V_2 + 10$  kt (+) indicates that  $V_2 + 10$  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)**

All departures should be from Whiskey. Runway length from from abeam 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**

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

**6 ILS Approaches**

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**

Subject to ATC instructions, inbound aircraft are to maintain as high an altitude as practical and adopt a continuous descent profile, when appropriate. ATC will advise pilots of an estimate of the track distance to run to touchdown as soon as possible after first call on the approach frequency.

**8 Low-Power, Low-Drag Approaches**

- a Turbo-jet and turbo-prop aircraft will be expected to apply low-power, low-drag approach techniques. To facilitate these techniques, aircraft should fly within the speed band 210 kt to 240 kt during the intermediate approach phase, reducing to within 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.
- b In the interest of accurate spacing, ATC may request specific speeds and pilots are requested to comply with any speed adjustments as promptly as is feasible within their own operational constraints. If circumstances necessitate a speed change for aircraft performance reasons, ATC should be advised accordingly.

**EGNX AD 2.21 – NOISE ABATEMENT PROCEDURES**

**9 Reverse Thrust**

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).

**10 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.

**11 Training Flights**

Training flights are subject to approval and acceptance by ATC. Permission will only be given for any such flights by any type of aircraft on weekdays between 0800 and 2200 (Winter) and 0700-2100 (Summer), Saturdays between 0800 and 1800 (Winter) and 0700 and 1700 (Summer). Training flights on Sundays and UK Public Holidays will not be permitted, except by non-jet aircraft below 17,000 kg MTOW who will be allowed to train on Sundays between 0900 and 1700 (winter) and 0800-1600 (summer) by prior permission from ATC. Requests for training with Chapter 2 aircraft types will not be approved at any time.

**12 Engine Running**

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 Airside Operations Supervisor on Tel: 01332-852925.

**13 Auxiliary Power Units (APU)**

- 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 Airside Operations Supervisor on Tel: 01332-852925.

**14 Operation Restrictions**

Aircraft in groups QC8 or QC16, operating a scheduled service, must not arrive or depart between 2300 to 0700 (Winter) and 2200 to 0600 (Summer). Other QC8 and QC16 aircraft are liable to a surcharge of up to 200% operating between these times. For further information telephone either +44 (0)1332-852894 or +44 (0)1332-852971

**15 Night Noise Limits**

Aircraft departing between 2300 to 0700 local time 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 on departure of 8 or 16	See paragraph 14
Aircraft with a QC on departure of 4 and a MTOW greater than 100 tonnes (or a certified fly-over departure noise greater than 97 EPNdB.	94
Aircraft with a QC on departure of 4 and a MTOW less than 100 tonnes	90
Aircraft with a QC on departure of 2 and a MTOW greater than 100 tonnes (or a certified fly-over departure noise greater than 92 EPNdB.	89
Aircraft with a QC on departure of 2 and a MTOW less than 100 tonnes	85
Aircraft with a QC on departure of 0.5 or 1	Exempt

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

Aircraft that exceed a maximum noise limit will be subject to a penalty of £500 sterling plus an additional £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 inbound from the airways system will be cleared into the CTR/CTA without 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 and 7-5.
- c Inbound Procedure other than on Airways System
  - i Aircraft wishing to enter the Nottingham East Midlands CTR/CTA direct from 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:

Nottingham East Midlands NDB(L) EME	Holding axis 271° MAG turning left at the facility. (Lowest holding altitude 3000 ft).
Nottingham East Midlands NDB EMW	Holding axis 091° 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 115°/6 nm on an axis of 295° 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 Nottingham East Midlands under VFR will be instructed to report at one of the Visual Reference Points (VRP) listed in paragraph 6 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 8 of the Air Navigation Order 2005 and in the related notification at ENR 1-4-6, note 4, paragraph c.

- 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 the relevant low flying restrictions of Rule 5 of the Rules of the Air Regulations 1996 with, for pilots of fixed-wing aircraft, particular regard to Rule 5 (1) (a) (i). Pilots must inform the Radar Controller if compliance with the above entails a change of heading or height.

**4 Radio Communication Failure Procedure**

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 without Radar**

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 and 7-5.

## EGNX AD 2.22 – FLIGHT PROCEDURES

**6 Entry/Exit Lanes****a Conditions of Use**

- i To permit aircraft to operate to and from Nottingham 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 centre-line 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 centre-line 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.

**7 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 routings 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
Bottesford 525753N 0004654W ( <b>Note 2</b> )	TNT RDL 102° HON RDL 044° DTY RDL 017°	TNT RDL 102° EME 065° MAG	TNT 102°/33 nm GAM 166°/20 nm
Church Broughton 525310N 0014154W ( <b>Note 1</b> )	TNT RDL 189° HON RDL 001° DTY RDL 336°	TNT RDL 189° EME 283° MAG EMW 294° MAG	TNT 189°/10 nm
Markfield (Motorway M1, Junc 22) 524144N 0011733W ( <b>Note 1</b> )	TNT RDL 151° HON RDL 036° DTY RDL 351°	DTY RDL 351° EME 206° MAG	HON 036°/24 nm DTY 351°/32 nm
Measham (Motorway M42, Junc 11) 524120N 0013253W ( <b>Note 1</b> )	TNT RDL 172° HON RDL 015° DTY RDL 335°	HON RDL 015° EME 239° MAG	HON 015°/20 nm DTY 335°/34 nm
Melton Mowbray 524422N 0005334W ( <b>Note 3</b> )	TNT RDL 127° HON RDL 053° DTY RDL 016°	HON RDL 053° DTY RDL 016° EME 120° MAG	HON 053°/36 nm DTY 016°/35 nm
Trowell (Motorway M1, Service Area) 525742N 0011603W	TNT RDL 114° HON RDL 024° DTY RDL 356°	TNT RDL 114° EME 344° MAG EMW 043° MAG	TNT 114°/16 nm GAM 215°/22 nm

**Note 1:** Below 2500 ft ALT.

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

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

**EGNX AD 2.23 – ADDITIONAL INFORMATION**

Not applicable.

**EGNX AD 2.24 – CHARTS RELATED TO THE AERODROME**

	Page
Aerodrome Chart – ICAO .....	AD 2-EGNX-2-1
Aircraft Parking/Docking Chart – ICAO .....	AD 2-EGNX-2-2
Control Zone and Control Area Chart .....	AD 2-EGNX-4-1
RVA Chart .....	AD 2-EGNX-5-1
Daventry SIDs .....	AD 2-EGNX-6-1
Wallasey/Trent/ASNIP SIDs .....	AD 2-EGNX-6-2
Poll Hill SIDs .....	AD 2-EGNX-6-3
Brookmans Park SIDs .....	AD 2-EGNX-6-4
STARs via ROKUP (northwest) .....	AD 2-EGNX-7-1
STARs via ROKUP (northeast) .....	AD 2-EGNX-7-2
STARs via PIGOT (south) .....	AD 2-EGNX-7-3
Initial Approach Procedures via PIGOT .....	AD 2-EGNX 7-4
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Instrument Approach Chart ILS/DME/NDB(L) RWY 09 – ICAO .....	AD 2-EGNX-8-1
Instrument Approach Chart LLZ/DME/NDB(L) RWY 09 – ICAO .....	AD 2-EGNX-8-2
Instrument Approach Chart SRA RTR 2 nm RWY 09 – ICAO .....	AD 2-EGNX-8-3
Instrument Approach Chart NDB(L)/DME RWY 09 – ICAO .....	AD 2-EGNX-8-4
Instrument Approach Chart ILS/DME/NDB(L)RWY 27 – ICAO .....	AD 2-EGNX-8-5
Instrument Approach Chart LLZ/DME/NDB(L) RWY 27 – ICAO .....	AD 2-EGNX-8-6
Instrument Approach Chart SRA RTR 2 nm RWY 27 – ICAO .....	AD 2-EGNX-8-7
Instrument Approach Chart NDB(L)/DME RWY 27 – ICAO .....	AD 2-EGNX-8-8

Aerodrome Obstacle Chart ICAO Type A and PATC charts are available for this aerodrome. For details refer to GEN 3.2.5.