

SOU-EGHI

1-10

AOI

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**GENERAL****Operational Hours****ATS Hours / AD Operator Hours****Winter**

MON-FRI: 0630-2200  
 SAT: 0630-2115  
 SUN: 0730-2200  
 Until 2300 with PPR

**Summer**

MON-FRI: 0530-2145  
 SAT: 0530-2200  
 SUN: 0630-2115  
 Until 2200 with PPR

Other times AVBL O/R.

**AD OPS Hours:** See NOTAM

**Airport Information**

**RFF:** CAT 6 MON-SAT 0610-0630‡, SUN 0655-0730‡;  
 CAT 7 AVBL 2HR PN.

**Fire:** 'Southampton FIRE' 121.600 AVBL when fire vehicle attending ACFT on GND in EMERG.

**PCN:** RWY 02/20: 52/R/B/X/T

**Operation****Low Visibility Procedures**

AD not equipped with CAT II/III OPS; however LVP are used to protect CAT I OPS. Preparation for LVP will commence when RVR is 1000m or less.

**TWY Restrictions**

TWY A, B width 18m / 59ft.

TWY A, south of APN between A1-A2 MAX wingspan 40m / 131ft.

**Parking**

Stand 1, 5, 6, 7, 12, 13, 14: Power-back not permitted.

**Warnings**

Soft GND arrestor bed provided to stop ACFT after overrun RWY 20. Bed starts 19.5m / 64ft beyond end of paved RWY surface.

Significant differences may occur between surface wind velocity reported by ATC and actual wind approximately 200ft AAL and above.

Unmanned ACFT OPS HJ in the CTR within 800m radius of N 51 01.9 W001 15.0 up to 820ft ALT.

The UK wake turbulence separation during APCH/DEP differs from ICAO, see CRAR.

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**ARRIVAL****Communication**

**COM Failure:** See CRAR and in addition;

**If radar vectored:**

**Initial APCH:** Continue visually or by final APCH aid. If not possible proceed at 2000ft, or last LVL if higher, to EAS NDB.

**Intermediate and final APCH:** Continue visually or by final APCH aid. If not possible follow MISAP to EAS NDB.

**MISAP RWY 02/20**

SRA

Continuous climb to 3000ft, initially straight ahead to 2000ft or D7.7 I-SN/D8 SAM whichever is later then climbing right turn to EAS NDB to hold at 3000ft.

**MISAP RWY 02**

VOR/DME

Continuous climb to 3000ft, initially straight ahead to SAM VOR then on R021 to 2000ft or D8.3 I-SN/D8 SAM whichever is later then climbing right turn to SAM VOR to hold at 3000ft.

NDB + DME

Continuous climb to 3000ft, initially EAS NDB QDR 021° to 2000ft or D8.3 I-SN/D8 SAM whichever is later then climbing right turn to EAS NDB to hold at 3000ft.

**MISAP RWY 20**

ILS/DME, LOC/DME (IAF SAM VOR)

Continuous climb to 3000ft, initially straight ahead to 2000ft or D7.7 I-SN/D8 SAM whichever is later then climbing right turn to SAM VOR to hold at 3000ft.

ILS/DME, LOC/DME (IAF EAS NDB)

Continuous climb to 3000ft, initially straight ahead to 2000ft or D7.7 I-SN/D8 SAM whichever is later then climbing right turn to EAS NDB to hold at 3000ft.

VOR/DME

Continuous climb to 3000ft, initially straight ahead to SAM VOR then on R201 to 2000ft or D8 SAM whichever is later then climbing right turn to SAM VOR to hold at 3000ft.

NDB + DME

Continuous climb to 3000ft, initially EAS NDB QDR 201° to 2000ft or D7.7 I-SN/D8 SAM whichever is later then climbing right turn to EAS NDB to hold at 3000ft.

**Arrival Procedure****Noise Abatement Procedures**

**RWY 20 ILS APCH:** At no time descend below 1743ft AMSL before intercepting GP.

ACFT flying an instrument APCH other than ILS, or those ACFT flying a visual APCH, should not intercept appropriate final APCH track at less than 5NM from touchdown, except when flying a visual APCH via downwind leg should not intercept final APCH track at less than 2NM from touchdown.

**Warnings**

RWY 02: Terrain induced TURB possible within 2NM from touchdown, particularly with strong easterly winds.

RWY 20: Buildings induced TURB possible within 2NM from touchdown, with strong surface winds.

**DEPARTURE**

**Take-off Minima**

RWY		02/20	
A, B, C  ft - m/km	0 - 400R/400V	HJ only	
	0 - 800R/800V	HN	
	Not applicable	-	

**Communication**

**COM Failure:** See CRAR and in addition;

Use following routes when leaving CTR:

SAM VOR/DME track 295°.

EAS NDB track 295°.

Route to be followed is dependent on PSN.

**Departure Procedure**

**Start-up/Push-back**

Stand 13, 14: Push-back and tow to HLDG point A6. Engine start after push-back except non APU equipped ACFT may start at stand.

**Intersection TKOF**

Intersection TKOF prohibited, full length back track required on RWY 02/20.

**Noise Abatement Procedures**

**RWY 02:** Climb straight ahead (use SAM VOR) to D2.5 SAM.

If SAM VOR is U/S, climb straight ahead until D2.5 ISN.

**RWY 20:** ASAP after passing 500ft turn right to intercept SAM VOR R217. Maintain R217 until 2000ft. If SAM VOR is U/S, as soon as possible after passing 500ft turn right, to maintain a track 217° MAG until 2000ft.

**De-Icing**

By arrangement with Servisair Handling.

De-icing only permitted on stands 1-4.

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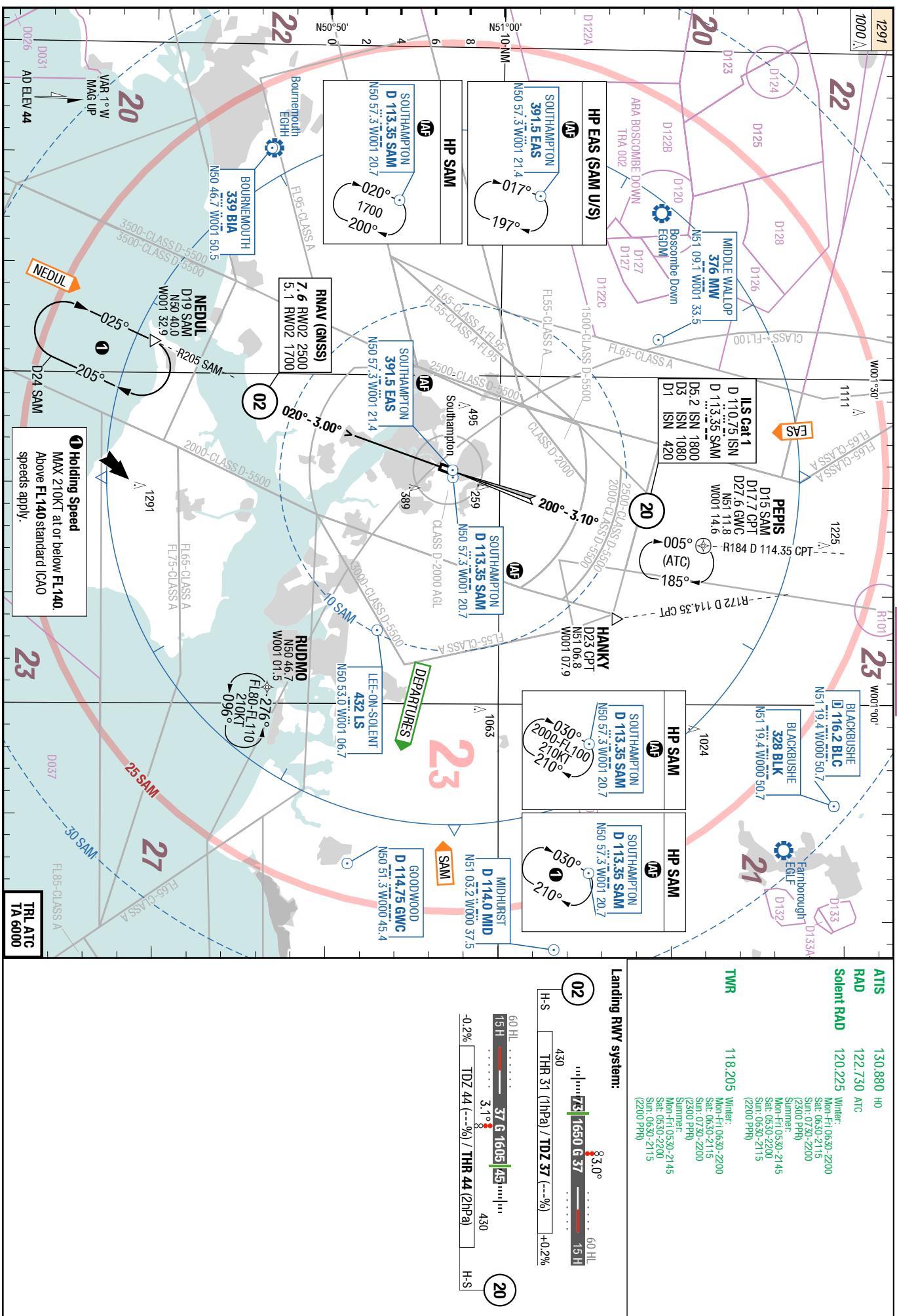
**AFC**

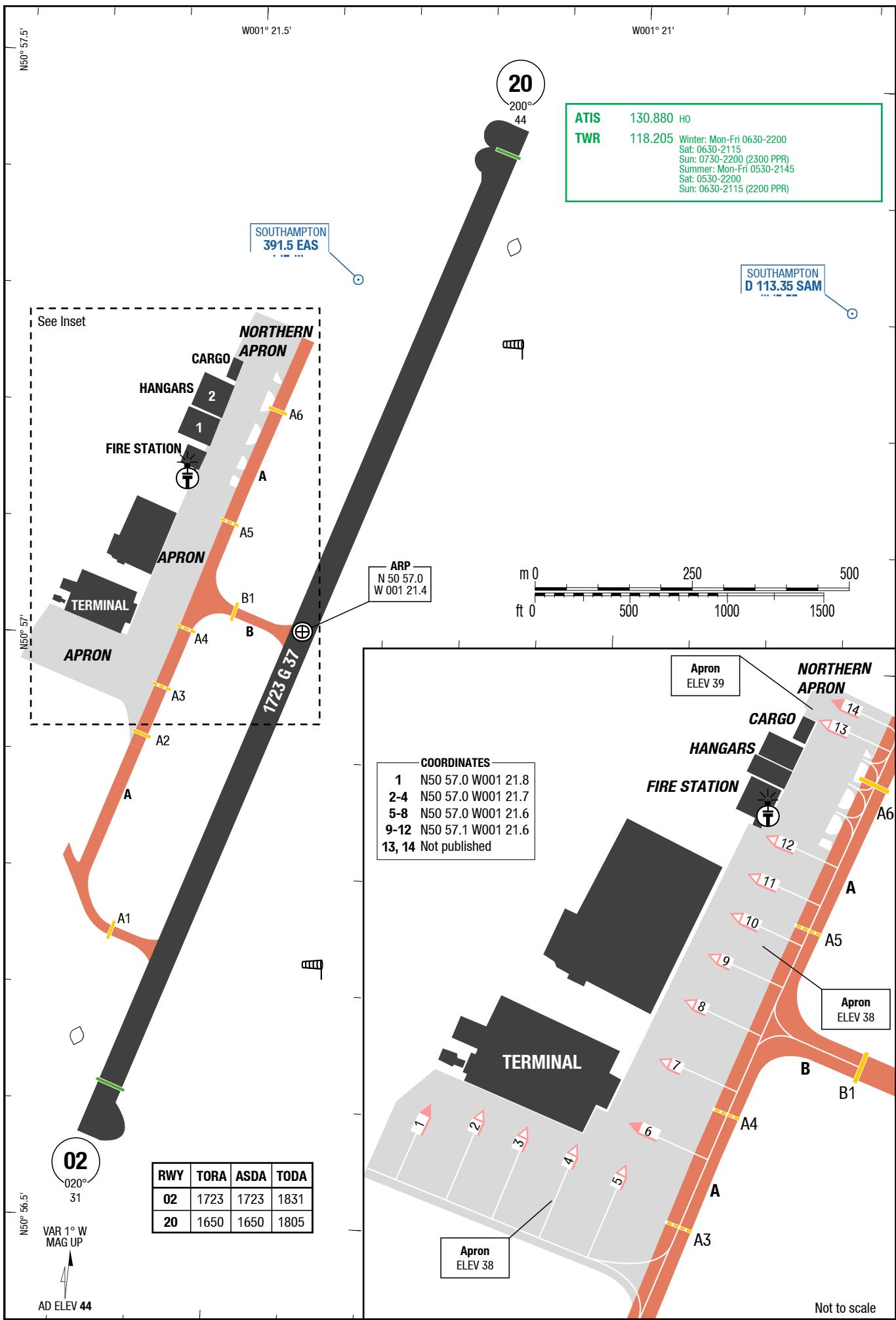
**AFC**  Southampton United Kingdom

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**AFC**

**AFC**  Southampton United Kingdom





**Effective 24-MAY-2018**

17-MAY-2018

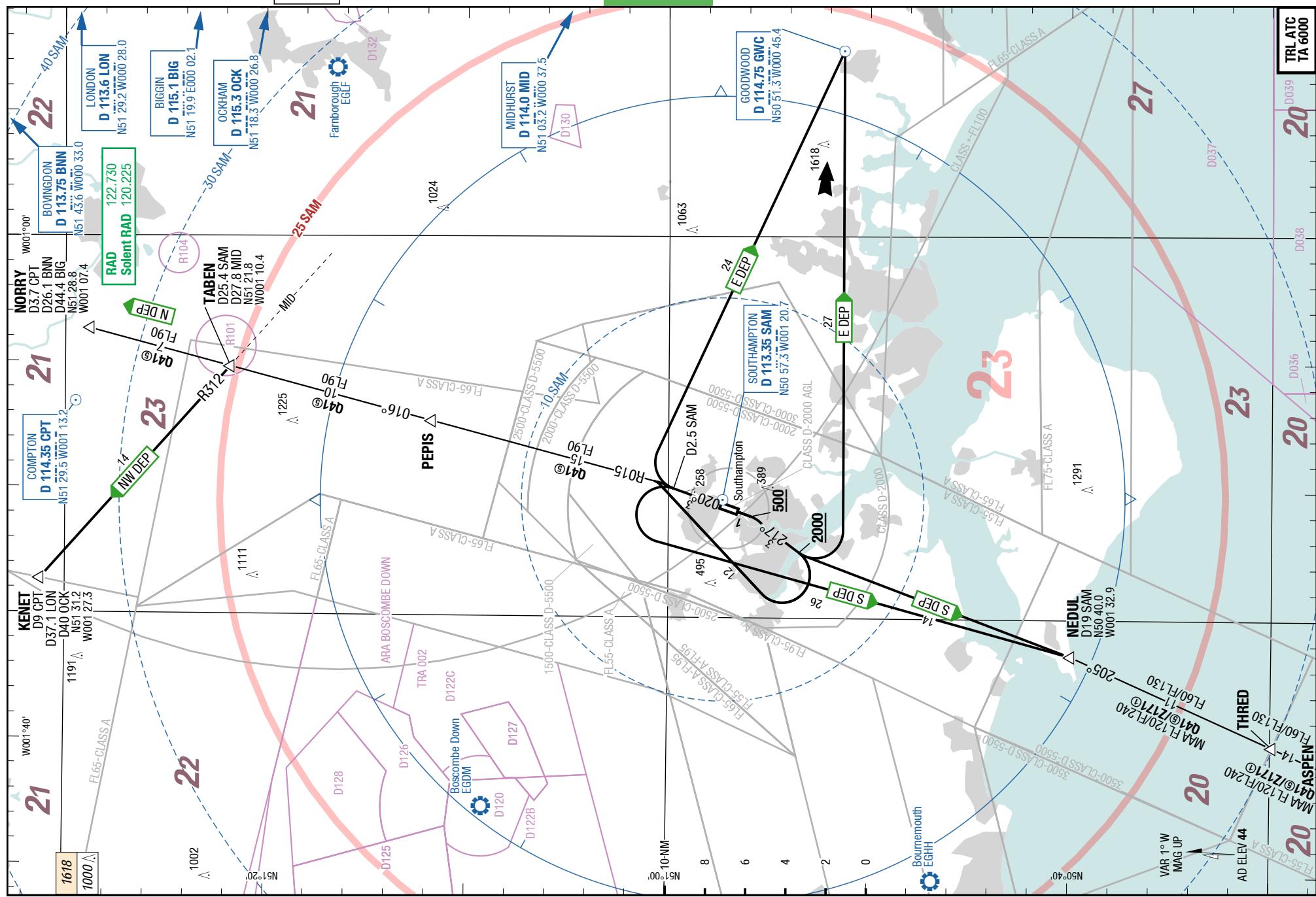
## United Kingdom Southampton

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**DEPARTUREs**

10

1



## Changes: Completely revised

**SOU-EGHI**

**5-10**

**DEPARTUREs**

**SIDPT**

**E DEP / N DEP / NW DEP / S DEP**

RWYs 02 (020°) / 20 (200°)

<b>DESIGNATOR</b>	<b>ROUTING</b>	<b>ALTITUDES</b>
<b>Runway 02</b>		
<b>E DEP 122.730</b>	at D2.5 <b>SAM RT</b> direct <b>GWC</b>	
<b>N DEP 122.730</b>	at D2.5 <b>SAM</b> intercept AWY Q41 to NORRY	
<b>NW DEP 122.730</b>	at D2.5 <b>SAM</b> intercept AWY Q41 to TABEN - KENET	
<b>S DEP 122.730</b>	at D2.5 <b>SAM LT</b> direct NEDUL - AWY Q41/Z171	
<b>Runway 20</b>		
<b>E DEP 122.730</b>	at MNM <b>500</b> intercept R217 <b>SAM</b> - at MNM <b>2000 LT</b> direct <b>GWC</b>	
<b>N DEP 122.730</b>	at MNM <b>500</b> intercept R217 <b>SAM</b> - at MNM <b>2000 RT</b> intercept AWY Q41 to NORRY	
<b>NW DEP 122.730</b>	at MNM <b>500</b> intercept R217 <b>SAM</b> - at MNM <b>2000 RT</b> intercept AWY Q41 to TABEN - KENET	
<b>S DEP 122.730</b>	at MNM <b>500</b> intercept R217 <b>SAM</b> - at MNM <b>2000</b> direct NEDUL - AWY Q41/Z171	

**Effective 01-MAR-2018**

22-FEB-2018

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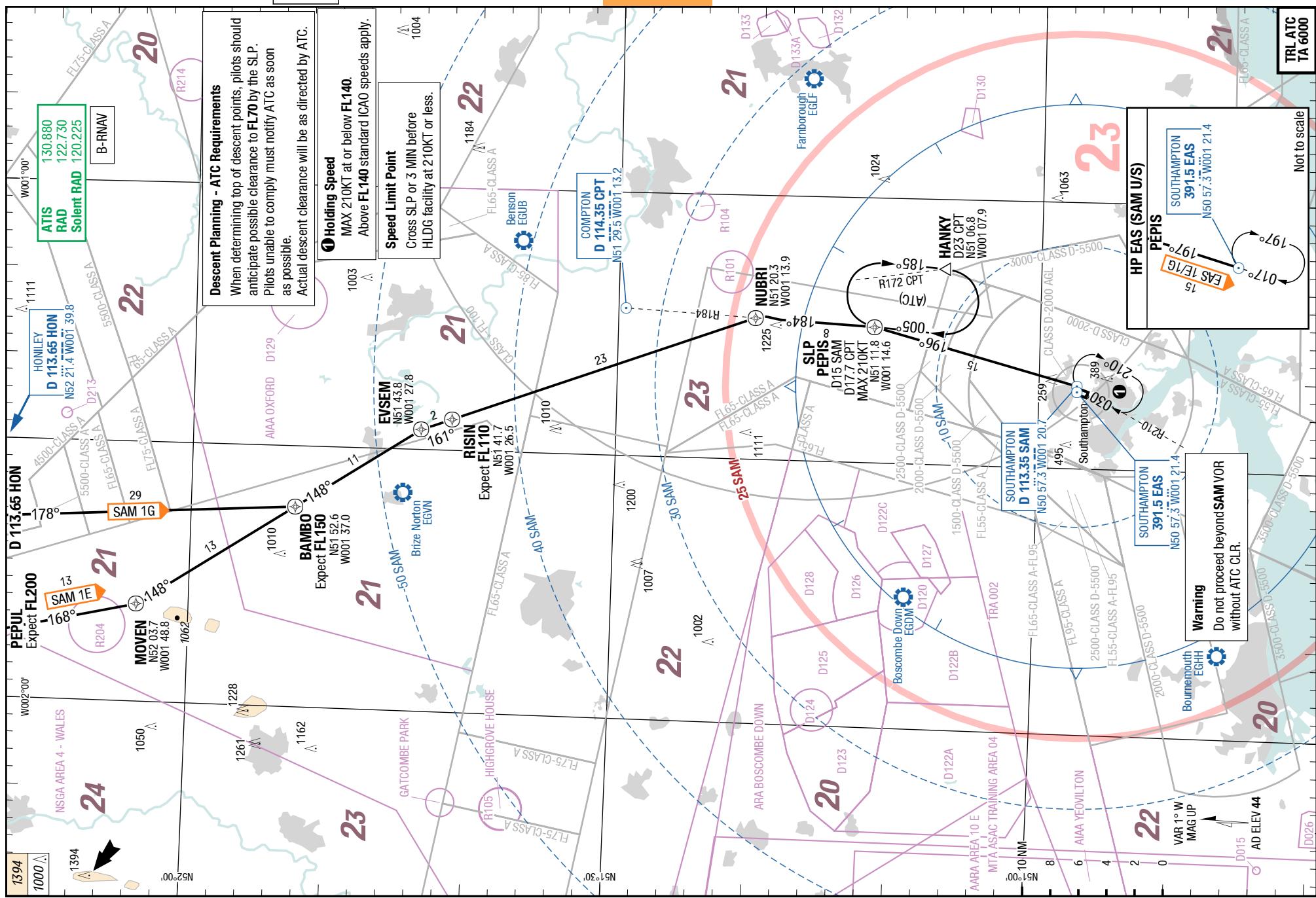
RNAV STARs East

5-10

RNAV STARs North

**SAR** Southampton United Kingdom

**BNAV STARS North**



Effective 01-MAR-2018  
22-FEB-2018

# United Kingdom Southampton

SOU-EGHI

6-20

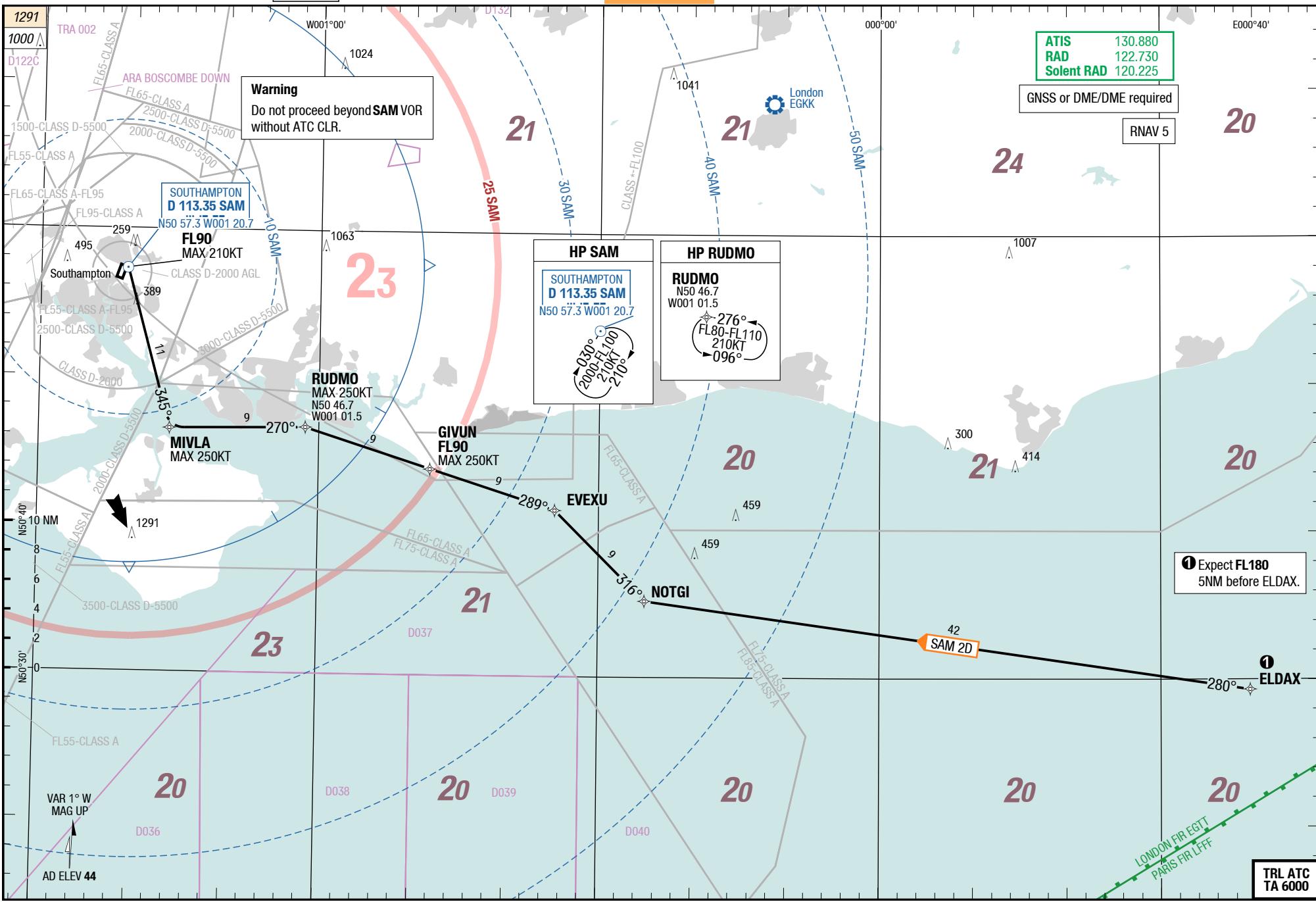
## RNAV STARs East

STAR

STAR

Southampton United Kingdom

## RNAV STARs East



**Effective 13-SEP-2018**

06-SEP-2018

SOU-EGHI

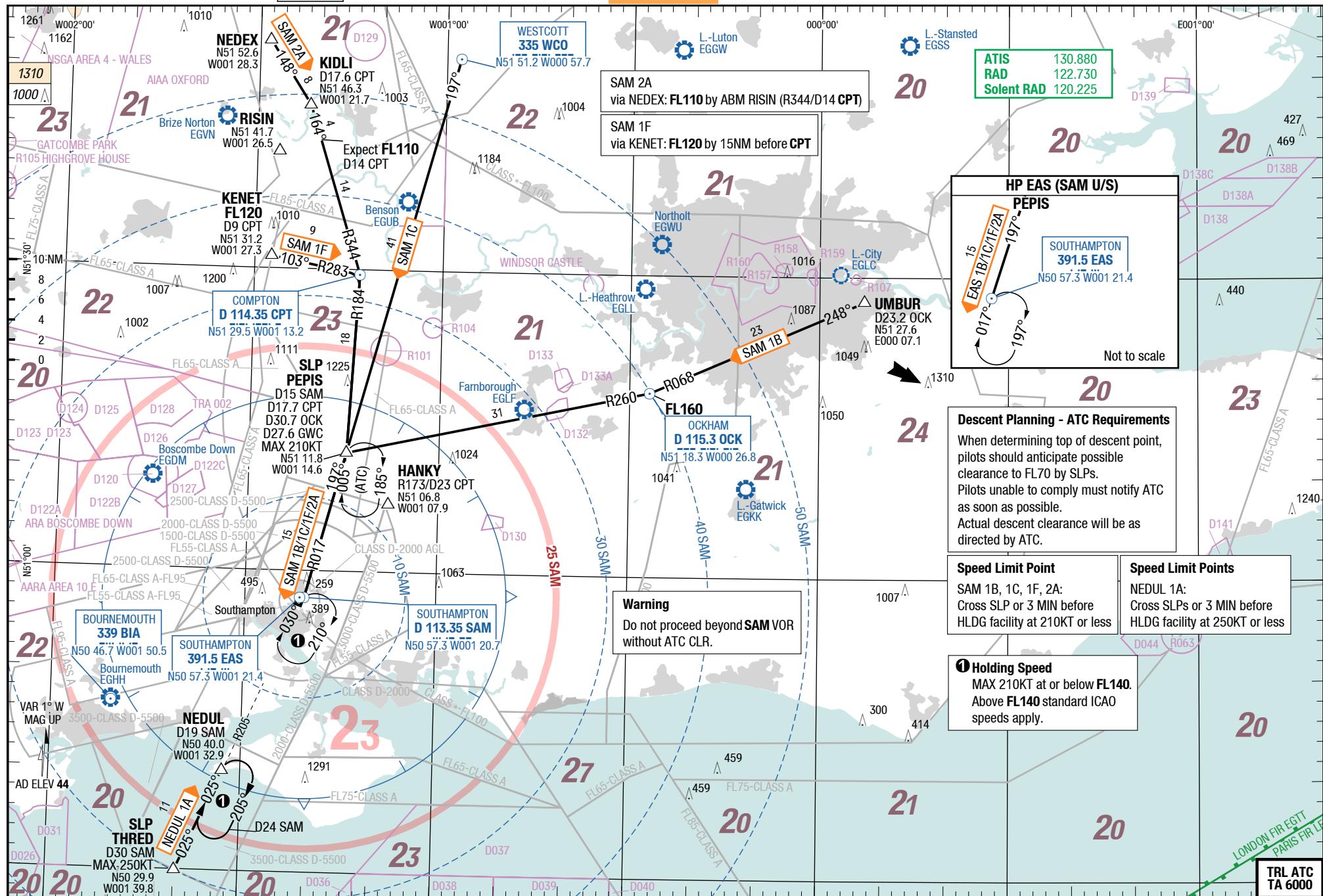
## United Kingdom Southampton

5-30

# STARs

Southampton United Kingdom

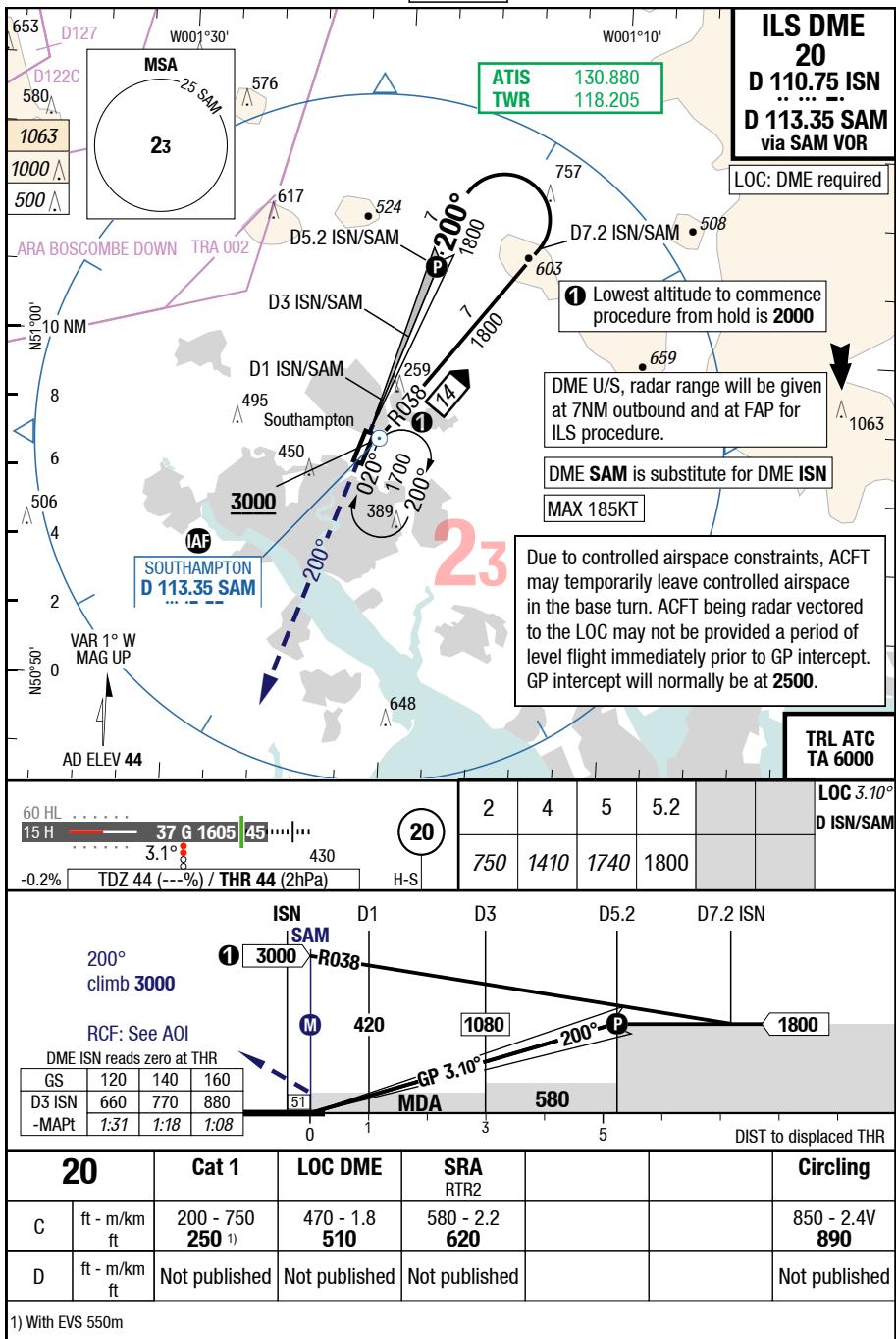
STARs



## SOU-EGHI

7-10

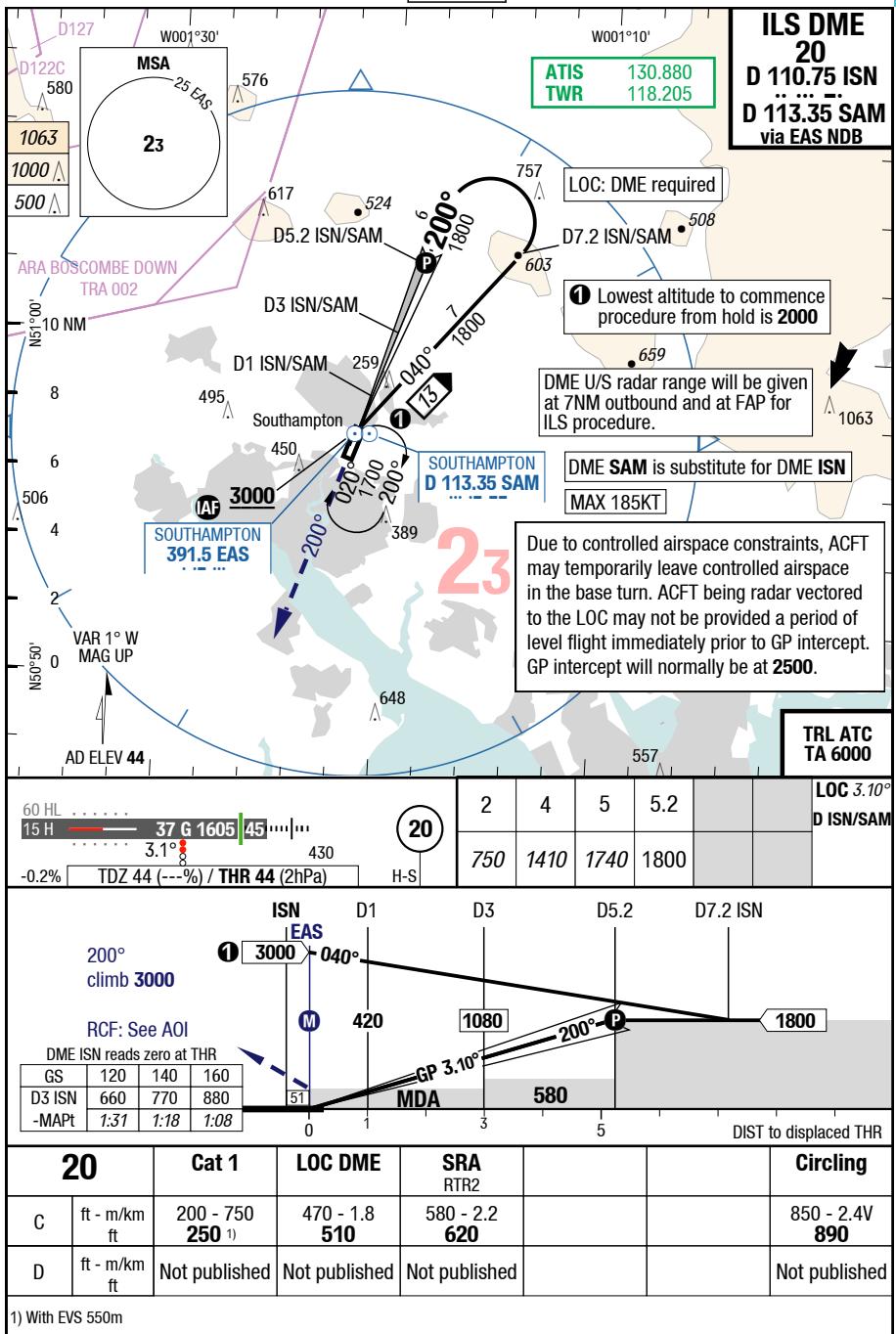
## ILS DME 20 (IAF SAM VOR)



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## ILS DME 20 (IAF EAS NDB)



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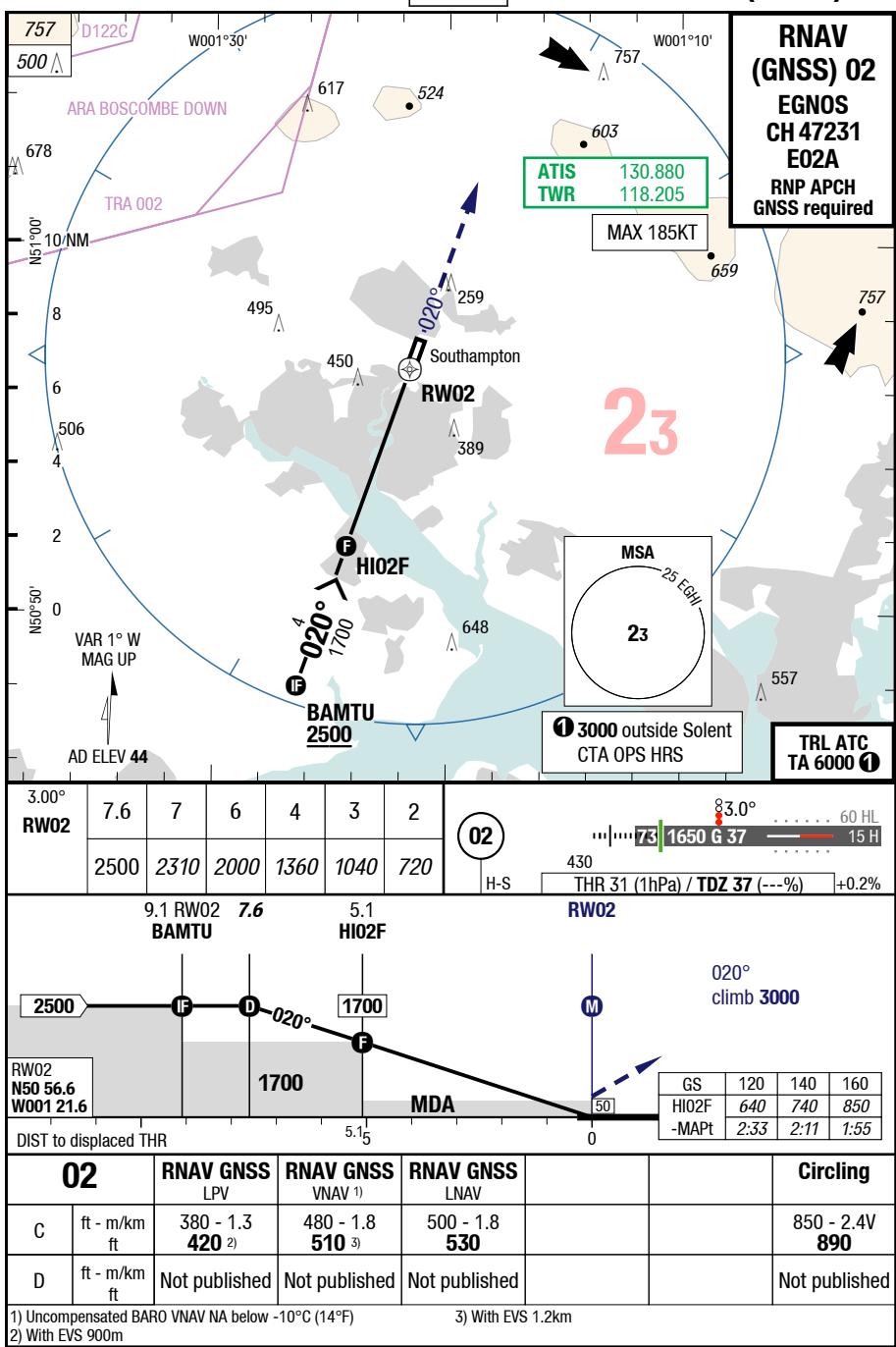
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7-30

RNAV (GNSS) 02

IAC



Changes: new

**Effective 01-MAR-2018**

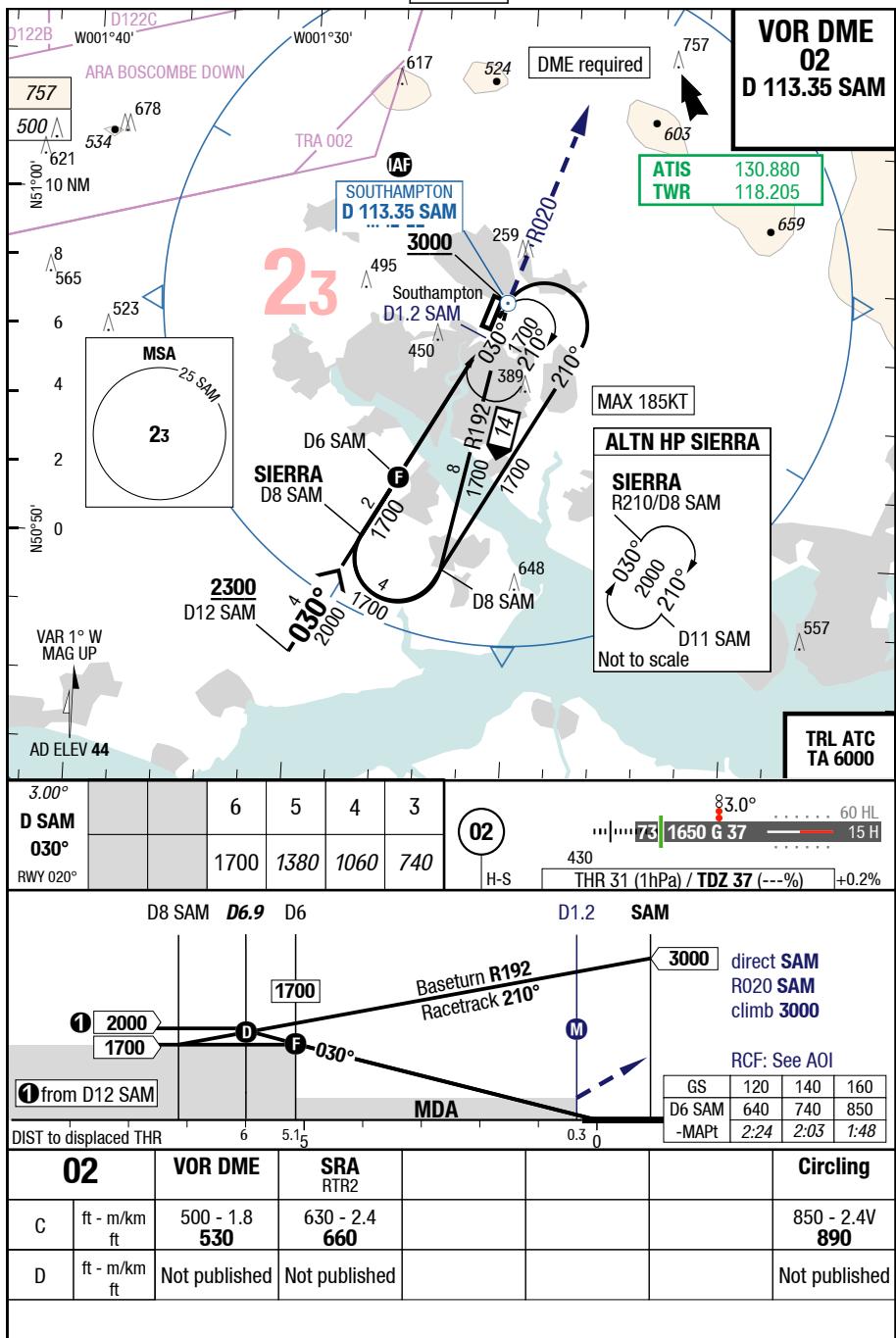
22-FEB-2018

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# VOR DME 02

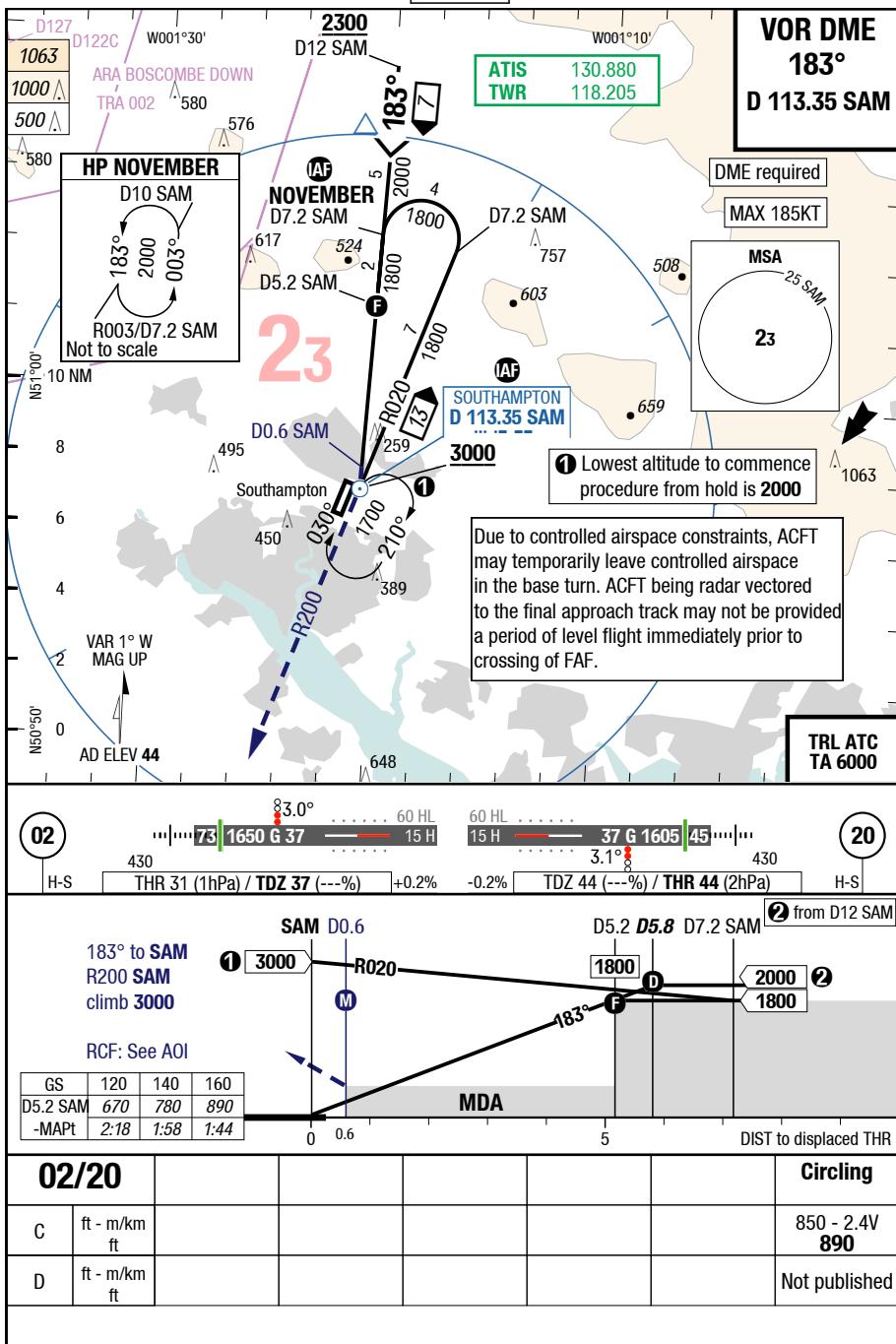


## Changes: FREQ, Page Number, OBST

## SOU-EGHI

7-60

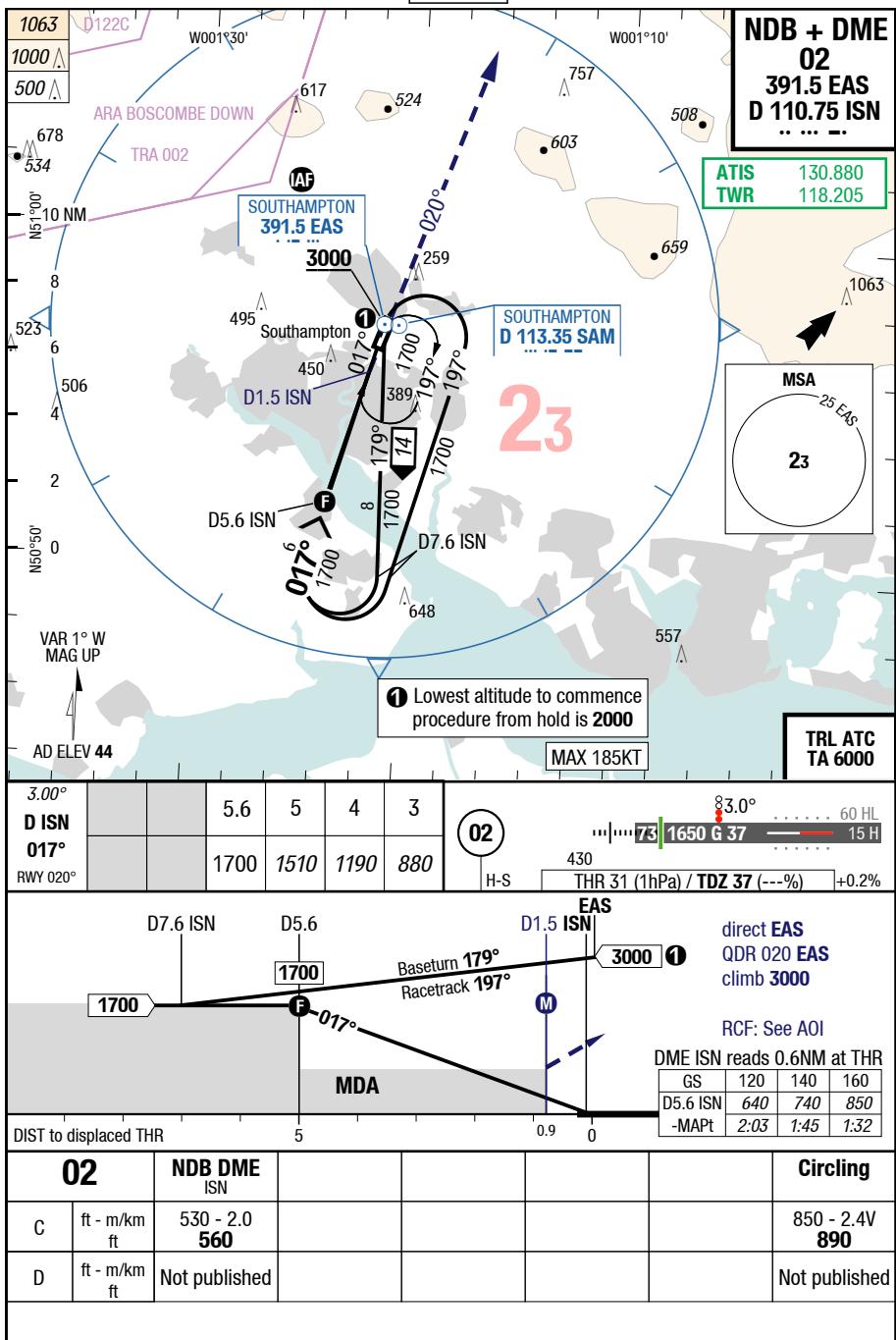
## VOR DME 183°



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7-70

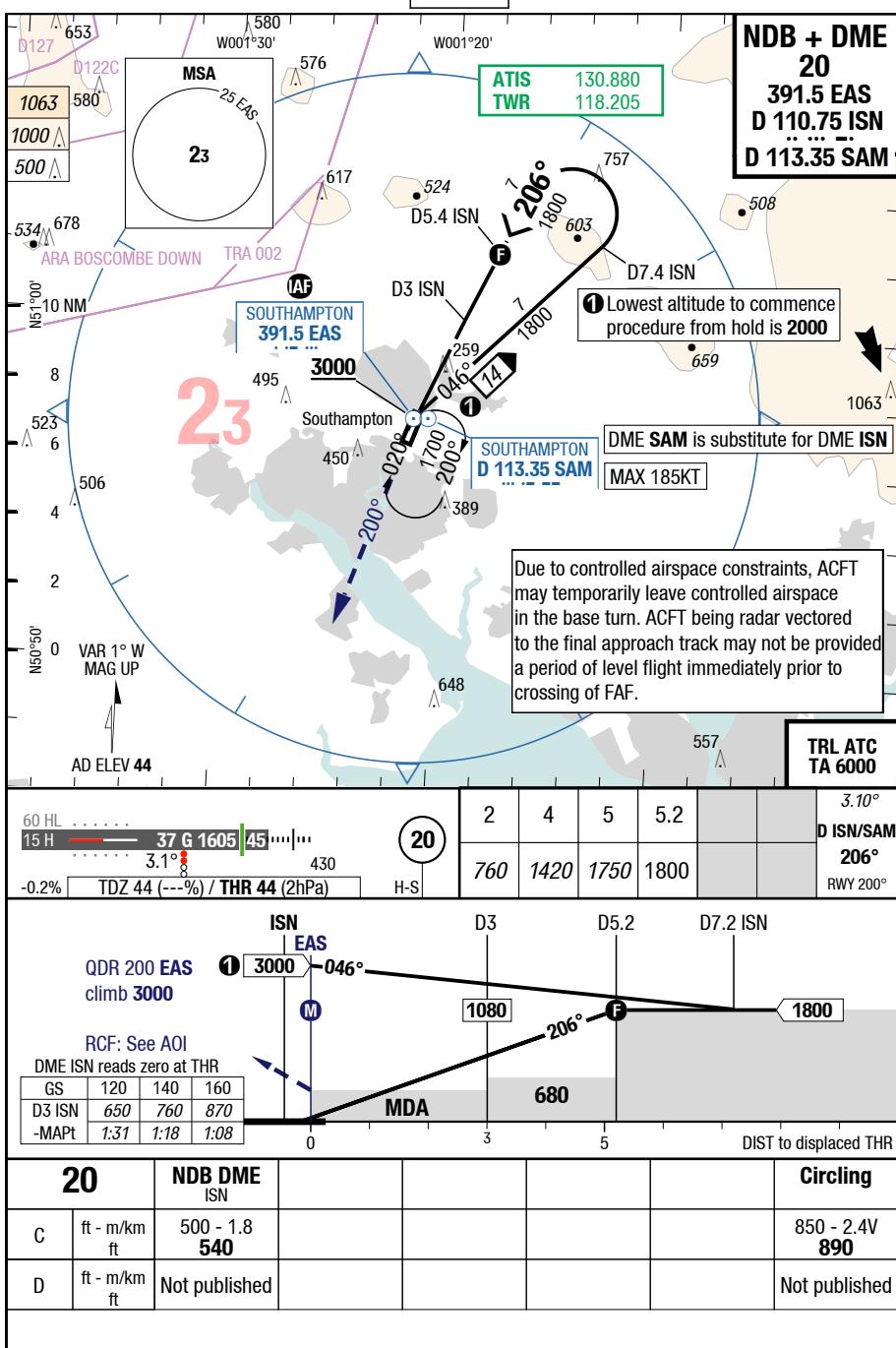
NDB + DME 02



## SOU-EGHI

7-80

NDB + DME 20



22-FEB-2018

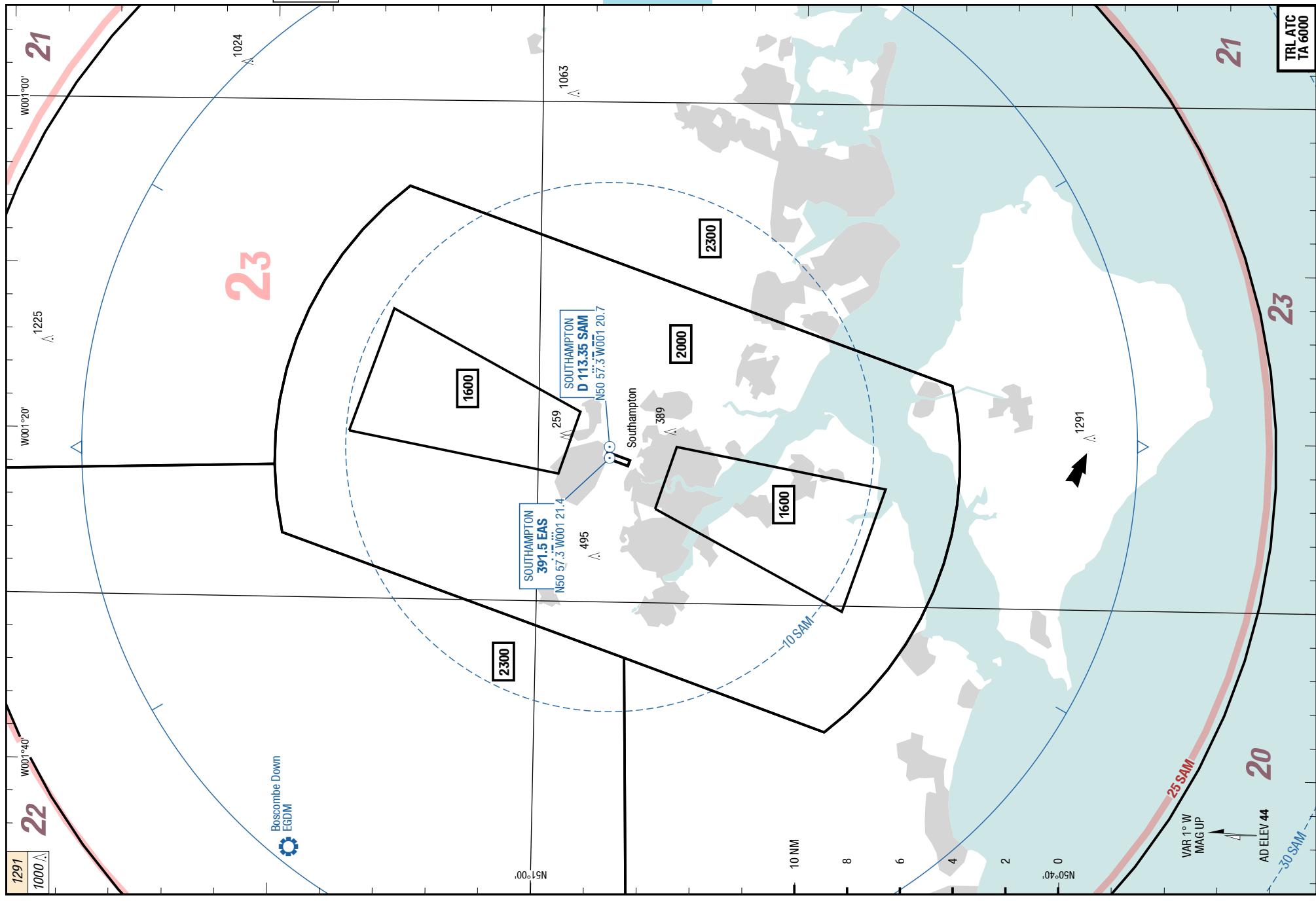
## United Kingdom Southampton

MRC  
MRC

## Southampton United Kingdom

MRC  
MRC

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Changes: OBST