

MME-EGNV

1-10

AOI

AOI

GENERAL

Operational Hours

ATS Hours / AD Operator Hours: 0600-2200‡ and by arrangement.

Airport Information

RFF: CAT 6 for SKED flights up to 100 seats, OPS above 100 seats PPR
CAT 8 AVBL with PN.

Fire: "Durham Fire" 121.600 AVBL when fire vehicle attending ACFT on GND in EMERG.

PCN: RWY 05/23: 70/F/C/W/T

Customs: Selective attendance, no HRS notified.

Operation

RWY Restrictions

When vacating RWY 05 via TWY C follow strictly along CL.

ACFT requiring more than RWY width (46m / 150ft) to turn, should turn at RWY end where extra width is AVBL. Execute a gentle turn.

TWY Restrictions

TWY C, D width 15m / 49ft.

TWY A width 10.5m / 34ft.

TWY A MAX strength 25t / 55116lbs. Use by ACFT up to 50t / 110231lbs is AVBL by ATC.

TWY C not AVBL during LVP.

ACFT requiring TWY width greater than 15m / 49ft shall enter/ vacate (via back-track if required) RWY 05/23 via TWY B.

Access to RWY 05/23 restricted to HLDG points A1, B, C, D1.

When RWY is vacated via Hold C, follow lead off taxi guidance markings and do not attempt to cut the corner while turning.

Parking

Stand 1L, 1, 1R, 2-5, 5R are marshalled nose-in parking.

Warnings

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

Parachuting in vicinity of AD.

Deers and birds in vicinity of AD.

ARRIVAL

Communication

COM Failure: See CRAR and in addition;

During radar vectors:

Initial APCH: Continue visually or by means of an appropriate final APCH aid. If not possible proceed at 2500ft or last assigned LVL if higher, to TD NDB.

Intermediate and Final APCH: Continue visually or by means of an appropriate final APCH aid. If not possible follow MISAP to TD NDB.

MME-EGNV

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AOI

AOI

ARRIVAL

Arrival Procedure

Noise Abatement Procedure

Continuous Descent APCH

Apply continuous descent and low PWR, low drag PROC.

Fly within speed band of 210-240KT during APCH reducing to 160-180KT at range of 12NM from touchdown and maintain 160KT from 8NM-4NM from touchdown.

Avoid overflying of nearby villages.

DEPARTURE

Take-off Minima

RWY	05/23		
All ACFT	ft - m/km	0 - 400R/400V	-

Communication

COM Failure: See CRAR.

De-Icing

AVBL.

Effective 19-JUL-2018

United Kingdom Durham Tees Valley

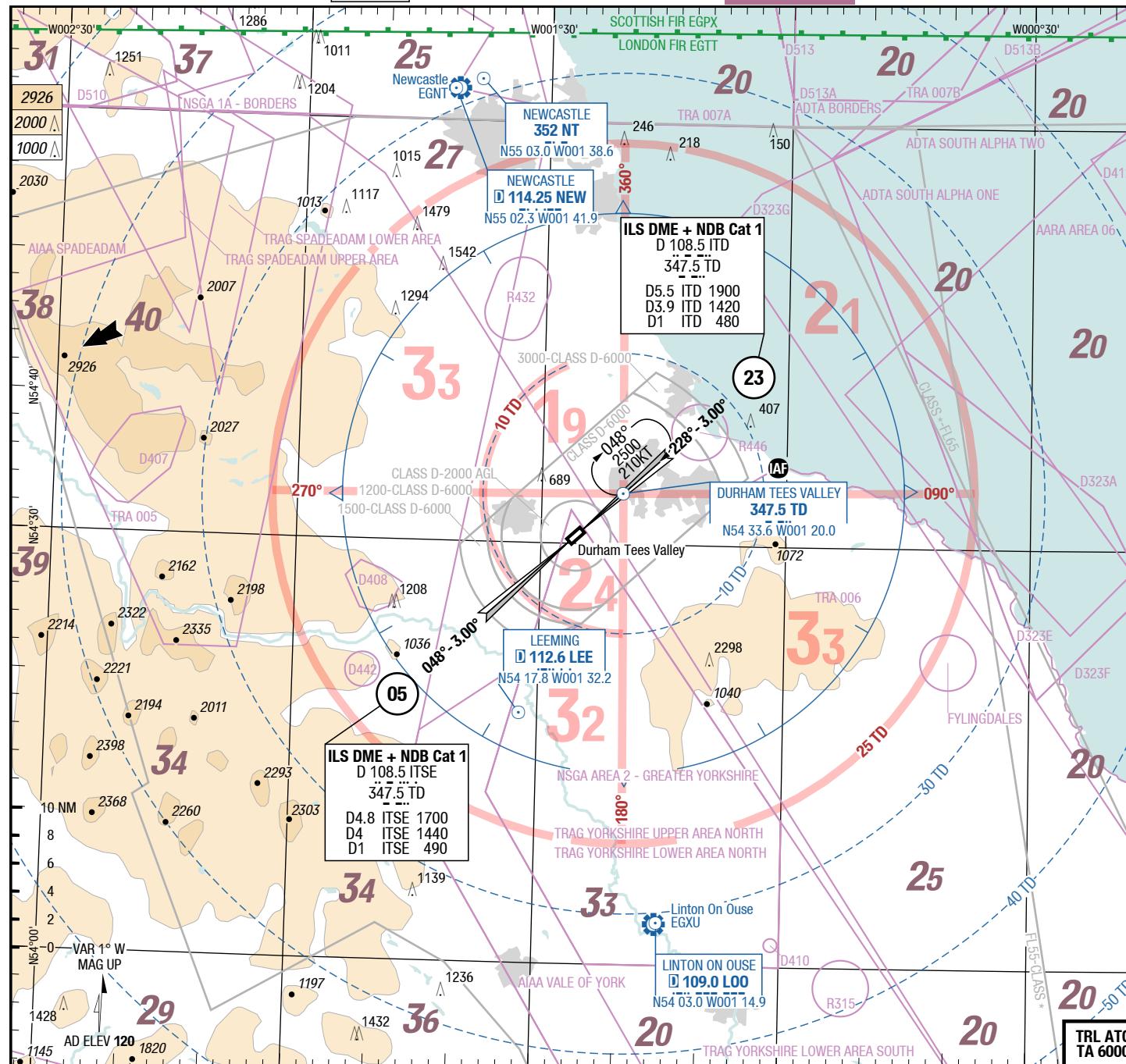
AGC
AFC

Durham Tees Valley United Kingdom

AF

MME-EGNV

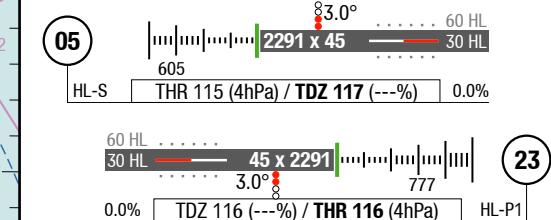
2-10



Changes: Track, OBST, SUAs

ATIS	132.375
Durham APP/RAD	118.850 0600-2200 ‡
Durham DIR	128.850
Durham TWR	119.800 0600-2200 ‡

Landing RWY system:



Effective 12-OCT-2017

05-OCT-2017

United Kingdom Durham Tees Valley

MME-EGNV

-10

DEPARTUREs

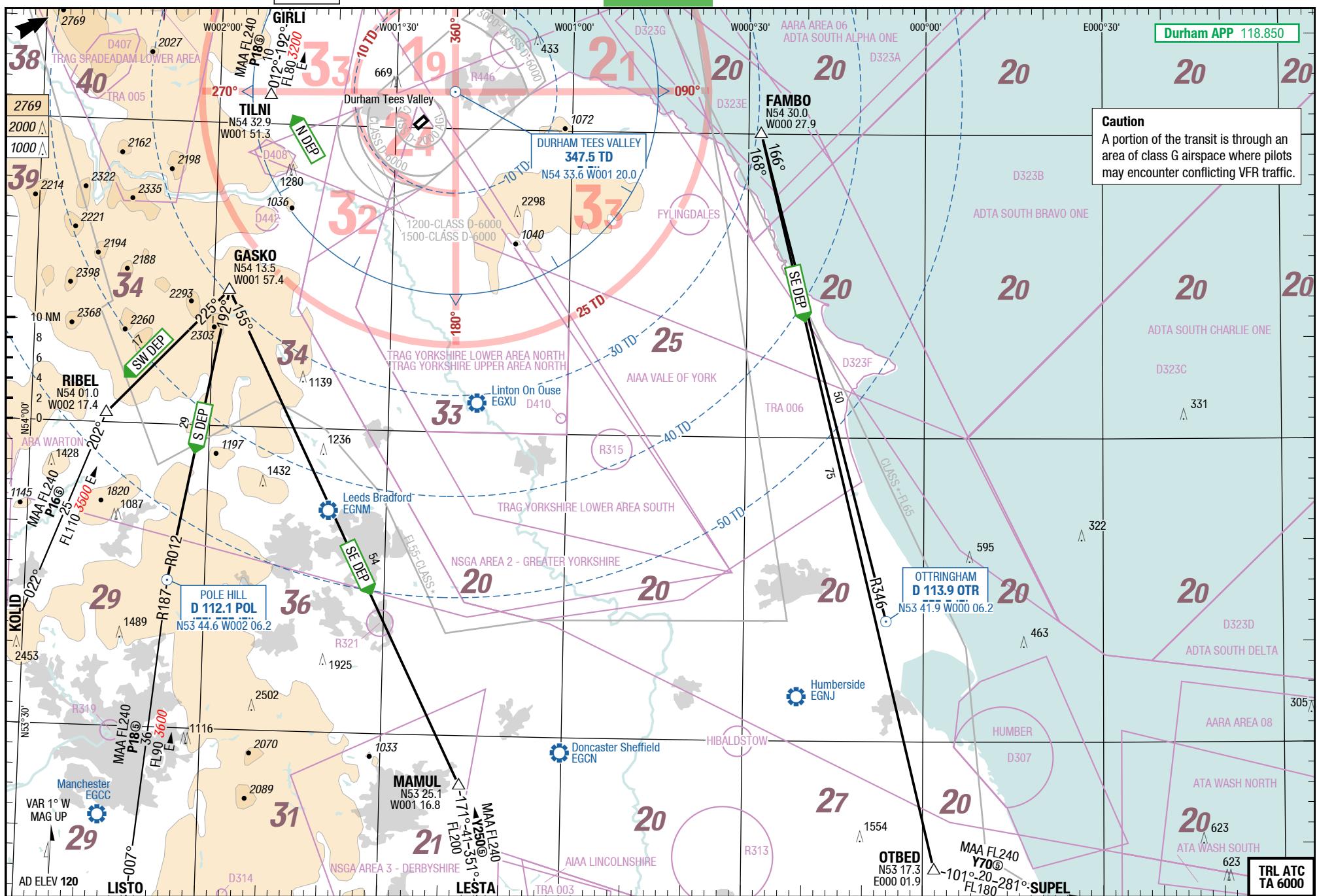
Durham Tees Valley United Kingdom

DEPARTUREs

Durham APP 118.850

20

Caution
A portion of the transit is through an area of class G airspace where pilots may encounter conflicting VFR traffic.



MME-EGNV

5-10

DEPARTUREs

SIDPT

N DEP / S DEP / SE DEP / SW DEP

RWYs 05 (048°) / 23 (228°)

DESIGNATOR	ROUTING	ALTITUDES
	All RWYs	
N DEP 118.850	TILNI - join AWY P18	
S DEP 118.850	GASKO - POL - join AWY P18	
SE DEP 118.850	FAMBO - OTR FAMBO - OTBED - join AWY Y70 GASKO - MAMUL - join AWY Y250	
SW DEP 118.850	GASKO - RIBEL - join AWY P16	

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05-OCT-2017

United Kingdom Durham Tees Valley

MME-EGNV

5-10

ARRIVALS

SIAR

SAR

Durham Tees Valley United Kingdom

This map displays a complex network of air traffic control routes (CTR/CTA) and airspaces across the North York Moors and adjacent regions. Key features include:

- Airspace Classes:** The map shows various controlled and uncontrolled airspaces, including CLASS D-6000, CLASS D-2000 AGL, and CLASS G (FL165).
- Controlled Areas:** Specific areas like TRAG SPADEADAM LOWER AREA, TRAG YORKSHIRE UPPER AREA NORTH, and TRAG YORKSHIRE LOWER AREA NORTH are outlined.
- Locations:** Key locations marked include GIRLI, TILNI, DURHAM TEES VALLEY, FAMBO, GASKO, OBOXA, ABKAT, LISTO, and OTTRINGHAM.
- Runways:** Runway numbers 19, 21, 20, 24, 32, 33, 34, 36, 40, and 41 are indicated.
- Approaches:** Approach routes like N ARR, NW ARR, S ARR, SW ARR, and SE ARR are shown.
- NOTAMs and Warnings:** A box notes aircraft inbound to EGNV should route via FAMBO to TD. Another box cautions pilots about class G airspace near Linton On Ouse EGXU.
- Flight Levels:** Flight levels FL80, FL120, FL165, and FL240 are indicated.
- Vertical Scale:** Vertical scale markers from 0 to 10 NM are present.

Legend for ATIS/Durham APP/Durham DIR:

ATIS	132.375
Durham APP	118.850
Durham DIR	128.850

Changes: OBST, SUAs, HLDG

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12-JUL-2018

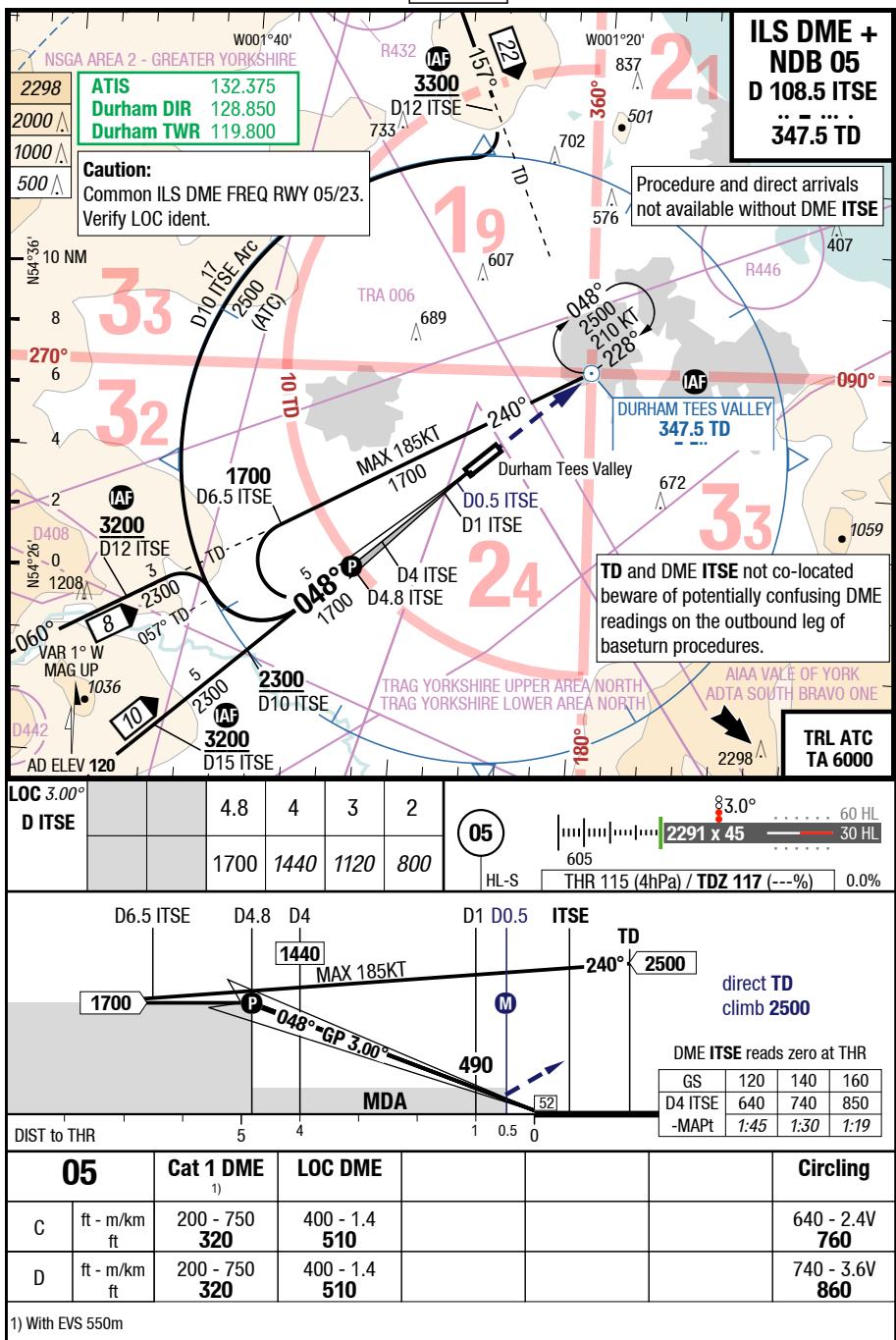
United Kingdom Durham Tees Valley

MME-EGNV

7-10

ILS DME + NDB 05

IAC



Changes: Track, SUAs, OBST

Effective 19-JUL-2018

12-JUL-2018

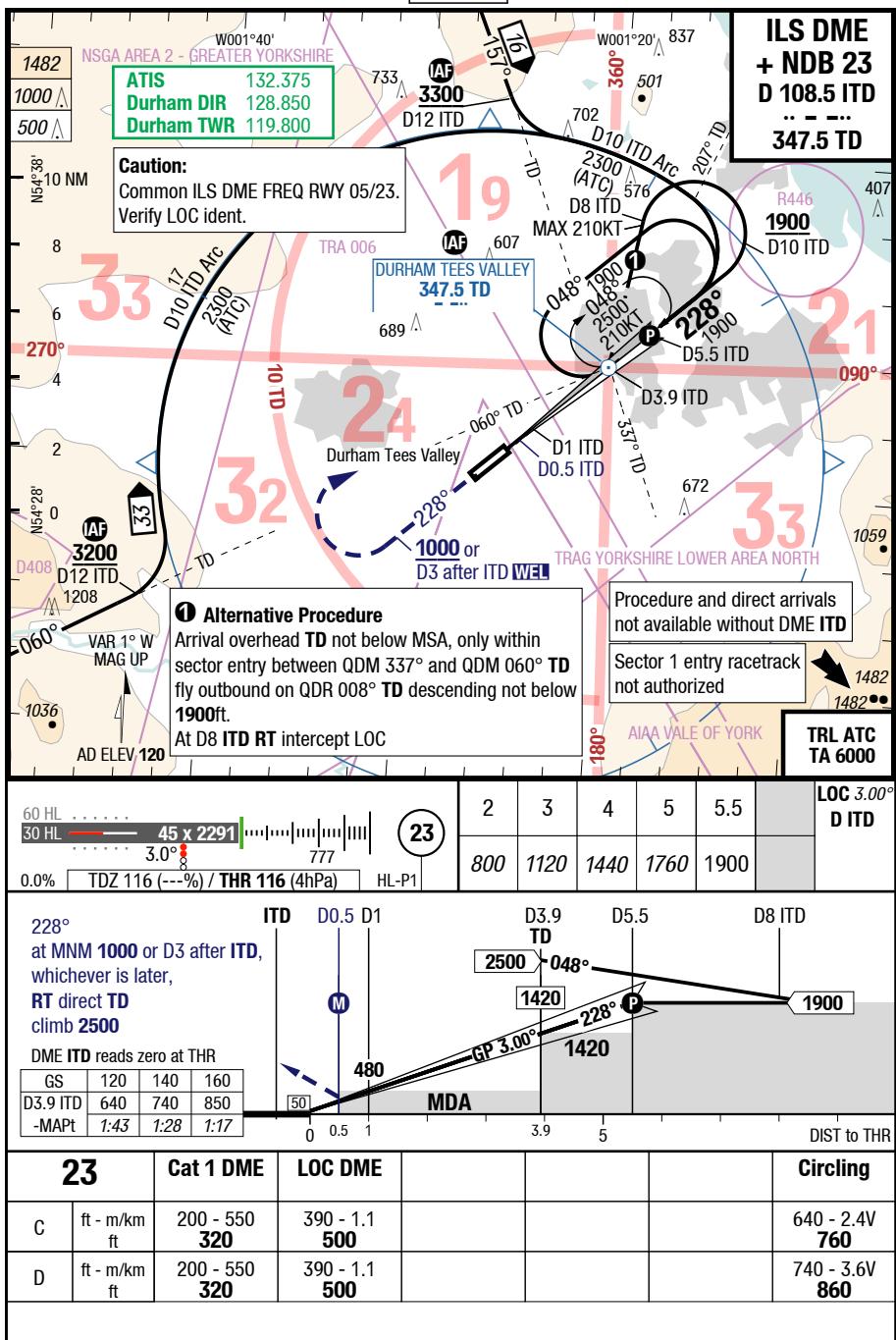
United Kingdom Durham Tees Valley

MME-EGNV

7-20

ILS DME + NDB 23

IAC



Changes: Track, SUAs, OBST

Effective 19-JUL-2018

12-JUL-2018

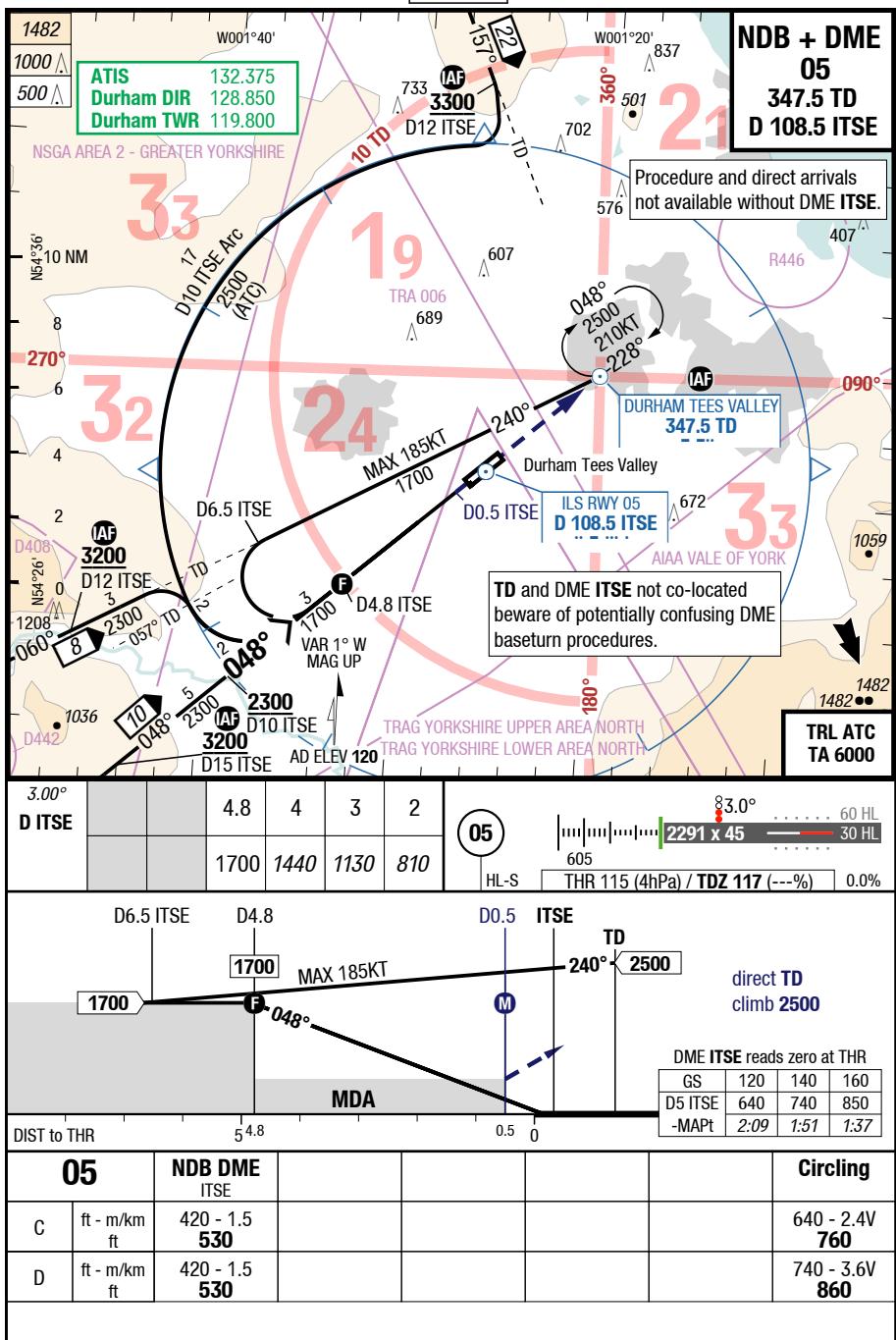
United Kingdom Durham Tees Valley

MME-EGNV

7-30

NDB + DME 05

IAC



Changes: Track, SUAs, OBST

Effective 19-JUL-2018

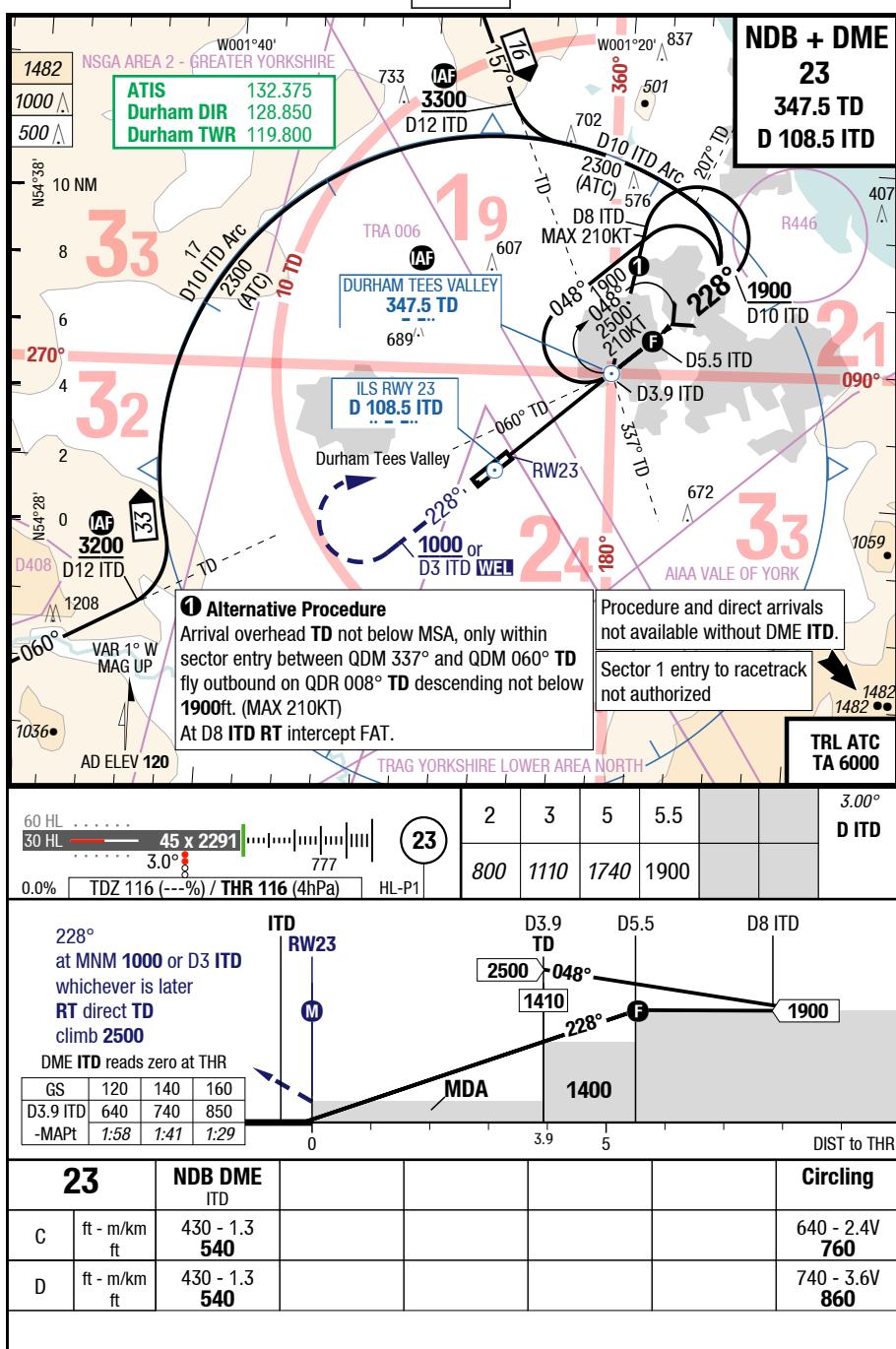
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MME-EGNV

7-40

NDB + DME 23



Changes: Track, SUAs, OBST

Effective 19-JUL-2018

12-JUL-2018

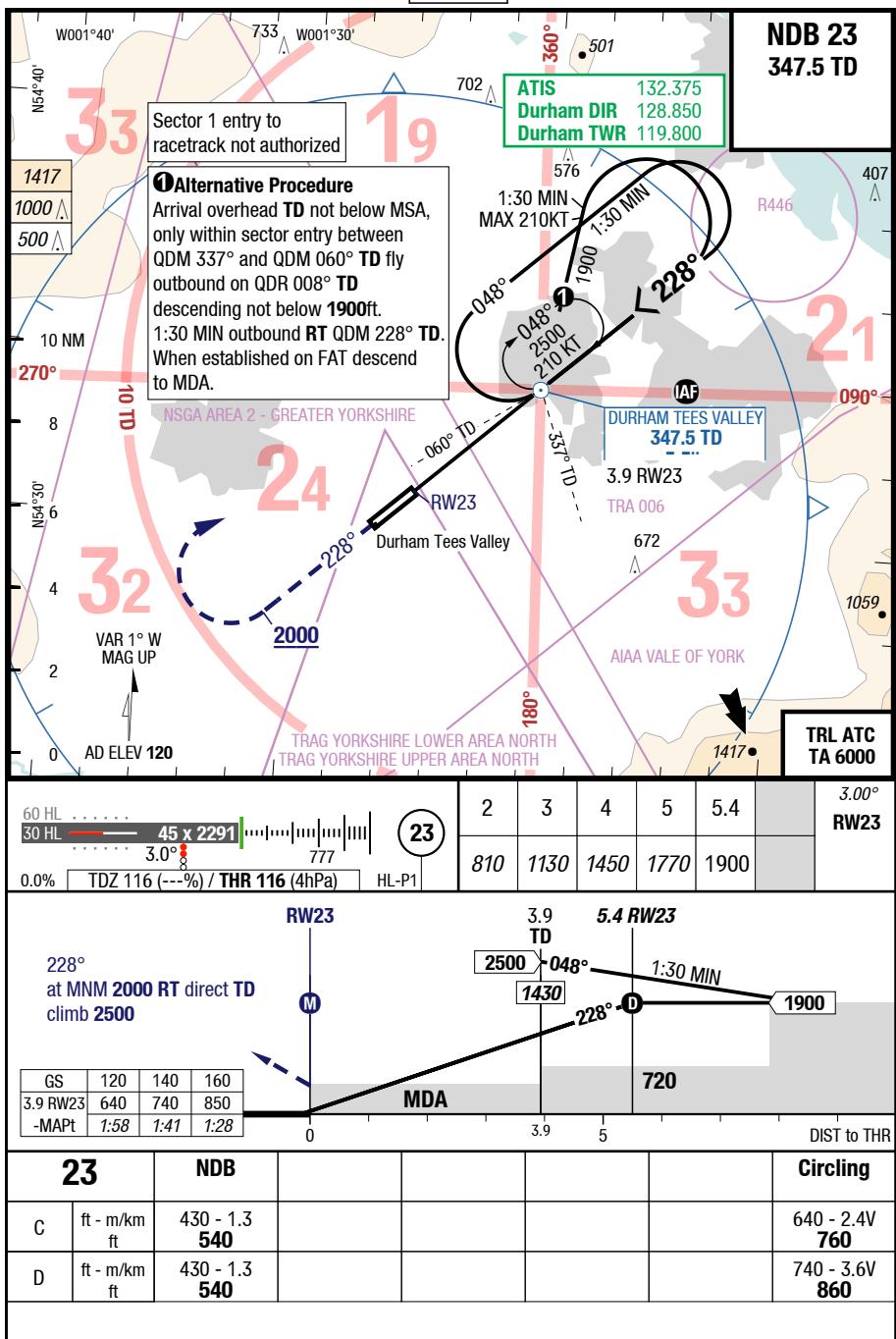
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MME-EGNV

7-50

IAC

NDB 23



Changes: Track, SUAs, OBST

Effective 19-JUL-2018

12-JUL-2018

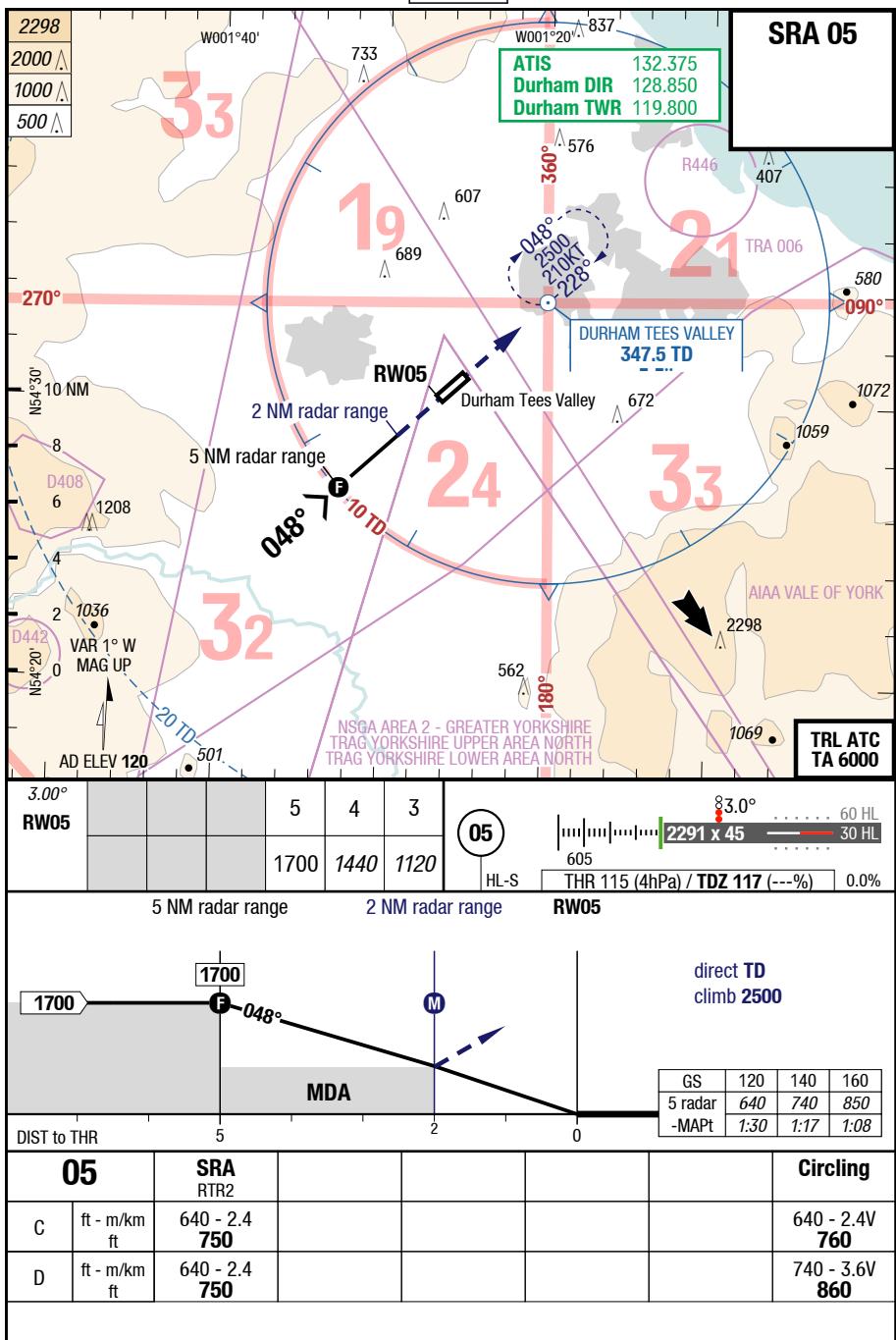
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MME-EGNV

7-60

SRA 05

IAC



Changes: Track, OBST, SUAs

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12-JUL-2018

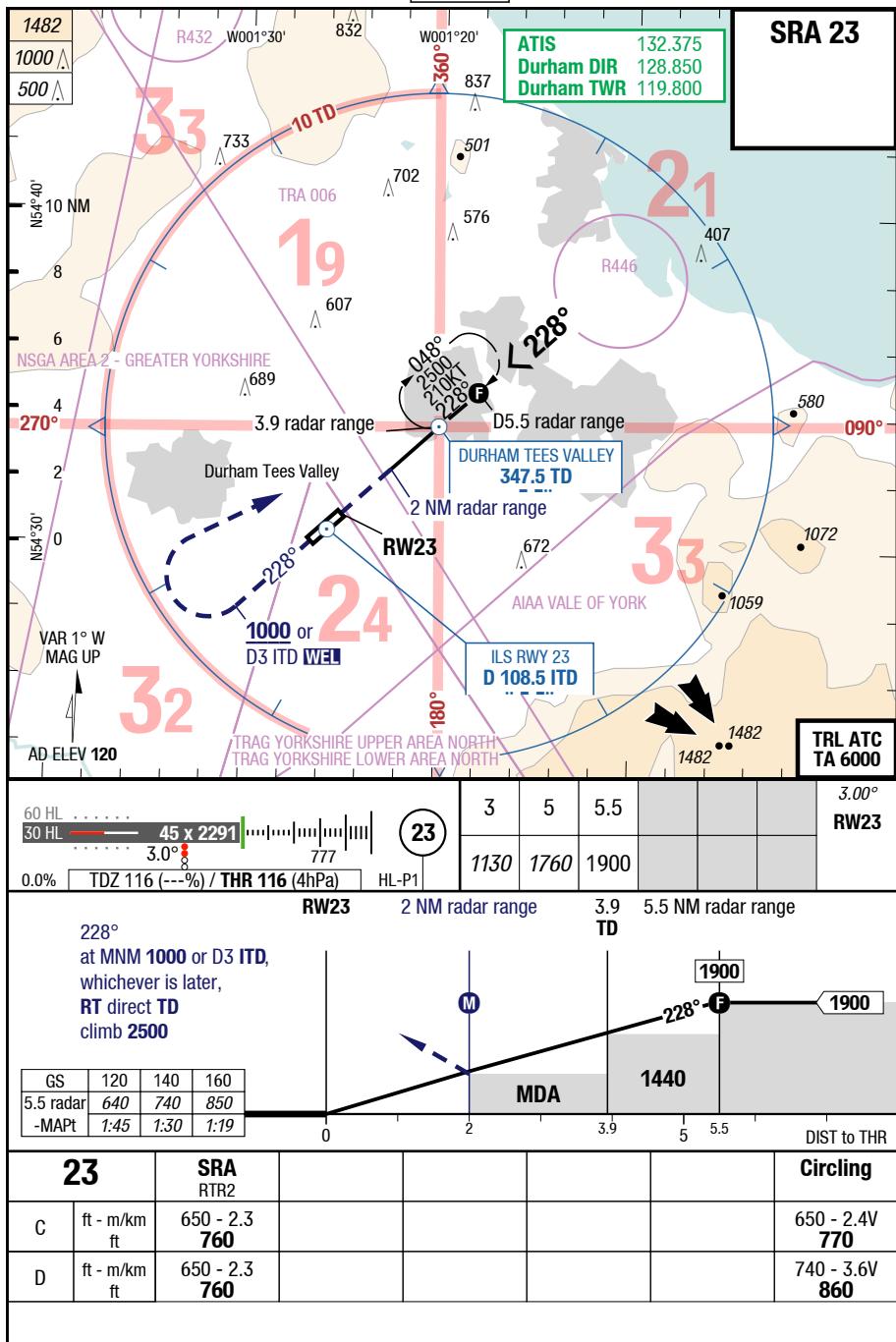
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MME-EGNV

7-70

SRA 23

14



Changes: Track, SUAs, OBST

Effective 08-DEC-2016

01-DEC-2016

MME-EGNV

United Kingdom Durham Tees Valley

MRC

MRC

Durham Tees Valley United Kingdom

MRC

MRC

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