

DSA-EGCN

1-10

AOI

AOI

**GENERAL****Operational Hours****ATS Hours / AD Operator:** H24**Night Restriction:** No TKOF/LDG between 2300-0700‡, with quota count 2330-0600‡.**Airport Information****RFF:** CAT 7, CAT 8 and 9 O/R by PN**Fire:** "Doncaster Fire" 121.600 AVBL when fire vehicle attending ACFT on GND in EMERG.**Fuel:** 0500-2359‡**PCN:** RWY 02/20: 63/F/B/W/T**Customs:** HR aligned with Airline OPS**Operation****Traffic Note**

AD is restricted to A340-600 ACFT due to limitation on TWY curves.

**Preferential RWY**

LDG: RWY 20

TKOF: RWY 02

**Low Visibility Procedure:** TWY B CLSD when LVP in force.**TWY Restriction**

TWY A, D, G width 18m / 59ft.

TWY E follow-me mandatory for code letter E ACFT.

**Taxi/Parking**

Code letter E ACFT such as B777 and B747 vacating RWY via TWY A7 are required to use painted oversteer line between A7 and A6 and follow-me will be provided. This also applies for code letter E ACFT entering RWY from TWY A via TWY A6 and TWY A7.

**APU:** The use of APU at night is prohibited. APUs must be shut down 5min after ARR on stand and can be restarted earliest 30min prior to DEP from stand.**Warnings**

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

Code letter E ACFT shall use caution when taxiing on straight portion of TWY A between intersections TWY D and TWY E (after vacating RWY at TWY A7, or exiting TWY E) as main-gear to pavement edge may reduce to 2.6m / 8.5ft on straight section.

Be aware of proximity of Scampton 19.5NM SE for AD and restricted area R313 which is active up to 9500ft with formations of fast jet ACFT. For activity INFO contact Waddington APP.

EXP VFR TFC on ARR and DEP. Routes lie partially outside controlled airspace.

Glider activity up to the base of controlled airspace.

Parachuting 17.5NM E of AD up to FL150. For activity INFO contact APP.

Pilots may experience stop-end reflections, 960m / 3150ft from RWY 02 stop-end and 1110m / 3640ft from RWY 20 stop-end, when higher intensity lighting settings are selected.

Birds in vicinity of AD. (Racing pigeons flying across AD below 100ft, season between APR-SEP).

**ARRIVAL****Communication**

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

**Initial APCH:** CONT visually or by means of an appropriate final APCH aid. If not possible, proceed 3500ft, or last assigned level if higher, to FNY NDB.

**Intermediate and final APCH:** CONT visually or by means of an appropriate final APCH aid. If not possible follow the MISAP PROC to FNY NDB.

**Before ETA or EAT:** Fly to FNY NDB. Hold at the last assigned level until the last acknowledged ETA plus 10min or EAT when this has been given; or if failure occurs after reported HLDG point, hold at the last assigned level until ATA plus 10min, or 10min after the last acknowledged COMs with ATC whichever is later. Then commence descent for LDG in accordance with the APCH PROC for the RWY in use and effect a LDG within 30min (or later if able to APCH and land visually).

**After reported ATC on reaching the HLDG point:** Hold at the last assigned level at the FNY NDB until: ATA over th HLDG point plus 10min or 10min after the last acknowledged COM with ATC, whichever is the later or EAT when this has been received and acknowledged. then commence descent for LDG in accordance with the APCH PROC for the RWY in use and effect a LDG within 30min (or later if able to APCH and land visually).

**After MISAP:** Fly the appropriate MISAP PROC to FNY NDB. Complete at least one HLDG pattern at 2500ft. then commence descent for LDG in accordance with the APCH PROC for the RWY in use and effect a LDG within 30min (or later if able to APCH and land visually).

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

Do not overly built up area.

Use ILS GP in IMC and VMC. Do not descend below 2000ft before intercepting the GP and don't fly below it.

**VFR Traffic Pattern:** RWY 02 right-hand circuit.

**Reverse:** Avoid the use of reverse thrust or reverse pitch above idle PWR settings on LDG, consistent with the safe OPS of the ACFT between 2300-0700‡.

**Warning**

Be aware of proximity to INSTR APCH PROCs of EGNE, EGNF and EGCF ADs.

**DEPARTURE****Take-off Minima**

RWY		20	
All ACFT	ft - m/km	0 - 75R	-
		0 - 400R/400V	if RCLL U/S - lower minima by state permissin only.
RWY		02	
All ACFT	ft - m/km	0 - 125R	-
		0 - 400R/400V	if RCLL U/S - lower minima by state permissin only.

DSA-EGCN

1-30

AOI

AOI

**DEPARTURE****Speed**

**All DEPs:** MAX IAS 250KT below FL100. ATC will endeavour to remove the speed limitation ASAP and will use the phrase "No ATC Speed Restriction".

**Communication**

**COM Failure:** See CRAR.

**Departure Procedure****Start-up/Push-back**

Inform ATC if unable to comply with speed restrictions of IAS 250KT during DEP.

**Noise Abatement Procedure**

RWY	Direction	Route
20	West	Climb straight ahead to 500ft or I-FNL D0.5, whichever is later, turn right to track 210°M. When passing lead radial GAM VOR/DME R331, turn right to intercept the GAM VOR/DME R325. At GAM VOR/DME D14 turn to intercept the GAM VOR/DME R328. NAP terminates at 3000ft.
20	North	Climb straight ahead to 500ft or I-FNL D0.5, whichever is later, turn left to track 190°M. At I-FNL D2.5 left turn to intercept GAM VOR/DME R015 from GAM VOR/DME. At GAM VOR/DME D11 turn left to intercept POL VOR/DME R111. NAP terminates at 3000ft.
20	East/South	Climb straight ahead to 500ft or I-FNL D0.5, whichever is later, turn right to track 210°M. At I-FNL D1.5 turn right to track 250°M and at I-FNL D3.5 turn left to intercept GAM VOR/DME R322 to GAM VOR/DME. NAP terminates at 3000ft.
02	North/West	Climb straight ahead to 500ft or I-FIN D0.5, whichever is later, turn left onto track 360°M. At I-FIN D1.5 turn to DR track 334°M. At GAM VOR/DME D18 turn left to intercept OTR VOR/DME R264. NAP terminates at 3000ft
02	East/South	Climb straight ahead to 500ft or I-FIN D1.0, whichever is later, turn right to intercept GAM VOR/DME R017 from GAM VOR/DME (R197 to GAM VOR/DME) and continue the climb inbound towards GAM VOR/DME. NAP terminates at 3000ft.

**All DEPs:**

Upon passing 3000ft being directed from these tracks to facilitate the integration of TFC.

Use NAP in accordance to AFM.

No turns below 500ft AAL.

**De-Icing**

AVBL.

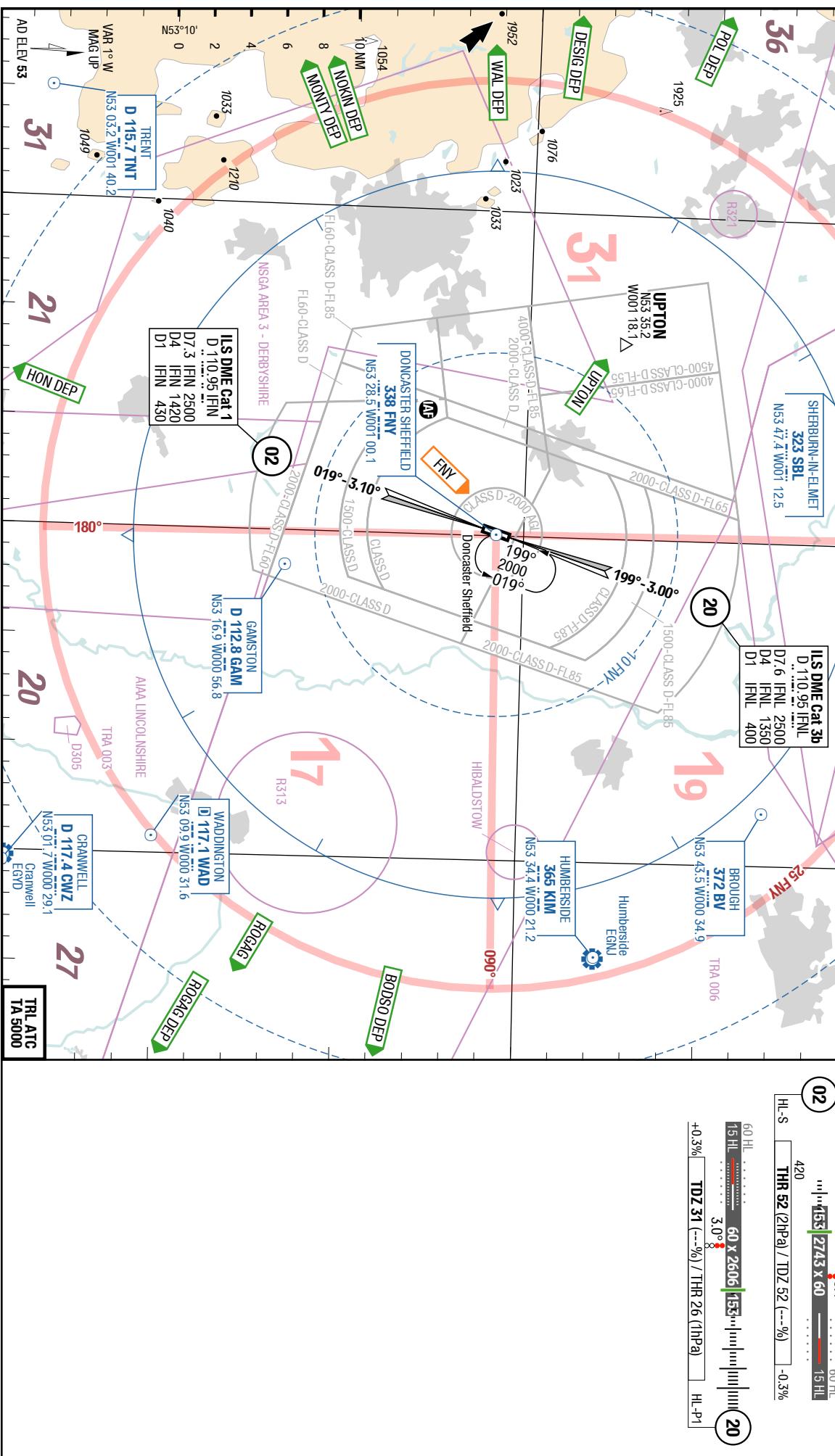
DSA-EGCN

2-10

**AFC**

**Doncaster Sheffield United Kingdom**  
AFC 

<b>Landing RWY system:</b>	○→ ▲
<b>ATIS</b>	134.950
<b>RAD</b>	126.225
	129.050
<b>APP</b>	126.225
<b>TWR</b>	128.775



Effective 19-JUL-2018

12-JUL-2018

DSA-EGCN

## United Kingdom Doncaster Sheffield

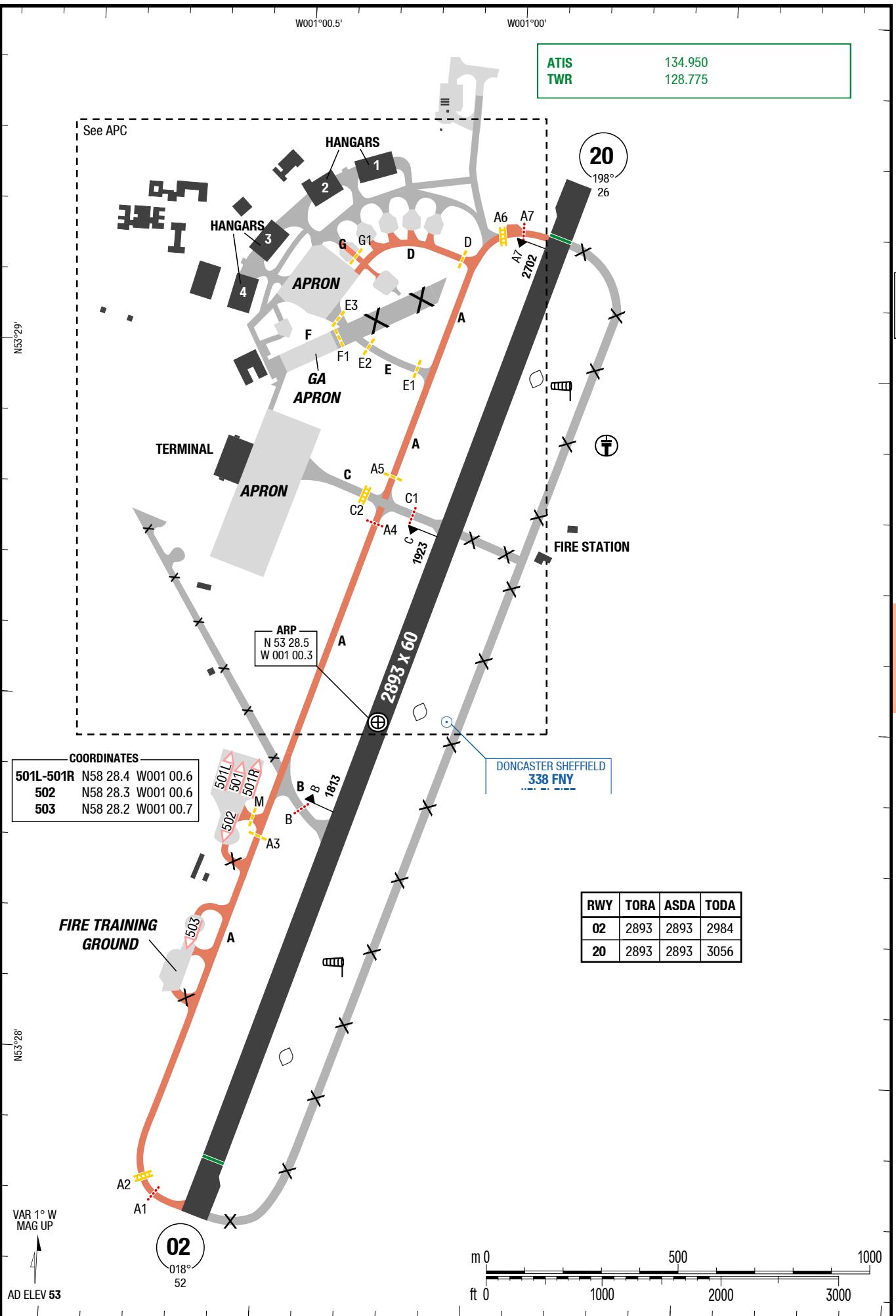
3-20

AGC

AGC

AGC

## Doncaster Sheffield United Kingdom



Effective 26-APR-2018

19-APR-2018

DSA-EGCN

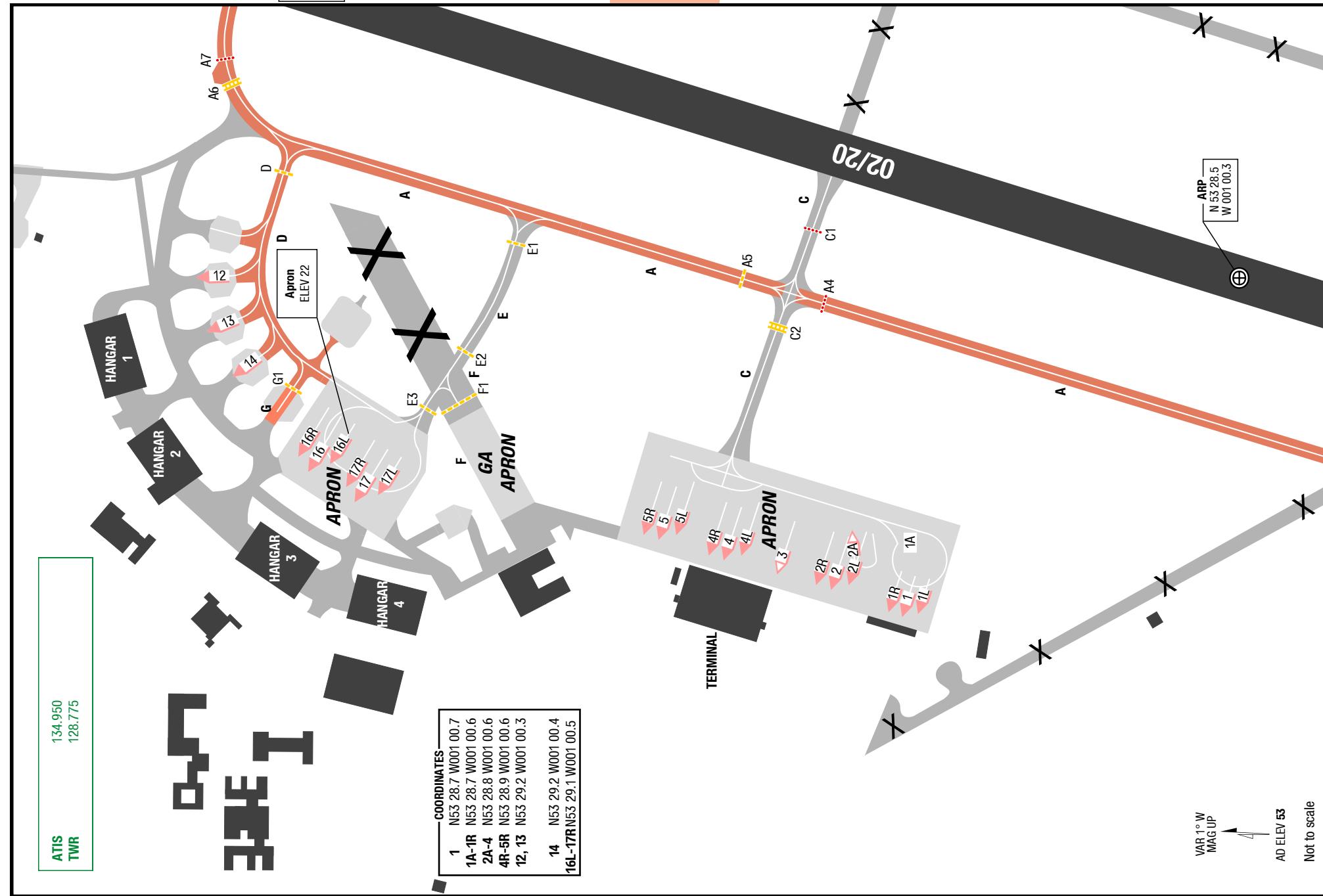
# United Kingdom Doncaster Sheffield

APC  
NIL  
APC

# Doncaster Sheffield United Kingdom

APC  
NIL  
APC

3-30



Changes: TWY Lane

Effective 15-SEP-2016

08-SEP-2016

DSA-EGCN

# United Kingdom Doncaster Sheffield

DEPARTUREs (via ROGAG)

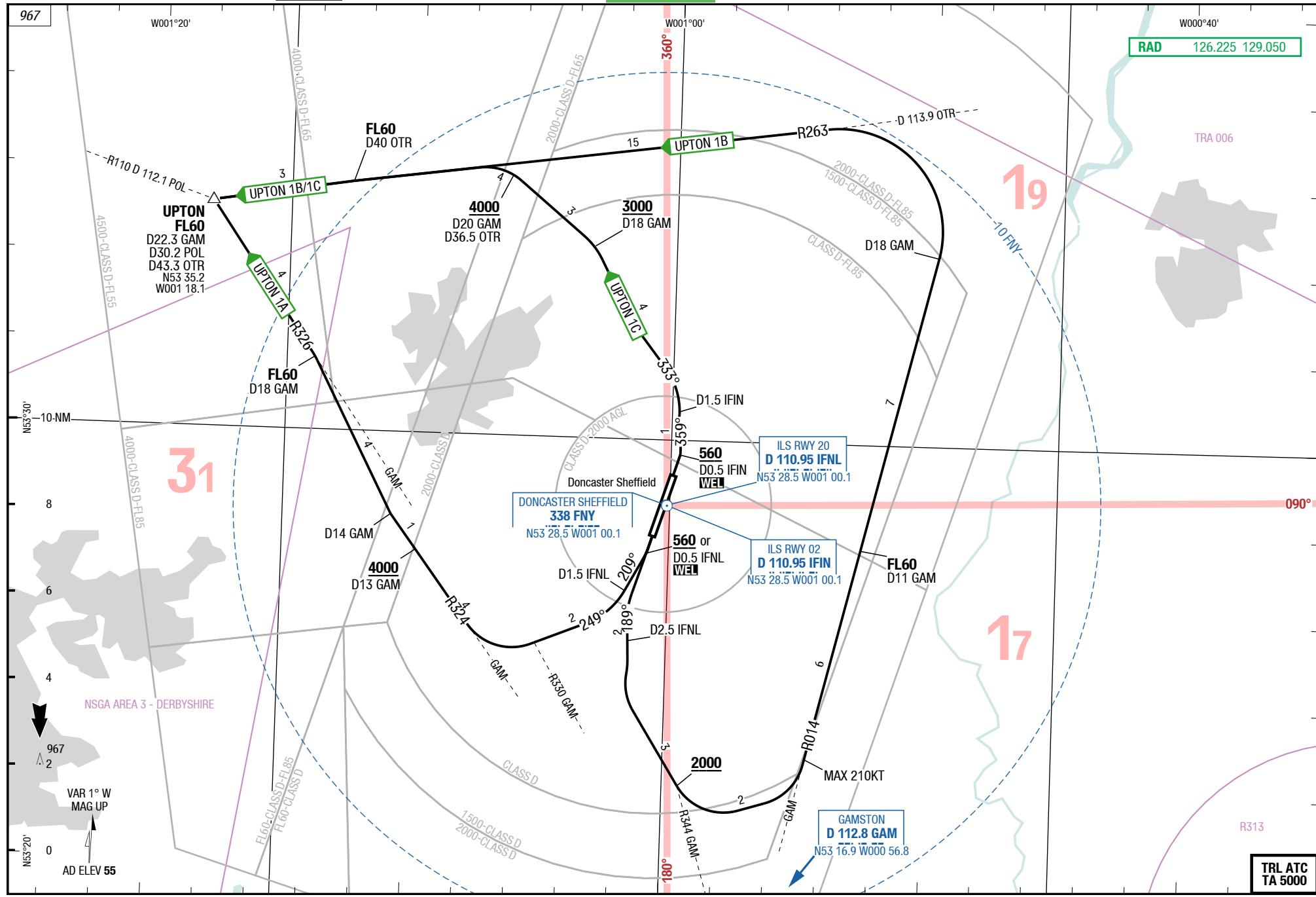
4-10

SIDs

# Doncaster Sheffield United Kingdom

DEPARTUREs (via ROGAG)

SIDs



**Effective 15-SEP-2016**

08-SFP-2016

DSA-EGCN

## **United Kingdom Doncaster Sheffield**

## **DEPARTUREs (via ROGAG)**

## **Doncaster Sheffield United Kingdom**

## **DEPARTUREs (via ROGAG)**

SID

**19**

**31**

**17**

**RAD** 126.225 129.050

**TRA 006**

**TRA 003 LINCOLNSHIRE (c)**

**W001°00' 360°**

**W000°30' 090°**

**W000°00' 180°**

**1500-CLASS D-FL85**

**2000-CLASS D-FL85**

**2000-CLASS D-FL60**

**CLASS D-FL85**

**CLASS D-2000 AGL**

**CLASS D**

**1500-CLASS D**

**2000-CLASS D**

**10 NM**

**8**

**6**

**4**

**2**

**0**

**N53°30'**

**N53 28.5 W001 00.1**

**ILS RWY 02  
D 110.95 IFIN**

**ILS RWY 20  
D 110.95 IFNL**

**D1.5 IFNL  
(BODSO 20 (South) DEP,  
ROGAG 20 (South) DEP)**

**D3.5 IFNL**

**D2.5 IFNL**

**500 or  
D1 IFIN WEL**

**500 or  
D0.5 IFNL WEL**

**Doncaster Sheffield**

**FL60 or  
D11 GAM WEE**

**FL80 or  
D5 GAM WEL**

**R015**

**R099**

**R313**

**686**

**10 JFM**

**10**

**197°**

**143°**

**250°**

**2**

**6**

**10**

**18**

**15**

**170°**

**110°**

**15**

**103°**

**32**

**Y70⑤ 55**

**BODSO 02 DEP**

**BODSO 20 (North) DEP**

**BODSO 20 (South) DEP**

**ROGAG 02 DEP**

**ROGAG 20 (North) DEP**

**ROGAG 20 (South) DEP**

**AMVEL**  
N53 11.1  
W000 01.9

**SUPEL**  
N53 13.7  
W000 35.5

**ROGAG**  
FL160 (ATC)  
N53 14.1  
W000 17.7

**LAMIX**  
D57.2 112.1 POL  
N53 18.5  
W000 40.9

**Scampton EGXP**

**ROGAG ③**  
FL160 (ATC)

**TRL ATC TA 5000**

**Not to scale**

**26**

**25**

**25 FWY**

**Retford EGNE**

**GAMSTON D 112.8 GAM**  
N53 16.9 W000 56.8

**VAR 1° W MAG UP**

**AD ELEV 55**

**TRA 006**

**TRA 003 LINCOLNSHIRE (c)**

**W000°30' 090°**

**W000°00' 180°**

**1500-CLASS D-FL85**

**2000-CLASS D-FL85**

**2000-CLASS D-FL60**

**CLASS D-FL85**

**CLASS D-2000 AGL**

**CLASS D**

**10 NM**

**8**

**6**

**4**

**2**

**0**

**N53°30'**

**N53 28.5 W001 00.1**

**ILS RWY 02  
D 110.95 IFIN**

**ILS RWY 20  
D 110.95 IFNL**

**D1.5 IFNL  
(BODSO 20 (South) DEP,  
ROGAG 20 (South) DEP)**

**D3.5 IFNL**

**D2.5 IFNL**

**500 or  
D1 IFIN WEL**

**500 or  
D0.5 IFNL WEL**

**Doncaster Sheffield**

**FL60 or  
D11 GAM WEE**

**FL80 or  
D5 GAM WEL**

**R015**

**R099**

**R313**

**686**

**10 JFM**

**10**

**197°**

**143°**

**250°**

**2**

**6**

**10**

**18**

**15**

**170°**

**110°**

**15**

**103°**

**32**

**Y70⑤ 55**

**BODSO 02 DEP**

**BODSO 20 (North) DEP**

**BODSO 20 (South) DEP**

**ROGAG 02 DEP**

**ROGAG 20 (North) DEP**

**ROGAG 20 (South) DEP**

**AMVEL**  
N53 11.1  
W000 01.9

**SUPEL**  
N53 13.7  
W000 35.5

**ROGAG**  
FL160 (ATC)  
N53 14.1  
W000 17.7

**LAMIX**  
D57.2 112.1 POL  
N53 18.5  
W000 40.9

**Scampton EGXP**

**ROGAG ③**  
FL160 (ATC)

**TRL ATC TA 5000**

**Not to scale**

**26**

**25**

**25 FWY**

**Retford EGNE**

**GAMSTON D 112.8 GAM**  
N53 16.9 W000 56.8

**VAR 1° W MAG UP**

**AD ELEV 55**

## Changes: VAR

**Effective 15-SEP-2016**

08-SEP-2016

DSA-EGCN

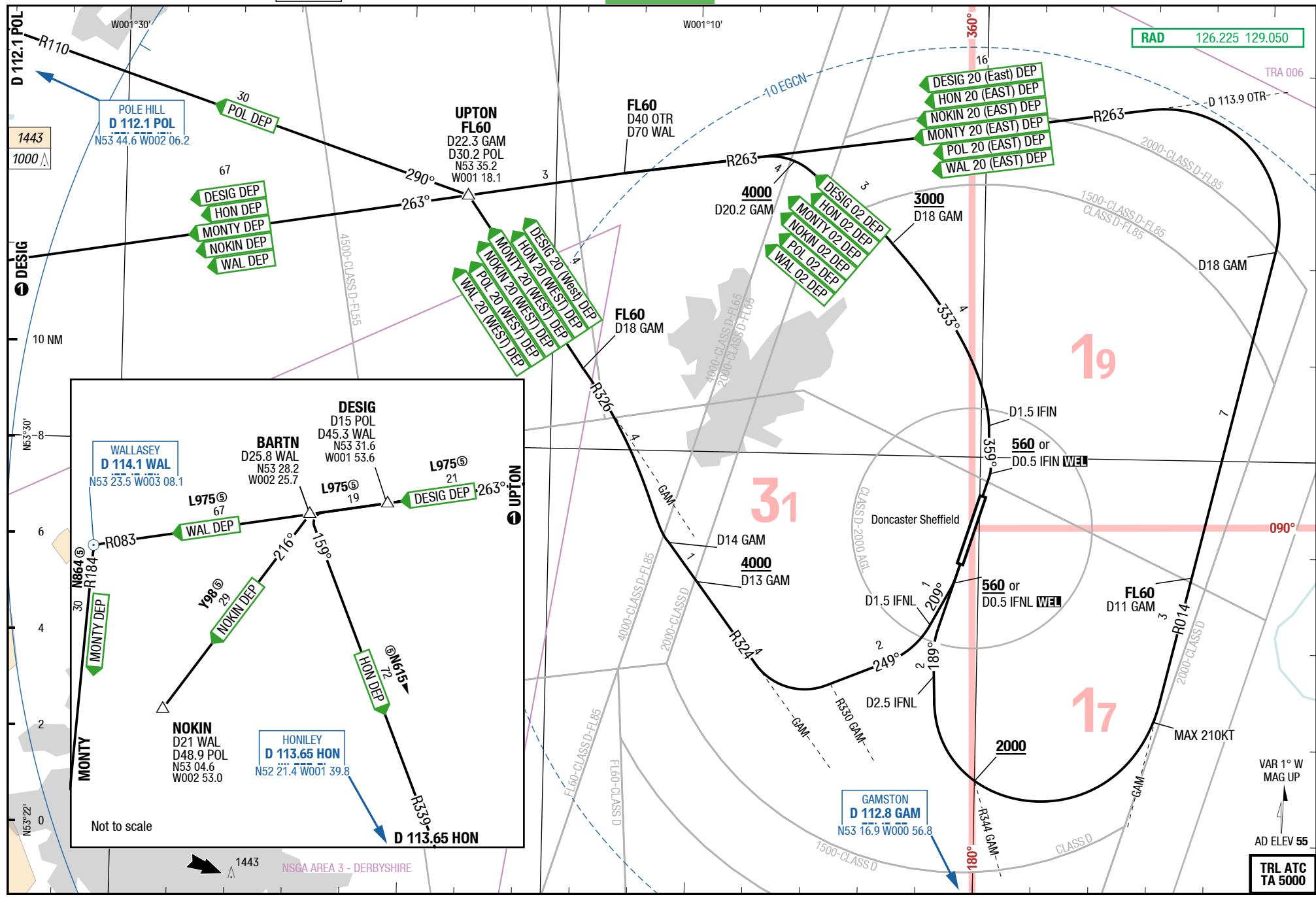
## **United Kingdom Doncaster Sheffield**

SID

**Doncaster Sheffield United Kingdom**

SID

**4-30 DEPARTURES (via UPTON)**



DSA-EGCN

5-10

SIDs

**UPTON 1C / UPTON 1A / UPTON 1B**

RWYs 02 (019°) / 20 (199°)

**Report callsign, SID designator, current altitude and cleared level on first contact with Doncaster RAD.**

	GS	120	150	180	210	240	270
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 02</b>	
<b>UPTON 1C</b> 8.0% <b>126.225</b> ①	at MNM <b>560</b> or D0.5 <b>IFIN</b> , whichever is later, <b>LT</b> 359° - at D1.5 <b>IFIN LT</b> 333° - at D18 <b>GAM LT</b> intercept R263 <b>OTR</b> to UPTON	D18 <b>GAM MNM 3000</b> D20 <b>GAM MNM 4000</b> D40 <b>OTR</b> at <b>FL60</b> UPTON at <b>FL60</b>
	<b>Runway 20</b>	
<b>UPTON 1A</b> 8.0% <b>126.225</b> ①	at MNM <b>560</b> or D0.5 <b>IFNL</b> , whichever is later, <b>RT</b> 209° - at D1.5 <b>IFNL RT</b> 249° - crossing R330 <b>GAM RT</b> intercept R324 <b>GAM</b> - at D14 <b>GAM RT</b> intercept R326 <b>GAM</b> to UPTON	D13 <b>GAM MNM 4000</b> D18 <b>GAM</b> at <b>FL60</b> UPTON at <b>FL60</b>
<b>UPTON 1B</b> 8.0% <b>126.225</b> ①②	at MNM <b>560</b> or D0.5 <b>IFNL</b> , whichever is later, <b>LT</b> 189° - at D2.5 <b>IFNL LT</b> intercept R014 <b>GAM</b> - at D18 <b>GAM LT</b> intercept R263 <b>OTR</b> to UPTON	R344 <b>GAM MNM 2000</b> D11 <b>GAM</b> at <b>FL60</b> D40 <b>OTR</b> at <b>FL60</b> UPTON at <b>FL60</b>

- ① Aircraft unable to comply with routings are to obtain a non-standard departure clearance from ATC before departure.  
 ② MAX 210KT until established on R014 GAM.

## DSA-EGCN

5-20

## DEPARTUREs (via ROGAG)

**BODSO 02 DEP / ROGAG 02 DEP / BODSO 20 (NORTH) DEP / BODSO 20 (SOUTH) DEP /  
ROGAG 20 (NORTH) DEP / ROGAG 20 (SOUTH) DEP**

RWYs 02 (019°) / 20 (199°)

	GS	120	150	180	210	240	270
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 02</b>	
<b>BODSO 02 DEP</b> 8.0% <b>126.225</b> ①	at 500 or D1 IFIN, whichever is later, <b>RT</b> intercept R017 <b>GAM</b> inbound - at D5 <b>GAM</b> or <b>FL80</b> , whichever is later, <b>LT</b> intercept R099 <b>GAM</b> to ROGAG - SUPEL - join AWY Y70 - BODSO	<b>ROGAG MNM FL160</b> (ATC) <b>initial climb FL80</b>
<b>ROGAG 02 DEP</b> 8.0% <b>126.225</b> ①	at 500 or D1 IFIN, whichever is later, <b>RT</b> intercept R017 <b>GAM</b> inbound - at D5 <b>GAM</b> or <b>FL80</b> , whichever is later, <b>LT</b> intercept R099 <b>GAM</b> to ROGAG - join AWY L603 - AMVEL	<b>ROGAG MNM FL160</b> (ATC) <b>initial climb FL80</b>
	<b>Runway 20</b>	
<b>BODSO 20 (NORTH)</b> <b>DEP</b> 8.0% <b>126.225</b> ①	at 500 or D0.5 <b>IFNL</b> , whichever is later, <b>LT</b> 190° - at D2.5 <b>IFNL</b> <b>LT</b> intercept R015 <b>GAM</b> - at D11 <b>GAM</b> or <b>FL60</b> , whichever is earlier, <b>LT</b> direct LAMIX - join AWY L603 - ROGAG - SUPEL - join AWY Y70 - BODSO	<b>ROGAG MNM FL160</b> (ATC) <b>initial climb FL80</b>
<b>BODSO 20 (SOUTH)</b> <b>DEP</b> 8.0% <b>126.225</b> ①	at 500 or D0.5 <b>IFNL</b> , whichever is later, <b>RT</b> 210° - at D1.5 <b>IFNL</b> <b>RT</b> 250° - at D3.5 <b>IFNL</b> <b>LT</b> intercept R322 <b>GAM</b> inbound - at D2 <b>GAM</b> <b>LT</b> intercept R099 <b>GAM</b> to ROGAG - SUPEL - join AWY Y70 - BODSO	<b>ROGAG MNM FL160</b> (ATC) <b>initial climb FL80</b>
<b>ROGAG 20 (NORTH)</b> <b>DEP</b> 8.0% <b>126.225</b> ①	at 500 or D0.5 <b>IFNL</b> , whichever is later, <b>LT</b> 190° - at D2.5 <b>IFNL</b> <b>LT</b> intercept R015 <b>GAM</b> - at D11 <b>GAM</b> or <b>FL60</b> , whichever is earlier, <b>LT</b> direct LAMIX - join AWY L603 - ROGAG - AMVEL	<b>ROGAG MNM FL160</b> (ATC) <b>initial climb FL80</b>
<b>ROGAG 20 (SOUTH)</b> <b>DEP</b> 8.0% <b>126.225</b> ①	at 500 or D0.5 <b>IFNL</b> , whichever is later, <b>RT</b> 210° - at D1.5 <b>IFNL</b> <b>RT</b> 250° - at D3.5 <b>IFNL</b> <b>LT</b> intercept R322 <b>GAM</b> inbound - at D2 <b>GAM</b> <b>LT</b> intercept R099 <b>GAM</b> to ROGAG - join AWY L603 - AMVEL	<b>ROGAG MNM FL160</b> (ATC) <b>initial climb FL80</b>

① Aircraft unable to comply with routing or climb gradients are to obtain a non-standard clearance from ATC before departure.

DSA-EGCN

5-30

DEPARTURES (via UPTON)

**DESIG 02 DEP / HONILEY 02 DEP / MONTY 02 DEP / NOKIN 02 DEP / POLE HILL 02 DEP / WALLASEY 02 DEP**  
**RWY 02 (019°)**

**Report callsign, DEP designator, current altitude and cleared level on first contact with Doncaster RAD.**

	GS	120	150	180	210	240	270
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 02</b>	
<b>DESIG 02 DEP</b> 8.0% <b>126.225</b> ①	at MNM 560 or D0.5 IFIN, whichever is later, LT 359° - at D1.5 IFIN LT 333° - at D18 GAM LT intercept R263 OTR to UPTON - join AWY L975 - DESIG	D18 GAM MNM 3000 D20 GAM MNM 4000 D40 OTR at FL60 UPTON at FL60
<b>HONILEY 02 DEP</b> <b>HON 02 DEP</b> 8.0% <b>126.225</b> ①	at MNM 560 or D0.5 IFIN, whichever is later, LT 359° - at D1.5 IFIN LT 333° - at D18 GAM LT intercept R263 OTR to UPTON - BARTN - join AWY N615 - HON	D18 GAM MNM 3000 D20 GAM MNM 4000 D40 OTR at FL60 UPTON at FL60
<b>MONTY 02 DEP</b> 8.0% <b>126.225</b> ①	at MNM 560 or D0.5 IFIN, whichever is later, LT 359° - at D1.5 IFIN LT 333° - at D18 GAM LT intercept R263 OTR to UPTON - join AWY L975 - WAL - join AWY N864 - MONTY	D18 GAM MNM 3000 D20 GAM MNM 4000 D40 OTR at FL60 UPTON at FL60
<b>NOKIN 02 DEP</b> 8.0% <b>126.225</b> ①	at MNM 560 or D0.5 IFIN, whichever is later, LT 359° - at D1.5 IFIN LT 333° - at D18 GAM LT intercept R263 OTR to UPTON - join AWY L975 - BARTN - join AWY Y98 - NOKIN	D18 GAM MNM 3000 D20 GAM MNM 4000 D40 OTR at FL60 UPTON at FL60
<b>POLE HILL 02 DEP</b> <b>POL 02 DEP</b> 8.0% <b>126.225</b> ①	at MNM 560 or D0.5 IFIN, whichever is later, LT 359° - at D1.5 IFIN LT 333° - at D18 GAM LT intercept R263 OTR to UPTON - POL	D18 GAM MNM 3000 D20 GAM MNM 4000 D40 OTR at FL60 UPTON at FL60
<b>WALLASEY 02 DEP</b> <b>WAL 02 DEP</b> 8.0% <b>126.225</b> ①	at MNM 560 or D0.5 IFIN, whichever is later, LT 359° - at D1.5 IFIN LT 333° - at D18 GAM LT intercept R263 OTR to UPTON - join AWY L975 - WAL	D18 GAM MNM 3000 D20 GAM MNM 4000 D40 OTR at FL60 UPTON at FL60

① Aircraft unable to comply with routing are to obtain a non-standard departure clearance from ATC before departure.

DSA-EGCN

5-40

DEPARTURES (via UPTON)

**DESIG 20 (EAST) DEP / DESIG 20 (WEST) DEP / HONILEY 20 (EAST) DEP / HONILEY 20 (WEST) DEP / MONTY 20 (EAST) DEP / MONTY 20 (WEST) DEP**

RWY 20 (199°)

**Report callsign, DEP designator, current altitude and cleared level on first contact with Doncaster RAD.**

	GS	120	150	180	210	240	270
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 20	
<b>DESIG 20 (EAST) DEP</b> 8.0% <b>126.225</b> ①②	at MNM 560 or D0.5 <b>IFNL</b> , whichever is later, <b>LT</b> 189° - at D2.5 <b>IFNL LT</b> intercept R014 <b>GAM</b> - at D18 <b>GAM LT</b> intercept R263 <b>OTR</b> to UPTON - join AWY L975 - DESIG	R345 <b>GAM MNM 2000</b> D11 <b>GAM</b> at <b>FL60</b> D40 <b>OTR</b> at <b>FL60</b> UPTON at <b>FL60</b>
<b>DESIG 20 (WEST) DEP</b> 8.0% <b>126.225</b> ①	at MNM 560 or D0.5 <b>IFNL</b> , whichever is later, <b>RT</b> 209° - at D1.5 <b>IFNL RT</b> 249° - crossing R330 <b>GAM RT</b> intercept R324 <b>GAM</b> - at D14 <b>GAM RT</b> intercept R326 <b>GAM</b> to UPTON - join AWY L975 - DESIG	D13 <b>GAM MNM 4000</b> D18 <b>GAM</b> at <b>FL60</b> UPTON at <b>FL60</b>
<b>HONILEY 20 (EAST) DEP</b> <b>HON 20 (EAST) DEP</b> 8.0% <b>126.225</b> ①②	at MNM 560 or D0.5 <b>IFNL</b> , whichever is later, <b>LT</b> 189° - at D2.5 <b>IFNL LT</b> intercept R014 <b>GAM</b> - at D18 <b>GAM LT</b> intercept R263 <b>OTR</b> to UPTON - BARTN - join AWY N615 - <b>HON</b>	R345 <b>GAM MNM 2000</b> D11 <b>GAM</b> at <b>FL60</b> D40 <b>OTR</b> at <b>FL60</b> UPTON at <b>FL60</b>
<b>HONILEY 20 (WEST) DEP</b> <b>HON 20 (WEST) DEP</b> 8.0% <b>126.225</b> ①	at MNM 560 or D0.5 <b>IFNL</b> , whichever is later, <b>RT</b> 209° - at D1.5 <b>IFNL RT</b> 249° - crossing R330 <b>GAM RT</b> intercept R324 <b>GAM</b> - at D14 <b>GAM RT</b> intercept R326 <b>GAM</b> to UPTON - BARTN - join AWY N615 - <b>HON</b>	D13 <b>GAM MNM 4000</b> D18 <b>GAM</b> at <b>FL60</b> UPTON at <b>FL60</b>
<b>MONTY 20 (EAST) DEP</b> 8.0% <b>126.225</b> ①②	at MNM 560 or D0.5 <b>IFNL</b> , whichever is later, <b>LT</b> 189° - at D2.5 <b>IFNL LT</b> intercept R014 <b>GAM</b> - at D18 <b>GAM LT</b> intercept R263 <b>OTR</b> to UPTON - join AWY L975 - <b>WAL</b> - join AWY N864 - <b>MONTY</b>	R345 <b>GAM MNM 2000</b> D11 <b>GAM</b> at <b>FL60</b> D40 <b>OTR</b> at <b>FL60</b> UPTON at <b>FL60</b>
<b>MONTY 20 (WEST) DEP</b> 8.0% <b>126.225</b> ①	at MNM 560 or D0.5 <b>IFNL</b> , whichever is later, <b>RT</b> 209° - at D1.5 <b>IFNL RT</b> 249° - crossing R330 <b>GAM RT</b> intercept R324 <b>GAM</b> - at D14 <b>GAM RT</b> intercept R326 <b>GAM</b> to UPTON - join AWY L975 - <b>WAL</b> - join AWY N864 - <b>MONTY</b>	D13 <b>GAM MNM 4000</b> D18 <b>GAM</b> at <b>FL60</b> UPTON at <b>FL60</b>

- ① Aircraft unable to comply with routing are to obtain a non-standard departure clearance from ATC before departure.  
 ② MAX 210KT until established on R014 GAM

## DSA-EGCN

5-50

## DEPARTURES (via UPTON)

**NOKIN 20 (EAST) DEP / NOKIN 20 (WEST) DEP / POLE HILL 20 (EAST) DEP / POLE HILL 20 (WEST) DEP / WALLASEY 20 (EAST) DEP**

RWY 20 (199°)

**Report callsign, DEP designator, current altitude and cleared level on first contact with Doncaster RAD.**

	GS	120	150	180	210	240	270
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
<b>Runway 20</b>		
<b>NOKIN 20 (EAST) DEP</b> 8.0% <b>126.225</b> ①②	at MNM 560 or D0.5 <b>IFNL</b> , whichever is later, <b>LT</b> 189° - at D2.5 <b>IFNL LT</b> intercept R014 <b>GAM</b> - at D18 <b>GAM LT</b> intercept R263 <b>OTR</b> to UPTON - join AWY L975 - BARTN - join AWY Y98 - NOKIN	R345 <b>GAM MNM 2000</b> D11 <b>GAM</b> at <b>FL60</b> D40 <b>OTR</b> at <b>FL60</b> UPTON at <b>FL60</b>
<b>NOKIN 20 (WEST) DEP</b> 8.0% <b>126.225</b> ①	at MNM 560 or D0.5 <b>IFNL</b> , whichever is later, <b>RT</b> 209° - at D1.5 <b>IFNL RT</b> 249° - crossing R330 <b>GAM RT</b> intercept R324 <b>GAM</b> - at D14 <b>GAM RT</b> intercept R326 <b>GAM</b> to UPTON - join AWY L975 - BARTN - join AWY Y98 - NOKIN	D13 <b>GAM MNM 4000</b> D18 <b>GAM</b> at <b>FL60</b> UPTON at <b>FL60</b>
<b>POLE HILL 20 (EAST) DEP</b> <b>POL 20 (EAST) DEP</b> 8.0% <b>126.225</b> ①②	at MNM 560 or D0.5 <b>IFNL</b> , whichever is later, <b>LT</b> 189° - at D2.5 <b>IFNL LT</b> intercept R014 <b>GAM</b> - at D18 <b>GAM LT</b> intercept R263 <b>OTR</b> to UPTON - <b>POL</b>	R345 <b>GAM MNM 2000</b> D11 <b>GAM</b> at <b>FL60</b> D40 <b>OTR</b> at <b>FL60</b> UPTON at <b>FL60</b>
<b>POLE HILL 20 (WEST) DEP</b> <b>POL 20 (WEST) DEP</b> 8.0% <b>126.225</b> ①	at MNM 560 or D0.5 <b>IFNL</b> , whichever is later, <b>RT</b> 209° - at D1.5 <b>IFNL RT</b> 249° - crossing R330 <b>GAM RT</b> intercept R324 <b>GAM</b> - at D14 <b>GAM RT</b> intercept R326 <b>GAM</b> to UPTON - <b>POL</b>	D13 <b>GAM MNM 4000</b> D18 <b>GAM</b> at <b>FL60</b> UPTON at <b>FL60</b>
<b>WALLASEY 20 (EAST) DEP</b> <b>WAL 20 (EAST) DEP</b> 8.0% <b>126.225</b> ①②	at MNM 560 or D0.5 <b>IFNL</b> , whichever is later, <b>LT</b> 189° - at D2.5 <b>IFNL LT</b> intercept R014 <b>GAM</b> - at D18 <b>GAM LT</b> intercept R263 <b>OTR</b> to UPTON - join AWY L975 - <b>WAL</b>	R345 <b>GAM MNM 2000</b> D11 <b>GAM</b> at <b>FL60</b> D40 <b>OTR</b> at <b>FL60</b> UPTON at <b>FL60</b>

① Aircraft unable to comply with routing are to obtain a non-standard departure clearance from ATC before departure.

② MAX 210KT until established on R014 GAM

**DSA-EGCN**

**5-60**

**DEPARTURES (via UPTON)**

**WALLASEY 20 (WEST) DEP**

RWY 20 (199°)

**Report callsign, DEP designator, current altitude and cleared level on first contact with Doncaster RAD.**

	GS	120	150	180	210	240	270
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 20</b>	
<b>WALLASEY 20 (WEST) DEP</b> <b>WAL 20 (WEST) DEP</b> 8.0% <b>126.225</b> ①	at MNM <b>560</b> or D0.5 <b>IFNL</b> , whichever is later, <b>RT 209°</b> - at D1.5 <b>IFNL RT 249°</b> - crossing R330 <b>GAM RT</b> intercept R324 <b>GAM</b> - at D14 <b>GAM RT</b> intercept R326 <b>GAM</b> to UPTON - join AWY L975 - <b>WAL</b>	D13 <b>GAM MNM 4000</b> D18 <b>GAM at FL60</b> UPTON at <b>FL60</b>

① Aircraft unable to comply with routing are to obtain a non-standard departure clearance from ATC before departure.

Effective 01-MAR-2018  
22-FEB-2018

# United Kingdom Doncaster Sheffield

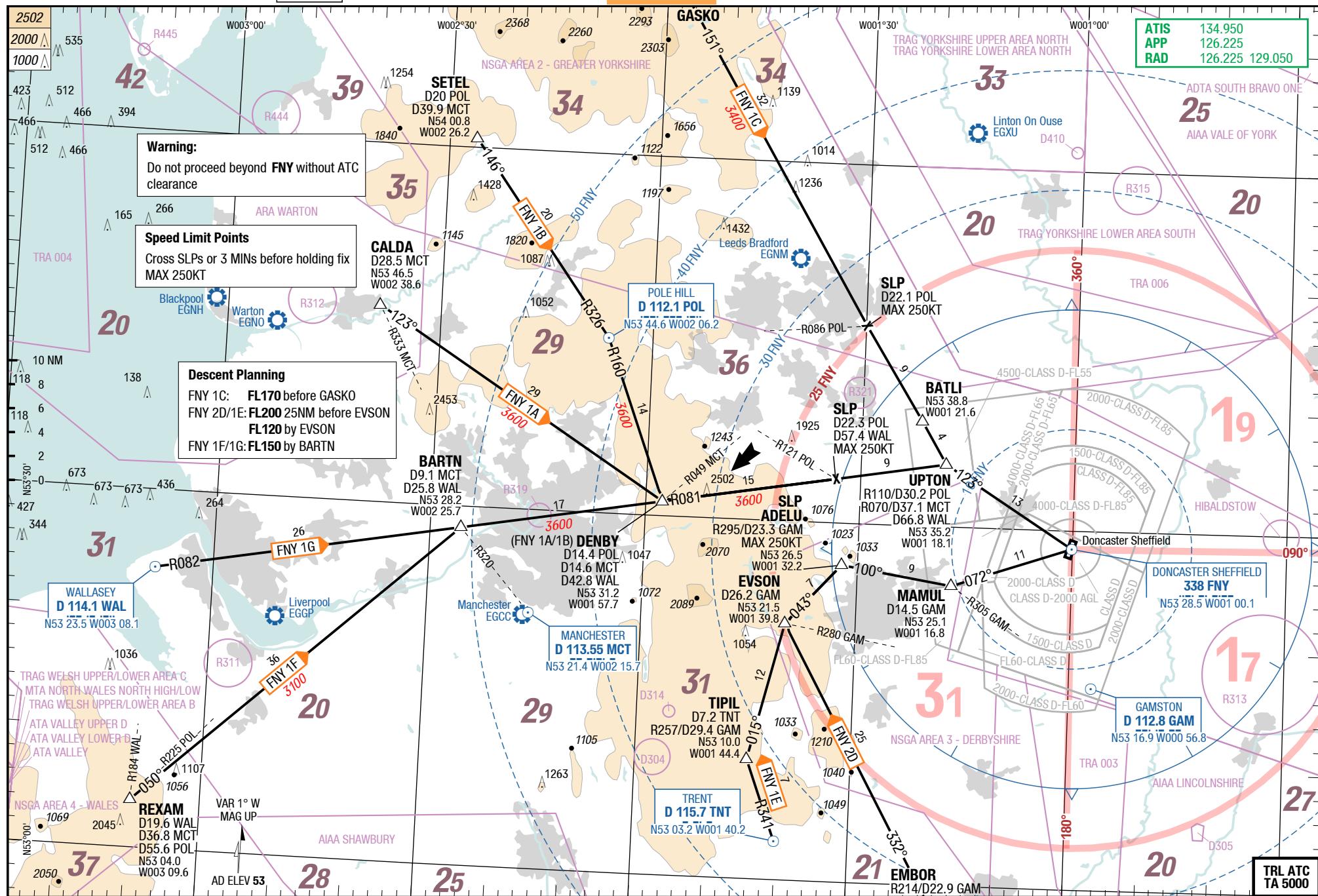
STAR  
STAR  
NSGA AREA 2 - GREATER YORKSHIRE

6-10

# Doncaster Sheffield United Kingdom

STAR  
STAR  
TRAG YORKSHIRE UPPER AREA NORTH  
TRAG YORKSHIRE LOWER AREA NORTH

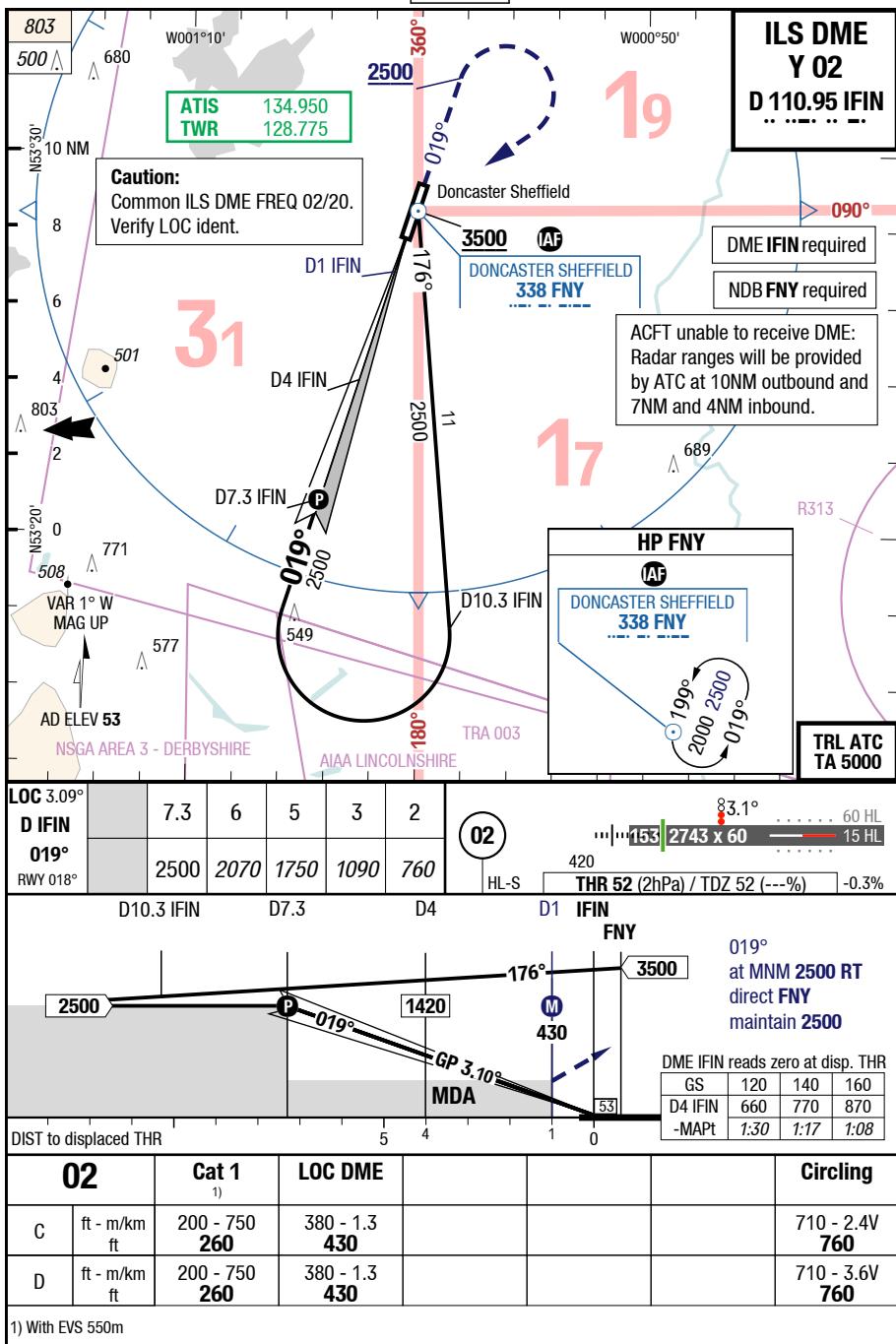
DSA-EGCN



## DSA-EGCN

7-10

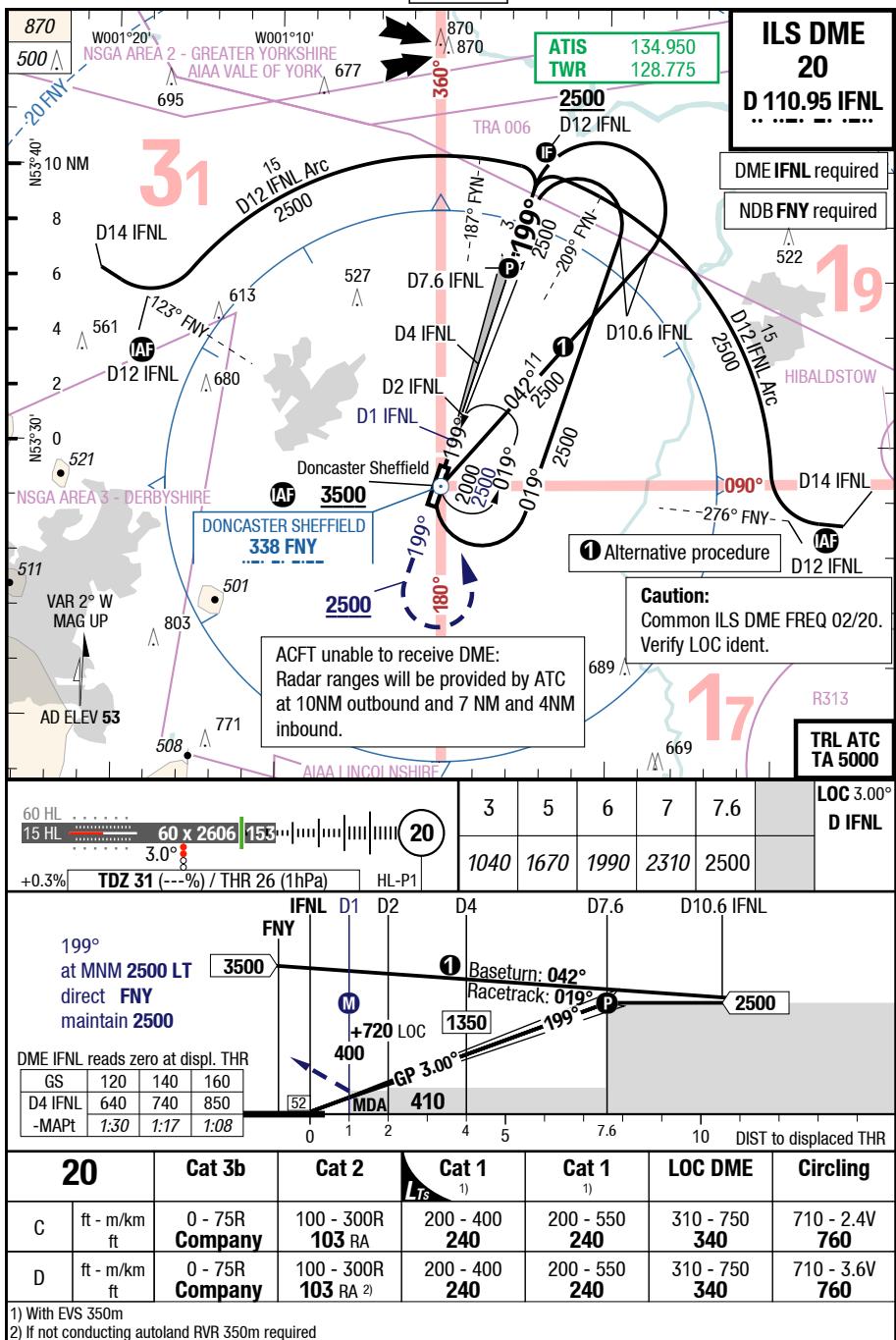
## ILS DME Y 02



## DSA-EGCN

7-20

ILS DME 20



Effective 24-MAY-2018

17-MAY-2018

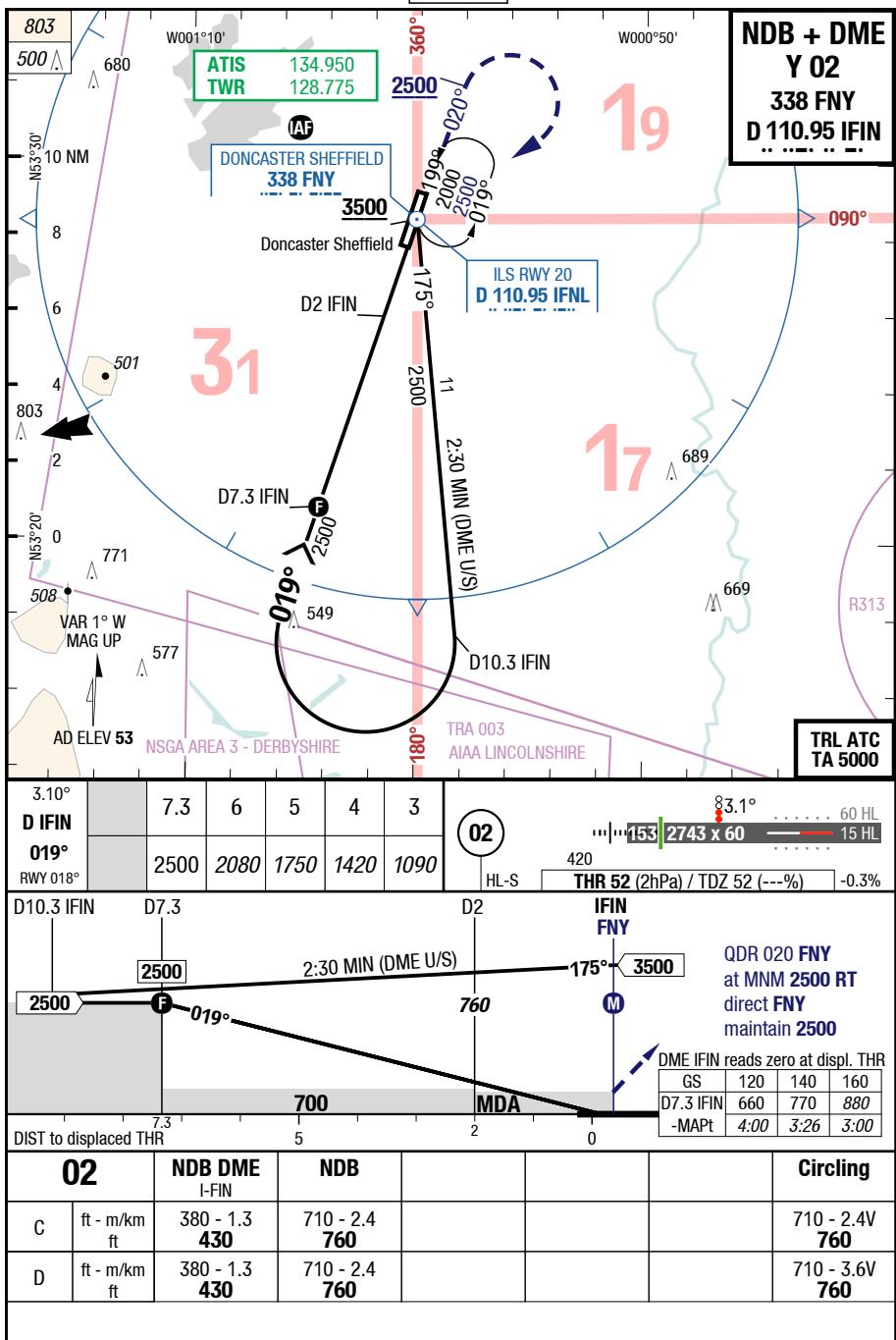
## United Kingdom Doncaster Sheffield

DSA-EGCN

IAC

7-30

NDB + DME Y 02



**Effective 24-MAY-2018**

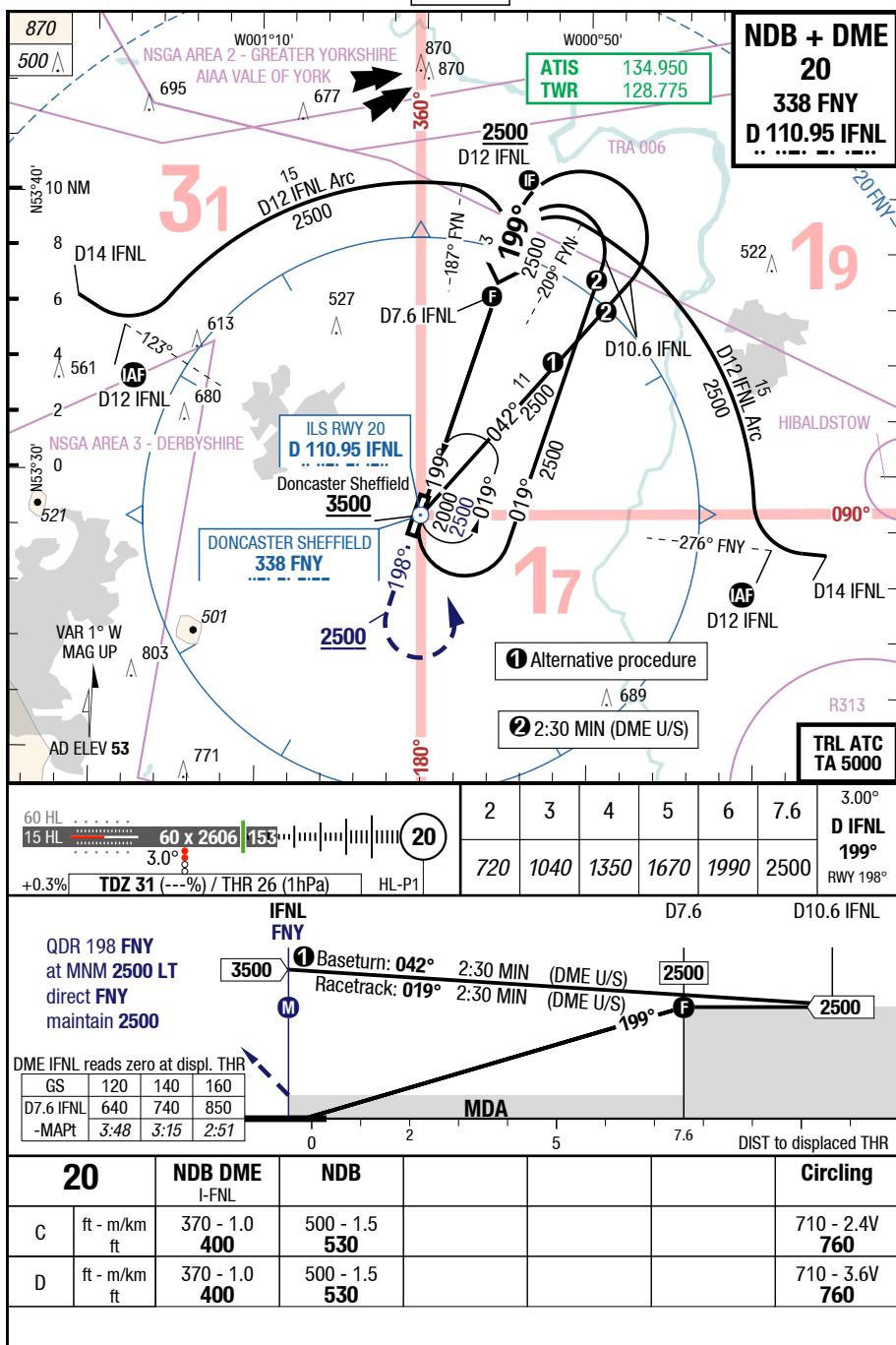
17-MAY-2018

## **United Kingdom Doncaster Sheffield**

DSA-EGCN

7-40

NDB + DME 20



## Changes: Nil

08-SEP-2016

## **United Kingdom Doncaster Sheffield**

**MRC**

## **Doncaster Sheffield United Kingdom**

MRC

DSA-EGCN

8-10

