

GENERAL**Operational Hours****ATS Hours / AD Operator Hours:** H24**Airport Information****RFF:** CAT 7; CAT 8 on remission, CAT 9 by prior arrangement. MNM 12HR PN required.**Fire:** "Fire" 121.600 AVBL when fire vehicle attending ACFT on GND in EMERG.**PCN:** RWY 09/27: 78 F/C/W/T**Operation****Low Visibility Procedures**

CAT II/IIIB

HLDG points S1/2, W1/2, M1/2, H1/2 will be closed during LVP.

ARR: Vacate RWY via HLDG point G2.

DEP: For TKOF RWY 27 taxi via HLDG point A2 only.

RWY 09

During LVP all DEP will be via HLDG point G2 only, and all LDG ACFT must only vacate RWY via HLDG point A2.

Follow-me AVBL to lead ACFT onto stand when RVR below 300m.

RWY Restrictions

RWY 27 between 2200-0700‡: TKOF from intersection W.

Full RWY length AVBL O/R. When full length requested, ACFT may be held at A3 prior to entering at A1.

LDG RWY 27: Exit at TWY S only after prior coordination with ATC.

TWY Restriction

TWY M and S not AVBL to MD11 and ACFT larger than Code D.

Due to TWY width and turn constraints, ACFT with wingspan greater than 45m / 148ft must exercise caution when using TWY M, TWY S and TWY M-intersections with RWY and TWY A.

Taxilane T, TWY M, south of intersection with TWY A, AVBL up to code letter C ACFT.

TWY J (south), from junction with TWY B, AVBL up to code letter D ACFT.

TWY J, between TWY A and APN AVBL up to code letter E ACFT.

Taxi/Parking

Stand 8-17 and 23: Do NOT taxi behind rear of stand road without marshaller assistance.

Stands 20-22, 24, 25 and 70R are self-maneuvering. All other stands are nose-in/push back.

The ramp is a 24HR mandatory high VIS clothing area.

Parking on APN is strictly PPR.

APU: Use of APU restricted to 5min after block on and 30min before ETD.**Warnings****DME MAINT:** 2nd WED of the month 0830-1030‡.**EME NDB MAINT:** 4th MON of the month 0830-1130‡.**EMW NDB MAINT:** 3rd MON of the month 0830-1130‡.

Interference causing large fluctuations to HDG indications of magnetic compasses in vicinity of HLDG point W1 and on RWY north of W1.

Maintenance Area and TWY M, south of TWY M3 not controlled by ATC. Exercise caution and expect uncontrolled vehicles.

ARRIVAL

Two wind turbines operational 230° from AD, range 1076m / 3530ft, MAX blade-tip height 148ft. Pilots may experience a slight increase in turbulence in southerly winds.

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

A pyrotechnic factory is sited 3NM north of AD (tests up to 1100ft).

Birds in vicinity of AD.

Speed

Cross SLP or 3MIN before fix at MAX IAS 250KT .

Communication

COM Failure: See CRAR and in additon;

Route to be used when leaving CTR/CTA: NDB EME or EMW TR 350° at 3000ft.

During radar vectors:

Initial APCH: Continue visually, if not possible proceed at MNM 3000ft to EMW NDB (RWY 09) or EME NDB (RWY 27).

Intermediate and final APCH: Continue visually, if not possible follow MISAP to EMW NDB (RWY 09) or EME NDB (RWY 27).

Arrival Procedure**Noise Abatement Procedures**

ILS APCH: Do not descend below 2000ft before intercepting GP.

APCH without ILS: Follow a descent path not lower than APCH path which would be followed using guidance from ILS.

Continuous Descent APCH

Jet and turbo-prop ACFT are expected to apply continuous descent, low power, low drag APCH techniques at all times.

Subject to ATC instructions, inbound ACFT are to maintain as high an ALT as practical and adopt a low PWR, low drag, continuous descent APCH profile ATC will provide estimated track distance to touchdown to allow pilots to descend at a rate they judge best suited to achieve continuous descent without using more PWR or drag than necessary. The object will be to join the glide path at the appropriate height for the distance without level flight.

To facilitate these techniques ACFT should be flown no faster than 250KT from the speed limiting points and below FL100 and 250-210KT during the intermediate APCH phase. Thereafter speed should be managed so as to achieve a continuous descent using as little PWR or drag as possible. ATC may impose speed control if required for separation purposes.

ATC will provide regular range checks. Pilots who require additional track mileage to facilitate a successful CDA should inform ATC as soon as possible.

Visual Circuits

Large ACFT and all turbo-jet / turbo-fan ACFT, carrying out circuits, shall be flown at MNM 2000ft QNH and turns onto the crosswind must not be initiated until the up-wind end of RWY.

Avoid making final turn on APCH RWY 27 over village Kegworth. All circuits to south of AD must keep clear and south of village Diseworth, all circuits to north of AD must keep clear and north of village Donington.

Avoid direct over flight villages of Aston and Weston-on-Trent 2NM northwest of AD.

Go around RWY 27

No turn before RWY end and avoid overflying Castle Donington.

ARRIVAL

Reverse: Do not use more than idle reverse between 2200-0700‡.

Approach with Radar Control

ACFT will be radar vectored for an intermediate approach profile that should allow a low power/low drag descent approach to be carried out. To achieve this profile, pilots should plan to be at FL100 and 250KT by 35NM from touchdown, reducing to 250-220KT by 6000ft, 20NM from touchdown. Estimated track distance will be given to allow pilots to descend at a rate they judge best suited to achieve continuous descent without using more power or drag than necessary. The object will be to join the glidepath at the appropriate height for the without flight LVL. For planning purposes, 35NM from touchdown equates approximately to the following positions:

RWY 09

- From south: 28NM of DTY 17NM DME from I-EMW.
- From north: VEGAR 26NM DME from I-EMW.

RWY 27

- VELAG 28NM DME from I-EME.
- Abeam TNT 16NM DME from I-EME.

Non-standard GP Intercept Position on

RWY 09

GP intercept RWY 09 at 326m / 1069ft after landing threshold.

Remaining DIST beyond GP is 2387m / 7832ft.

RWY 27

GP intercept RWY 27 at 314m / 1030ft after landing threshold.

Remaining DIST beyond GP is 2449m / 8035ft.

Warnings

ILS MAINT: SUN 0800-1200‡.

DEPARTURE

Take-off Minima

RWY		27	
All ACFT	ft - m/km	0 - 75R	-
RWY		09	
All ACFT	ft - m/km	0 - 125R	-

DEPARTURE**Communication**

Do not change FREQ until instructed.

SID North

On first contact with Scottish Control report:

- call-sign
- SID designator
- current ALT and cleared LVL

SID South

On first contact with London Control report:

- call-sign
- SID designator
- current ALT and cleared LVL

COM Failure: See CRAR and in addition;

Route to be used when leaving CTR/CTA: NDB EME or EMW TR 350° at 3000ft.

Departure Procedure**Noise Abatement Procedures**

Use TKOF PROC A or ACFT operators shall instigate their ACFT manufacturer's noise abatement recommended procedure on departure up to FL100.

RWY 27: No turns below 1500ft and before passing RWY end.

Avoid overflying Diseworth south of AD and Castle Donington north of AD.

Noise Level Restrictions

ACFT DEP 2300-0700‡ are required to operate within a MAX noise limit:

- | | |
|---|----------|
| - ACFT with a Quota Count (QC) of 8 or 16: | PPR |
| - ACFT with a MTOW \geq 300t / 661387lbs: | 92dB (A) |
| - ACFT with a 300t / 661387lbs $<$ MTOW $>$ 100t / 220462lbs: | 87dB (A) |
| - ACFT with a MTOW \leq 100t / 220462lbs: | 83dB (A) |

De-Icing

AVBL by arrangement by handling agent.

Effective 21-JUN-2018

14-JUN-2018

EMA-EGNX

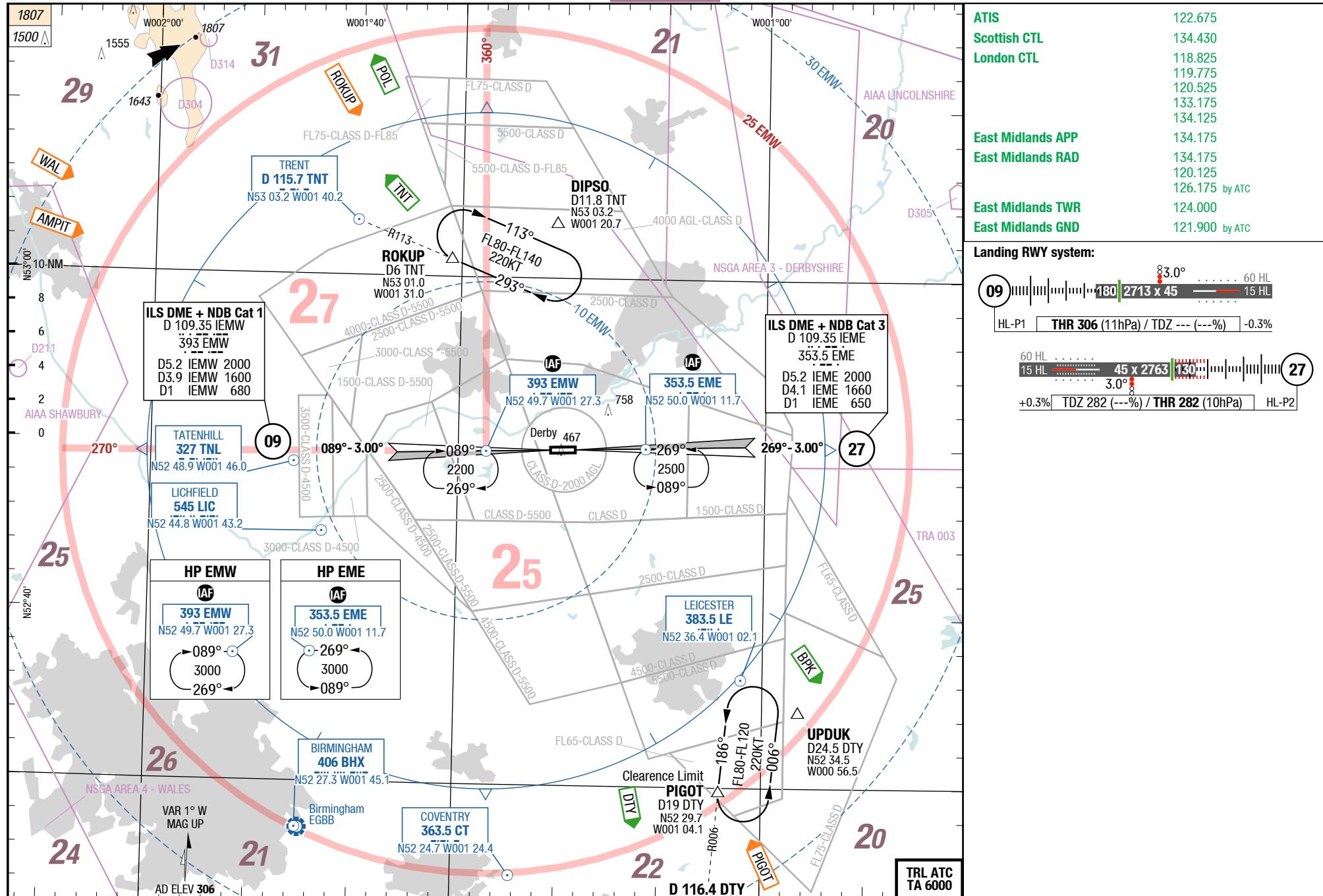
United Kingdom **Derby** East Midlands

East Midlands **Derby** United Kingdom

2-10

AGC
AFC

AF



Effective 21-JUN-2018

14-JUN-2018

EMA-EGNX

United Kingdom Derby East Midlands

3-20

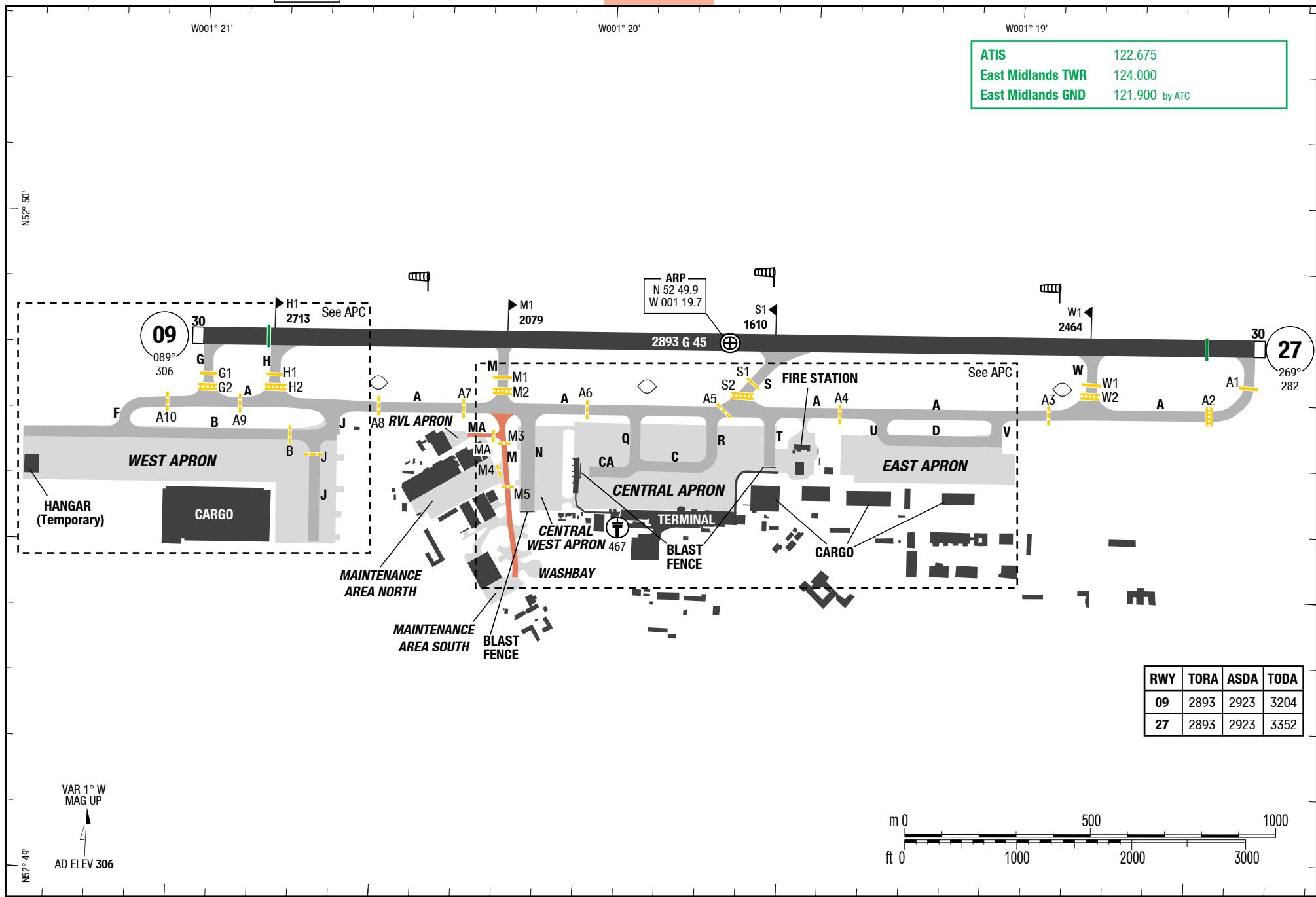
AGC

AGC

East Midlands Derby United Kingdom

AGC

ATIS 122.675
East Midlands TWR 124.000
East Midlands GND 121.900 by ATC



Changes: Nil

EMA-EGNX

3-30

APC

APC

APC
NIL
APC

Central + Central West + East Apron

W001° 19'

Central + Central West + East Apron

W001° 20' N52° 49.6' M1 M2

Central Apron ELEV 289

Central West Apron

East Apron

ATIS 122.675
East Midlands TWR 124.000
East Midlands GND 121.900 by ATC

Central Apron ELEV 289

Central West Apron ELEV 289

East Apron ELEV 272

Not to scale

Central Apron

4-7	Not published
8-9	N52 49.6 W001 19.7
10-12R	N52 49.6 W001 19.8
14L-15	N52 49.6 W001 19.9
16, 17	N52 49.6 W001 20.0
20-25	N52 49.7 W001 19.8
30	N52 49.7 W001 20.0
31	N52 49.7 W001 19.9
32, 33	N52 49.7 W001 20.0

Central West Apron

40-43	N52 49.7 W001 20.1
44, 45	N52 49.6 W001 20.1

East Apron

70L	Not published
70-71	N52 49.7 W001 19.4
72-74	N52 49.7 W001 19.3
75-76R	N52 49.7 W001 19.2
77L-78R	N52 49.7 W001 19.1
79, 80	N52 49.7 W001 19.0

West Apron

98-100	N52 49.6 W001 20.8
101, 102	N52 49.6 W001 20.9
103, 104	N52 49.6 W001 21.0
105-107	N52 49.6 W001 21.1
108-110	N52 49.6 W001 21.2
111-114	N52 49.6 W001 21.3
120	N52 49.7 W001 20.8
121-125L	N52 49.6 W001 20.8
125R	N52 49.6 W001 20.7
200	N52 49.7 W001 20.7
201-202R	N52 49.6 W001 20.6
203, 203R	N52 49.5 W001 20.6

Central + Central West + East Apron

W001° 19' N52° 49.4' VAR 1° W MAG UP AD ELEV 306

West Apron

West Apron ELEV 289

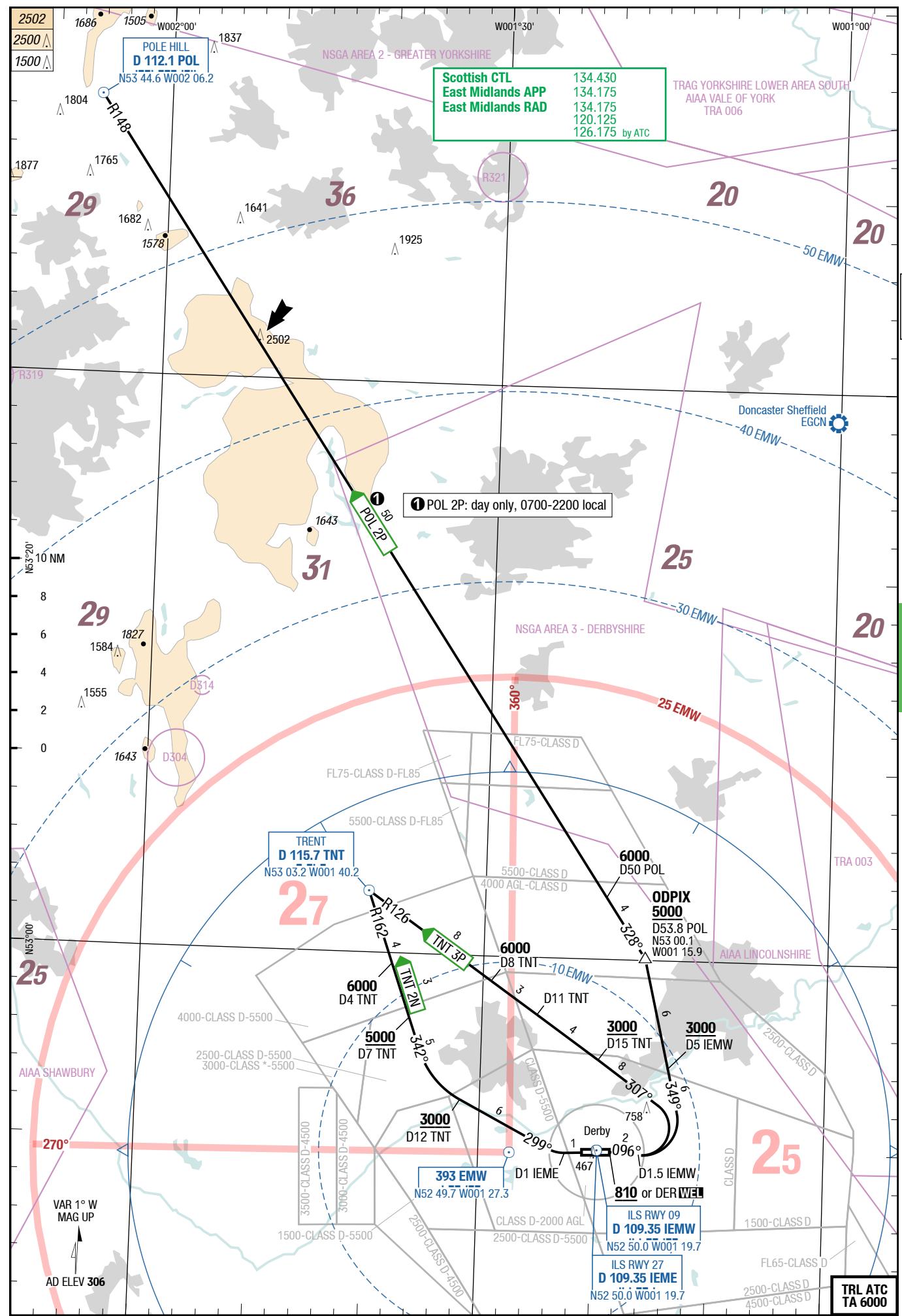
HANGAR (Temporary)

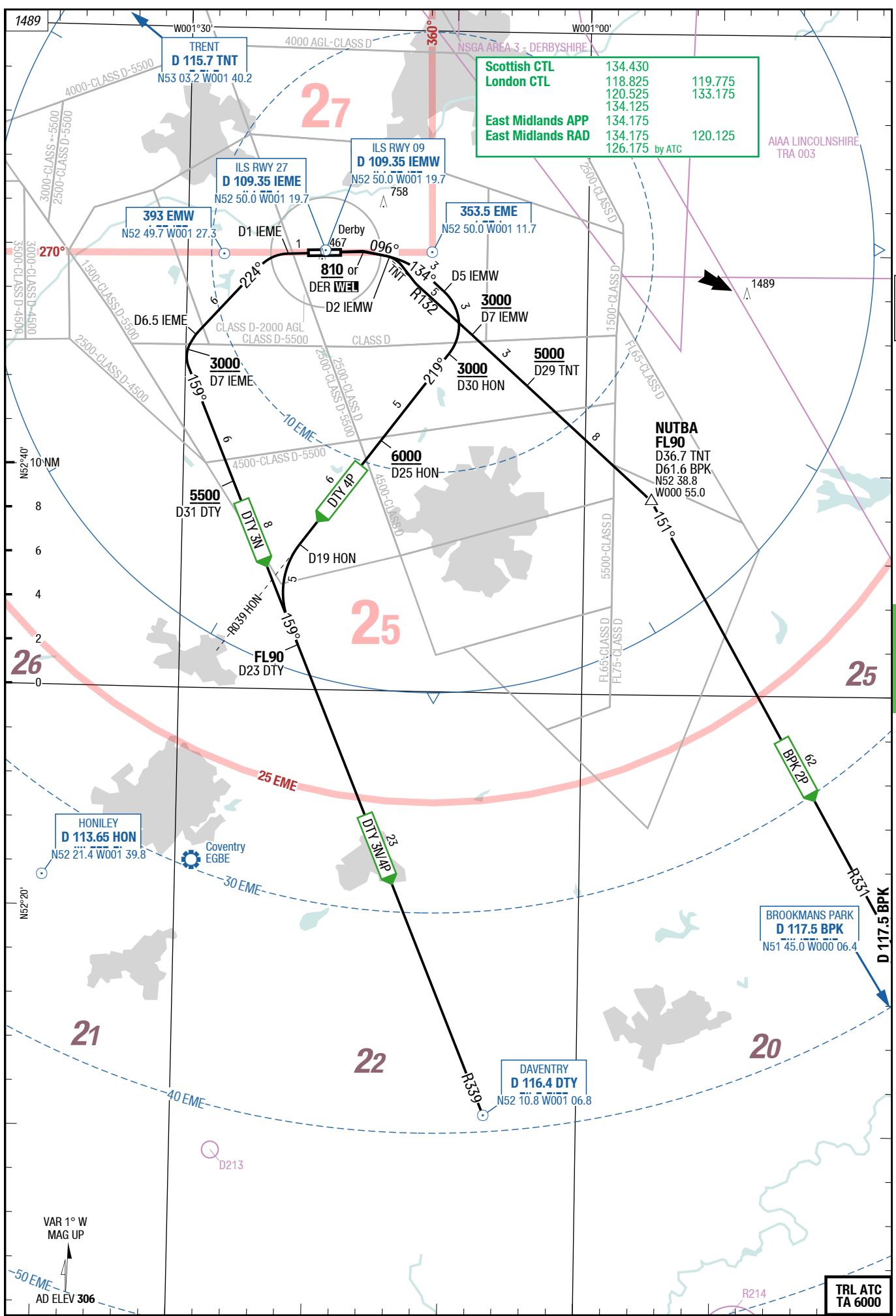
WEST APRON

CARGO

Not to scale

NOT TO SCALE





EMA-EGNX

5-10

SIDs North

POLE HILL 2P / TRENT 3P / TRENT 2N

RWYs 09 (089°) / 27 (269°)

When instructed, contact Scottish CTL.

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
6.1%	ft/MIN	800	1000	1200	1300	1500	1700
6.5%	ft/MIN	800	1000	1200	1400	1600	1800
7.0%	ft/MIN	900	1100	1300	1500	1800	2000
7.4%	ft/MIN	900	1200	1400	1600	1800	2100
8.7%	ft/MIN	1100	1400	1600	1900	2200	2400

DESIGNATOR	ROUTING	ALTITUDES
Runway 09		
POLE HILL 2P POL 2P 7.4% to 3000 7.0% to 5000 6.5% to 6000 134.430 ①②④	at MNM 810 , but not before DER, RT 096° - at D1.5 IEMW LT 349° - at ODPIX LT intercept R148 POL to POL	D5 IEMW MNM 3000 ODPIX MNM 5000 D50 POL at 6000 Initial climb 6000
Runway 27		
TRENT 3P TNT 3P 5.0% to 3000 7.0% to 6000 134.430 ①③	at MNM 810 , but not before DER, RT 096° - at D1.5 IEMW LT intercept R126 TNT to TNT	D15 TNT MNM 3000 D8 TNT at 6000 Initial climb 6000
TRENT 2N TNT 2N 8.7% to D1 IEME 6.1% to 5000 134.430 ①③	at D1 IEME RT 299° - at D12 TNT RT intercept R162 TNT to TNT	D12 TNT MNM 3000 D7 TNT MNM 5000 D4 TNT at 6000 Initial climb 6000

① Climb gradient is required for ATC or ASP purposes.

② Day only, 0700-2200 local.

③ Expect first CPDLC logon code EGPX (AWY N601, P18), EGTT (AWY L603)

④ Expect first CPDLC logon code EGPX

EMA-EGNX

5-20

SIDs South

BROOKMANS PARK 2P / DAVENTRY 4P / DAVENTRY 3N

RWYs 09 (089°) / 27 (269°)

When instructed, contact London CTL.

	GS	120	150	180	210	240	270
6.0%	ft/MIN	800	1000	1100	1300	1500	1700
6.3%	ft/MIN	800	1000	1200	1400	1600	1800
7.3%	ft/MIN	900	1200	1400	1600	1800	2000
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200
8.3%	ft/MIN	1100	1300	1600	1800	2100	2300
8.4%	ft/MIN	1100	1300	1600	1800	2100	2300
8.7%	ft/MIN	1100	1400	1600	1900	2200	2400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 09	
BROOKMANS PARK 2P BPK 2P 6.3% to 3000 8.4% to 5000 8.3% to FL90 ①	at MNM 810 , but not before DER, RT 096° - at D2 IEMW RT intercept R132 TNT - at NUTBA RT intercept R331 BPK to BPK	D7 IEMW MNM 3000 D29 TNT MNM 5000 NUTBA at FL90 Initial climb FL90
DAVENTRY 4P DTY 4P 6.0% to 3000 8.0% to 6000 ①	at MNM 810 , but not before DER, RT 096° - at D2 IEMW RT 134° - at D5 IEMW RT intercept R039 HON inbound - at D19 HON LT intercept R339 DTY to DTY	D30 HON MNM 3000 D25 HON MNM 6000 D23 DTY at FL90 Initial climb FL90
	Runway 27	
DAVENTRY 3N DTY 3N 8.7% to D1 IEME 7.3% to 3000 ①	at D1 IEME LT 224° - at D6.5 IEME LT intercept R339 DTY to DTY	D7 IEME MNM 3000 D31 DTY MNM 5500 D23 DTY at FL90 Initial climb FL90

① Expect first CPDLC logon code EGTT

20

6-10

25

TRL ATC
TA 6000

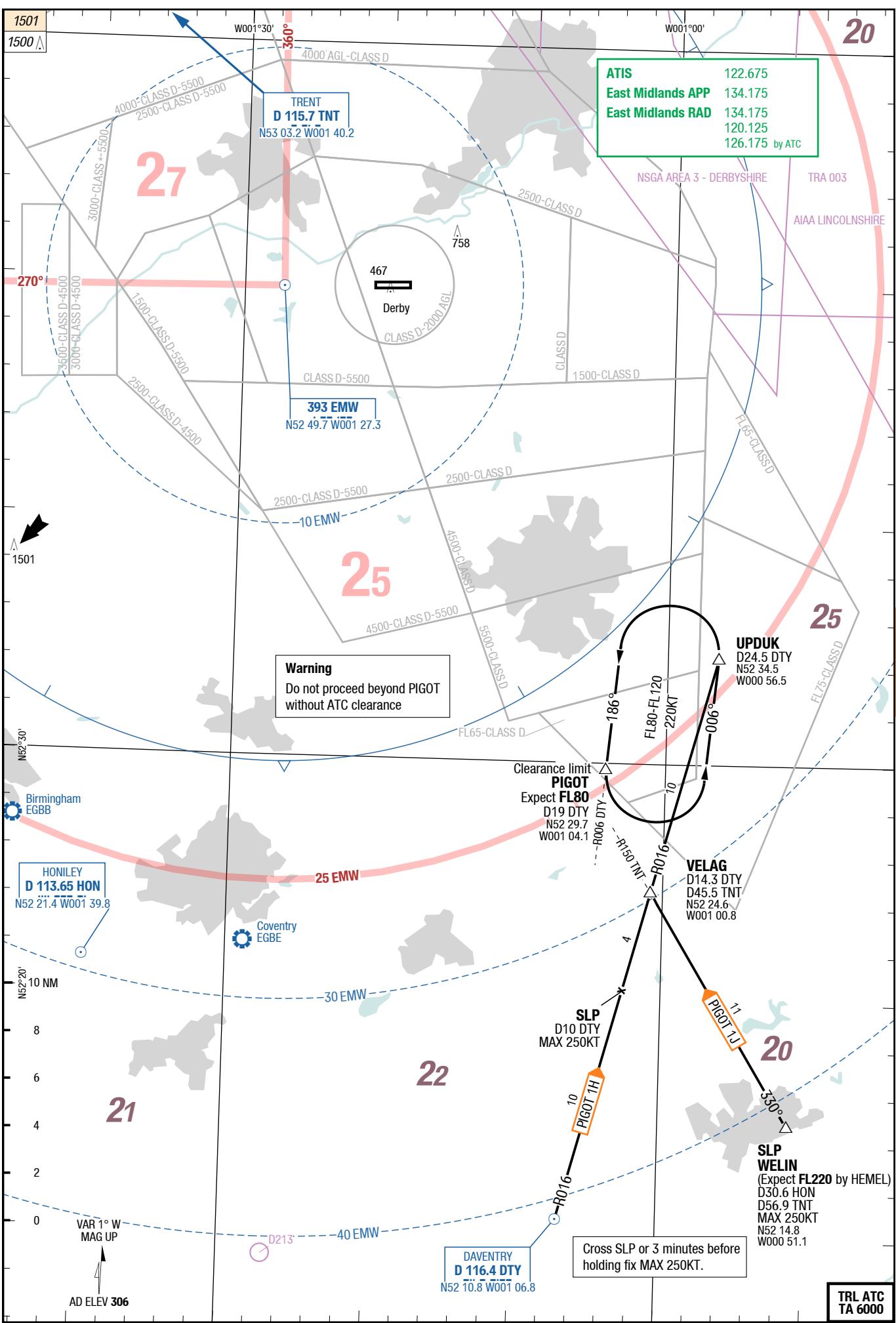
ATIS	122.675
East Midlands APP	134.175
East Midlands RAD	134.175
	120.125
	126.175 by ATC

NSGA AREA 3 - DERBYSHIRE

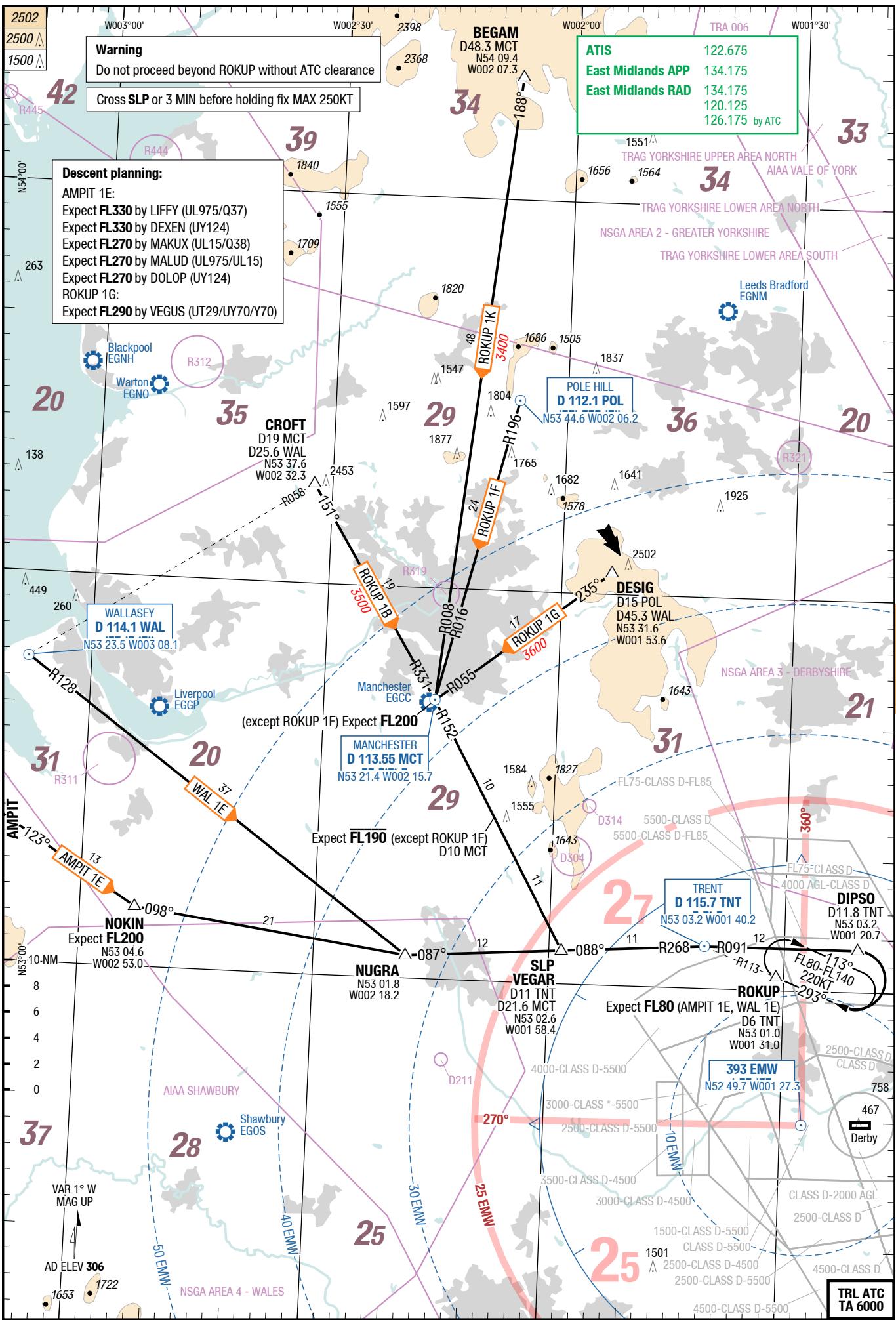
TRA 003

AIAA LINCOLNSHIRE

Changes: Nil



East Midlands Derby United Kingdom



26-APR-2018

United Kingdom Derby East Midlands

EMA-EGNX

7-10

ILS DME + NDB 09

East Midlands **Derby** United Kingdom

ILS DME + NDB 2

Initial APP PROC (Without Radar Control)

Warning
Do not proceed beyond PIGOT / ROKUP without ATC clearance

1 Continue as for Alternative Procedure, descending to 3000

2 After fix D25 DTY descend to FL70

Initial Approach Procedures are designed for manoeuvring speeds up to 220KT and assume ACFT can maintain a descent gradient of approximately 300ft/NM

caution
common ILS DME FREQ RWY 09/27.
verify LOC ident.

7. **ATIS** 122.675
East Midlands TWR 124.000
East Midlands GND 121.900

27

25

VAR 1° W
MAG UP

ELEV 306

09		Cat 1 <i>L_{fs}</i> 1)	Cat 1 1)	LOC			Circling
C	ft - m/km ft	200 - 400 510	200 - 550 510	340 - 800 640			900 - 2.4V 1200
D	ft - m/km ft	200 - 400 510	200 - 550 510	340 - 800 640			900 - 3.6V 1200

Flight level chart for LOC 3000 D IEMW. The chart shows pressure levels (2000, 1600, 1800, 2713) and temperatures (810, 3000, 1600, 56) along a flight path from 5.2 to 1.0. It includes a diagram of an aircraft with various pressure levels and a table of DME IEMW values.

GS	120	140	160
D3.9 IEMW	640	740	850
-MAPT	1:42	1:28	1:17

26-APR-2018

United Kingdom Derby East Midlands

EMA-EGNX

7-20

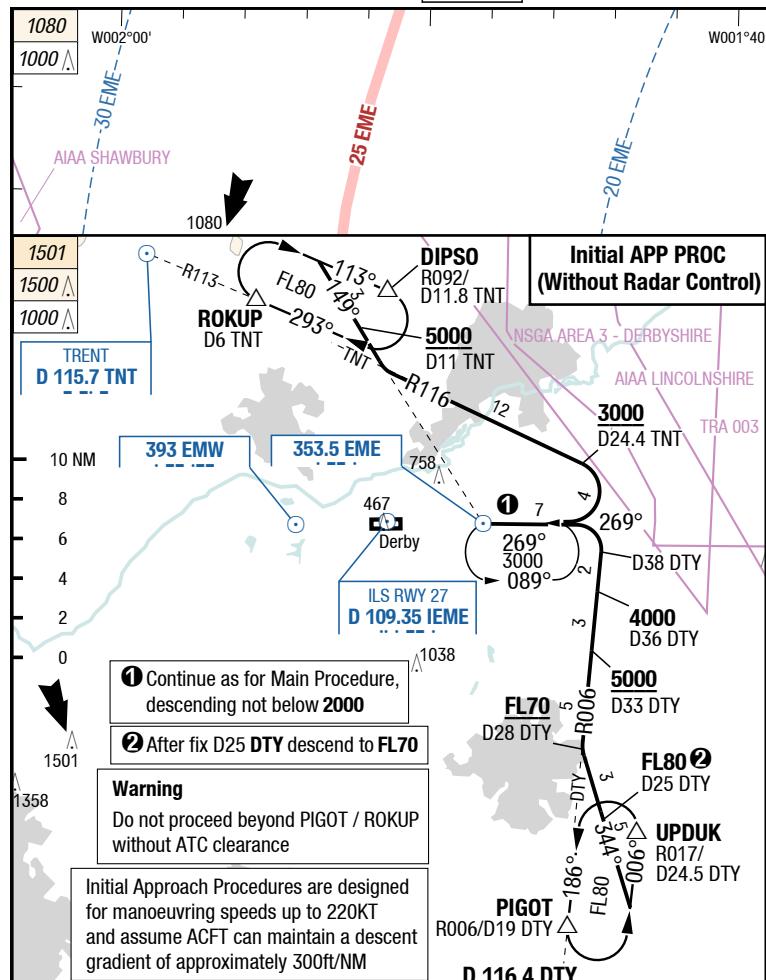
ILS DME + NDB 27

IAC

IAC

East Midlands Derby United Kingdom

ILS DME + NDB 27



27

VAR 1° W
MAG UP
AD ELEV 306

27

East Midlands Derby United Kingdom

ILS DME + NDB 27

27

MAX 210KT

ATIS
122.675
East Midlands TWR 124.000
East Midlands GND 121.900

Caution
Common ILS DME FREQ RWY 09/27.
Verify LOC ident.

Alternative Procedure:
from overhead EME not below 3000, intercept QDR 128 EME,
descending not below 2000
At D8.2 IEME baseturn left to intercept LOC.DME IEME U/S:
Racetrack outbound 1 MIN
Alternative Procedure:
Baseturn outbound 1:15 MIN

TRL ATC TA 6000

LOC 3.00°
D IEME60 HL
15 HL
3.0°
+0.3% TDZ 282 (---%) / THR 282 (10hPa) HL-P2

27

1 2 3 4 5 5.2

660 980 1300 1620 1930 2000

IEME D0.5 D1 D4.1 EME 089° D5.2 D8.2 IEME

GP 3.0° MDA

LOC 1640 1660 1640 2000

D4.1 IEME 640 740 850

-MAPt 1:48 1:33 1:21

0 4.1 5 DIST to displaced THR

120 140 160

54

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120 140 160

54

0 1 2 3 4 5 5.2

LOC 3.00°
D IEME60 HL
15 HL
3.0°
+0.3% TDZ 282 (---%) / THR 282 (10hPa) HL-P2

27

1 2 3 4 5 5.2

660 980 1300 1620 1930 2000

IEME D0.5 D1 D4.1 EME 089° D5.2 D8.2 IEME

GP 3.0° MDA

LOC 1640 1660 1640 2000

D4.1 IEME 640 740 850

-MAPt 1:48 1:33 1:21

0 4.1 5 DIST to displaced THR

120 140 160

54

0 1 2 3 4 5 5.2

LOC 3.00°
D IEME60 HL
15 HL
3.0°
+0.3% TDZ 282 (---%) / THR 282 (10hPa) HL-P2

27

1 2 3 4 5 5.2

660 980 1300 1620 1930 2000

IEME D0.5 D1 D4.1 EME 089° D5.2 D8.2 IEME

GP 3.0° MDA

26-APR-2018

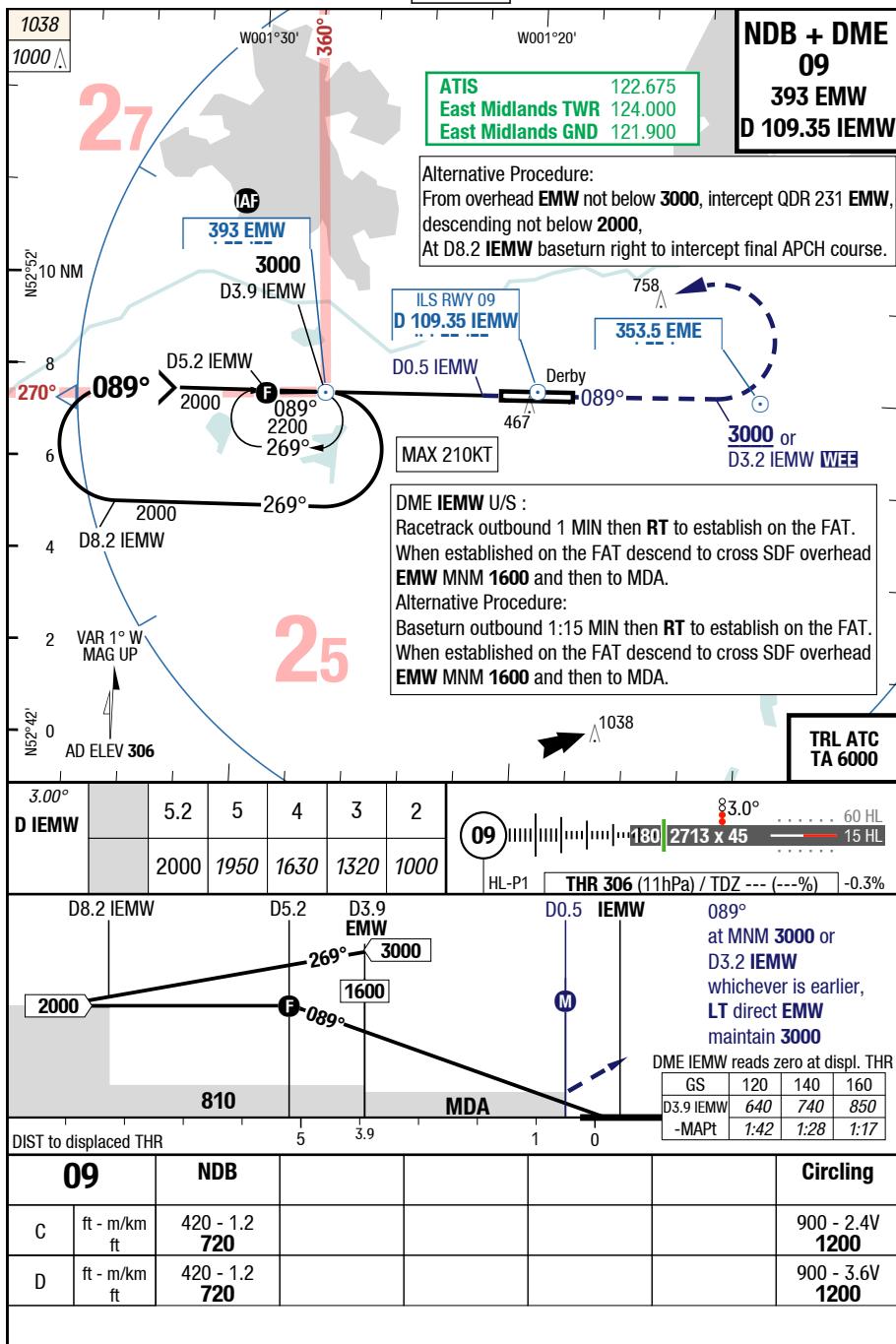
United Kingdom Derby East Midlands

IAC

EMA-EGNX

7-30

NDB + DME 09



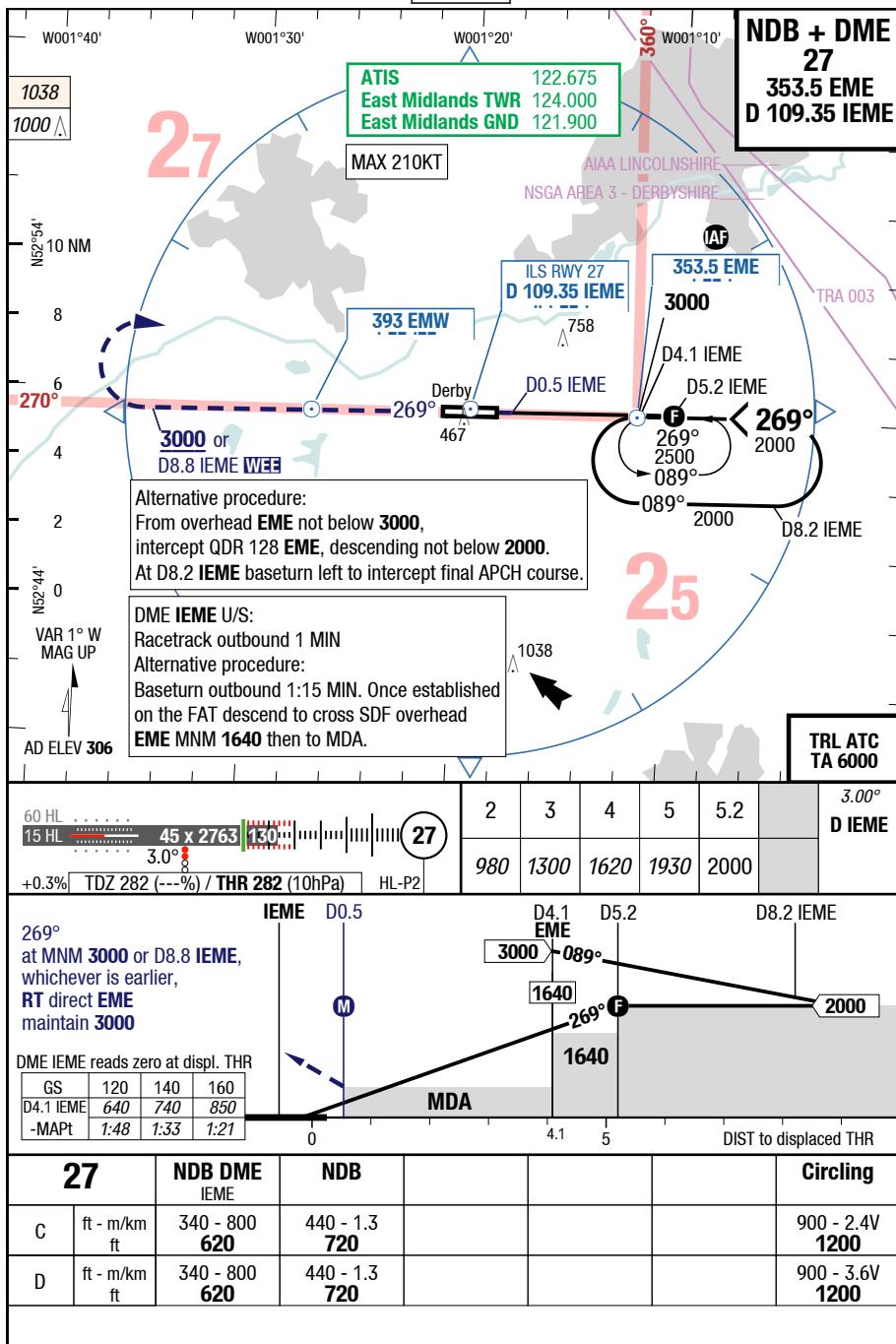
Changes: APL, ALT, SUAs

26-APR-2018

EMA-EGNX

7-40

NDB + DME 27



26-APR-2018

EMA-EGNX

7-50

WxMinima Overflow

27		LOC					
C	ft - m/km ft	410 - 1.2 690					
D	ft - m/km ft	410 - 1.2 690					

Effective 30-MAR-2017
23-MAR-2017

United Kingdom **Derby** East Midlands

NIL
MRC

MRC

East Midlands Derby United Kingdom

NIL

MRC

EMA-EGNX

8-10

