GENERAL

Operational Hours

ATS Hours: HO

AD Hours: MON-THU 0800-1800‡, FRI 0800-1700‡, 24HR PPR

Airport Information

RFF: CAT 5 during OPS HRs. Up to CAT 8 AVBL with 48HRs PN.
PCN: RWY 05/23: 45/R/B/W/T
RWY 10/28: 30/R/B/W/T
Customs: Prior arrangement for EU and MIL FLTs.

Operation

Traffic Notes
PPR for CIV ACFT.

All TFC restricted +/- 10mins of their ETA. Any changes must be approved by Lossiemouth in advance.

Lossiemouth and Kinloss operate on a Clutch QFE pressure setting within the Combined MIL AD Traffic Zone (CMATZ) for the associated instrument procedures. The Clutch QFE will be the observed barometric pressure for the Lossiemouth RWY in use.

TWY Restrictions
TWY Q unusable.

Northern TWY, Southern TWY, Eastern TWY, East Links, W Link (S), W Link (N) width 15m / 49ft. Access to L Hardstanding width 18m / 59ft.

Warnings

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

RWY 10 PAPI left side only.

Disused AD (Milltown) 4NM SE of Lossiemouth, RWY prominent with similar layout to Lossiemouth. Pilots are warned that it is dangerous to make low passes over Milltown or to attempt to make approaches or landings there.

Non-precision APCH on RWY 28: ACFT must follow a notional 3° GP.

SRA and PAR APCH RWY 23: Procedure do not comply with safeguarding requirements due to trees infringing safety areas.

LSM DME
LSM DME is restricted and may experience unlocks in sector R167-R170, R175-R181 and R212-R213. Bearing errors of up to 8° may be experienced in sector R187-R203.

ARRIVAL

Communication

COM Failure: See CRAR and in addition;

Inside IAF: If able, continue APCH. If not visual with the AD execute MISAP, then proceed as prescribed below.

Outside IAF: Climb to/fly at EMERG Safe ALT, 6500ft AMSL. Attempt contact on any published FREQ. Monitor ILS EMERG. Proceed to VOR/DME hold for last known RWY in use, carry out 1 hold then fly most suitable IFR APCH for ACFT type. If unable to comply, maintain 6500ft AMSL adopt UK procedure and proceed to alternative destination.

ARRIVAL

Arrival Procedure

IAPs for this AD are established outside controlled airspace.

Noise Abatement Procedure

During VIS circuit:

- RWY 23: VIS circuit is flown outside Lossiemouth town. If it is necessary for the ACFT to go around this should be done from the end of the down wind leg provided that visual contact has been established with any ACFT carrying out instrument APCH.
- RWY 28: Break to be executed to maintain clear of Gordonstoun noise avoid (west of RWY INT) and Duffus village.
- RWY 10: ACFT are to execute the join to give minimal disturbance to Gordonstoun.

Non-standard GP Intercept Position on RWY 23

GP intercepts RWY 23 at *343m / 1126ft* after landing threshold.
Remaining LDG DIST beyond GP is *2335m / 7660ft*.

Warnings

RWY 28 APCH and RWY lighting does not meet design critera for CAT I IAP. In poor visibility, pilots may acquire visual references at DH.

DEPARTURE

Take-off Minima

RWY		05/23, 10/28	
All ACFT	ft - m/km	0 - 400v	HJ only
		0 - 800v	HN

Communication

COM Failure: See CRAR.

De-Icing

AVBL for Light ACFT only.

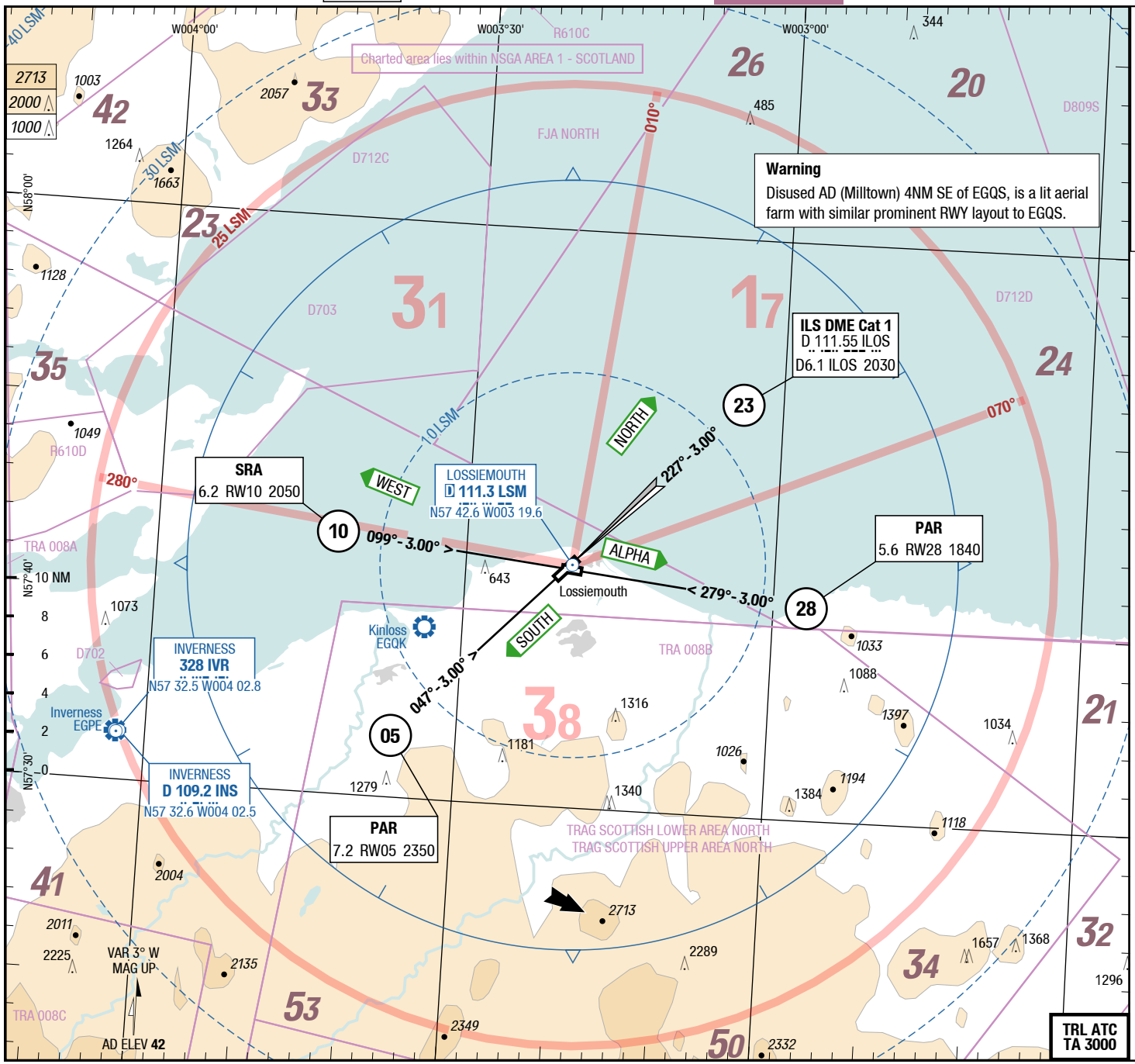
United Kingdom **Lossiemouth** AFC

AGC
AFC

AFC AFC

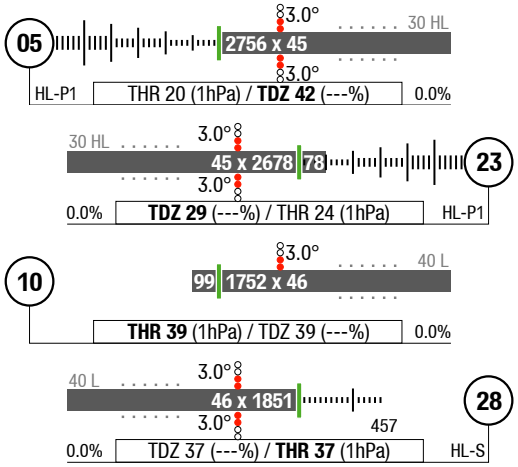
Lossiemouth United Kingdom AFC

AGC
AFC

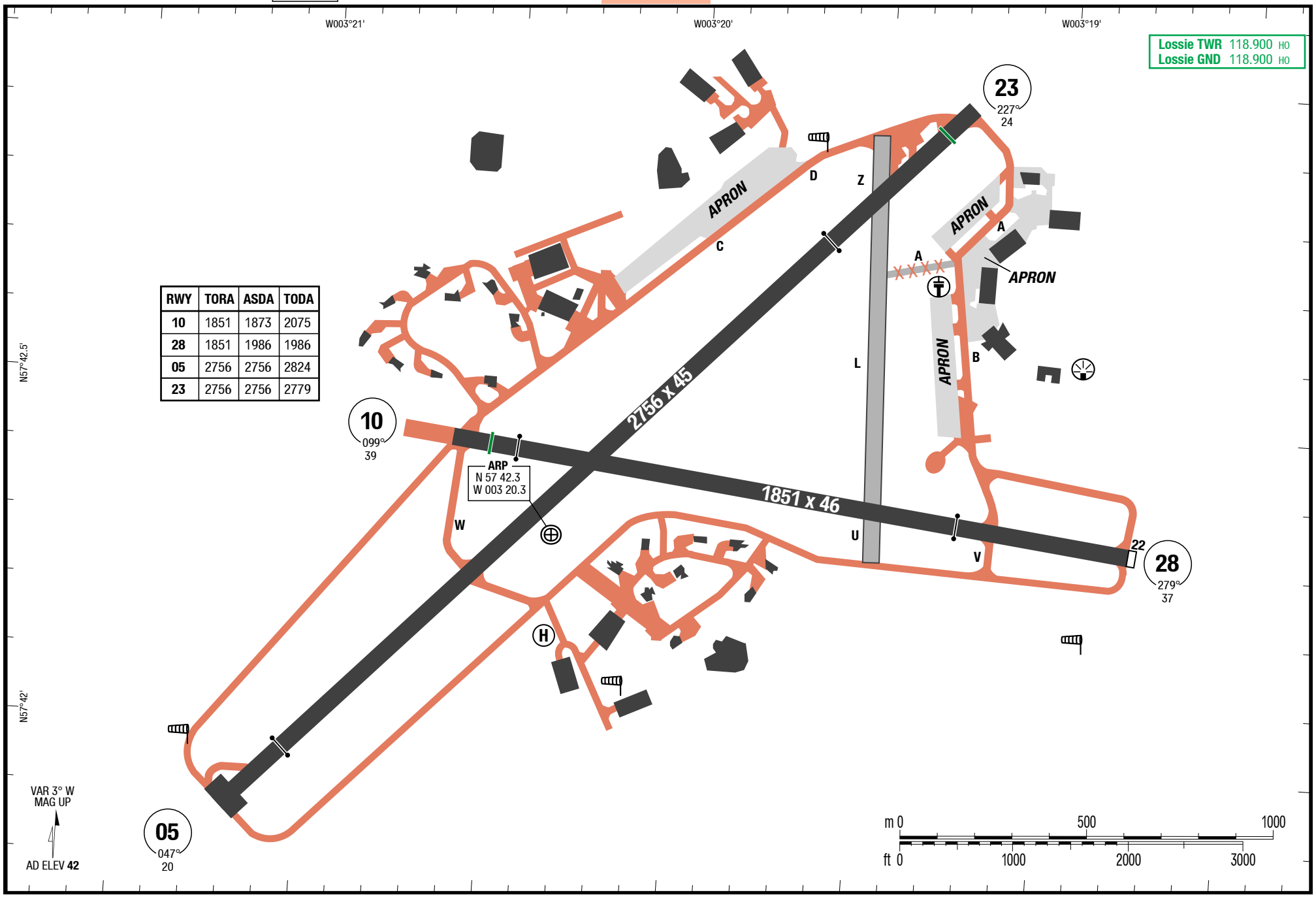


Lossie APP	123.300	HO, NATO common frequency, O/R only
Lossie DIR	123.300	HO, NATO common frequency, O/R only
Lossie RAD	123.300	HO, NATO common frequency, O/R only (Talkdown)
Lossie DEP	119.575	HO, MATZ crossing frequency, LARS frequency
Lossie TWR	118.900	HO
Lossie GND	118.900	HO

Landing RWY system:

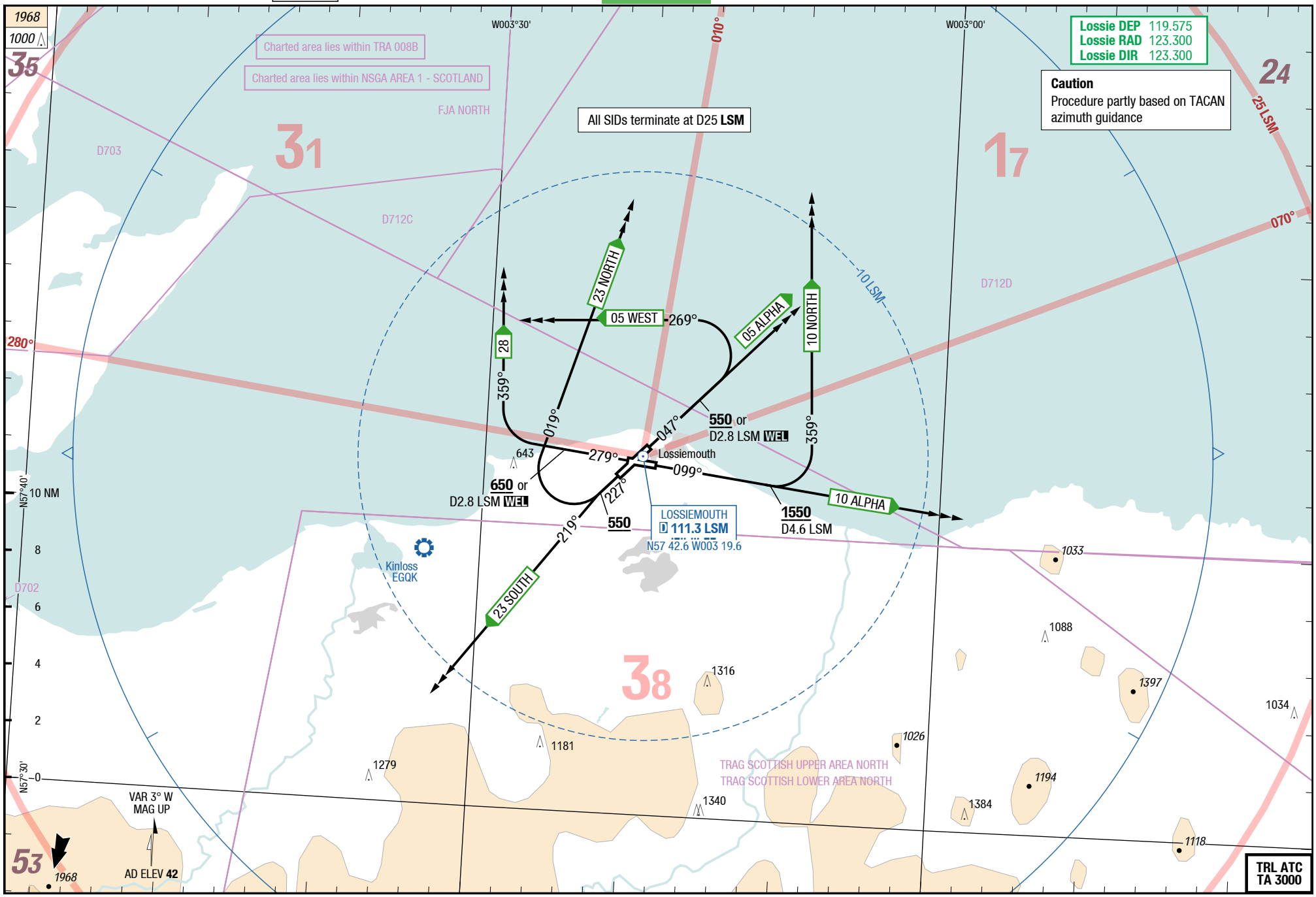


Changes: APL



RWY	TORA	ASDA	TODA
10	1851	1873	2075
28	1851	1986	1986
05	2756	2756	2824
23	2756	2756	2779

Changes: Nil



Changes: Track, ALT, SUAs, OBST

05 ALPHA / 05 WEST / 10 ALPHA / 10 NORTH / 23 NORTH / 23 SOUTH

RWYs 05 (047°) / 10 (099°) / 23 (227°)

	GS	120	150	180	210	240	270
3.5%	ft/MIN	500	600	700	800	900	1000
3.8%	ft/MIN	500	600	700	900	1000	1100
7.1%	ft/MIN	900	1100	1300	1600	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 05	
05 ALPHA **119.575** ①③	expect radar vectors	Initial climb **1750**
05 WEST **119.575** ①②③	at MNM **550** or D2.8 **LSM**, whichever is later, **LT** 269° - expect radar vectors	Initial climb **3850**
	Runway 10	
10 ALPHA **119.575** ①③	expect radar vectors	Initial climb **3850**
10 NORTH 7.1% to 1550 **119.575** ①③④	at D4.6 **LSM LT** 359° - expect radar vectors	D4.6 **LSM** MNM **1550** Initial climb **3150**
	Runway 23	
23 NORTH 3.5% **119.575** ①②③	at MNM **550 RT** 019° - expect radar vectors	Initial climb **3150**
23 SOUTH 3.8% **119.575** ①③⑤	at MNM **550 LT** 219° - expect radar vectors	Initial climb **3850**

① All SIDs terminate at D25 LSM.

② ACFT departing into the instrument pattern are to follow the SID climbing to 2050ft and call DIR.

③ Close-in obstructions exist.

④ ACFT departing into the instrument pattern are to follow the SID climbing to 1550ft and call DIR.

⑤ At D6 LSM call DEP.

Changes: Track, ALT, Climb gradient, Note

28

RWY 28 (279°)

	GS	120	150	180	210	240	270
3.9%	ft/MIN	500	600	800	900	1000	1100

DESIGNATOR	ROUTING	ALTITUDES
	Runway 28	
28 3.9% **119.575** ①②③	at MNM **650** or D2.8 **LSM**, whichever is later, **RT** 359° - expect radar vectors	Initial climb **3150**

① All SIDs terminate at D25 LSM.

② ACFT departing into the instrument pattern are to follow the SID climbing to 2050ft and call DIR.

③ Close-in obstructions exist.

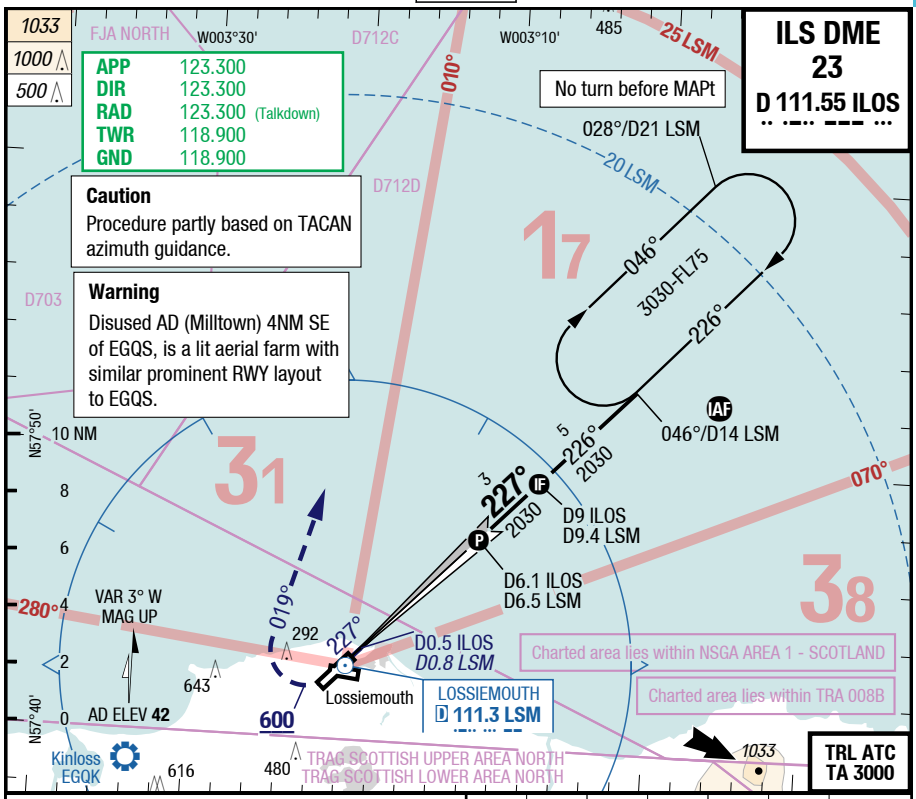
Changes: Track, ALT, Note, Climb gradient

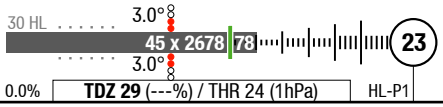
22-FEB-2018

LMO-EGQS

7-10

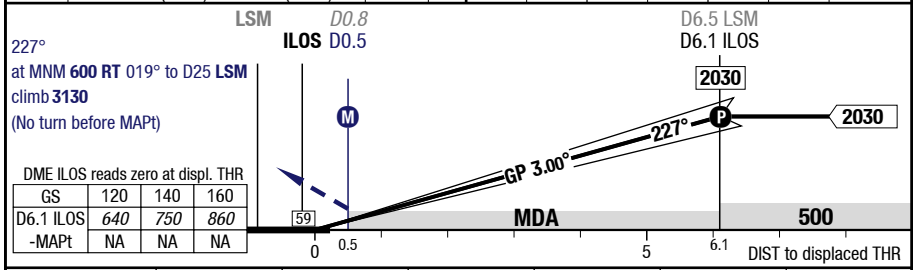
ILS DME 23





1	2	3	4	5	6.1
400	720	1040	1360	1680	2030

LOC 3.00°
D ILOS



23		Cat 1 DME	Cat 1 DME APL U/S	LOC DME	LOC DME APL U/S		Circling
C	ft - m/km ft	210 - 800V **230**		330 - 1.2V **350**	330 - 1.6V **350**		1010 - 4.8V **1050**
D	ft - m/km ft	220 - 800V **240**	220 - 1.6V **240** 1)	330 - 1.2V **350**	330 - 1.6V **350**		1010 - 4.8V **1050**

1) With EVS VIS 1.1km

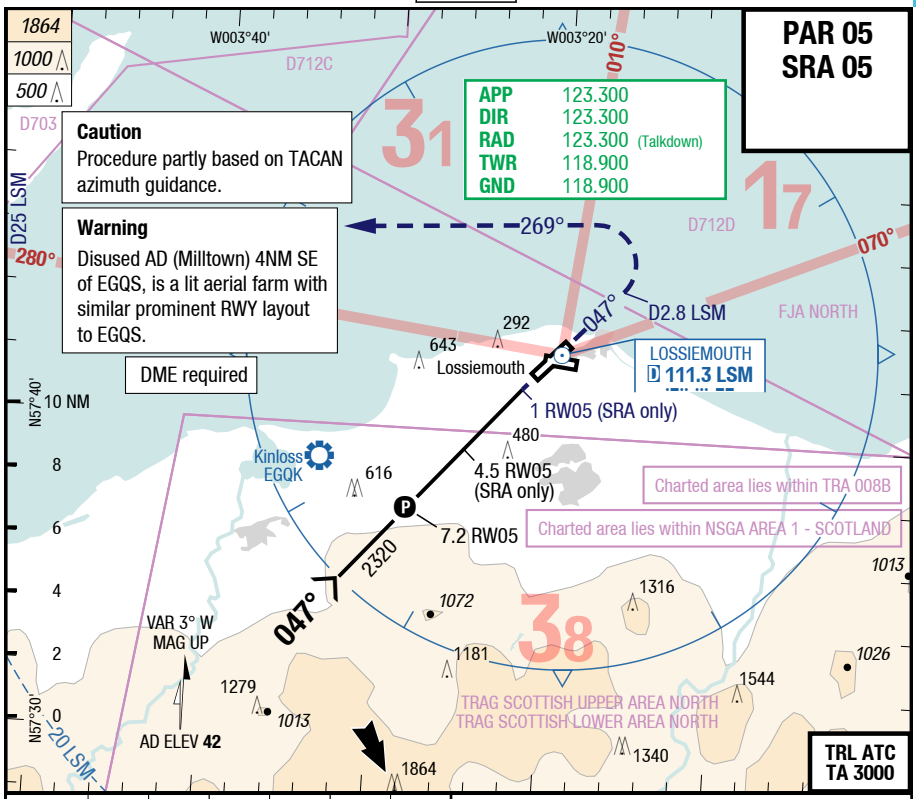
Changes: APL, Track

22-FEB-2018

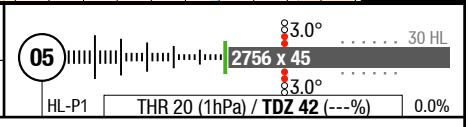
LMO-EGQS

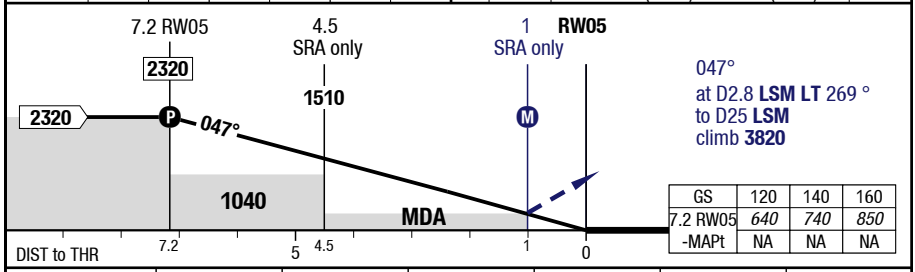
7-20

PAR 05 / SRA 05



3.00° RW05	7.2	7	6	5	3	2
	2320	2300	1980	1670	1030	710





GS	120	140	160
7.2 RW05	*640*	*740*	*850*
-MAPt	NA	NA	NA

05		PAR	PAR APL U/S 1)	SRA	SRA APL U/S		Circling
C	ft - m/km ft	200 - 800V **250**	200 - 1.6V **250**	690 - 2.4V **730**	690 - 3.2V **730**		1010 - 4.8V **1050**
D	ft - m/km ft	200 - 800V **250**	200 - 1.6V **250**	690 - 2.8V **730**	690 - 3.6V **730**		1010 - 4.8V **1050**

1) With EVS VIS 1.1km

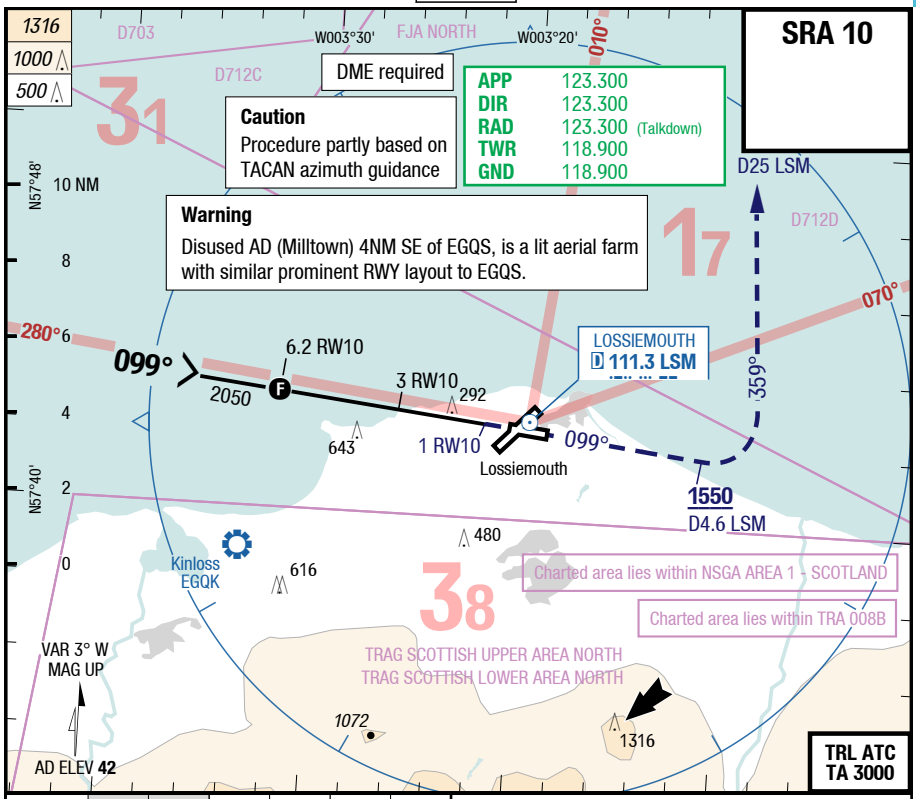
Changes: APL

22-FEB-2018

LMO-EGQS

7-30

SRA 10



3.00° RW10			6.2	5	4	2
			2050	*1710*	*1380*	*740*

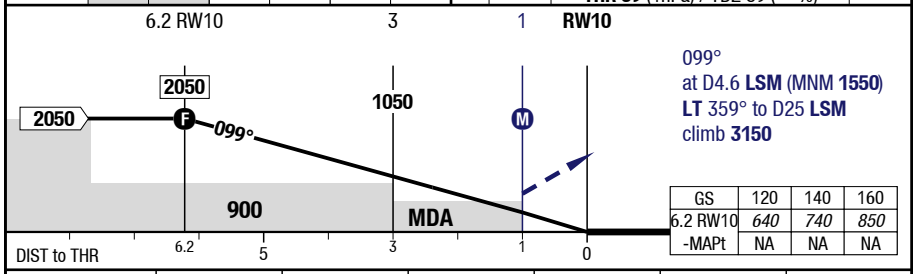
10

3.0°

40 L

99 1752 x 46

THR 39 (1hPa) / TDZ 39 (---%) 0.0%



GS	120	140	160
6.2 RW10	*640*	*740*	*850*
-MAPt	NA	NA	NA

10		SRA GA 6.2%	SRA GA 2.5%			Circling GA 6.2%	Circling GA 2.5%
C	ft - m/km ft	510 - 2.4V **540**	1120 - 4.8V **1150**			1010 - 4.8V **1050**	1120 - 4.8V **1160**
D	ft - m/km ft	510 - 2.4V **540**	1120 - 4.8V **1150**			1010 - 4.8V **1050**	1120 - 4.8V **1160**

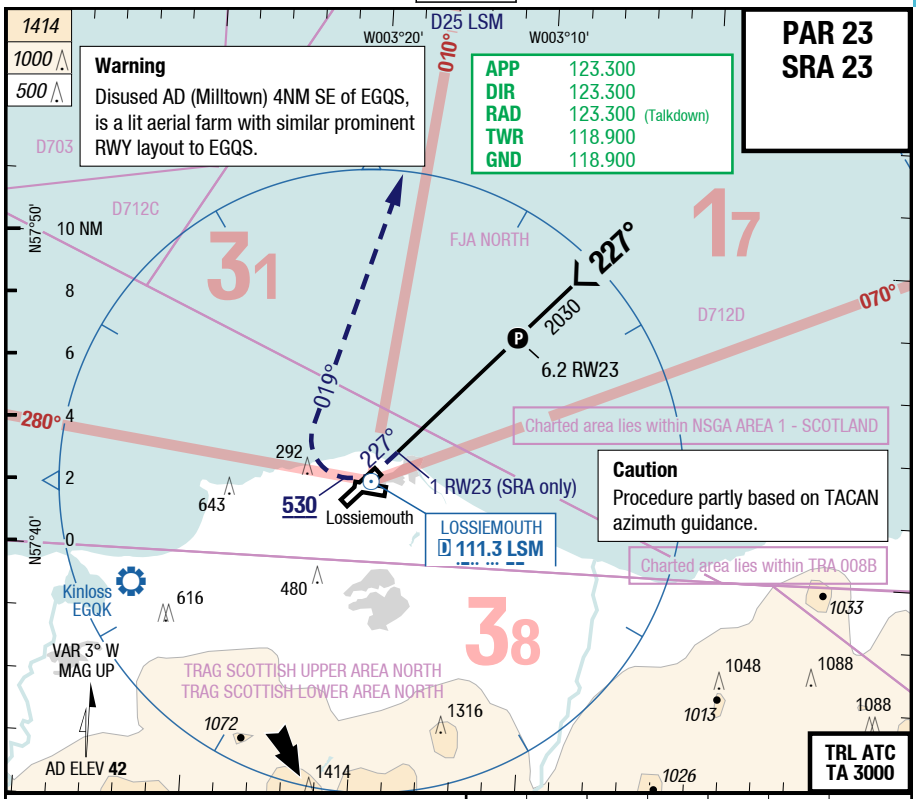
Changes: Nil

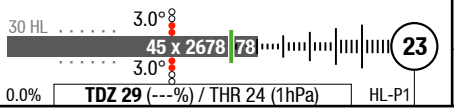
22-FEB-2018

LMO-EGQS

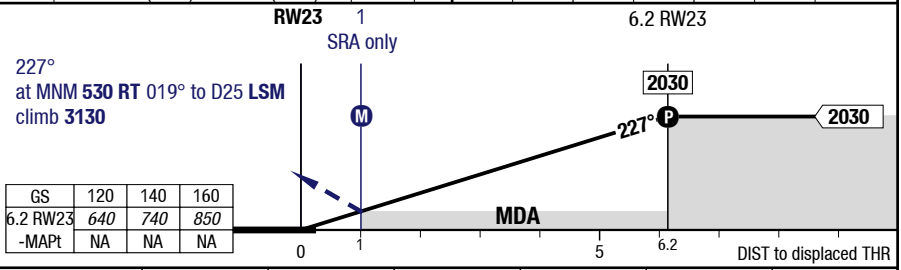
7-40

PAR 23 / SRA 23





2	3	4	5	6	6.2	3.00° RW23
720	1030	1350	1670	1990	2030	



GS	120	140	160
6.2 RW23	640	740	850
-MAPt	NA	NA	NA

23		PAR	PAR APL U/S 1)	SRA	SRA APL U/S		Circling
C	ft - m/km ft	230 - 800V **250**	230 - 1.6V **250**	420 - 1.2V **440**	420 - 2.0V **440**		1010 - 4.8V **1050**
D	ft - m/km ft	240 - 800V **260**	240 - 1.6V **260**	420 - 1.2V **440**	420 - 2.0V **440**		1010 - 4.8V **1050**

1) With EVS VIS 1.1km

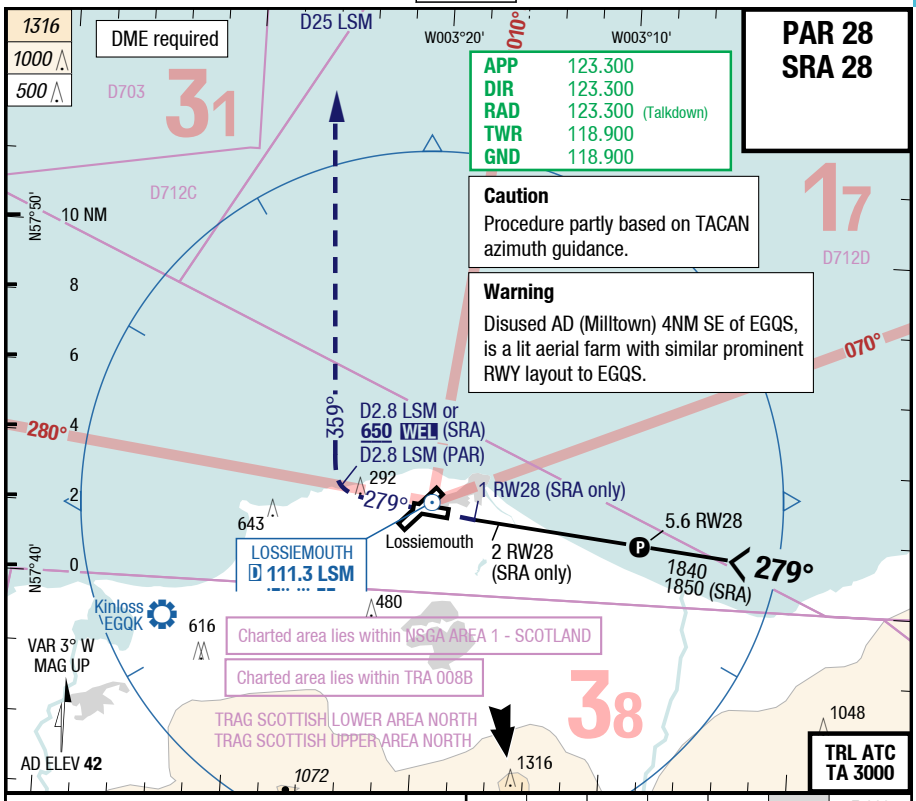
Changes: APL

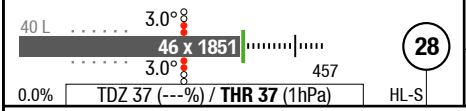
14-SEP-2017

LMO-EGQS

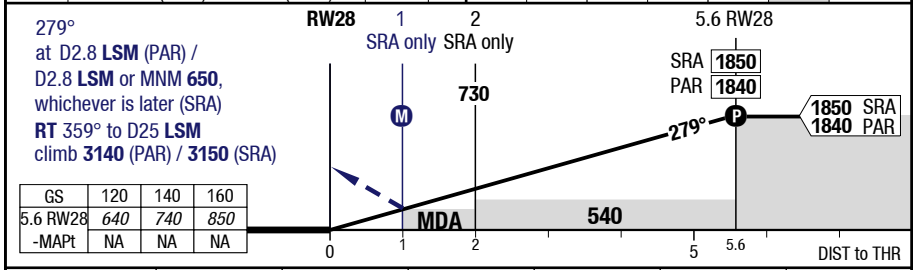
7-50

PAR 28 / SRA 28





2	3	4	5	5.6		3.00° RW28
730	*1050*	*1370*	*1680*	1850		



GS	120	140	160
5.6 RW28	*640*	*740*	*850*
-MAPt	NA	NA	NA

28		PAR 1)	PAR APL U/S 2)	SRA	SRA APL U/S		Circling
C	ft - m/km ft	220 - 1.2V **250**	220 - 1.6V **250**	410 - 1.5V **440**			1010 - 4.8V **1050**
D	ft - m/km ft	230 - 1.2V **260**	230 - 1.6V **260**	410 - 1.6V **440**	410 - 2.0V **440**		1010 - 4.8V **1050**

1) With EVS VIS 800m
2) With EVS VIS 1.1km

Changes: Completely revised

Changes: OBST, AD ELEV