

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-manoeuvring. 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 addition;

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 \pm .

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

- VEGAR 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 \pm .

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 \pm 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.

EMA-EGNX

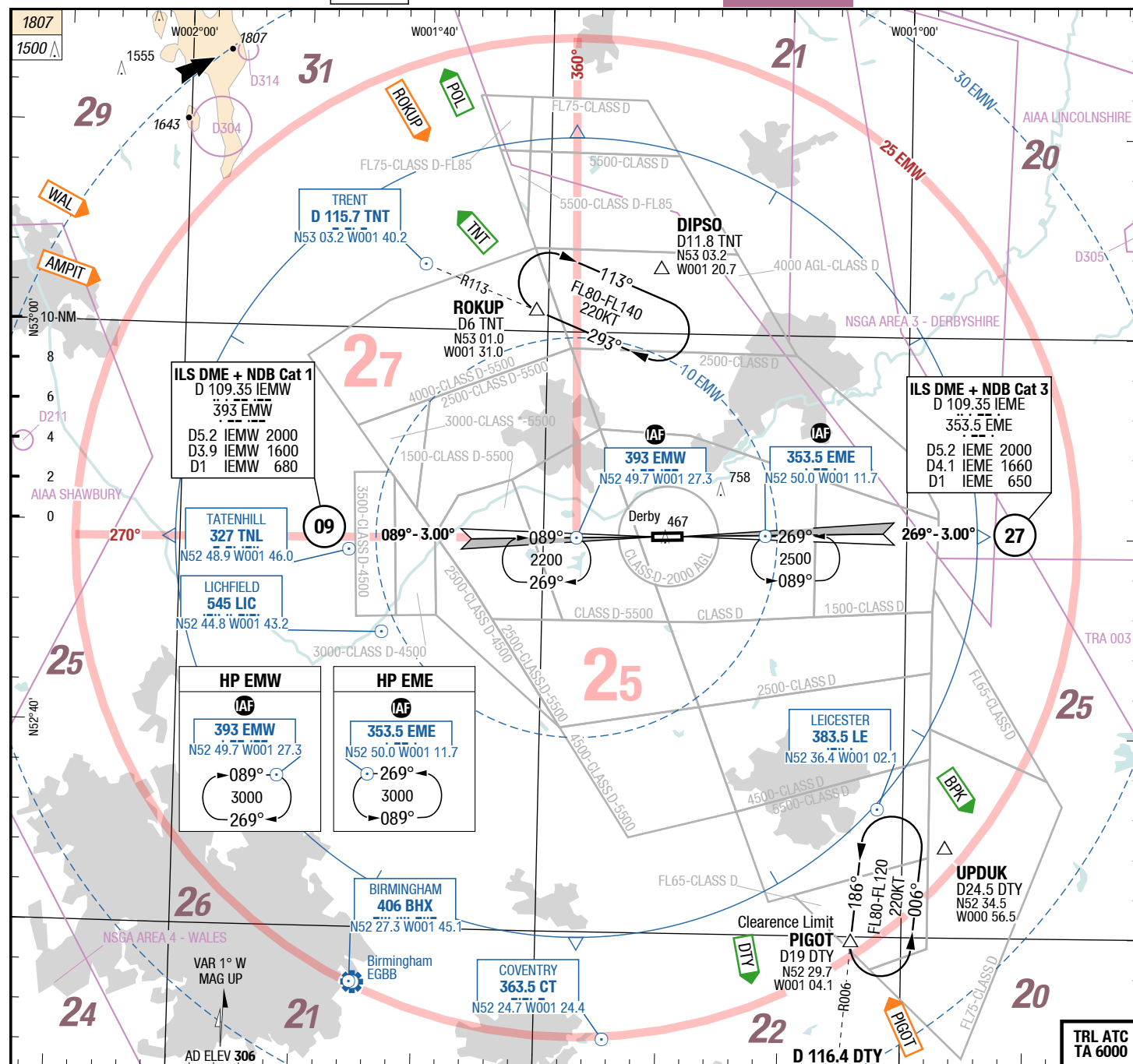
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AFC

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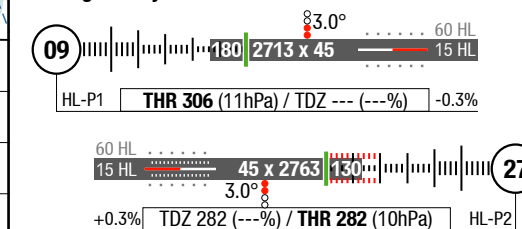
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2-10



ATIS	122.675	
Scottish CTL	134.430	
London CTL	118.825	
	119.775	
	120.525	
	133.175	
	134.125	
East Midlands APP	134.175	
East Midlands RAD	134.175	
	120.125	
	126.175	by ATC
East Midlands TWR	124.000	
East Midlands GND	121.900	by ATC

Landing RWY system:



Changes: FREQ

14-JUN-2018

EMA-EGNX

United Kingdom **Derby** East Midlands

AGC

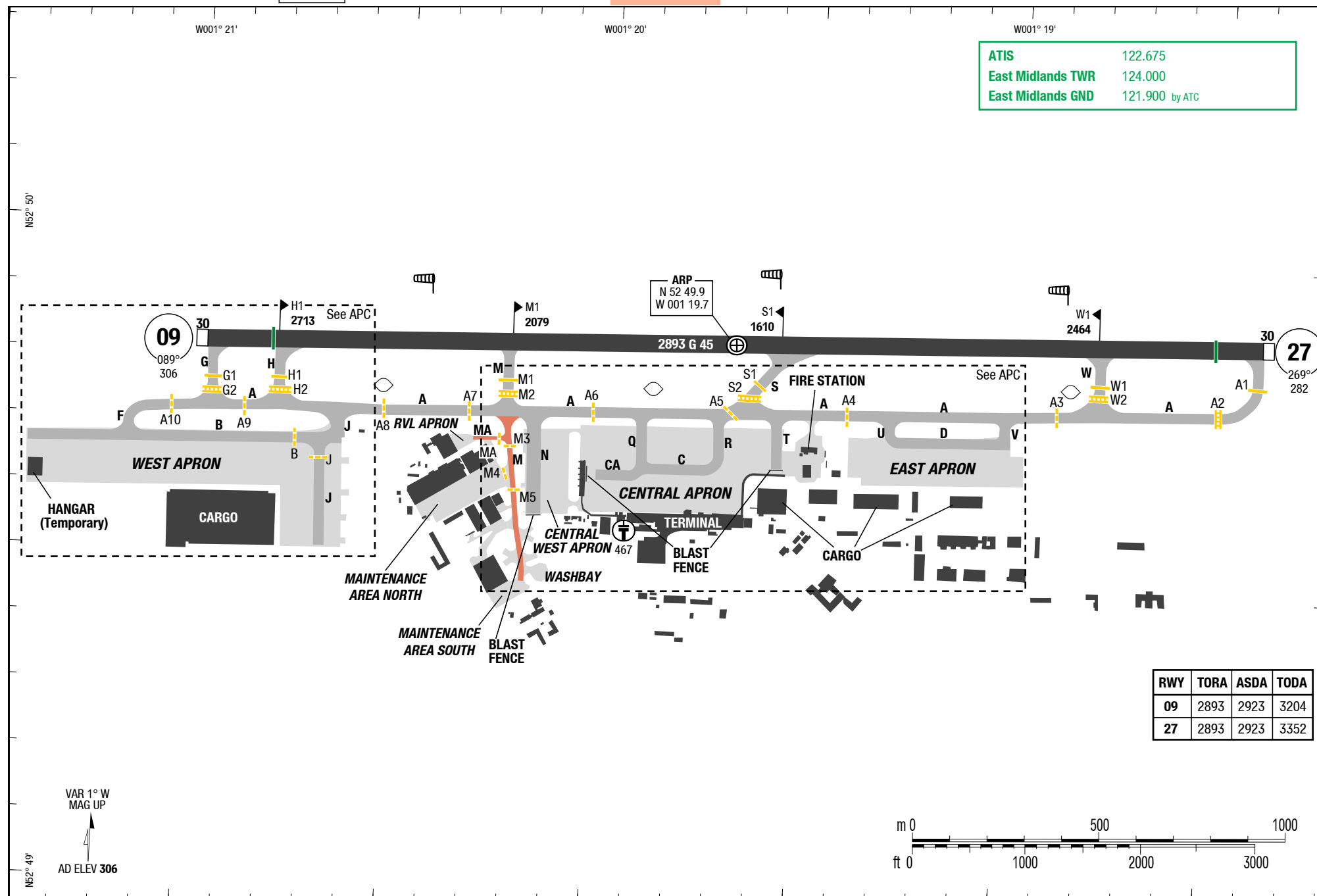
AGC

AGC

East Midlands **Derby** United Kingdom

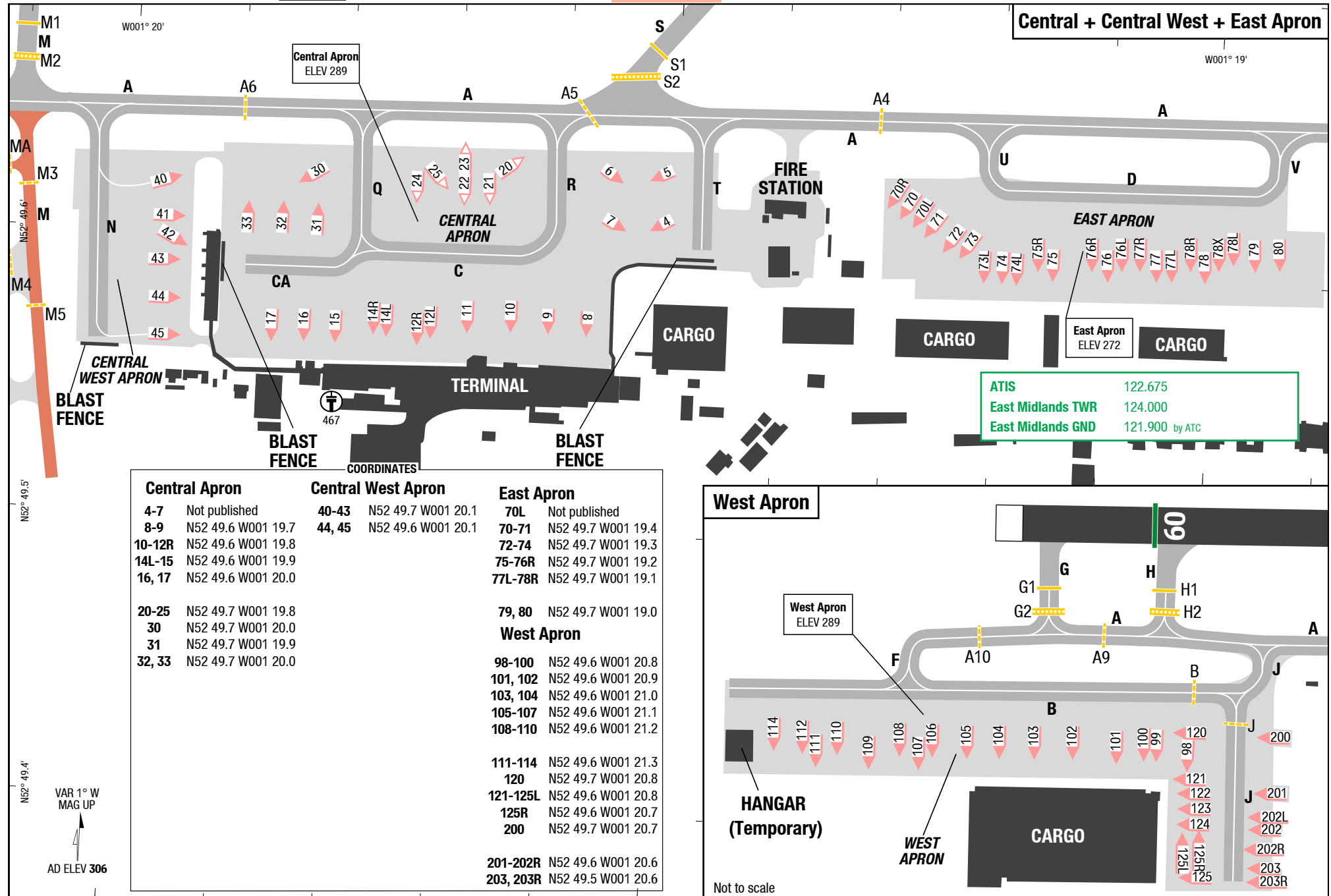
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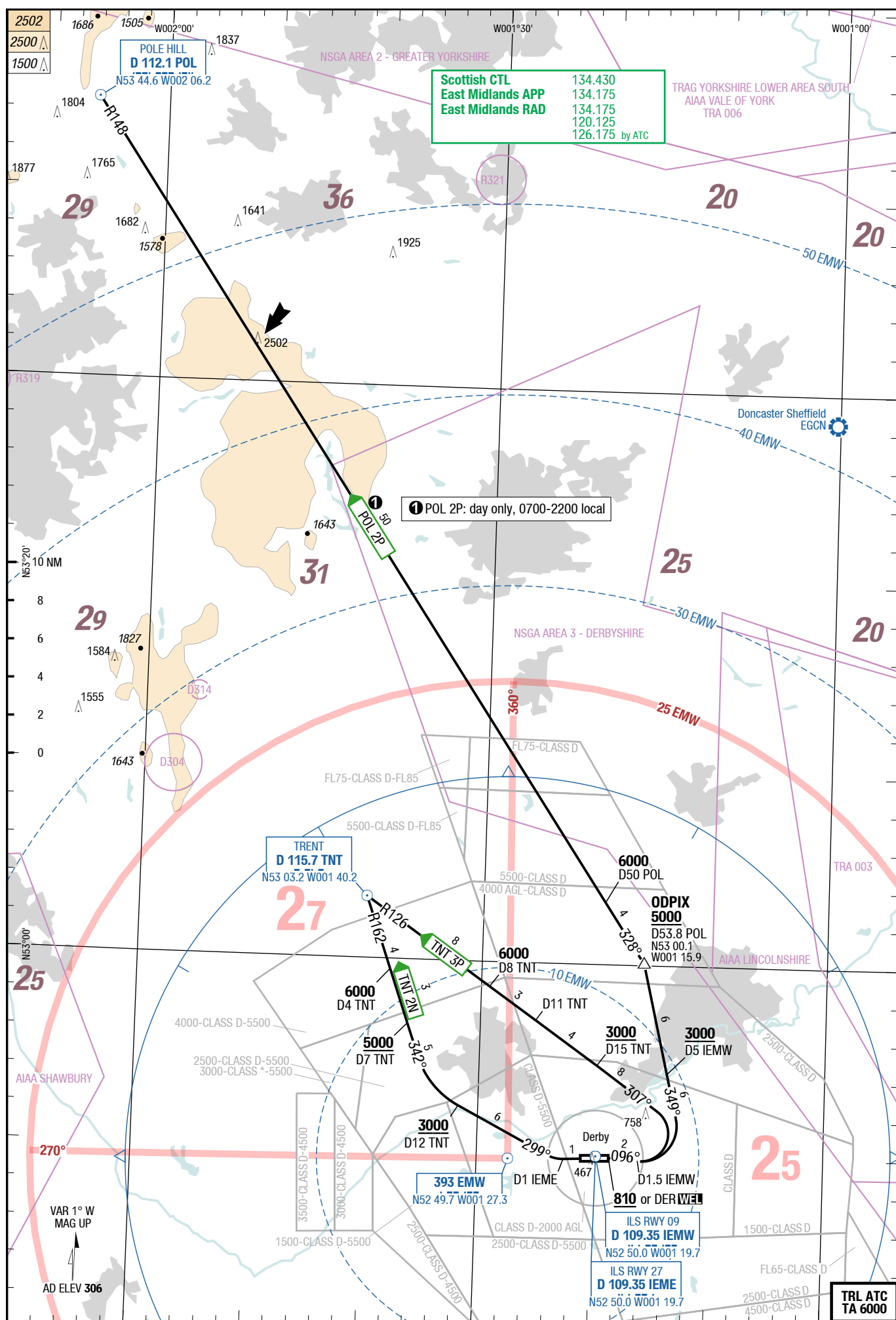
3-20

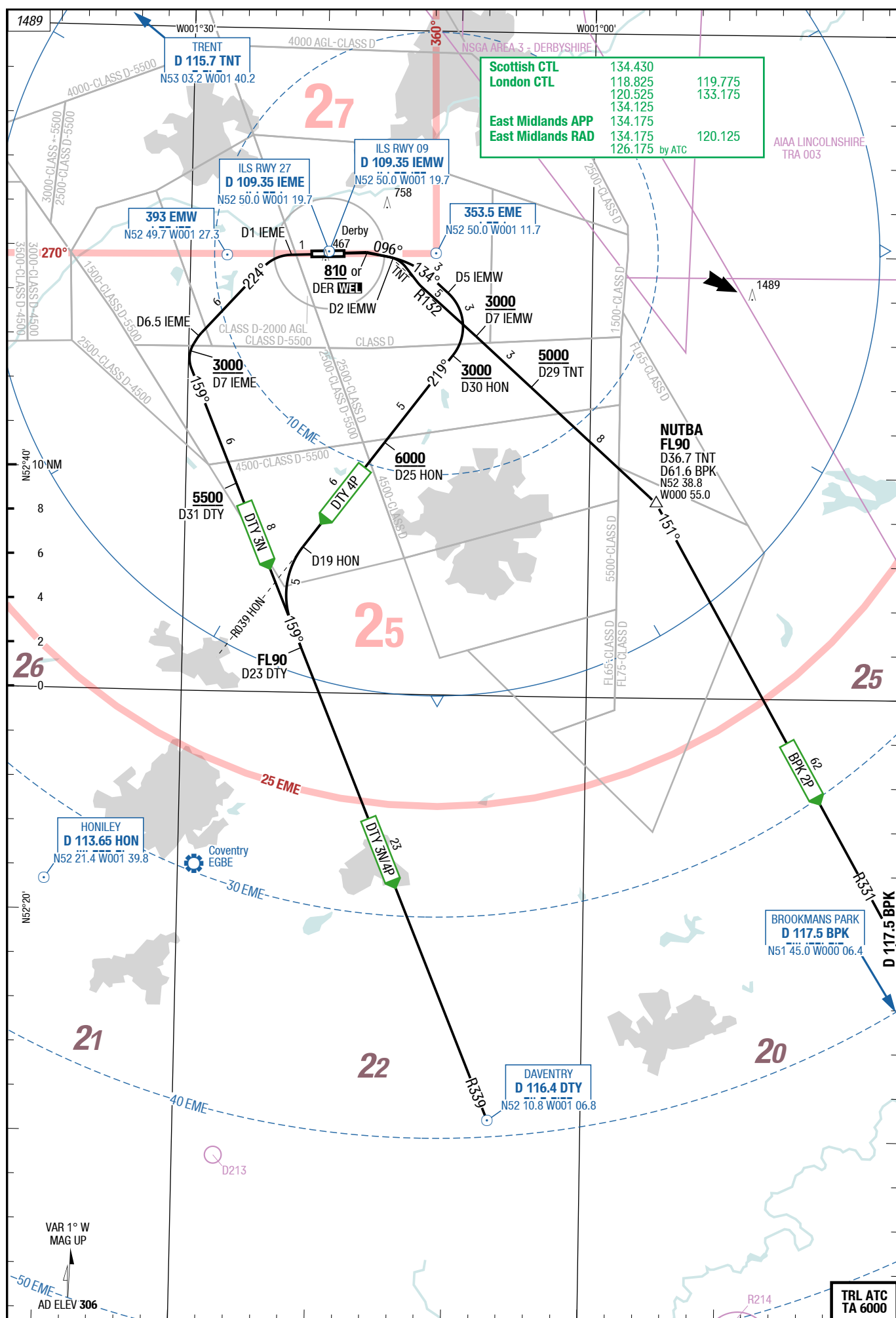


Changes: Nil

3-30







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 ODPX LT intercept R148 POL to POL	D5 IEMW MNM 3000 ODPX MNM 5000 D50 POL at 6000 initial climb 6000
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
	Runway 27	
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

Changes: FREQ

EMA-EGNX

5-20

SIDs South**BROOKMANS PARK 2P / DAVENTRY 4P / DAVENTRY 3N**

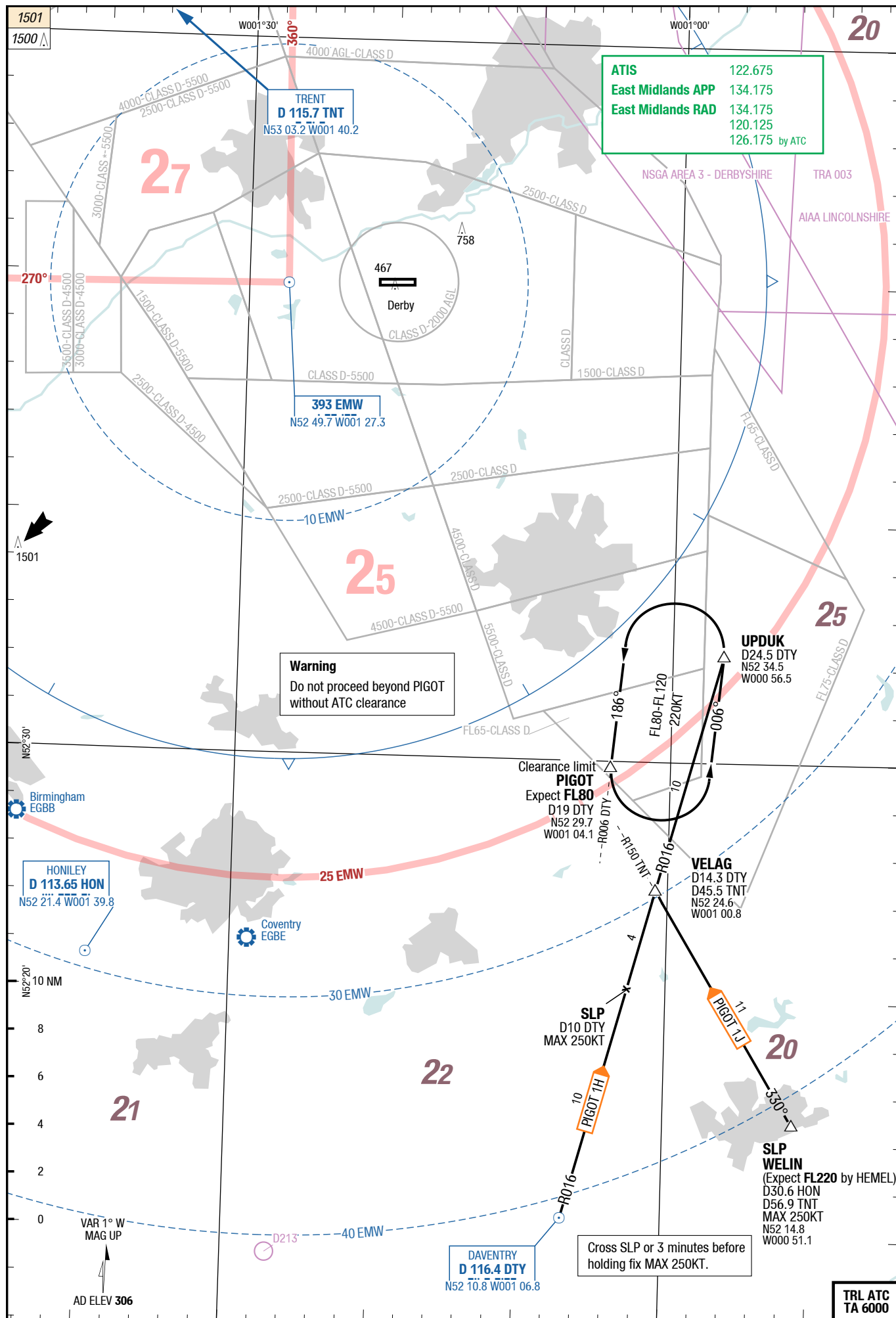
RWYs 09 (089°) / 27 (269°)

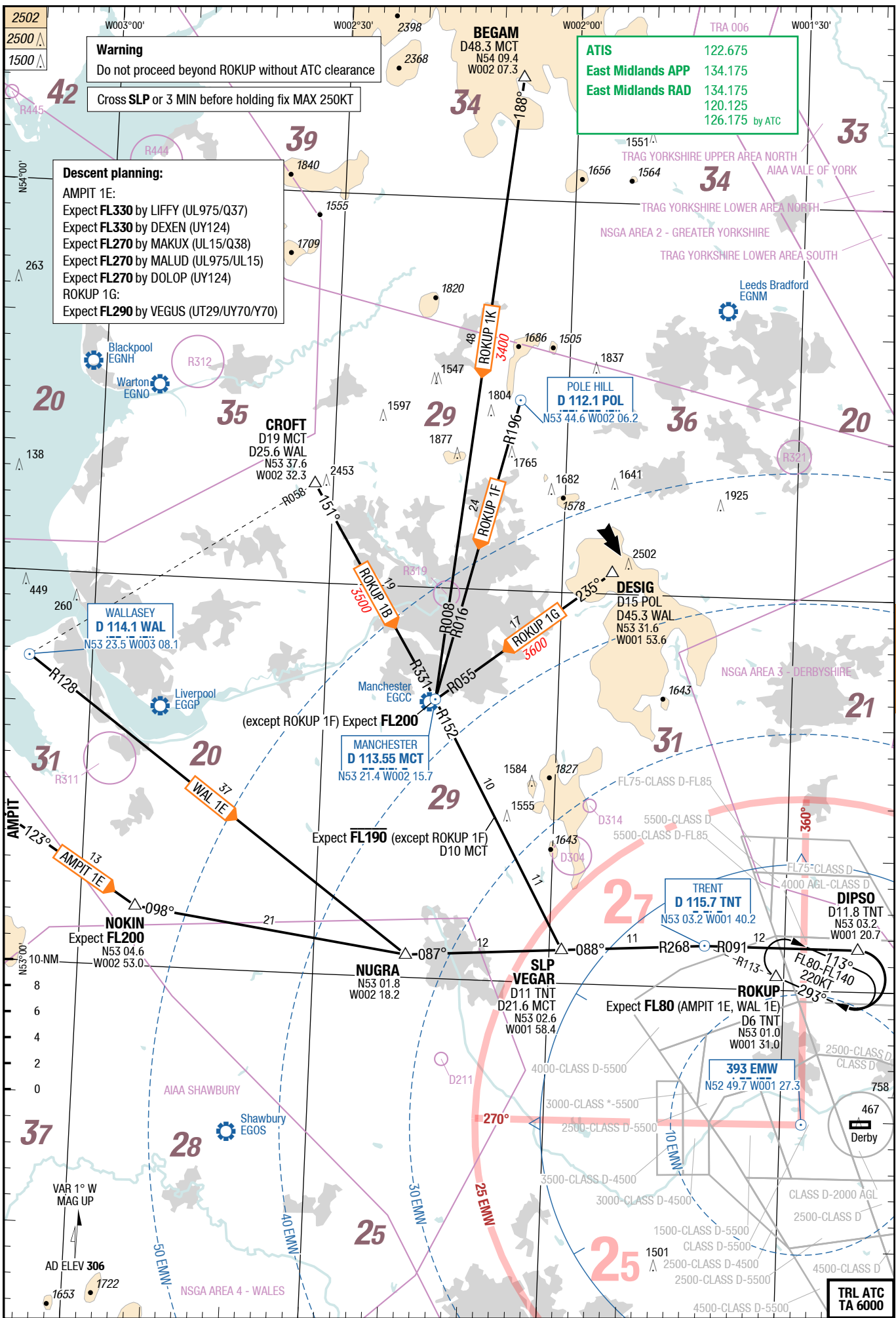
When instructed, contact London CTL.

	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 EGT





EMA-EGNX

ILS DME + NDB 27

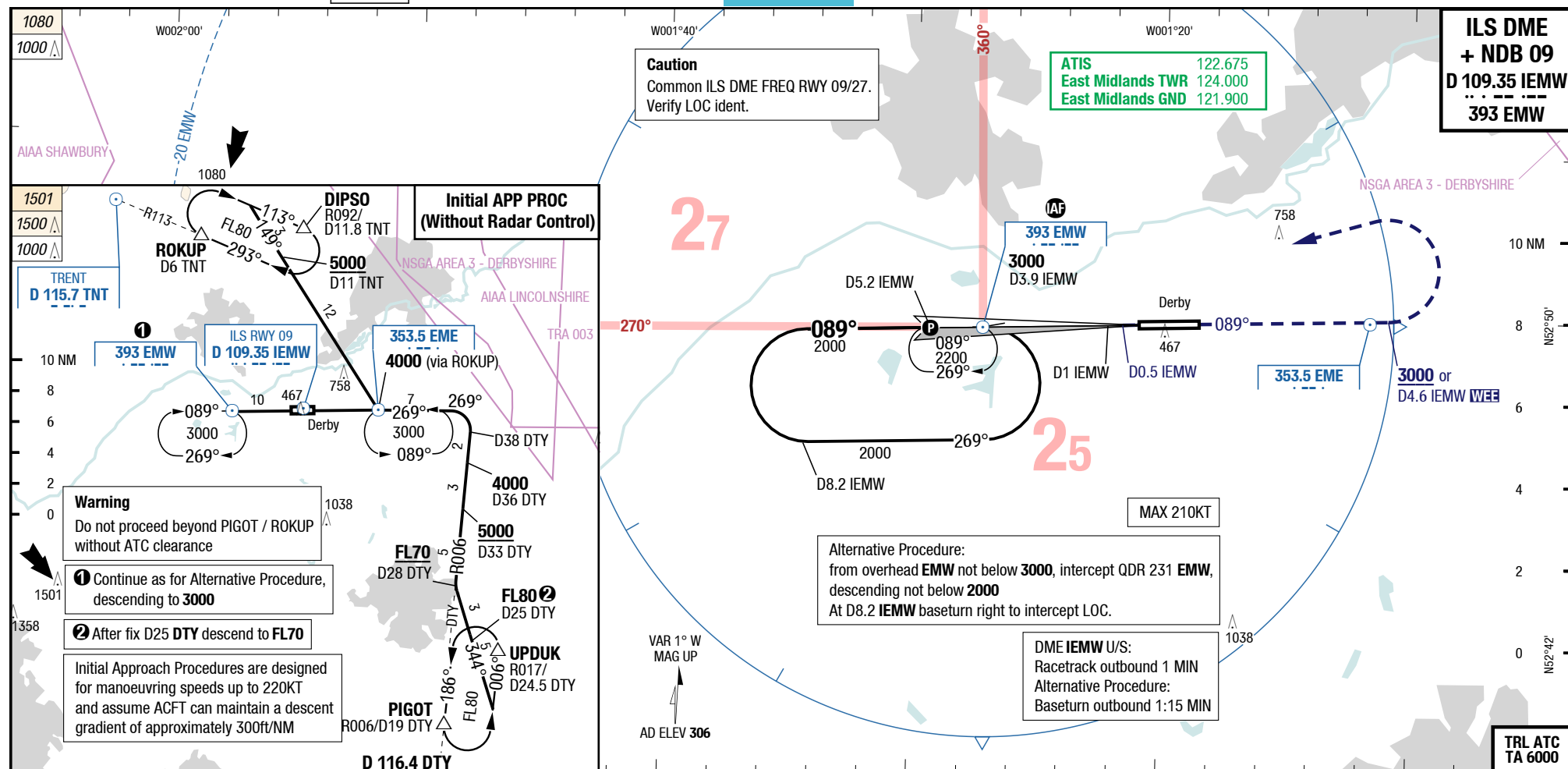
ILS DME + NDB 09

IAC

IAC

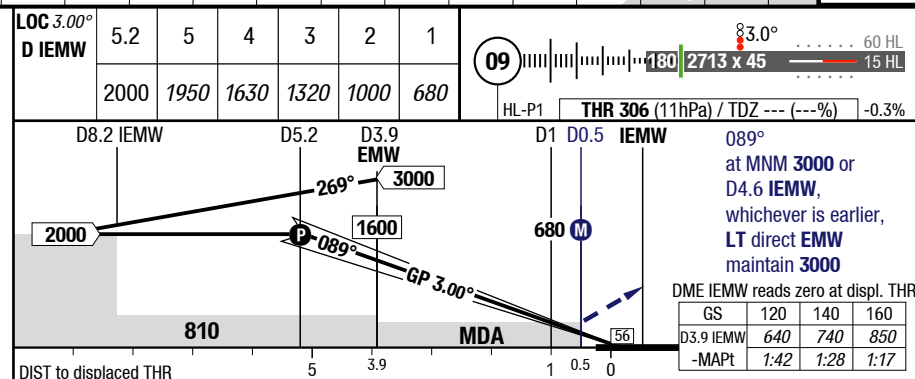
ILS DME + NDB 27

ILS DME + NDB 09



09		Cat 1 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

1) With EVS 350m



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Changes: APL, ALT, SUAs

26-APR-2018

EMA-EGNX

United Kingdom **Derby** East Midlands

7-20

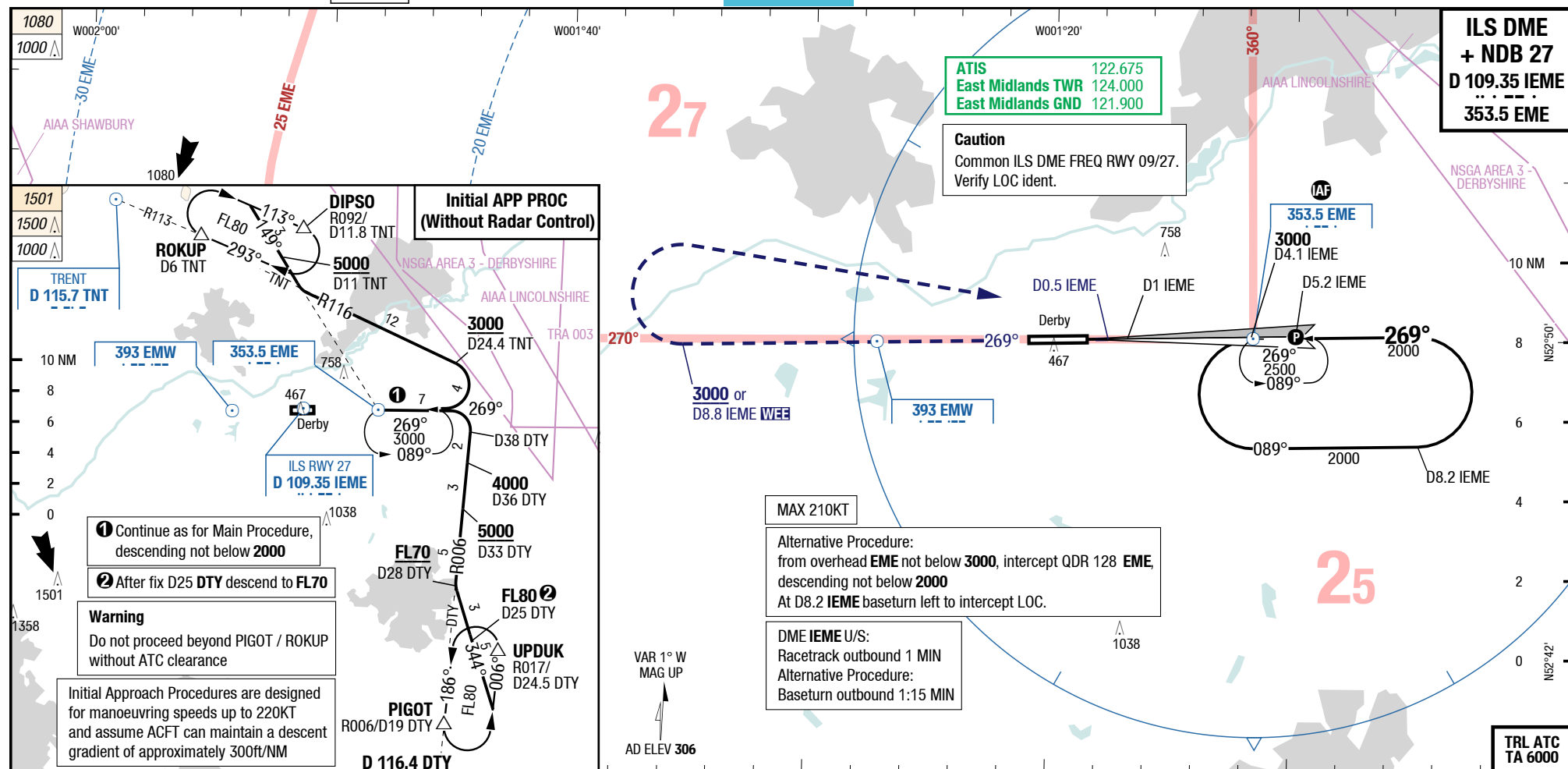
ILS DME + NDB 27

IAC

IAC

East Midlands **Derby** United Kingdom

ILS DME + NDB 27

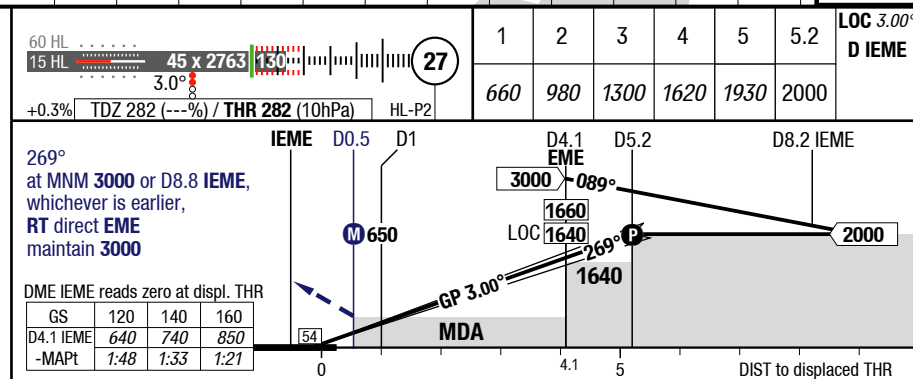


27	Cat 3b	Cat 2	Cat 1 ¹⁾	Cat 1 ¹⁾	LOC DME	Circling
C	ft - m/km ft 0 - 75R Company	100 - 300R 101 RA	200 - 400 490	200 - 550 490	330 - 800 610	900 - 2.4V 1200
D	ft - m/km ft 0 - 75R Company	100 - 300R 101 RA ²⁾	200 - 400 490	200 - 550 490	330 - 800 610	900 - 3.6V 1200

1) With EVS 350m

2) If not conducting autoland RVR 350m required

Changes: MIN, APL, ALT, SUAs



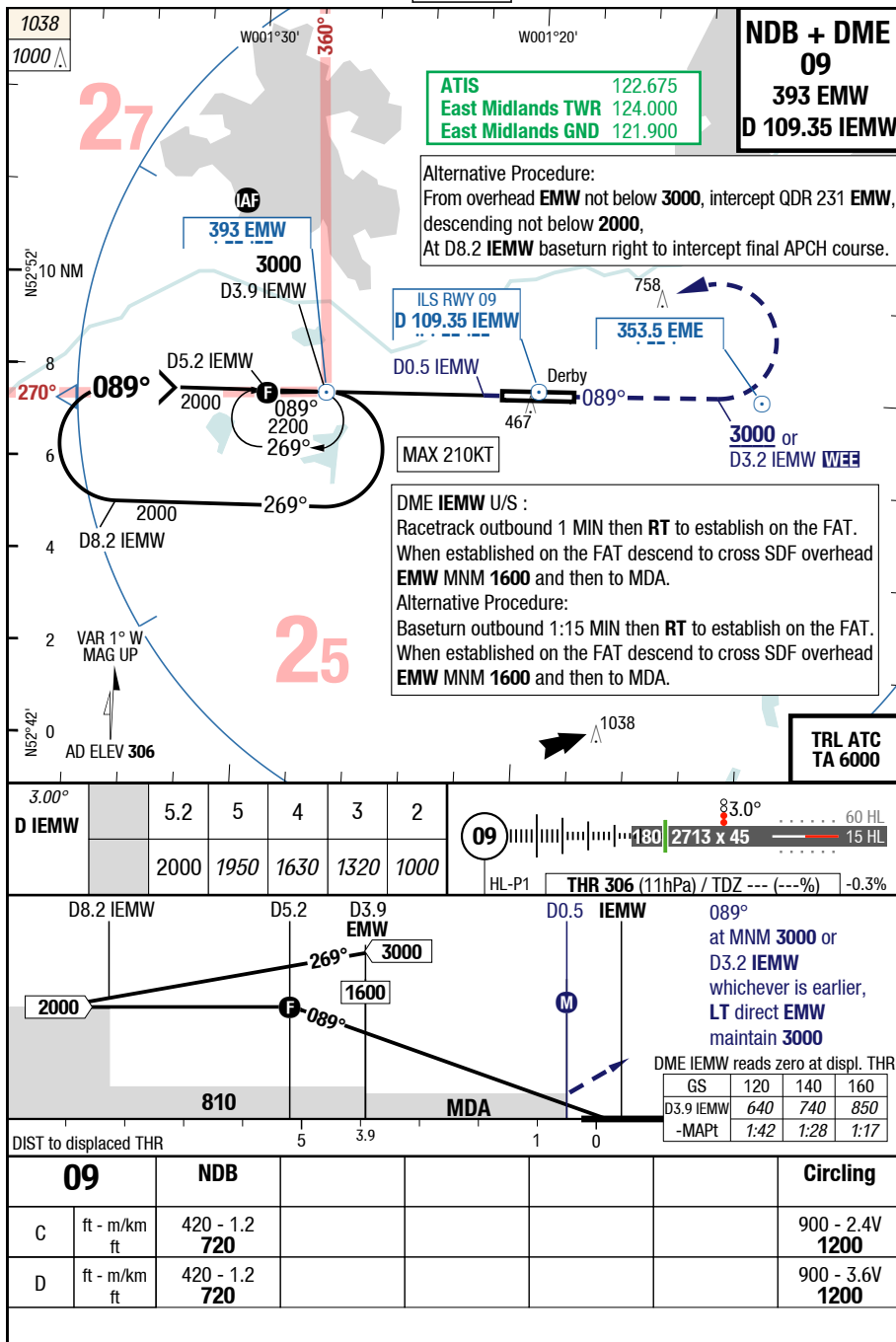
26-APR-2018
EMA-EGNX

United Kingdom **Derby** East Midlands

IAC

7-30

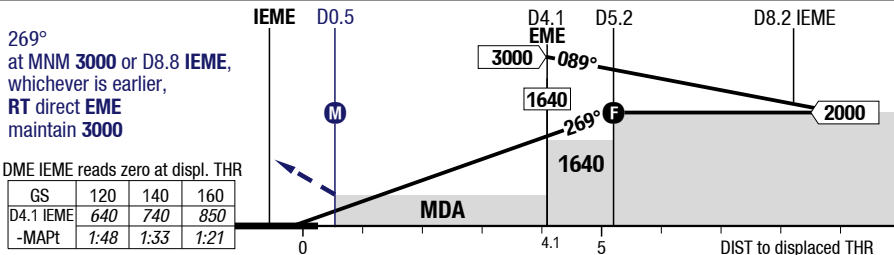
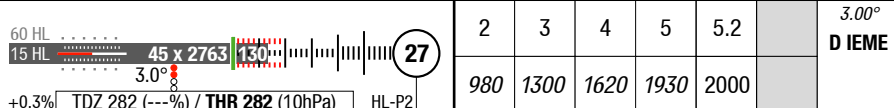
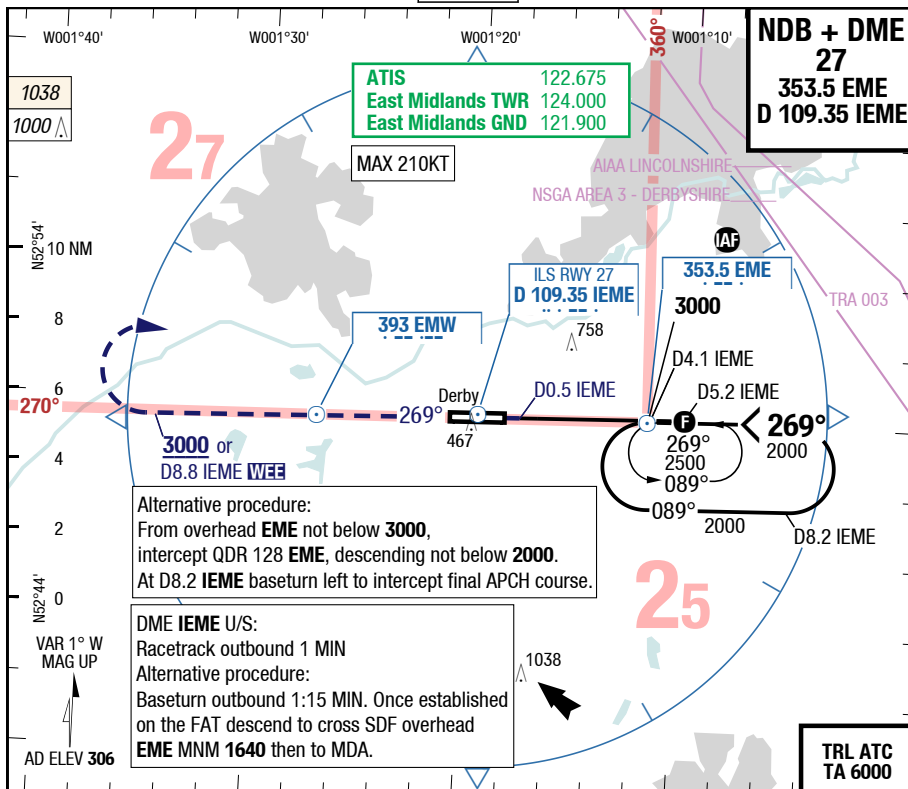
NDB + DME 09



Changes: APL, ALT, SUAs

7-40

NDB + DME 27



27	NDB DME IEME	NDB				Circling
C	ft - m/km ft 340 - 800 620	440 - 1.3 720				900 - 2.4V 1200
D	ft - m/km ft 340 - 800 620	440 - 1.3 720				900 - 3.6V 1200

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					

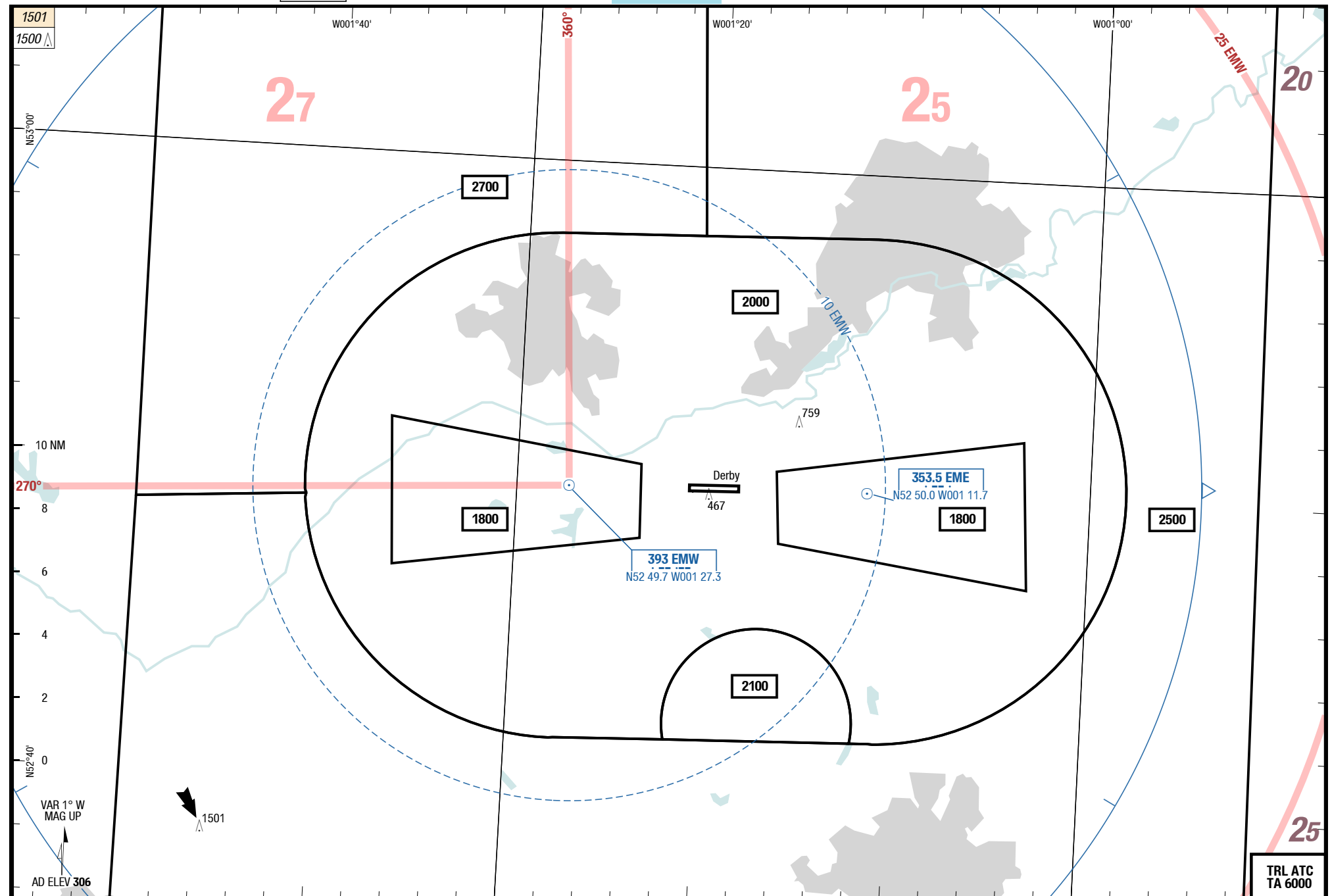
EMA-EGNX

MRC

MRC

MRC

MRC



Changes: VAR

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