

GENERAL

Operational Hours

ATS Hours / AD Operator Hours

Winter

MON-FRI: 0630-2200

SAT: 0630-2115

SUN: 0730-2200

Until 2300 with PPR

Other times AVBL O/R.

Summer

MON-FRI: 0530-2145

SAT: 0530-2200

SUN: 0630-2115

Until 2200 with PPR

AD OPS Hours: See NOTAM

Airport Information

RFF: CAT 6 MON-SAT 0610-0630‡, SUN 0655-0730‡;

CAT 7 AVBL 2HR PN.

Fire: 'Southampton FIRE' 121.600 AVBL when fire vehicle attending ACFT on GND in EMERG.

PCN: RWY 02/20: 52/R/B/X/T

Operation

Low Visibility Procedures

AD not equipped with CAT II/III OPS; however LVP are used to protect CAT I OPS. Preparation for LVP will commence when RVR is 1000m or less.

TWY Restrictions

TWY A, B width 18m / 59ft.

TWY A, south of APN between A1-A2 MAX wingspan 40m / 131ft.

Parking

Stand 1, 5, 6, 7, 12, 13, 14: Power-back not permitted.

Warnings

Soft GND arrestor bed provided to stop ACFT after overrun RWY 20. Bed starts 19.5m / 64ft beyond end of paved RWY surface.

Significant differences may occur between surface wind velocity reported by ATC and actual wind approximately 200ft AAL and above.

Unmanned ACFT OPS HJ in the CTR within 800m radius of N 51 01.9 W001 15.0 up to 820ft ALT.

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

ARRIVAL**Communication**

COM Failure: See CRAR and in addition;

If radar vectored:

Initial APCH: Continue visually or by final APCH aid. If not possible proceed at 2000ft, or last LVL if higher, to EAS NDB.

Intermediate and final APCH: Continue visually or by final APCH aid. If not possible follow MISAP to EAS NDB.

MISAP RWY 02/20

SRA

Continuous climb to 3000ft, initially straight ahead to 2000ft or D7.7 I-SN/D8 SAM whichever is later then climbing right turn to EAS NDB to hold at 3000ft.

MISAP RWY 02

VOR/DME

Continuous climb to 3000ft, initially straight ahead to SAM VOR then on R021 to 2000ft or D8.3 I-SN/D8 SAM whichever is later then climbing right turn to SAM VOR to hold at 3000ft.

NDB + DME

Continuous climb to 3000ft, initially EAS NDB QDR 021° to 2000ft or D8.3 I-SN/D8 SAM whichever is later then climbing right turn to EAS NDB to hold at 3000ft.

MISAP RWY 20

ILS/DME, LOC/DME (IAF SAM VOR)

Continuous climb to 3000ft, initially straight ahead to 2000ft or D7.7 I-SN/D8 SAM whichever is later then climbing right turn to SAM VOR to hold at 3000ft.

ILS/DME, LOC/DME (IAF EAS NDB)

Continuous climb to 3000ft, initially straight ahead to 2000ft or D7.7 I-SN/D8 SAM whichever is later then climbing right turn to EAS NDB to hold at 3000ft.

VOR/DME

Continuous climb to 3000ft, initially straight ahead to SAM VOR then on R201 to 2000ft or D8 SAM whichever is later then climbing right turn to SAM VOR to hold at 3000ft.

NDB + DME

Continuous climb to 3000ft, initially EAS NDB QDR 201° to 2000ft or D7.7 I-SN/D8 SAM whichever is later then climbing right turn to EAS NDB to hold at 3000ft.

Arrival Procedure**Noise Abatement Procedures**

RWY 20 ILS APCH: At no time descend below 1743ft AMSL before intercepting GP.

ACFT flying an instrument APCH other than ILS, or those ACFT flying a visual APCH, should not intercept appropriate final APCH track at less than 5NM from touchdown, except when flying a visual APCH via downwind leg should not intercept final APCH track at less than 2NM from touchdown.

Warnings

RWY 02: Terrain induced TURB possible within 2NM from touchdown, particularly with strong easterly winds.

RWY 20: Buildings induced TURB possible within 2NM from touchdown, with strong surface winds.

DEPARTURE**Take-off Minima**

RWY		02/20	
A, B, C	ft - m/km	0 - 400R/400V	HJ only
		0 - 800R/800V	HN
D		Not applicable	-

Communication

COM Failure: See CRAR and in addition;

Use following routes when leaving CTR:

SAM VOR/DME track 295°.

EAS NDB track 295°.

Route to be followed is dependent on PSN.

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

Stand 13, 14: Push-back and tow to HLDG point A6. Engine start after push-back except non APU equipped ACFT may start at stand.

Intersection TKOF

Intersection TKOF prohibited, full length back track required on RWY 02/20.

Noise Abatement Procedures

RWY 02: Climb straight ahead (use SAM VOR) to D2.5 SAM.

If SAM VOR is U/S, climb straight ahead until D2.5 ISN.

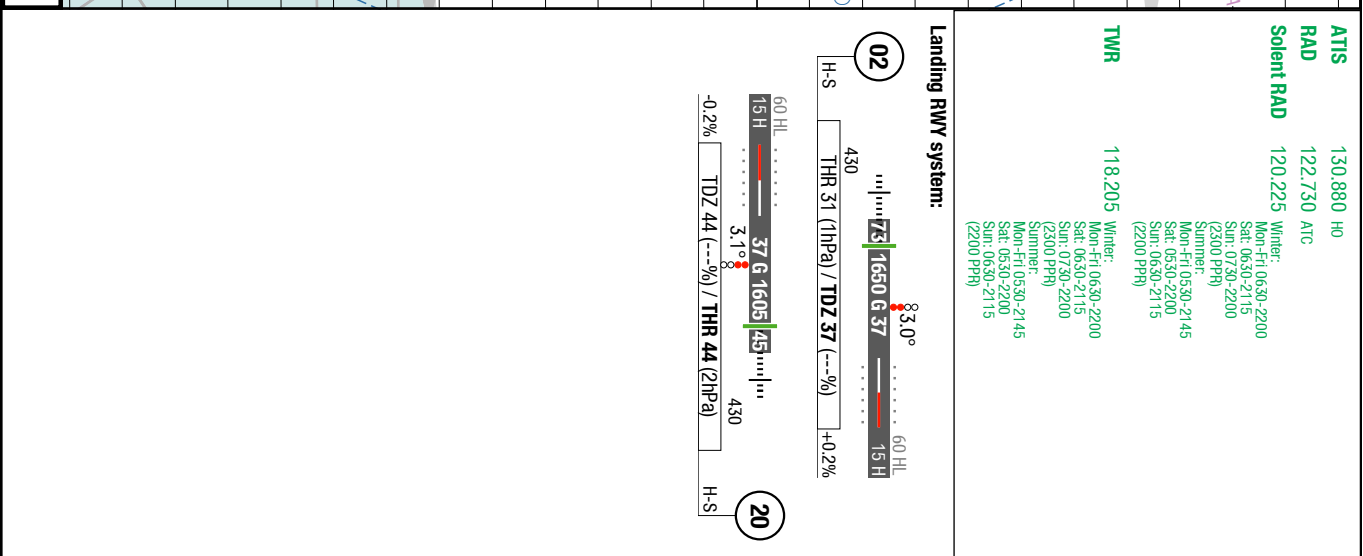
RWY 20: ASAP after passing 500ft turn right to intercept SAM VOR R217. Maintain R217 until 2000ft.

If SAM VOR is U/S, as soon as possible after passing 500ft turn right, to maintain a track 217° MAG until 2000ft.

De-icing

By arrangement with Servisair Handling.

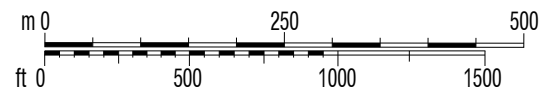
De-icing only permitted on stands 1-4.



ATIS 130.880 H0
TWR 118.205
 Winter: Mon-Fri 0630-2200
 Sat: 0630-2115
 Sun: 0730-2200 (2300 PPR)
 Summer: Mon-Fri 0530-2145
 Sat: 0530-2200
 Sun: 0630-2115 (2200 PPR)

SOUTHAMPTON
 391.5 EAS

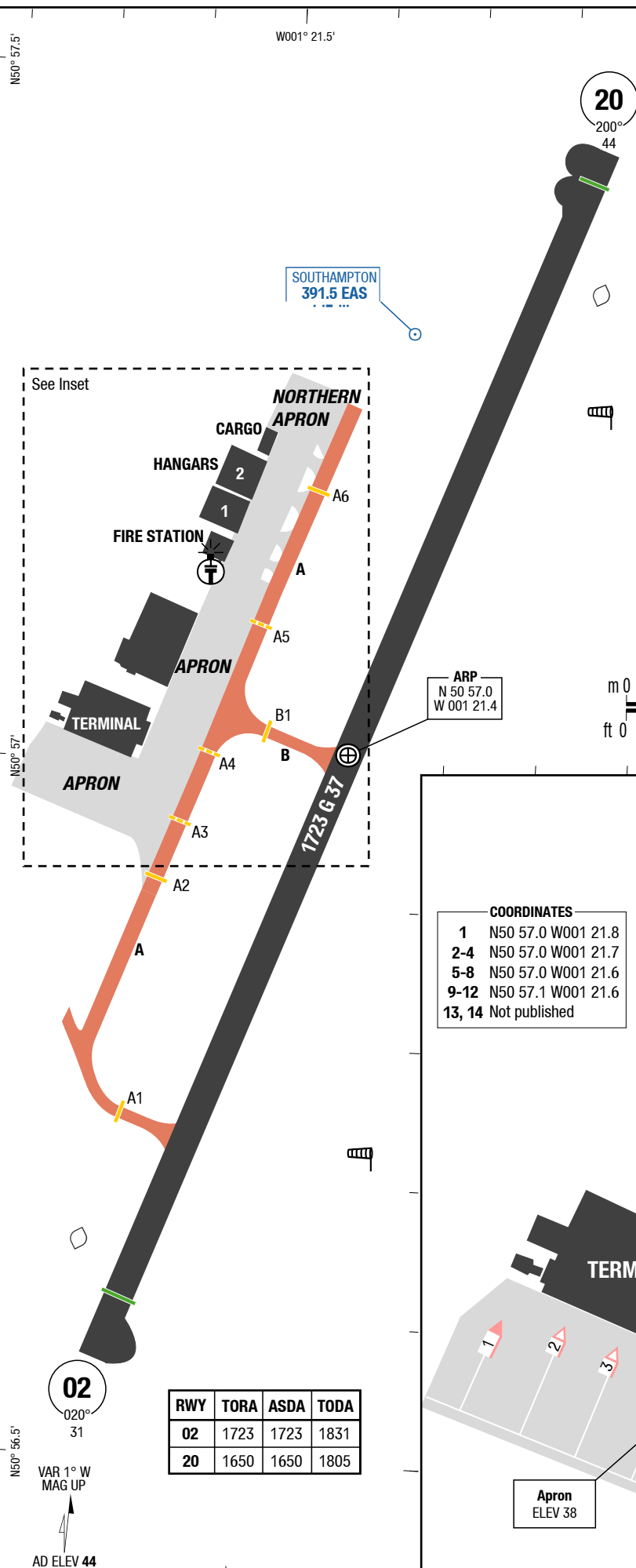
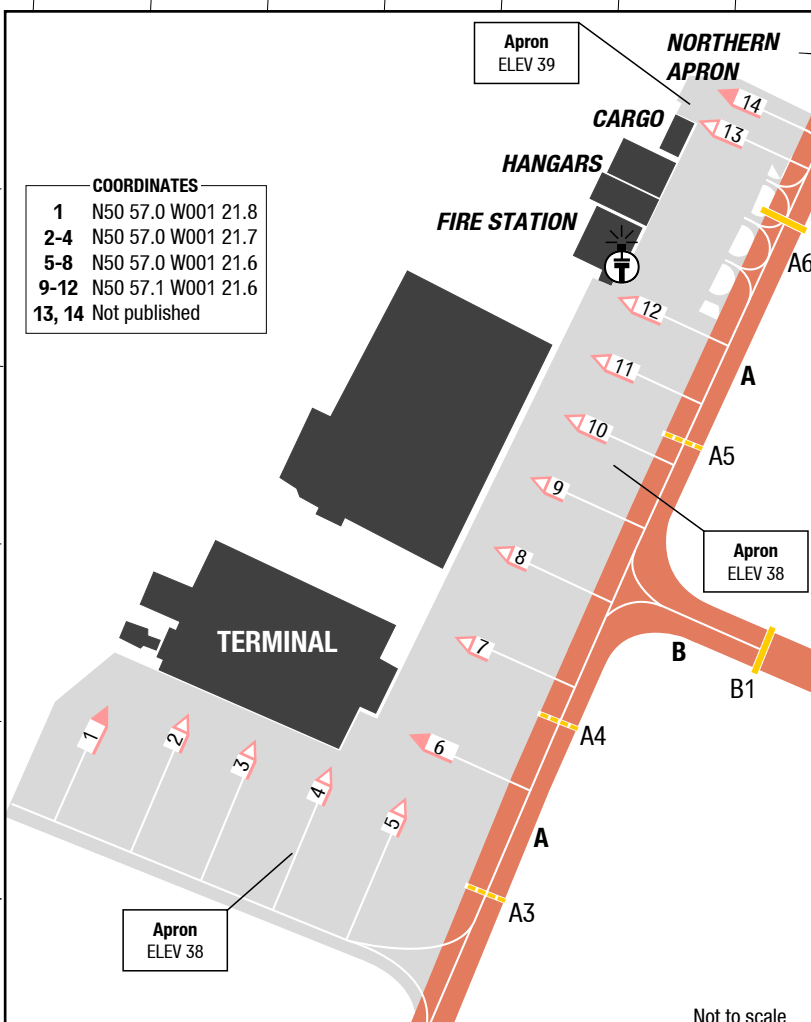
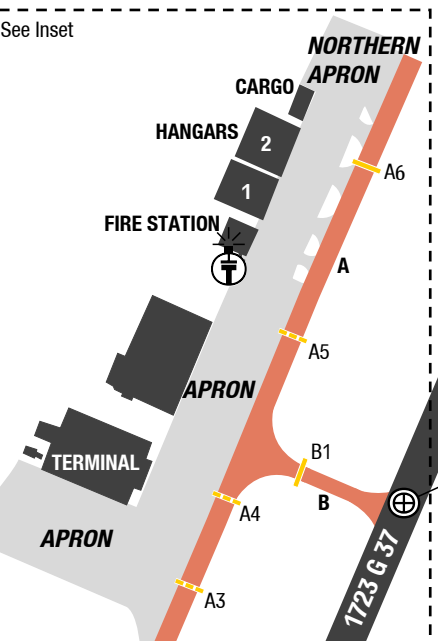
SOUTHAMPTON
 D 113.35 SAM



COORDINATES

1	N50 57.0 W001 21.8
2-4	N50 57.0 W001 21.7
5-8	N50 57.0 W001 21.6
9-12	N50 57.1 W001 21.6
13, 14	Not published

RWY	TORA	ASDA	TODA
02	1723	1723	1831
20	1650	1650	1805



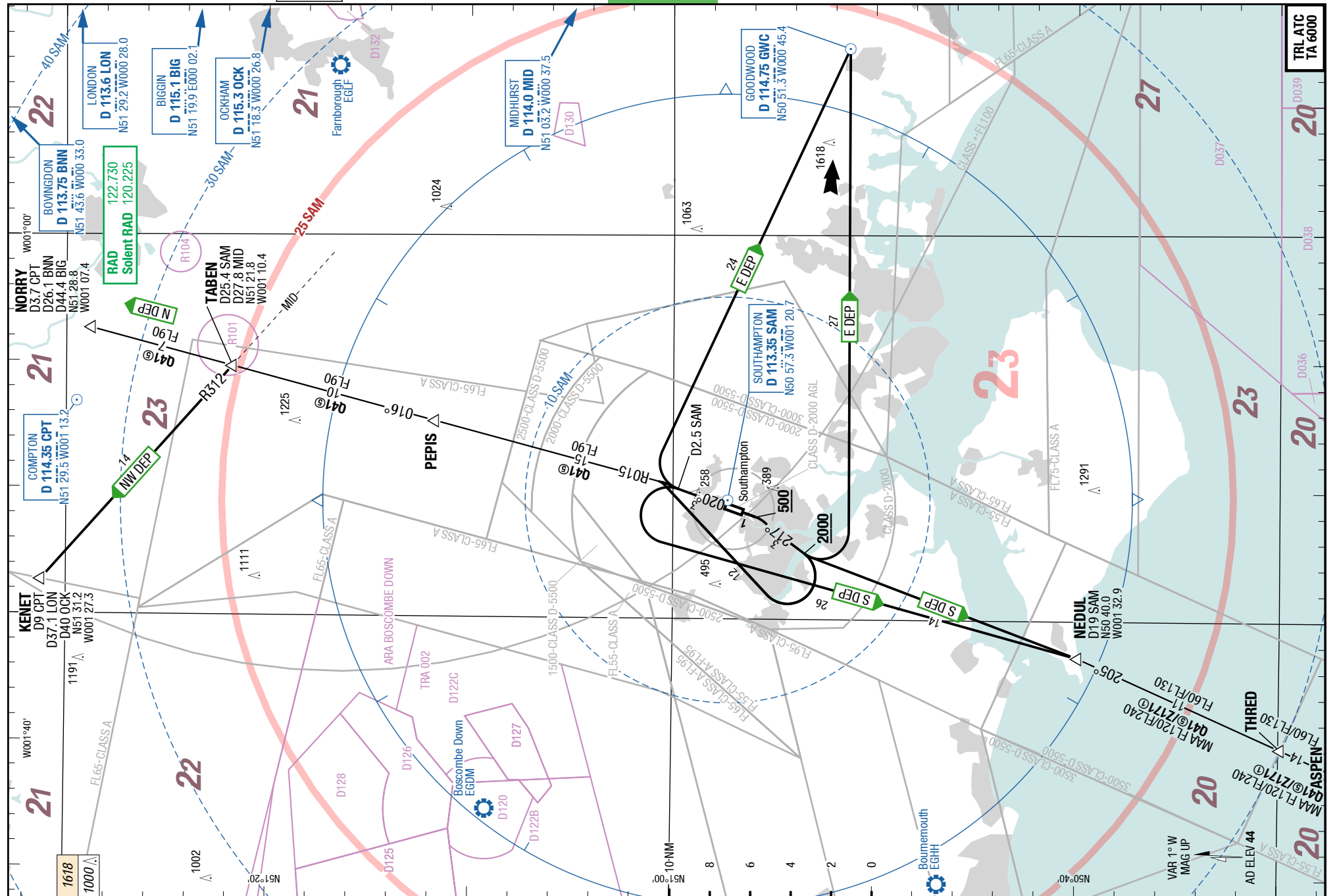
SOU-EGHI

DEPARTURES

SID

SID

DEPARTURES

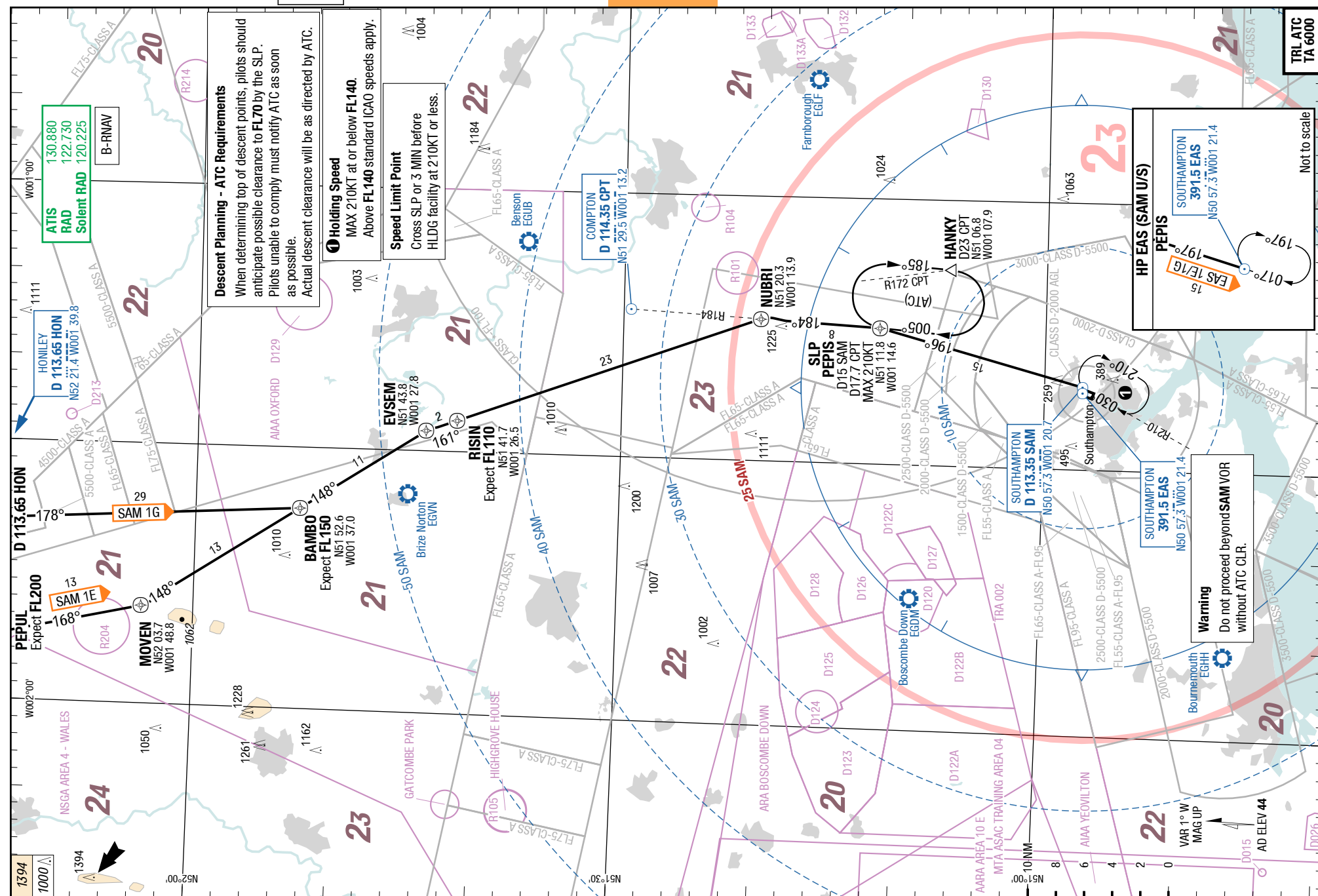


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E DEP / N DEP / NW DEP / S DEP

RWYs 02 (020°) / 20 (200°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 02	
E DEP 122.730	at D2.5 SAM RT direct GWC	
N DEP 122.730	at D2.5 SAM intercept AWY Q41 to NORRY	
NW DEP 122.730	at D2.5 SAM intercept AWY Q41 to TABEN - KENET	
S DEP 122.730	at D2.5 SAM LT direct NEDUL - AWY Q41/Z171	
	Runway 20	
E DEP 122.730	at MNM 500 intercept R217 SAM - at MNM 2000 LT direct GWC	
N DEP 122.730	at MNM 500 intercept R217 SAM - at MNM 2000 RT intercept AWY Q41 to NORRY	
NW DEP 122.730	at MNM 500 intercept R217 SAM - at MNM 2000 RT intercept AWY Q41 to TABEN - KENET	
S DEP 122.730	at MNM 500 intercept R217 SAM - at MNM 2000 direct NEDUL - AWY Q41/Z171	



Effective 01-MAR-2018

22-FEB-2018

SOU-EGHI

United Kingdom Southampton

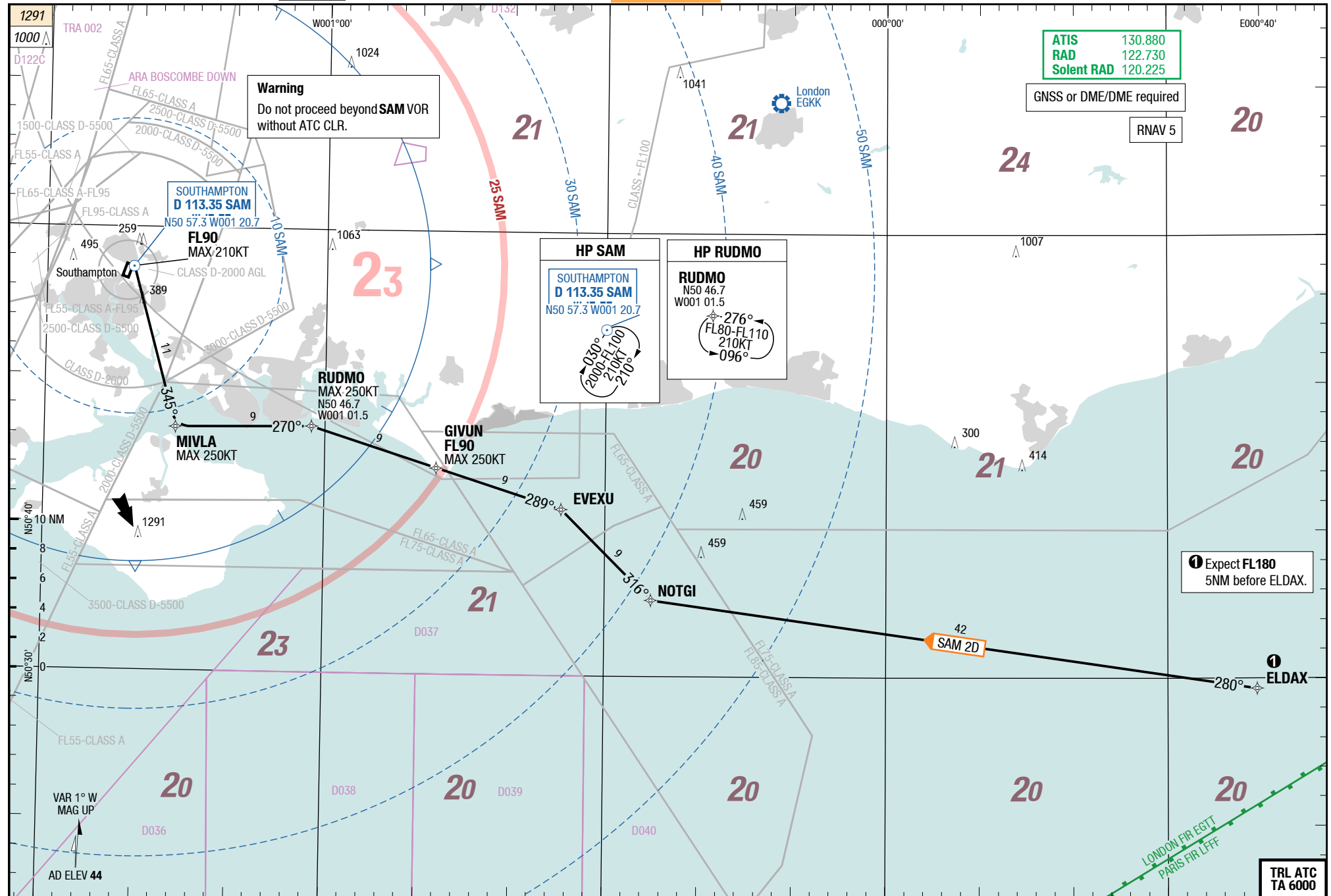
RNAV STARs East

STAR

STAR

Southampton United Kingdom

RNAV STARs East



Changes: ASP, FREQ, Track, OBST, SUAS

SOU-EGHI

NIL

STARS

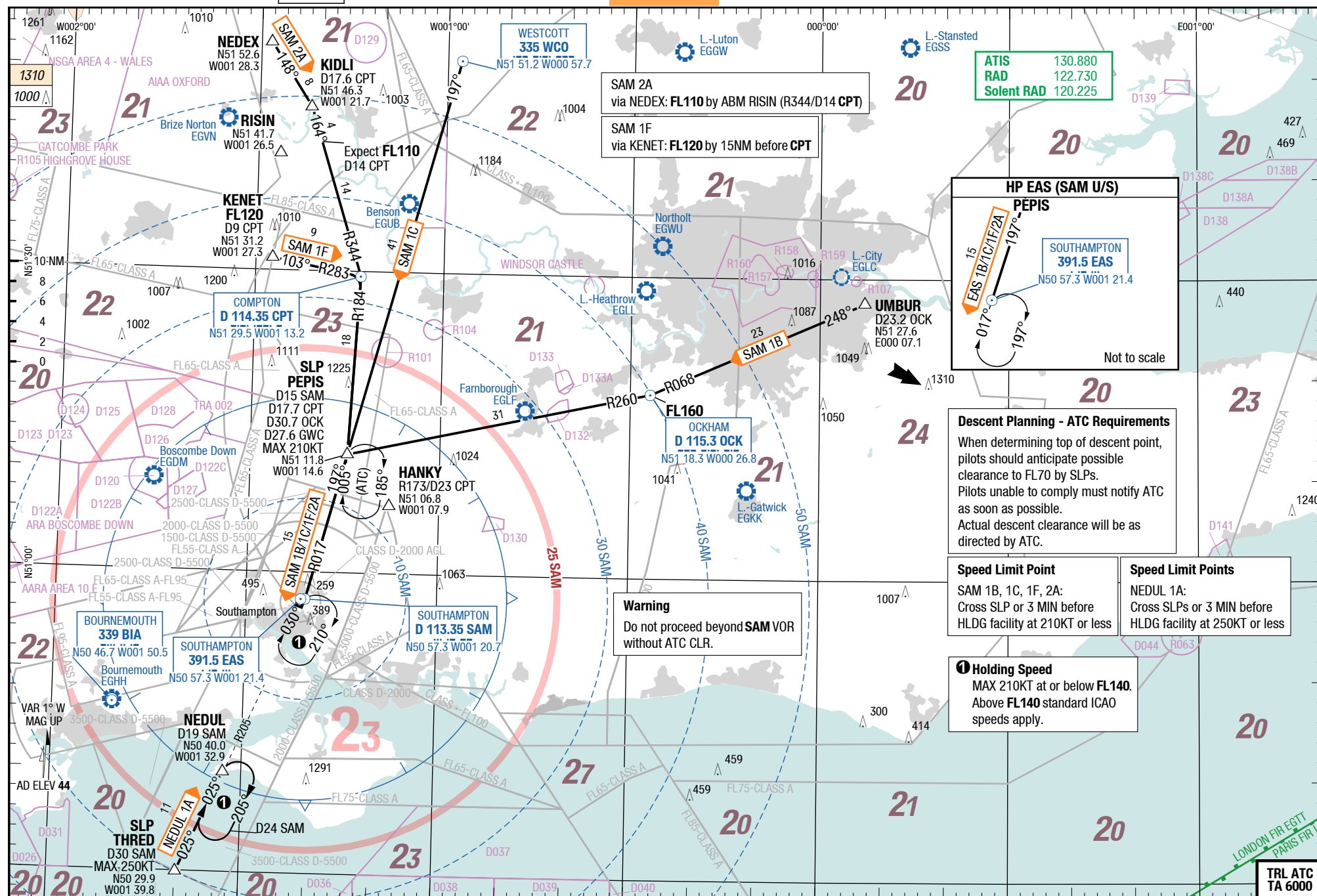
STAR

STAR

NIL

STARS

6-30



Changes: HLDG

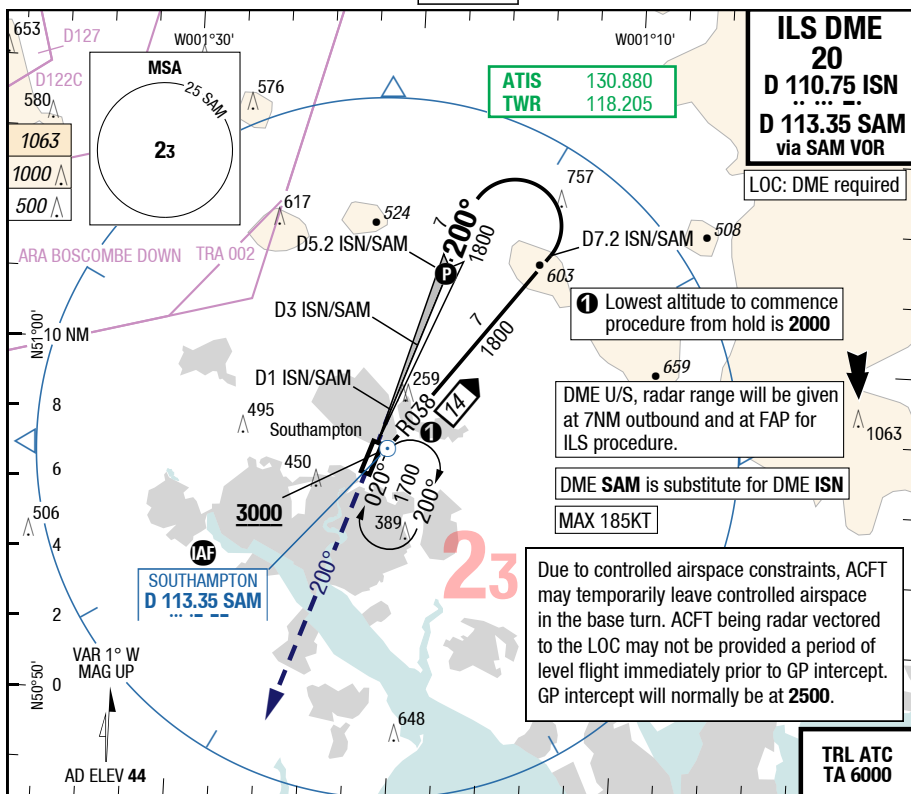
TRL ATC
TA 6000

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SOU-EGHI

7-10

ILS DME 20 (IAF SAM VOR)



20		Cat 1	LOC DME	SRA RTR2	Circling
C	ft - m/km ft	200 - 750 250 ¹⁾	470 - 1.8 510	580 - 2.2 620	850 - 2.4V 890
D	ft - m/km ft	Not published	Not published	Not published	Not published

1) With EVS 550m

22-FEB-2018

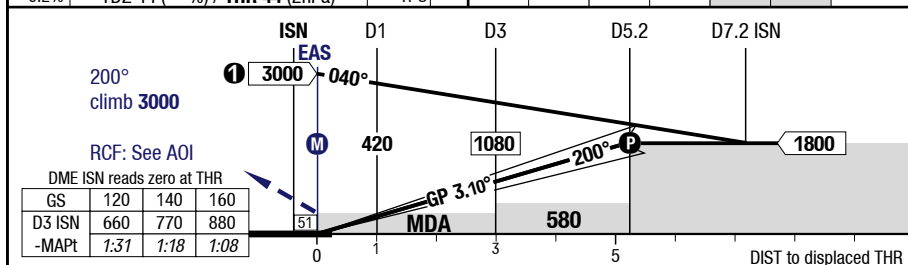
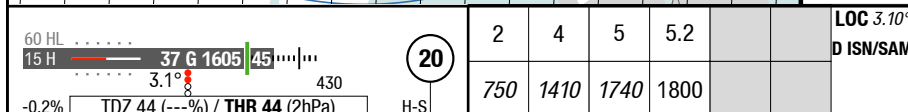
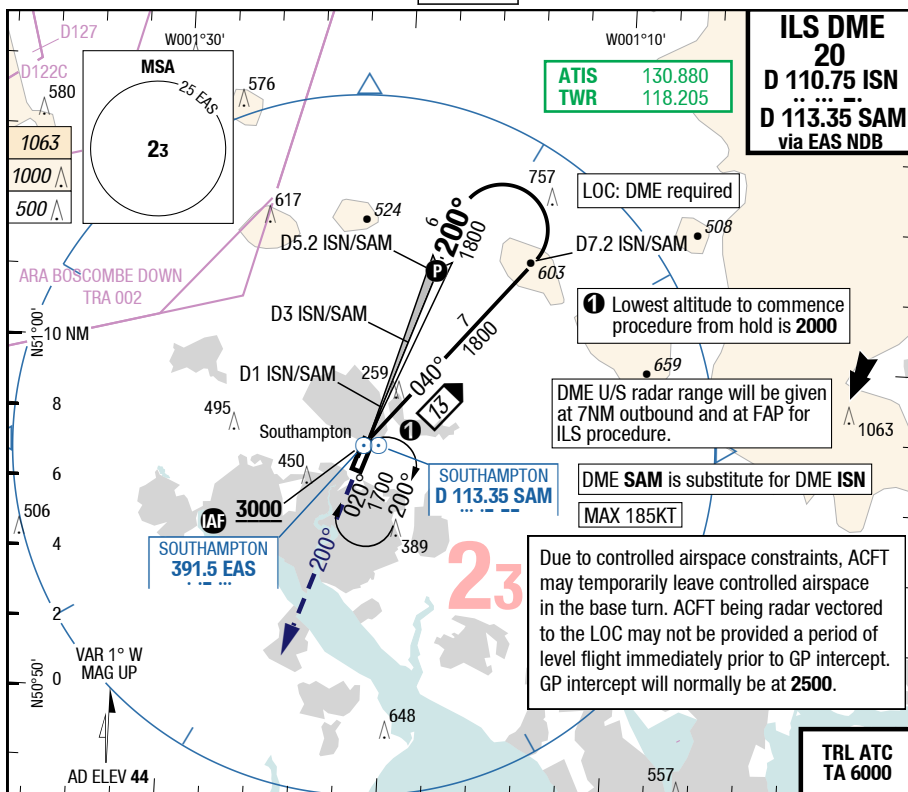
United Kingdom **Southampton**

IAC

SOU-EGHI

7-20

ILS DME 20 (IAF EAS NDB)



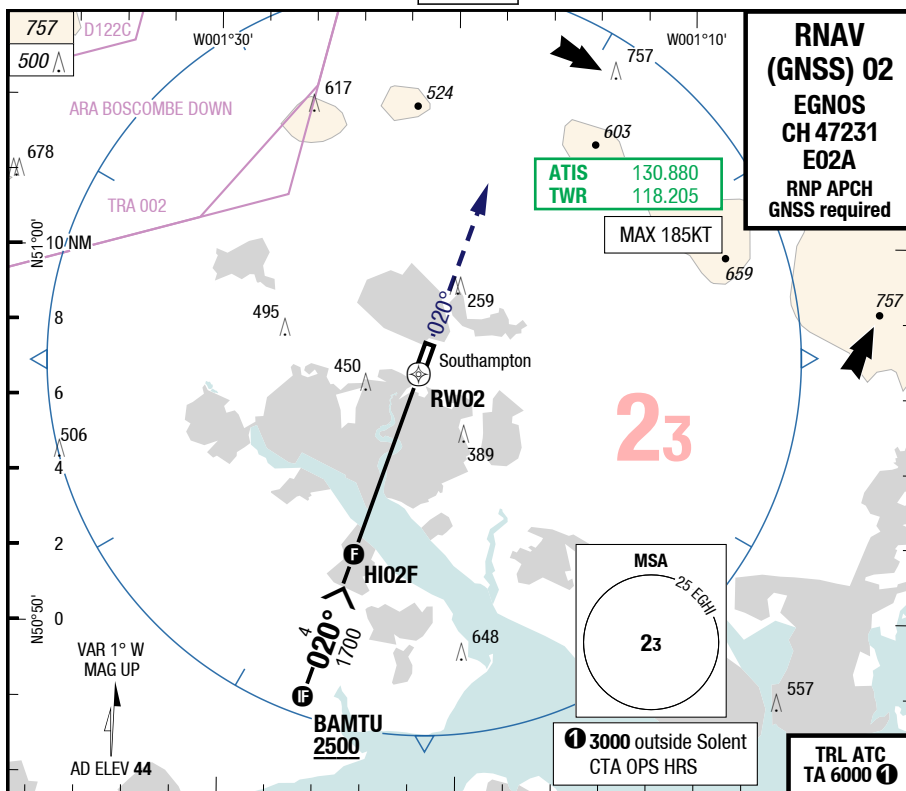
20		Cat 1	LOC DME	SRA RTR2			Circling
C	ft - m/km ft	200 - 750 250 ¹⁾	470 - 1.8 510	580 - 2.2 620			850 - 2.4V 890
D	ft - m/km ft	Not published	Not published	Not published			Not published

1) With EVS 550m

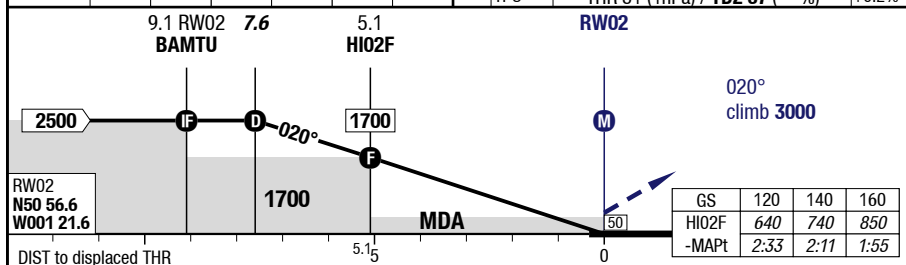
Changes: Track, FREQ, MIN, OBST

RNAV (GNSS) 02

7-30



3.00° RW02	7.6	7	6	4	3	2	
	2500	2310	2000	1360	1040	720	



02		RNAV GNSS LPV	RNAV GNSS VNAV 1)	RNAV GNSS LNAV		Circling
C	ft - m/km ft	380 - 1.3 420 2)	480 - 1.8 510 3)	500 - 1.8 530		850 - 2.4V 890
D	ft - m/km ft	Not published	Not published	Not published		Not published

1) Uncompensated BARO VNAV NA below -10°C (14°F)

3) With EVS 1.2km

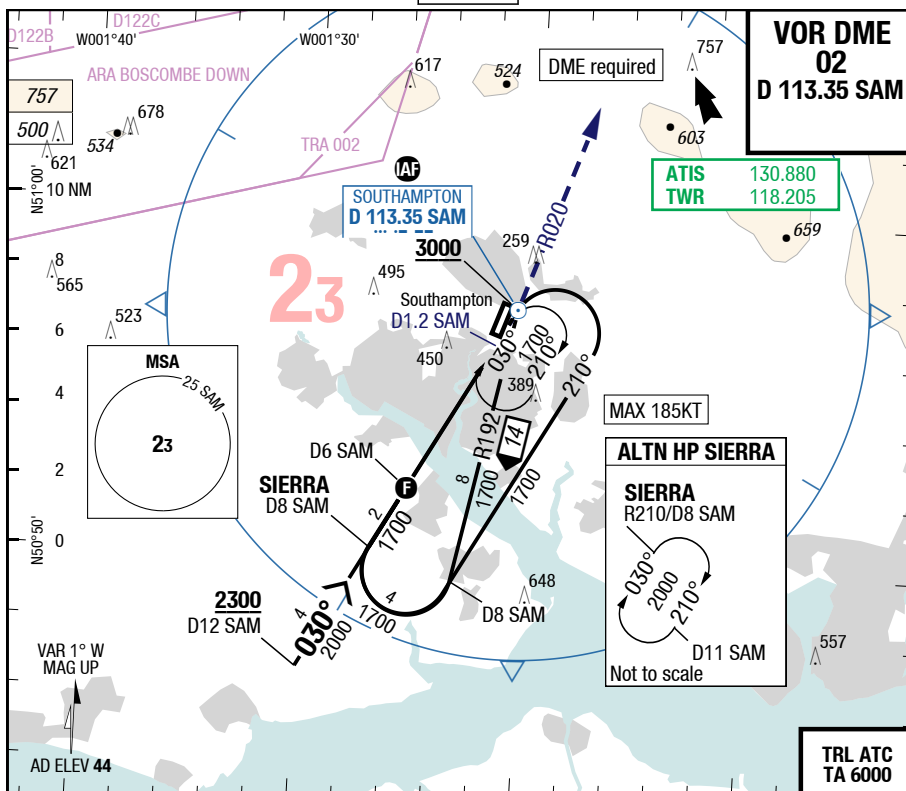
2) With EVS 900m

Changes: new

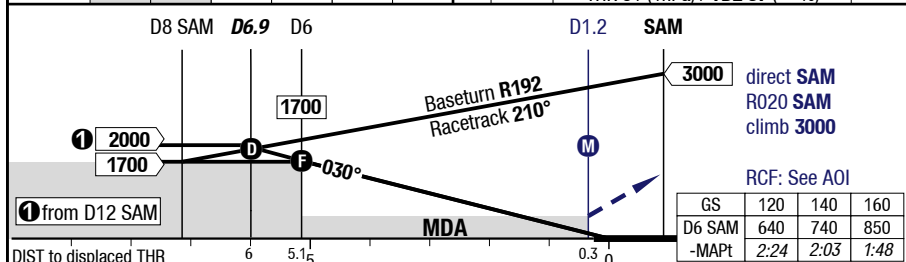
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7-50

VOR DME 02



3.00°			6	5	4	3	<div> <div>02</div> <div>H-S</div> </div>	<div> <div> <div>83.0°</div> <div>60 HL</div> </div> <div> <div>73</div> <div>1650 G 37</div> <div>15 H</div> </div> </div>
D SAM								
030°								
RWY 020°			1700	1380	1060	740		<div> <div>430</div> <div>THR 31 (1hPa) / TDZ 37 (---%) +0.2%</div> </div>

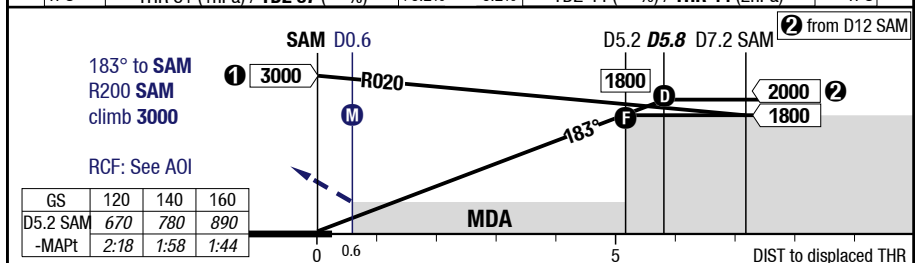
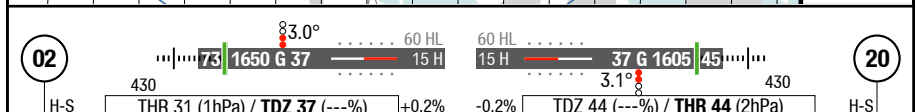
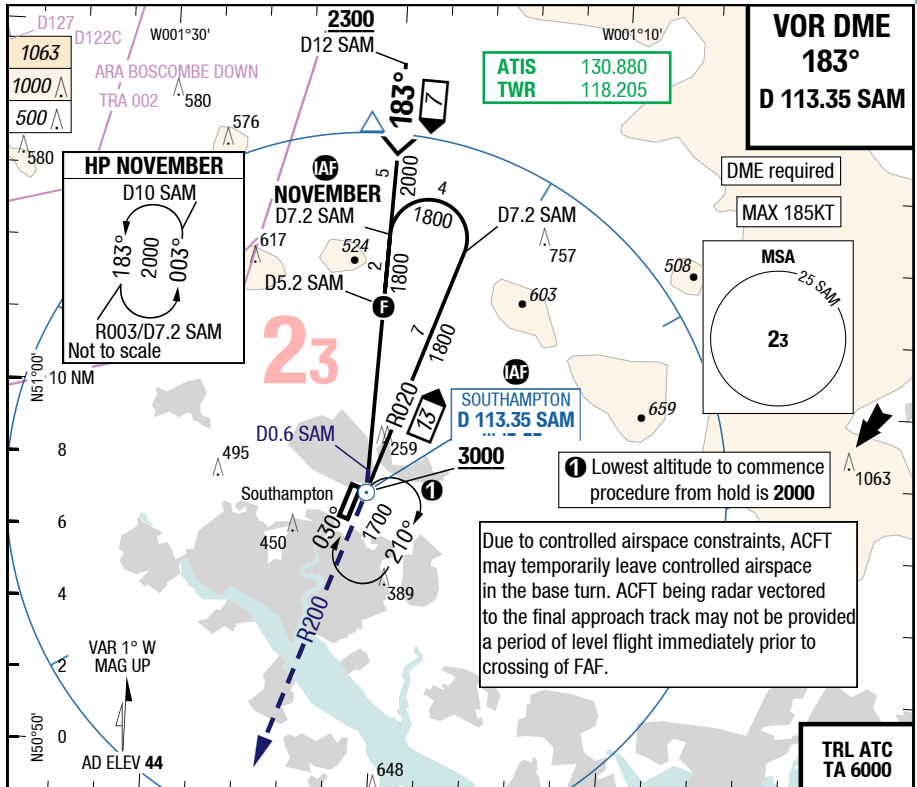


02		VOR DME	SRA RTR2			Circling
C	ft - m/km ft	500 - 1.8 530	630 - 2.4 660			850 - 2.4V 890
D	ft - m/km ft	Not published	Not published			Not published

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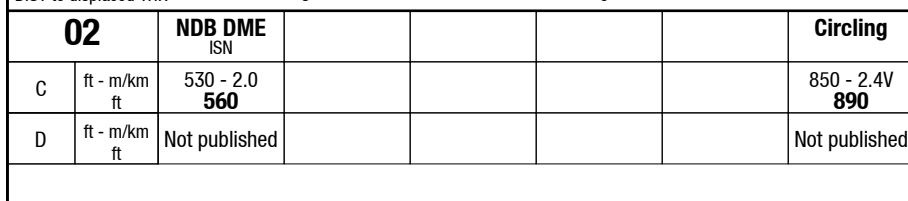
7-60

VOR DME 183°



02/20						Circling
C	ft - m/km ft					850 - 2.4V 890
D	ft - m/km ft					Not published

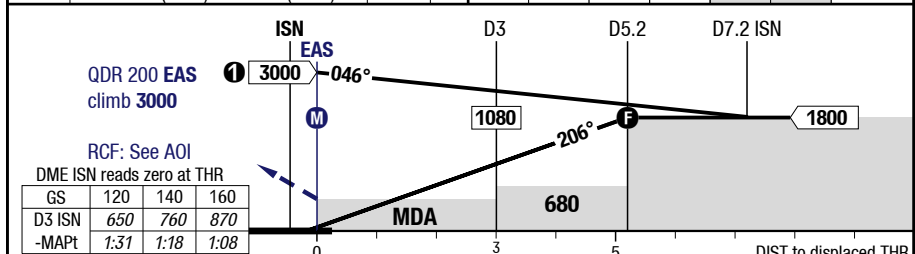
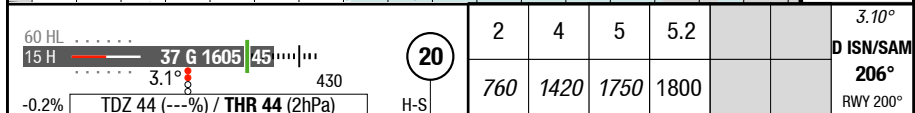
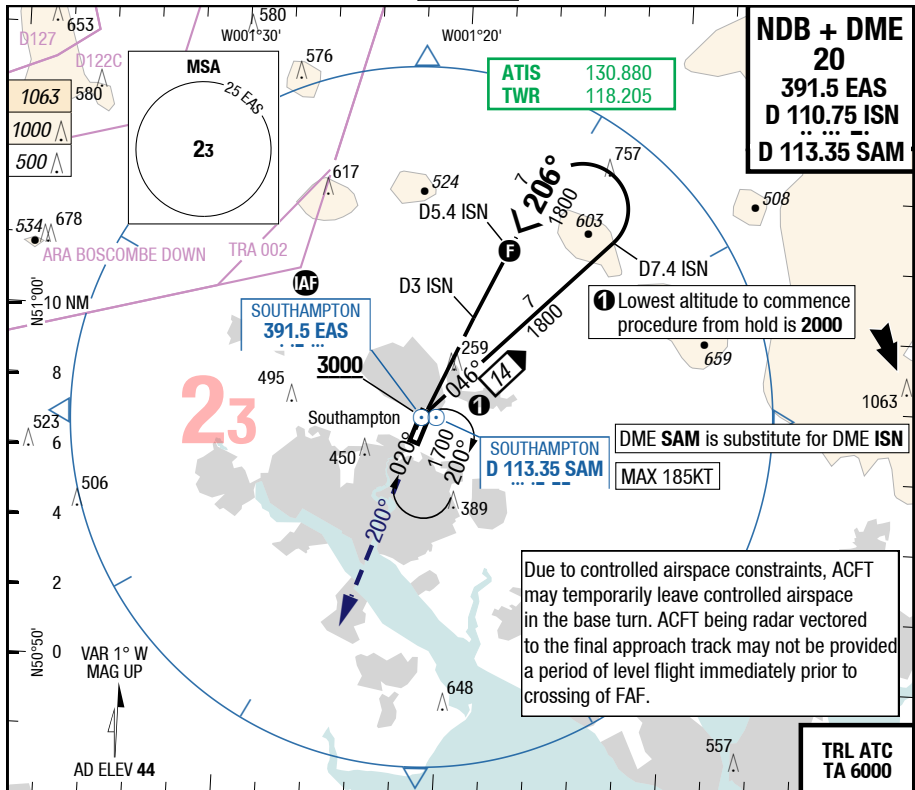
NDB + DME 02



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7-80

NDB + DME 20



20	NDB DME ISN					Circling
C	ft - m/km ft	500 - 1.8 540				850 - 2.4V 890
D	ft - m/km ft	Not published				Not published

SOU-EGHIUnited Kingdom **Southampton**

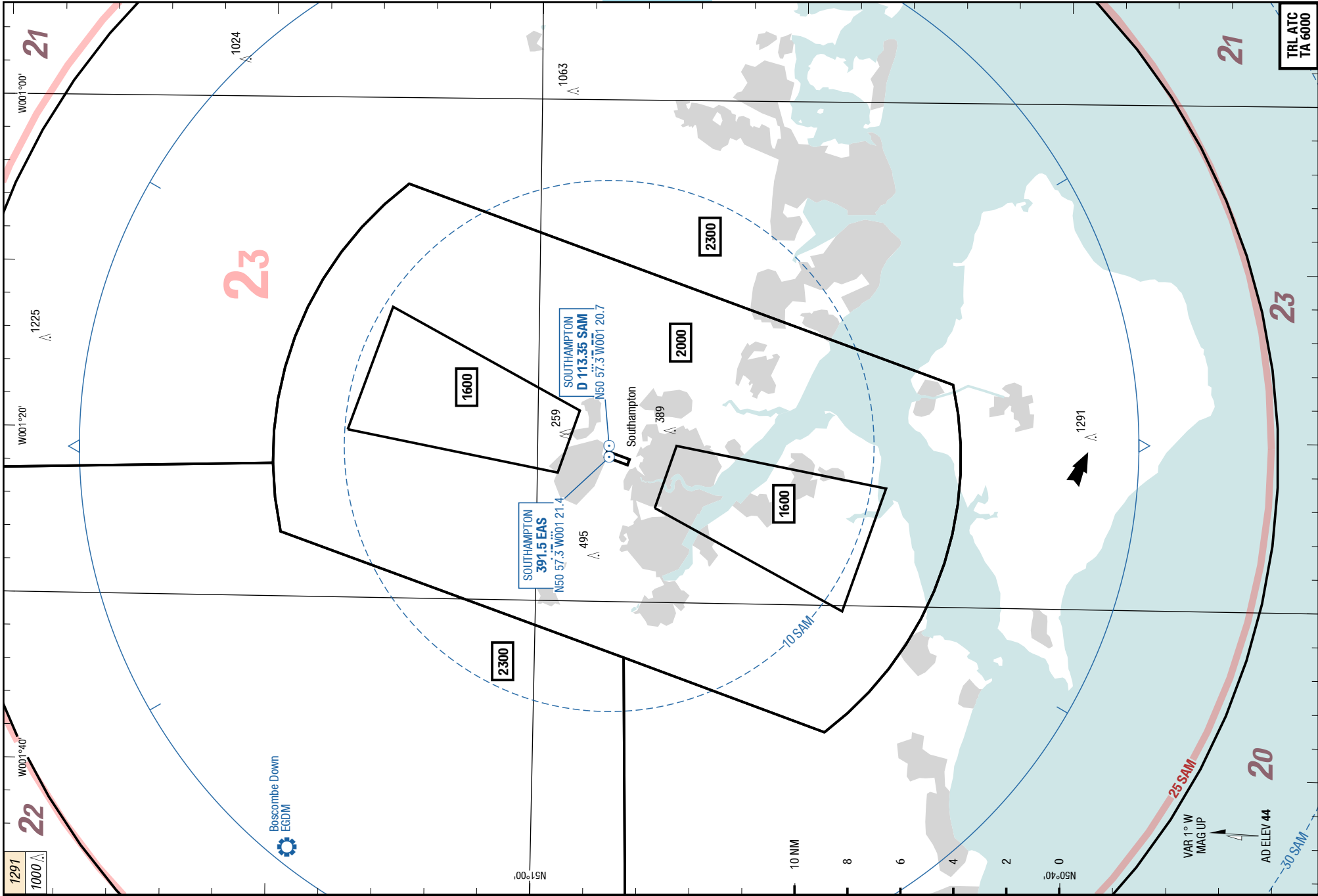
MRC

MRC

MRC

Southampton United Kingdom

MRC



Changes: OBST

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