

GENERAL**Operational Hours**

ATS Hours: 0800-1800‡. Other times O/R.

AD Operator Hours: 0800-1800‡.

Airport Information

RFF: CAT 6, higher CAT (up to CAT 8) AVBL O/R with 24HRs PN

Fire: "Cambridge Fire" 121.600 AVBL when fire vehicle attending ACFT on GND in EMERG.

Fuel: JET AL48 (with anti-ice additive)

PCN: RWY 05/23: 50/F/C/W/T

Customs: 24HR PN

Operation**Traffic Note**

AD use strictly PPR. MNM 24HR PN.

Low Visibility Procedure

LVP in force when RVR is below 400m.

RWY Restriction

Turn pads 70m / 230ft wide, code letter D and E MAX nose wheel steering during turn.

TWY Restriction

TWY A (from RWY to TWY B), B width 20m / 66ft.

TWY A (from TWY B), C width 15m / 49ft.

TWY A (between TWY C/A and B/A INT) MTOW 20t / 44091lbs.

APU

Start APU earliest 15 minutes prior ENG start.

Engine Run-up Areas

ENG testing bay located adjacent to TWY A, BTN TWY A and TWY B.

Warnings

Aerial activity takes place outside of AD published hours

Intense glider activity can be expected at Gransden Lodge Glider site seven days a week during daylight hours.

Avoid overflying the site on APCH to Cambridge.

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

Disruption can be expected due to flight testing ACT.

Increased bird activity north of RWY 05 THR.

ARRIVAL**Communication**

COM Failure: See CRAR and in addition;

During Initial APCH: Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at 2000ft, or last assigned level if higher to CAM NDB.

During Intermediate and Final APCH: Continue visually or by means of an appropriate approved final approach aid. If not possible follow MISAP to CAM NDB.

ARRIVAL**Arrival Procedure**

VFR Traffic Pattern: RWY 05 and 10 right-hand circuit. Traffic circuit height 1500ft.

Reverse: Do not use more than MNM reverse thrust if possible.

Warnings

RWY 05: FAT is offset 1.5° south of RWY CL and intercepts the extended CL 2.3NM from THR.

RWY 23: Possible turbulence on finals when engine testing is in progress near THR.

FAT is 3.5° south of RWY CL and intercepts the extended CL 1.3NM from THR.

DEPARTURE**Take-off Minima**

| RWY | | 05/23 | | |
|----------|-----------|---------------|---------|-------------------------------|
| All ACFT | ft - m/km | 0 - 400R/400V | HJ only | Lower MIN by state permission |
| | | 0 - 800R/800V | HN | |

Communication

COM Failure: See CRAR.

Departure Procedure

IFR DEP CLR normally not AVBL until taxiing for TKOF.

| Departure to | Airway Route | Via | RWY | Designator | Routing |
|---------------------|-------------------------------------|-------|-----|------------|--|
| South and Southwest | N859, Q63 Y321 | BKY | 23 | BKY | Climb RWY track to 2400ft left turn on track BKY. |
| | | | 05 | BKY | Right turn on track BKY climb to 2400ft. |
| East-Southeast | L6, L9, L10, L608, L620, M189 | ADNAM | 23 | ADNAM | Left turn on track ADNAM, climb to 3000ft. Expect to be tactically vectored onto requested route. |
| | | | 05 | ADNAM | Right turn on track ADNAM, climb to 3000ft. Expect to be tactically vectored onto requested route. |
| West-Northwest | N57, N601, T420 | EBOTO | 23 | EBOTO | Climb RWY track to 2000ft, right turn on track EBOTO step-climb FL90 remain outside CAS. |
| | | | 05 | EBOTO | Climb RWY track to 2000ft, left turn on track EBOTO, climb FL90. |

These routes are subject to amendment by ATC.

DEPARTURE**Noise Abatement Procedure**

Always use MAX TKOF-run AVBL.

RWY 05

Avoid Cambridge City until at least 2000ft AAL before turning left.

Maintain RWY heading until at least 500ft AAL before turning right.

RWY 23

Maintain RWY heading until at least 2000ft AAL before turning right.

Maintain RWY heading until at least 500ft AAL before turning left.

De-Icing

AVBL.

Warnings

RWY 28: Turbulence and windshear may be experienced shortly after TKOF during strong north-westerly winds.

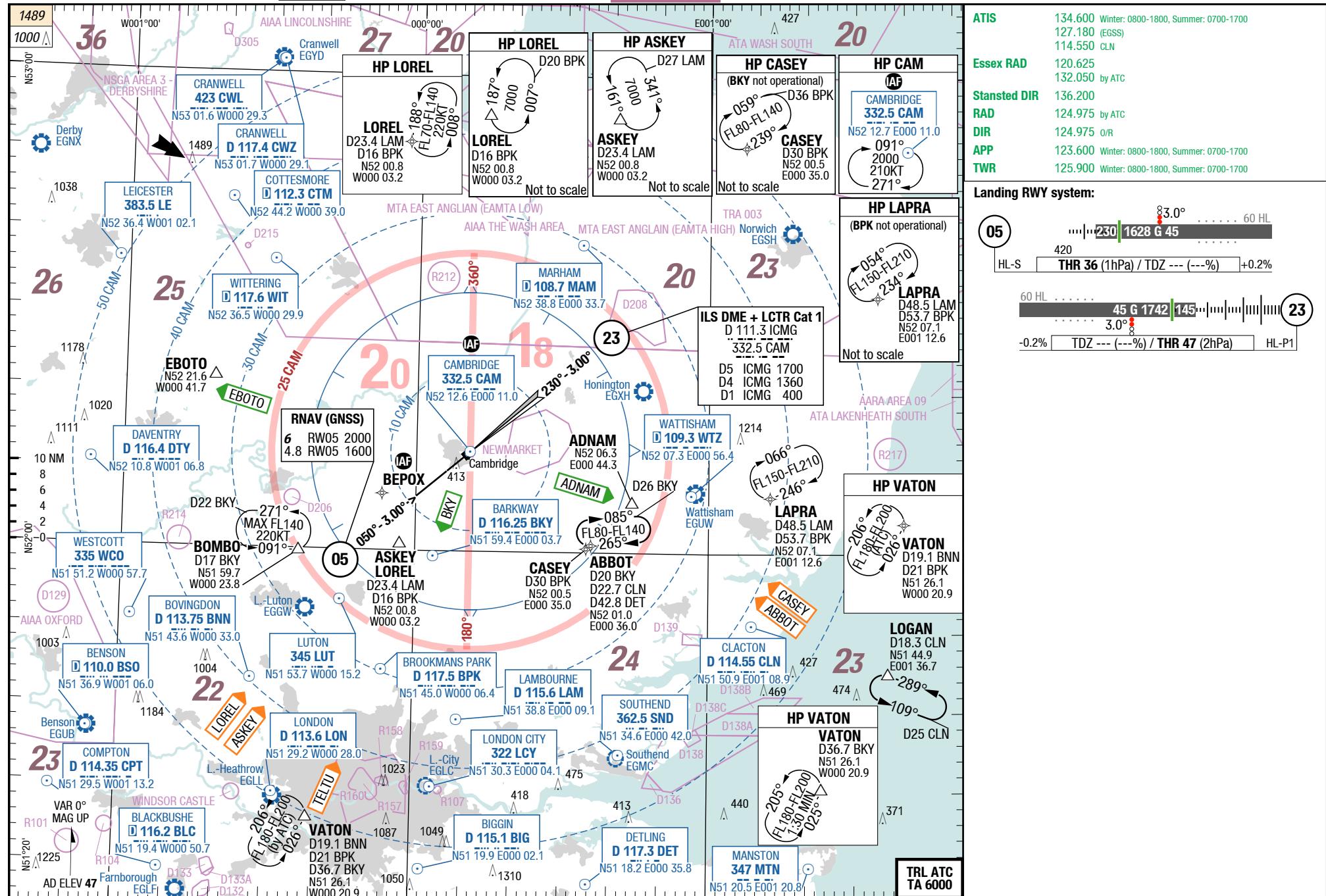
13-SEP-2018

United Kingdom Cambridge

Cambridge United Kingdom

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2-10



Changes: PROC, HLDG

13-SEP-2018

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Cambridge United Kingdom

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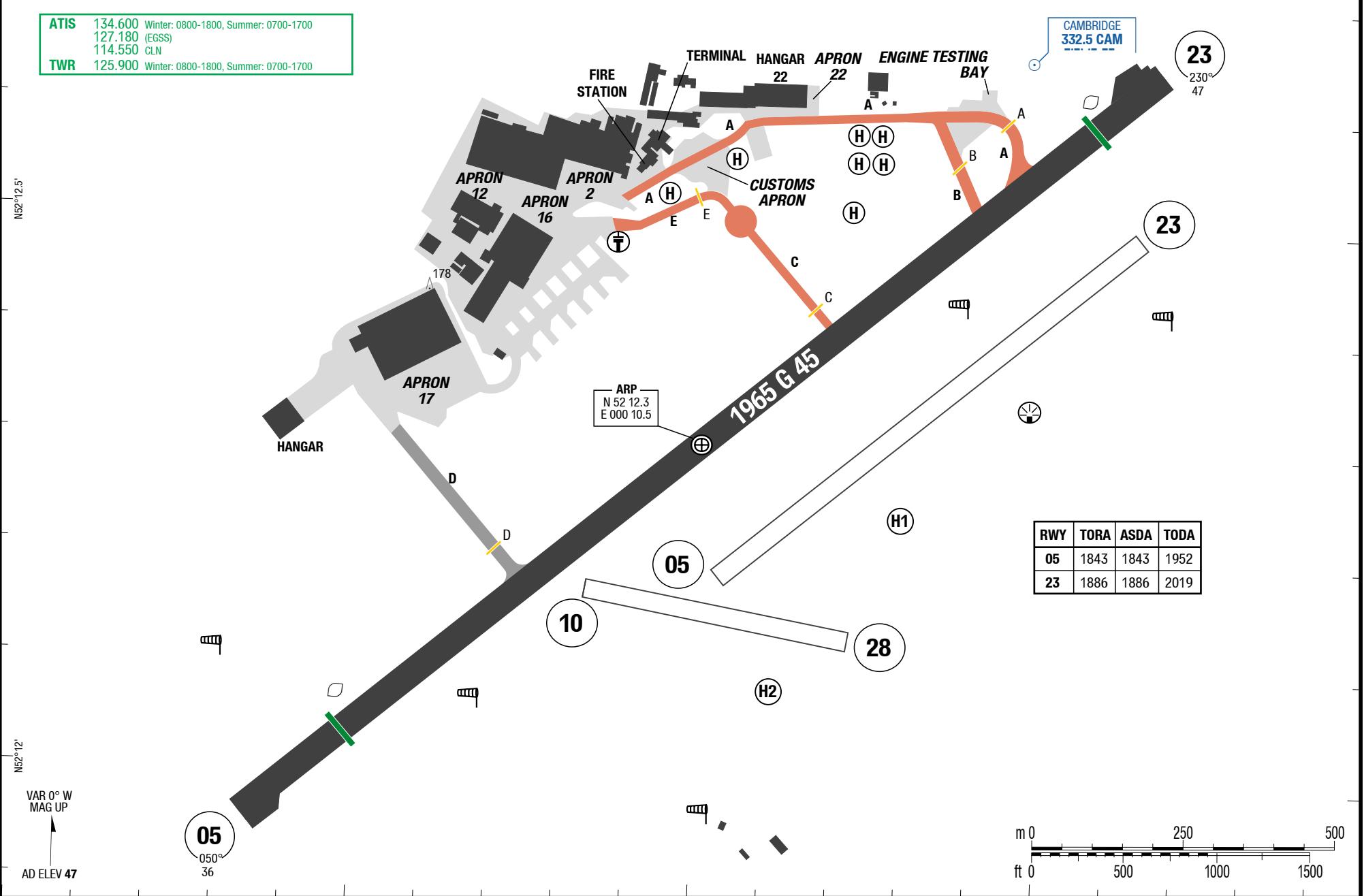
3-20

E000°10'

E000°11'

| | |
|------|--|
| ATIS | 134.600 Winter: 0800-1800, Summer: 0700-1700 |
| TWR | 125.900 Winter: 0800-1800, Summer: 0700-1700 |
| EGSS | 127.180 (EGSS) |
| CLN | 114.550 CLN |

TWR



Changes: Nil

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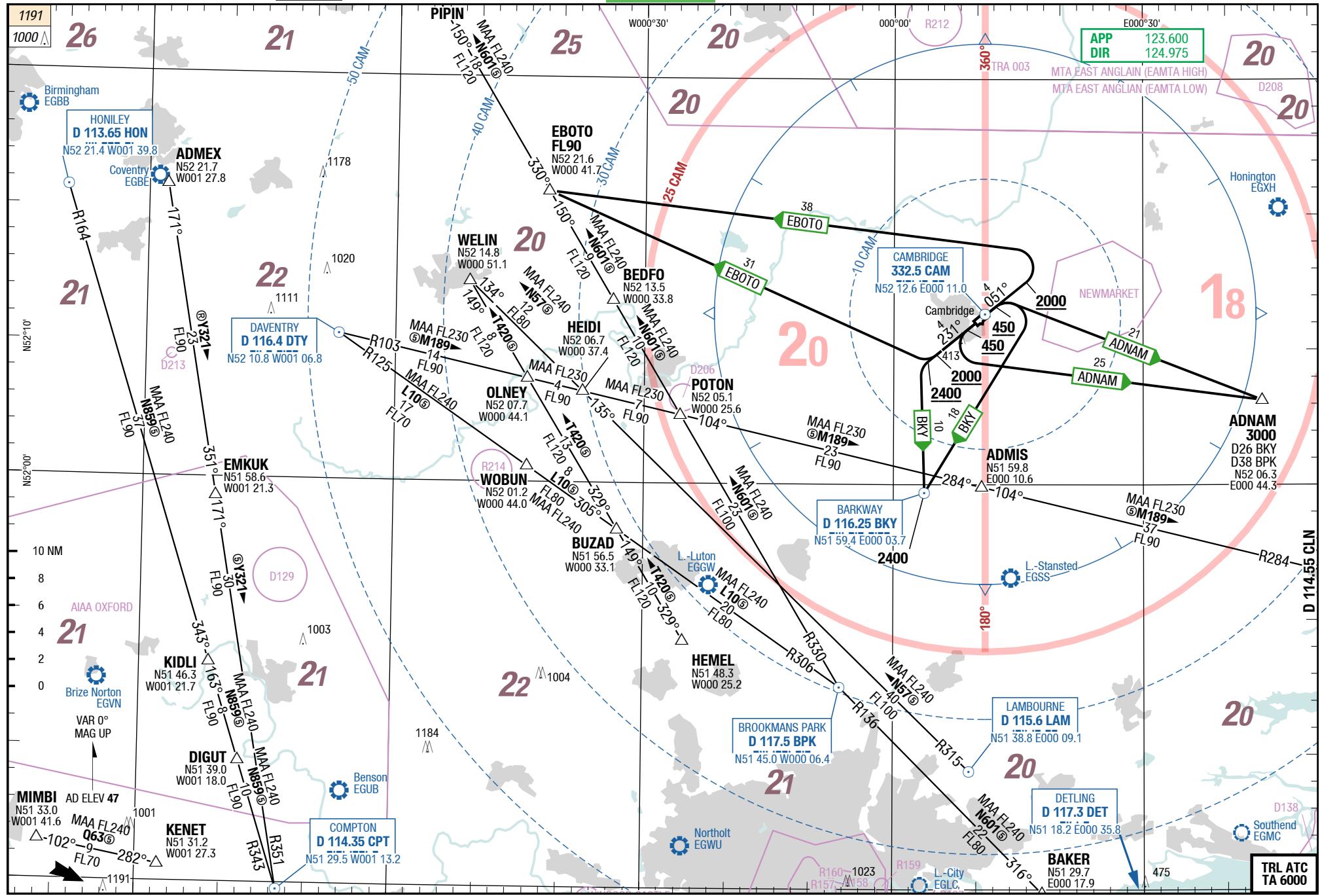
United Kingdom **Cambridge**

4-10

DEPARTUREs

Cambridge United Kingdom

DEPARTUREs



13-SEP-2018

CBG-EGSC**5-10****DEPARTUREs****ADNAM / BKY / EBOTO**

RWYs 05 (050°) / 23 (230°)

| DESIGNATOR | ROUTING | ALTITUDES |
|------------------|---|---------------------------|
| Runway 05 | | |
| ADNAM | 051° to MNM 450 - RT direct to ADNAM | ADNAM at 3000 |
| BKY | 051° to MNM 450 - RT direct to BKY | BKY at 2400 |
| EBOTO | 051° to MNM 2000 - LT direct to EBOTO | EBOTO at FL90 |
| Runway 23 | | |
| ADNAM | 231° to MNM 450 - LT direct to ADNAM | ADNAM at 3000 |
| BKY | 231° to MNM 2400 - LT direct to BKY | BKY at 2400 |
| EBOTO | 231° to MNM 2000 - RT direct to EBOTO | EBOTO at FL90 |

13-SEP-2018

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United Kingdom Cambridge

STARs ABBOT/CASEY

RNAV STARs

Cambridge United Kingdom

STARs ABBOT/CASEY

RNAV STARs

6-10

ATIS

| |
|----------------|
| 134.600 |
| 127.180 (EGSS) |
| 114.550 CLN |

Essex RAD

| |
|---------|
| 120.625 |
| 132.050 |

Stansted DIR

| |
|---------|
| 136.200 |
| 124.975 |
| DIR |
| APP |

BARMI
Expect FL260

Holding Speeds
MAX holding speed in the LTMA up to and including FL140 is 220KT. At FL150 and above standard ICAO holding speeds apply.

CASEY STARS: Only in use when BKY VOR or DME is U/S.

Speed Limit Points
Cross SLPs or 3 MIN before holding facility at 250KT or less

**When BKY is out of service, routes terminate at CASEY.
Designators become CASEY 2B/1C**

HP LAPRA (BPK U/S)

SLP LAPRA
D48.5 LAM
D53.7 BPK

MEGEL
Expect FL220

DITOB

**When BKY is out of service, routes terminate at CASEY.
Designators become CASEY 2B/1C**

② ABBOT 1C / CASEY 1C:
Expect FL220 at WPTs RINIS, XAMAN, TOSVA before IDESI.

HP CASEY use only when BKY not operational

SLP LAPRA
Expect FL120
D48.5 LAM
D53.7 BPK
MAX 250KT
N52 07.1 E001 12.6

HP CASEY
Expect FL120
D30 BPK
MAX 220KT
N52 00.5 E001 35.0

HP VATON

VATON
MAX 250KT
N51 26.1 W000 20.9

HP ADLOG

ADLOG
N50 19.4 W000 49.6
Not to scale

HP LOREL

LOREL
MAX 220KT
N52 00.8 W000 03.2

HP THE WASH AREA

AIAA THE WASH AREA

MIA EAST ANGLIAN (EAMTA LOW)
MIA EAST ANGLIAN (EAMTA HIGH)

20

25

Warning
Do not proceed beyond ABBOT/CASEY/LOREL without ATC clearance

Additional RNAV Data
CASEY 1C/2B, ABBOT 1C/2B: To be used by ACFT approved for B-RNAV operations in UK airspace (Non-approved ACFT use ABBOT 1D)

CAMBRIDGE 332.5 CAM
N52 12.6 E001 11.0

NEWMARKET

BUSTA MAX 220KT

BARKWAY D 116.25 BKY
N51 59.4 E000 03.7

LOREL FL70
MAX 220KT
N52 00.8 W000 03.2

LOREL FL70-FL140 220KT 008°

18

10 CAM

25 CAM

30 CAM

40 CAM

50 CAM

11 188°

16 188°

21 180°

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Changes: Track, HLDG

13-SEP-2018

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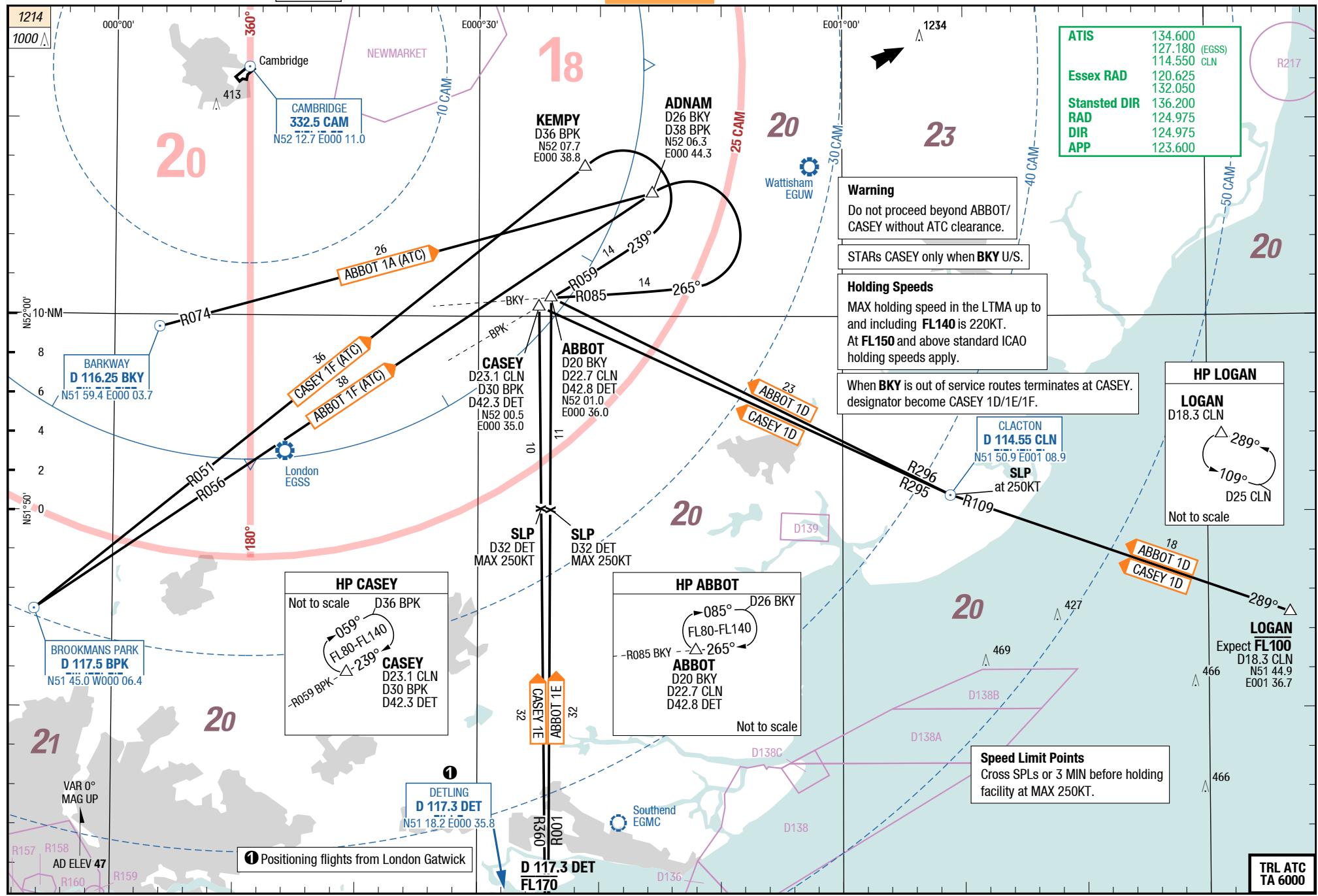
United Kingdom Cambridge

6-20

STARs ABBOT/CASEY

Cambridge United Kingdom

STARs ABBOT/CASEY



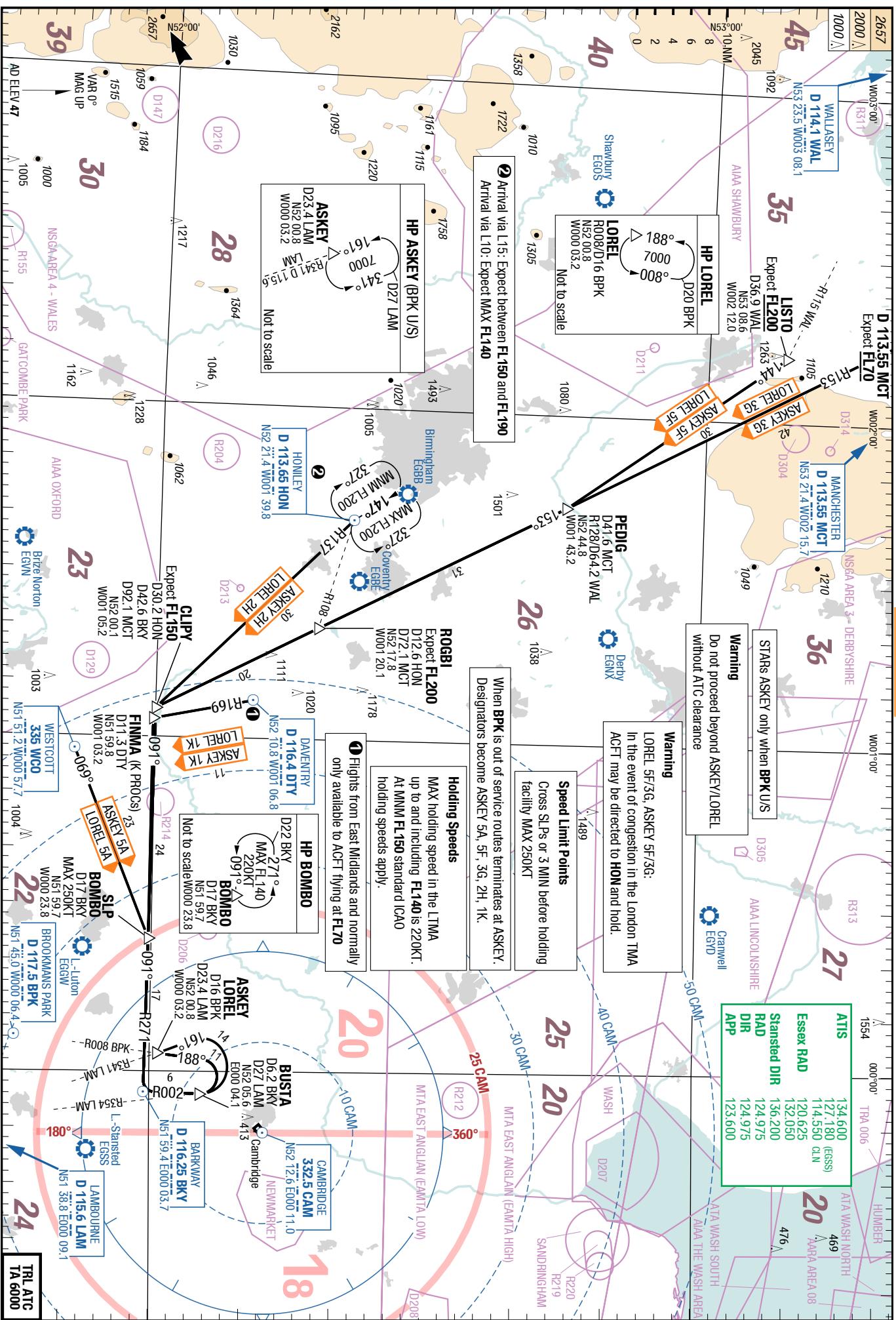
13-SEP-2018

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6-30 STARS ASKEY/LOREL (North)

STAR

Cambridge United Kingdom
STARS ASKEY/LOREL (South) ▶
STARS ASKEY/LOREL (North)



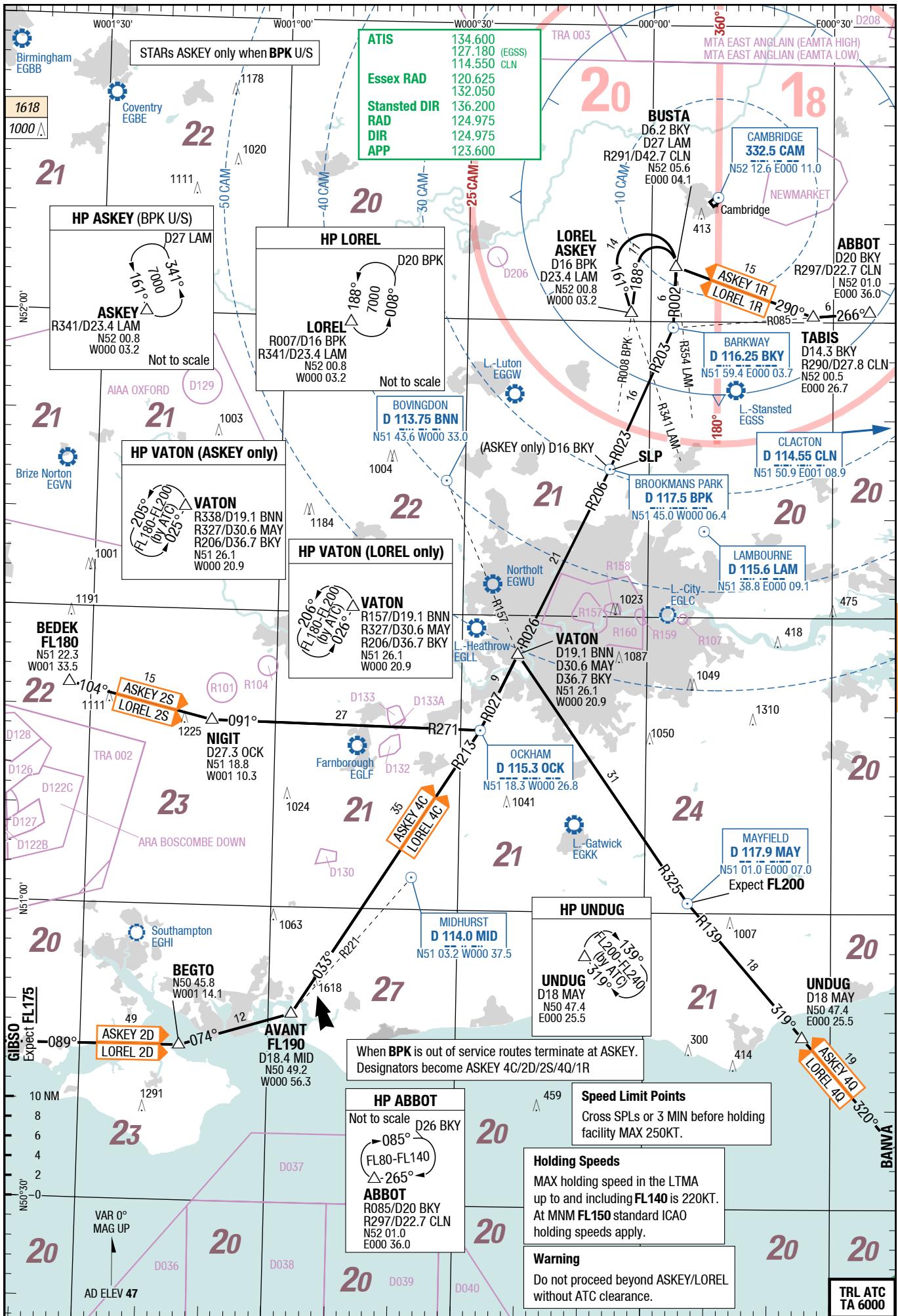
13-SEP-2018

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6-40 United Kingdom Cambridge
STARs ASKEY/LOREL (South)

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Cambridge United Kingdom
STARs ASKEY/LOREL (South)

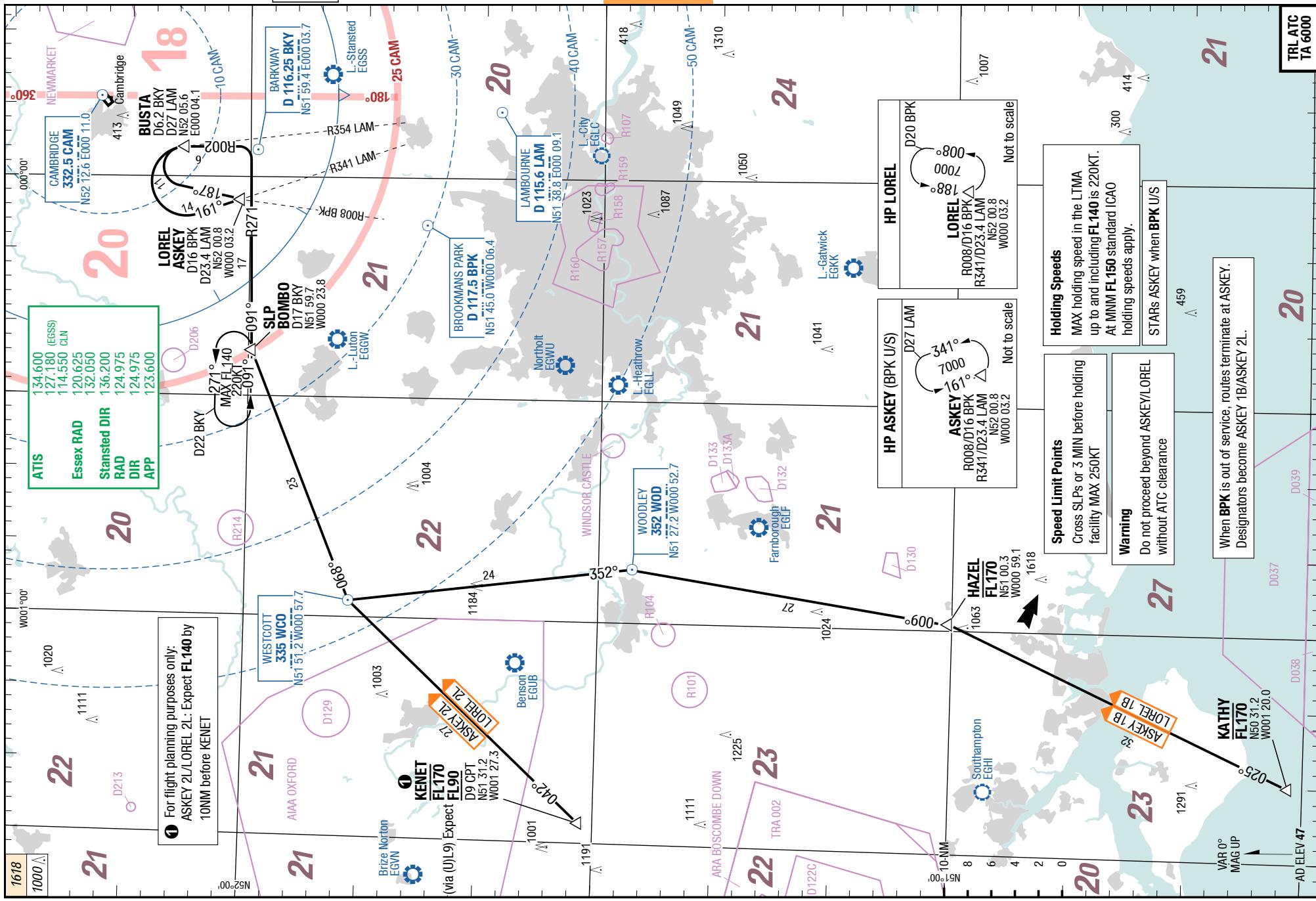


13-SEP-2018

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6-50 STARs ASKEY/LOREL (Southwest)



13-SEP-2018

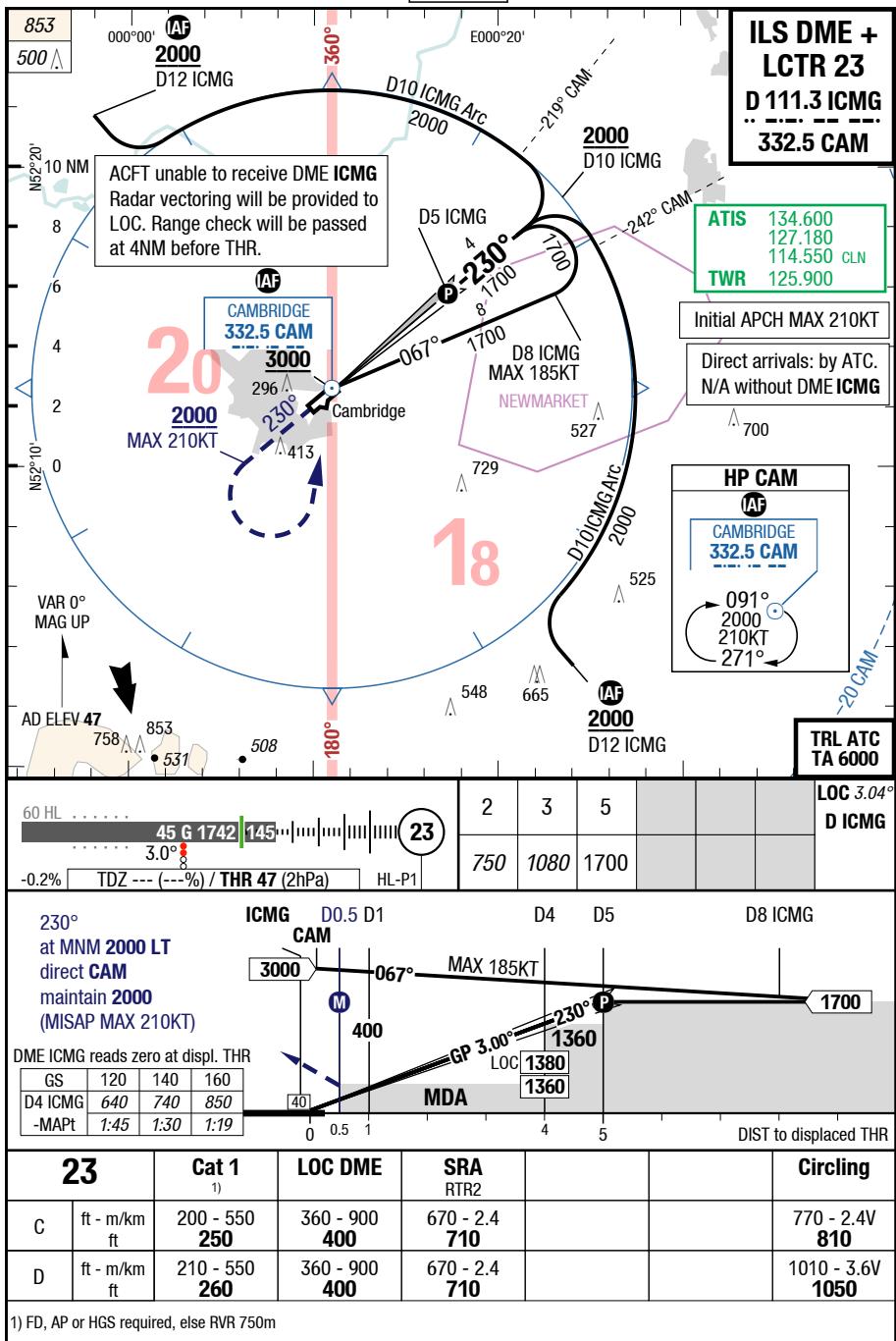
United Kingdom Cambridge

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7-10

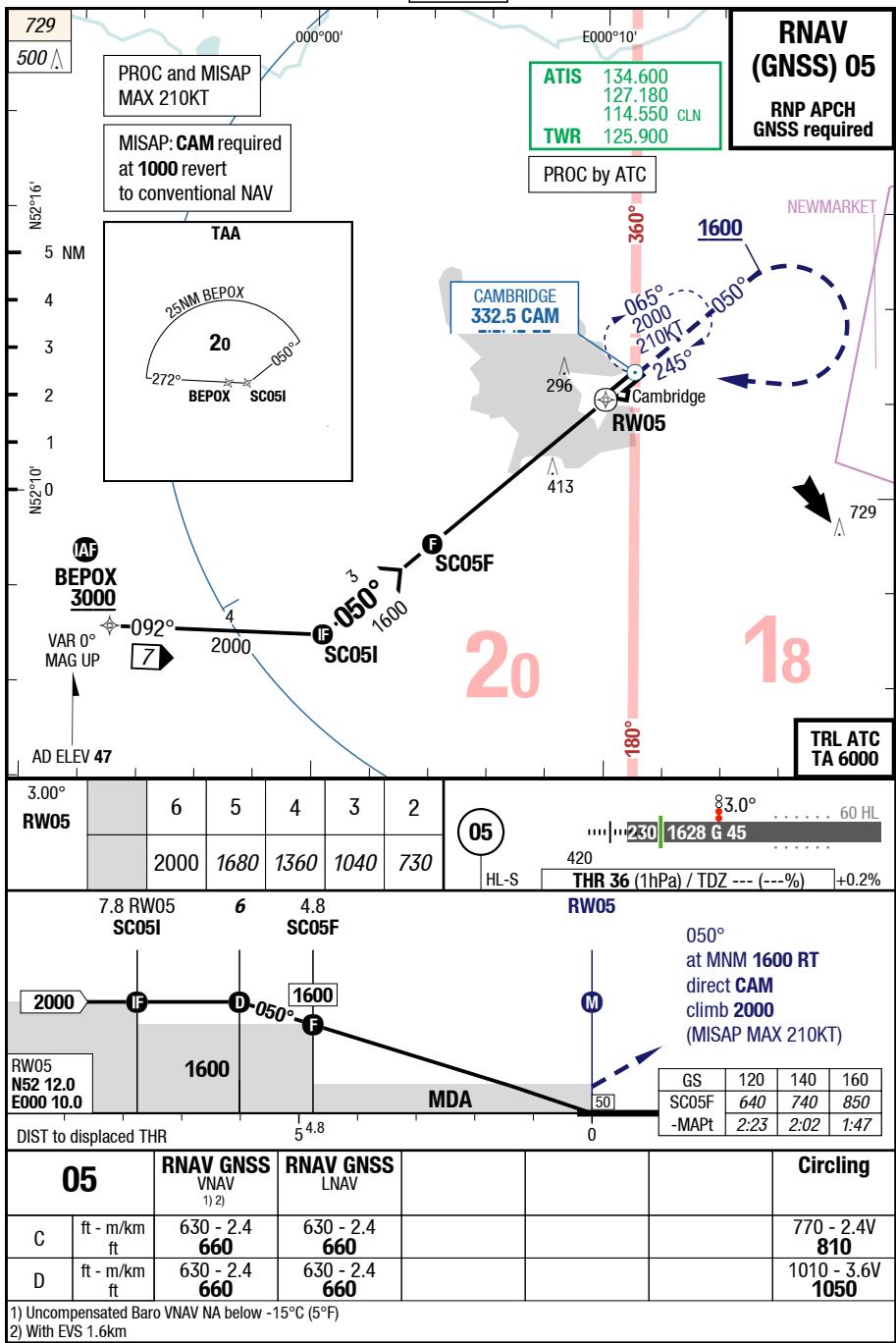
ILS DME + LCTR 23

IAC



7-30

RNAV (GNSS) 05



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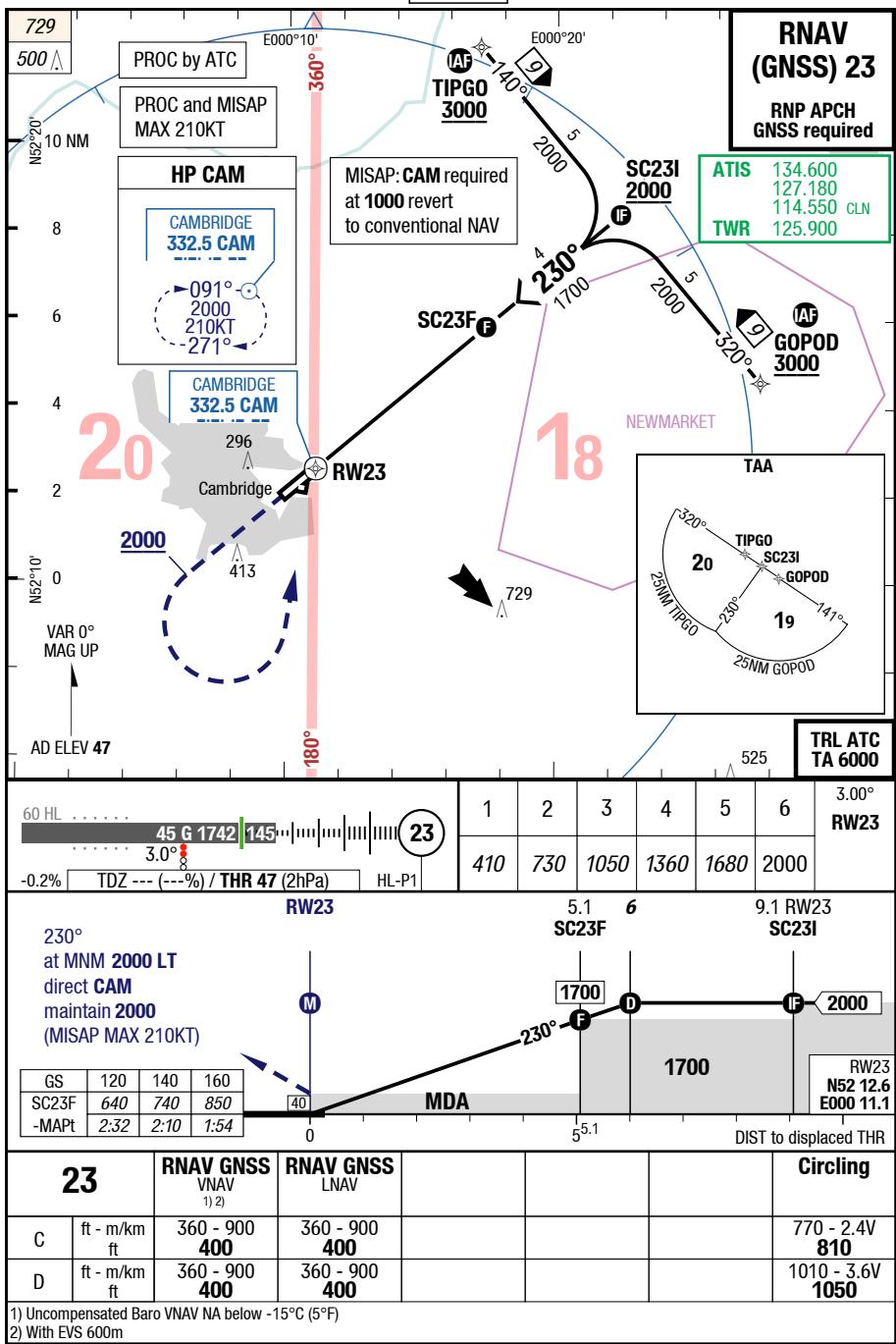
13-SEP-2018

CBG-EGSC

7-40

RNAV (GNSS) 23

IAC



Changes: Track

Changes: Track

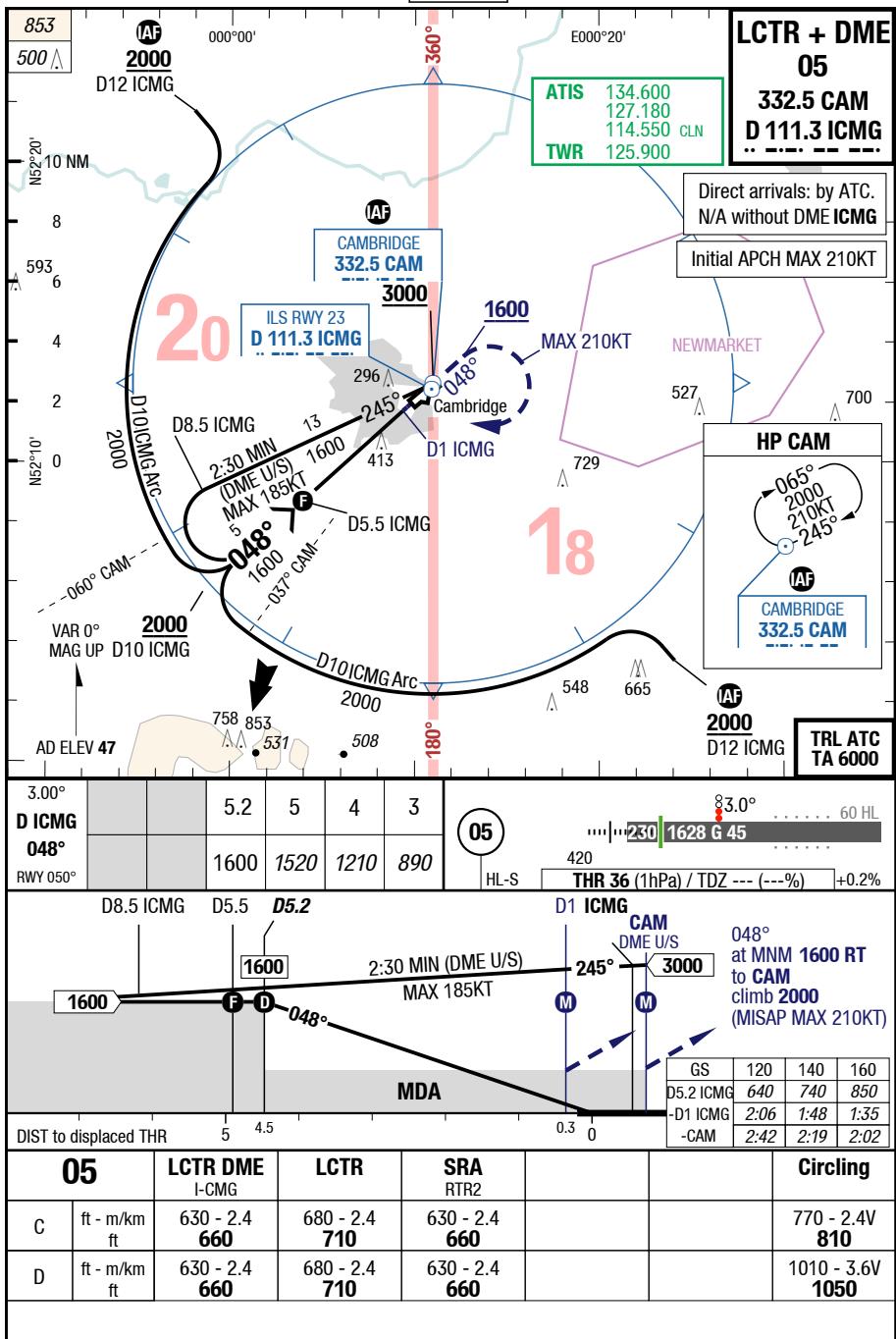
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7-50

LCTR + DME 05



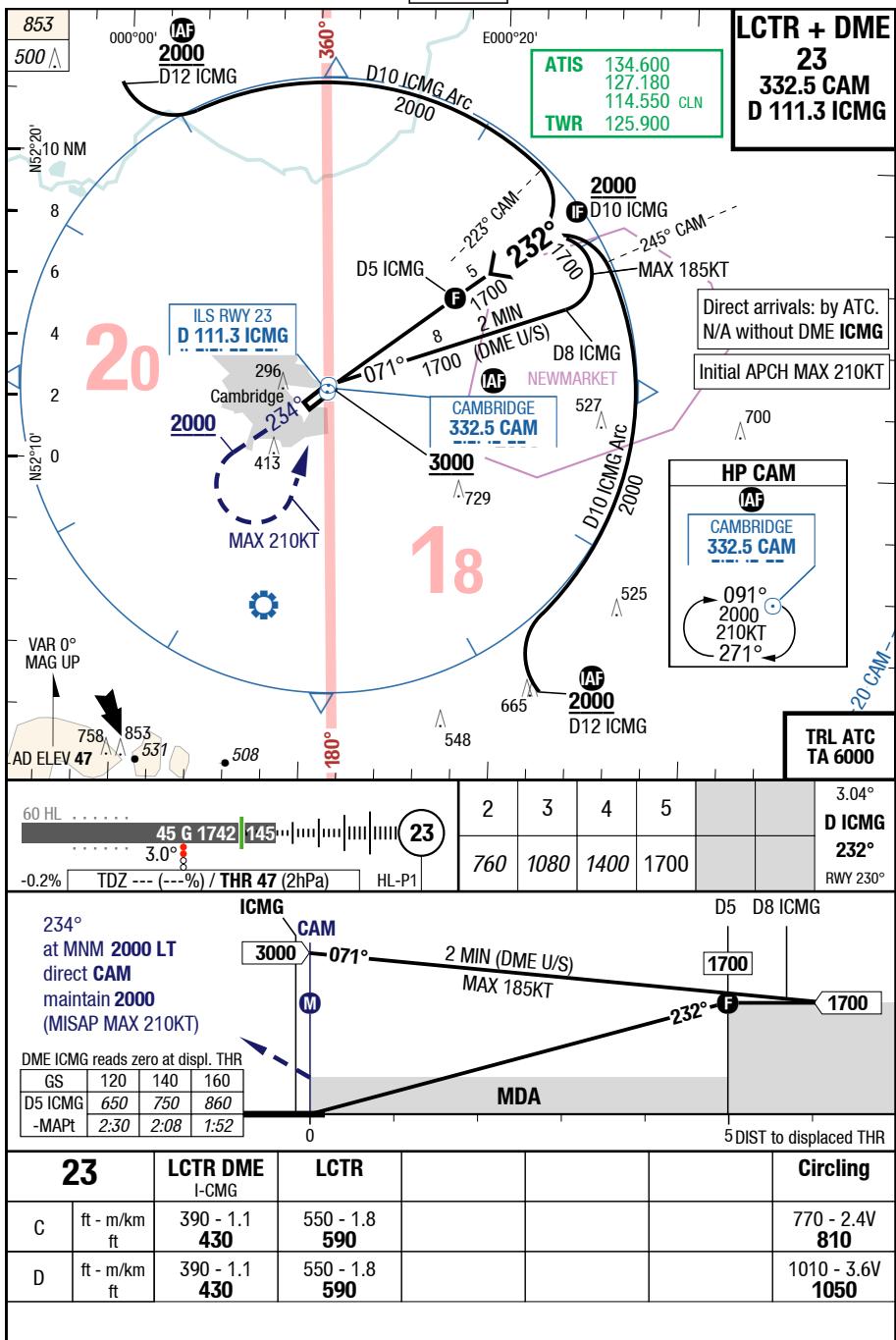
United Kingdom Cambridge

13-SEP-2018

CBG-EGSC

7-60

LCTR + DME 23



Changes: Nil

09-AUG-2018

CBG-EGSC

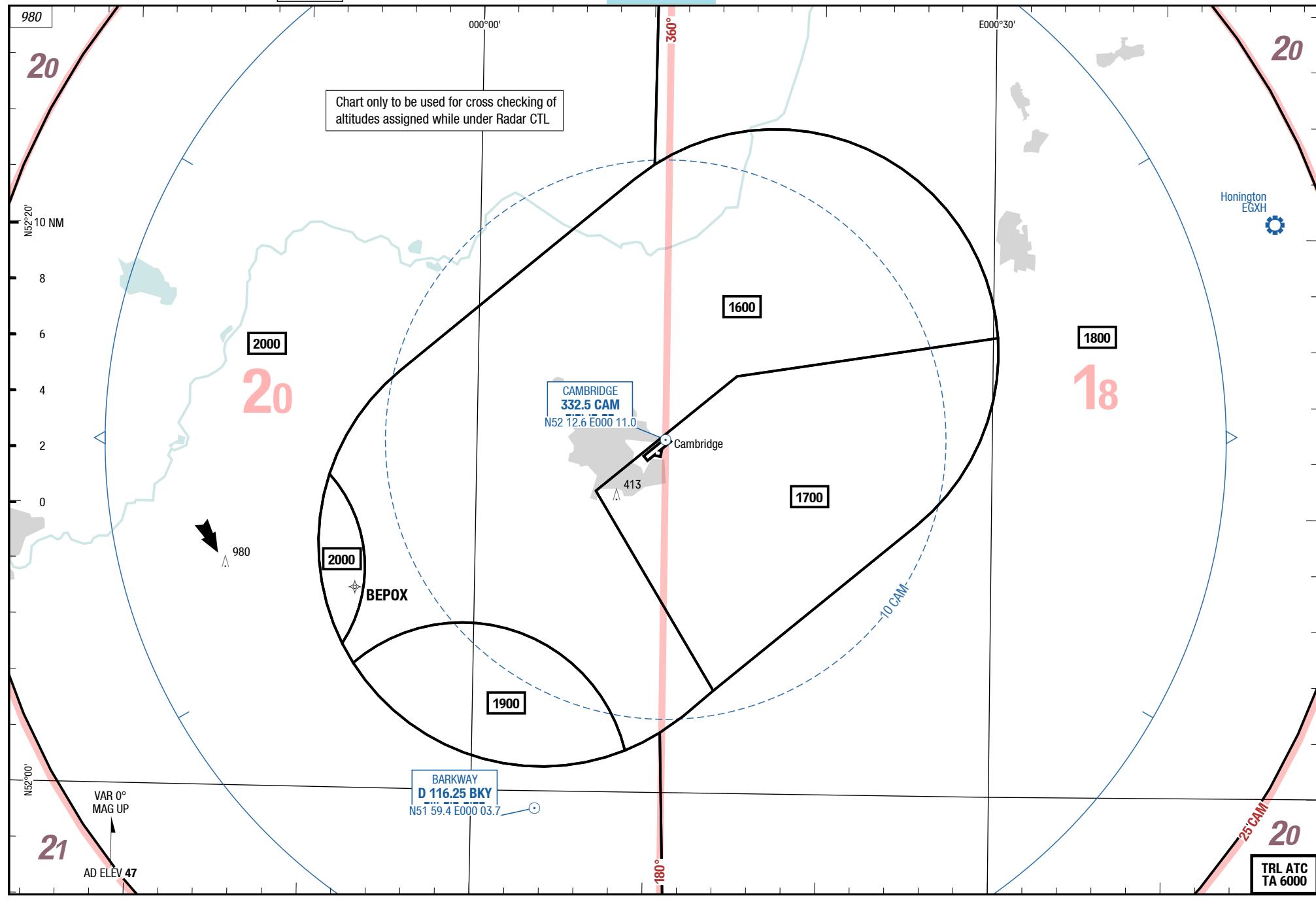
United Kingdom Cambridge

MRC
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Cambridge United Kingdom

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8-10



Changes: RADAR SECT, Navaid , OBST, VAR