GENERAL

Operational Hours

ATS Hours / AD Operator Hours: H24 (2300-0700‡ PPR)

Airport Information

RFF: CAT 7; CAT 8 and 9 O/R 24HRs PPR.
Fire: 'Leeds Fire' 121.600 AVBL when fire vehicle attending ACFT on GND in EMERG.
Fuel: 2359-0500‡ PPR
PCN: RWY 14/32: 51/R/B/W/T
Customs: Hours aligned with airline OPS.

Operation

Traffic Note
PPR for all flights. Request for non-SKED flights should be made MON-FRI 0830-1700‡.

Preferential RWY
LDG RWY 14/TKOF RWY 32.

Low Visibility Procedures
HLDG points are B, C, D1, D3, L1 and N1 only.

ACFT on stands 7-18 will normally taxi through HLDG points C and D3.

HLDG point L1 used as HLDG point for ACFT taxiing from S side facility.

REQ marshaller assistance, wingtip guidance or follow-me if considered necessary, after LDG before entering APN/prior start-up.

After completing LDG run await or REQ taxi CLR prior to vacating RWY or backtracking. Entry to TWY A will be via green/yellow CL routeing guidance through B, C, D3.

ACFT will not report RWY vacated until they have entered TWY and the ACFT is established on the fully green coded CL. Pilots must not report vacated whilst they are on the portion of TWY showing mixed amber/green lighting.

TWYs F, M and G during day conditions should not be used when VIS 800m or less unless APNs and TWYs are visible from ATC at all times.

TWY Restrictions
TWY F width 13.5m / 44ft.
TWY G width 10.5m / 34ft.

TWY F south of junction with TWY G, through traffic between TWY F and G MAX wingspan 18.5m / 60.6ft.

TWY A west of C, TWY A east of D3 MAX wingspan 36m / 118ft.

TWY N between N3 and N4 MAX wingspan 41.5m / 136ft.

TWY A between C and D3 MAX wingspan 45m / 148ft and MAX gear wheel span 9.1m / 29.8ft.

ACFT with wingspan 45-52m / 148-171ft using stand 8 must enter/exit TWY A via Link C.

TWY D MAX wingspan 61m / 200ft.

TWY F, G and M AVBL HJ only.

GENERAL

Taxi/Parking

Visual Docking Guidance System (APIS) AVBL stands 7 and 8.

All other stands under marshaller guidance.

Stand 1 nose out stand for ACFT up to DHC 8 Q400 under marshaller instructions.

ACFT with wingspan between 44m / 144ft and 52m / 170ft parking on stand 8 must enter/exit TWY A via C.

Marked CL turning circle for wide body ACFT using RWY 32 turning pad may only be achieved using up to 52° of nosewheel steering. No straight section of the CL parallel to RCL before commencement of 180°-turn onto RWY.

Warnings

Expect windshear and turbulence when surface wind is between 190°-280° above 20KT. Some variations to reported wind readings may also occur.

Hang-gliding and para-gliding in the vicinity of AD.

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

Birds in vicinity of AD.

ARRIVAL

Communication

COM Failure: See CRAR United Kingdom and in addition:
Route to follow when leaving CTR/CTA: NDB LBA T 010° at 3000ft ALT till clear of CTR/CTA.

During radar vectoring

Initial APCH: Continue visually or by means of an appropriate final APCH aid. If not possible proceed at 3000ft, or last assigned LVL if higher, to NDB(L) LBA.

Intermediate and final APCH: Continue visually or by means of an appropriate final APCH aid. if not possible follow MISAP to NDB LBA.

In all cases where the ACFT returns to the HLDG facility the PROC to be adopted is described in the CRAR UNITED KINGDOM.

Arrival Procedure

VFR Traffic Pattern: Variable circuit direction in force.

Reverse: Do not use reverse if possible.

Warnings

RWY 14 possible GPWS operational nuisance activation at 2NM from touchdown.

ATC may warn of possible LOC fluctuations due to preceding ACFT turning on the RWY.

PAPI RWY 32

ACFT following the ILS GP may experience a minor visual discrepancy, with the PAPI indicating above nominal GP. This discrepancy is within acceptable tolerances.

DEPARTURE

Take-off Minima

RWY		32	
All ACFT	ft - m/km	0 - 75R	-
RWY		14	
All ACFT	ft - m/km	0 - 125R	-

Communication

Report call-sign, SID designator, current ALT and cleared ALT on first contact with Leeds Radar or Scottish Control.

Expect first CPDLC Data Link Authority to be EGTT.

COM Failure: See CRAR and in addition:
Route to follow when leaving CTR/CTA: NDB LBA T 010° at 3000ft ALT till clear of CTR/CTA.

Departure Procedure

RWY 14: Maintain RWY HDG until D2 ILBF before proceeding on course.

RWY 32: Climb straight ahead. At 1181ft QNH or D0.5 ILF whichever is the later, turn left to track 313°. At D2.1 ILF reduce to MNM safe PWR settings, turn left track 274° and maintain this track until D3.5 ILF before proceeding on course.

Do not climb above FL70 until cleared by ATC.

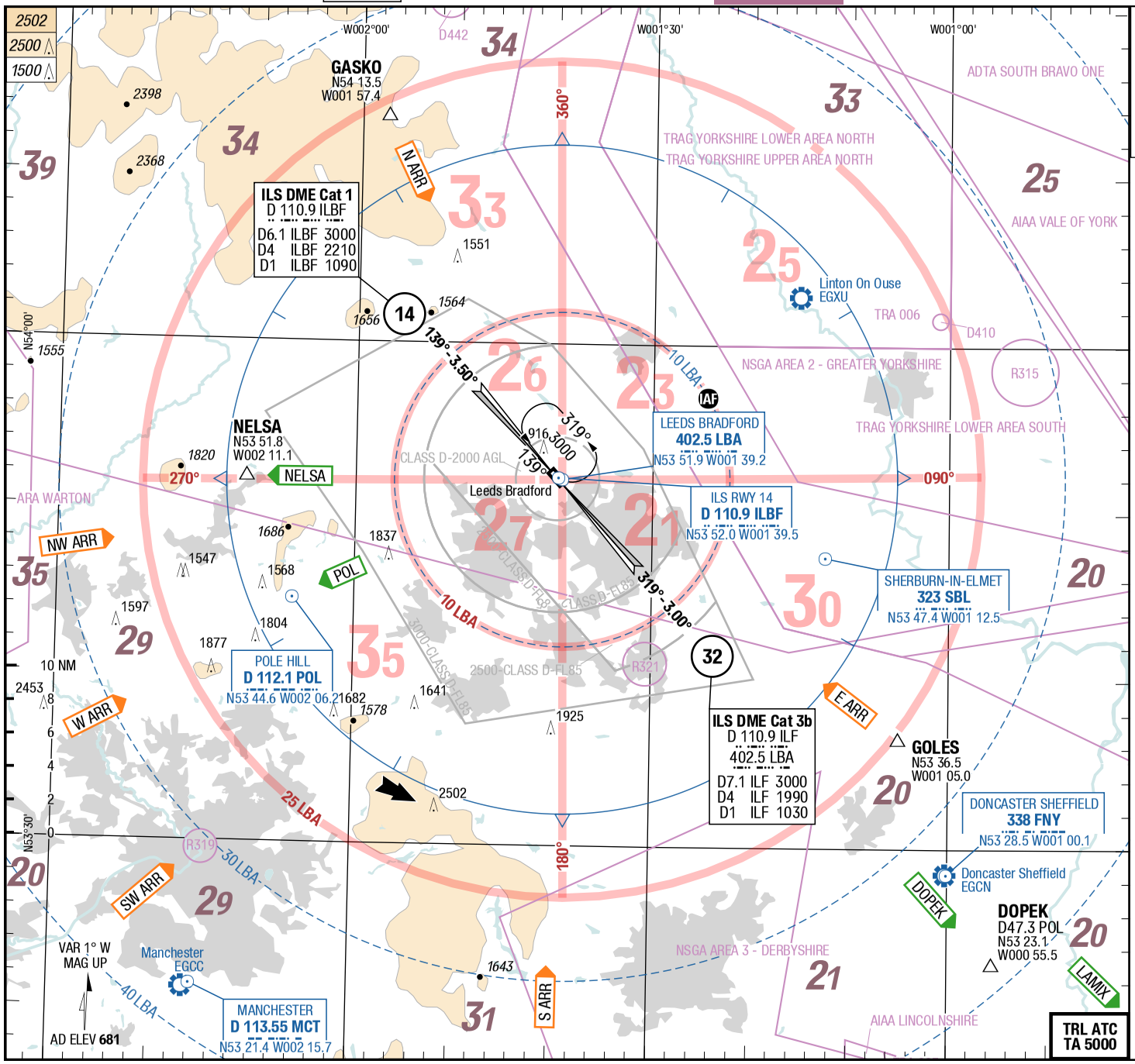
ACFT able to use intersection for DEP (particularly D1 for RWY 32 or A2 for RWY 14) should inform ATC when REQ push-back or start-up.

ATC Slot, Clearance

REQ CLR before start-up but not before EOBT-15min.
REQ start-up only when ACFT fully ready to start.

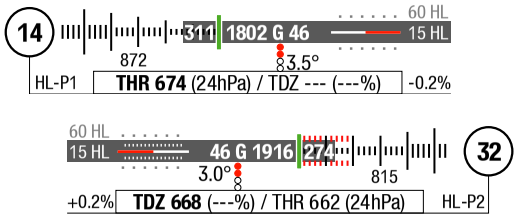
De-Icing

AVBL.

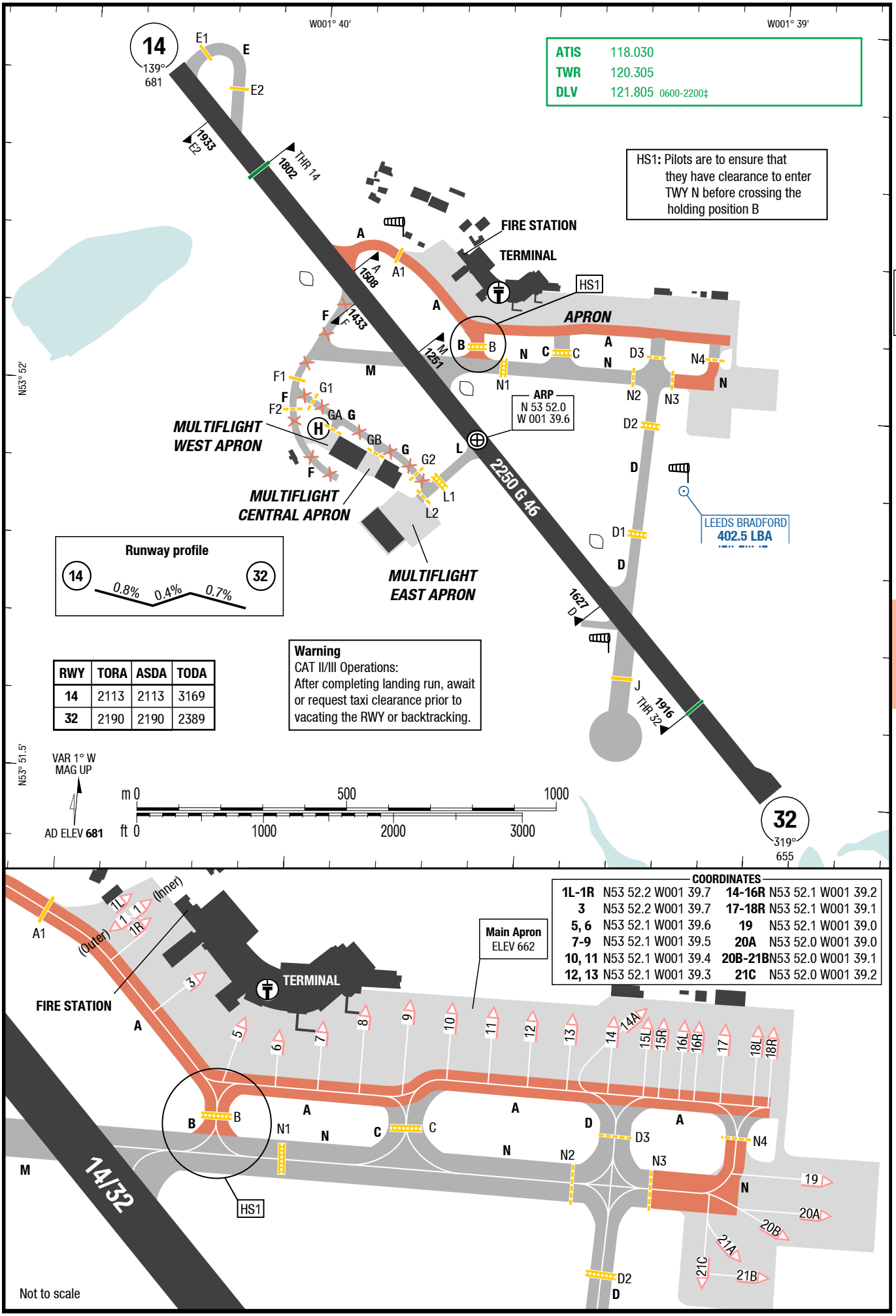


ATIS	118.030
RAD	134.580
APP	134.580
DIR	125.380 by ATC
TWR	120.305
DLV	121.805 0600-2200‡

Landing RWY system:



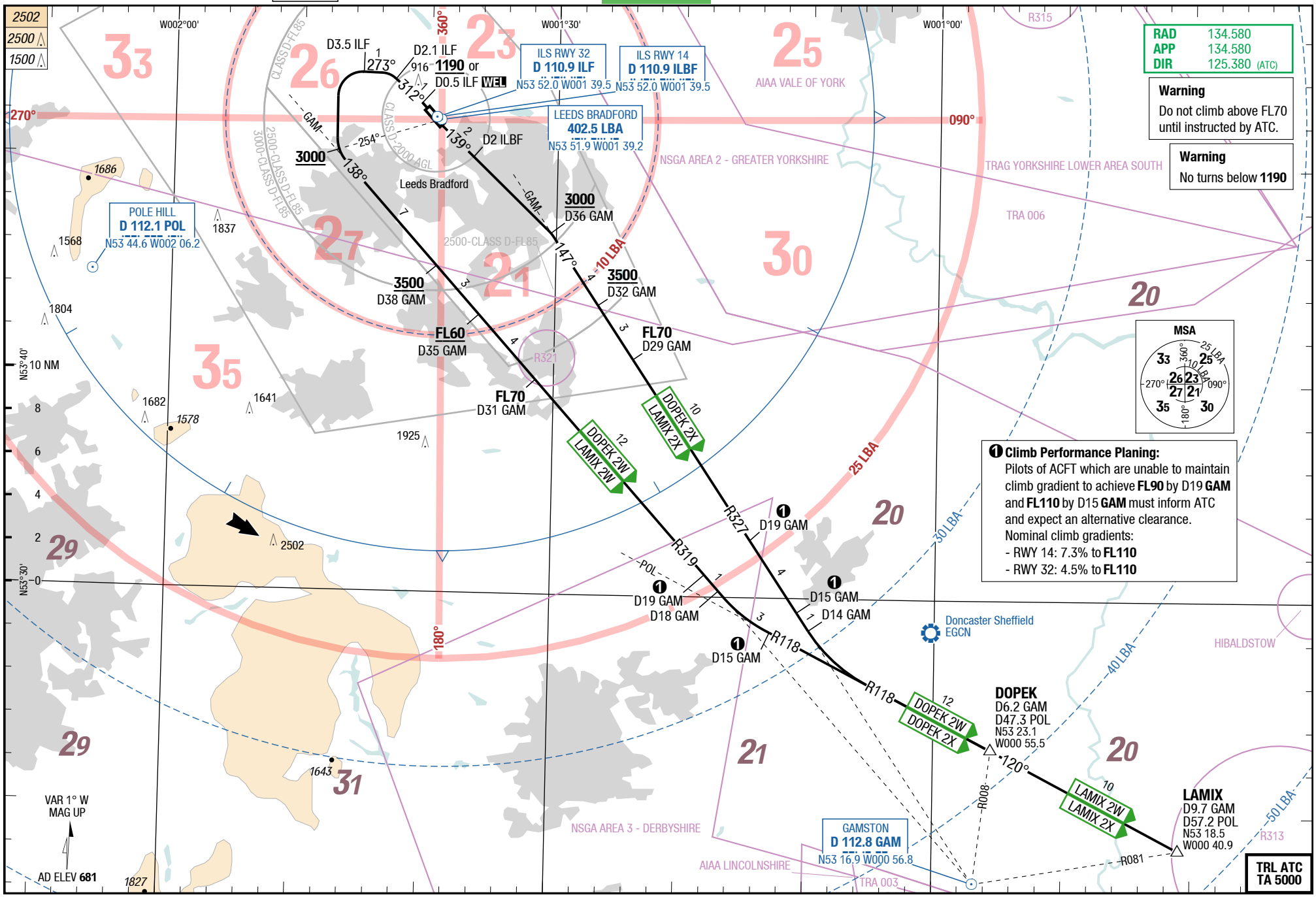
Changes: FREQ, OBST, Editorial



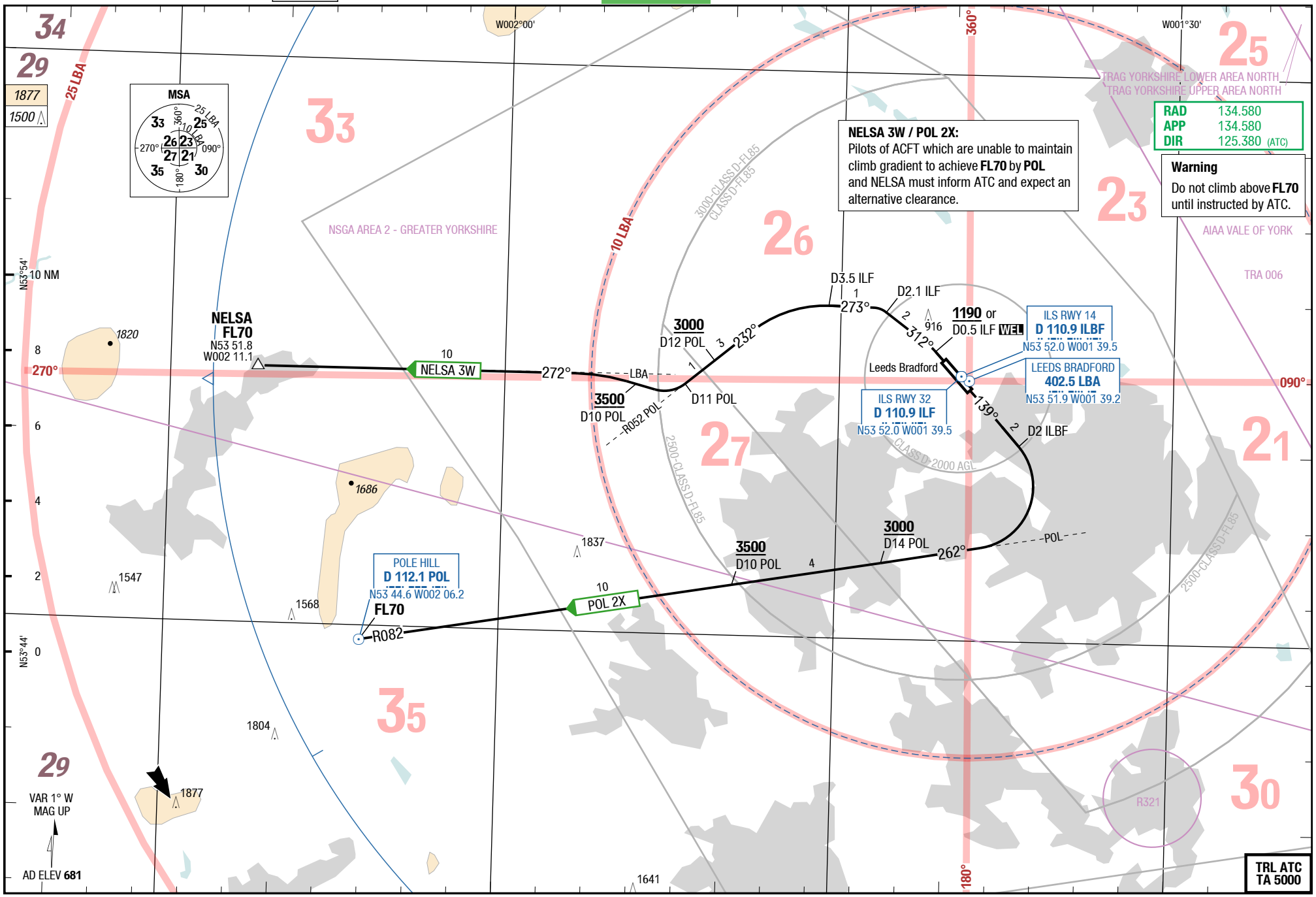
RWY	TORA	ASDA	TODA
14	2113	2113	3169
32	2190	2190	2389

COORDINATES

1L-1R	N53 52.2 W001 39.7	14-16R	N53 52.1 W001 39.2
3	N53 52.2 W001 39.7	17-18R	N53 52.1 W001 39.1
5, 6	N53 52.1 W001 39.6	19	N53 52.1 W001 39.0
7-9	N53 52.1 W001 39.5	20A	N53 52.0 W001 39.0
10, 11	N53 52.1 W001 39.4	20B-21B	N53 52.0 W001 39.1
12, 13	N53 52.1 W001 39.3	21C	N53 52.0 W001 39.2



Changes: FREQ, OBST



Changes: FREQ, OBST

DOPEK 2W / DOPEK 2X / LAMIX 2W / LAMIX 2X

RWYs 14 (139°) / 32 (319°)

Report Callsign, SID designator, current and cleared altitude on first contact with Leeds RAD or Scottish CTL.

	GS	120	150	180	210	240	270
4.5%	ft/MIN	600	700	900	1000	1100	1300
7.3%	ft/MIN	900	1200	1400	1600	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 14	
DOPEK 2X 7.3% to FL110 **134.580** ①②	at D2 **ILBF RT** intercept R327 **GAM** inbound - at D14 **GAM LT** intercept R118 **POL** to DOPEK	D36 **GAM** MNM 3000 D32 **GAM** MNM 3500 D29 **GAM** at **FL70**
LAMIX 2X 7.3% to FL110 **134.580** ①②	at D2 **ILBF RT** intercept R327 **GAM** inbound - at D14 **GAM LT** intercept R118 **POL** to DOPEK - LAMIX	D36 **GAM** MNM 3000 D32 **GAM** MNM 3500 D29 **GAM** at **FL70**
	Runway 32	
DOPEK 2W 4.5% to FL110 **134.580** ①②	at MNM **1190** or D0.5 **ILF**, whichever is later, **LT** 312° - at D2.1 **ILF LT** 273° - at D3.5 **ILF LT** intercept R319 **GAM** inbound - at D18 **GAM LT** intercept R118 **POL** to DOPEK	QDR 254 **LBA** MNM **3000** D38 **GAM** MNM **3500** D35 **GAM** MNM **FL60** D31 **GAM** at **FL70**
LAMIX 2W 4.5% to FL110 **134.580** ①②	at MNM **1190** or D0.5 **ILF**, whichever is later, **LT** 312° - at D2.1 **ILF LT** 273° - at D3.5 **ILF LT** intercept R319 **GAM** inbound - at D18 **GAM LT** intercept R118 **POL** to DOPEK - LAMIX	QDR 254 **LBA** MNM **3000** D38 **GAM** MNM **3500** D35 **GAM** MNM **FL60** D31 **GAM** at **FL70**

① If unable to achieve FL90 by D19 GAM and FL110 by D15 GAM, inform ATC and expect alternative clearance.

② Expect first CPDLC logon code EGTT.

NELSA 3W / POLE HILL 2X

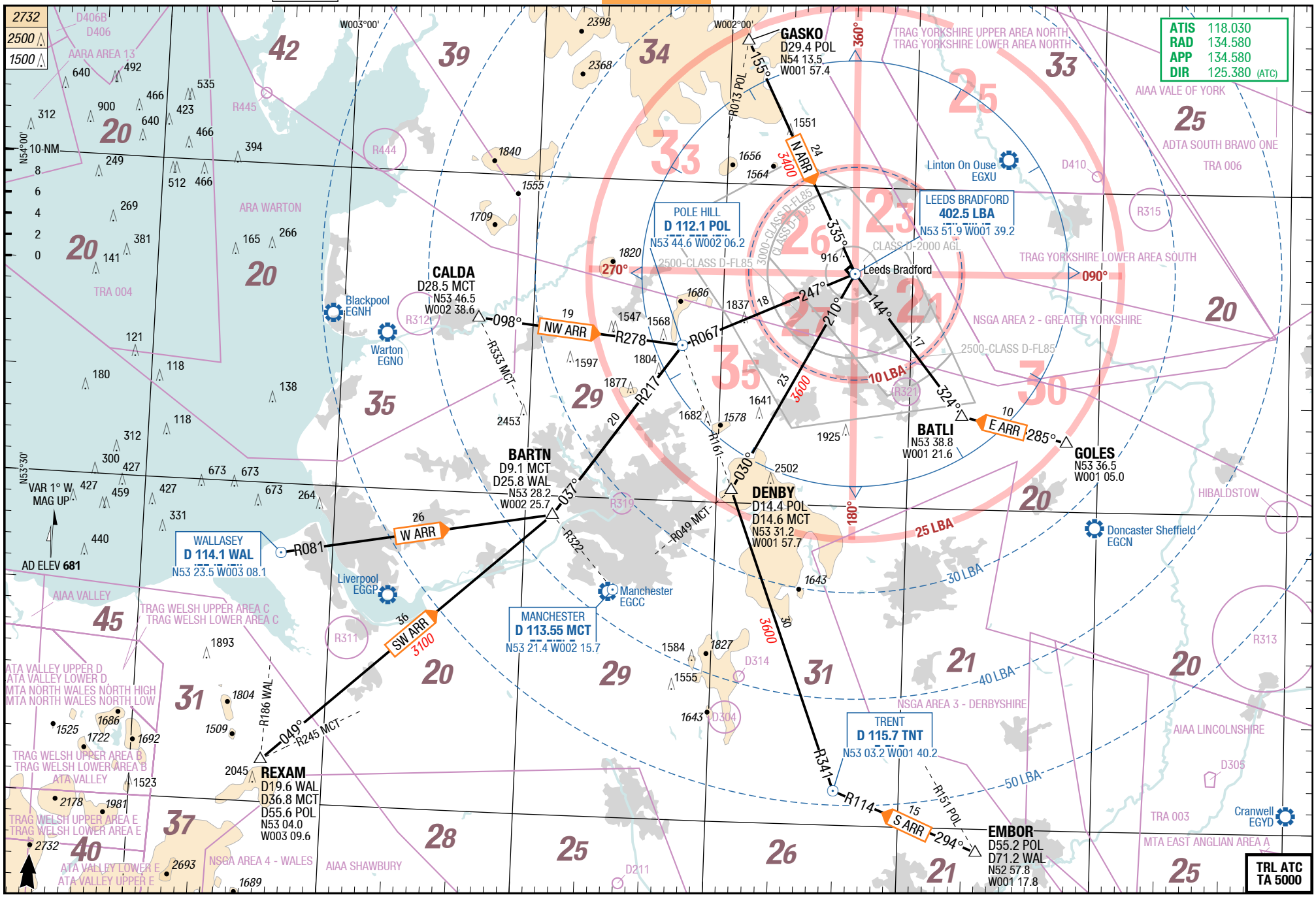
RWYs 14 (139°) / 32 (319°)

Report Callsign, SID designator, current and cleared altitude on first contact with Leeds RAD or Scottish CTL.

DESIGNATOR	ROUTING	ALTITUDES
	Runway 14	
POLE HILL 2X **POL 2X** **134.580** ①	at D2 **ILBF RT** intercept R082 **POL** to **POL**	D14 **POL** MNM **3000** D10 **POL** MNM **3500** **POL** at **FL70**
	Runway 32	
NELSA 3W **134.580**	at MNM **1190** or D0.5 **ILF**, whichever is later, **LT** 312° - at D2.1 **ILF LT** 273° - at D3.5 **ILF LT** intercept R052 **POL** inbound - at D11 **POL RT** intercept QDR 272 **LBA** to NELSA	D12 **POL** MNM **3000** D10 **POL** MNM **3500** NELSA at **FL70**

① Expect first CPDLC logon code to be: Northbound - N601, P18 - EGPX. Southbound - L612, N862 via P17, L8 (via P18), M605 - EGTT. Westbound - Y70, L10 - EGPX

Changes: FREQ, Note

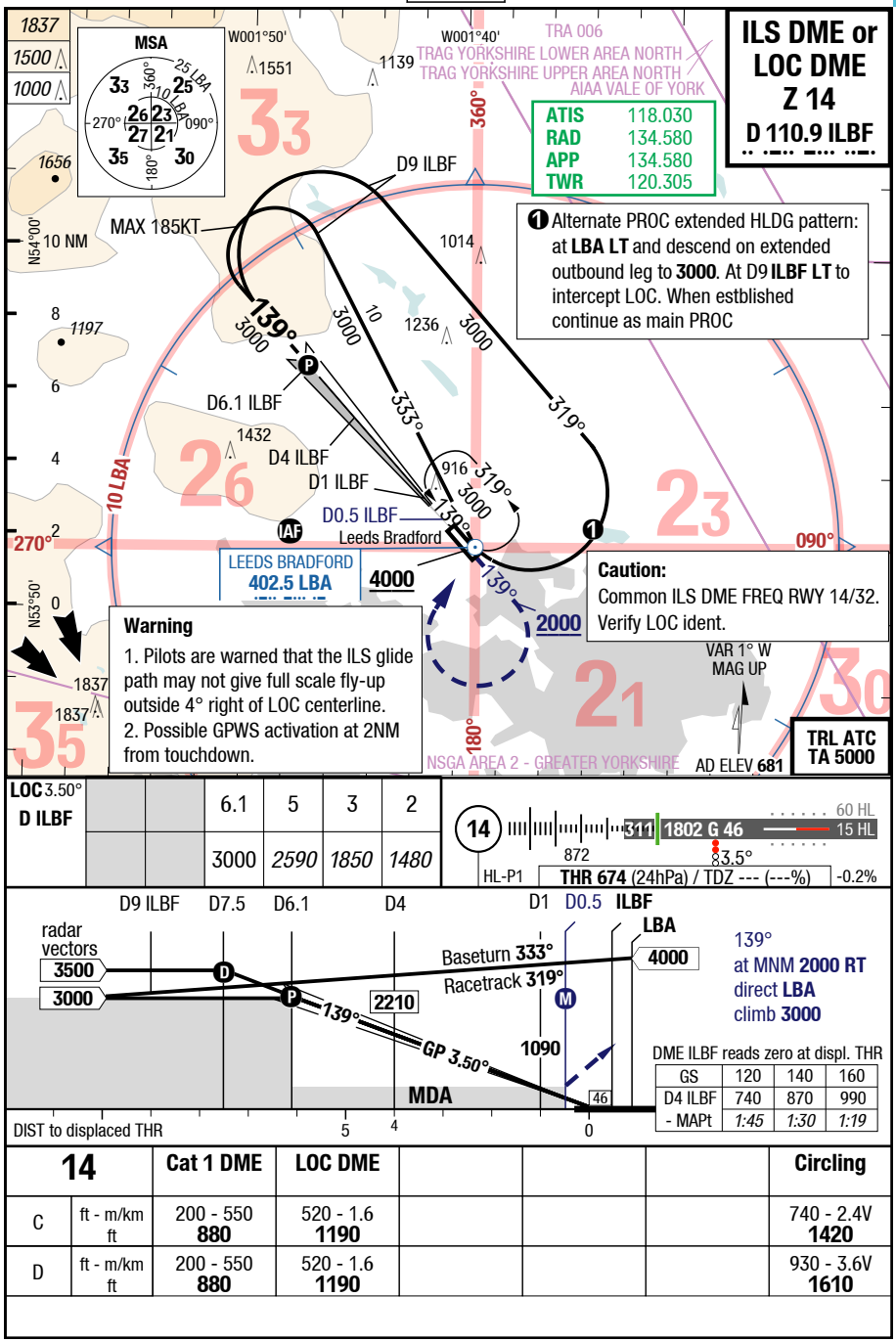


Changes: FREQ, OBST

LBA-EGNM

7-10

ILS DME or LOC DME Z 14

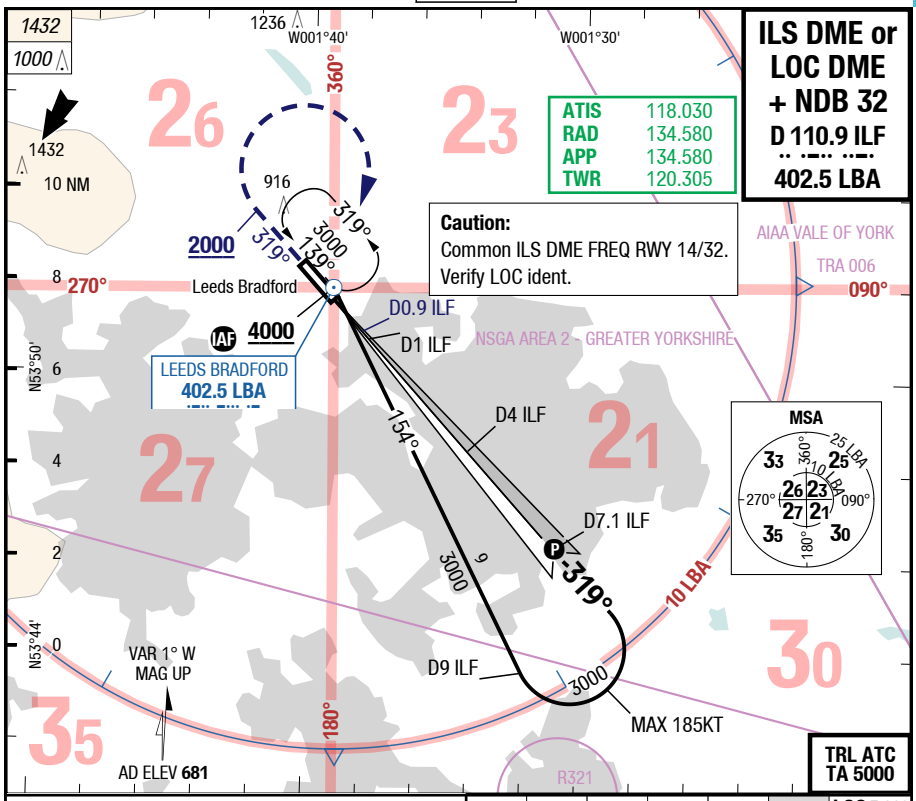


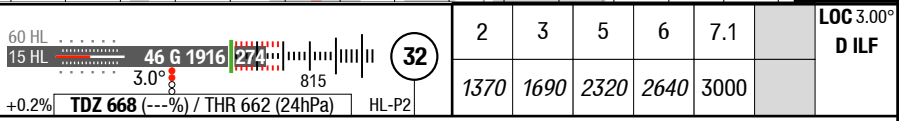
14		Cat 1 DME	LOC DME				Circling
C	ft - m/km ft	200 - 550 **880**	520 - 1.6 **1190**				740 - 2.4V **1420**
D	ft - m/km ft	200 - 550 **880**	520 - 1.6 **1190**				930 - 3.6V **1610**

Changes: FREQ, Editorial

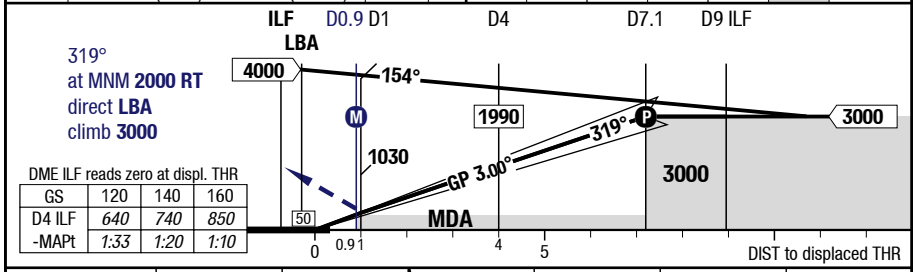
LBA-EGNM

7-20 **ILS DME or LOC DME + NDB 32**





2	3	5	6	7.1		LOC 3.00° D ILF
1370	*1690*	*2320*	*2640*	3000		

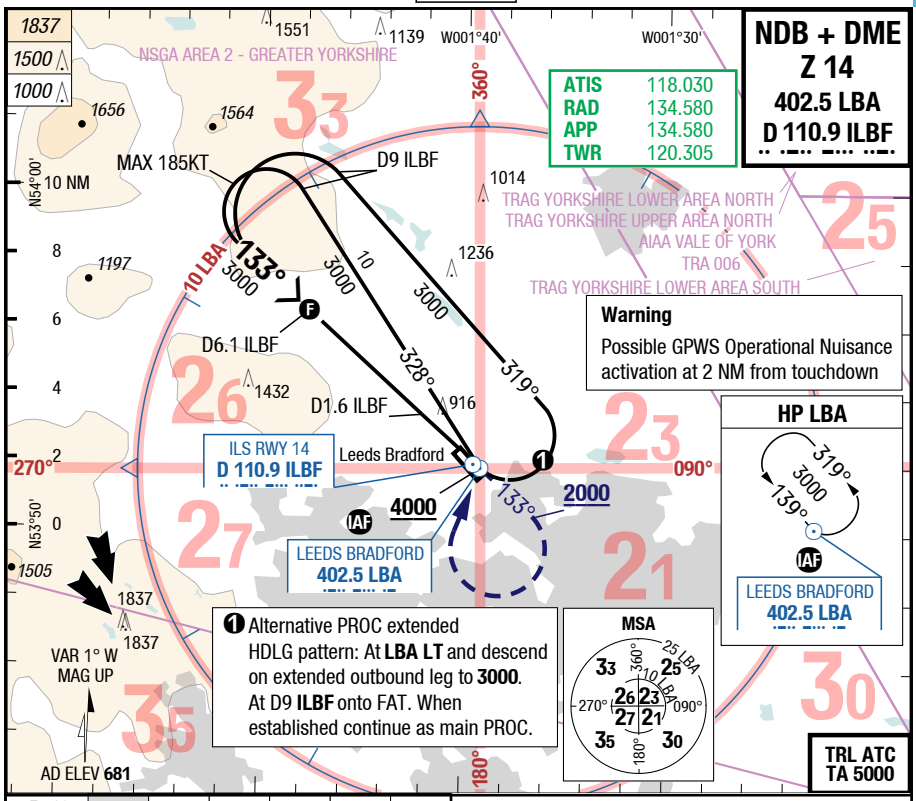


GS	120	140	160
D4 ILF	*640*	*740*	*850*
-MAPt	*1:33*	*1:20*	*1:10*

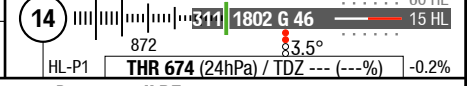
32		Cat 3b DME	Cat 2 DME	Cat 1 DME LTS 1)	Cat 1 DME 1)	LOC DME	Circling
C	ft - m/km ft	0 - 75R **Company**	100 - 300R **103** RA	200 - 400 **870**	200 - 550 **870**	310 - 750 **970**	740 - 2.4V **1420**
D	ft - m/km ft	0 - 75R **Company**	110 - 300R **110** RA 2)	210 - 400 **880**	210 - 550 **880**	310 - 750 **970**	930 - 3.6V **1610**

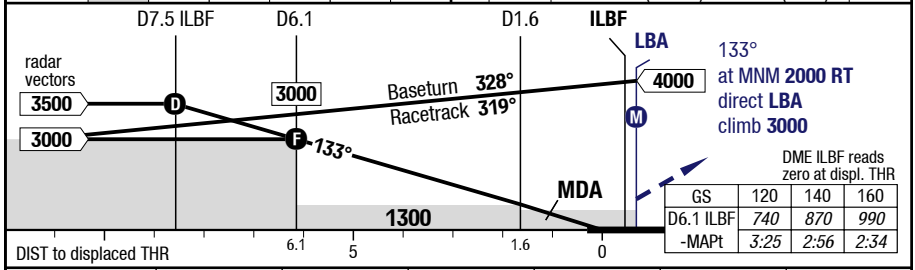
1) With EVS 350m, wo EVS use STD
2) If not conducting autoland RVR 350m required

Changes: Track, FREQ, Editorial



3.50°		6.1	5	4	3	2
D ILBF		3000	2600	2230	1860	1490
133°						
RWY 139°						

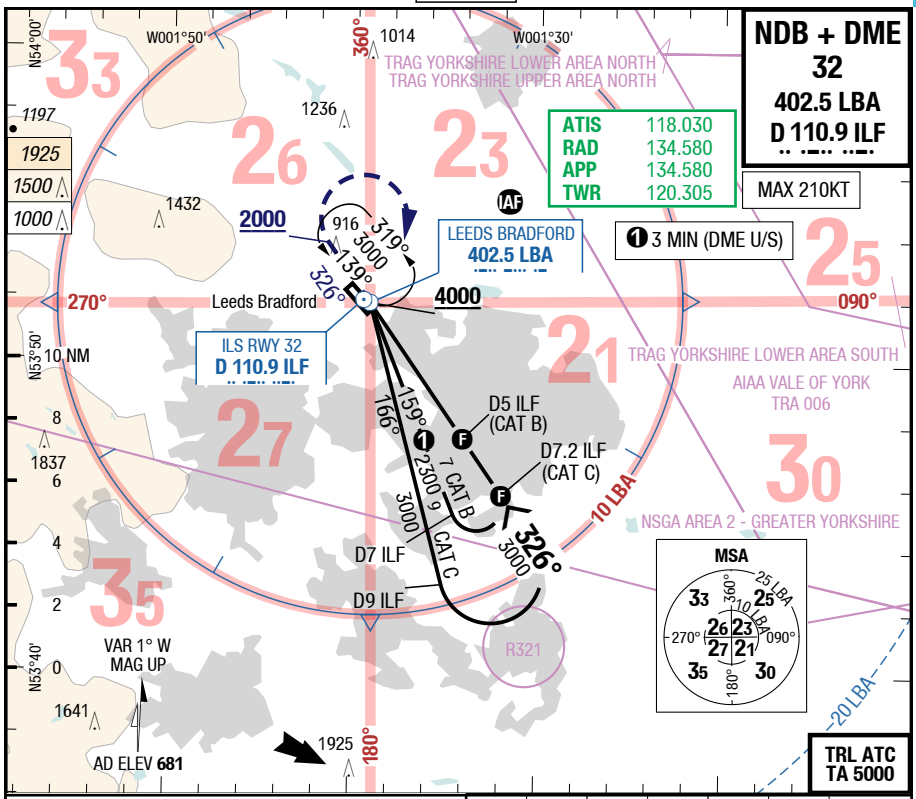




GS	120	140	160
D6.1 ILBF	*740*	*870*	*990*
-MAPt	*3:25*	*2:56*	*2:34*

14		**NDB DME** ILBF					**Circling**
C	ft - m/km ft	520 - 1.6 **1190**					740 - 2.4V **1420**
D	ft - m/km ft	520 - 1.6 **1190**					930 - 3.6V **1610**

Changes: FREQ, Track, Editorial

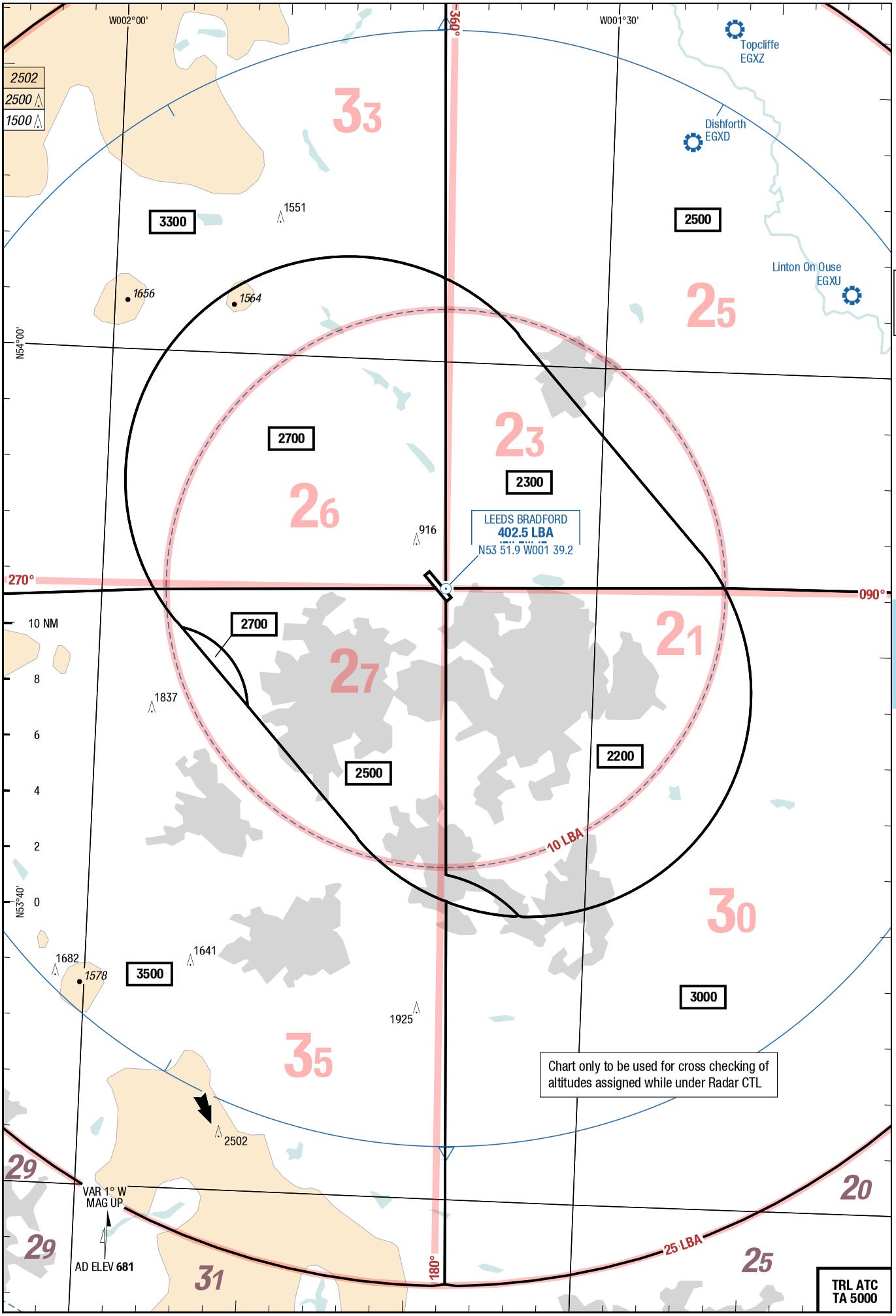


2	3	4	5	6	7.2	3.00° D ILF 326° RWY 319°
1350	*1670*	*1990*	*2310*	*2630*	3000	

GS	120	140	160
D7.2 ILF	*640*	*740*	*850*
-MAPt	*3:45*	*3:12*	*2:48*

32		NDB DME ILF	NDB				Circling
C	ft - m/km ft	390 - 1.1 **1050**	Not authorized				740 - 2.4V **1420**
D	ft - m/km ft	390 - 1.1 **1050**	Not authorized				930 - 3.6V **1610**

Changes: FREQ, Track, Editorial


W002°00'
W001°30'
360°
Topcliffe
EGXZ
Dishforth
EGXD
Linton On Ouse
EGXU
2502
2500
1500
33
3300
1551
2500
25
1656
1564
N54°00'
2700
23
2300
26
LEEDS BRADFORD
402.5 LBA
N53 51.9 W001 39.2
916
270°
090°
10 NM
8
6
4
2
0
2700
21
27
1837
2200
2500
10 LBA
N53°40'
30
1682
1578
3500
1641
3000
1925
35
Chart only to be used for cross checking of altitudes assigned while under Radar CTL
2502
29
VAR 1° W
MAG UP
20
29
AD ELEV 681
31
180°
25 LBA
25
TRL ATC
TA 5000