

## List of pages in this Trip Kit

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Terminal Charts For EGNX

Revision Letter For Cycle 08-2013

Change Notices

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## General Information

Location: East Midlands Gbr  
IATA Code: EMA  
Lat/Long: N52° 49.9' W001° 19.7'  
Elevation: 306 ft

Airport Use: Public  
Magnetic Variation: 1.9°W

Fuel Types: 100 Octane (LL), Jet A-1  
Repair Types: Minor Airframe, Minor Engine  
Customs: Yes  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: No

Sunrise: 0508 Z  
Sunset: 1903 Z,

## Runway Information

Runway: 09  
Length x Width: 9491 ft x 151 ft  
Surface Type: asphalt  
TDZ-Elev: 306 ft  
Lighting: Edge, ALS, Centerline  
Displaced Threshold: 590 ft  
Stopway: 98 ft

Runway: 27  
Length x Width: 9491 ft x 151 ft  
Surface Type: asphalt  
TDZ-Elev: 306 ft  
Lighting: Edge, ALS, Centerline, TDZ  
Displaced Threshold: 426 ft  
Stopway: 98 ft

## Communication Information

ATIS 128.225  
East Midlands Ground Tower 121.9  
East Midlands Tower 124.0  
East Midlands Approach Control 134.175  
East Midlands Radar 134.175  
East Midlands Radar 124.0

East Midlands Radar 120.125

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**1. GENERAL**

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**1.1. ATIS**

ATIS 128.22

**1.2. NOISE ABATEMENT PROCEDURES****1.2.1. GENERAL**

The following procedures may be departed from only to the extent necessary for avoiding immediate danger and for complying with ATC instructions.

Every operator of ACFT using the APT shall ensure at all times that ACFT are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the APT.

Whenever possible ACFT should avoid overflying the villages of Diseworth (South of APT) and Castle Donington (North of APT).

**1.2.2. RUN-UP TESTS**

Engine running is prohibited between 2300-0600LT unless an ACFT is urgently required to provide an operational service. Further information will be given by the Duty Airfield Operations Supervisor on Tel: 01332-852925.

**1.2.3. REVERSE THRUST**

Avoid use of reverse thrust or reverse pitch between 2200-0700LT.

**1.2.4. AUXILIARY POWER UNITS (APUs)**

The use of APU is limited to 5 minutes after 'On Blocks' and 30 minutes prior to estimated departure time, except for operational extensions approved by the Duty Airfield Operations Supervisor on Tel: 01332-852925.

**1.3. LOW VISIBILITY PROCEDURES (LVP)**

During CAT II/III operations, special ATC procedures will be applied.

Pilots will be informed via ATIS or RTF when these procedures are in operation.

Holding points S1, S2, W1, W2, M1, M2, H1 and H2 will be closed when LVP are in force.

All RWY 27 departures will be via holding point A2 only, and all landing ACFT must only vacate the RWY via holding point G2.

Low visibility operations RWY 09:

During periods of low visibility, to protect departing ACFT "Low visibility operations" may be in force. Arriving ACFT are limited to CAT I approaches only.

Pilots will be informed via ATIS or RTF when these procedures are in operation.

During Low visibility operations all departures will be via holding point G1 only, and all landing ACFT must vacate via holding point A1.

**1.4. TAXI PROCEDURES**

Due to TWY width and turn constraints, ACFT exceeding 148'/45m wingspan must exercise CAUTION when using TWY M.

TWY M is not available for MD 11 and ACFT larger than code D.

When using RWY 27, TWY S is normally used for departures. Landing traffic should not plan to vacate the RWY at TWY S without first requesting permission from ATC.

**1.5. PARKING PROCEDURES**

On all stands except 20 thru 22, 24, 25 and 70R push-back required.

On stands 8 thru 17 and 23 marshaller required.

**1.6. OTHER INFORMATION**

CAUTION: Birds in vicinity of APT.

Pyrotechnical firing 3 NM North of APT up to 1100'.

Maintenance area and TWY M, South of M3, are not controlled by ATC.

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## 2. ARRIVAL

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### 2.1. SPEED RESTRICTIONS

Cross SLP or 3 minutes before holding facility at 250 KT or less.  
Initial approach procedures: MAX 220 KT.

### 2.2. NOISE ABATEMENT PROCEDURES

#### 2.2.1. GENERAL

The following procedures may be departed from only to the extent necessary for avoiding immediate danger and for complying with ATC instructions.

##### 2.2.1.1. ILS APPROACHES

ACFT using the ILS shall not descend below 2000' before intercepting GS nor thereafter fly below it. ACFT approaching without ILS or radar assistance shall not at any time follow a descent path lower than that which would be followed by an ACFT using the ILS GS.

##### 2.2.1.2. CONTINUOUS DESCENT APPROACH

Turbo-jet and turbo-prop ACFT will be expected to apply low-power/low-drag approach techniques.

Subject to ATC instructions, inbound ACFT are to maintain as high an altitude as practicable and adopt a low power, low drag, continuous descent approach 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 power or drag than necessary. The object will be to join the GS at the appropriate height for the distance without level flight.

To facilitate these techniques ACFT should be flown no faster than 250 KT from Speed Limit Points and below FL 100 and 250 to 210 KT during the intermediate approach phase. Thereafter speed should be managed so as to achieve a continuous descent using as little power 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 the requirement is apparent.

##### 2.2.2. PREFERENTIAL RWY SYSTEM

During light wind conditions ACFT may be required to use either RWY subject to a maximum tailwind of 5 KT.

##### 2.2.3. VISUAL CIRCUITS

Large ACFT and all turbo-jet and turbo-fan ACFT, when carrying out circuits, shall be flown at an altitude of at least 2000' and turns onto the crosswind leg must not be initiated until after passing the up-wind end of the RWY.

Pilots shall avoid making their final turn on approach to RWY 27 over the village of Kegworth. All circuits to the South of the aerodrome must keep clear and South of the village of Diseworth, all circuits to the North of the aerodrome must keep clear and North of the village of Castle Donington.

### 2.3. CAT II/III OPERATIONS

RWY 27 is approved for CAT II/III operations, special aircrew and ACFT certification required.

### 2.4. OTHER INFORMATION

WARNING: Interference may cause large fluctuations to magnetic compass in vicinity of holding point W1 and on RWY North of holding point W1.

**3. DEPARTURE****3.1. SPEED RESTRICTIONS**

MAX 250 KT below FL 100 unless otherwise authorized.

**3.2. NOISE ABATEMENT PROCEDURES****3.2.1. GENERAL**

The following procedures may be departed from only to the extent necessary for avoiding immediate danger and for complying with ATC instructions.

ACFT departing between 2300-0700LT are required to operate within a maximum noise limit (measured at a distance of 3.5 NM from start of roll).

The maximum noise limits are defined as follows:

- ACFT with a quota count of 8 or 16 must not be scheduled between 2300-0700LT. Operations between these times require the prior permission of the APT and will incur a surcharge.

For further information contact ATC using + 44 (0) 871 - 919 9000 Ext 2993.

- ACFT with a MTOW more than 300t, limit 92 dB.
- ACFT with a MTOW more than 100t but less than 300t, limit 87 dB.
- ACFT with a MTOW less than 100t, limit 83 dB.

ACFT operators shall instigate their ACFT manufacturer's noise abatement recommended procedures up to FL 100, or the procedures listed below:

|                   |                                                                                                                             |
|-------------------|-----------------------------------------------------------------------------------------------------------------------------|
| Take-off to 1500' | Take-off power<br>Speed at $V_2 + 10$ KT (or as limited by body angle)<br>Flaps - set as appropriate.                       |
| 1500' - 3000'     | Reduce thrust to climb thrust<br>Speed at $V_2 + 10$ KT (or as limited by body angle)<br>Flaps - maintain previous setting. |
| At 3000'          | Retract flaps on schedule and assume normal enroute climb.                                                                  |
| 3000' - FL 100    | Maximum climb speed 250 KT unless otherwise instructed.                                                                     |

Turbo-jet or turbo-fan ACFT departing from RWY 27 shall attain an altitude of 1500' and have passed RWY end before commencing any turn. ACFT going around from an approach to RWY 27 shall not commence any turn before passing RWY end and avoid overflying Castle Donington (sector 360°- 065°, 0.65 NM radius from ILS Localizer).

**3.2.2. TAKE-OFF PROCEDURES FROM RWY 09**

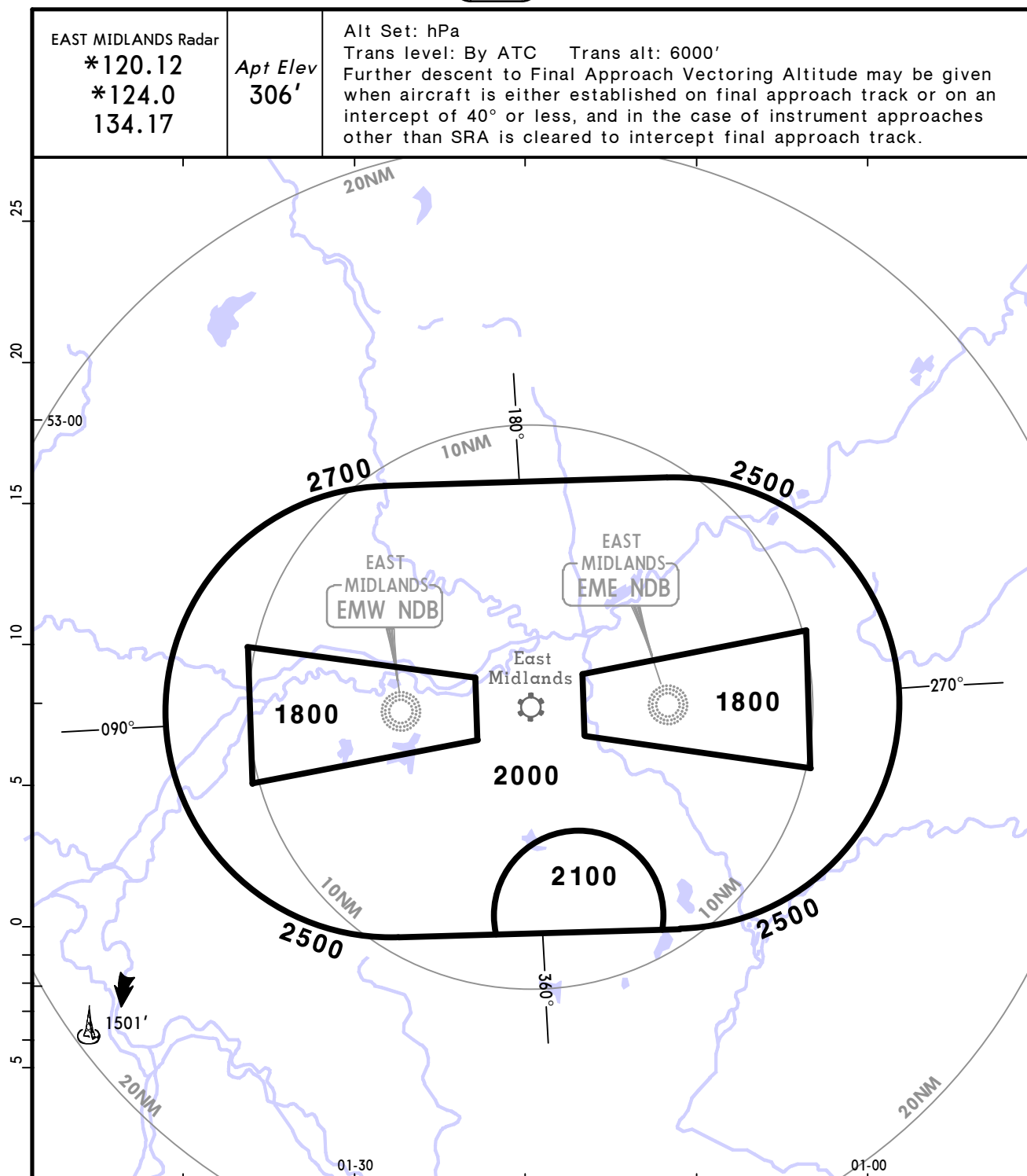
Turbo-jet, turbo-fan ACFT and ACFT in excess of a gross weight of 17000 KG shall depart:

NORTHBOUND: As soon as practicable after passing DER, 097° track to 1.5 NM before turning LEFT in accordance with the SID or issued clearance.

SOUTHBOUND: As soon as practicable after passing DER, 097° track to 2 NM before turning RIGHT in accordance with the SID or issued clearance.

**3.2.3. TAKE-OFF PROCEDURES FROM RWY 27 BETWEEN 2200-0700LT**

All departures should be made from Whiskey. RWY length from abeam Whiskey is 2463 m; full length take-off is available on request for operational performance reasons or for ATC requirements only. When full length is requested, ACFT may be held at A3 prior to entering RWY at A1.



#### OUTSIDE THE DESIGNATED RADAR MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the radar controller will be either the Minimum Sector Altitude or 1000' above any fixed obstacles:

- within 5 NM ❶ of the aircraft or
- within the sector 15 NM ❷ ahead of and within 20° either side of the aircraft's track.

3 NM ❶ or 10 NM ❷ when the aircraft is within 15 NM of the radar antennae.

#### PROCEDURE

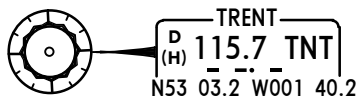
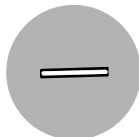
#### LOSS OF COMMUNICATION PROCEDURE

##### INITIAL APPROACH

Continue visually or by means of an appropriate final approach aid. If not possible, proceed at 3000', or last assigned level if higher, to EMW (Rwy 09) or EME (Rwy 27).

##### INTERMEDIATE AND FINAL APPROACH

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to EMW (Rwy 09) or EME (Rwy 27).

ATIS  
128.22Apt Elev  
306'Alt Set: hPa  
Trans level: By ATC Trans alt: 6000'PIGOT 1H [PIGO1H]  
PIGOT 1J [PIGO1J]  
ARRIVALS

## DESCENT PLANNING/ATC REQUIREMENTS

When determining top of descent point, pilots should plan for possible intermediate clearance as follows:

**PIGOT 1J:** FL220 by HEMEL and for possible clearance to FL80 by PIGOT. Pilots unable to comply must notify ATC as soon as possible.

**ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.**



Direct distance from PIGOT to:  
East Midlands Apt **22 NM**

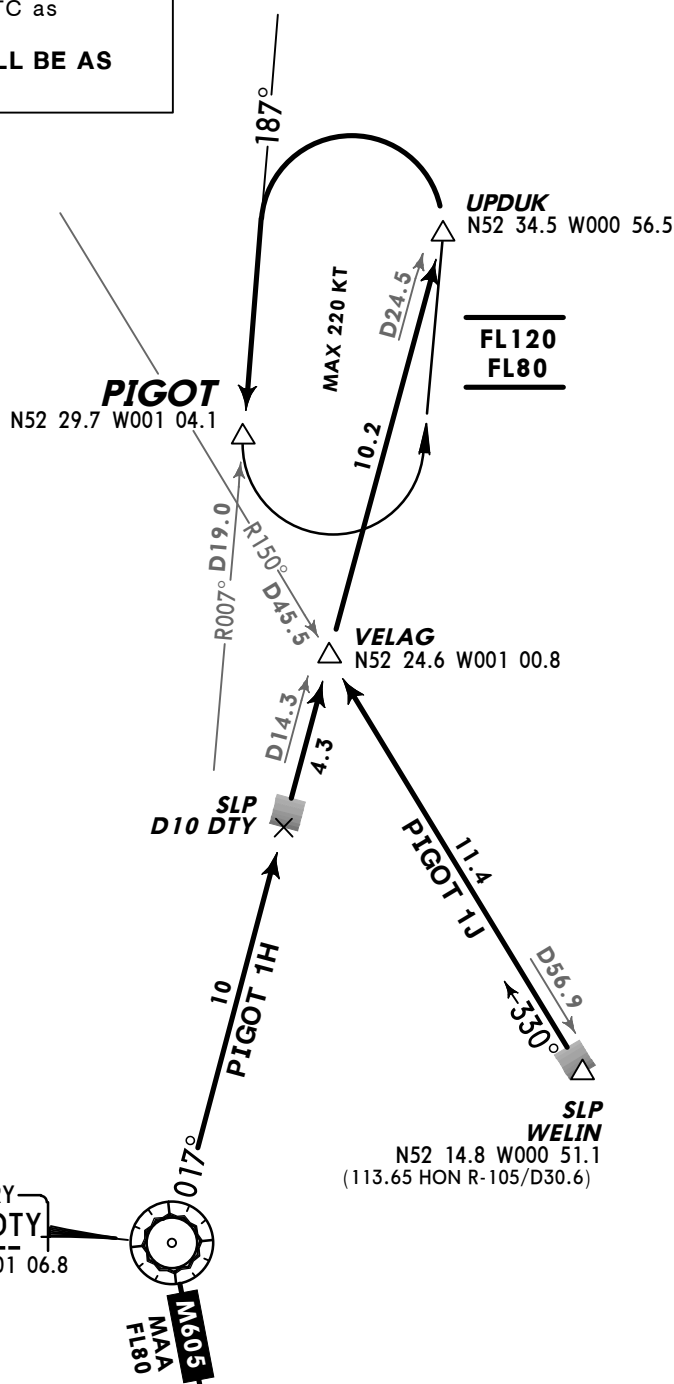
## WARNING

Do not proceed beyond  
PIGOT  
without ATC clearance.

## SPEED RESTRICTION

Cross SLP or 3 Min before  
holding at 250 KT or less.

 **SLP** Speed Limit Point





Alt Set: hPa  
Trans level: By ATC    Trans alt: 6000'

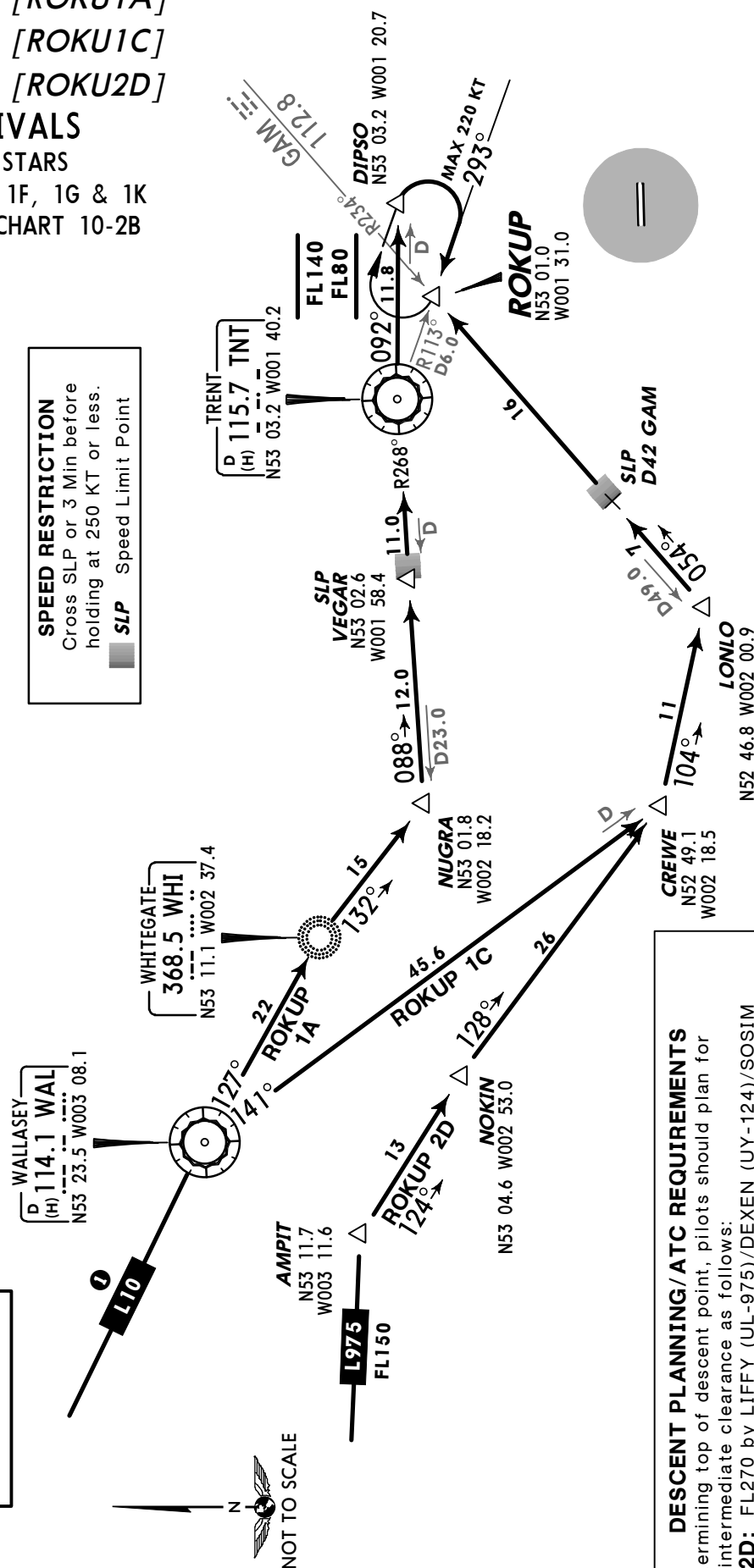
ROKUP 1B, 1F, 1G & 1K  
REFER TO CHART 10-2B

**Do not proceed beyond ROKUP without ATC clearance.**

Cross SLP or 3 Min before  
holding at 250 KT or less.

Speed Limit Point

Via ROKUP 1A:  
**MAA FL80**



Direct distance from ROKUP to:  
East Midlands Apt **13 NM**

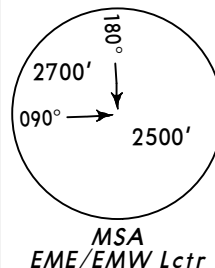
When determining top of descent point, pilots should plan for possible intermediate clearance as follows:

**ROKUP 2D:** FL270 by LIFFY (UL-975)/DEXEN (UY-124)/SOSIM (UL-15)/MALUD (UL-975/UL-15)/DOLOP (UY-124),

FL200 by NOKIN.

**ALL STARS:** FL80 by ROKUP.

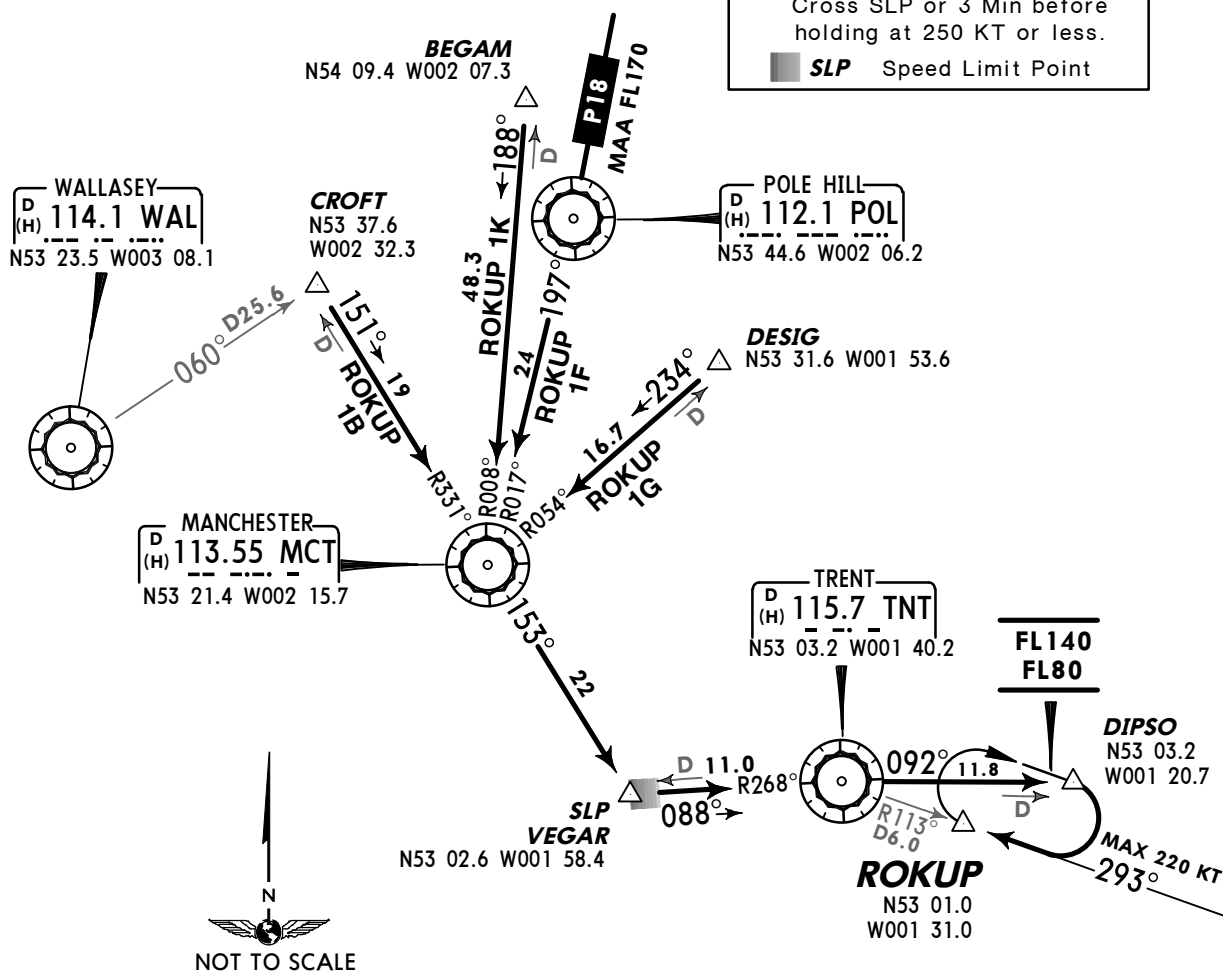
**ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.**

ATIS  
128.22Apt Elev  
306'Alt Set: hPa Trans level: By ATC Trans alt: 6000'  
Aircraft inbound from the FIR will normally be cleared  
by EAST MIDLANDS ATC to EME.

# ROKUP 1B [ROKU1B], ROKUP 1F [ROKU1F] ROKUP 1G [ROKU1G], ROKUP 1K [ROKU1K] ARRIVALS

Direct distance from ROKUP to:  
East Midlands Apt 13 NM**SPEED RESTRICTION**Cross SLP or 3 Min before  
holding at 250 KT or less.

■ SLP Speed Limit Point

**WARNING**Do not proceed beyond  
ROKUP  
without ATC clearance.**DESCENT PLANNING/ATC REQUIREMENTS**When determining top of descent point, pilots should plan for  
possible clearance as follows:**ROKUP 1B, 1K:** FL200 by MCT

FL190 or below 10 NM south of MCT

and for possible clearance to FL80 by ROKUP.

**ROKUP 1G:** FL280 by VEGUS

FL200 by MCT

FL190 or below 10 NM south of MCT

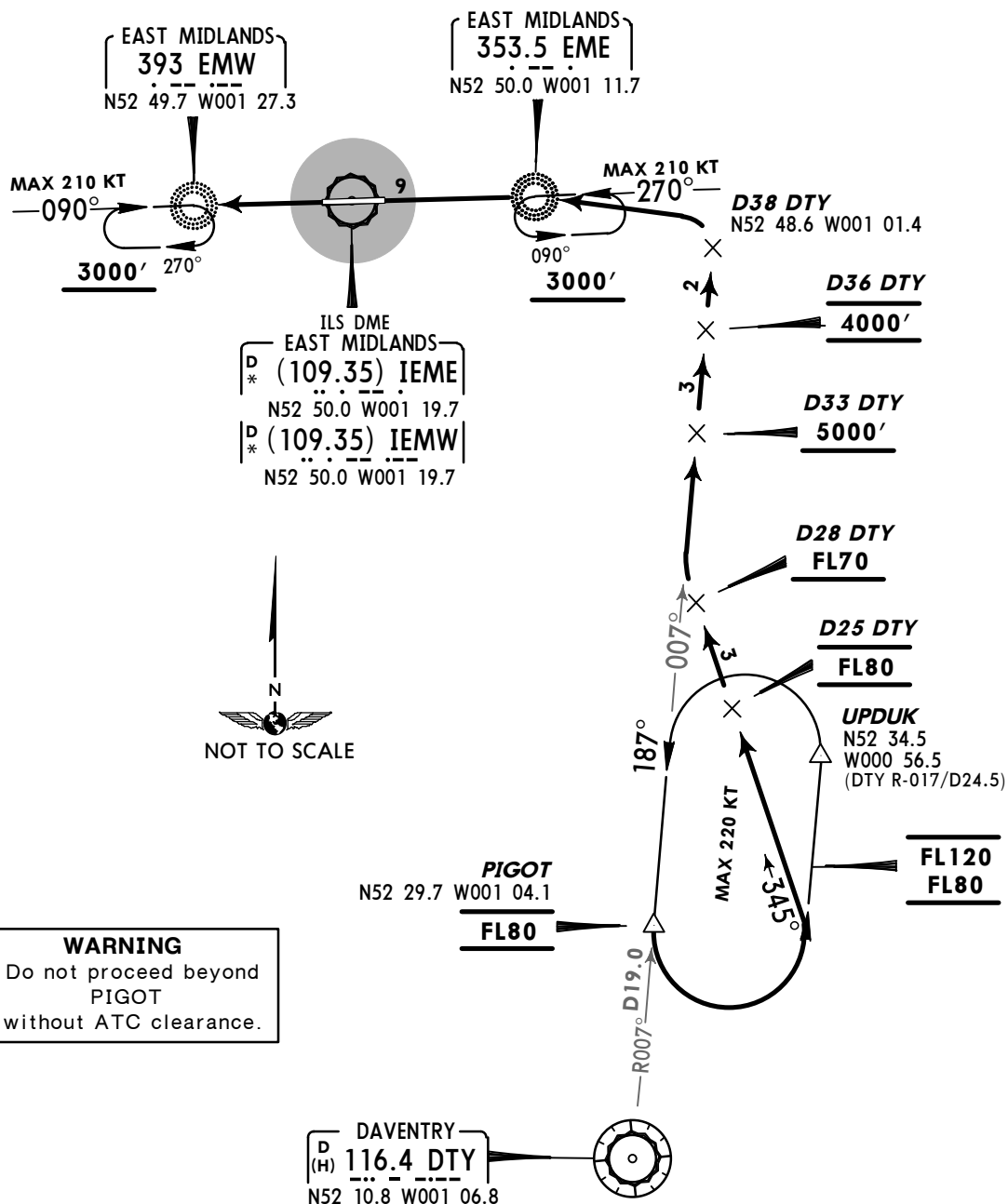
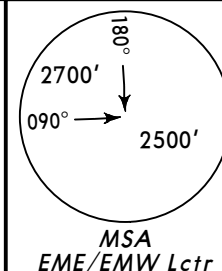
and for possible clearance to FL80 by ROKUP.

Pilots unable to comply must notify ATC as soon as possible.

**ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.**EAST MIDLANDS  
393 EMW  
N52 49.7 W001 27.3EAST MIDLANDS  
353.5 EME  
N52 50.0 W001 11.7

ATIS  
128.22Apt Elev  
306'Alt Set: hPa Trans level: By ATC Trans alt: 6000'  
Procedures require a descent gradient of approximately 300' per NM.

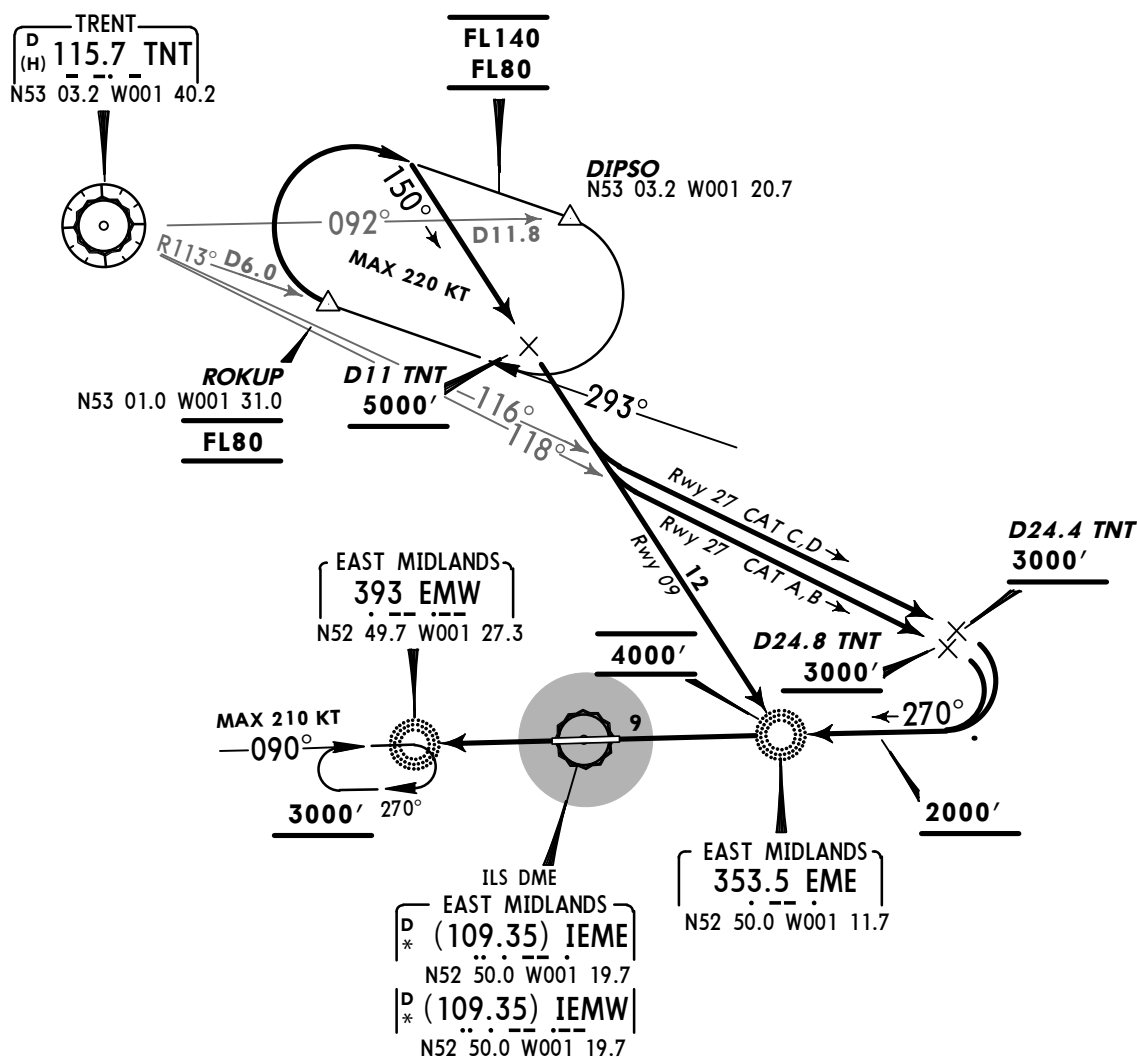
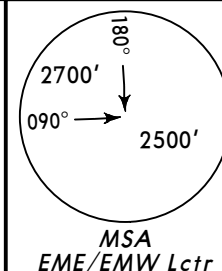
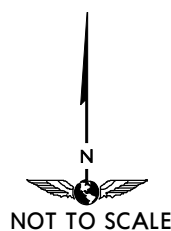
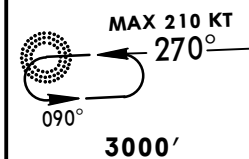
**RWYS 09, 27**  
**INITIAL APPROACH PROCEDURES**  
ILS/DME WITHOUT RADAR CONTROL  
VIA PIGOT  
**~~SPEED~~ MAX 220 KT**



**WARNING**  
Do not proceed beyond  
PIGOT  
without ATC clearance.

Direct distance from EMW to:  
East Midlands Apt **5 NM**

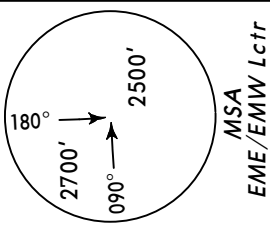
| RWY | ROUTING/ALTITUDE                                                                                                                                                                                                                                                                          |
|-----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 09  | Cross PIGOT at FL80, turn LEFT, 345° track, cross D25 DTY at FL80, D28 DTY at or above FL70, intercept DTY R-007, cross D33 DTY at or above 5000', D36 DTY at 4000', at D38 DTY turn LEFT to EME, then to EMW. Continue as for alternative procedure descending to 3000'.                 |
| 27  | Cross PIGOT at FL80, turn LEFT, 345° track, cross D25 DTY at FL80, D28 DTY at or above FL70, intercept DTY R-007, cross D33 DTY at or above 5000', D36 DTY at 4000', at D38 DTY turn LEFT to establish on Final Approach descending not below 2000', then continue as for main procedure. |

ATIS  
128.22Apt Elev  
306'Alt Set: hPa Trans level: By ATC Trans alt: 6000'  
Procedures require a descent gradient of approximately 300' per NM.**RWYS 09, 27**  
**INITIAL APPROACH PROCEDURES**  
ILS/DME WITHOUT RADAR CONTROL  
VIA ROKUP  
**~~SPEED~~ MAX 220 KT****WARNING**  
Do not proceed beyond  
ROKUP  
without ATC clearance.Direct distance from EMW to:  
East Midlands Apt **5 NM****HOLDING  
OVER EME**

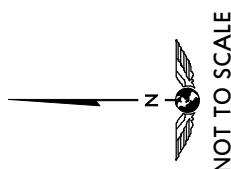
| RWY | ROUTING/ALTITUDE                                                                                                                                                                                                                                                                                                               |
|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 09  | Cross ROKUP at FL80, turn RIGHT, intercept 150° bearing, cross D11 TNT at or above 5000', then to EME, cross at 4000', carry out standard join to return to EME, then to EMW. Continue as for alternative procedure descending to 3000'.                                                                                       |
| 27  | Cross ROKUP at FL80, turn RIGHT, intercept 150° bearing, cross D11 TNT at or above 5000', turn LEFT, intercept TNT R-118 (Cat A&B) or TN R-116 (Cat C&D), cross D24.8 (Cat A&B) or D24.4 (Cat C&D) not below 3000', turn RIGHT to establish on Final Approach descending not below 2000', then continue as for main procedure. |

SCOTTISH  
Control (R)  
134.42Apt Elev  
306'

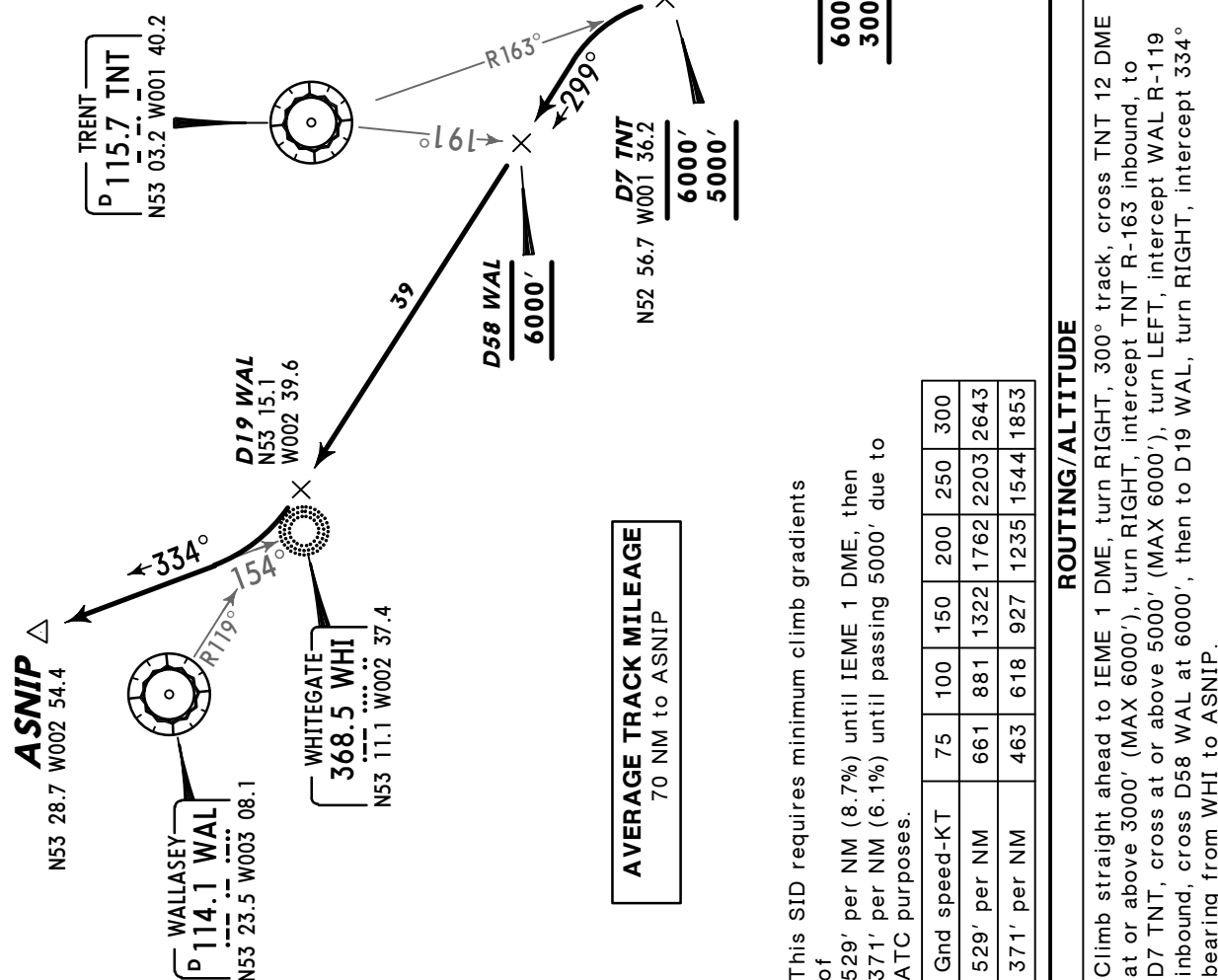
- Trans level: By ATC    Trans alt: 6000'
1. When instructed contact SCOTTISH Control after take-off. Occasionally aircraft may be required to communicate with EAST MIDLANDS Radar as instructed by ATC.
  2. SIDs include noise preferential routings.
  3. Initial climb straight ahead to 810'.
  4. Cruising levels will be allocated enroute by SCOTTISH Control.



**ASNIP 2N [ASNI2N]  
RWY 27 DEPARTURE  
SPEED MAX 250 KT  
BELOW FL100 UNLESS  
OTHERWISE AUTHORIZED**



**WARNING:** Do not climb above  
6000' until cleared by ATC.

**ROUTING/ALTITUDE**

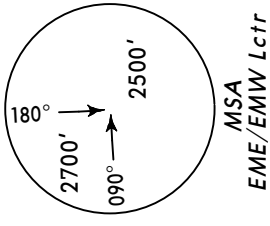
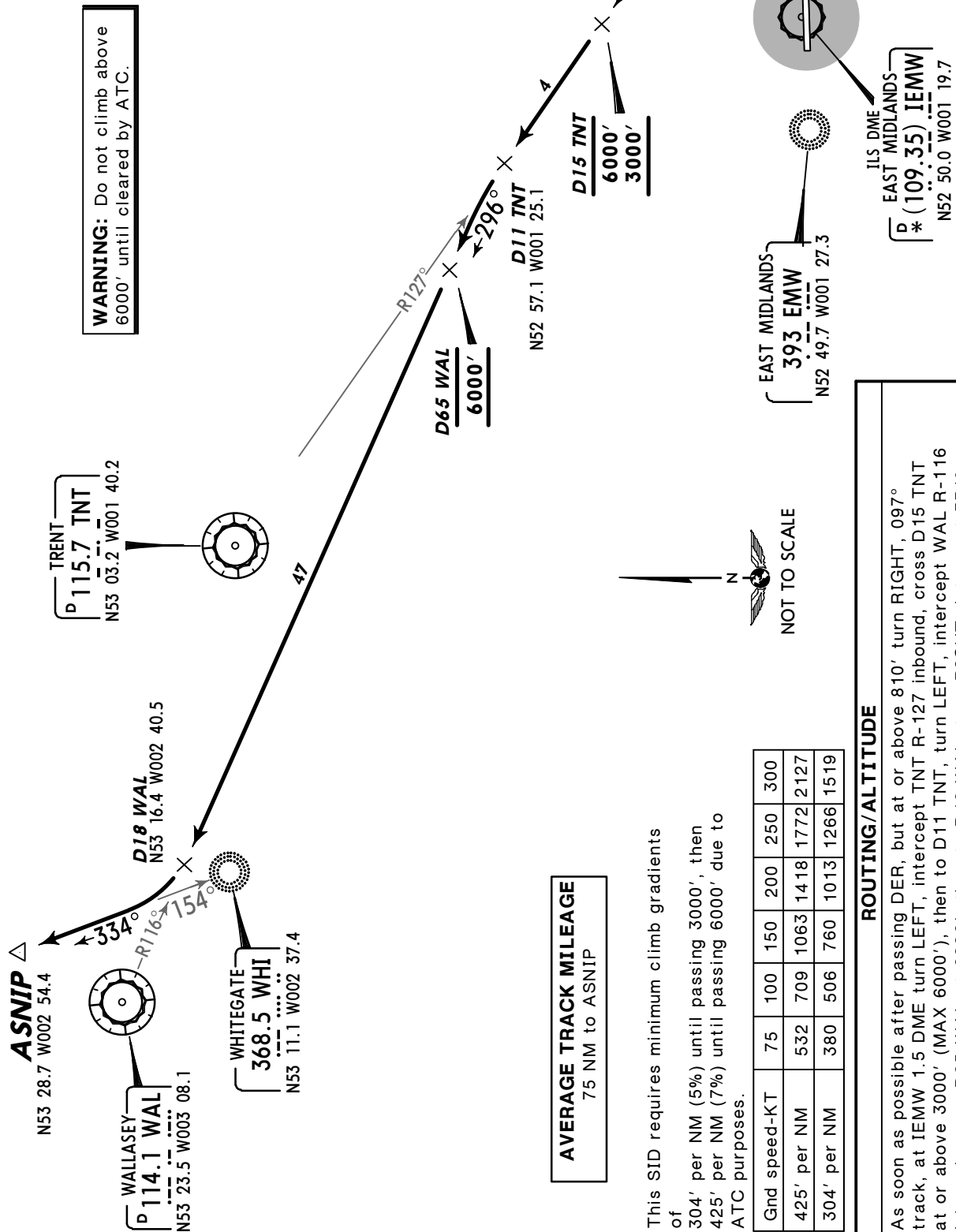
Climb straight ahead to IEME 1 DME, turn RIGHT, 300° track, cross TNT 12 DME at or above 3000' (MAX 6000'), turn RIGHT, intercept TNT R-163 inbound, to D7 TNT, cross at or above 5000' (MAX 6000'), turn LEFT, intercept WAL R-119 inbound, cross D58 WAL at 6000', then to D19 WAL, turn RIGHT, intercept 334° bearing from WHI to ASNIP.

| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 529' per NM  | 661 | 881 | 1322 | 1762 | 2203 | 2643 |
| 371' per NM  | 463 | 618 | 927  | 1235 | 1544 | 1853 |

SCOTTISH  
Control (R)  
134.42Apt Elev  
306'

Trans level: By ATC Trans alt: 6000'

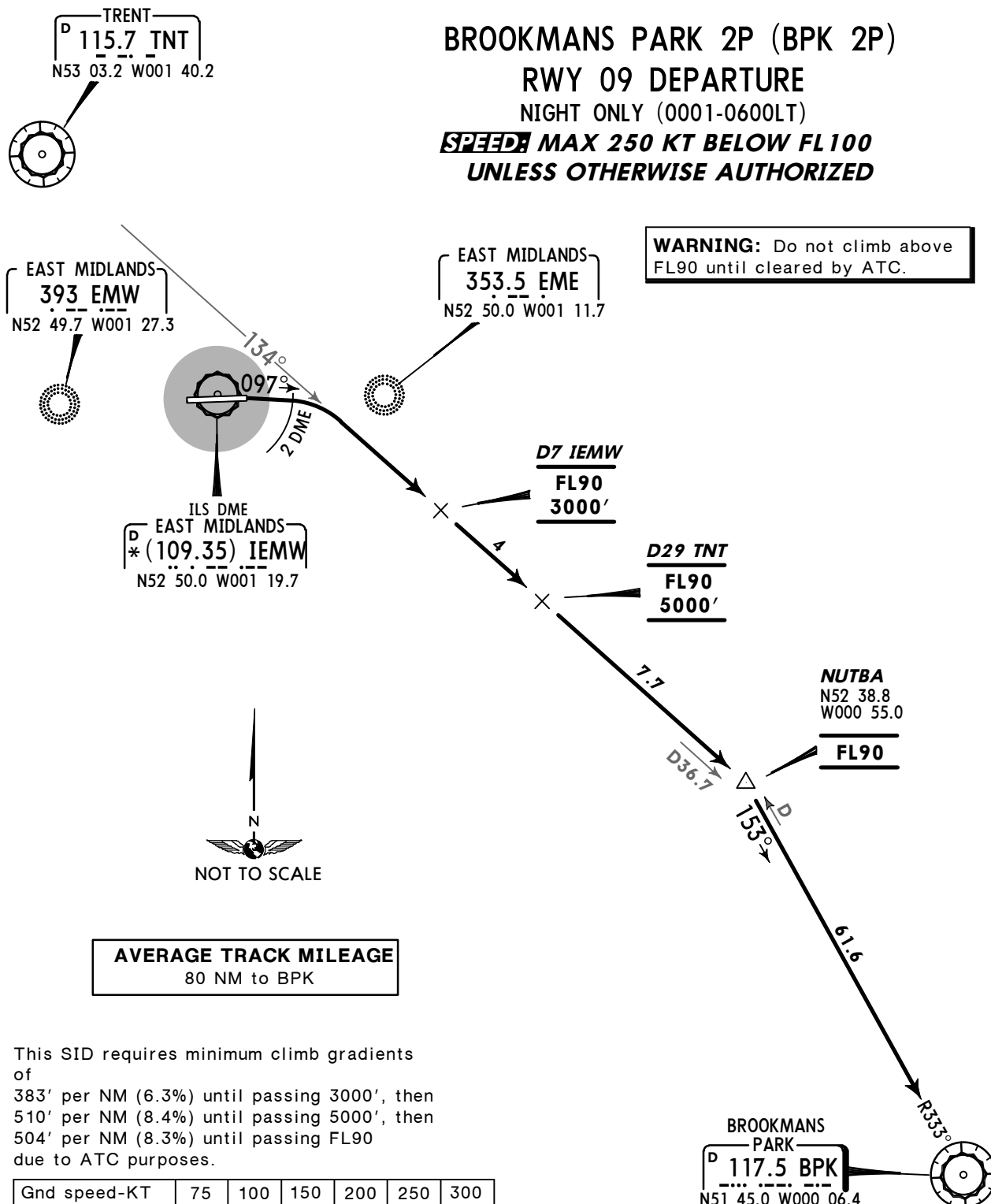
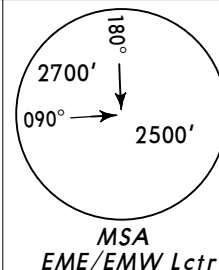
1. When instructed contact SCOTTISH Control after take-off. Occasionally aircraft may be required to communicate with EAST MIDLANDS Radar as instructed by ATC.
2. SIDs include noise preferential routings.
3. Initial climb straight ahead to 810'.
4. Cruising levels will be allocated enroute by SCOTTISH Control.

MSA  
EME/EMW Lctr**ASNIP 3P [ASNI3P]  
RWY 09 DEPARTURE  
SPEED MAX 250 KT  
BELOW FL100 UNLESS  
OTHERWISE AUTHORIZED**

Apt Elev  
306'

Trans level: By ATC Trans alt: 6000'

1. When instructed contact LONDON Control after take-off. Occasionally aircraft may be required to communicate with EAST MIDLANDS Radar as instructed by ATC.
2. SID includes noise preferential routings.
3. Initial climb straight ahead to 810'.
4. Cruising levels will be allocated enroute by LONDON Control.
5. Pilots should flight plan via SID DTY 4P. To improve flexibility pilots may be offered SID BPK 2P at a late stage prior to departure. Pilots unable to accept SID BPK 2P when offered must inform ATC.



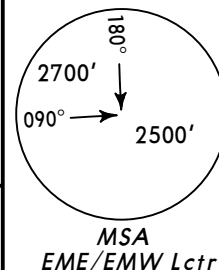
## ROUTING/ALTITUDE

As soon as possible after passing DER, but at or above 810' turn RIGHT, 097° track, at IEMW 2 DME turn RIGHT, intercept TNT R-134, cross D7 IEMW at or above 3000' (MAX FL90), D29 TNT at or above 5000' (MAX FL90), then to NUTBA, cross at FL90, turn RIGHT, intercept BPK R-333 inbound to BPK.

Apt Elev  
306'

Trans level: By ATC Trans alt: 6000'

1. When instructed contact LONDON Control after take-off. Occasionally aircraft may be required to communicate with EAST MIDLANDS Radar as instructed by ATC.
2. SIDs include noise preferential routings.
3. Initial climb straight ahead to 810'.
4. Cruising levels will be allocated enroute by LONDON Control.

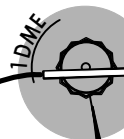


**DAVENTRY 3N (DTY 3N)**  
**RWY 27 DEPARTURE**  
**~~SPEED~~ MAX 250 KT BELOW FL100**  
**UNLESS OTHERWISE AUTHORIZED**

**WARNING:** Do not climb above  
FL90 until cleared by ATC.

EAST MIDLANDS  
393 EMW  
N52 49.7 W001 27.3

FL90  
3000'



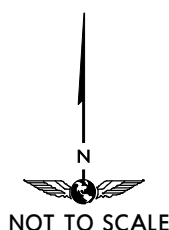
ILS DME  
EAST MIDLANDS  
D \* (109.35) IEME  
N52 50.0 W001 19.7

EAST MIDLANDS  
353.5 EME  
N52 50.0 W001 11.7

160°

D31 DTY  
FL90  
5500'

D23 DTY  
FL90



**AVERAGE TRACK MILEAGE**  
45 NM to DTY

This SID requires minimum climb gradients of  
529' per NM (8.7%) until IEME 1 DME, then  
444' per NM (7.3%) until passing 3000' due  
to ATC purposes.

| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 529' per NM  | 661 | 881 | 1322 | 1762 | 2203 | 2643 |
| 444' per NM  | 554 | 739 | 1109 | 1479 | 1848 | 2218 |

DAVENTRY  
P 116.4 DTY  
N52 10.8 W001 06.8

**ROUTING/ALTITUDE**

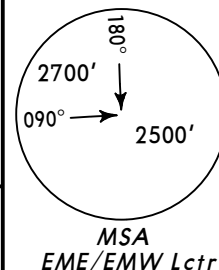
Climb straight ahead to IEME 1 DME, turn LEFT, 225° track, at IEME 6.5 DME turn LEFT, cross IEME 7 DME at or above 3000' (MAX FL90), intercept DTY R-340 inbound, cross D31 DTY at or above 5500' (MAX FL90), D23 DTY at FL90, then to DTY.



Apt Elev  
306'

Trans level: By ATC Trans alt: 6000'

1. When instructed contact LONDON Control after take-off. Occasionally aircraft may be required to communicate with EAST MIDLANDS Radar as instructed by ATC.
2. SIDs include noise preferential routings.
3. Initial climb straight ahead to 810'.
4. Cruising levels will be allocated enroute by LONDON Control.

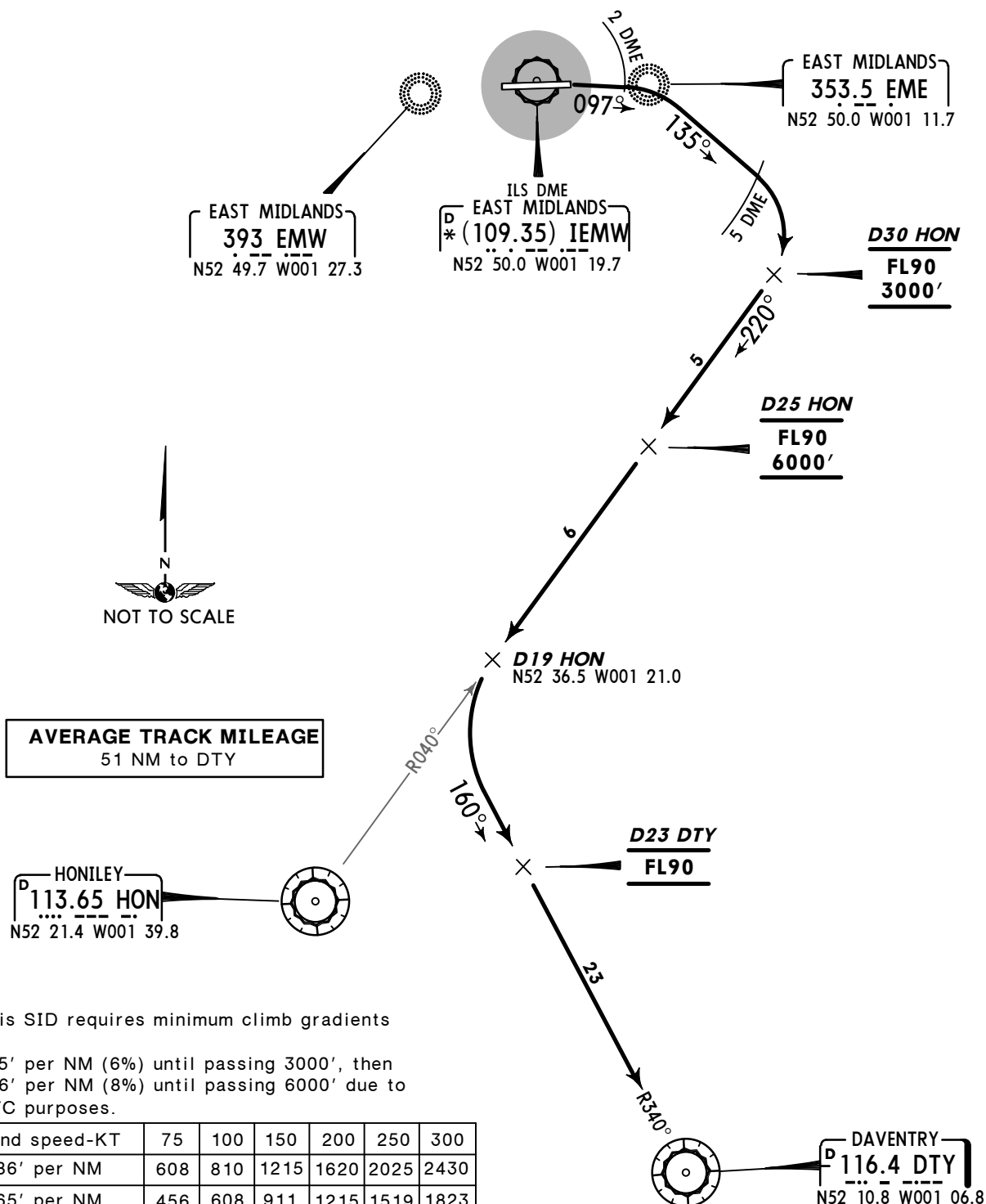


## DAVENTRY 4P (DTY 4P)

## RWY 09 DEPARTURE

**~~SPEED~~ MAX 250 KT BELOW FL100  
UNLESS OTHERWISE AUTHORIZED**

**WARNING:** Do not climb above  
FL90 until cleared by ATC.



This SID requires minimum climb gradients of  
365' per NM (6%) until passing 3000', then  
486' per NM (8%) until passing 6000' due to  
ATC purposes.

| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 486' per NM  | 608 | 810 | 1215 | 1620 | 2025 | 2430 |
| 365' per NM  | 456 | 608 | 911  | 1215 | 1519 | 1823 |

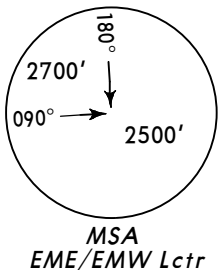
## ROUTING/ALTITUDE

As soon as possible after passing DER, but at or above 810' turn RIGHT, 097° track, at IEMW 2 DME turn RIGHT, 135° track, at IEMW 5 DME turn RIGHT, intercept HON R-040 inbound, cross D30 HON at or above 3000' (MAX FL90), D25 HON at or above 6000' (MAX FL90), then to D19 HON, turn LEFT, intercept DTY R-340 inbound, cross D23 DTY at FL90, then to DTY.

SCOTTISH  
Control (R)  
134.42Apt Elev  
306'

Trans level: By ATC Trans alt: 6000'

1. When instructed contact SCOTTISH Control after take-off. Occasionally aircraft may be required to communicate with EAST MIDLANDS Radar as instructed by ATC. 2. SID includes noise preferential routings. 3. Initial climb straight ahead to 810'. 4. Cruising levels will be allocated enroute by SCOTTISH Control (at or below FL270) or LONDON Control (at or above FL280).



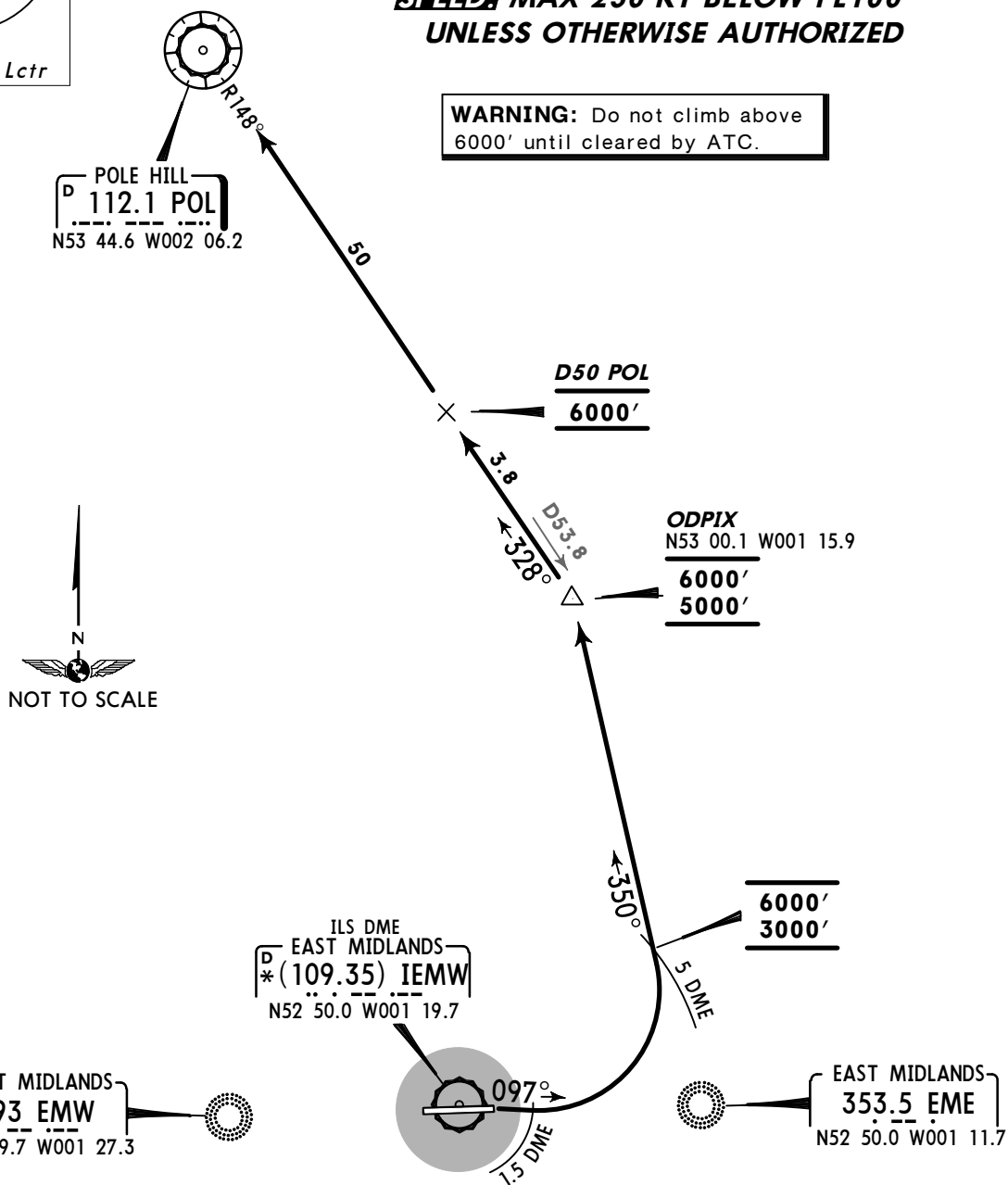
## POLE HILL 2P (POL 2P)

## RWY 09 DEPARTURE

DAY ONLY (0700-2200LT)

**~~SPEED~~ MAX 250 KT BELOW FL100**  
**UNLESS OTHERWISE AUTHORIZED**

**WARNING:** Do not climb above  
6000' until cleared by ATC.



**AVERAGE TRACK MILEAGE**  
66 NM to POL

This SID requires minimum climb gradients of  
450' per NM (7.4%) until passing 3000', then  
425' per NM (7%) until passing 5000', then  
395' per NM (6.5%) until passing 6000'  
due to ATC purposes.

| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 450' per NM  | 562 | 749 | 1124 | 1499 | 1873 | 2248 |
| 425' per NM  | 532 | 709 | 1063 | 1418 | 1772 | 2127 |
| 395' per NM  | 494 | 658 | 987  | 1317 | 1646 | 1975 |

## ROUTING/ALTITUDE

As soon as possible after passing DER, but at or above 810' turn RIGHT, 097° track, at IEMW 1.5 DME turn LEFT, cross IEMW 5 DME at or above 3000' (MAX 6000'), 350° track to ODPIX, cross at or above 5000' (MAX 6000'), turn LEFT, intercept POL R-148 inbound, cross D50 POL at 6000', then to POL.

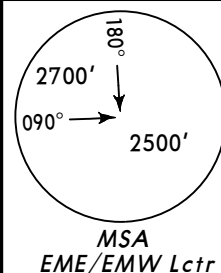
SCOTTISH  
Control (R)  
134.42Apt Elev  
306'

Trans level: By ATC Trans alt: 6000'

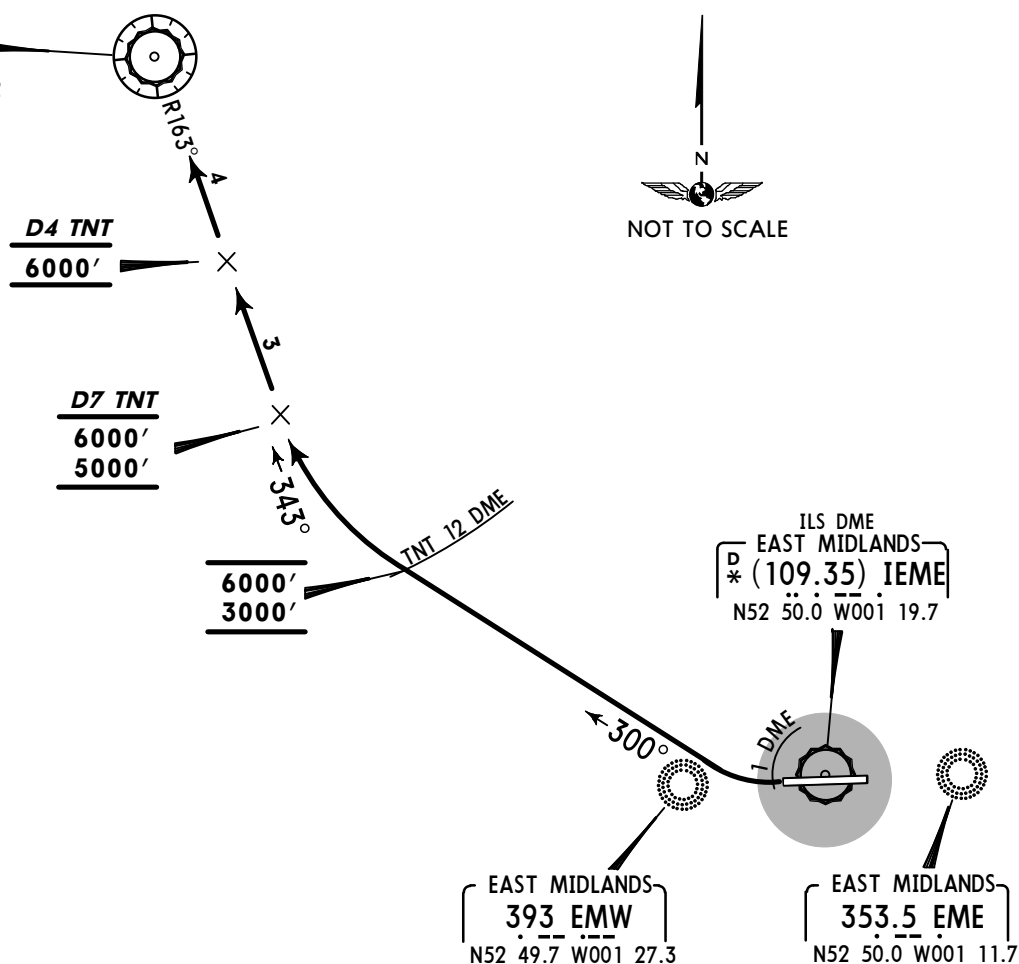
1. When instructed contact SCOTTISH Control after take-off. Occasionally aircraft may be required to communicate with EAST MIDLANDS Radar as instructed by ATC. 2. SIDs include noise preferential routings. 3. Initial climb straight ahead to 810'. 4. Cruising levels will be allocated enroute by SCOTTISH Control.

**TRENT 2N (TNT 2N)**  
**RWY 27 DEPARTURE**  
**~~SPEED~~ MAX 250 KT BELOW FL100**  
**UNLESS OTHERWISE AUTHORIZED**

**WARNING:** Do not climb above  
6000' until cleared by ATC.



TRENT  
D 115.7 TNT  
N53 03.2 W001 40.2



**AVERAGE TRACK MILEAGE**  
27 NM to TNT

This SID requires minimum climb gradients of  
529' per NM (8.7%) until IEME 1 DME, then  
371' per NM (6.1%) until passing 5000' due to  
ATC purposes.

| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 529' per NM  | 661 | 881 | 1322 | 1762 | 2203 | 2643 |
| 371' per NM  | 463 | 618 | 927  | 1235 | 1544 | 1853 |

**ROUTING/ALTITUDE**

Climb straight ahead to IEME 1 DME, turn RIGHT, 300° track, cross TNT 12 DME at or above 3000' (MAX 6000'), turn RIGHT, intercept TNT R-163 inbound, cross D7 TNT at or above 5000' (MAX 6000'), D4 TNT at 6000', then to TNT.

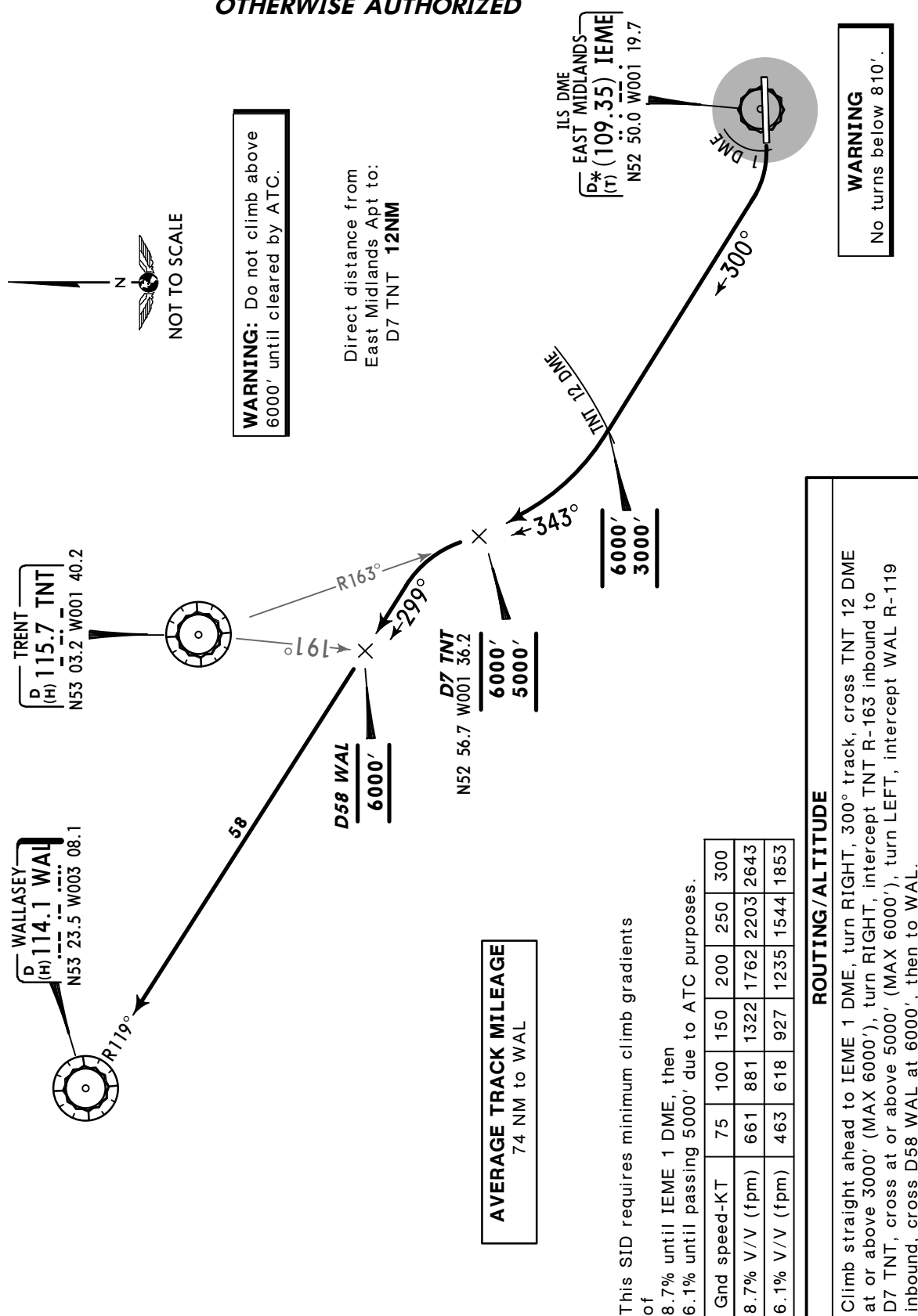
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SCOTTISH  
Control (R)  
134.42

Apt Elev  
306'

- Trans level: By ATC Trans alt: 6000'
1. When instructed contact SCOTTISH Control after take-off. Occasionally aircraft may be required to communicate with EAST MIDLANDS Radar as instructed by ATC.
  2. SIDs include noise preferential routings.
  3. Cruising levels will be allocated enroute by SCOTTISH Control.

**WALLASEY 2N (WAL 2N)**  
**RWY 27 DEPARTURE**  
**~~SPEED~~ MAX 250 KT**  
**BELOW FL100 UNLESS**  
**OTHERWISE AUTHORIZED**



SCOTTISH  
Control (R)  
134.42

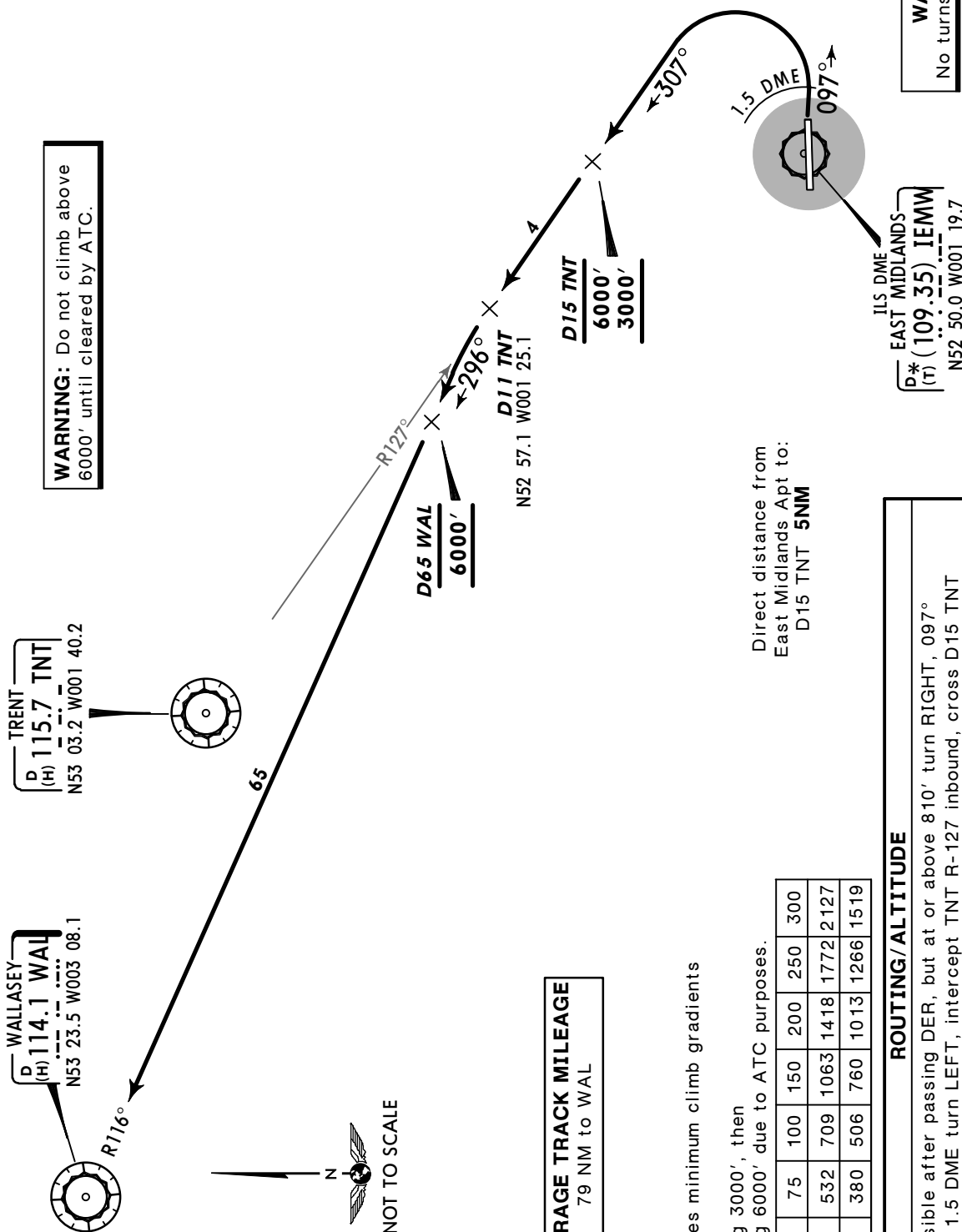
Apt Elev  
306'

- Trans level: By ATC Trans alt: 6000'
1. When instructed contact SCOTTISH Control after take-off. Occasionally aircraft may be required to communicate with EAST MIDLANDS Radar as instructed by ATC.
  2. SIDs include noise preferential routings.
  3. Cruising levels will be allocated enroute by SCOTTISH Control.

**WALLASEY 3P (WAL 3P)**  
**RWY 09 DEPARTURE**  
**~~SPEED~~ MAX 250 KT**  
**BELOW FL100 UNLESS**  
**OTHERWISE AUTHORIZED**

**WARNING:** Do not climb above  
6000' until cleared by ATC.

**WARNING**  
No turns below 810'.



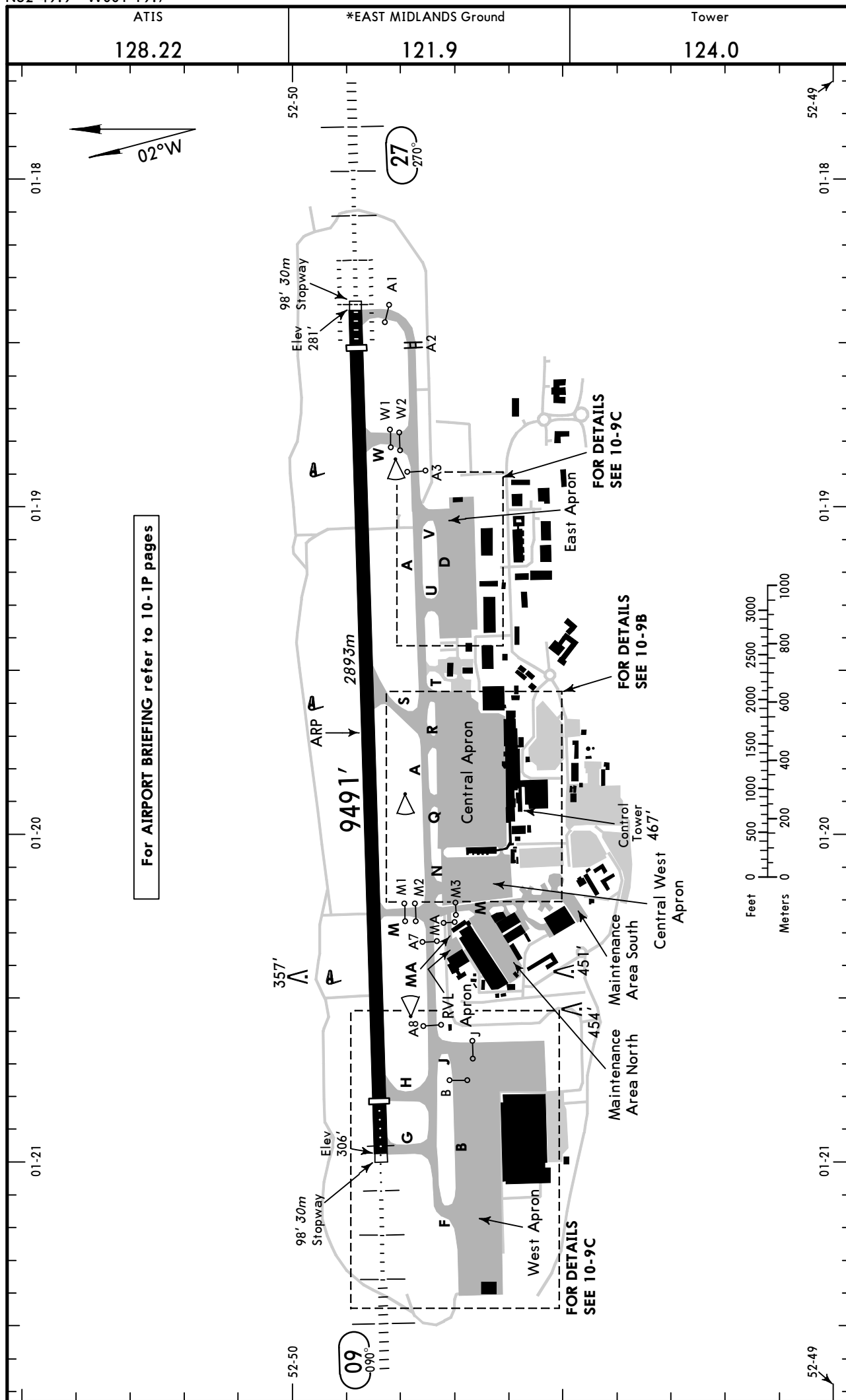
**AVERAGE TRACK MILEAGE**  
79 NM to WAL

This SID requires minimum climb gradients  
of  
5% until passing 3000', then  
7% until passing 6000' due to ATC purposes.

| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 7% V/V (fpm) | 532 | 709 | 1063 | 1418 | 1772 | 2127 |
| 5% V/V (fpm) | 380 | 506 | 760  | 1013 | 1266 | 1519 |

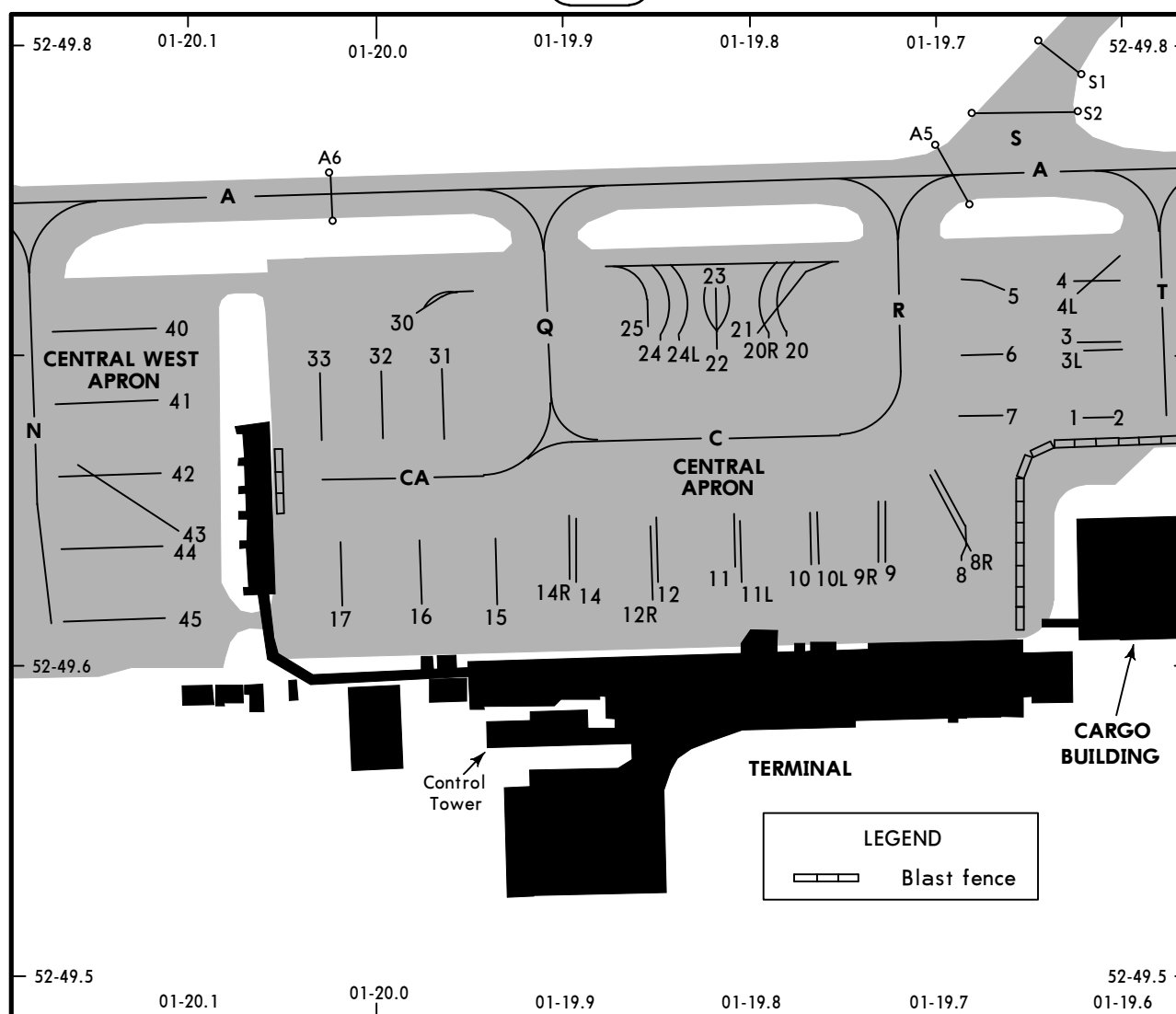
**ROUTING/ALTITUDE**

As soon as possible after passing DER, but at or above 810' turn RIGHT, 097° track, at IEMW 1.5 DME turn LEFT, intercept TNT R-127 inbound, cross D15 TNT at or above 3000' (MAX 6000'), then to D11 TNT, turn LEFT, intercept WAL R-116 inbound, cross D65 WAL at 6000', then to WAL.



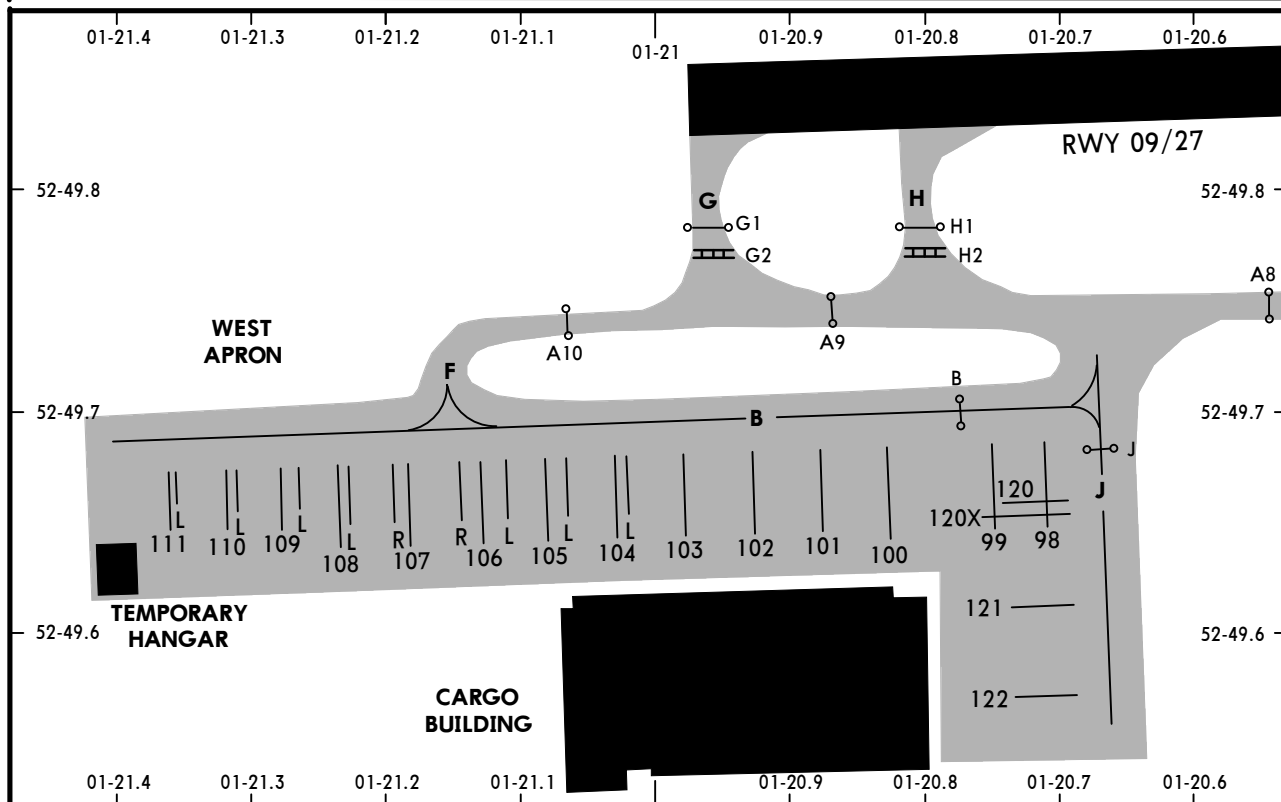
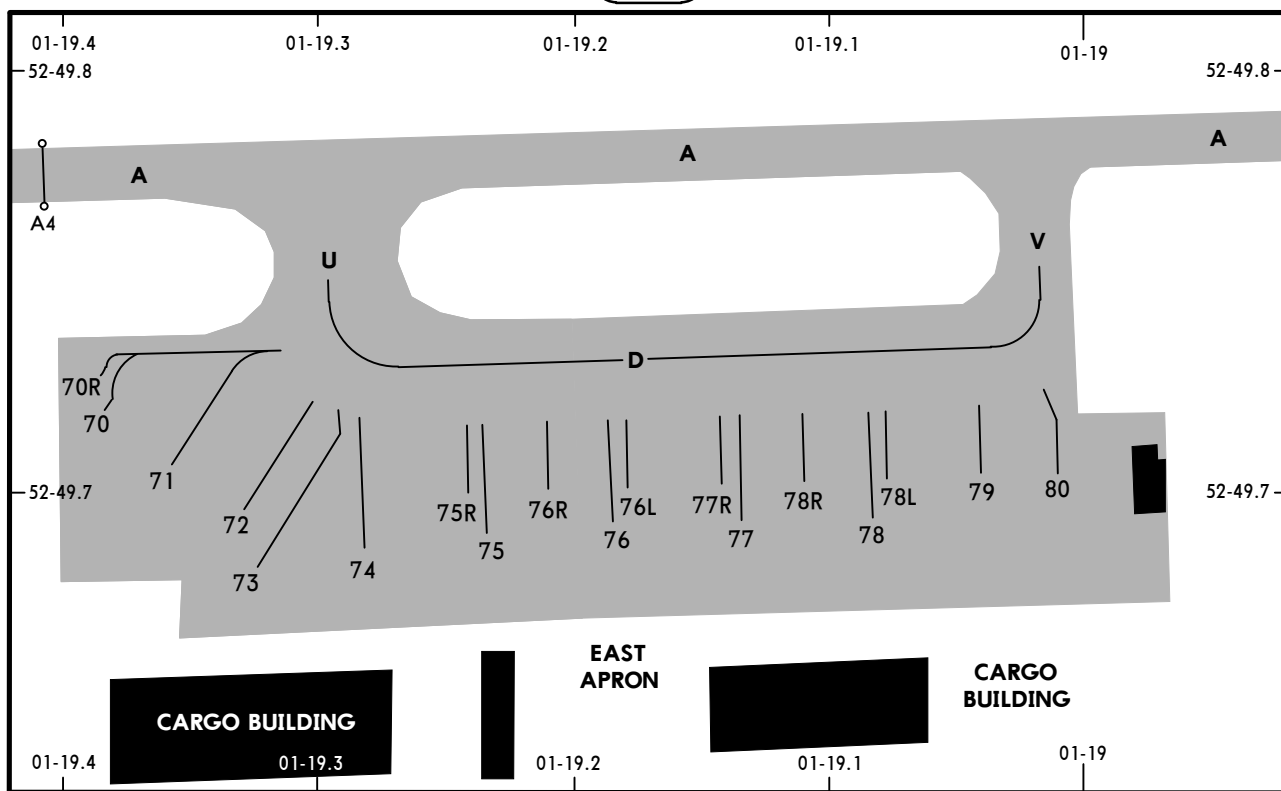






### INS COORDINATES

| STAND No.   | COORDINATES        | STAND No.  | COORDINATES        |
|-------------|--------------------|------------|--------------------|
| 1 thru 5    | N52 49.7 W001 19.6 | 40 thru 42 | N52 49.7 W001 20.1 |
| 6, 7        | N52 49.7 W001 19.7 | 43 thru 45 | N52 49.6 W001 20.1 |
| 8 thru 9R   | N52 49.6 W001 19.7 |            |                    |
| 10 thru 12R | N52 49.6 W001 19.8 |            |                    |
| 14 thru 15  | N52 49.6 W001 19.9 |            |                    |
| 16, 17      | N52 49.6 W001 20.0 |            |                    |
| 20 thru 25  | N52 49.7 W001 19.8 |            |                    |
| 30          | N52 49.7 W001 20.0 |            |                    |
| 31          | N52 49.7 W001 19.9 |            |                    |
| 32, 33      | N52 49.7 W001 20.0 |            |                    |



## INS COORDINATES

| STAND No.     | COORDINATES        | STAND No.     | COORDINATES        |
|---------------|--------------------|---------------|--------------------|
| 70 thru 71    | N52 49.7 W001 19.4 | 107 thru 108L | N52 49.6 W001 21.2 |
| 72 thru 74    | N52 49.7 W001 19.3 | 109 thru 111  | N52 49.6 W001 21.3 |
| 75 thru 76R   | N52 49.7 W001 19.2 | 111L          | N52 49.7 W001 21.3 |
| 77 thru 78R   | N52 49.7 W001 19.1 | 120, 120X     | N52 49.7 W001 20.8 |
| 79, 80        | N52 49.7 W001 19.0 | 121, 122      | N52 49.6 W001 20.8 |
| 98, 99        | N52 49.7 W001 20.7 |               |                    |
| 100           | N52 49.6 W001 20.8 |               |                    |
| 101, 102      | N52 49.6 W001 20.9 |               |                    |
| 103 thru 104L | N52 49.6 W001 21.0 |               |                    |
| 105 thru 106R | N52.49.6 W001 21.1 |               |                    |

## HELICOPTER PROCEDURES

### IFR

#### ARRIVAL:

After IFR approach ground or air taxi to parking area as instructed. Helicopters which can ground taxi follow taxiway system to the assigned parking area.

#### DEPARTURE:

Depart as for VFR departures or proceed via taxiway system as directed. Special VFR arrivals & departures will be as for VFR arrivals & departures the 810' (500') minimum will only apply if the cloud ceiling permits operation at that height.

### VFR

#### ARRIVAL:

Approach from the North or South, remain well clear of approach and take-off area not below 810' (500'), or as directed. Report approaching aerodrome boundary and obtain further clearance to proceed to the aerodrome. When approaching from North obtain clearance to cross rwy prior to crossing the aerodrome boundary and, on crossing the aerodrome boundary descend towards the allocated stand on the apron, avoiding overflight of equipment and occupied stands. Arrivals from the South are to join on a close-in right base leg for Rwy 09 or a close-in left base leg for Rwy 27 or as directed. Descend along the rwy or other safe path parallel to and South of the rwy then ground or air taxi to parking areas as instructed.

#### DEPARTURE:

Depart as cleared by ATC. Cross rwy at right angles to rwy. Departures to the South are to ground or air taxi to the rwy and when cleared climb along the rwy initially to 810' (500'), turning South only when clear of all airport buildings.

| STRAIGHT-IN RWY |                     | DA(H) / MDA(H) | RVR (ALS/ALS out) |
|-----------------|---------------------|----------------|-------------------|
| 09              | NDB ILS DME         | 506' (200')    | 500m / 1000m      |
|                 | LOC                 | 640' (334')    | 800m / 1000m      |
|                 | NDB DME             | 720' (414')    | 800m / 1000m      |
|                 | SRA                 | 750' (444')    | 800m / 1000m      |
| 27              | CAT 2 NDB ILS DME   | 382' (100')    | RA 101' - 300m    |
|                 | NDB ILS DME         | 482' (200')    | 500m / 1000m      |
|                 | LOC (with DME)      | 610' (328')    | 800m / 1000m      |
|                 | ❶ LOC (w/o DME)     | 690' (408')    | 800m / 1000m      |
|                 | NDB DME (with DME)  | 620' (338')    | 800m / 1000m      |
|                 | ❶ NDB DME (w/o DME) | 720' (438')    | 800m / 1000m      |
|                 | SRA                 | 660' (378')    | 800m / 1000m      |

❶ w/o DME: inform ATC.

| CIRCLE-TO-LAND | MDA(H)      | VIS   |
|----------------|-------------|-------|
|                | 800' (494') | 1000m |

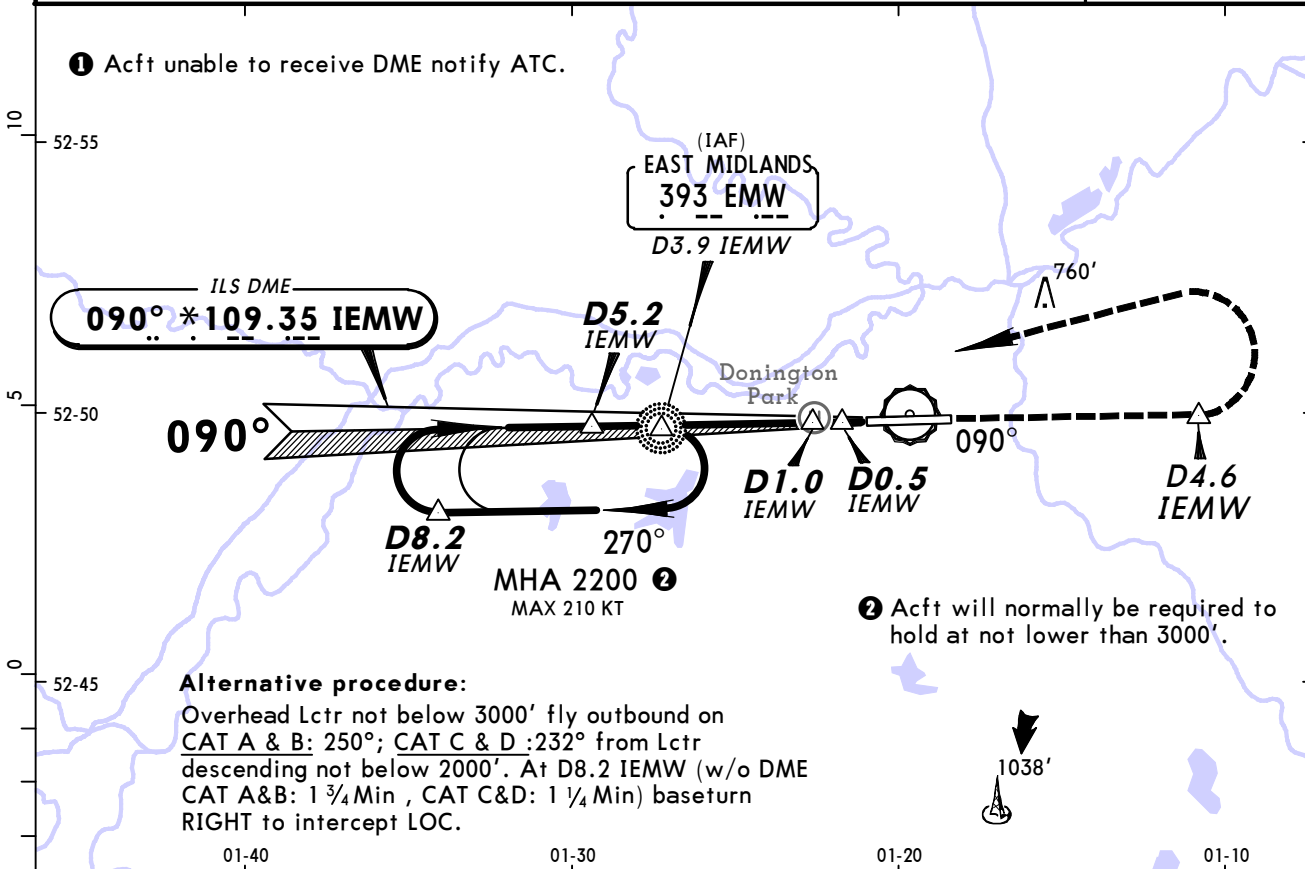
**TAKE-OFF RWY 09, 27**

| LVP must be in Force ❷            |                        |                                       |                       |                         |
|-----------------------------------|------------------------|---------------------------------------|-----------------------|-------------------------|
| RL, FATO<br>LTS, CL &<br>RVR info | RL, FATO<br>LTS & RCLM | Unlit/unmarked<br>defined<br>RWY/FATO | Nil Facilities<br>DAY | Nil Facilities<br>NIGHT |
| 150m                              | 200m                   | 200m                                  | 250m ❸                | 800m                    |

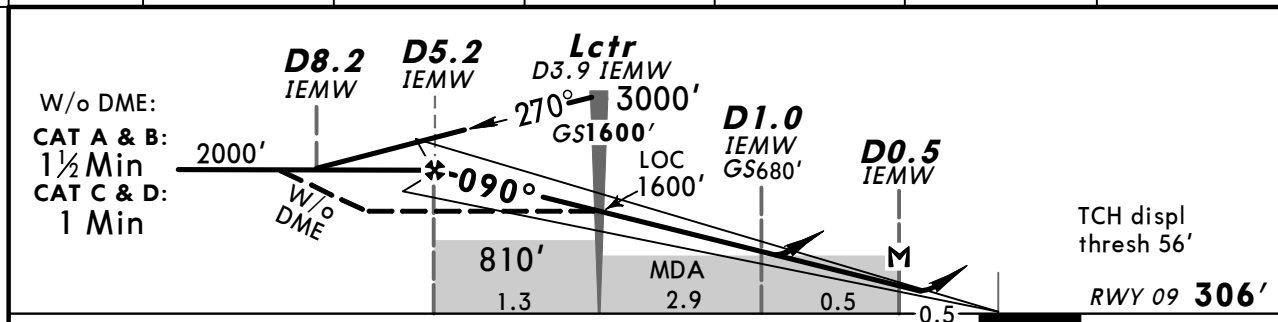
❷ Without LVP 400m are stipulated.

❸ Or rejected take-off distance whichever is the greater.

|                                                                                                                                                                                                                             |                           |                                      |                             |                              |  |                  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|--------------------------------------|-----------------------------|------------------------------|--|------------------|
| ATIS<br>128.22                                                                                                                                                                                                              |                           | EAST MIDLANDS Approach (R)<br>134.17 |                             | EAST MIDLANDS Tower<br>124.0 |  | *Ground<br>121.9 |
| LOC<br>IEMW<br>*109.35                                                                                                                                                                                                      | Final<br>Apch Crs<br>090° | GS<br>Lctr<br>1600' (1294')          | ILS<br>DA(H)<br>506' (200') | Apt Elev 306'<br>RWY 306'    |  |                  |
| <b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 3000' or D4.6 IEMW whichever is earlier, then turn LEFT to Lctr at 3000', or as directed.                                                                                       |                           |                                      |                             |                              |  |                  |
| Alt Set: hPa      Rwy Elev: 11 hPa      Trans level: By ATC      Trans alt: 6000'<br>1. ILS DME reads zero at rwy 09 displ threshold. 2. Procedure MAX 210 KT.<br>3. Lowest altitude to start procedure from holding 3000'. |                           |                                      |                             |                              |  | MSA EMW Lctr     |

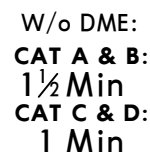
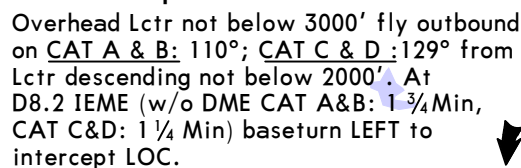


| LOC (GS out) | IEMW DME | 5.0   | 4.0   | 3.0   | 2.0   | 1.0  |
|--------------|----------|-------|-------|-------|-------|------|
|              | ALTITUDE | 1960' | 1640' | 1320' | 1000' | 680' |



| Gnd speed-Kts                  | 70  | 90   | 100  | 120  | 140  | 160  |                          |
|--------------------------------|-----|------|------|------|------|------|--------------------------|
| ILS GS or LOC Desc Angle 3.00° | 377 | 485  | 539  | 647  | 755  | 862  |                          |
| Lctr to MAP                    | 3.4 | 2:55 | 2:16 | 2:02 | 1:42 | 1:27 | 1:17 or MAP at D0.5 IEMW |

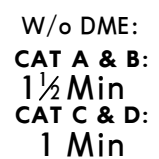
| STRAIGHT-IN LANDING RWY 09 |          |          |                       |           | CIRCLE-TO-LAND |                    |
|----------------------------|----------|----------|-----------------------|-----------|----------------|--------------------|
| ILS                        |          |          | LOC (GS out) CDFA     |           |                |                    |
| DA(H) 506' (200')          |          |          | DA/MDA(H) 640' (334') |           |                |                    |
| FULL                       | Limited  | ALS out  | ALS out               |           | Max Kts        | MDA(H) VIS         |
| A                          |          |          |                       |           | 100            | 800' (494') 1500m  |
| B                          |          |          |                       |           | 135            | 810' (504') 1600m  |
| C                          | RVR 550m | RVR 750m | RVR 1200m             | RVR 800m  | 180            | 1200' (894') 2400m |
| D                          |          |          |                       | RVR 1500m | 205            | 1200' (894') 3600m |



HIALS-II  
PAPI

## PANS OPS

A circular structure is shown with a diameter of 2500'. Two perpendicular lines intersect at the center, forming a 90° angle. The radius is labeled as 1250'. The distance from the center to the top edge is labeled as 2700'. The distance from the center to the right edge is labeled as 180°.



HIALS-II  
PAPI

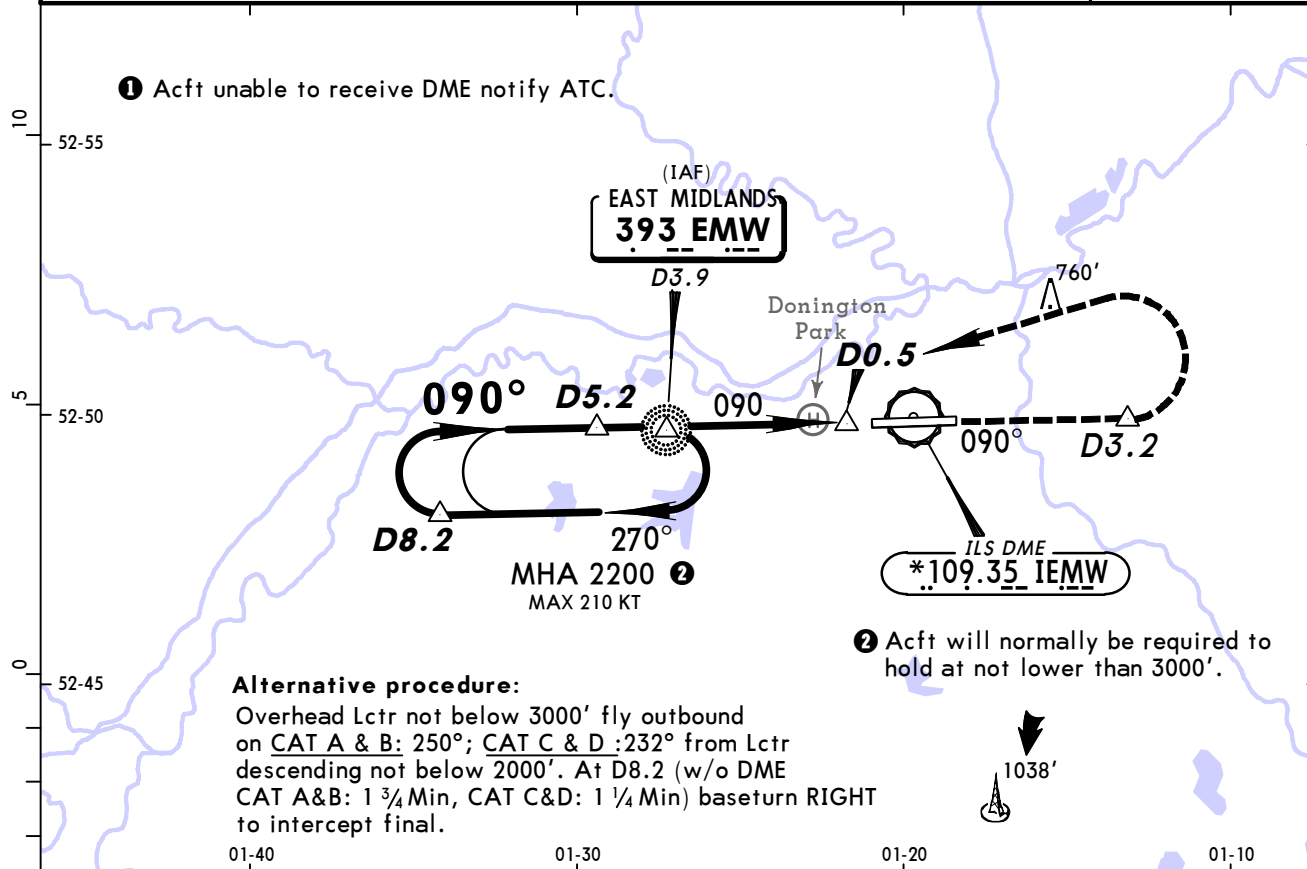
## PANS OPS

**I** Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

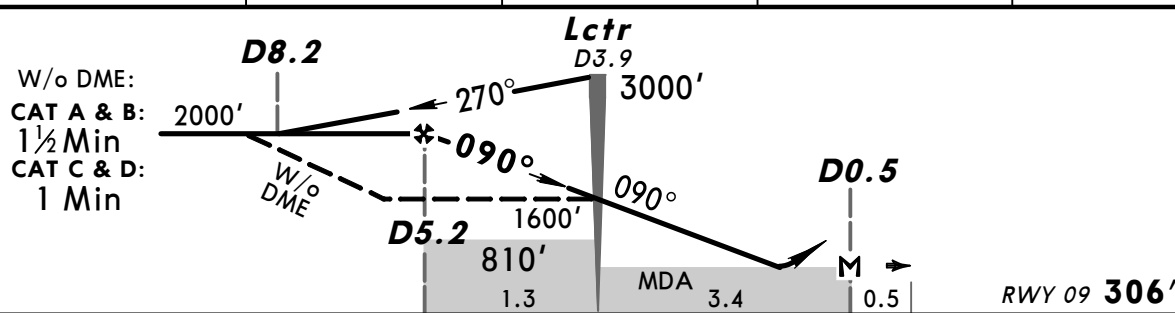
BRIEFING STRIP

TM

|                                                                                                                                                                                                                         |                           |                                        |                          |                           |                                                                                                              |         |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|----------------------------------------|--------------------------|---------------------------|--------------------------------------------------------------------------------------------------------------|---------|
| ATIS                                                                                                                                                                                                                    |                           | EAST MIDLANDS Approach (R)             |                          | EAST MIDLANDS Tower       |                                                                                                              | *Ground |
| 128.22                                                                                                                                                                                                                  |                           | 134.17                                 |                          | 124.0                     |                                                                                                              | 121.9   |
| Lctr<br>EMW<br>393                                                                                                                                                                                                      | Final<br>Apch Crs<br>090° | Procedure Alt<br>D5.2<br>2000' (1694') | DA/MDA(H)<br>720' (414') | Apt Elev 306'<br>RWY 306' | <div><div><div>180°</div><div>2700'</div><div>090°</div><div>2500'</div></div></div> <div>MSA EMW Lctr</div> |         |
| MISSED APCH: Climb STRAIGHT AHEAD to 3000' or D3.2 whichever is earlier, then turn LEFT to Lctr at 3000', or as directed.                                                                                               |                           |                                        |                          |                           |                                                                                                              |         |
| Alt Set: hPa      Rwy Elev: 11 hPa      Trans level: By ATC      Trans alt: 6000'<br>1. DME reads zero at rwy 09 displ threshold. 2. Procedure MAX 210 KT.<br>3. Lowest altitude to start procedure from holding 3000'. |                           |                                        |                          |                           |                                                                                                              |         |



|          |       |       |       |      |
|----------|-------|-------|-------|------|
| IEMW DME | 5.0   | 4.0   | 3.0   | 2.0  |
| ALTITUDE | 1960' | 1640' | 1320' | 990' |

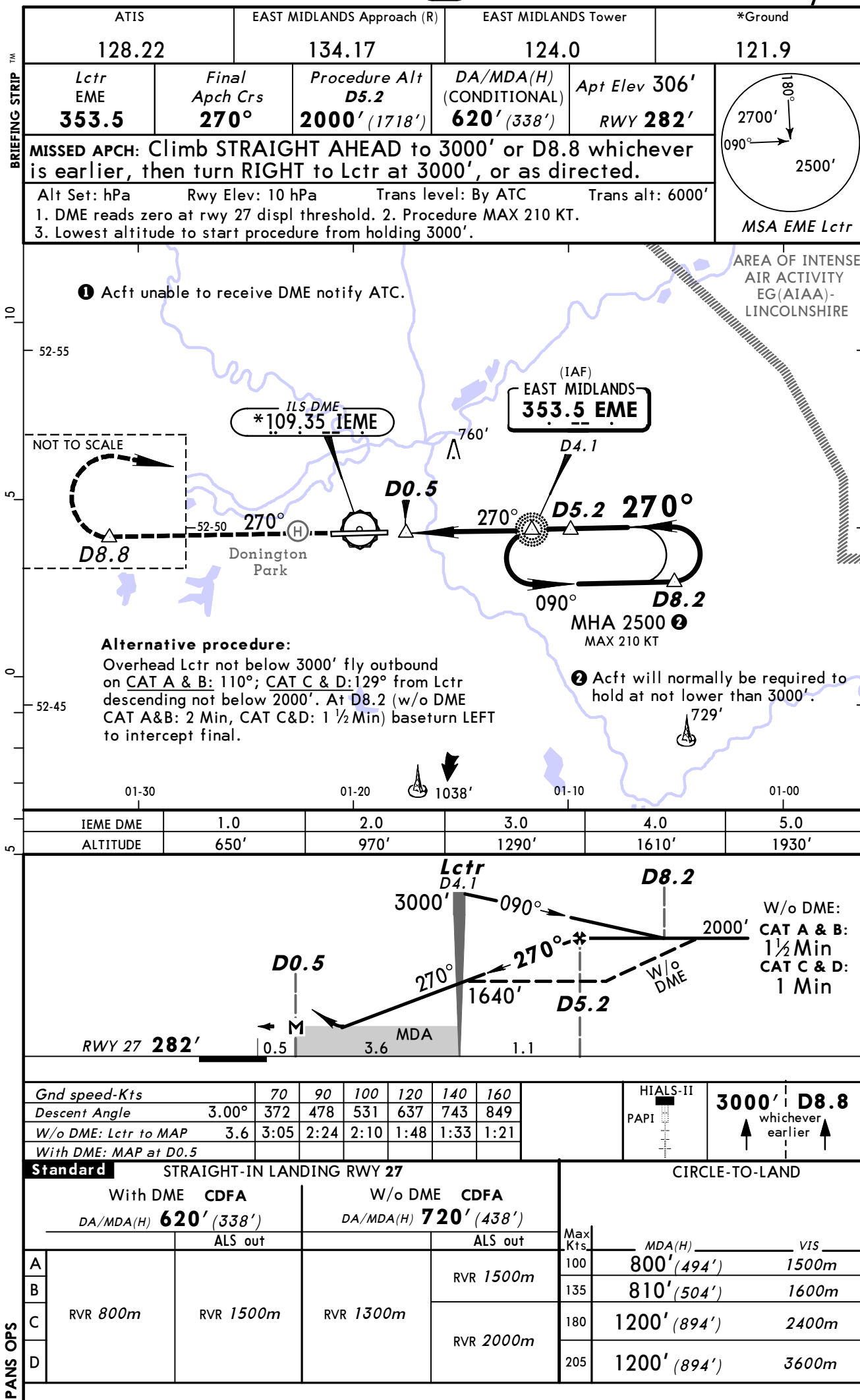


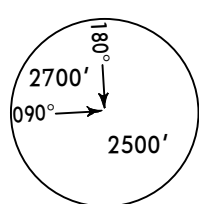
|                       |       |      |      |      |      |      |
|-----------------------|-------|------|------|------|------|------|
| Gnd speed-Kts         | 70    | 90   | 100  | 120  | 140  | 160  |
| Descent Angle         | 2.98° | 369  | 474  | 527  | 633  | 738  |
| W/o DME: Lctr to MAP  | 3.4   | 2:55 | 2:16 | 2:02 | 1:42 | 1:27 |
| With DME: MAP at D0.5 |       |      |      |      |      |      |

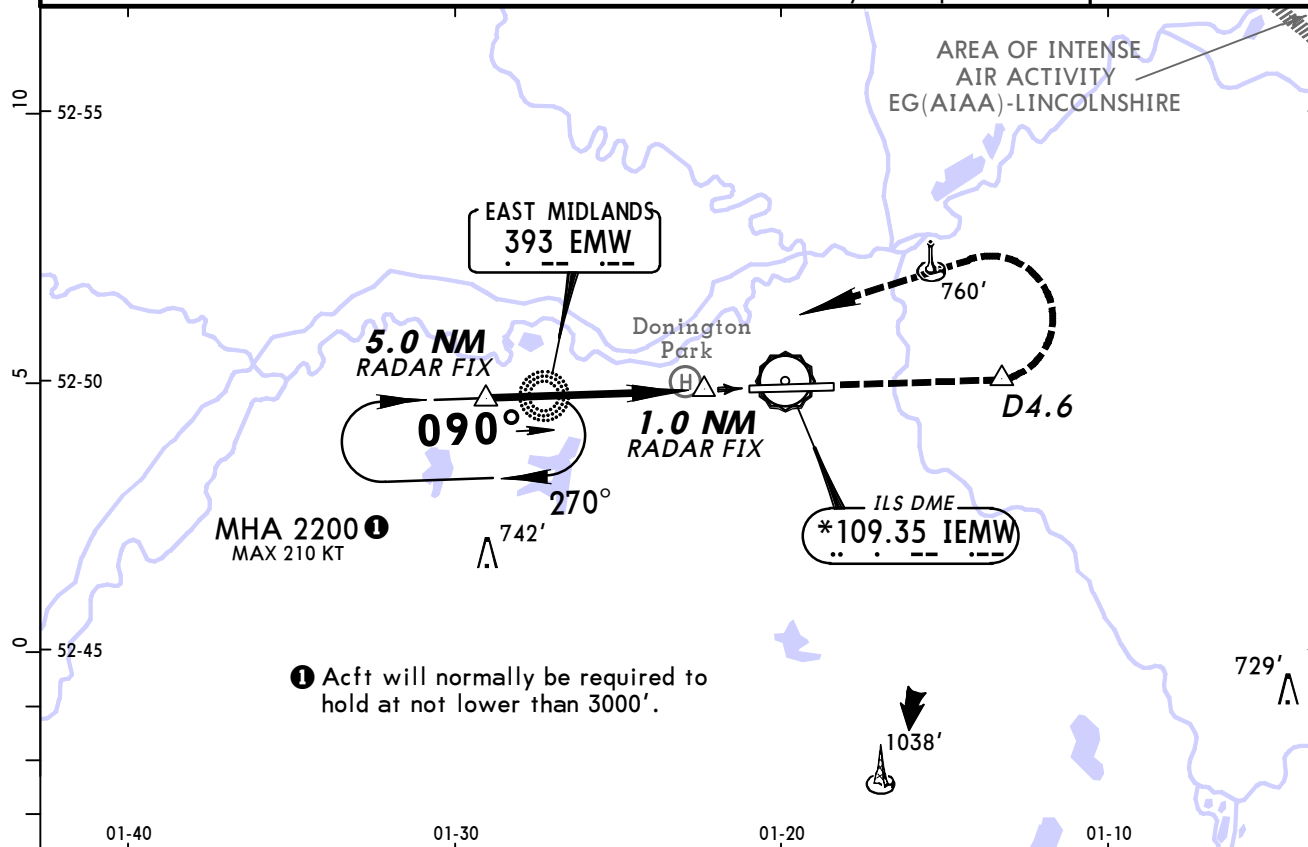
|       |       |      |
|-------|-------|------|
| HIALS | 3000' | D3.2 |
| PAPI  | ↑     | ↑    |
|       | ↑     | ↑    |
|       | ↑     | ↑    |

| Standard STRAIGHT-IN LANDING RWY 09 |           |  |  | CIRCLE-TO-LAND |                    |
|-------------------------------------|-----------|--|--|----------------|--------------------|
| CDFA                                |           |  |  |                |                    |
| DA/MDA(H) <b>720'</b> (414')        |           |  |  |                |                    |
| ALS out                             |           |  |  | Max Kts        | MDA(H) VIS         |
| A                                   | RVR 1500m |  |  | 100            | 800' (494') 1500m  |
| B                                   |           |  |  | 135            | 810' (504') 1600m  |
| C                                   | RVR 1200m |  |  | 180            | 1200' (894') 2400m |
| D                                   |           |  |  | 205            | 1200' (894') 3600m |

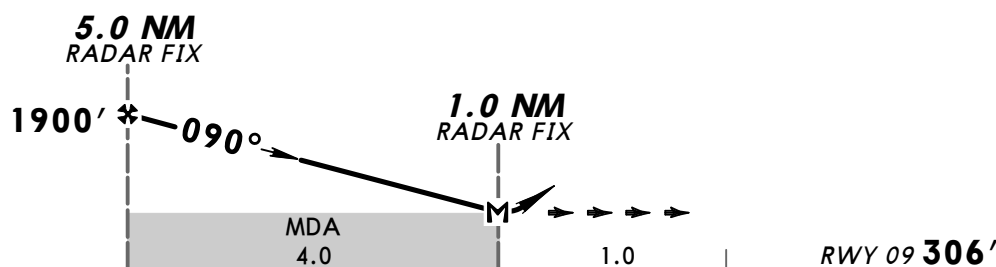




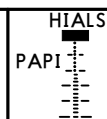
|                                                                                                                                                                                                                                                                                                                 |                                         |                                                              |                                 |                                                                                     |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|--------------------------------------------------------------|---------------------------------|-------------------------------------------------------------------------------------|
| ATIS<br>128.22                                                                                                                                                                                                                                                                                                  | EAST MIDLANDS<br>Approach (R)<br>134.17 | *EAST MIDLANDS<br>Radar<br>134.17 120.12                     | EAST MIDLANDS<br>Tower<br>124.0 | *Ground<br>121.9                                                                    |
| RADAR                                                                                                                                                                                                                                                                                                           | Final<br>Apch Crs<br><b>090°</b>        | Minimum Alt<br><b>5.0 NM<br/>RADAR FIX<br/>1900'</b> (1594') | DA/MDA(H)<br><b>750'</b> (444') | Apt Elev <b>306'</b><br>RWY <b>306'</b>                                             |
| <b>MISSED APPROACH:</b> Climb STRAIGHT AHEAD to 3000', then turn LEFT to Lctr at 3000', or as directed.<br><b>MISSED APPROACH WITH COMM FAILURE:</b> Climb STRAIGHT AHEAD to 3000' or D4.6 whichever is earlier, then turn LEFT onto to Lctr at 3000'.<br>If unable to receive DME commence LEFT turn at 1500'. |                                         |                                                              |                                 |  |
| Alt Set: hPa Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 6000'<br>1. Procedure restricted to MAX 210 KT. 2. ILS DME reads zero at rwy 09 displ thresh.                                                                                                                                                      |                                         |                                                              |                                 | MSA<br>EMW Lctr                                                                     |



|           |       |       |       |
|-----------|-------|-------|-------|
| 01-40     | 01-30 | 01-20 | 01-10 |
| RADAR FIX | 4.0   | 3.0   | 2.0   |
| ALTITUDE  | 1580' | 1260' | 940'  |



| Gnd speed-Kts                              | 70   | 90   | 100  | 120  | 140  | 160  |
|--------------------------------------------|------|------|------|------|------|------|
| Descent Angle 3.00°                        | 372  | 478  | 531  | 637  | 743  | 849  |
| MAP 1NM from touchdown or TMN 2 to MAP 1.0 | 0:51 | 0:40 | 0:36 | 0:30 | 0:26 | 0:23 |



Refer to  
Missed Apch  
above

**Standard** STRAIGHT-IN LANDING RWY 09

CIRCLE-TO-LAND

| CDFA                         |           | ALS out   |  | Max Kts | MDA(H)       | VIS   |
|------------------------------|-----------|-----------|--|---------|--------------|-------|
| DA/MDA(H) <b>750'</b> (444') |           |           |  |         |              |       |
| A                            | RVR 1400m | RVR 1500m |  | 100     | 800' (494')  | 1500m |
| B                            |           |           |  | 135     | 810' (504')  | 1600m |
| C                            |           | CMV 2100m |  | 180     | 1200' (894') | 2400m |
| D                            |           |           |  | 205     | 1200' (894') | 3600m |

### EAST MIDLANDS, (EAST MIDLANDS - EGNX)

## **TERMINAL CHART CHANGE NOTICES**

**No Chart Change Notices for Airport EGNX**