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Airport Information For EGNX

Terminal Charts For EGNX

Revision Letter For Cycle 15-2013

Change Notices

Notebook

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: 1.8°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: 0406 Z
Sunset: 2017 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

1. GENERAL

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.

2. ARRIVAL

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 Speed at $V_2 + 10$ KT (or as limited by body angle) Flaps - set as appropriate.
1500' - 3000'	Reduce thrust to climb thrust Speed at $V_2 + 10$ KT (or as limited by body angle) 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

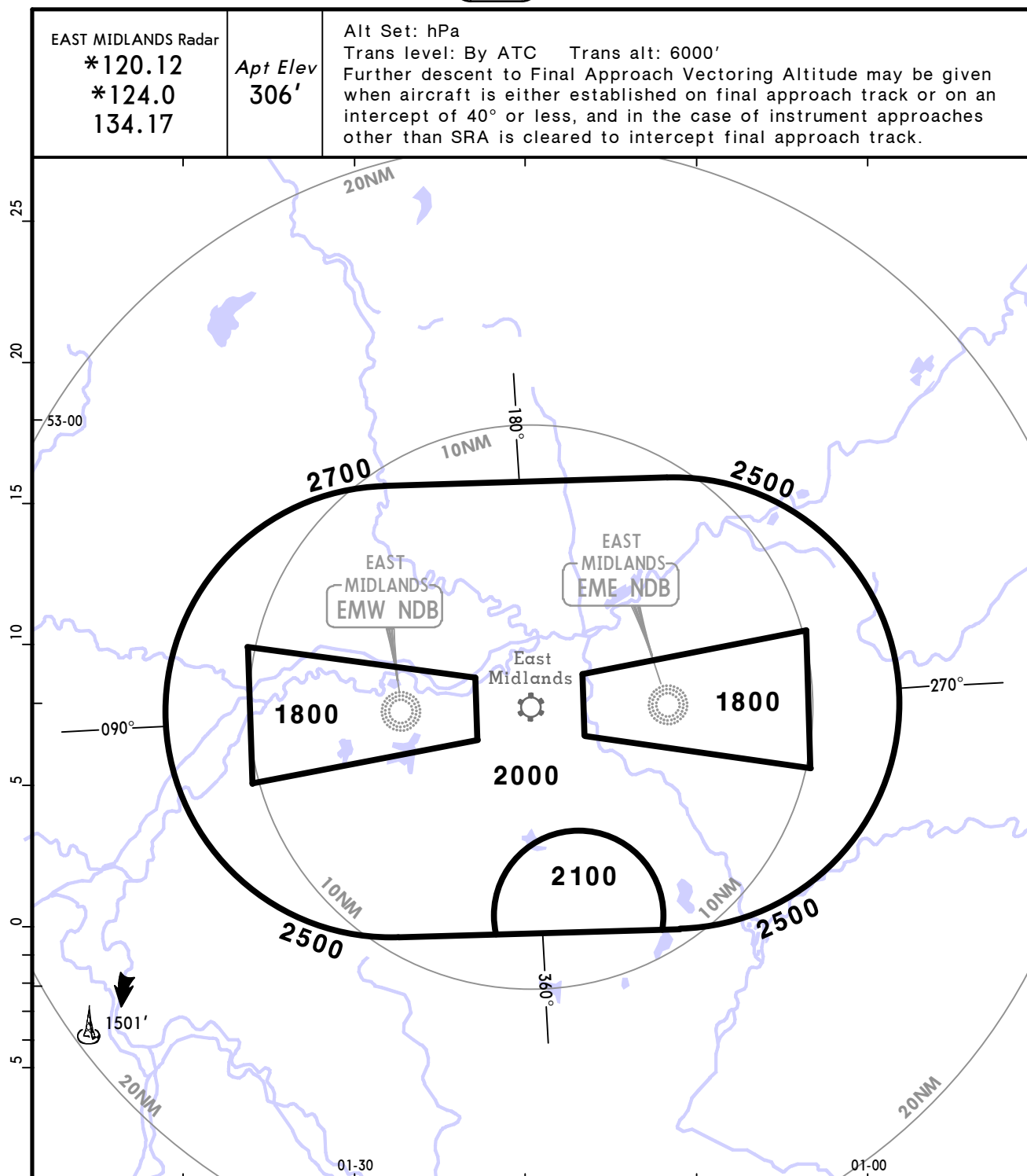
Turbo-jet, turbo-fan ACFT and ACFT in excess of a gross weight of 17000 KG shall depart:

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 ① of the aircraft or
- within the sector 15 NM ② ahead of and within 20° either side of the aircraft's track.

3 NM ① or 10 NM ② 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'

ROKUP 1A [ROKU1A]

ROKUP 1C [ROKU1C]

ROKUP 2D [ROKU2D]

ARRIVALS

FOR STARS

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

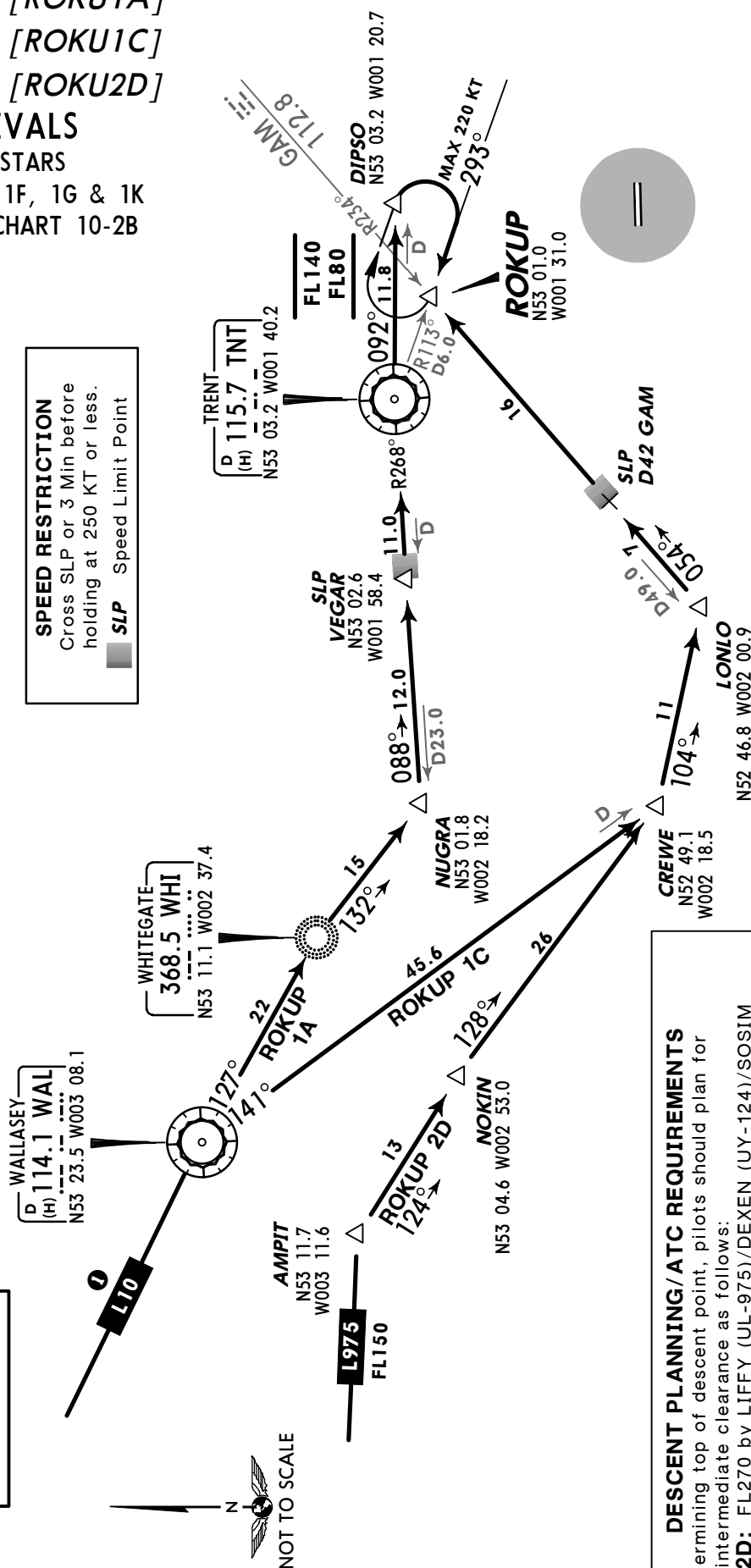
WARNING

Do not proceed beyond
ROKUP
without ATC clearance.

SPEED RESTRICTION

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

SLP Speed Limit Point

① Via ROKUP 1A:
MAA FL80Direct distance from ROKUP to:
East Midlands Apt 13 NM

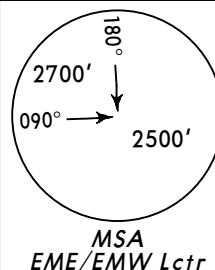
DESCENT PLANNING/ATC REQUIREMENTS

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.

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

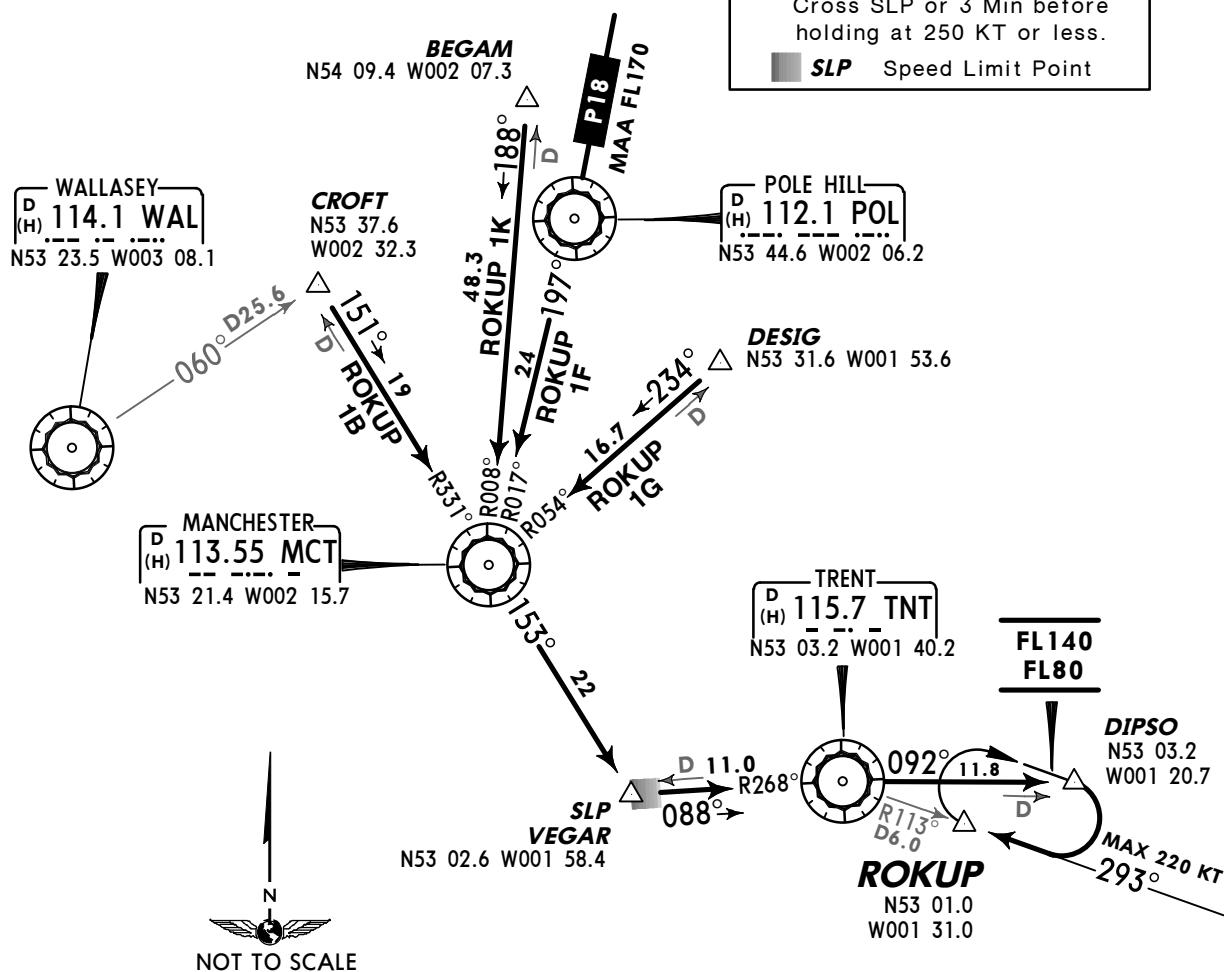
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

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

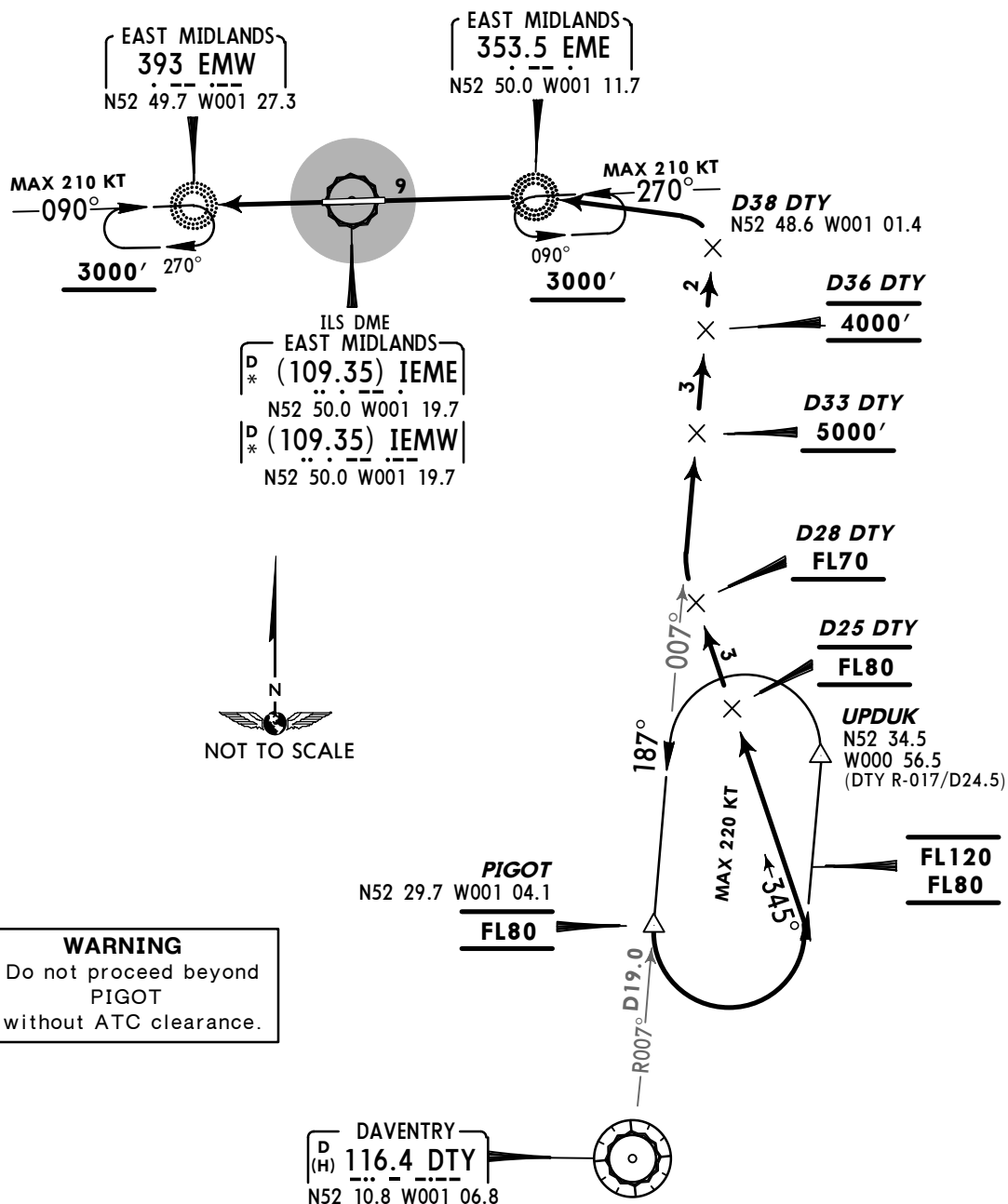
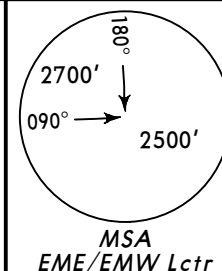
FL200 by MCT

FL190 or below 10 NM south of MCT

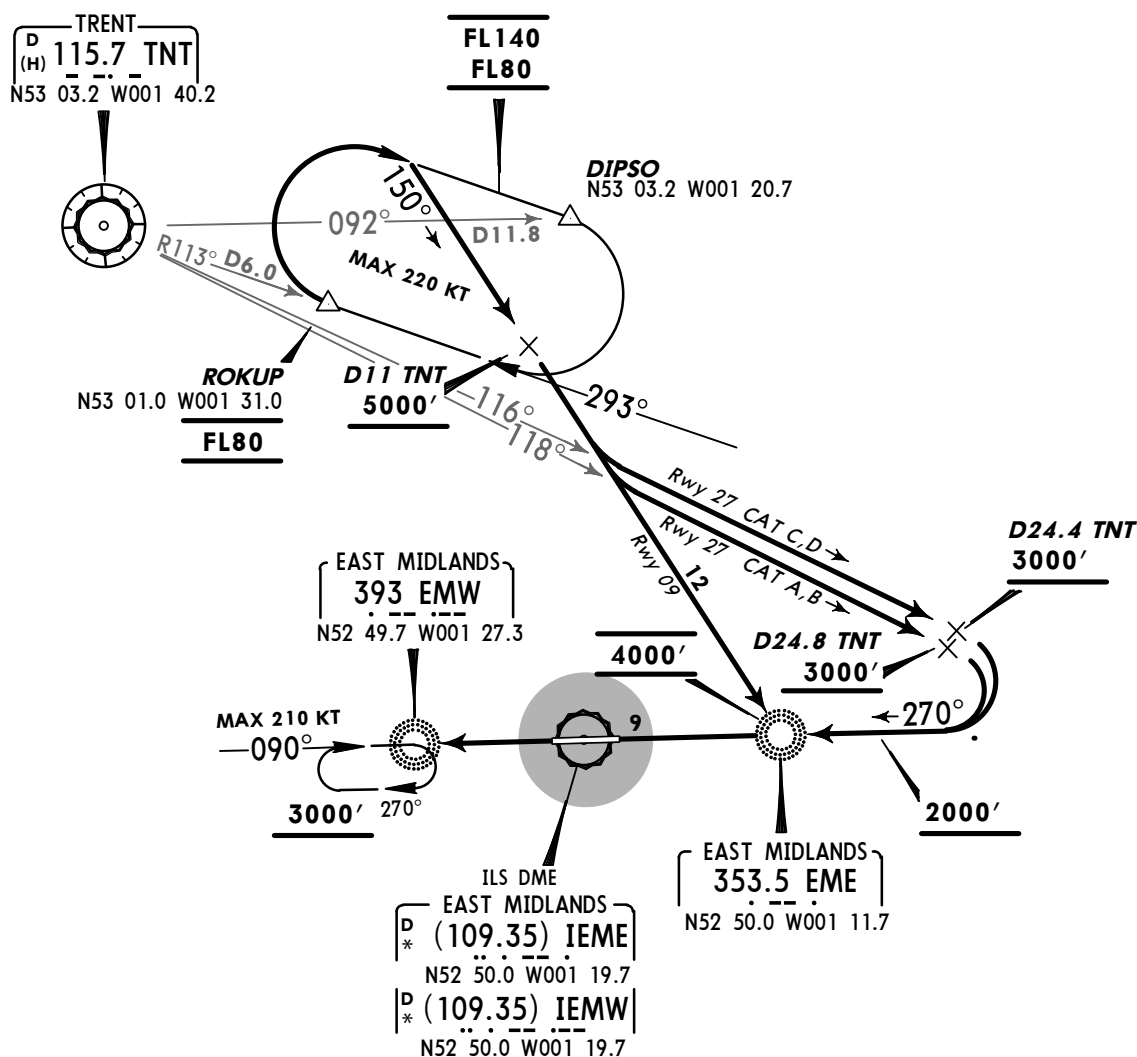
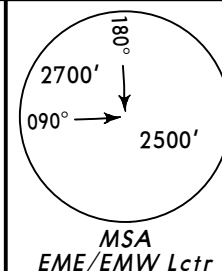
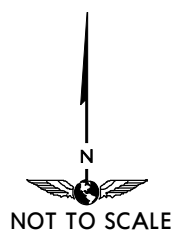
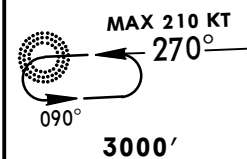
and for possible clearance to FL80 by ROKUP.

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

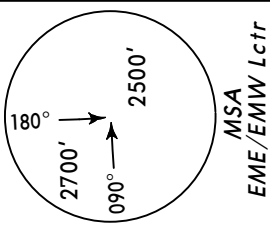
RWY	ROUTING/ALTITUDE
09	Cross PIGOT at FL80, turn LEFT, 345° track, cross D25 DTY at FL80, D28 DTY at or above FL70, intercept DTY R-007, cross D33 DTY at or above 5000', D36 DTY at 4000', at D38 DTY turn LEFT to EME, then to EMW. Continue as for alternative procedure descending to 3000'.
27	Cross PIGOT 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**

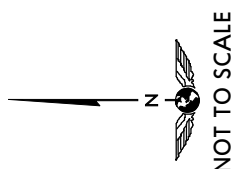
RWY	ROUTING/ALTITUDE
09	Cross ROKUP at FL80, turn RIGHT, intercept 150° bearing, cross D11 TNT at or above 5000', then to EME, cross at 4000', carry out standard join to return to EME, then to EMW. Continue as for alternative procedure descending to 3000'.
27	Cross ROKUP at FL80, turn RIGHT, intercept 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'

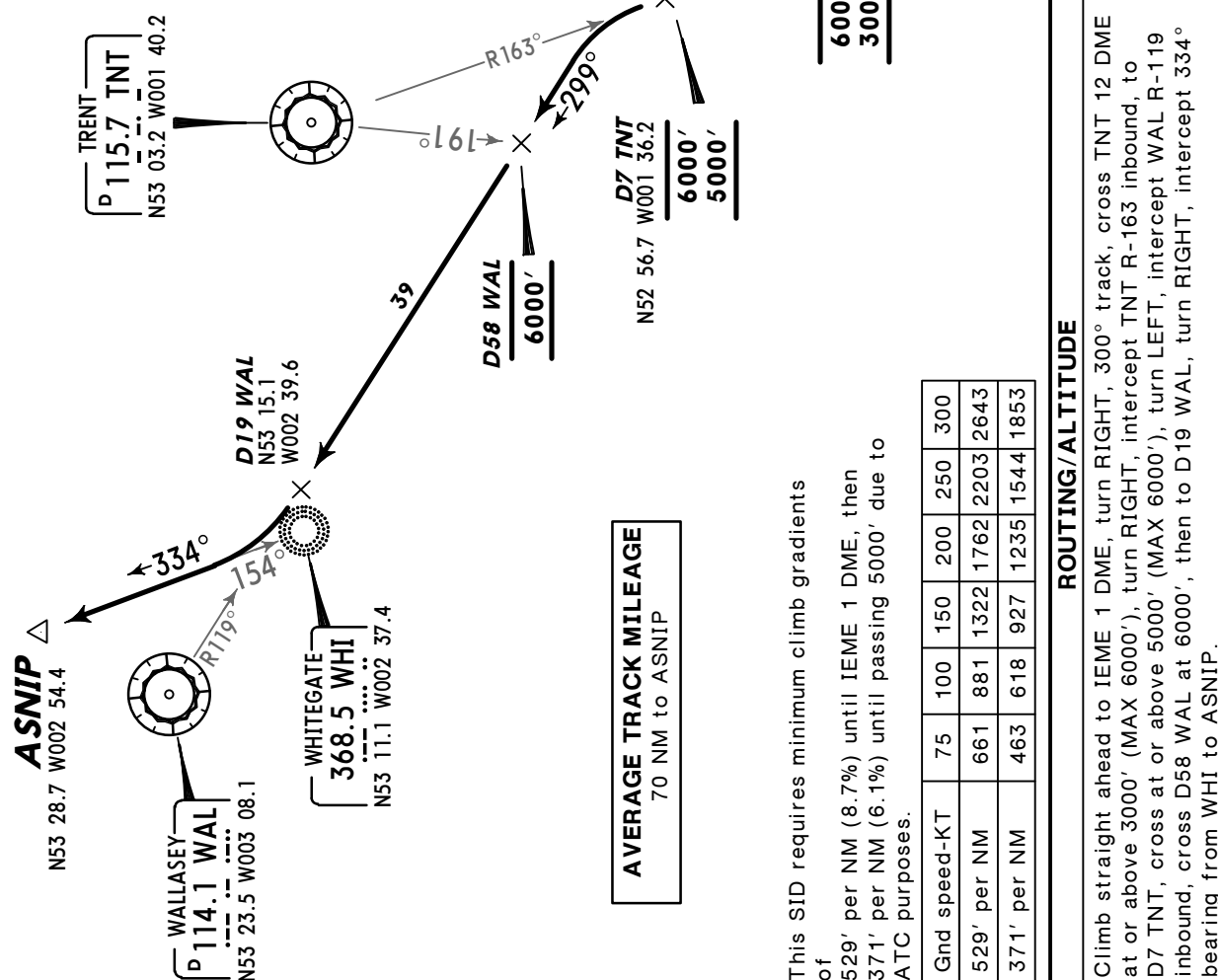
- Trans level: By ATC Trans alt: 6000'
1. When instructed contact SCOTTISH Control after take-off. Occasionally aircraft may be required to communicate with EAST MIDLANDS Radar as instructed by ATC.
 2. SIDs include noise preferential routings.
 3. Initial climb straight ahead to 810'.
 4. Cruising levels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

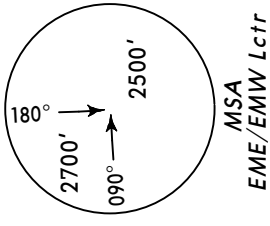
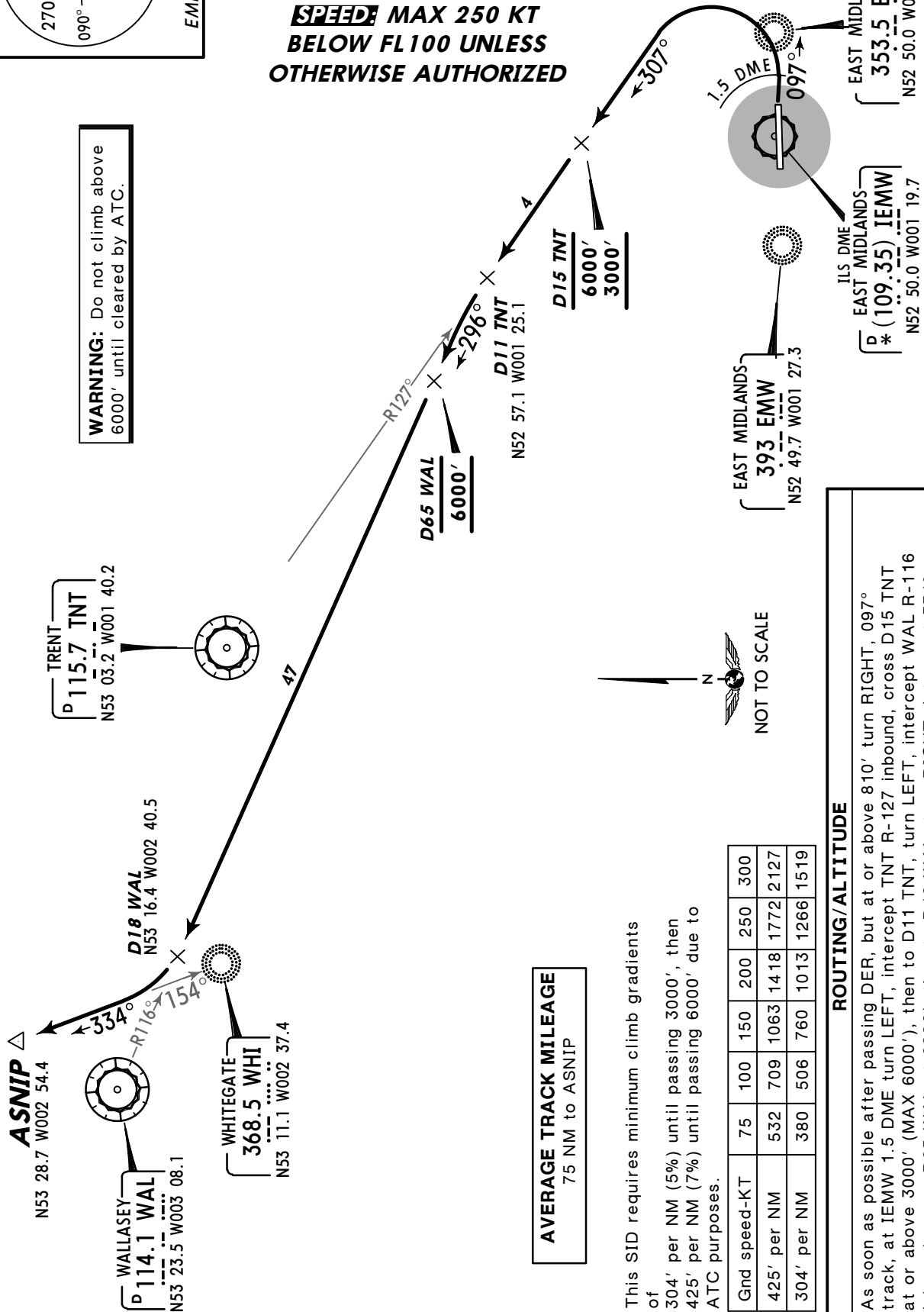
Climb straight ahead to IEME 1 DME, turn RIGHT, 300° track, cross TNT 12 DME at or above 3000' (MAX 6000'), turn RIGHT, intercept TNT R-163 inbound, to D7 TNT, cross at or above 5000' (MAX 6000'), turn LEFT, intercept WAL R-119 inbound, cross D58 WAL at 6000', then to D19 WAL, turn RIGHT, intercept 334°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

**ASNIP 3P [ASNI3P]
RWY 09 DEPARTURE
SPEED MAX 250 KT
BELOW FL100 UNLESS
OTHERWISE AUTHORIZED****WARNING:** Do not climb above
6000' until cleared by ATC.**AVERAGE TRACK MILEAGE**
75 NM to ASNIP

This SID requires minimum climb gradients of 304' per NM (5%) until passing 3000', then 425' per NM (7%) until passing 6000' due to ATC purposes.

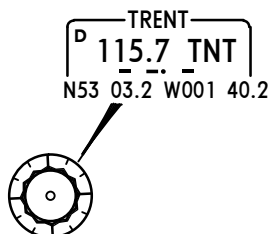
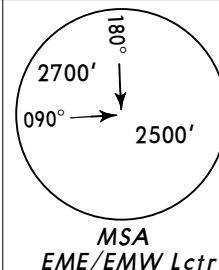
Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127
304' per NM	380	506	760	1013	1266	1519

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 D18 WAL, turn RIGHT, intercept 334° bearing from WHI to ASNIP.

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.



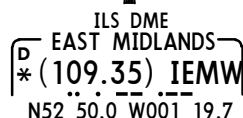
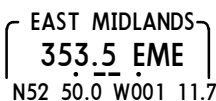
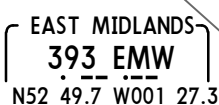
BROOKMANS PARK 2P (BPK 2P)

RWY 09 DEPARTURE

NIGHT ONLY (0001-0600LT)

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

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



D7 IEMW
FL90
3000'

D29 TNT
FL90
5000'

NUTBA
N52 38.8
W000 55.0
FL90



AVERAGE TRACK MILEAGE
80 NM to BPK

This SID requires minimum climb gradients
of
383' per NM (6.3%) until passing 3000', then
510' per NM (8.4%) until passing 5000', then
504' per NM (8.3%) until passing FL90
due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
510' per NM	638	851	1276	1701	2127	2552
504' per NM	630	841	1261	1681	2101	2522
383' per NM	479	638	957	1276	1595	1914

BROOKMANS PARK
117.5 BPK
N51 45.0 W000 06.4

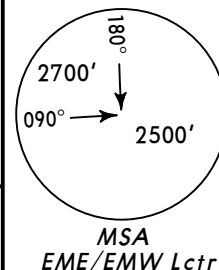
ROUTING/ALTITUDE

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, inter-
cept BPK R-333 inbound to BPK.

Apt Elev
306'

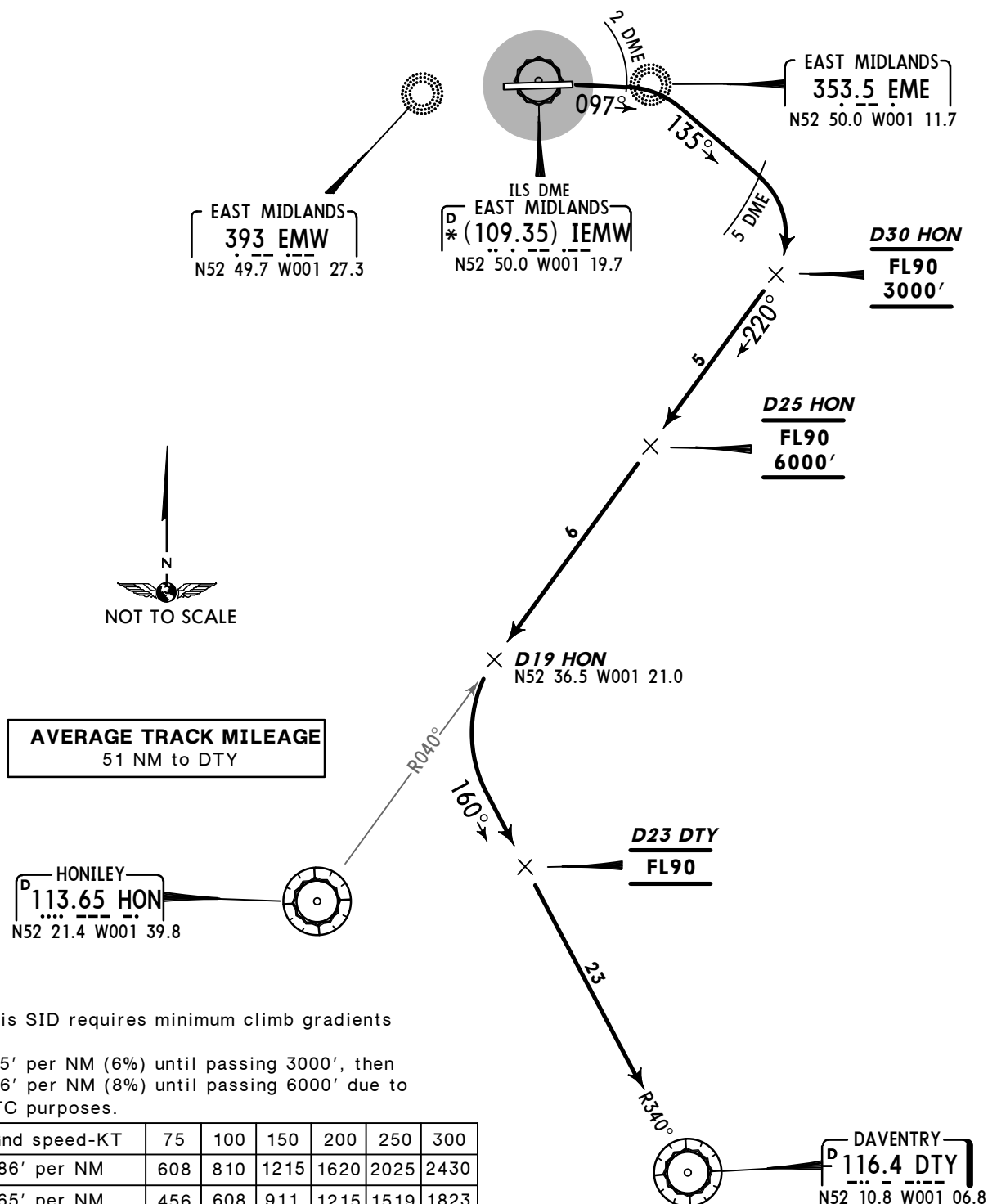
Trans level: By ATC Trans alt: 6000'

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 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

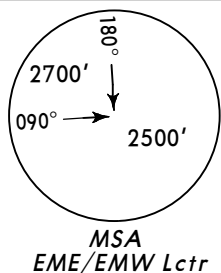
ROUTING/ALTITUDE

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).



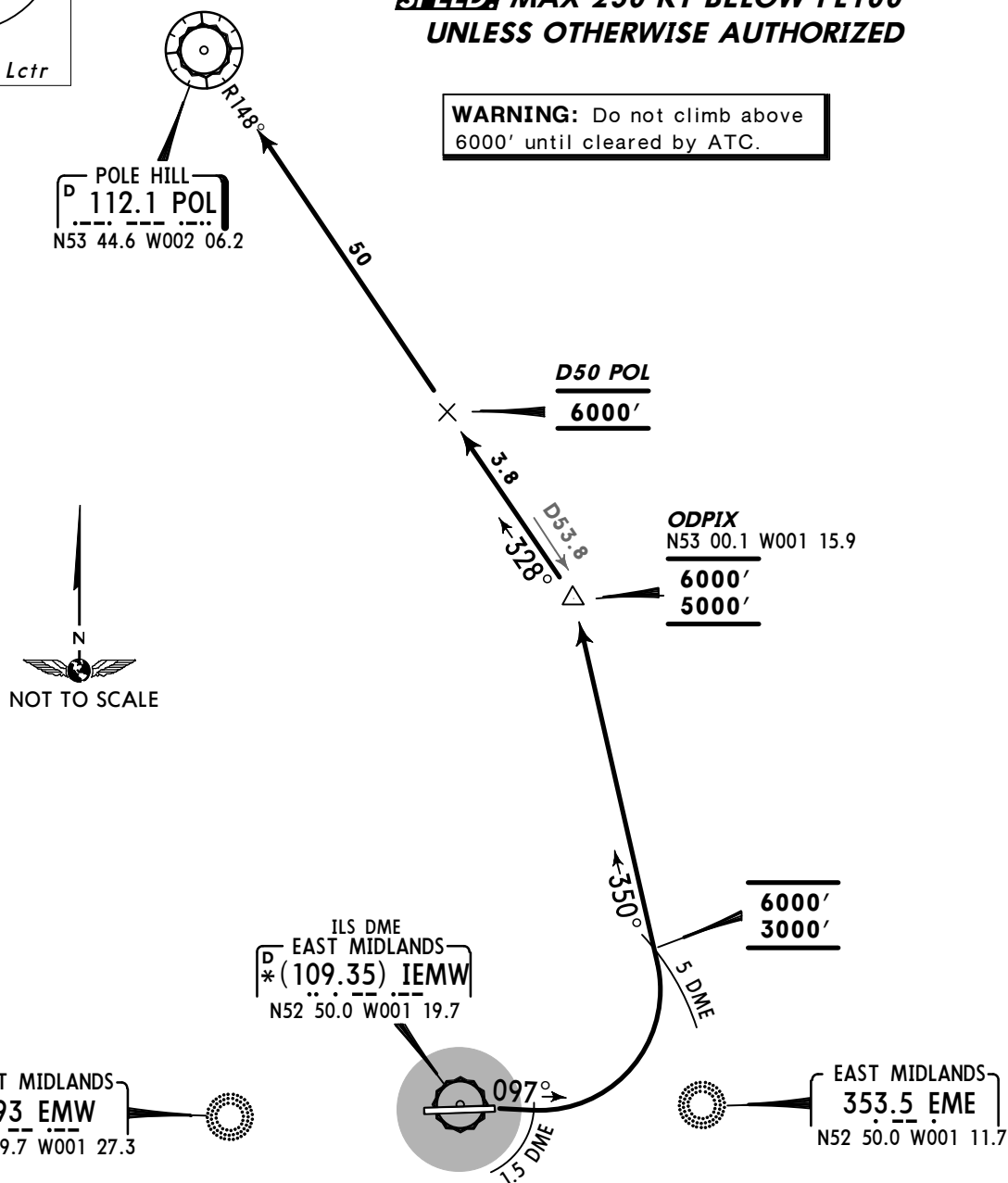
POLE HILL 2P (POL 2P)

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.

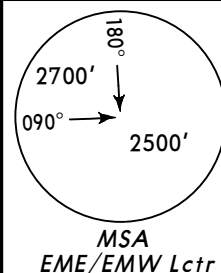
SCOTTISH
Control (R)
134.42Apt Elev
306'

Trans level: By ATC Trans alt: 6000'

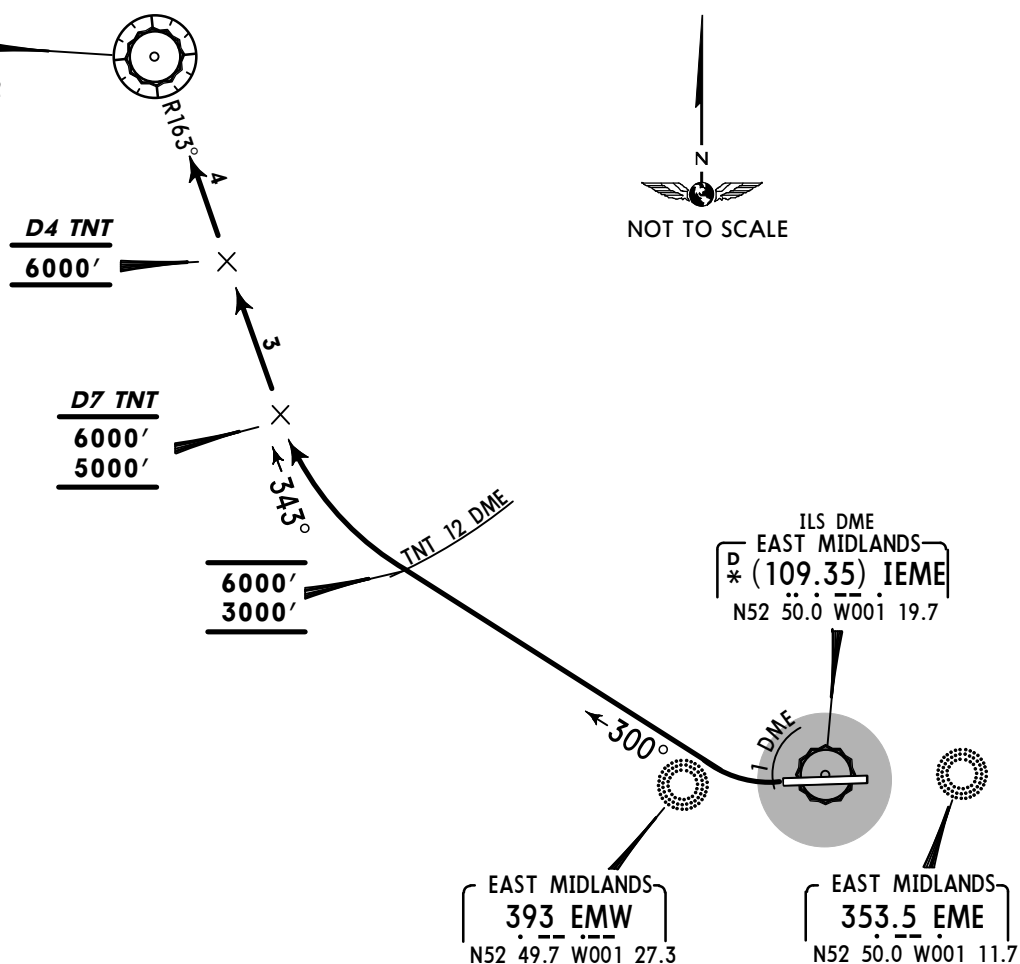
1. When instructed contact SCOTTISH Control after take-off. Occasionally aircraft may be required to communicate with EAST MIDLANDS Radar as instructed by ATC. 2. SIDs include noise preferential routings. 3. Initial climb straight ahead to 810'. 4. Cruising levels will be allocated enroute by SCOTTISH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

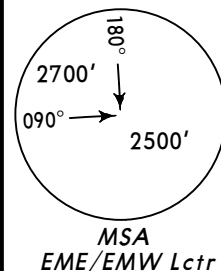
ROUTING/ALTITUDE

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.

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 3P (TNT 3P)
RWY 09 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

NOT TO SCALE

D8 TNT
6000'D15 TNT
6000'
3000'EAST MIDLANDS
393 EMW
N52 49.7 W001 27.3ILS DME
EAST MIDLANDS
D * (109.35) IEMW
N52 50.0 W001 19.7EAST MIDLANDS
353.5 EME
N52 50.0 W001 11.7**AVERAGE TRACK MILEAGE**
23 NM to TNT

This SID requires minimum climb gradients of
304' per NM (5%) until passing 3000', then
425' per NM (7%) until passing 6000' due to
ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
425' per NM	532	709	1063	1418	1772	2127
304' per NM	380	506	760	1013	1266	1519

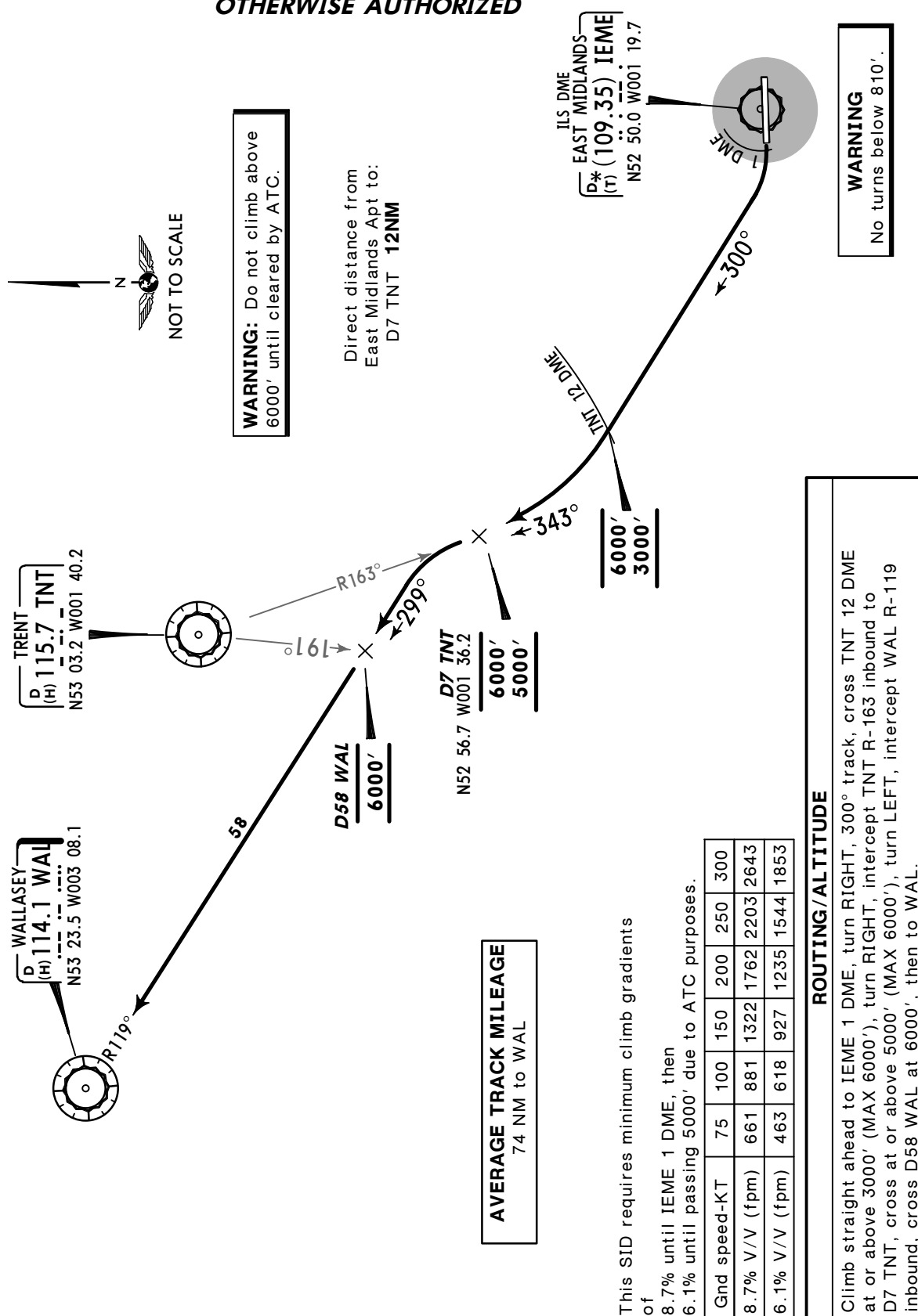
ROUTING/ALTITUDE

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'), D8 TNT at 6000', then to TNT.

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. Cruising levels will be allocated enroute by SCOTTISH Control.

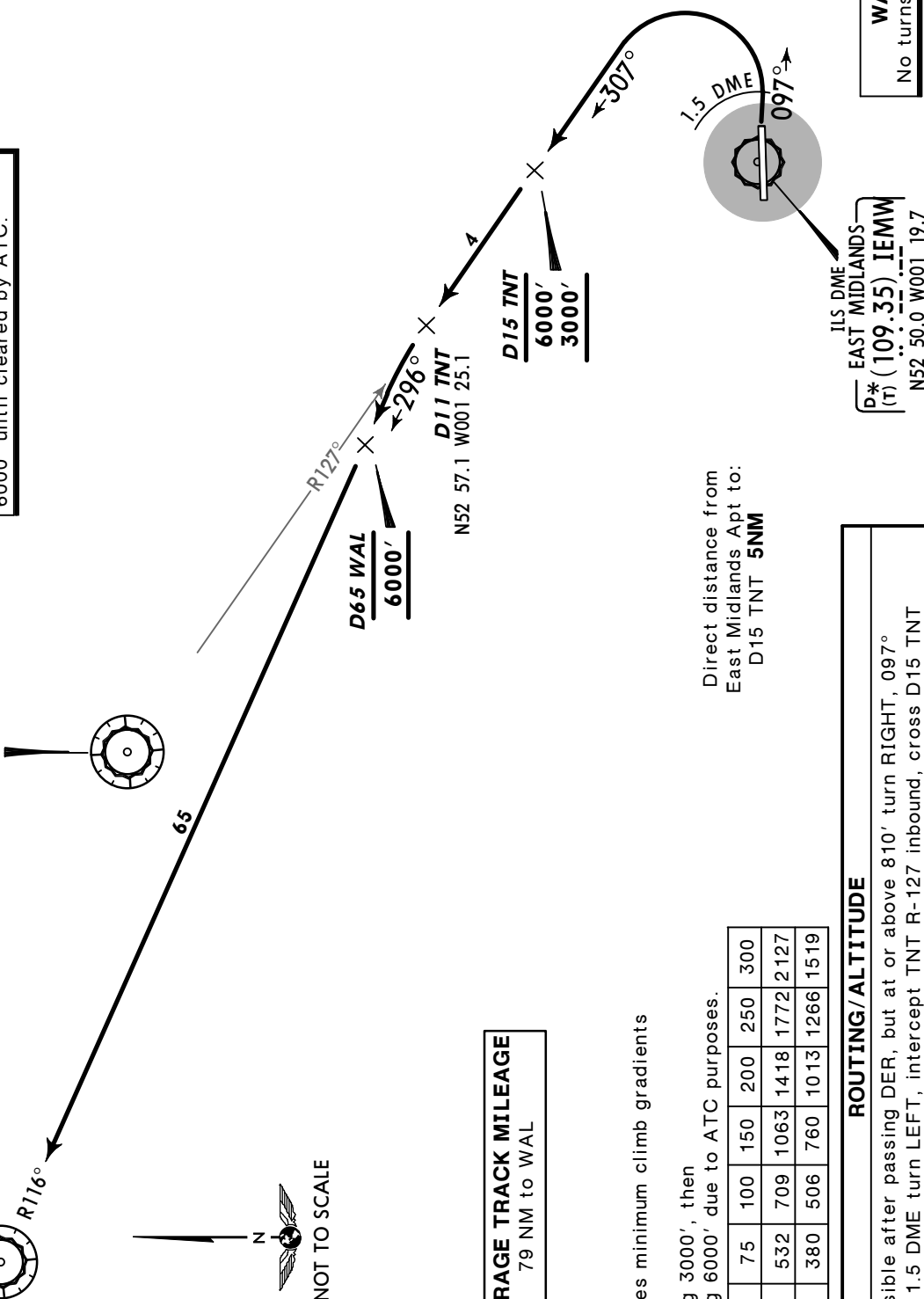
WALLASEY 2N (WAL 2N)
RWY 27 DEPARTURE
~~SPEED~~ MAX 250 KT
BELOW FL100 UNLESS
OTHERWISE AUTHORIZED



SCOTTISH
Control (R)
134.42Apt 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. 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.TRENT
D 115.7 TNT
(H) 03.2 W001 40.2
N53 03.2 W001 40.2WALLASEY
D 114.1 WAL
(H) 23.5 W003 08.1
N53 23.5 W003 08.1**WARNING**
No turns below 810'.EAST MIDLANDS
D* (109.35) IEMW
(T) 50.0 W001 19.7
N52 50.0 W001 19.7Direct distance from
East Midlands Apt to:
D15 TNT 5NM**AVERAGE TRACK MILEAGE**
79 NM to WAL

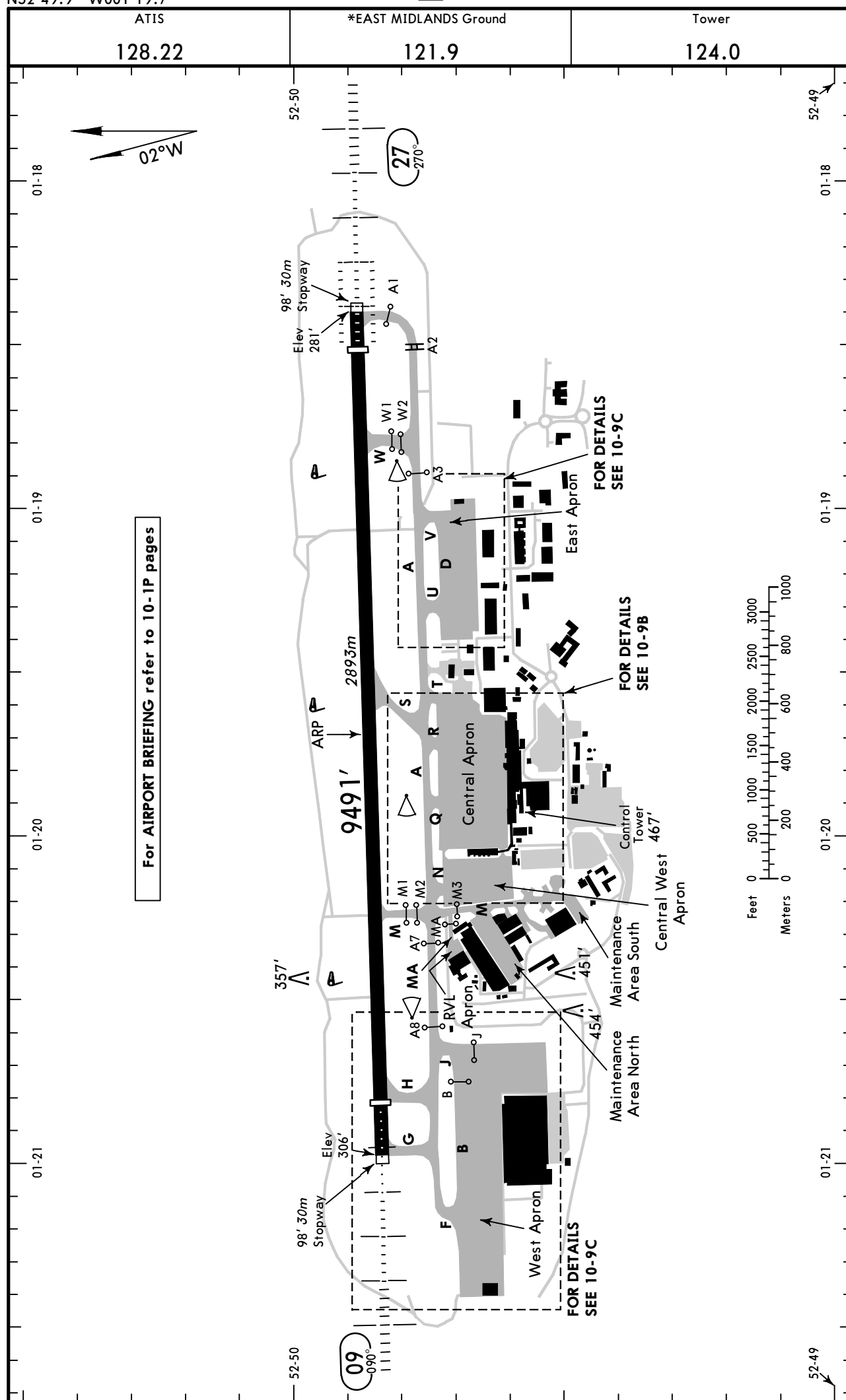
This SID requires minimum climb gradients

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

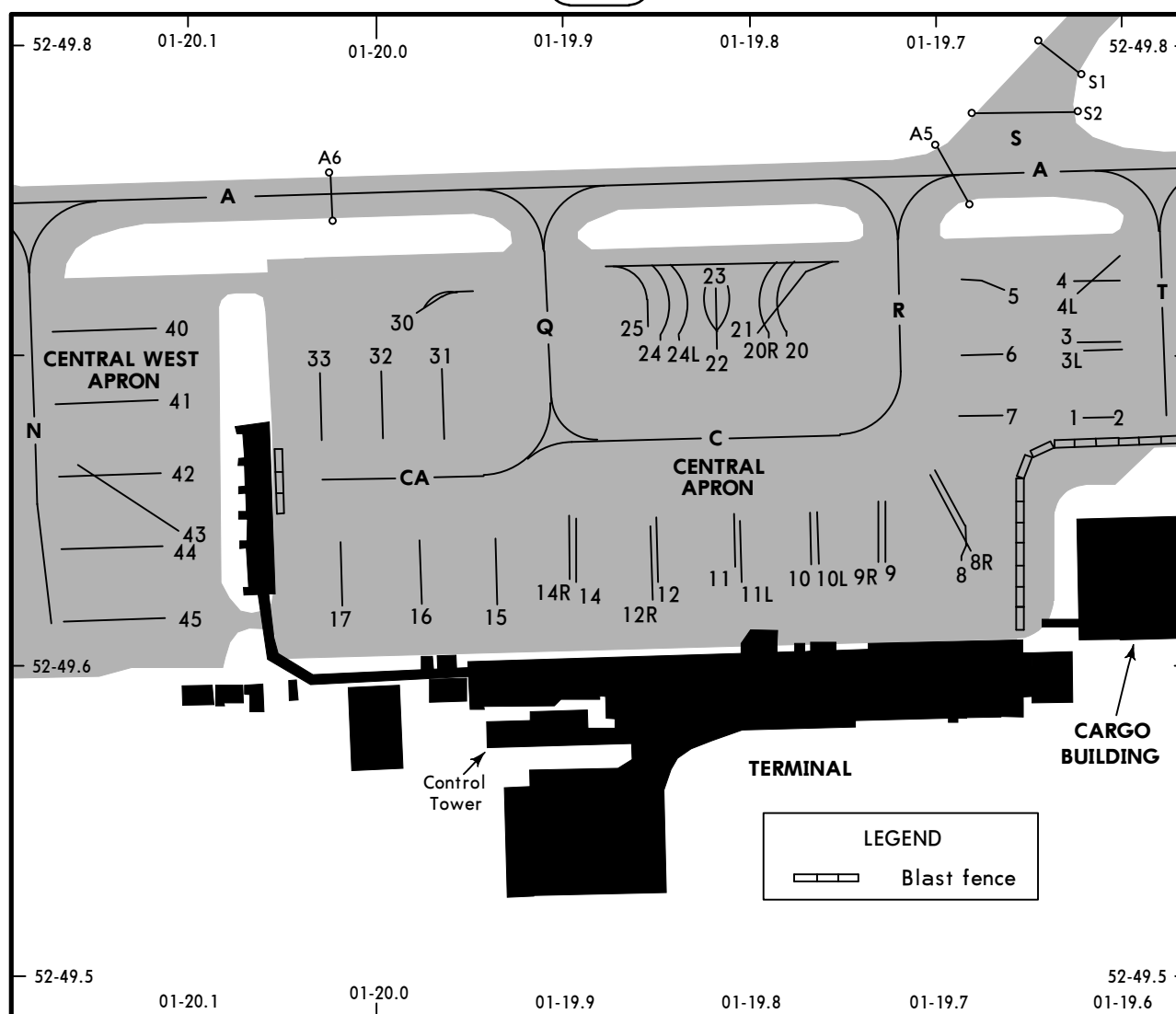
ROUTING/ALTITUDE

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.



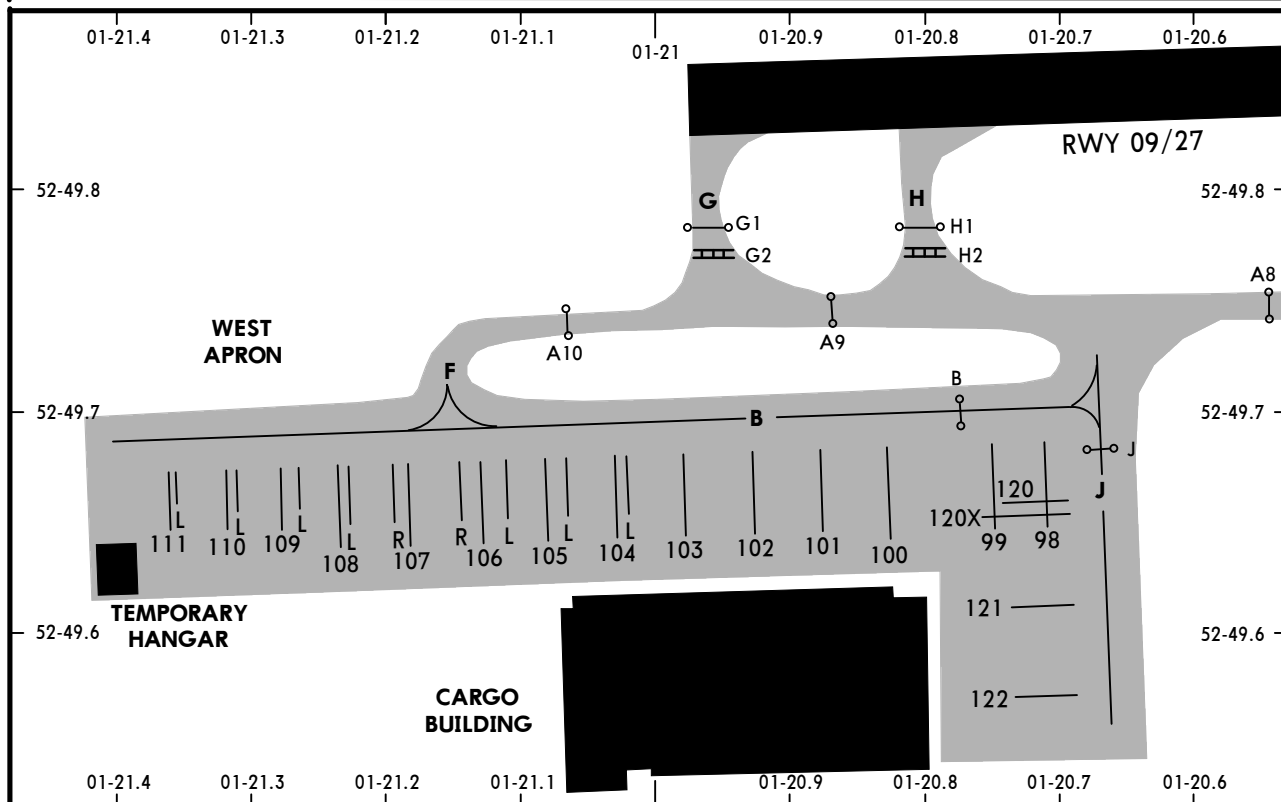
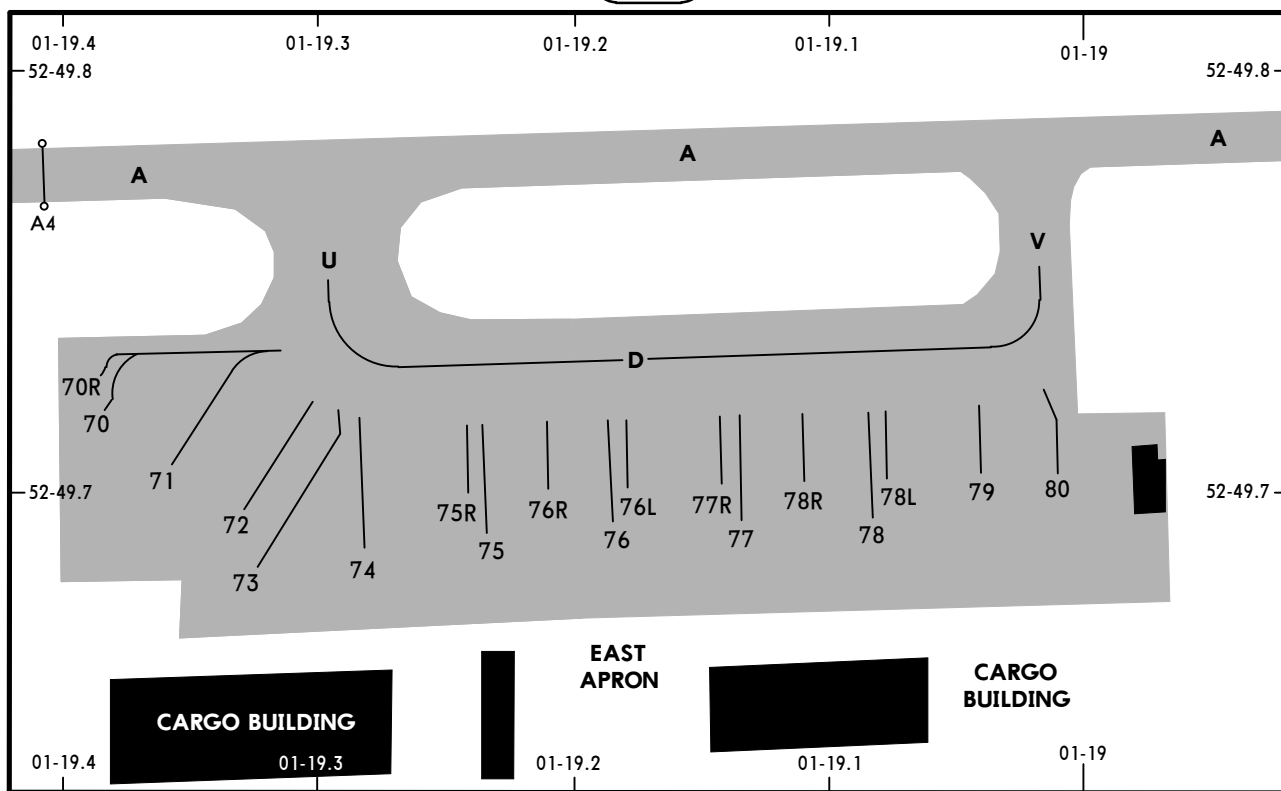
USABLE LENGTHS

1 Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.



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

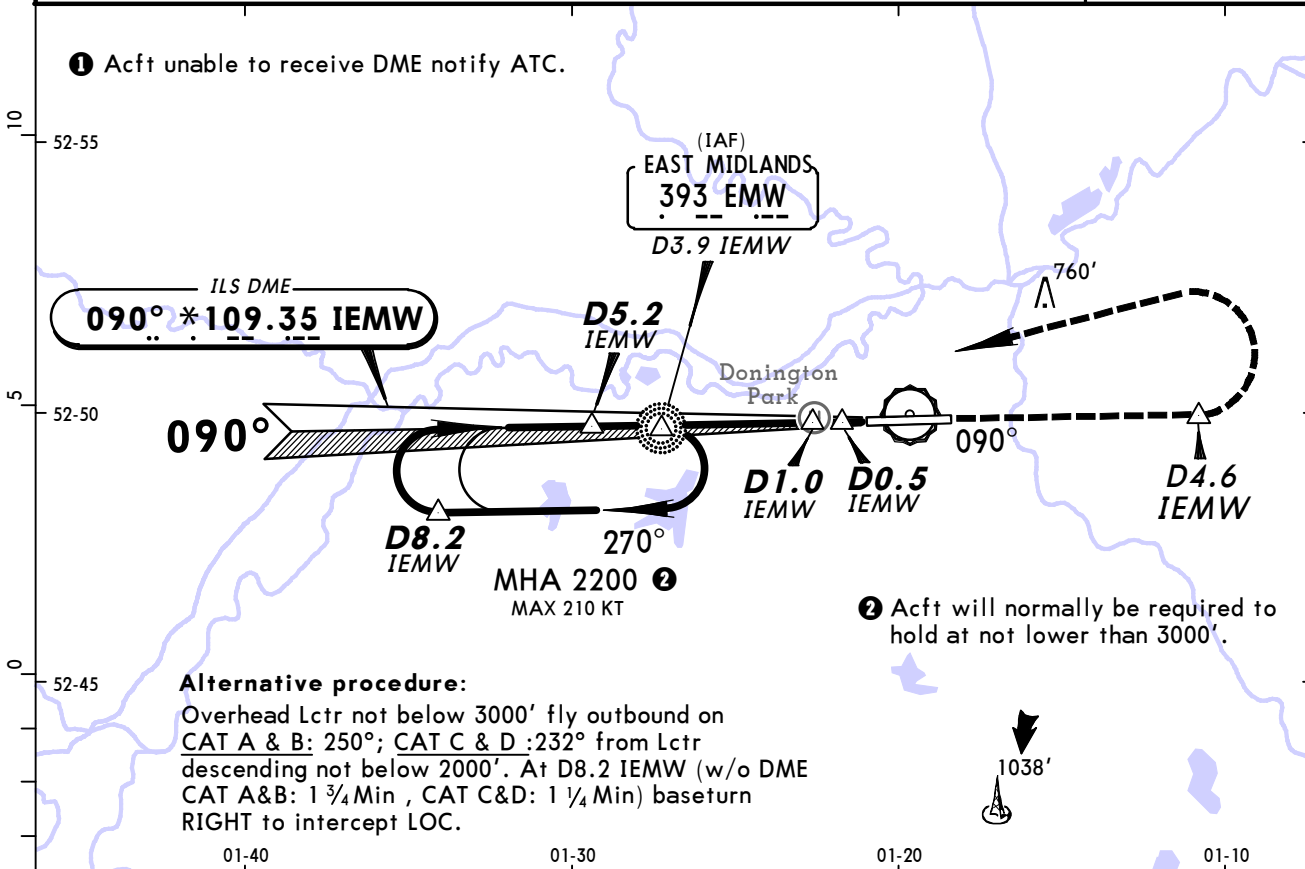
TAKE-OFF RWY 09, 27

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

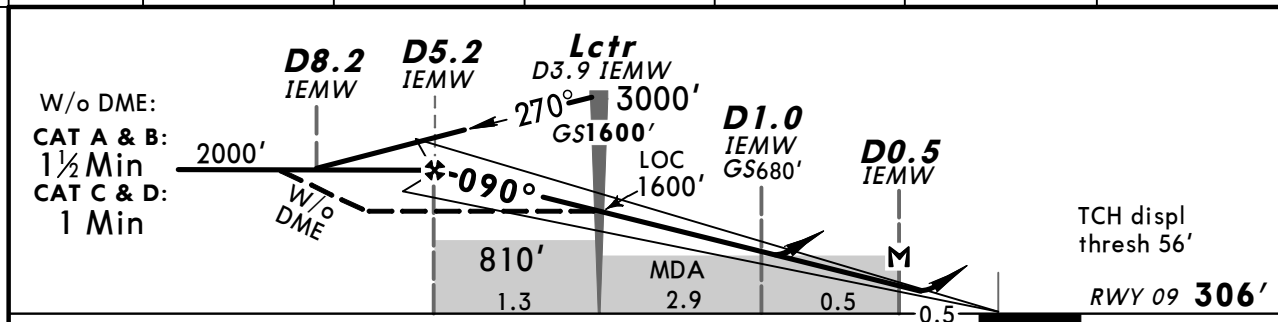
❷ Without LVP 400m are stipulated.

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

ATIS 128.22		EAST MIDLANDS Approach (R) 134.17		EAST MIDLANDS Tower 124.0		*Ground 121.9
LOC IEMW *109.35	Final Apch Crs 090°	GS Lctr 1600' (1294')	ILS DA(H) 506' (200')	Apt Elev 306' RWY 306'		
MISSED APCH: 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' 1. ILS DME reads zero at rwy 09 displ threshold. 2. Procedure MAX 210 KT. 3. Lowest altitude to start procedure from holding 3000'.						MSA EMW Lctr



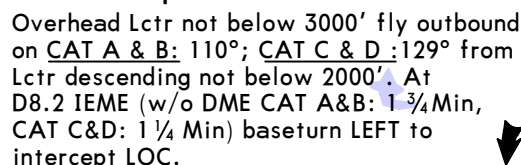
LOC (GS out)	IEMW DME	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	1960'	1640'	1320'	1000'	680'



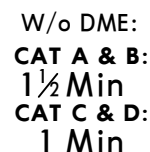
Gnd speed-Kts	70	90	100	120	140	160	
ILS GS or LOC Desc Angle 3.00°	377	485	539	647	755	862	
Lctr to MAP	3.4	2:55	2:16	2:02	1:42	1:27	1:17 or MAP at D0.5 IEMW

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

AREA OF INTENSE
AIR ACTIVITY
EG(AIAA)-
LINCOLNSHIRE



② Acft will normally be required to hold at not lower than 3000'.



HIALS-II
PAPI

PANS OPS

BRIEFING STRIP TM

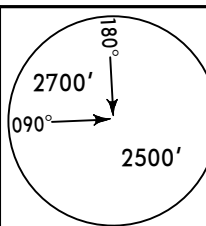


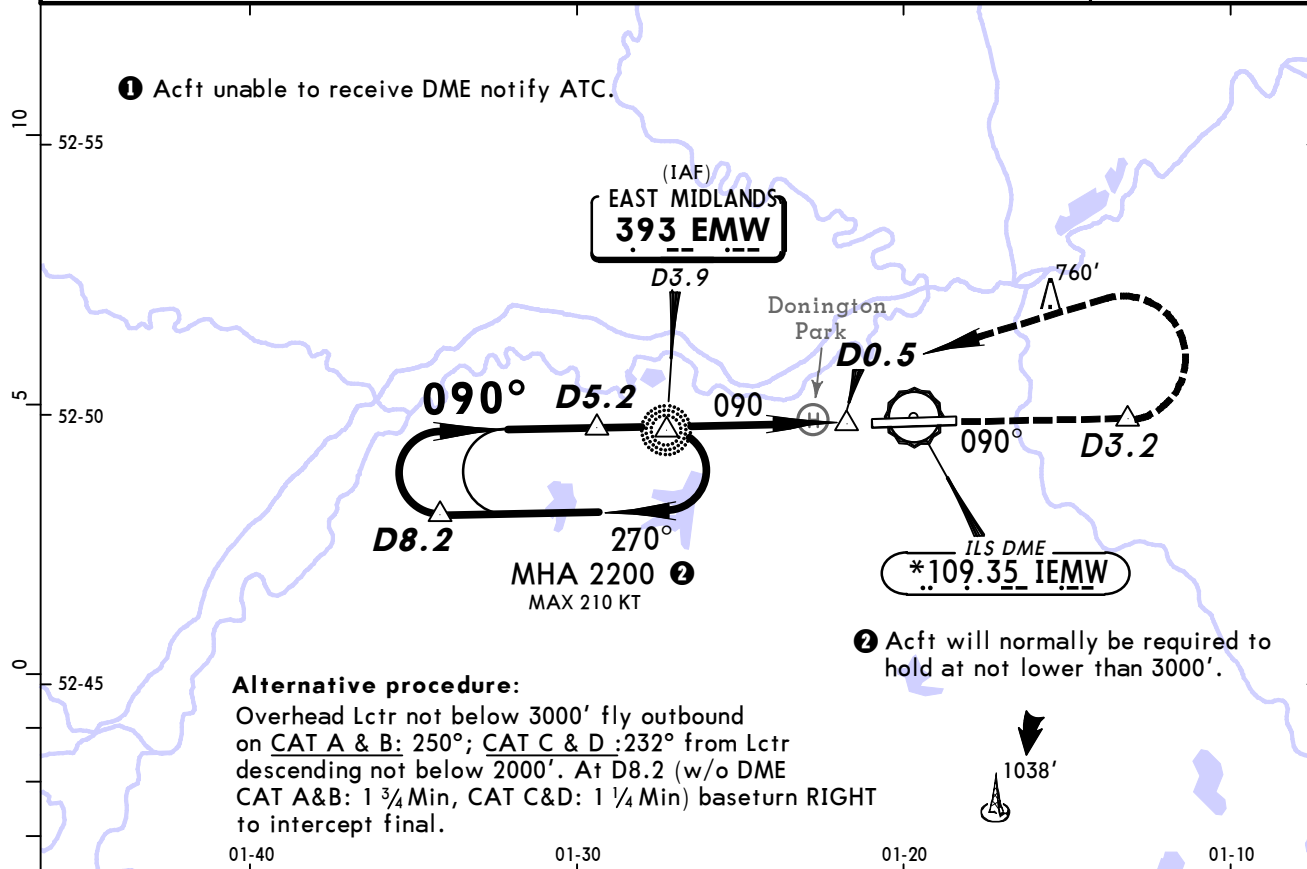
PANS OPS

Standard		STRAIGHT-IN LANDING RWY 27	
CAT IIIA ILS	AB	CAT II ILS	D
	RA 101'	RA 114'	RA 128'
DH 50'	DA(H) 382' (100')	DA(H) 393' (111')	DA(H) 405' (123')
RVR 200m	RVR 300m I		RVR 400m

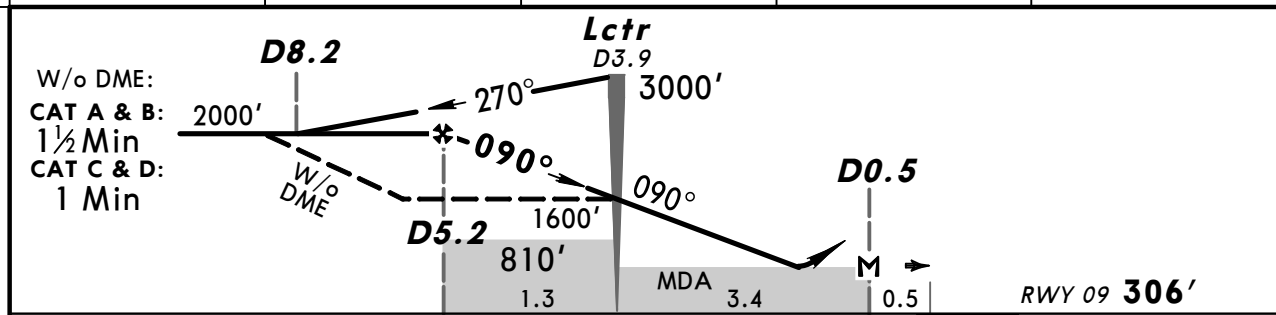
1 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

BRIEFING STRIP™

ATIS		EAST MIDLANDS Approach (R)		EAST MIDLANDS Tower		*Ground
128.22		134.17		124.0		121.9
Lctr EMW 393	Final Apch Crs 090°	Procedure Alt D5.2 2000' (1694')	DA/MDA(H) 720' (414')	Apt Elev 306' RWY 306'		
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'						
1. DME reads zero at rwy 09 displ threshold. 2. Procedure MAX 210 KT. 3. Lowest altitude to start procedure from holding 3000'.						
MSA EMW Lctr						

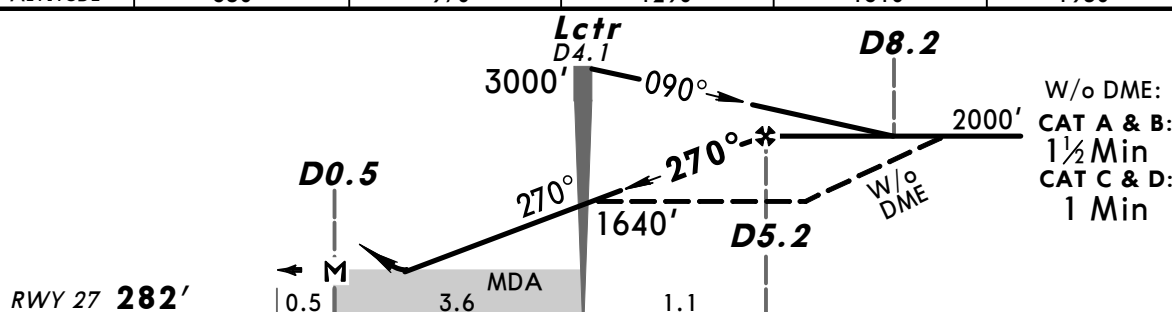
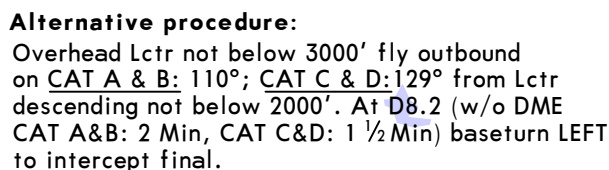


IEMW DME	5.0	4.0	3.0	2.0
ALTITUDE	1960'	1640'	1320'	990'



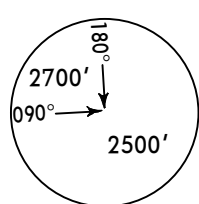
Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.98°	369	474	527	633	738	843
W/o DME: Lctr to MAP 3.4	2:55	2:16	2:02	1:42	1:27	1:17
With DME: MAP at D0.5						

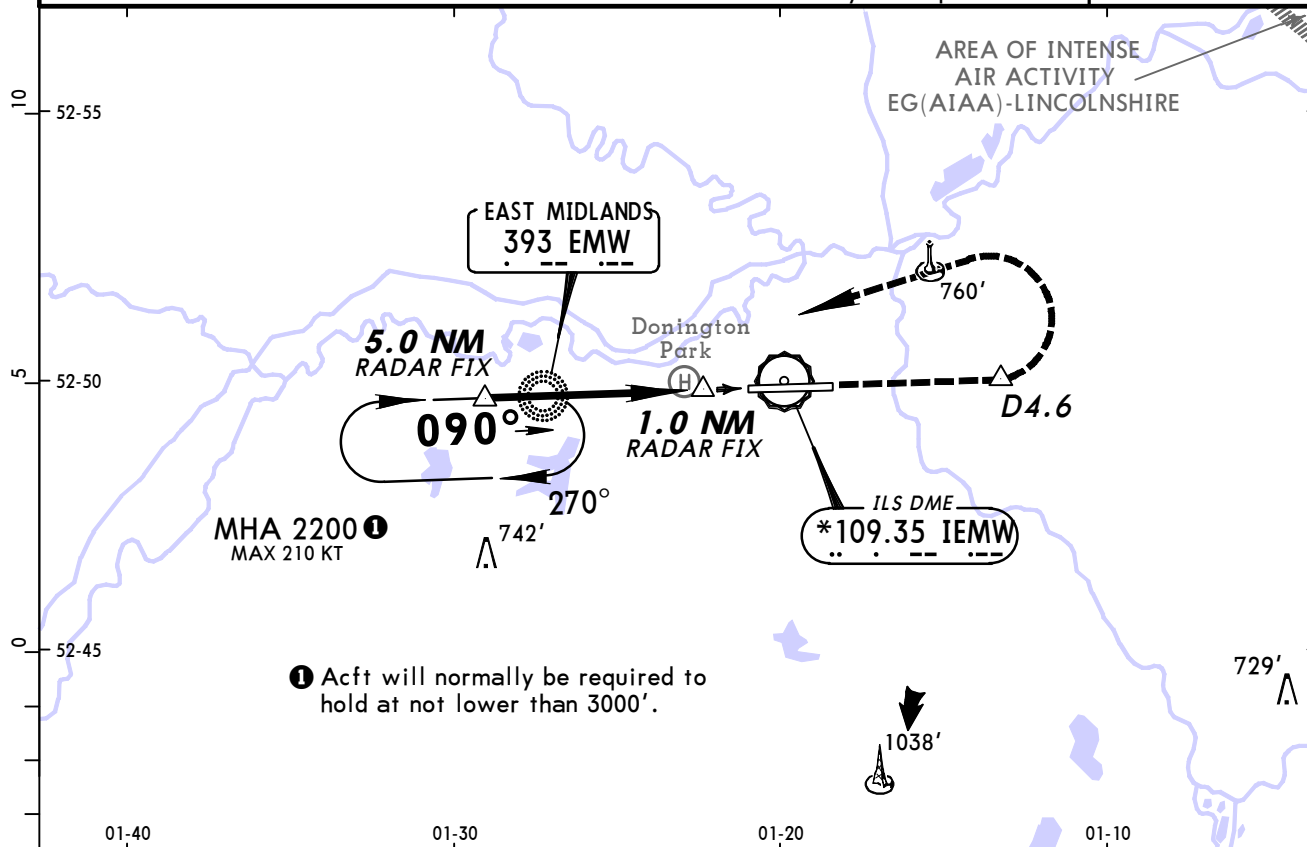
Standard STRAIGHT-IN LANDING RWY 09				CIRCLE-TO-LAND	
CDFA					
DA/MDA(H) 720' (414')					
ALS out				Max Kts	MDA(H) VIS
A	RVR 1500m			100	800' (494') 1500m
B				135	810' (504') 1600m
C	RVR 1200m			180	1200' (894') 2400m
D				205	1200' (894') 3600m



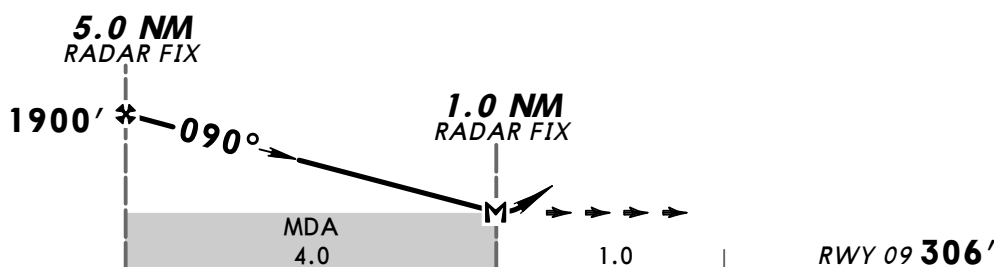
<i>Gnd speed-Kts</i>	70	90	100	120	140	160		3000' D8.8 whichever earlier
<i>Descent Angle</i> 3.00°	372	478	531	637	743	849		
<i>W/o DME: Lctr to MAP</i> 3.6	3:05	2:24	2:10	1:48	1:33	1:21		
<i>With DME: MAP at D0.5</i>								

STRAIGHT-IN LANDING RWY 27					CIRCLE-TO-LAND		
Standard		With DME	CDFA	W/o DME	CDFA		
		DA/MDA(H)	620' (338')	DA/MDA(H)	720' (438')		
		ALS out		ALS out		Max Kts.	
A	RVR 800m	RVR 1500m	RVR 1300m	RVR 1500m	100	MDA(H) 800' (494')	VIS 1500m
B					135	810' (504')	1600m
C				RVR 2000m	180	1200' (894')	2400m
D					205	1200' (894')	3600m

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



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

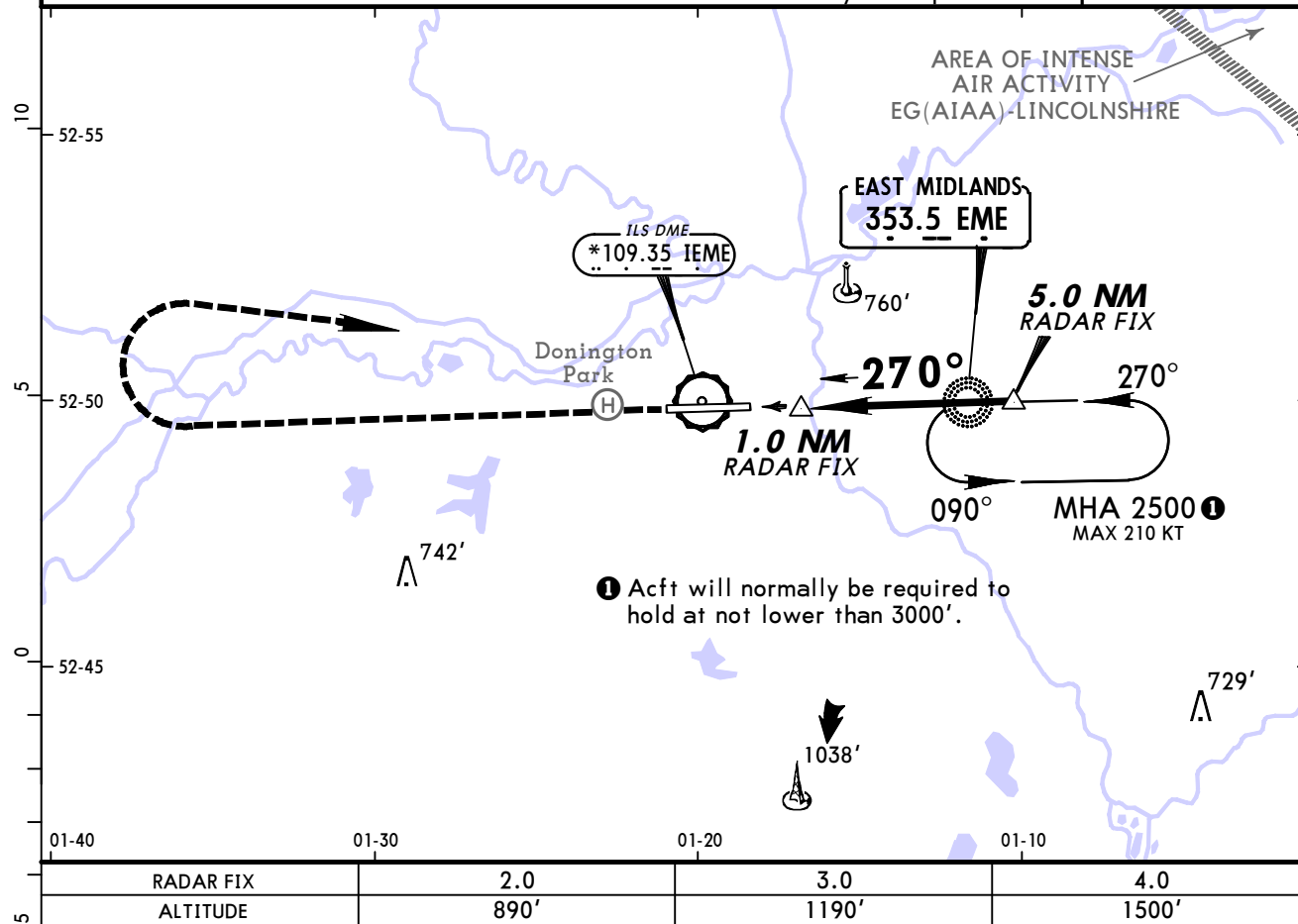
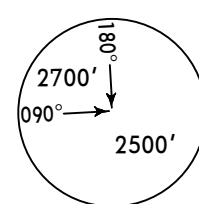


Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP 1NM from touchdown or TMN 2 to MAP 1.0	0:51	0:40	0:36	0:30	0:26	0:23

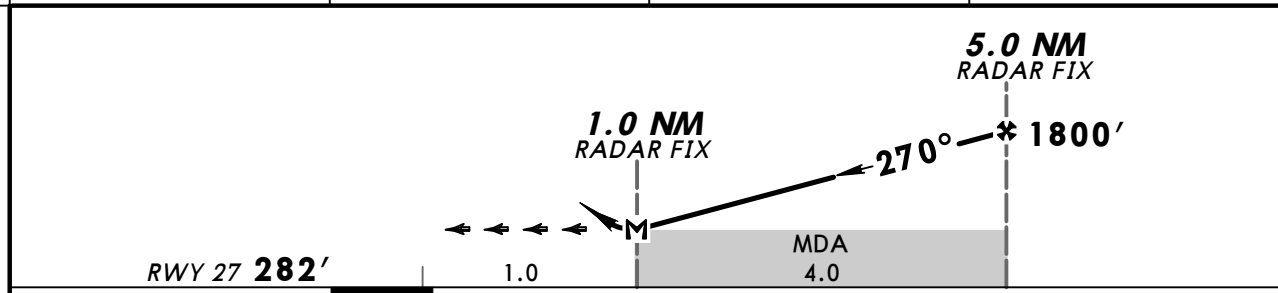
HIALS	Refer to Missed Apch above
PAPI	

Standard STRAIGHT-IN LANDING RWY 09			CIRCLE-TO-LAND		
CDFA DA/MDA(H) 750' (444')					
ALS out			Max Kts	MDA(H)	VIS
RVR 1400m			100	800' (494')	1500m
			135	810' (504')	1600m
CMV 2100m			180	1200' (894')	2400m
			205	1200' (894')	3600m

ATIS 128.22	EAST MIDLANDS Approach (R) 134.17	*EAST MIDLANDS Radar 134.17 120.12	EAST MIDLANDS Tower 124.0	*Ground 121.9
RADAR	Final Apch Crs 270°	Minimum Alt 5.0 NM RADAR FIX 1800' (1518')	DA/MDA(H) 660' (378')	Apt Elev 306' RWY 282'
MISSED APPROACH: Climb STRAIGHT AHEAD to 3000', then turn RIGHT Lctr at 3000', or as directed. MISSED APPROACH WITHOUT RECEIVING Lctr: Notify ATC. Climb STRAIGHT AHEAD to 3000', then turn RIGHT onto 350°.				
Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 6000' 1. Procedure restricted to MAX 210 KT. 2. ILS DME reads zero at rwy 27 displ thresh.				



RADAR FIX	2.0	3.0	4.0
ALTITUDE	890'	1190'	1500'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI Refer to Missed Apch above
Descent Angle	2.83°	350	451	501	601	701	
MAP 1NM from touchdown or TMN 2 to MAP	1.0	0:51	0:40	0:36	0:30	0:26	

Standard STRAIGHT-IN LANDING RWY 27				CIRCLE-TO-LAND			
CDFA DA/MDA(H) 660' (378')				Max Kts	MDA(H)	VIS	
A B C D	RVR 1000m	ALS out		100	800' (494')	1500m	
		RVR 1500m		135	810' (504')	1600m	
		RVR 1700m		180	1200' (894')	2400m	
		RVR 1700m		205	1200' (894')	3600m	

EAST MIDLANDS, (EAST MIDLANDS - EGNX)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EGNX

Type: Terminal

Effectivity: Permanent

Begin Date: 20130530

End Date: No end date

Expect first CPDLC (Controller to pilot data link) Authority to be London ACC (10-3B/3C, 10-3D), Scottish ACC (10-3E); after WAL, TRENT and ASNIP SIDs when following away N601 or P18 expect Scottish ACC, when following away L603 expect London ACC (10-3/3A, 10-3F/3G, 10-3H/3J).