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General Information

Location: EAST MIDLANDS GBR
ICAO/IATA: EGNX / EMA
Lat/Long: N52° 49.87', W001° 19.67'
Elevation: 306 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +0:00 = UTC
Magnetic Variation: 2.0° 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: 0815 Z
Sunset: 1611 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: 121.900
East Midlands Tower: 124.000
East Midlands Approach: 134.175

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East Midlands Radar: 124.000
East Midlands Radar: 134.175
East Midlands Radar: 120.125

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1. GENERAL

1.1. ATIS

ATIS 128.225

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. AUXILARY 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.

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 3NM 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

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.

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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 revious 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.

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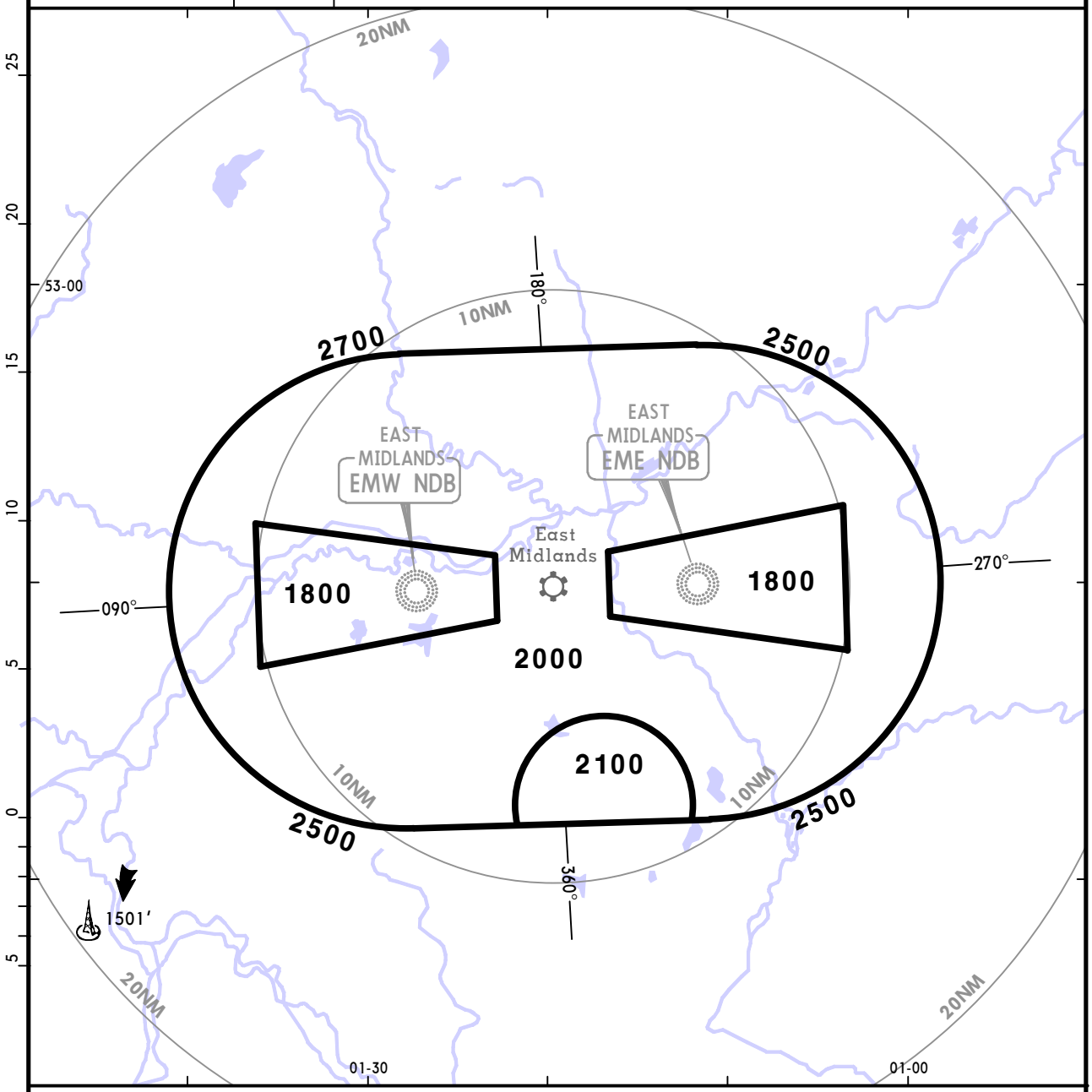
EAST MIDLANDS Radar	Apt Elev	
*120.12 *124.0 134.17	306′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ Further descent to Final Approach Vectoring Altitude may be given when aircraft is either established on final approach track or on an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept final approach track.



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).

CHANGES: New chart.

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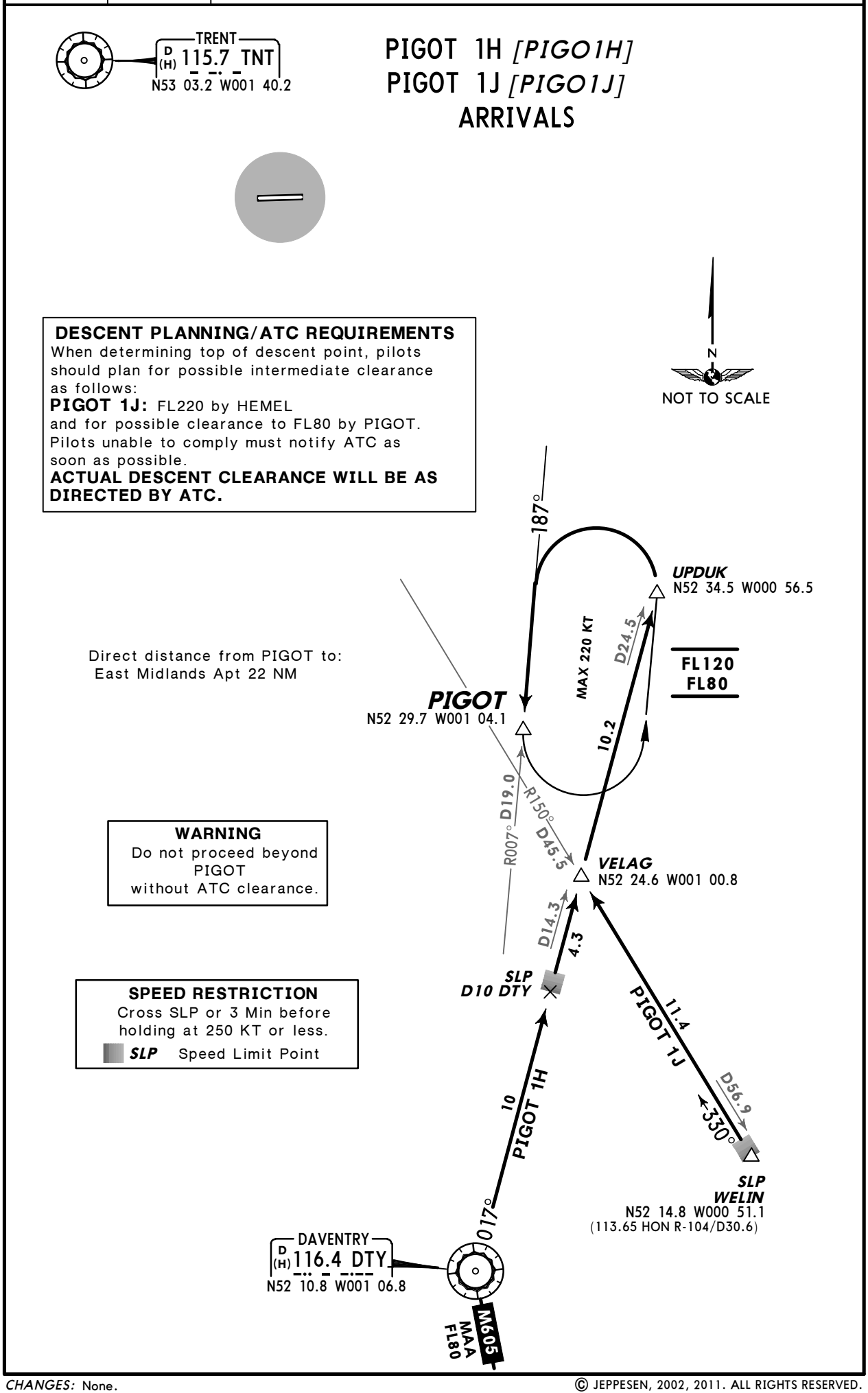
ATIS	Apt Elev	
128.22	306′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′



CHANGES: None.

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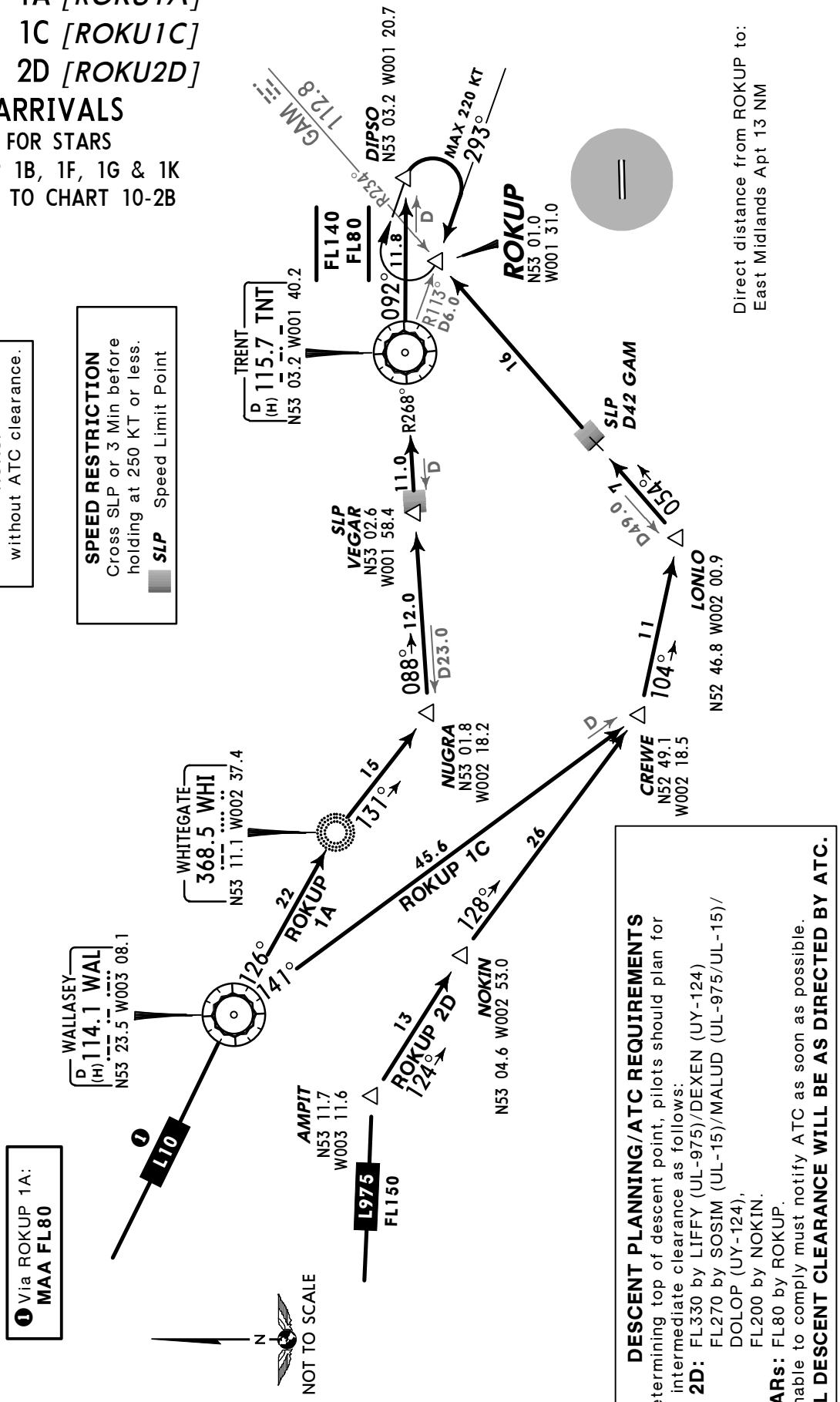
ATIS	Apt Elev	
128.22	306′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′

ROKUP 1A *[ROKU1A]*
ROKUP 1C *[ROKU1C]*
ROKUP 2D *[ROKU2D]*
ARRIVALS
FOR STARS
ROKUP 1B, 1F, 1G & 1K
REFER TO CHART 10-2B



DESCENT PLANNING/ATC REQUIREMENTS

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

ROKUP 2D: FL330 by LIFFY (UL-975)/DEXEN (UY-124)
FL270 by 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.

CHANGES: STAR ROKUP 2D descent planning revised.

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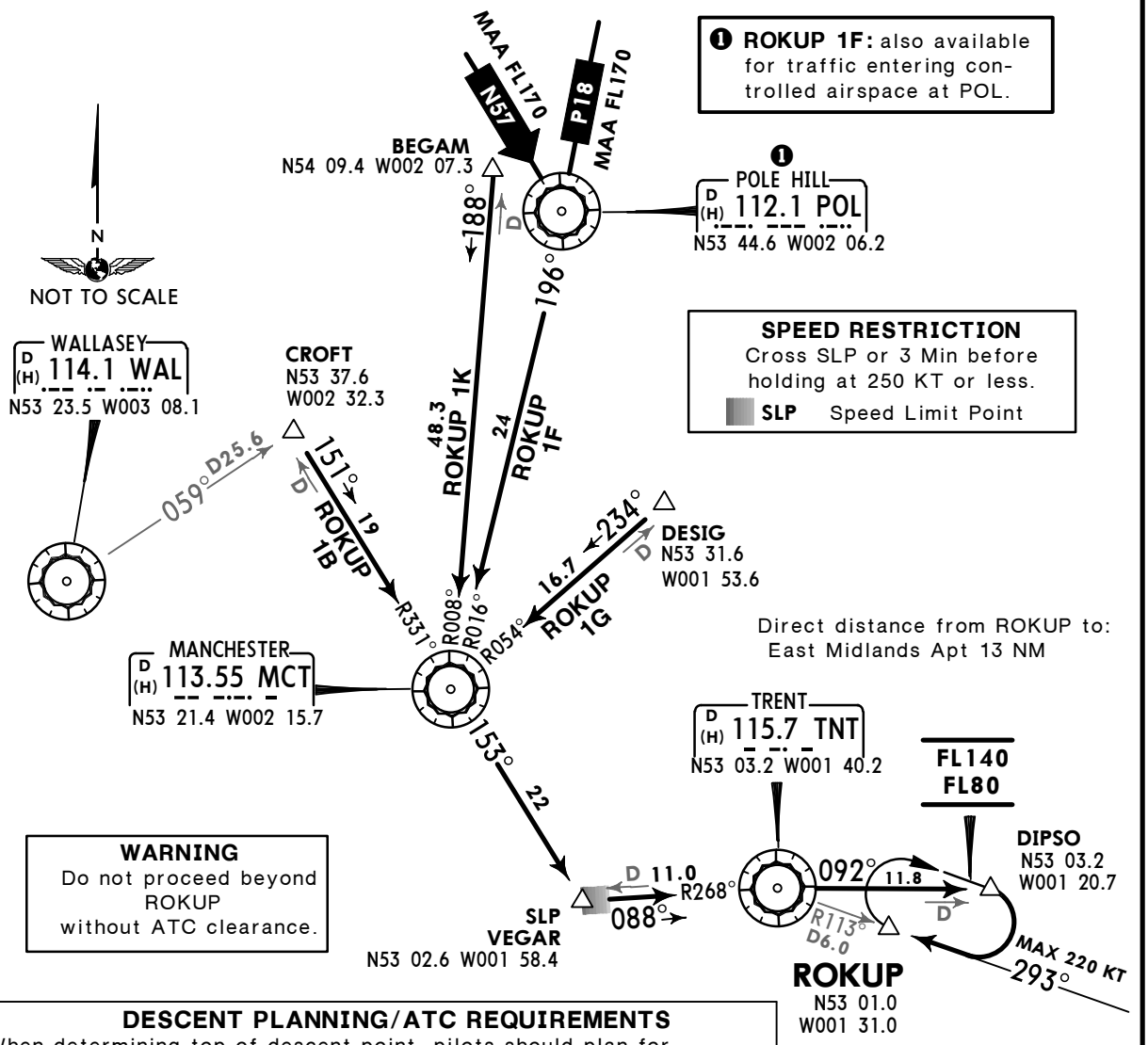
ATIS	Apt Elev	
128.225	306′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ Aircraft inbound from the FIR will normally be cleared by EAST MIDLANDS ATC to EME.

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



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: FL290 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.

STAR	ROUTING
ROKUP 1B	At CROFT, intercept MCT R-331 inbound to MCT, MCT R-153 to VEGAR, turn LEFT, intercept TNT R-268 inbound to TNT, turn RIGHT, TNT R-092 to DIPSO, turn RIGHT, intercept TNT R-113 inbound to ROKUP.
ROKUP 1F	At POL, POL R-196 to MCT, turn LEFT, MCT R-153 to VEGAR, turn LEFT, intercept TNT R-268 inbound to TNT, turn RIGHT, TNT R-092 to DIPSO, turn RIGHT, intercept TNT R-113 inbound to ROKUP.
ROKUP 1G	At DESIG, intercept MCT R-054 inbound to MCT, turn LEFT, MCT R-153 to VEGAR, turn LEFT, intercept TNT R-268 inbound to TNT, turn RIGHT, TNT R-092 to DIPSO, turn RIGHT, intercept TNT R-113 inbound to ROKUP.
ROKUP 1K	At BEGAM, intercept MCT R-008 inbound to MCT, turn LEFT, MCT R-153 to VEGAR, turn LEFT, intercept TNT R-268 inbound to TNT, turn RIGHT, TNT R-092 to DIPSO, turn RIGHT, intercept TNT R-113 inbound to ROKUP.

CHANGES: Descent planning revised.

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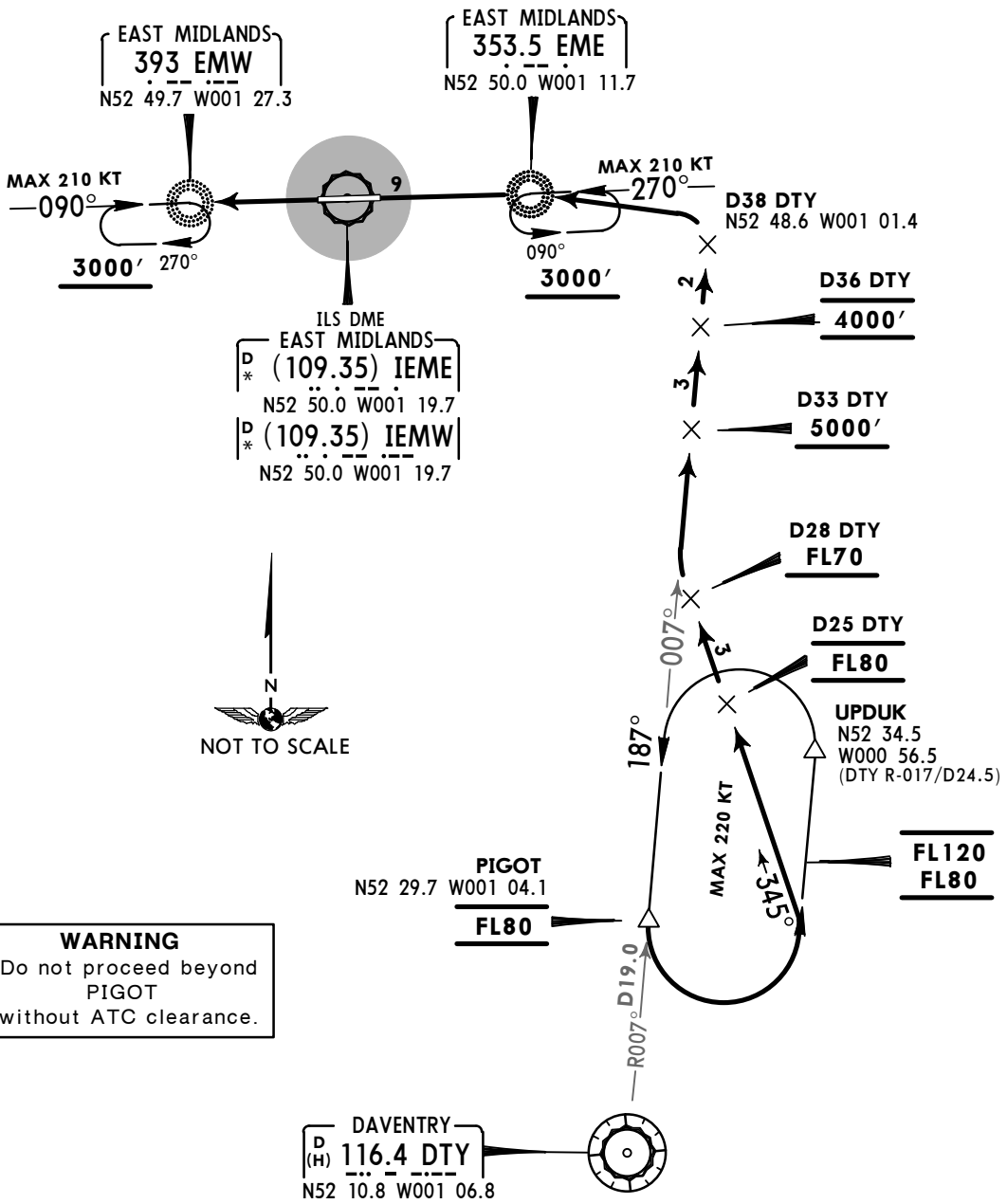
ATIS	Apt Elev	
128.225	306′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ Procedures require a descent gradient of approximately 300′ per NM.

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



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.

CHANGES: None.

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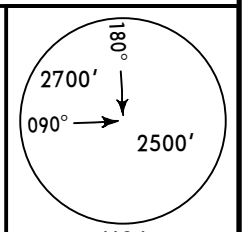
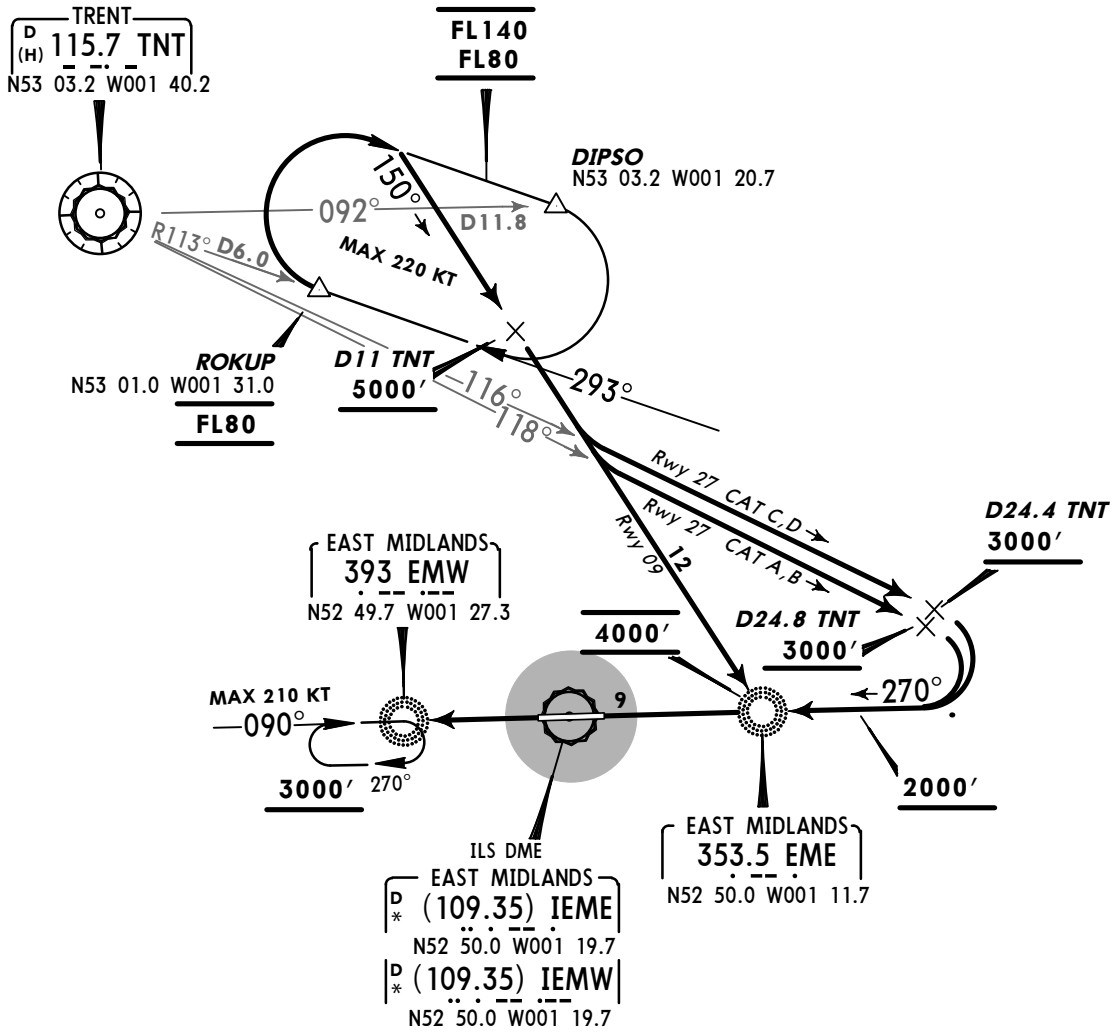
ATIS	Apt Elev	
128.22	306′	Alt Set: hPa Trans level: By ATC Trans alt: 6000′ Procedures require a descent gradient of approximately 300′ per NM.

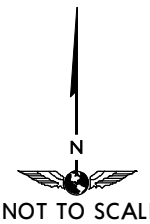
RWYS 09, 27
INITIAL APPROACH PROCEDURES
ILS/DME WITHOUT RADAR CONTROL
VIA ROKUP
SPEED: MAX 220 KT



MSA
EME/EMW Lctr

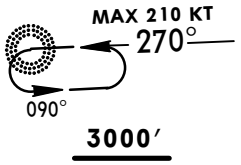


WARNING
Do not proceed beyond ROKUP without ATC clearance.



NOT TO SCALE

HOLDING OVER EME



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

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.

CHANGES: Procedure Rwy 27 revised.

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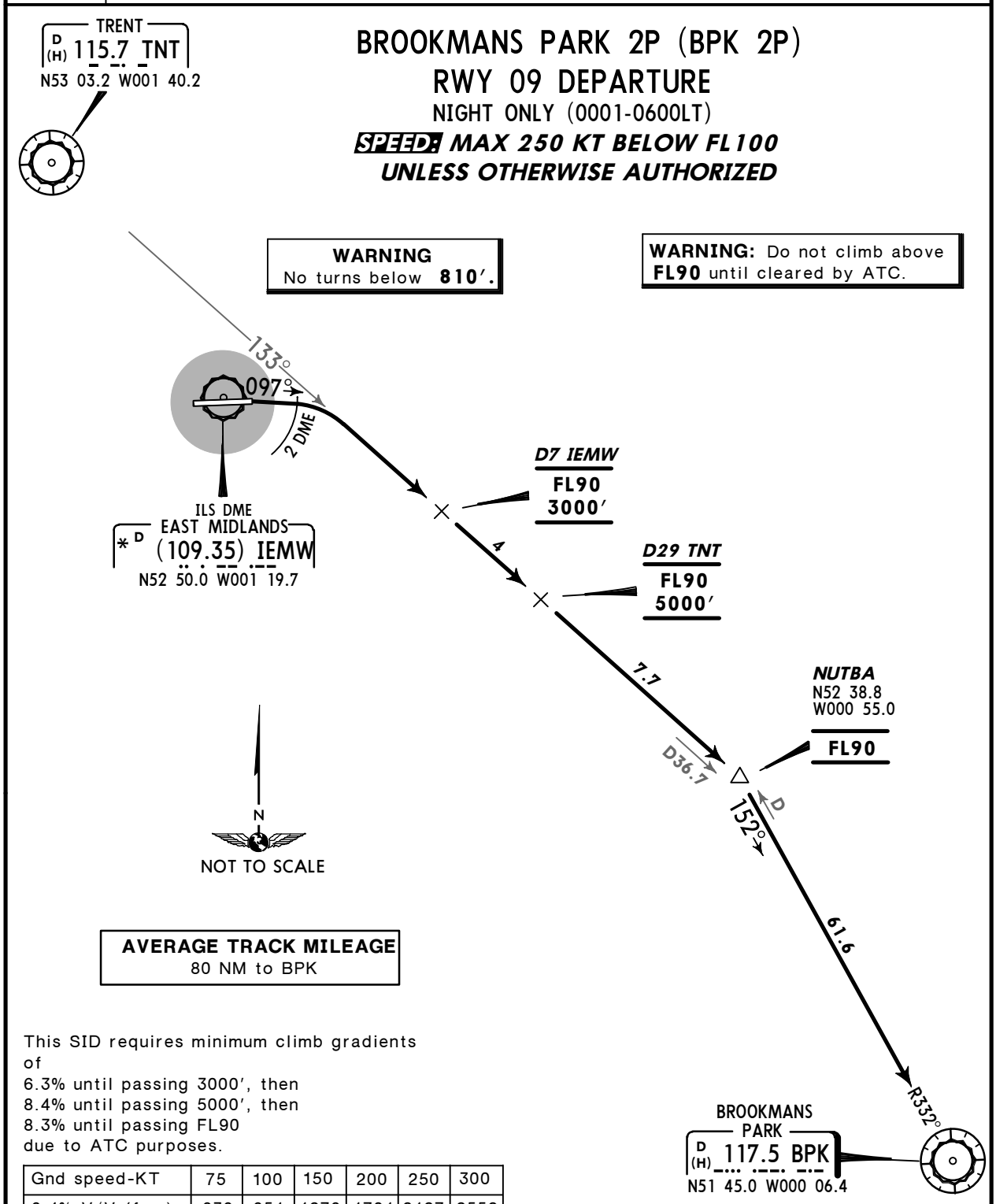
Apt Elev 306′

Trans level: By ATC Trans alt: 6000′

1. When instructed contact LONDON Control after take-off, report C/S, SID designator, current altitude and cleared level. Occasionally aircraft may be required to communicate with EAST MIDLANDS Radar as instructed by ATC.
2. SID includes noise preferential routings.
3. EXPECT first CPDLC Data Link Authority to be EGTT.
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



AVERAGE TRACK MILEAGE
80 NM to BPK

This SID requires minimum climb gradients of
6.3% until passing 3000′, then
8.4% until passing 5000′, then
8.3% until passing FL90
due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
8.4% V/V (fpm)	638	851	1276	1701	2127	2552
8.3% V/V (fpm)	630	841	1261	1681	2101	2522
6.3% V/V (fpm)	479	638	957	1276	1595	1914

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-133, 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-332 inbound to BPK.

CHANGES: Chart reindexed.

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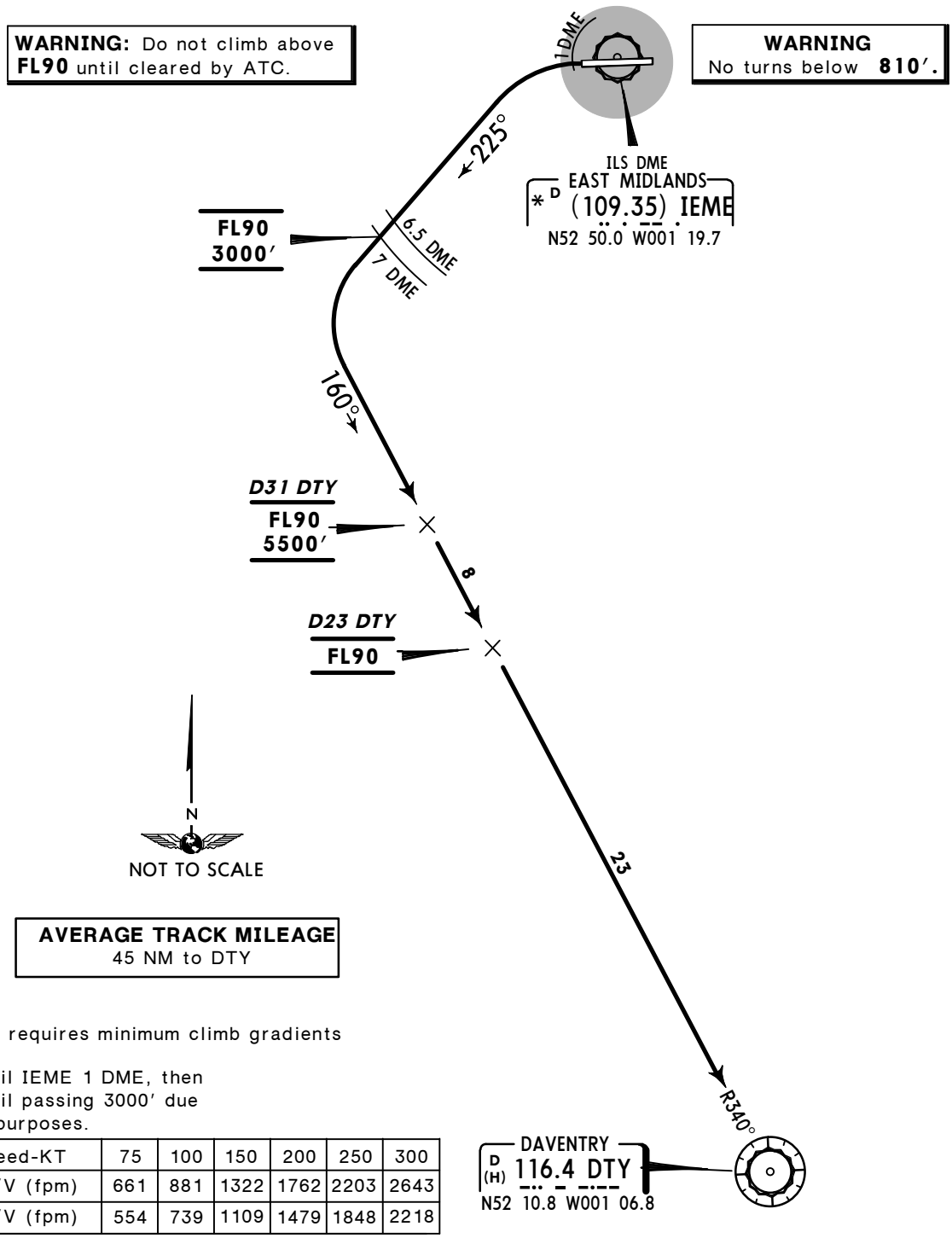
Apt Elev 306′	Trans level: By ATC Trans alt: 6000′ 1. When instructed contact LONDON Control after take-off, report C/S, SID designator, current altitude and cleared level. Occasionally aircraft may be required to communicate with EAST MIDLANDS Radar as instructed by ATC. 2. SIDs include noise preferential routings. 3. EXPECT first CPDLC Data Link Authority to be EGTT. 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



This SID requires minimum climb gradients of
8.7% until IEME 1 DME, then
7.3% until passing 3000′ due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
8.7% V/V (fpm)	661	881	1322	1762	2203	2643
7.3% V/V (fpm)	554	739	1109	1479	1848	2218

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.

CHANGES: Chart reindexed.

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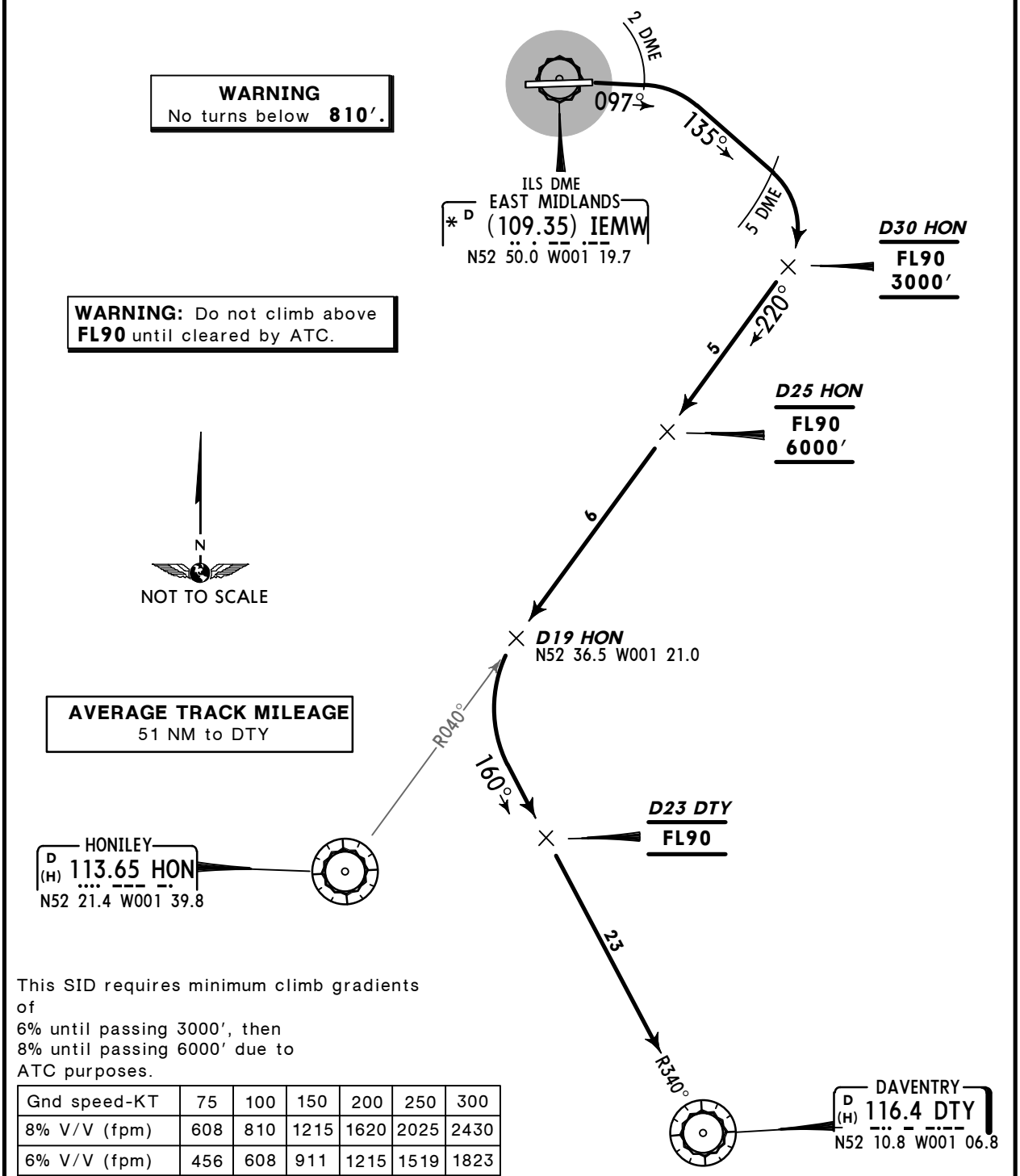
Apt Elev 306′	Trans level: By ATC Trans alt: 6000′ 1. When instructed contact LONDON Control after take-off, report C/S, SID designator, current altitude and cleared level. Occasionally aircraft may be required to communicate with EAST MIDLANDS Radar as instructed by ATC. 2. SIDs include noise preferential routings. 3. EXPECT first CPDLC Data Link Authority to be EGTT. 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



This SID requires minimum climb gradients of
6% until passing 3000′, then
8% until passing 6000′ due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
8% V/V (fpm)	608	810	1215	1620	2025	2430
6% V/V (fpm)	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.

CHANGES: Chart reindexed.

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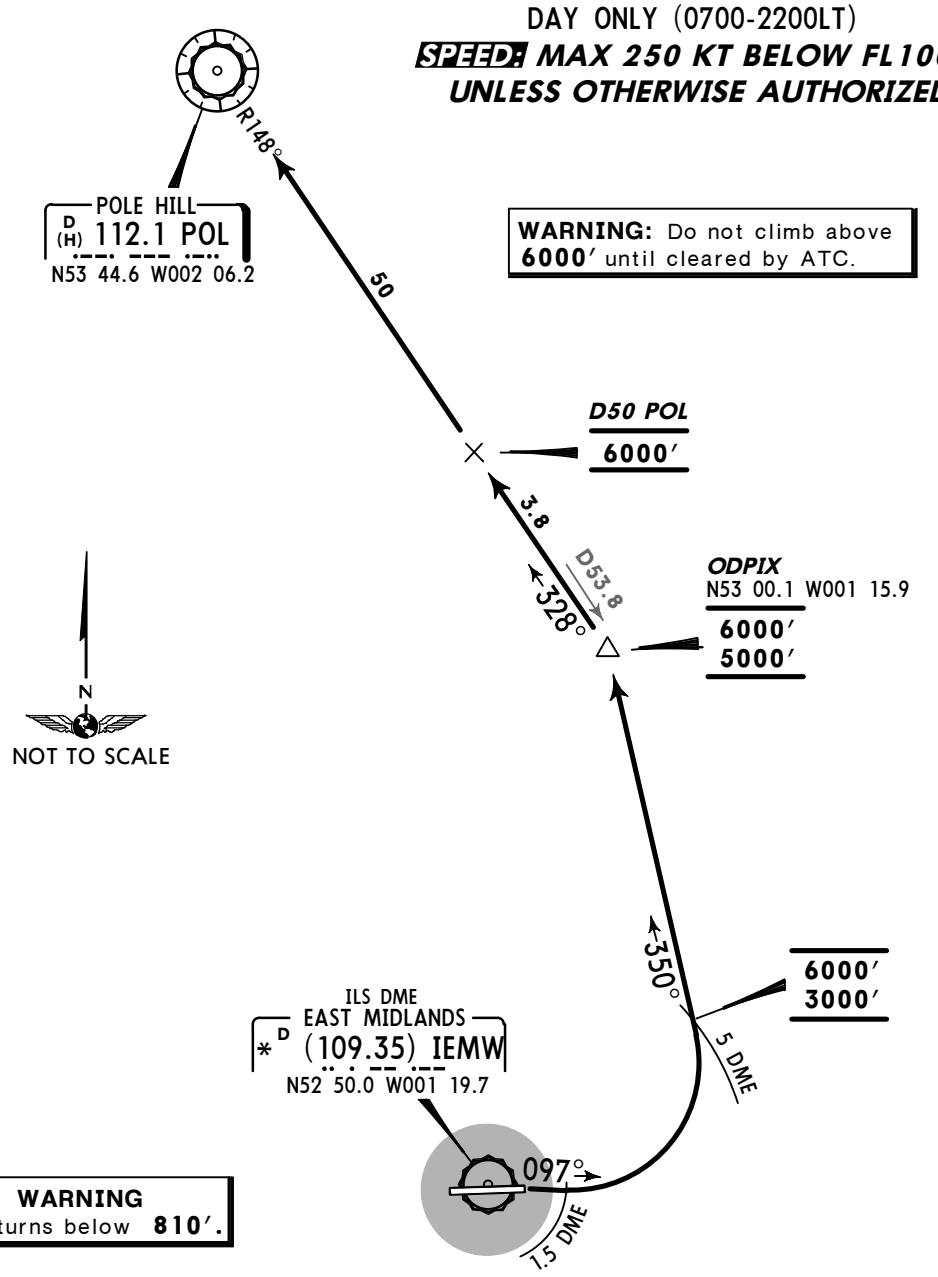
SCOTTISH Control (R) 134.425	Apt Elev 306′	Trans level: By ATC Trans alt: 6000′ 1. When instructed contact SCOTTISH Control after take-off, report C/S, SID designator, current altitude and cleared level. Occasionally aircraft may be required to communicate with EAST MIDLANDS Radar as instructed by ATC. 2. SID includes noise preferential routings. 3. EXPECT first CPDLC Data Link Authority to be EGPX. 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



AVERAGE TRACK MILEAGE
66 NM to POL

This SID requires minimum climb gradients of
7.4% until passing 3000′, then
7% until passing 5000′, then
6.5% until passing 6000′
due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
7.4% V/V (fpm)	562	749	1124	1499	1873	2248
7% V/V (fpm)	532	709	1063	1418	1772	2127
6.5% V/V (fpm)	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.

CHANGES: Chart reindexed.

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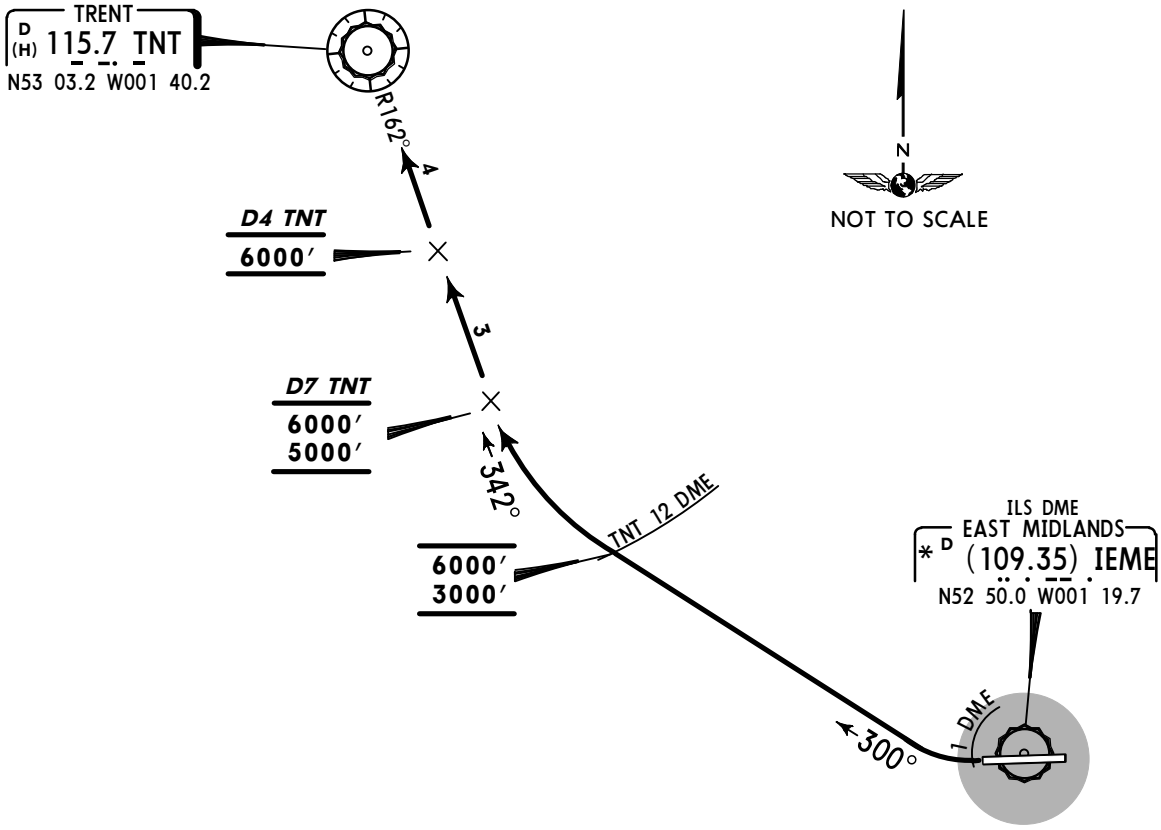
SCOTTISH Control (R) 134.425	Apt Elev 306′	Trans level: By ATC Trans alt: 6000′ 1. When instructed contact SCOTTISH Control after take-off, report C/S, SID designator, current altitude and cleared level. Occasionally aircraft may be required to communicate with EAST MIDLANDS Radar as instructed by ATC. 2. SIDs include noise preferential routings. 3. EXPECT first CPDLC Data Link Authority to be EGPX (N601, P18), EGTT (L603). 4. Cruising levels at or below FL280 will be allocated enroute by SCOTTISH Control. Cruising levels at or above FL290 will be allocated by SCOTTISH Control or LONDON Control depending on route.

TRENT 2N (TNT 2N)
RWY 27 DEPARTURE

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

WARNING: Do not climb above **6000′** until instructed by ATC.



AVERAGE TRACK MILEAGE
27 NM to TNT

WARNING
No turns below **810′.**

This SID requires minimum climb gradients of
8.7% until IEME 1 DME, then
6.1% until passing 5000′ due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
8.7% V/V (fpm)	661	881	1322	1762	2203	2643
6.1% V/V (fpm)	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-162 inbound, cross D7 TNT at or above 5000′ (MAX 6000′), D4 TNT at 6000′, then to TNT.

CHANGES: Chart reindexed.

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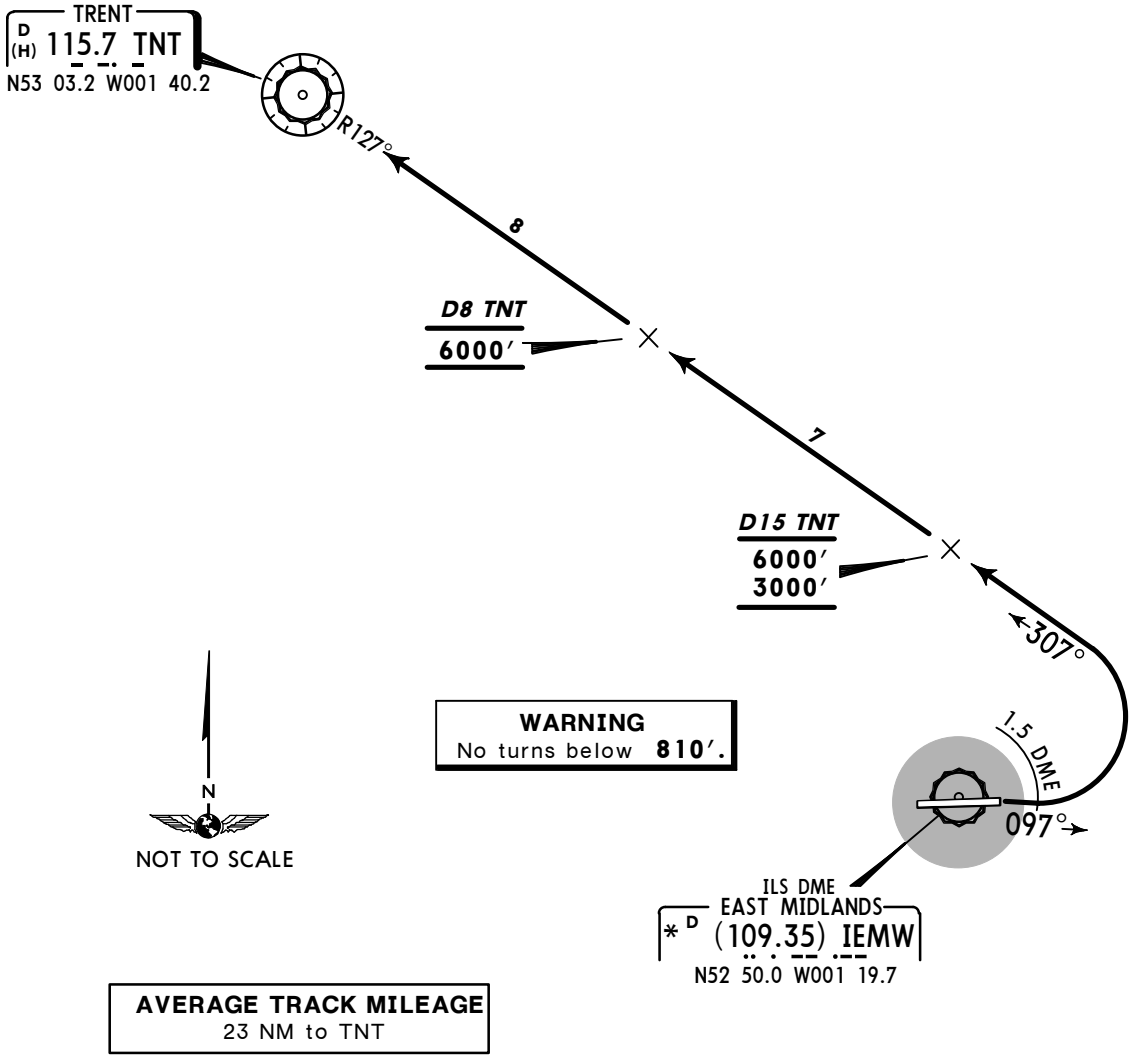
SCOTTISH Control (R) 134.425	Apt Elev 306′	Trans level: By ATC Trans alt: 6000′ 1. When instructed contact SCOTTISH Control after take-off, report C/S, SID designator, current altitude and cleared level. Occasionally aircraft may be required to communicate with EAST MIDLANDS Radar as instructed by ATC. 2. SIDs include noise preferential routings. 3. EXPECT first CPDLC Data Link Authority to be EGPX (N601, P18), EGTT (L603). 4. Cruising levels at or below FL280 will be allocated enroute by SCOTTISH Control. Cruising levels at or above FL290 will be allocated by SCOTTISH Control or LONDON Control depending on route.

TRENT 3P (TNT 3P)
RWY 09 DEPARTURE

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

WARNING: Do not climb above **6000′** until instructed by ATC.



AVERAGE TRACK MILEAGE
23 NM to TNT

This SID requires minimum climb gradients of
5.0% until passing 3000′, then
7.0% until passing 6000′ due to ATC purposes.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

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.

CHANGES: Chart reindexed.

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EGNX/EMA

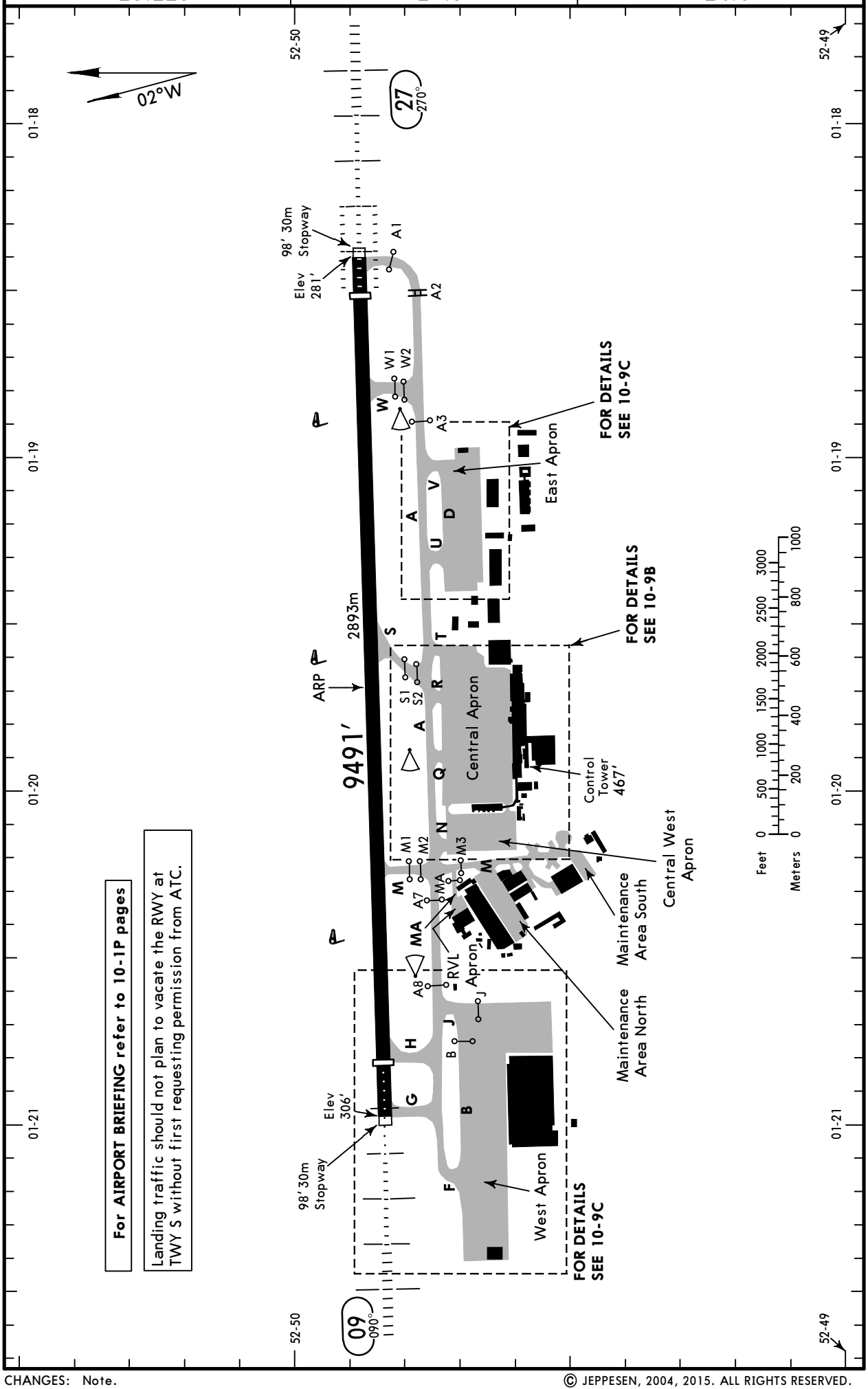
Apt Elev **306′**
N52 49.9 W001 19.7

JEPPESEN
5 JUN 15 (10-9)

EAST MIDLANDS, UK

EAST MIDLANDS

ATIS	EAST MIDLANDS Ground	Tower
128.225	121.9	124.0



For AIRPORT BRIEFING refer to 10-1P pages

Landing traffic should not plan to vacate the RWY at TWY S without first requesting permission from ATC.

CHANGES: Note.

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ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
09 ❶ 27	HIRL CL (15m) HIALS PAPI-L (3.0°)	RVR	8901′ 2713m	7807′ 2380m	❷	151′ 46m
	HIRL CL (15m) HIALS-II TDZ PAPI-L (3.0°)	RVR	9065′ 2763m	8093′ 2467m		

❶ Rwy grooved.

❷ TAKE-OFF RUN AVAILABLE

RWY 09

From rwy head	9491′ (2893m)
abm holding point H1	8901′ (2713m)
abm holding point M1	6821′ (2079m)
abm holding point S1	4318′ (1316m)

RWY 27

From rwy head	9491′ (2893m)
abm holding point W1	8084′ (2464m)
abm holding point S1	5282′ (1610m)
abm holding point M1	2746′ (837m)

Standard

TAKE-OFF [1]

	Approved Operators HIRL, CL & mult. RVR req	LVP must be in Force: RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A, B, C	125m	150m	200m	250m	400m	500m
D	150m	200m	250m	300m		

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

CHANGES: None.

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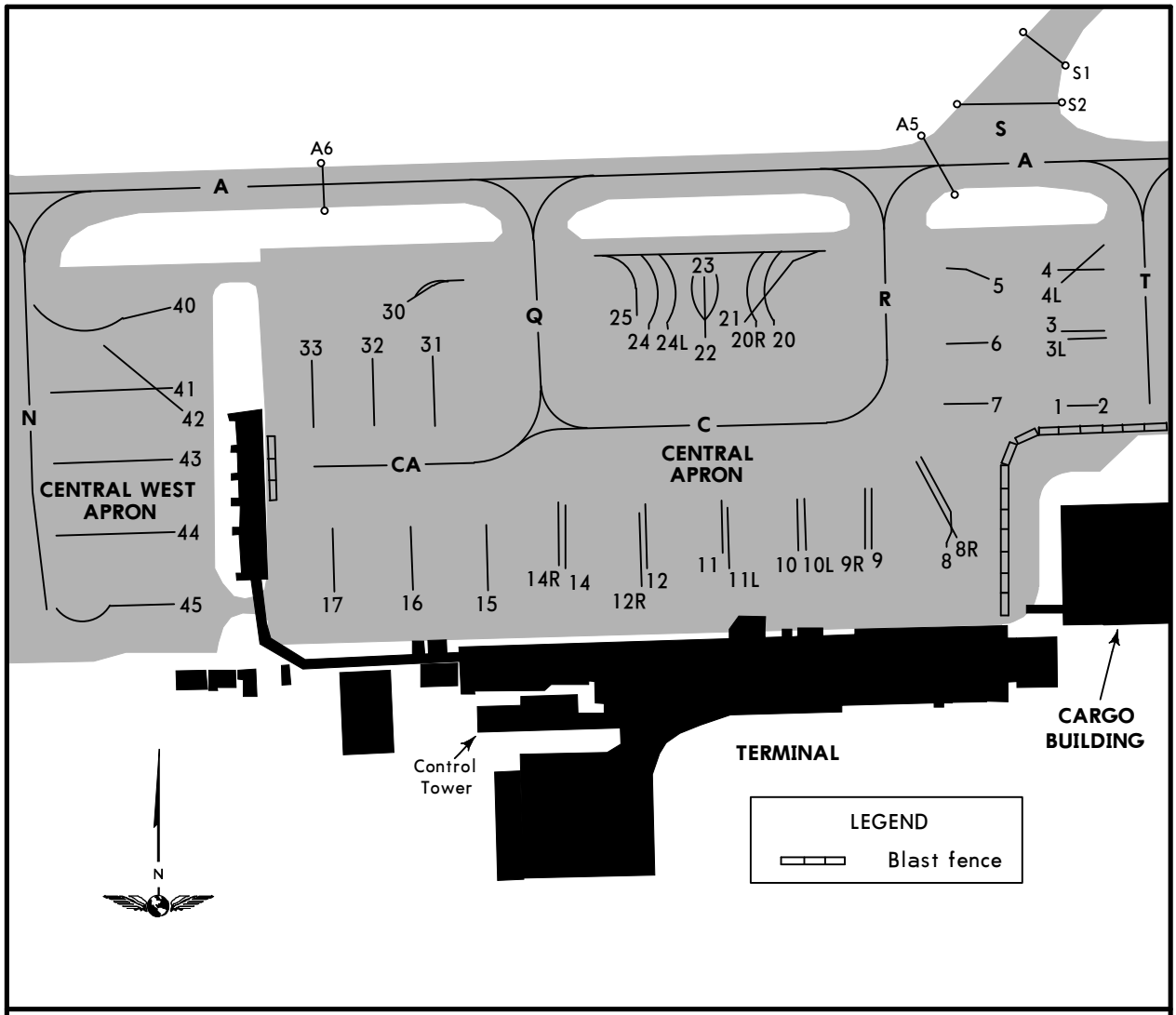

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1 thru 5	N52 49.7 W001 19.6	40 thru 43	N52 49.7 W001 20.1
6, 7	N52 49.7 W001 19.7	44, 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		

CHANGES: Stands coordinates.

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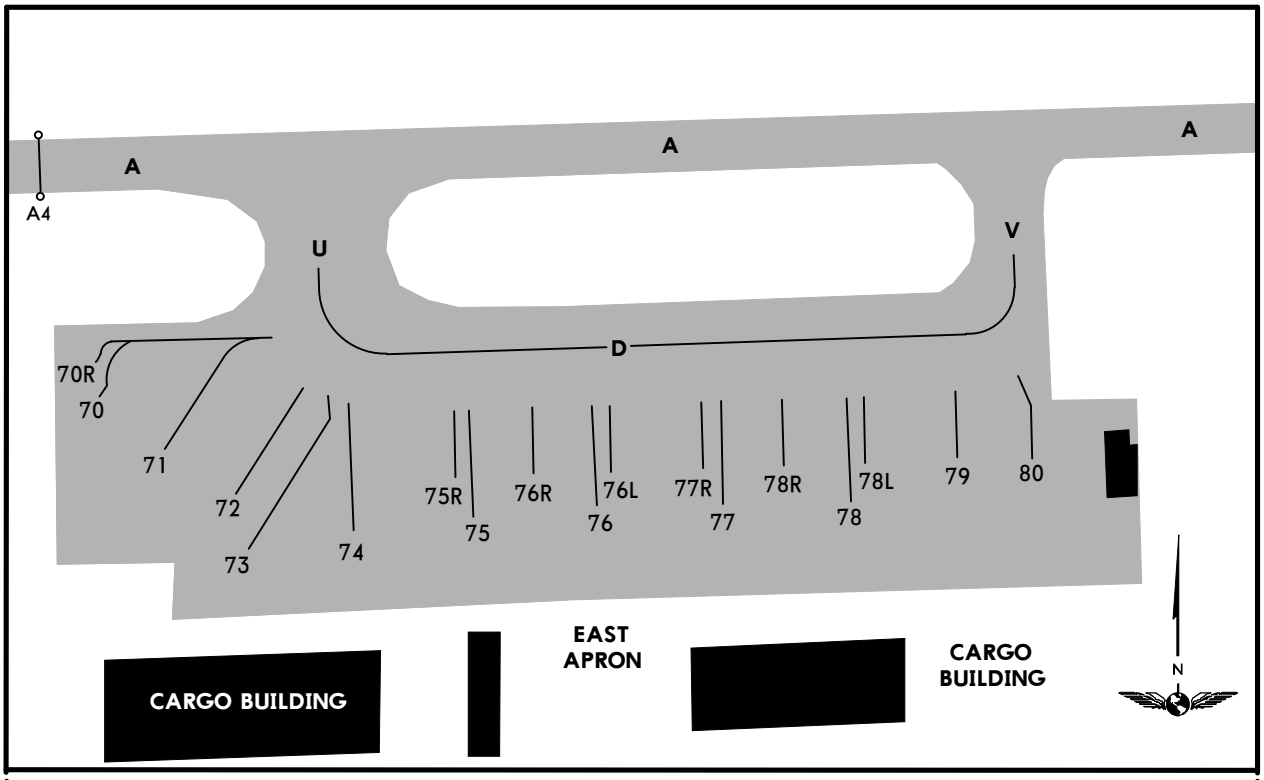

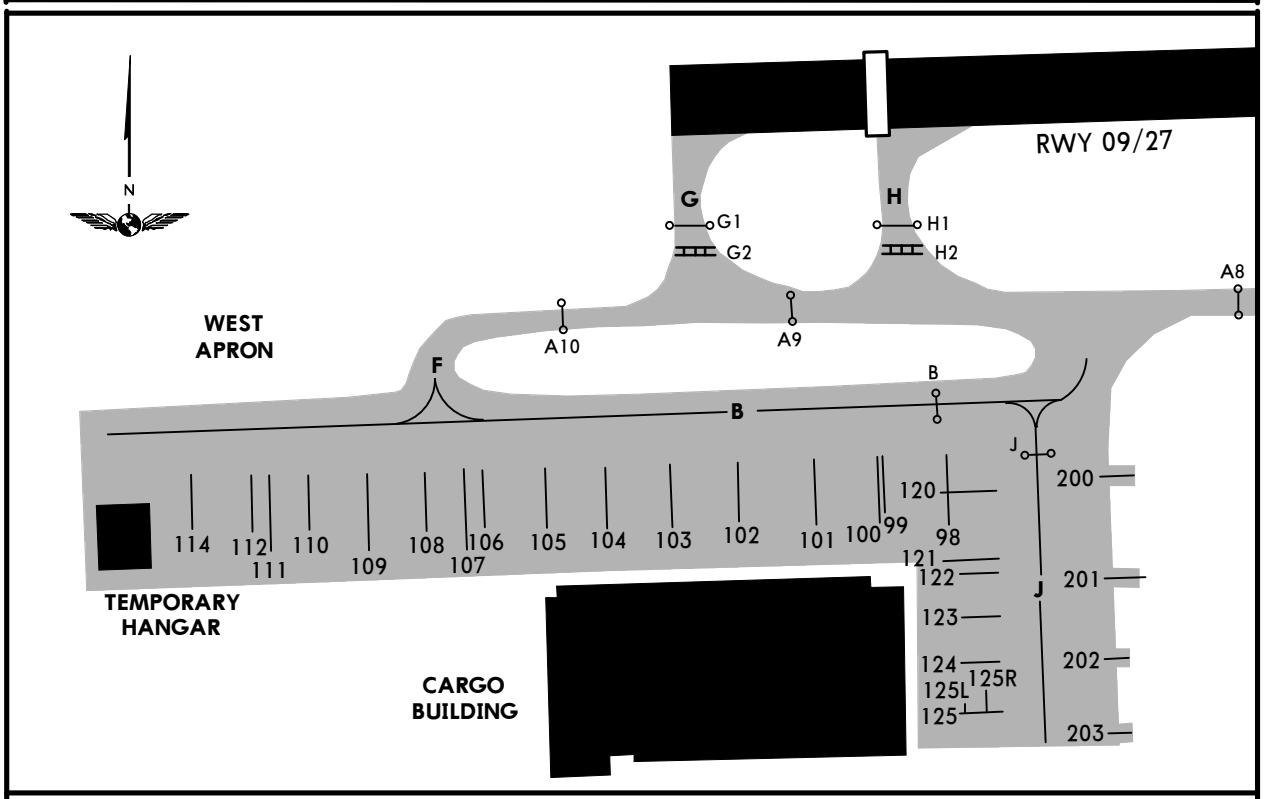

INS COORDINATES

STAND No.	COORDINATES		STAND No.	COORDINATES	
70 thru 71	N52 49.7	W001 19.4	111 thru 114	N52 49.6	W001 21.3
72 thru 74	N52 49.7	W001 19.3	120	N52 49.7	W001 20.8
75 thru 76R	N52 49.7	W001 19.2	121 thru 125R	N52 49.6	W001 20.8
77 thru 78R	N52 49.7	W001 19.1	200	N52 49.7	W001 20.7
79, 80	N52 49.7	W001 19.0	201, 202	N52 49.6	W001 20.7
98 thru 100	N52 49.6	W001 20.8	203	N52 49.5	W001 20.7
101, 102	N52 49.6	W001 20.9			
103, 104	N52 49.6	W001 21.0			
105 thru 108	N52 49.6	W001 21.1			
109, 110	N52 49.6	W001 21.2			

CHANGES: West apron stands coordinates.

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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.

CHANGES: Location name.

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EAST MIDLANDS, UK

EAST MIDLANDS

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.

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EGNX/EMA
EAST MIDLANDS

JEPPESEN

6 JUL 12 (11-1)

EAST MIDLANDS, UK
❶ NDB ILS DME Rwy 09

BRIEFING STRIP ™

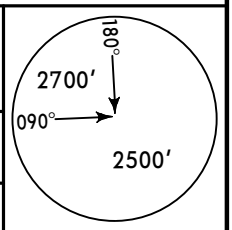
ATIS	EAST MIDLANDS Approach (R)	EAST MIDLANDS Tower	*Ground
128.22	134.17	124.0	121.9

LOC IEMW	Final Apch Crs	GS Lctr	ILS DA(H)	Apt Elev 306′
*109.35	090°	1600′ (1294′)	506′ (200′)	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.

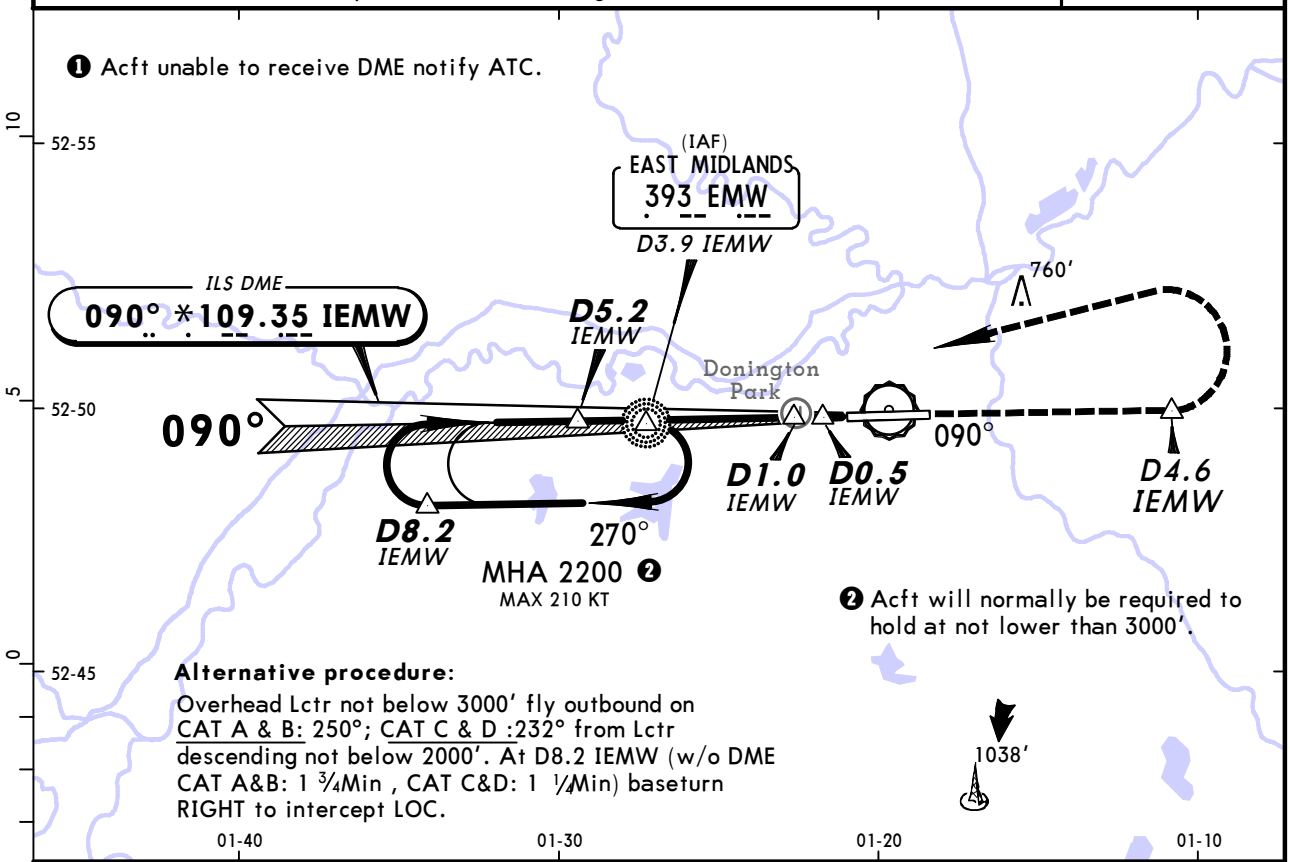
Alt Set: hPa Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 6000′

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

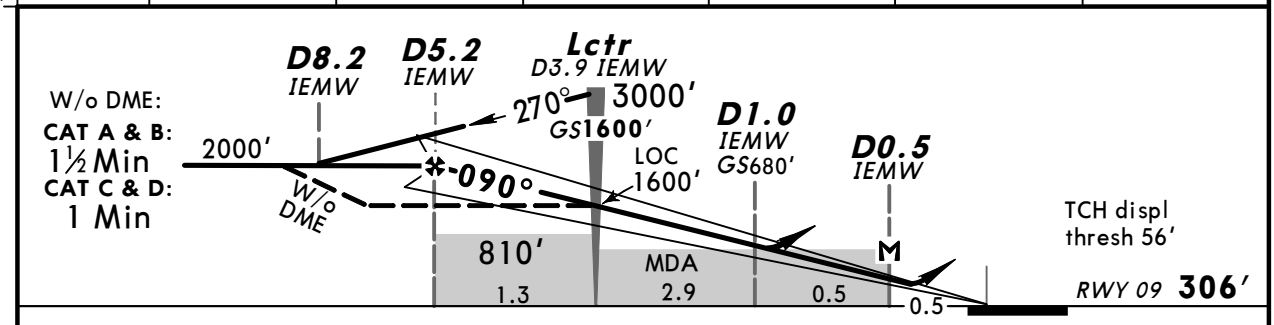
❶ Acft unable to receive DME notify ATC.



❷ Acft will normally be required to hold at not lower than 3000′.

Alternative procedure:
Overhead Lctr not below 3000′ fly outbound on CAT A & B: 250°; CAT C & D :232° from Lctr descending not below 2000′. At D8.2 IEMW (w/o DME CAT A&B: 1 ¾Min , CAT C&D: 1 ¼Min) baseturn RIGHT to intercept LOC.

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

HIALS
PAPI

3000′ D4.6 IEMW whichever earlier

Standard STRAIGHT-IN LANDING RWY 09

	ILS DA(H) 506′ (200′) FULL	ILS Limited	ILS ALS out	LOC (GS out) CDFA DA/MDA(H) 640′ (334′)	LOC (GS out) ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 800m	RVR 1500m
B					
C					
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	800′ (494′)	1500m
135	810′ (504′)	1600m
180	1200′ (894′)	2400m
205	1200′ (894′)	3600m

PANS OPS

CHANGES: Bearings. Recommended altitudes.

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EGNX/EMA
EAST MIDLANDS

JEPPESEN
6 JUL 12 (11-2)

EAST MIDLANDS, UK
❶ NDB ILS DME Rwy 27

BRIEFING STRIP ™

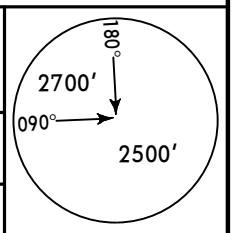
ATIS	EAST MIDLANDS Approach (R)	EAST MIDLANDS Tower	*Ground
128.22	134.17	124.0	121.9

LOC IEME	Final Apch Crs	GS Lctr	ILS DA(H)	Apt Elev / RWY
*109.35	270°	1640′ (1358′)	482′ (200′)	306′ / 282′

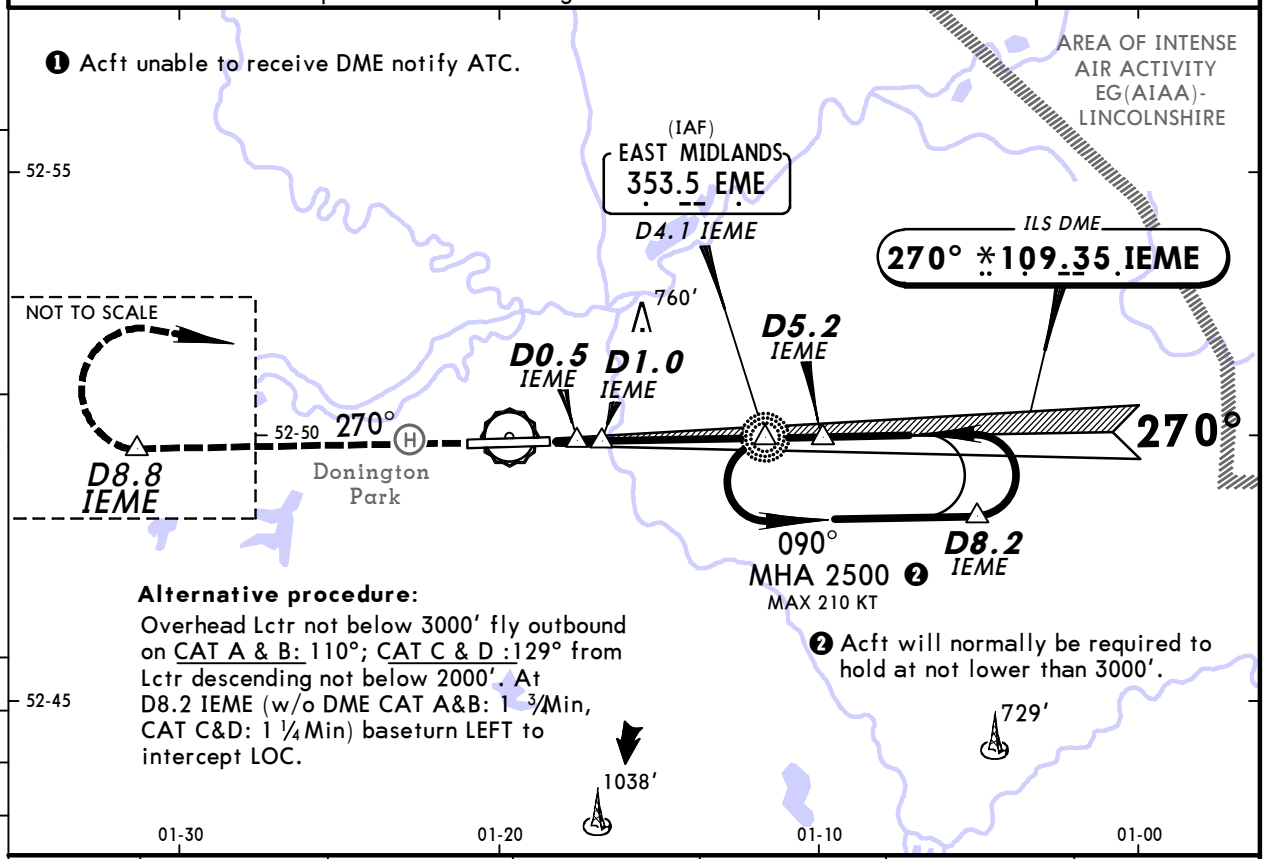
MISSED APCH: Climb STRAIGHT AHEAD to 3000′ or D8.8 IEME whichever is earlier, then turn RIGHT to Lctr at 3000′, or as directed.

Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 6000′

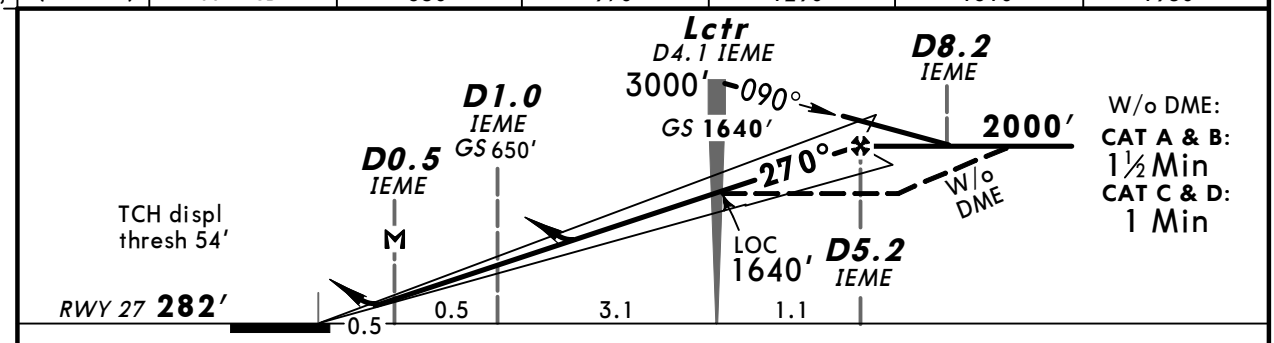
1. ILS DME reads zero at rwy 27 displ threshold. 2. Procedure MAX 210 KT.
3. Lowest altitude to start procedure from holding 3000′.



MSA EME Lctr



LOC (GS out)	IEME DME	1.0	2.0	3.0	4.0	5.0
	ALTITUDE	650′	970′	1290′	1610′	1930′



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 3.6	3:05	2:24	2:10	1:48	1:33	1:21

or MAP at D0.5 IEME

HIALS-II
PAPI

3000′ D8.8 IEME whichever earlier

PANS OPS

Standard — STRAIGHT-IN LANDING RWY 27

	ILS DA(H) 482′ (200′) FULL	Limited	ALS out	LOC (GS out) With DME CDFA DA/MDA(H) 610′ (328′)	ALS out	W/o DME CDFA DA/MDA(H) 690′ (408′)	ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 800m	RVR 1500m	RVR 1200m	RVR 1500m
B							
C							RVR 1900m
D							

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	800′ (494′)	1500m
135	810′ (504′)	1600m
180	1200′ (894′)	2400m
205	1200′ (894′)	3600m

CHANGES: Bearings. Recommended altitudes. Minimums.

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EGNX/EMA EAST MIDLANDS

JEPPESEN 6 JUL 12 (11-2A)

EAST MIDLANDS, UK
❶ CAT II/III NDB ILS DME Rwy 27

BRIEFING STRIP ™

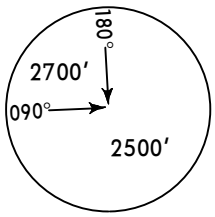
ATIS	EAST MIDLANDS Approach (R)	EAST MIDLANDS Tower	*Ground
128.22	134.17	124.0	121.9

LOC IEME	Final Apch Crs	GS Lctr	CAT II & IIIA ILS	Apt Elev 306′
*109.35	270°	1640′ (1358′)	Refer to Minimums	RWY 282′

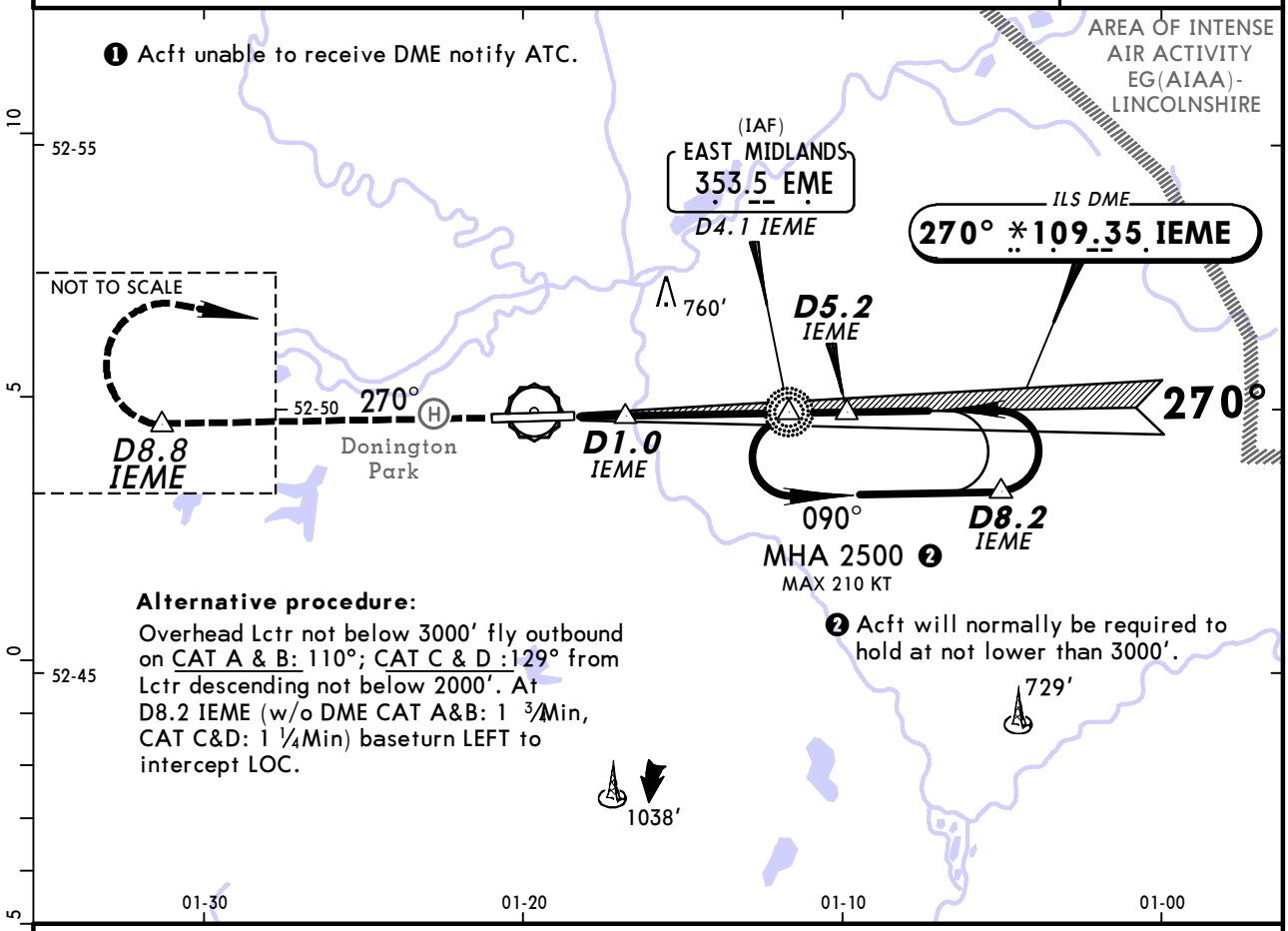
MISSED APCH: Climb STRAIGHT AHEAD to 3000′ or D8.8 IEME whichever is earlier, then turn RIGHT to Lctr at 3000′, or as directed.

Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 6000′

1. Special Aircrew & Acft Certification Required. 2. ILS DME reads zero at rwy 27 displ threshold. 3. Procedure MAX 210 KT. 4. Lowest altitude to start procedure from holding 3000′.

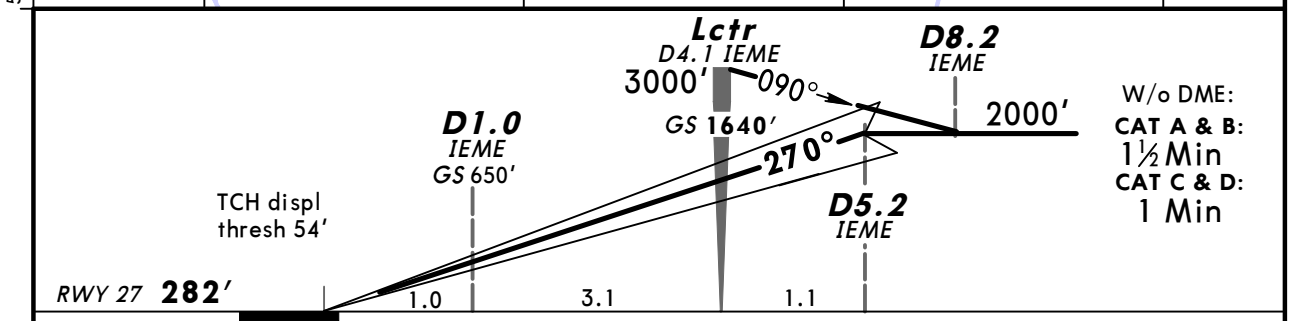


MSA EME Lctr



Alternative procedure:
Overhead Lctr not below 3000′ fly outbound on CAT A & B: 110°; CAT C & D :129° from Lctr descending not below 2000′. At D8.2 IEME (w/o DME CAT A&B: 1 ¾Min, CAT C&D: 1 ¼Min) baseturn LEFT to intercept LOC.

❷ Acft will normally be required to hold at not lower than 3000′.



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	485	539	647	755	862

HIALS-II
PAPI

3000′ D8.8 IEME whichever earlier

Standard STRAIGHT-IN LANDING RWY 27

PANS OPS

CAT IIIA ILS	CAT II ILS AB	CAT II ILS C	CAT II ILS D
DH 50′	RA 101′ DA(H) 382′ (100′)	RA 114′ DA(H) 393′ (111′)	RA 128′ DA(H) 405′ (123′)
RVR 200m	RVR 300m ❶		RVR 400m

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

CHANGES: Bearings.

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EGNX/EMA
EAST MIDLANDS

JEPPESEN
6 JUL 12 (16-1)

EAST MIDLANDS, UK
❶ NDB DME Rwy 09

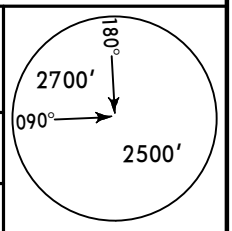
BRIEFING STRIP

ATIS	EAST MIDLANDS Approach (R)	EAST MIDLANDS Tower	*Ground
128.22	134.17	124.0	121.9

Lctr	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev 306′
EMW 393	090°	D5.2 2000′ (1694′)	720′ (414′)	RWY 306′

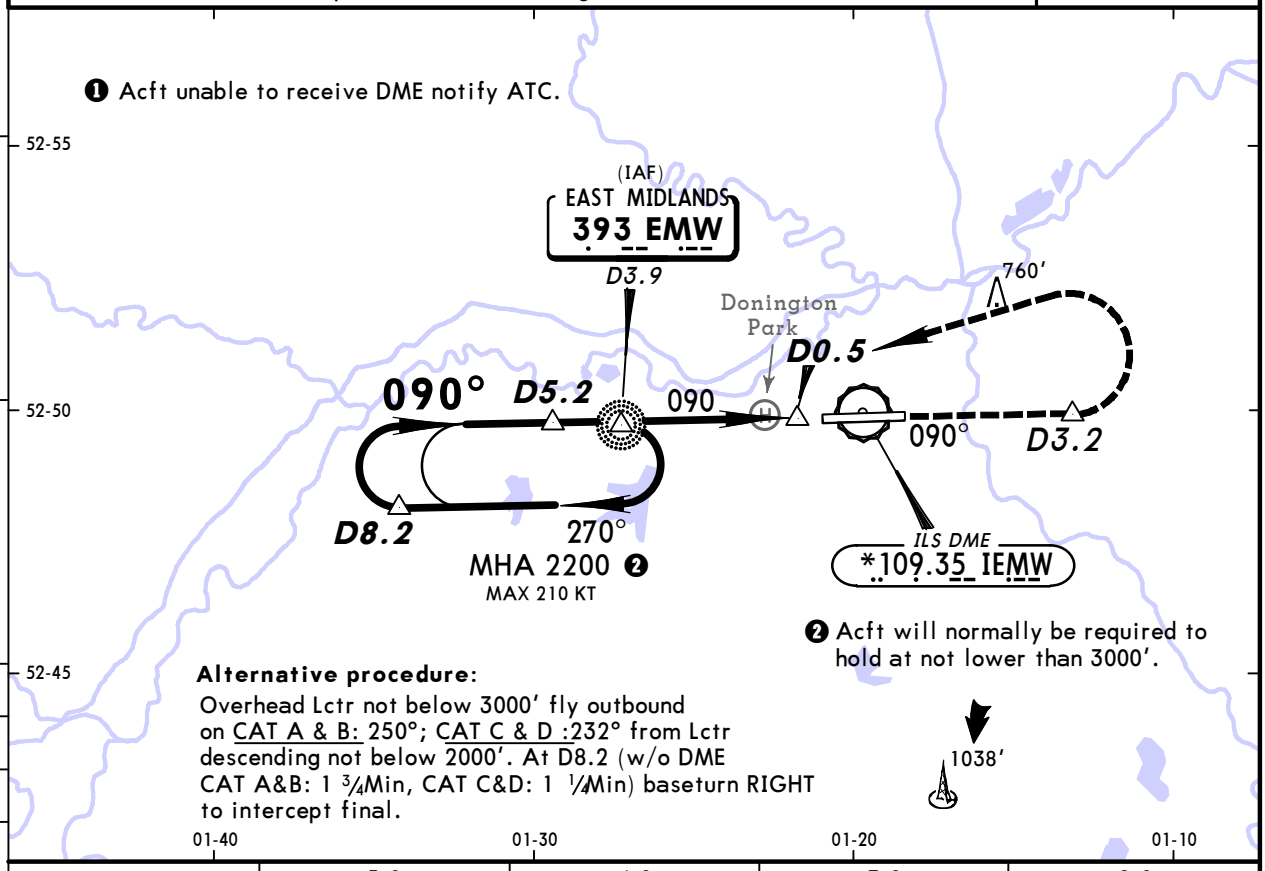
MISSED APCH: Climb STRAIGHT AHEAD to 3000′ or D3.2 whichever is earlier, then turn LEFT to Lctr at 3000′, or as directed.

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

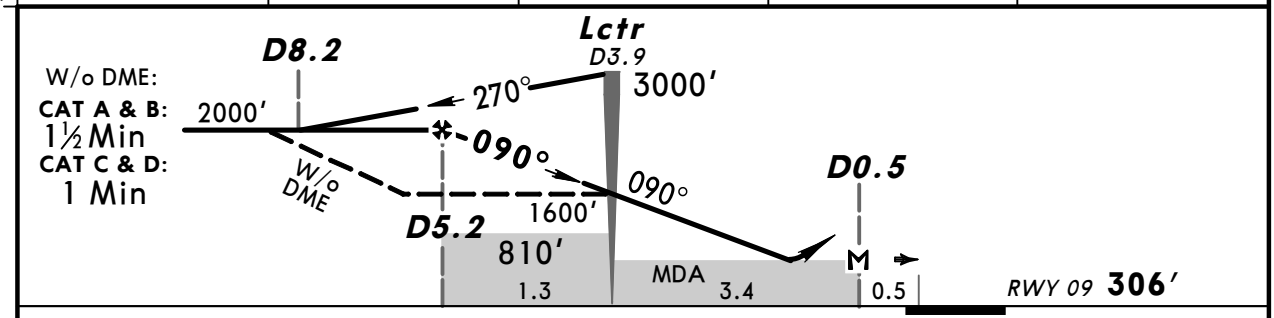
❶ Acft unable to receive DME notify ATC.



❷ Acft will normally be required to hold at not lower than 3000′.

Alternative procedure:
Overhead Lctr not below 3000′ fly outbound on CAT A & B: 250°; CAT C & D :232° from Lctr descending not below 2000′. At D8.2 (w/o DME CAT A&B: 1 ¾Min, CAT C&D: 1 ¼Min) baseturn RIGHT to intercept final.

IEMW DME	5.0	4.0	3.0	2.0
ALTITUDE	1960′	1640′	1640′	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							

HIALS
PAPI

3000′ D3.2 whichever earlier

PANS OPS

Standard STRAIGHT-IN LANDING RWY 09

CDFA

DA/MDA(H) 720′ (414′)

		ALS out
A	RVR 1200m	RVR 1500m
B		
C		RVR 1900m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	800′ (494′)	1500m
135	810′ (504′)	1600m
180	1200′ (894′)	2400m
205	1200′ (894′)	3600m

CHANGES: Bearings. Recommended altitudes.

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EGNX/EMA
EAST MIDLANDS

JEPPESEN
6 JUL 12 (16-2)

EAST MIDLANDS, UK
❶ NDB DME Rwy 27

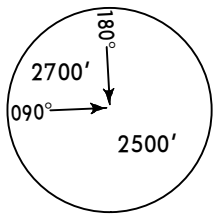
BRIEFING STRIP

ATIS	EAST MIDLANDS Approach (R)	EAST MIDLANDS Tower	*Ground
128.22	134.17	124.0	121.9

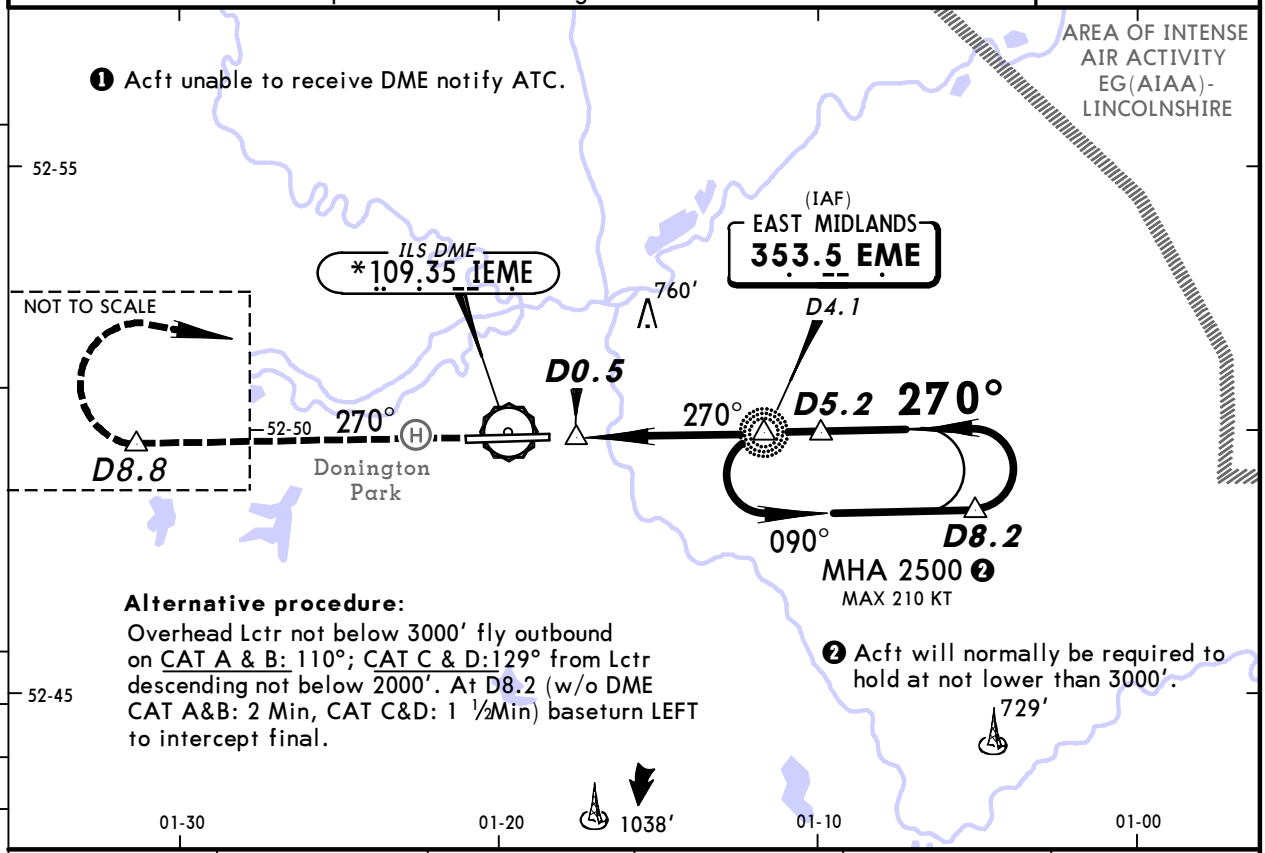
Lctr EME	Final Apch Crs	Procedure Alt D5.2	DA/MDA(H) (CONDITIONAL)	Apt Elev 306′
353.5	270°	2000′ (1718′)	620′ (338′)	RWY 282′

MISSED APCH: Climb STRAIGHT AHEAD to 3000′ or D8.8 whichever is earlier, then turn RIGHT to Lctr at 3000′, or as directed.

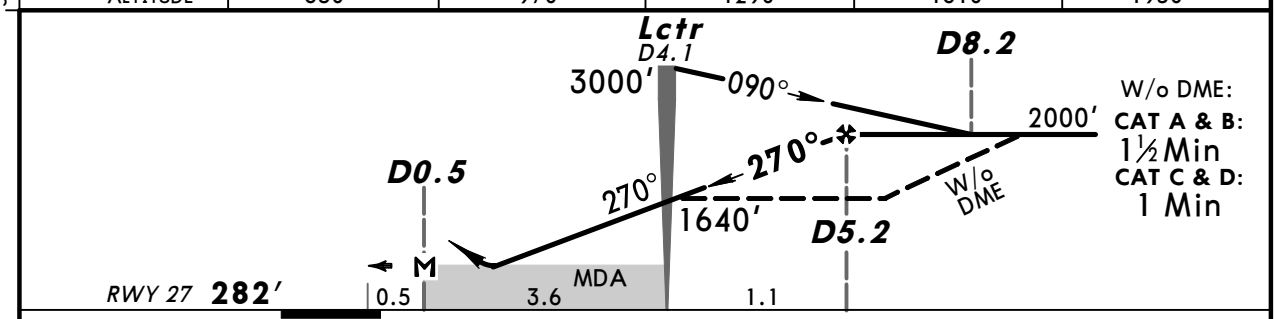
Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 6000′
1. DME reads zero at rwy 27 displ threshold. 2. Procedure MAX 210 KT.
3. Lowest altitude to start procedure from holding 3000′.



MSA EME Lctr



IEME DME	1.0	2.0	3.0	4.0	5.0
ALTITUDE	650′	970′	1290′	1610′	1930′



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

HIALS-II
PAPI

3000′ D8.8 whichever earlier

Standard STRAIGHT-IN LANDING RWY 27

	With DME CDFA DA/MDA(H) 620′ (338′)		W/o DME CDFA DA/MDA(H) 720′ (438′)	
		ALS out		ALS out
A	RVR 800m	RVR 1500m	RVR 1300m	RVR 1500m
B				
C				RVR 2000m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	800′ (494′)	1500m
135	810′ (504′)	1600m
180	1200′ (894′)	2400m
205	1200′ (894′)	3600m

PANS OPS

CHANGES: Bearings. Recommended altitudes. Minimums.

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EGNX/EMA
EAST MIDLANDS

JEPPESEN
5 APR 13 (18-1)

EAST MIDLANDS, UK
SRA Rwy 09

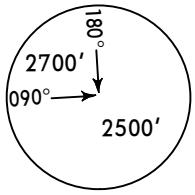
BRIEFING STRIP ™

ATIS	EAST MIDLANDS Approach (R)	*EAST MIDLANDS Radar	EAST MIDLANDS Tower	*Ground
128.22	134.17	134.17 120.12	124.0	121.9

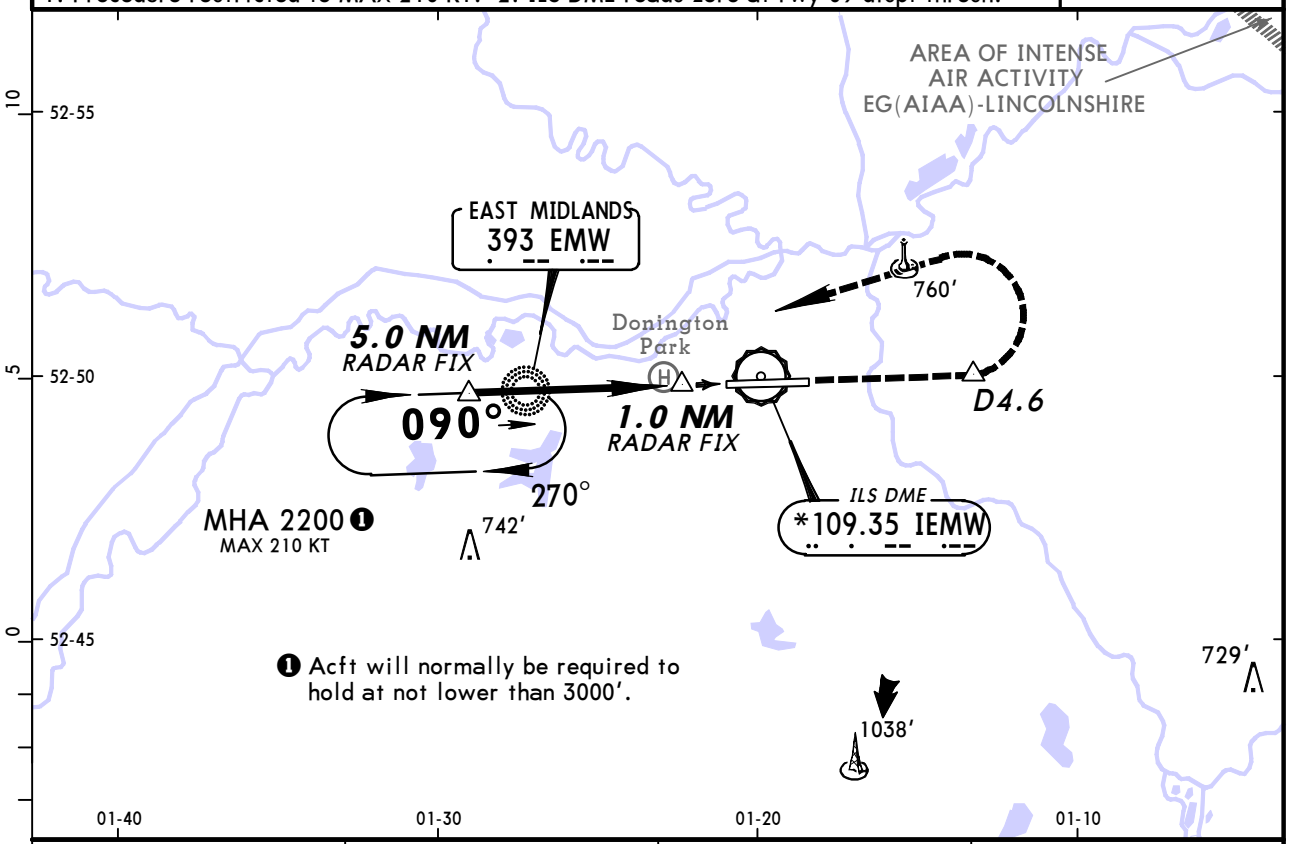
RADAR	Final Apch Crs	Minimum Alt 5.0 NM RADAR FIX	DA/MDA(H)	Apt Elev 306′
	090°	1900′ (1594′)	750′ (444′)	RWY 306′

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′.

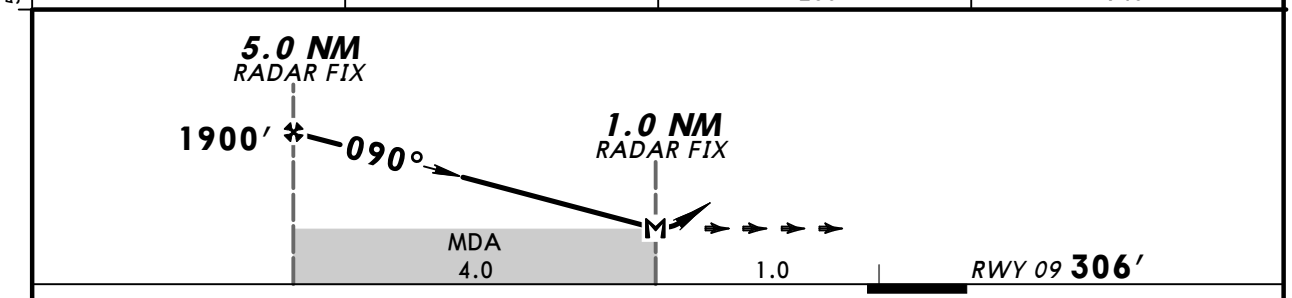
Alt Set: hPa Rwy Elev: 11 hPa Trans level: By ATC Trans alt: 6000′
1. Procedure restricted to MAX 210 KT. 2. ILS DME reads zero at rwy 09 displ thresh.



MSA
EMW Lctr



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
PAPI

Refer to Missed Apch above

Standard STRAIGHT-IN LANDING RWY **09**

CDFA
DA/MDA(H) **750′** (444′)

		ALS out
A	RVR 1400m	RVR 1500m
B		
C		CMV 2100m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	800′ (494′)	1500m
135	810′ (504′)	1600m
180	1200′ (894′)	2400m
205	1200′ (894′)	3600m

PANS OPS

CHANGES: Procedure splitted. Minimums.

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EGNX/EMA
EAST MIDLANDS

JEPPESEN
5 APR 13 (18-2)

EAST MIDLANDS, UK
SRA Rwy 27

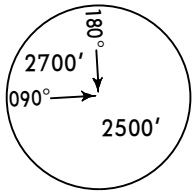
BRIEFING STRIP ™

ATIS	EAST MIDLANDS Approach (R)	*EAST MIDLANDS Radar	EAST MIDLANDS Tower	*Ground
128.22	134.17	134.17 120.12	124.0	121.9

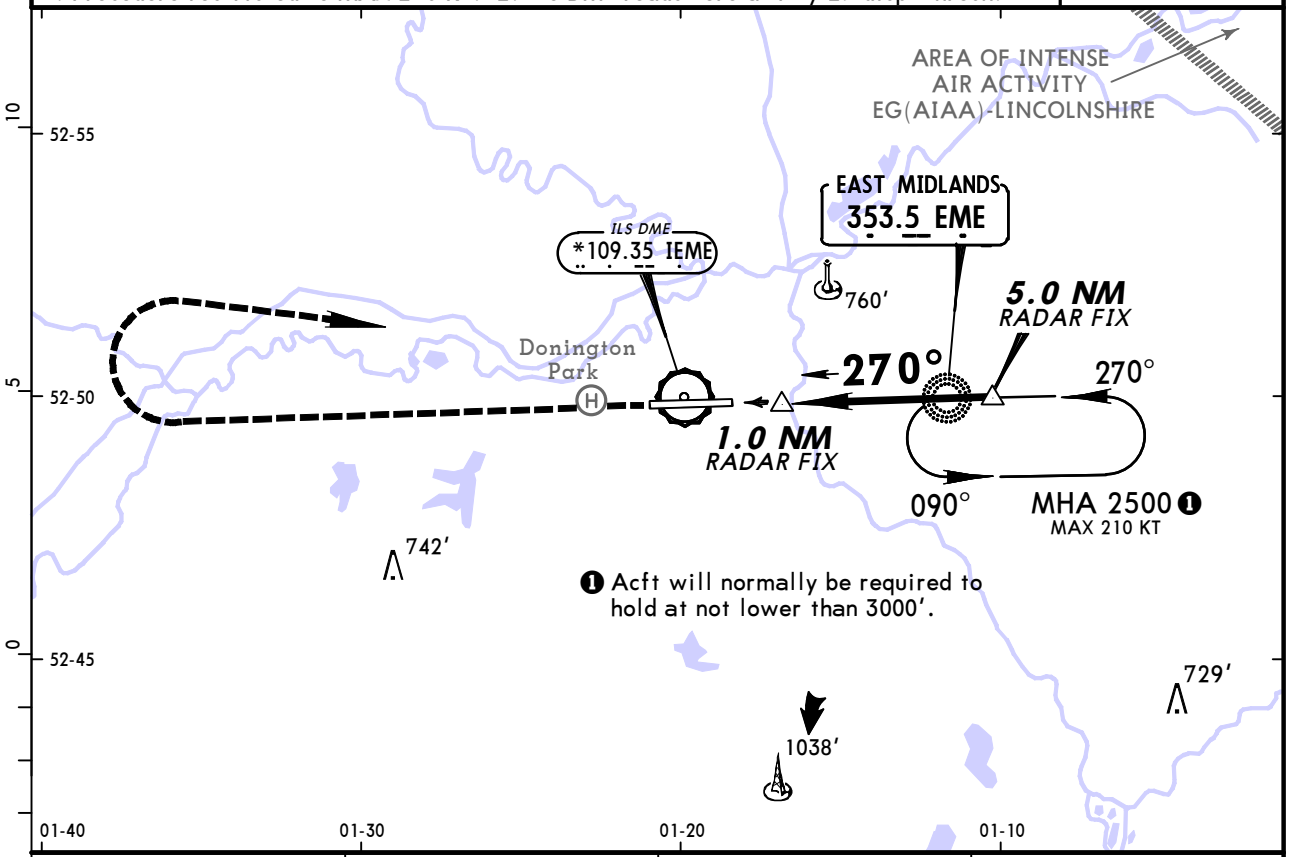
RADAR	Final Apch Crs	Minimum Alt 5.0 NM RADAR FIX	DA/MDA(H)	Apt Elev 306′
	270°	1800′ (1518′)	660′ (378′)	RWY 282′

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°.

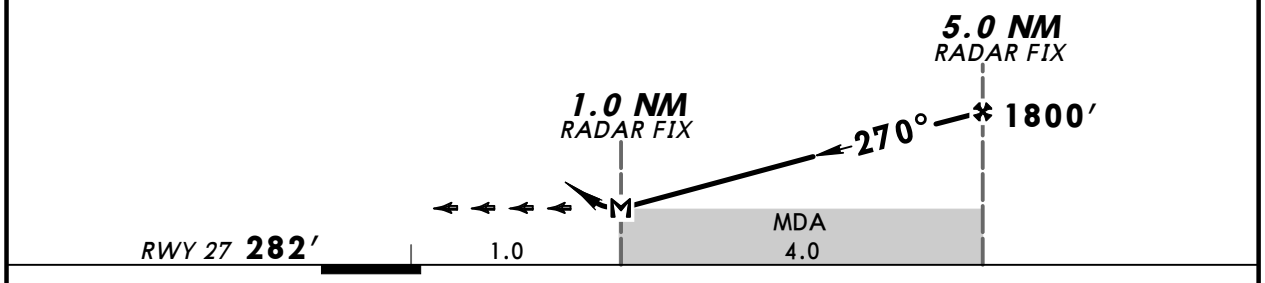
Alt Set: hPa Rwy Elev: 10 hPa Trans level: By ATC Trans alt: 6000′
1. Procedure restricted to MAX 210 KT. 2. ILS DME reads zero at rwy 27 displ thresh.



MSA
EME Lctr



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



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	2.83°	350	451	501	601	701	801
MAP 1NM from touchdown or TMN 2 to MAP	1.0	0:51	0:40	0:36	0:30	0:26	0:23

HIALS-II
PAPI

Refer to Missed Apch above

PANS OPS

Standard STRAIGHT-IN LANDING RWY **27**

CDFA
DA/MDA(H) **660′** (378′)

		ALS out
A	RVR 1000m	RVR 1500m
B		
C		RVR 1700m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	800′ (494′)	1500m
135	810′ (504′)	1600m
180	1200′ (894′)	2400m
205	1200′ (894′)	3600m

CHANGES: Procedure splitted. Minimums.

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JEPPESEN
JeppView for Windows

Chart changes since cycle 26-2015

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

EAST MIDLANDS, (EAST MIDLANDS - EGNX)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EGNX

Chart Change Notices for Country GBR

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

The following Take-off minima according to Commission Regulation No. 965/2012 (EASA Air Operations Regulation) are applicable for Low Visibility Take-off Operations within the UK FIR for CAT ABCD aircraft: 1. With RL and RCLM during day or with RL or CL during night: RVR 300m 2. With RL and CL: RVR 200m 3. With RL and CL and TDZ, MID and RO RVR: RVR 150m 4. With HIRL and CL and TDZ, MID and RO RVR: RVR 125m 5. On CAT III RWYs with approved guidance system or HUD/HUDLS: RVR 75m