

EGMD AD 2.1	EGMD	LYDD
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EGMD AD 2.2 – AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

2	Direction and distance from city:	1.2 nm NE of Lydd; 12 nm south of Ashford.
4	Geoid undulation at AD Elevation Psn:	146 ft.
5	Magnetic Variation/Annual Change:	W1.8° (2006) – 0.13° decreasing.
6	AD Administration: Address: Telephone: Fax: e-mail: Website:	London Ashford Airport Ltd. Lydd Airport, Lydd, Romney Marsh, Kent, TN29 9QL. 01797-322400 (Airport Switchboard); 01797-320881 (ATC). 01797-322408 (Airport Switchboard); 01797-321964 (ATC). 01797-322419 (Administration). frontdesk@lydd-airport.co.uk www.lydd-airport.co.uk
7	Type of Traffic Permitted (IFR/VFR):	IFR/VFR.

EGMD AD 2.3 – OPERATIONAL HOURS

1	AD:	Winter: 0900-1900; extensions by arrangement. Summer: 0800-1800; extensions by arrangement.
2	Customs and Immigration:	As AD hours.
3	Health and Sanitation:	As AD hours.
4	AIS Briefing Office:	As AD hours.
5	ATS Reporting Office (ARO):	As AD hours.
6	MET Briefing Office:	As AD hours.
7	ATS:	As AD hours. See also AD 2.18
8	Fuelling:	Available up to 15 minutes before closing.
9	Handling:	Available by arrangement through FAL Aviation.
10	Security:	H24.
11	De-icing:	By arrangement through FAL Aviation.
12	Remarks:	Use of the aerodrome between 1900 and 0900 (winter); 1800-0800 (summer) is subject to prior permission from ATC

EGMD AD 2.4 – HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities:	By arrangement. Nearest railway siding: Appledore, 6 nm.
2	Fuel/oil types:	Fuel: AVTUR JET A-1, AVGAS 100LL, F34. Oil: Castrol AD 80, AD100, S80, S100, Multigrade.
3	Fuelling facilities/capacity:	AVTUR JET A-1 54,000 lt. Mobile capacity 36,000 lt AVGAS 100LL 54,000 lt. Mobile capacity 9,000 lt.
4	De-icing facilities:	By arrangement with handling agent.
5	Hangar space for visiting aircraft:	By arrangement.
6	Repair facilities for visiting aircraft:	Yes.
7	Remarks:	Handling is mandatory for aircraft larger than 6000 kg MTOW. Training or military aircraft may be exempted from this requirement. Handling provided by: FAL Aviation Ltd: Tel: 01797-322456/322482. Fax: 01797-322453/322455/322481. e-mail: info@FALaviation.com website: www.FALaviation.com Frequency: 130.075 MHz. Callsign FAL Operations

EGMD AD 2.5 – PASSENGER FACILITIES		
1	Hotels:	Hotels in the vicinity.
2	Restaurants:	Restaurant and bar in terminal. VIP/Executive catering by arrangement through FAL Aviation.
3	Transportation:	Buses, taxis car hire and limousines. Nearest railway station: Ashford International and Appledore.
4	Medical facilities:	First aid, oxygen therapy, resuscitator, defibrillator, entonox analgesic gas.
5	Bank and Post Office:	Post box in terminal.
6	Tourist Office:	Local information available in terminal.
7	Remarks:	Executive lounge in FAL terminal building.

EGMD AD 2.6 – RESCUE AND FIRE FIGHTING SERVICES		
1	AD Category for fire fighting:	RFF Category 2. Category 5 available by arrangement.
2	Rescue equipment:	Standard equipment for Category 1 to Category 5.
3	Capability for removal of disabled aircraft:	By arrangement with local removal company.
4	Remarks:	

EGMD AD 2.7 – SEASONAL AVAILABILITY – CLEARING		
1	Type of clearing equipment:	Mechanical.
2	Clearance priorities:	Standard. See AD 1.2.2.
3	Remarks:	Braking action assessment by Grip Tester. Latest information from: ATC Tel: 01797-320881.

EGMD AD 2.8 – APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA							
1	Apron surface and strength:		Apron B	Surface: Asphalt	Strength: 46/F/C/X/T		
			Apron C	Surface: Asphalt	Strength:		
2	Taxiway width, surface and strength:			Width	Surface	Strength	
			A and D:	10.5 m	Asphalt		
			B and C:	18 m	Asphalt	46/F/C/X/T	
3	Altimeter checkpoint location and elevation:		Apron 10 ft amsl.				
4	VOR checkpoints:						
5	INS checkpoints:						
Stand No	Co-ordinates	Stand No	Co-ordinates	Stand No	Co-ordinates	Stand No	Co-ordinates
6	Remarks:						

EGMD AD 2.9 – SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS		
1	Use of aircraft stand ID signs: Taxiway guide lines and visual docking/ parking guidance system of aircraft stands:	Apron Bravo is marked with 8 self-maneuvring stands for up to B738, A319. Marshalling assistance is available if required. Apron Charlie is for General Aviation aircraft to self-park.
2	Runway and taxiway markings and lighting:	Runway: Runway designation, displaced threshold 21, centre-line, TDZ, fixed distance markings, edge stripes. Runway edge, threshold, caution zone (Runway 21), PAPI, stopend lighting. Taxiway: Yellow centre-line, hatched edge line on Taxiways B and C, holding point markings and boards. Blue edge, guard lights and illuminated holding point signs on Taxiways B and C lighting. Blue reflective edge studs on Taxiway A.
3	Stop bars:	No stop bars
4	Remarks:	Illuminated wind direction indicators adjacent to touchdown zone for Runways 03 and 21.

EGMD AD 2.10 – AERODROME OBSTACLES						
In Approach/Take-off areas				In circling area and at aerodrome		
1				2		
Runway/Area affected	Obstacle type Elevation Markings/lighting		Co-ordinates	Obstacle type Elevation Markings/lighting		Co-ordinates
a	b		c	a		b
		ft amsl			ft amsl	
03/Approach 21/Take-off	Railway Embankment	18	1692 Across RCL	Power Station Water Tower Pylon Pylon Pylon	267 125 206 207 168	505448.65N 0005732.88E 505637.48N 0005633.36E 505512.59N 0005557.24E 505633.96N 0005333.72E 505804.98N 0005335.56E
3 Remarks:						

EGMD AD 2.11 – METEOROLOGICAL INFORMATION PROVIDED	
1 Associated MET Office:	Exeter.
2 Hours of service: MET Office outside hours:	H24.
3 Office responsible for TAF preparation: Periods of validity:	MET Office Exeter 9 hours.
4 Trend forecast: Interval of issuance:	
5 Briefing/consultation provided:	Self Briefing/Telephone.
6 Flight documentation: Language(s) used:	Charts, abbreviated plain language text. TAFs/METARs. English.
7 Charts and other information available for briefing or consultation:	214 Spot winds, 215 low level wx
8 Supplementary equipment available for providing information:	Internet access in Flight Briefing.
9 ATS units provided with information:	Lydd.
10 Additional Information (limitation of service etc):	RVR by human observer method, only one runway direction available at a time.

EGMD AD 2.12 – RUNWAY PHYSICAL CHARACTERISTICS					
Designations RWY Number	True bearing	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and stopway	THR co-ordinates RWY end co-ordinates THR Geoid undulation	THR elevation Highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
03	032.72°	1505 x 32	46/F/C/X/T Grooved Asphalt	505701.75N 0005600.11E - GUND 146 ft	THR 10 ft
21	212.73°	1505 x 32	46/F/C/X/T Grooved Asphalt	505741.75N 0005640.79E - GUND 146 ft	THR 12 ft
Slope of RWY/SWY	Stopway Dimensions (m)	Clearway Dimensions (m)	Strip Dimensions (m)	OFZ	
7	8	9	10	11	
12 Remarks: Runway 21 threshold displaced by 35 m to allow for full RESA					

EGMD AD 2.13 – DECLARED DISTANCES					
Runway Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
03	1470	1979	1470	1470	
21	1505	1673	1505	1470	

EGMD AD 2.14 – APPROACH AND RUNWAY LIGHTING								
Runway	Approach lighting Type Length Intensity	Threshold lighting Colour Wingbars	PAPI VASIS Angle Dist from THR (MEHT)	TDZ lighting Length	Runway Centre-line lighting Length Spacing Colour Intensity	Runway edge lighting Length Spacing Colour Intensity	Runway End lighting Colour Wingbars	Stopway lighting Length (m) Colour
1	2	3	4	5	6	7	8	9
03	Centre-line with one crossbar at 305 m 427 m HI	HI Green elevated uni-directional	PAPI 3° LHS 273 m (48 ft)			Elev HI white bi-directional with LI omni-directional component	Red HI	
21	Coded centre line with two crossbars at 150m and 300 m. 430 m HI	HI Green uni-directional with Elev HI wingbars	PAPI 3.5° LHS 322 m (60 ft)			Elev HI white bi-directional with LI omni-directional component	Red HI	
10	Remarks:		Runway 21 has yellow caution zone.					

EGMD AD 2.15 – OTHER LIGHTING, SECONDARY POWER SUPPLY	
1	ABN/IBN location, characteristics and hours of operation: ABN flashing white - On terminal roof.
2	LDI location and lighting: Anemometer location and lighting:
3	Taxiway edge and centre-line lighting: Blue edge on Taxiways Bravo and Charlie.
4	Secondary power supply/switch-over time: Yes / 15 seconds. Battery back-up.
5	Remarks: Apron floodlighting. Blue edge lights on Apron Bravo. Obstacle lighting.

EGMD AD 2.16 – HELICOPTER LANDING AREA	
1	Co-ordinates TLOF or THR of FATO: Geoid undulation:
2	TLOF and/or FATO elevation (ft):
3	TLOF and FATO area dimensions: Surface, Strength, Markings:
4	True Bearing of FATO:
5	Declared distance available:
6	Approach and FATO lighting:
7	Remarks: Small helicopters, ie: R22/44, Hu30, AS55, BH06 will be air taxied to park on Apron Bravo. Larger helicopters, ie: SK76, Puma, CH47 will make an approach to the runway in use and ground taxi (if possible) to Apron Bravo.

EGMD AD 2.17 – ATS AIRSPACE			
Designation and lateral limits		Vertical limits	Airspace Classification
1		2	3
Lydd Aerodrome Traffic Zone (ATZ) Circle radius 2 nm centred on longest notified runway (03/21) 505722N 0005621E.		2000 ft aal SFC	G †
4	ATS unit callsign: Language:	Lydd Tower/Information. English.	
5	Transition Altitude:	3000 ft.	
6	Remarks:	ATZ Hours: See AD 2.18. † Refer to Section ENR 1.4 for Notifications.	

EGMD AD 2.18 – ATS COMMUNICATION FACILITIES					
Service Designation	Callsign	Frequency MHz	Hours of Operation		Remarks
1	2	3	Winter	Summer	5
TWR	Lydd Tower	120.700	Wed-Sun 0900-1900 and by arrangement	Wed-Sun 0800-1800 and by arrangement	ATZ hours co-incident with TWR and AFIS hours, but not by arrangement.
AFIS	Lydd Information	120.700	Mon, Tue 0900-1900 and by arrangement	Mon, Tue 0800-1800 and by arrangement	
FIRE	Lydd Fire	121.600	Available when Fire vehicle attending aircraft on the ground in an emergency.		Non-ATS frequency

EGMD AD 2.19 – RADIO NAVIGATION AND LANDING AIDS							
Type of Aid MAG Var CAT of ILS/MLS	IDENT	Frequency	Hours of Operation		Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	Winter	Summer	5	6	7
LLZ 21 W1.8° (2006) ILS CAT	I LDY	108.15 MHz	Wed-Sun 0900-1900 and by arrangement	Wed-Sun 0800-1800 and by arrangement	*505714.17N 0005622.38		5° offset - See procedure chart. Training approaches using autocoupled LLZ/GP not to be continued below 200 ft.
GP	I LDY	334.55 MHz			*505736.03N 0005628.28E		3.5° ILS Datum Height 47 ft
DME	I LDY	108.15 MHz (Ch 18Y)	0900-1900 and by arrangement.	0800-1800 and by arrangement	*505736.10N 0005628.17E	24 ft amsl	On AD. Frequency paired with ILS I LDY. Zero range to threshold.
L	LAA	397 kHz	H24	H24	*505731.72N 0005621.32E		On AD.
VDF	Lydd Tower	120.700 MHz	Wed-Sun 0900-1900 and by arrangement	Wed-Sun 0800-1800 and by arrangement	*505731N 0005621E		

EGMD AD 2.20 – LOCAL TRAFFIC REGULATIONS

1 Aerodrome Regulations

- a This aerodrome is not available to aircraft unable to communicate by radio with ATC.
- b Microlight aircraft strictly PPR.
- c Training take-offs involving practice engine failure will not be allowed when using Runway 03 at any time, or when using Runway 21 when a nuclear train is passing.
- d High visibility clothing must be worn on the apron and manoeuvring area at all times except for passengers under escort.

2 Ground Movement

- a The responsibility for wingtip clearance during taxiing and parking remains with the flight crew.
- b Apron Bravo is available to aircraft up to B737, A319, helicopters and for long stay parking.
- c Apron Charlie is available for light aircraft parking.
- d Marshalling assistance may be available if required.
- e Taxiways Alpha and Delta are only available to aircraft with MTOW not exceeding 5700 kg. Taxiway Alpha is restricted to aircraft with a wingspan not exceeding 15 m.

3 CAT II/III Operations. Not applicable.**4 Warnings**

- a Caution, Lydd Ranges EG D044 and Hythe Ranges EG D141. DAAIS available on 120.700 MHz.
- b Aircraft departing from or intending to land at Lydd shall remain at least 1.5 nm from Dungeness Power Station 505449N 0005717E (ENR 5.1 refers).

5 Helicopter Operations

- a Helicopter circuit training may take place south east of Runway 03/21 up to 600 ft QFE, parallel to the fixed wing circuit.
- b Small helicopters up to B06, AS55, GAZL, joining from the west clockwise to the north should, unless otherwise instructed, route towards the north west aerodrome boundary to aim towards Taxiway Bravo for parking on Apron Bravo.
- c Small helicopters may depart directly from Apron Bravo to the north west.
- d Helicopters must obtain specific clearance to cross the runway.
- e Helicopters should avoid overflying built up areas.
- f During Low Visibility Procedures any helicopter movements will utilize the runway for landing or take-off.

6 Use of Runways

- a Aircraft will carry out power checks at Hold B or C as directed by ATC.
- b Circuits are normally LH on Runway 21, RH on Runway 03, but may be varied by ATC. Circuit height 1000 ft QFE.
- c Runway departure restriction: As runway centre-line lighting is not installed, the airport authority cannot approve departures in RVR conditions of less than 400 m, except where a public transport operator has a lower State authorised take-off minimum.

7 Training

The number of aircraft in the visual circuit will be determined by ATC subject to prevailing weather conditions and other commercial or corporate traffic. A 'waiting list' system will be introduced during busy periods during which pilots will be advised of their number in the queue and the approximate delay before they commence circuit training.

EGMD AD 2.21 – NOISE ABATEMENT PROCEDURES

- a Operators of aircraft using the aerodrome shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable to surrounding areas. The following Noise Procedures and Routeings will apply to all aircraft, unless otherwise instructed by ATS, whether landing, taking-off or 'going around' in both VMC and IMC. These requirements may be departed from to the extent necessary for avoiding immediate danger. These noise routeing procedures are supplementary to the noise abatement take-off techniques as used by piston engined, turbo-prop and turbo jet aircraft and laid down in their Operations Manual.
 - i Take-Off Runway 03
Climb straight ahead to at least 500 ft; or until passing upwind end of runway, whichever is later, before turning right or left as instructed by ATC.
 - ii Take-Off Runway 21
Climb straight ahead to at least 500 ft or until passing upwind end of the runway, whichever is later, before turning left or right as instructed by ATC. Aircraft turning left are to maintain a track which will ensure they remain at least 1.5 nm clear of the Dungeness Power Station. Caution, remain clear of EG D044 if active.
 - iii Landing Runways 03 and 21
An aircraft approaching to land shall not descend below the PAPI indicated approach slope of 3° (Runway 03) or 3.5° (Runway 21).

EGMD AD 2.22 – FLIGHT PROCEDURES

- a Joining Procedures for VFR Traffic (for helicopters, refer also to AD 2.20 paragraph 5).
 - i All inbound aircraft will be requested to report 4 nm to Lydd.
 - ii Pilots are responsible for their own separation from EG D141, EG D044 and EG R063.
 - iii Aircraft joining via Rye, Appledore, Tenterden, Ashford, including those routing inland from Folkestone will, unless otherwise instructed, join overhead at 1500 ft QFE descend crosswind and turn downwind at 1000 ft.
 - iv Aircraft inbound from the east, southeast and south, having made the 4 mile report, can anticipate instructions to join the circuit downwind or base leg, subject to traffic.

EGMD AD 2.24 – ADDITIONAL CHARTS RELATED TO THE AERODROME

	Page
Aerodrome Chart – ICAO	AD 2-EGMD-2-1
Instrument Approach Chart Offset ILS/DME/ RWY 215 – ICAO	AD 2-EGMD-8-1
Instrument Approach Chart Aerodrome NDB(L)/DME RWY 21 – ICAO	AD 2-EGMD-8-2

Aerodrome Obstacle Chart ICAO Type A is available for this aerodrome. For details refer to GEN 3.2.5.

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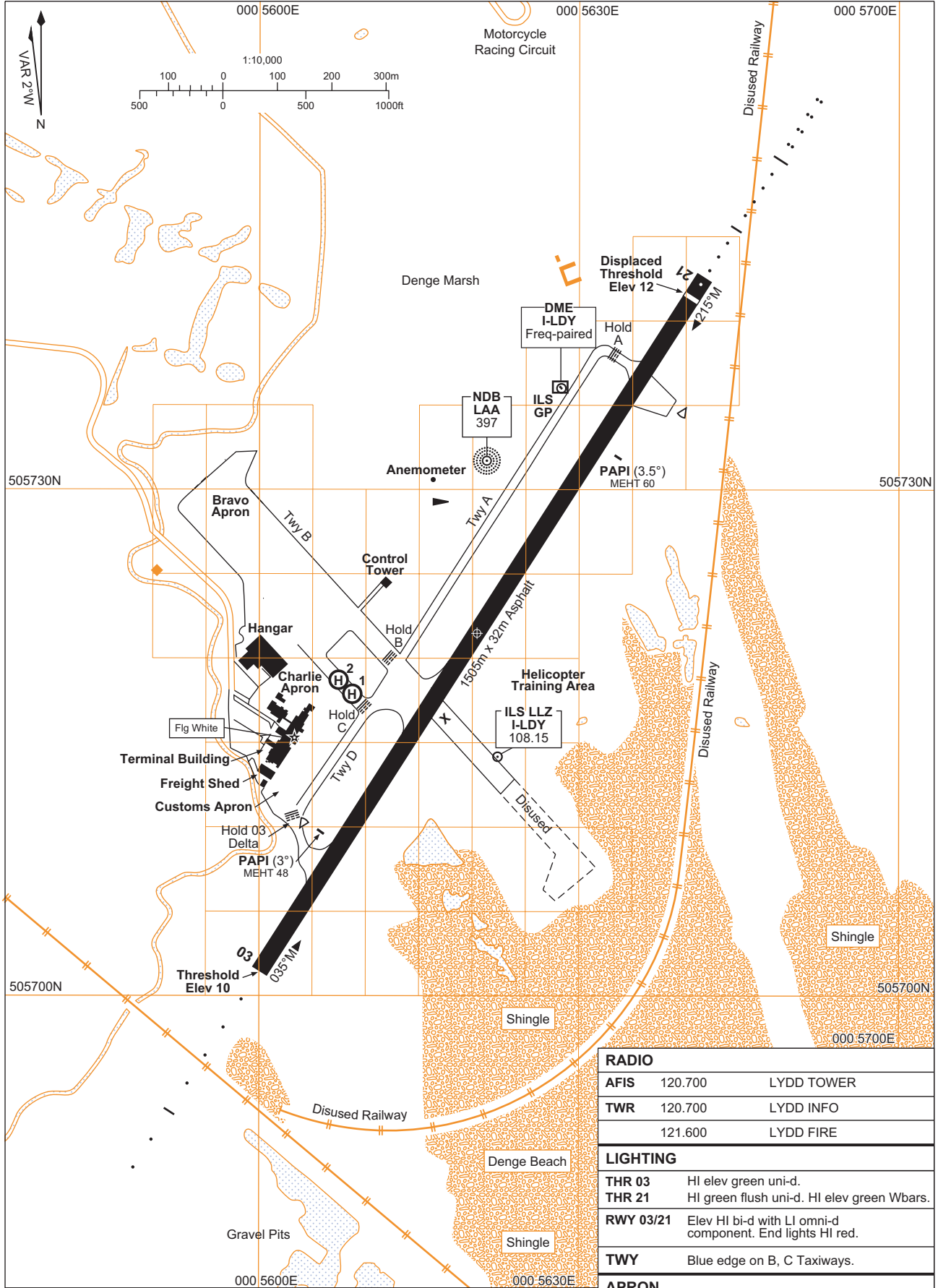
AERODROME CHART - ICAO

BEARINGS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 13

505722N 0005621E

ELEV 13FT

**LYDD
EGMD**



RADIO		
AFIS	120.700	LYDD TOWER
TWR	120.700	LYDD INFO
	121.600	LYDD FIRE
LIGHTING		
THR 03	HI elev green uni-d.	
THR 21	HI green flush uni-d. HI elev green Wbars.	
RWY 03/21	Elev HI bi-d with LI omni-d component. End lights HI red.	
TWY	Blue edge on B, C Taxiways.	
APRON		
ELEV	10ft amsl	SURFACE Asphalt

CHANGE: NEW CHART SCALE. HOLD C REPOSITIONED. HELSPOTS/NDB/LOCALISER/WINDSLEEVE/ILS GLIDEPATH ADDED.

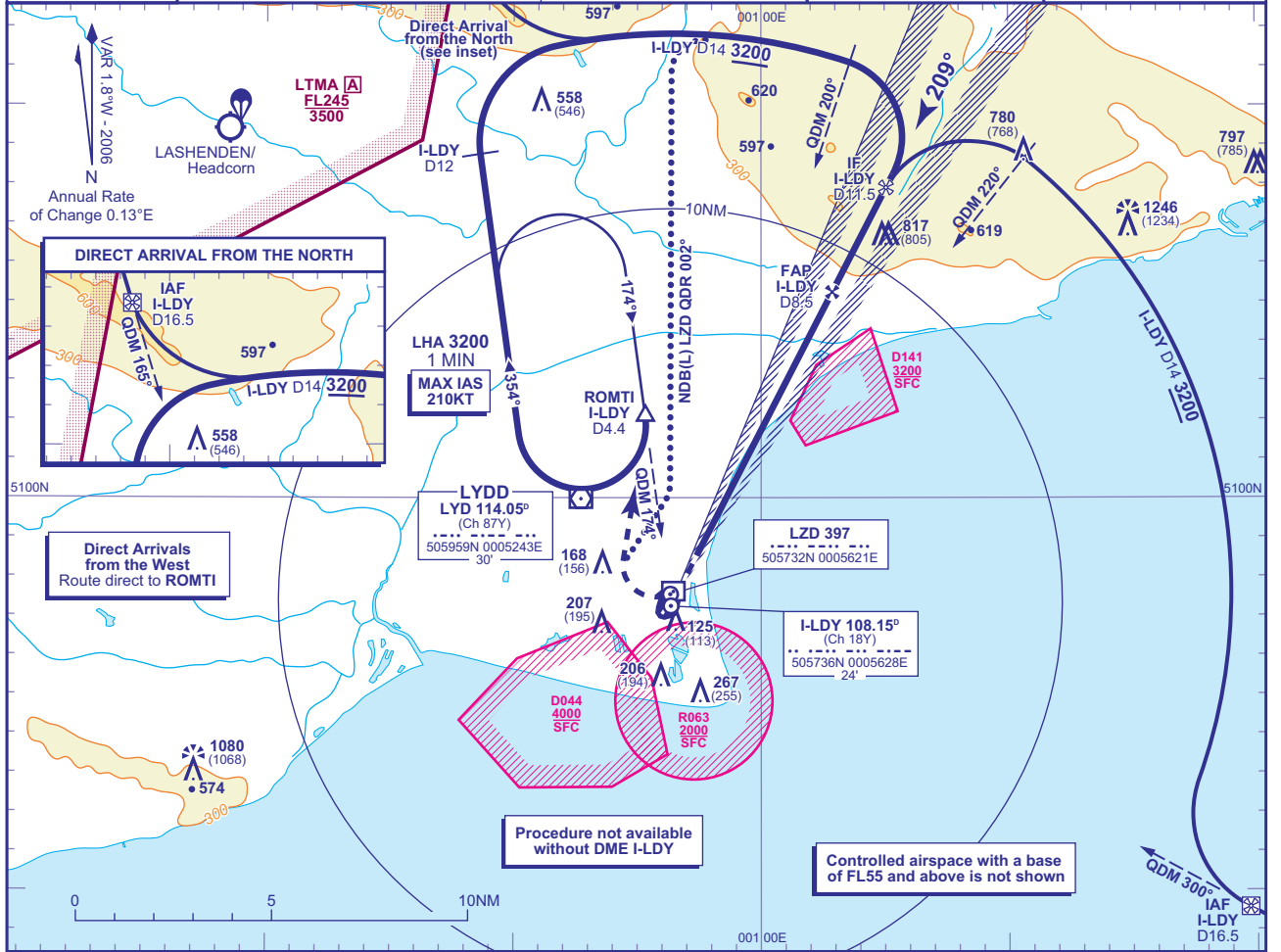
AERO INFO DATE 5 APR 06

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INSTRUMENT APPROACH CHART - ICAO

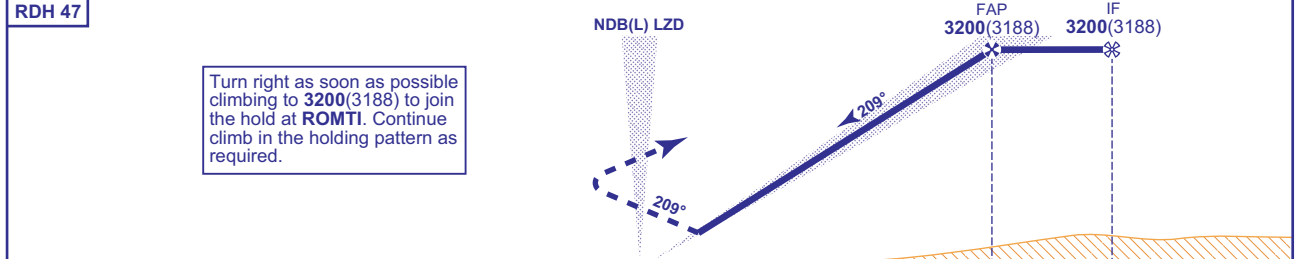
**LYDD
OFFSET
ILS/DME
RWY 21
(ACFT CAT A,B,C)**

	APP 120.700	LYDD APPROACH	AD ELEV 13
	TWR 120.700	LYDD TOWER	THR ELEV 12
	AFIS 120.700	LYDD INFORMATION	HEIGHTS ABOVE THR ARE SHOWN IN BRACKETS BEARINGS ARE MAGNETIC
			TRANSITION ALTITUDE 3000



RECOMMENDED PROFILE GLIDEPATH 3.5°, 370FT/NM

NM	8	7	6	5	4	3	2	1
ALT(HGT)	3020(3008)	2650(2638)	2280(2268)	1910(1898)	1540(1528)	1170(1158)	800(788)	440(428)



Aircraft Category	A	B	C			
Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	980	860	740	610	490

OCA (OCH)	ILS UNCAT	430(418)	490(478)	570(558)
	Total Area	500(487)		
VM(C)OCA (OCH AAL)	West of RWY 21		550(537)	600(587)

ALTERNATIVE PROCEDURE (Subject to ATC approval) From the MAP continue turn onto track 035°. Climbing to 3200 to intercept NDB(L) LZD QDR 002°. Fly outbound to intercept the DME 14 arc, turn right then continue as for basic procedure.

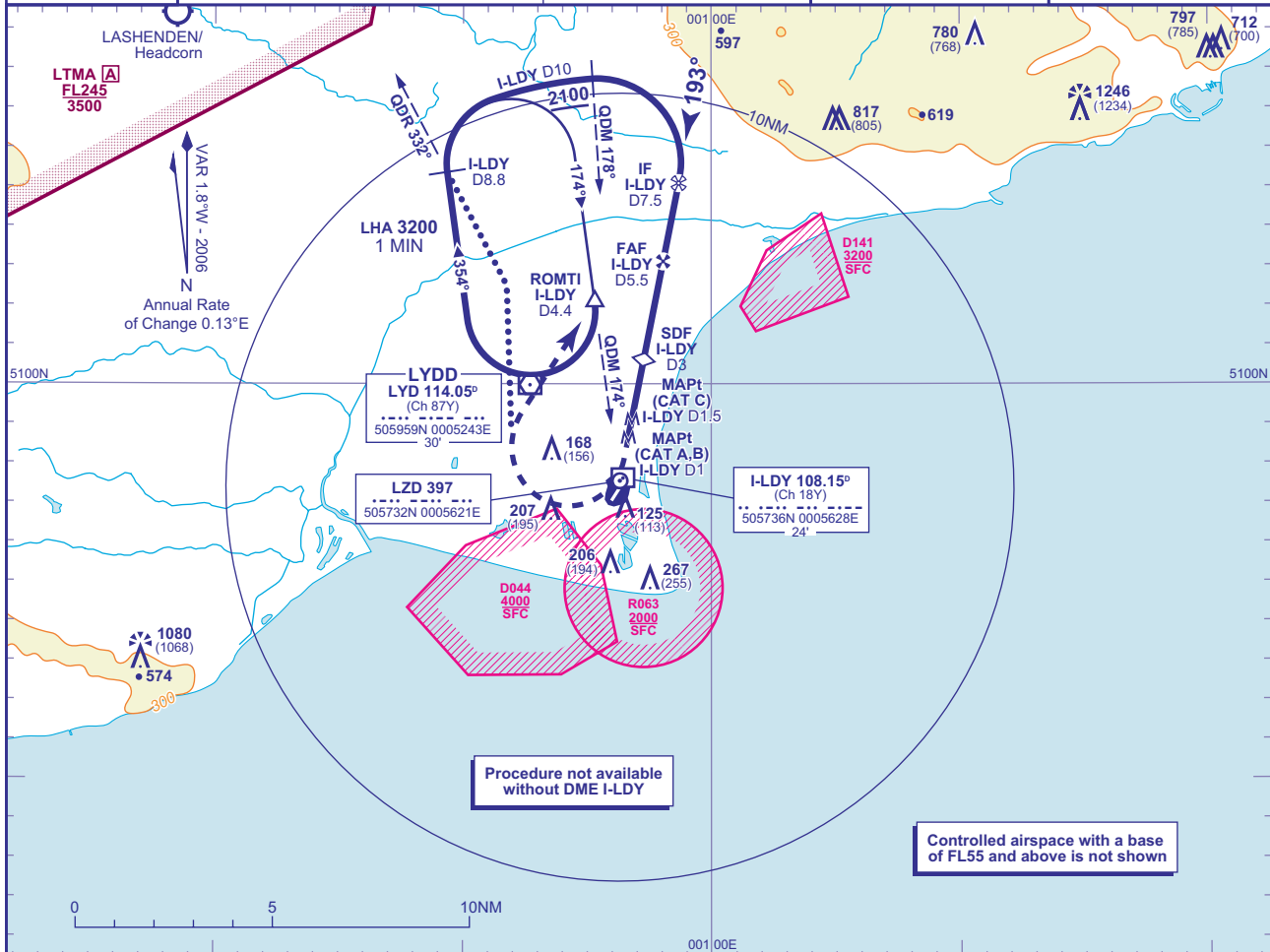
- NOTES**
- 1 Localizer offset 5° and intercepts extended RWY C/L 900m before THR RWY 21.
 - 2 Pilots are reminded of the proximity of D141 and D044 on the approach and MAP.
 - 3 Pilots should follow the recommended profile.
 - 4 MAX IAS for MAP: CAT A 110KT, CAT B 150KT, CAT C 160KT.

CHANGE: NEW CHART.
AERO INFO DATE 29 MAR 06

INSTRUMENT APPROACH CHART - ICAO

LYDD
AERODROME
NDB(L) DME
RWY 21
 (ACFT CAT A,B,C)

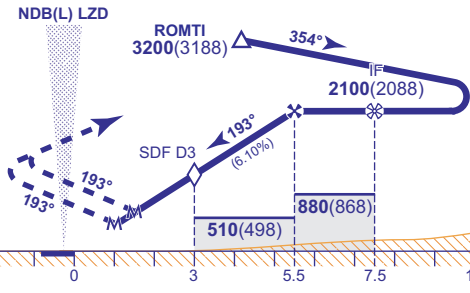
	APP 120.700	LYDD APPROACH	AD ELEV 13
	TWR 120.700	LYDD TOWER	THR ELEV 12
	AFIS 120.700	LYDD INFORMATION	HEIGHTS ABOVE THR ARE SHOWN IN BRACKETS BEARINGS ARE MAGNETIC
			TRANSITION ALTITUDE 3000



RECOMMENDED PROFILE Gradient 6.10%, 371FT/NM

NM	5	4	3	2	1
ALT(HGT)	1910(1898)	1540(1528)	1170(1158)	800(788)	430(418)

MAPt 1 CAT A, B I-LDY DME 1
MAPt 2 CAT C I-LDY DME 1.5
 Turn right climbing to **3200(3188)** to join the hold at **ROMTI**. Continue climb in the holding pattern as required.



Aircraft Category		A	B	C
OCA (OCH)	Procedure	420(408)	520(508)	600(588)
	Total Area	500(487)		
VM(C)OCA (OCH AAL)	West of RWY 21		550(537)	600(587)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	990	860	740	620	490

ALTERNATIVE PROCEDURE (Subject to ATC approval) At the MAPt turn right onto track 360°, climbing to **2100(2088)**, to intercept NDB(L) LZD QDR 332° outbound. At I-LDY DME 8.8 turn right to intercept the DME 10 arc clockwise at **2100(2088)**, then continue as for basic procedure.

- NOTES**
- 1 MAX IAS for the procedures is 185KT.
 - 2 When joining the hold at **3200** pilots are to remain clear of D044 to the south of the hold when active up to **4000**.
 - 3 Pilots are reminded of the proximity of D141 and D044 on the approach and MAP.
 - 4 MAX IAS for MAP: CAT A 110KT, CAT B 150KT, CAT C 160KT.

CHANGE: NEW CHART.
 AERO INFO DATE 29 MAR 06