



EGCN AD 2.5 – PASSENGER FACILITIES	
1	<b>Hotels:</b> Locally.
2	<b>Restaurants:</b> Restaurant and Bar.
3	<b>Transportation:</b> Resident taxis, Buses and Car Hire. Nearest railway - Doncaster.
4	<b>Medical facilities:</b> First Aid.
5	<b>Bank and Post Office:</b>
6	<b>Tourist Office:</b> Limited tourist information from airport information desk in Terminal.
7	<b>Remarks:</b>

EGCN AD 2.6 – RESCUE AND FIRE FIGHTING SERVICES	
1	<b>AD Category for fire fighting:</b> RFF Category 7. Category 8 available on request by prior notice.
2	<b>Rescue equipment:</b> 2 x Carmichael Cobra 2 fire tenders (10,000 lt water/1,200 lt foam each ) and 1 x Simon Protector fire tender.
3	<b>Capability for removal of disabled aircraft:</b> Not available.
4	<b>Remarks:</b>

EGCN AD 2.7 – SEASONAL AVAILABILITY – CLEARING	
1	<b>Type of clearing equipment:</b> Mechanical. Chemical de-icing
2	<b>Clearance priorities:</b> See AD 1.2.2.
3	<b>Remarks:</b> Braking action assessment by Grip Tester. Latest Information from ATC Tel: 01302-624871.

EGCN AD 2.8 – APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA																									
1	<b>Apron surface and strength:</b> Terminal Stands: Surface: Concrete Strength: 71/R/C/W/T Hangar Stands: Surface: Concrete Strength: 42/R/C/W/T																								
2	<b>Taxiway width, surface and strength:</b> <table border="1"> <thead> <tr> <th></th> <th>Width</th> <th>Surface</th> <th>Strength</th> </tr> </thead> <tbody> <tr> <td>Alpha</td> <td>18 m</td> <td>Asphalt</td> <td>33/F/B/W/T</td> </tr> <tr> <td>Bravo</td> <td>23 m</td> <td>Asphalt</td> <td>49/F/B/W/T</td> </tr> <tr> <td>Charlie</td> <td>23 m</td> <td>Concrete</td> <td>71/R/C/W/T</td> </tr> <tr> <td>Delta</td> <td>18 m</td> <td>Asphalt</td> <td>52/F/A/W/T</td> </tr> <tr> <td>Echo</td> <td>15 m</td> <td>Asphalt</td> <td>14/F/A/W/T</td> </tr> </tbody> </table>		Width	Surface	Strength	Alpha	18 m	Asphalt	33/F/B/W/T	Bravo	23 m	Asphalt	49/F/B/W/T	Charlie	23 m	Concrete	71/R/C/W/T	Delta	18 m	Asphalt	52/F/A/W/T	Echo	15 m	Asphalt	14/F/A/W/T
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3	<b>Altimeter check location and elevation:</b>																								
4	<b>VOR checkpoints:</b>																								
5	<b>INS check points:</b>																								

Stand No	Co-ordinates	Stand No	Co-ordinates	Stand No	Co-ordinates	Stand No	Co-ordinates
1	532842.99N 0010038.97W	5E	532849.45N 0010036.37W	11	*532912.20N 0010011.72W		
1A	532841.84N 0010034.36W	6	532850.85N 0010035.41W	12	*532912.63N 0010015.39W		
2	532844.33N 0010038.25W	6E	532851.16N 0010035.46W	13	*532912.24N 0010019.10W		
3	532845.67N 0010037.54W	7	532852.56N 0010034.30W	14	*532911.21N 0010022.45W		
3E	532845.39N 0010038.58W	7E	532852.87N 0010034.55W	15	*532909.59N 0010025.04W		
4	532847.33N 0010037.08W	8	532853.98N 0010033.12W	16	*532907.94N 0010026.89W		
5	532849.11N 0010036.34W	8A	532853.47N 0010028.19W	17	*532906.42N 0010028.61W		
6	<b>Remarks:</b>						

EGCN AD 2.9 – SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS		
1	<b>Use of aircraft stand ID signs: Taxiway guide lines and visual docking/ parking guidance system of aircraft stands:</b>	Stands 1 to 8, 3E, 5E, 6E and 8E are nose-in/push-back. Freight Stands 11 to 15 are nose-in/push-back. Stands 1A, 8A, 16 and 17 are self-maneuvring. Stands 3E, 5E, 6E and 8E are angle parked across the stand boxes for Code E size aircraft.
2	<b>Runway and taxiway markings and lighting:</b>	Runway: Designation, permanently displaced thresholds, edge, centre-line (marking only), aiming point and touch down zone.  Taxiway: Green centre-line lighting to Taxiways A and D, blue edge lighting elsewhere. The spacing of centre-line lights to Taxiway A is 23 m.
3	<b>Stop bars:</b>	At holding points A1, A2, B and C1. HI uni-directional switchable red.
4	<b>Remarks:</b>	2 illuminated wind direction indicators. Some obstacle lighting

EGCN 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	
02/Approach 20/Take-off	Tree Tree Trees Trees Trees Trees Fence	148 112 104 100 93 100 73	532719.47N 0010108.86W 532717.85N 0010044.14W 532718.60N 0010045.58W 532724.53N 0010055.98W 532724.67N 0010051.08W 532725.52N 0010044.45W 532741.73N 0010044.14W	Mast Chimney Pylon Pylon Pylon Tree Sub station (Ltdg) Glide path aerial	586 527 219 191 182 177 69 59	532624.43N 0011253.62W 533452.47N 0010515.63W 532909.96N 0010354.22W 532918.94N 0010322.87W 532948.77N 0010248.53W 532717.40N 0010123.59W 532749.59N 0010048.48W 532900.13N 0005952.26W
20/Approach 02/Take-off	Railway	40	532927.52N 0005944.71W			
3	<b>Remarks:</b>	Obstacles to 20 Approach based upon 2.5% (1 in 40) approach surface.				

EGCN AD 2.11 – METEOROLOGICAL INFORMATION PROVIDED	
1	Associated MET Office: Manchester.
2	Hours of service: 24 Hours. MET Office outside hours:
3	Office responsible for TAF preparation: MET Office Manchester. Periods of validity: 9 hours.
4	Trend forecast: Interval of issuance:
5	Briefing/consultation provided: Self-briefing/Telephone.
6	Flight documentation: Charts abbreviated plain language text. TAFs/METARs. Language(s) used: English
7	Charts and other information available for briefing or consultation: AIRMETS. METFORMS: 214, 215, 414, 415.
8	Supplementary equipment available for providing information: Fax and internet access available via airfield operations.
9	ATS units provided with information: Doncaster.
10	Additional Information (limitation of service etc):

EGCN 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
02	017.65°	2893 x 60	63/R/B/W/T Asphalt	532751.11N 0010036.17W - GUND 157 ft	52 ft
20	197.66°	2893 x 60	63/R/B/W/T Asphalt	532910.93N 0005953.53W - GUND 157 ft	26 ft
Slope of RWY/SWY	Stopway Dimensions (m)	Clearway Dimensions (m)	Strip Dimensions (m)	OFZ	
7	8	9	10	11	
02		192 m			
20		300 m			
12	Remarks:				

EGCN AD 2.13 – DECLARED DISTANCES					
Runway Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
02	2893	3085	2893	2741	
20	2756	3056	2756	2604	
02	1813	2113	1813	-	Take-off from intersection with Hold Bravo. ←
02	970	1162	970	-	Take-off from intersection with Hold Charlie. ←
20	1786	2086	1786	-	Take-off from intersection with Hold Charlie. ←

EGCN 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
02	Coded centre-line with two crossbars 420 m HI	HI uni-directional Green elevated wingbars	PAPI 3.1° LHS 363 m From displaced threshold (60 ft)			Bi-directional 60 m spacing White HI with LI Omni-directional component	Red	
20	Coded centre-line with five crossbars 900 m HI	HI uni-directional Green elevated wingbars	PAPI 3° LHS 320 m (50 ft)			Bi-directional 60 m spacing White HI with LI Omni-directional	Red	
10	<b>Remarks:</b>							

EGCN AD 2.15 – OTHER LIGHTING, SECONDARY POWER SUPPLY	
1	<b>ABN/IBN location, characteristics and hours of operation:</b>
2	<b>LDI location and lighting:</b> <b>Anemometer location and lighting:</b>
3	<b>Taxiway edge and centre-line lighting:</b>
4	<b>Secondary power supply/switch-over time:</b>
5	<b>Remarks:</b>
	532759.77N 0010024.78W  HI flush fitting green bi-directional centre-line lights to Taxiways Alpha and Delta. Lead On/off, alternating green/yellow centre-line lights are provided to Taxiway Alpha from holding points at Alpha 1 and Alpha 2. HI omni-directional blue edge lights to all other taxiways (Bravo, Charlie and Echo) and aprons. Red uni-directional Stop bars are located at holding points Alpha 1, Alpha 2, Bravo and Charlie 1.  UPS Standby diesel. Maximum 15 sec change-over.  Obstacle lighting. Floodlight to both aprons.

EGCN AD 2.16 – HELICOPTER LANDING AREA	
1	<b>Co-ordinates TLOF or THR of FATO</b> <b>Geoid undulation::</b>
2	<b>TLOF and/or FATO elevation (ft):</b>
3	<b>TLOF and FATO area dimensions:</b> <b>Surface, Strength, Markings:</b>
4	<b>True and MAG Bearing of FATO:</b>
5	<b>Declared distance available:</b>
6	<b>Approach and FATO lighting:</b>
7	<b>Remarks:</b>
	Part of the manoeuvring area can be used for take-off and landings as instructed by ATC. Thresholds of the operational runways are designated as aiming points

EGCN AD 2.17 – ATS AIRSPACE		
Designation and lateral limits:	Vertical limits	Airspace Classification
<p style="text-align: center;"><b>1</b></p> <p><b>Doncaster Sheffield Aerodrome Traffic Zone (ATZ)</b> Circle radius 2.5nm centred on the midpoint of the longest notified runway (02/20) 532829N 0010016W.</p>	<p style="text-align: center;"><b>2</b></p> <p>2000 ft aal SFC</p>	<p style="text-align: center;"><b>3</b></p> <p>G</p>
<p><b>4</b>    <b>ATS unit callsign:</b> <b>Languages:</b></p>	<p>Doncaster Approach English.</p>	
<p><b>5</b>    <b>Transition Altitude:</b></p>	<p>3000 ft.</p>	
<p><b>6</b>    <b>Remarks:</b></p>	<p>† Refer to section ENR 1.4 for notifications.</p>	

EGCN AD 2.18 – ATS COMMUNICATION FACILITIES					
Service Designation	Callsign	Frequency MHz	Hours of Operation		Remarks
			Winter	Summer	
1	2	3	4		5
APP	Doncaster Approach	126.225	H24	H24	ATZ hours coincident with Approach hours.
TWR	Doncaster Tower	128.775			
RAD	Doncaster Radar	126.225	0615-2200	0515-2100	Unavailable for a variable 30 minute period daily between 0700-0800 (winter), 0600-0700 (summer).
		129.050	When instructed bt ATC		
ATIS	Doncaster Information	134.950	H24	H24	ATIS information available via telephone externally on 0870-8332210 or internally on Ext 4854'  DOC 60 nm/20,000 ft.
FIRE	Doncaster Fire	121.600	Available when Fire vehicle attending aircraft on the ground in an emergency.		Non-ATS frequency.

EGCN 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
			Winter	Summer			
1	2	3	4		5	6	7
LLZ 20 W2.9° (2006) ILS CAT I	I FNL	110.95 Mhz	H24	H24	532741.22N 0010041.43W		
GP	I FNL	330.65 Mhz			532900.13N 0005952.26W		3° ILS Ref Datum Hgt 52 ft.
DME	I FNL	Ch46Y (110.950 MHz)			532829.54N 0010007.14W	31 ft amsl	On AD. Zero range to threshold of Runways 02 and 20.
NDB	FNY	338kHz			532829.36N 0010006.21W		DME frequency paired with ILS I FNL

## EGCN AD 2.20 – LOCAL TRAFFIC REGULATIONS

**1 Airport Regulations**

- a Pilots are to 'book out' by telephone details to ATC. 'Booking out' by radio is not accepted.
- b The wearing of high visibility clothing is mandatory for all personnel employed on each of the apron areas and for flight crews, except when transferred directly by bus to/from the aircraft steps and terminal.
- c Prior permission for departures and arrivals is required from ATC for aircraft unable to communicate with ATC by radio.
- d Aircraft Captains, through their staff and/or handling agents, are responsible for the safety of persons and/or vehicles on the apron during engine start.

**2 Ground Movement**

Aircraft repositioning on the apron must do so under marshaller's guidance.

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

- a Pilots should positively identify the runway in use before committing the aircraft to a landing.
- b Pilots are reminded that throughout the year, bird concentrations may be present on all areas under agricultural use on the approaches to Runway 02/20. Deterrent/Dispersion within the aerodrome boundaries is carried out by the bird control unit and pilots may be requested by ATC to delay a departure or arrival if dispersal proves difficult.
- c Arrival and departure routes lie partially outside controlled airspace where pilots may encounter conflicting VFR traffic. Instrument approach procedures lie wholly outside controlled airspace. Doncaster Radar may provide radar service as appropriate. These routes transit Areas of Intense Aerial Activity.
- d Parachuting takes place at Hibaldstow Parachuting Site (17.5 nm E of the aerodrome), active up to FL150 (See ENR-5-5-3-2). Activity information is available from Humberside Approach 119.12 MHz.
- e Pilots are reminded of the proximity of Scampton (19.5 nm SE of the aerodrome) and Restricted Area R313 (Scampton), which is active up to 9500 ft ALT with formations of fast jet aircraft. Activity information is available from Waddington Approach 127.35 MHz.
- f Gliding activity takes place at Kirton-in-Lindsey Gliding Site, which lies 18 nm east of Doncaster aerodrome. Gliding takes place up to the base of controlled airspace.
- g Gliding activity takes place at Burn Gliding Site, which lies 18 nm to the north of Doncaster aerodrome. Gliding activity takes place up to the base of controlled airspace.

**5 Helicopter Operations**

- a Arrivals: ATC will either select the appropriate threshold or instruct the helicopter to make an approach to the runway. If instructed to approach the runway, the helicopter is to turn on to a final approach and arrange descent to flare, to ground or hover taxiing speed in the fixed wing runway touchdown zone.
- b Departures: These will be made from the runway Aiming Points or parallel taxiway as selected by ATC. NPR's after departure do not apply above 500 ft.
- c Arrivals/Departures to the Alpha taxiway are only permitted when:
  - i The runway is closed and;
  - ii The helicopter is operating on a VFR clearance and;
  - iii There are no aircraft vehicles or personnel on the taxiway.
- d Hover-Taxiing (or ground taxiing if applicable) is required to/from the parking area via designated taxiways.
- e Helicopter training is only permitted to/from the runway. Helicopters flying circuits to the runway must, as far as possible, arrange their circuits to reflect those being flown by fixed wing aircraft. Pilots must inform ATC if periods in excess of 30 seconds are required on the runway between touchdown and departures.
- f Helicopters are to approach the Airport at a minimum height of 500 ft aal and shall avoid overflight of the villages at Blaxton, Finningley, Austerfield and Auckley.

**6 Use of Runways**

- a Doncaster Sheffield aerodrome operates with a preferred runway policy which will be applied at all times subject to the safety requirements, ATC requirements, weather conditions, approach aid limitations and aircraft performance. Runway 20 is the preferred approach runway and Runway 02 is the preferred departure runway; but these requirements may be departed from to the extent necessary for operational reasons. In the event of marginal conditions, the runway to be used shall be at the discretion of the aircraft commander provided always that the preferred runway procedures shall not be violated for reasons of expediency.
- b Overhead join of the circuit is not available. Pilots should join the circuit as instructed by ATC.
- c All visual circuits shall be to the east of the runway (left-hand circuit for Runway 20 and right-hand circuit for Runway 02). The minimum circuit height for General Aviation and Helicopters shall be 1000 ft aal unless instructed otherwise by ATC. The maximum number of aircraft permitted to operate in the visual circuit at any one time shall be 4 aircraft, including helicopters. Pilots should avoid overflying the villages of Wroot, Misson and Bawtry.
- d Runway Departure Restriction - Except where an AOC holder has less restrictive State authorised take-off minima, departures in RVR conditions of less than 400 m are not permitted.

## EGCN AD 2.20 – LOCAL TRAFFIC REGULATIONS

**7 Training**

- a Training Flights by aircraft of less than 5700 kg are only permitted between the hours of 0700-2100 (local) and are subject to prior approval and acceptance by ATC. Visual circuits are not permitted on Sundays and Public Holidays.
- b Training Flights by aircraft of over 5700 kg are only permitted between the hours of 0700-2100 (local), Monday to Saturday and are subject to prior approval and acceptance by ATC. Training is not permitted on Sundays and Public Holidays. When accepting training flights, ATC may issue slot times.
- c All aircrew training circuits shall be carried out not above 2500 ft QNH, at least 2000 ft QNH downwind and to the east of the aerodrome.
- d For aircraft above 5700 kg a maximum of one aircraft in the visual and one aircraft in the instrument circuit is permitted at any one time.
- e Any one training detail by aircraft above 5700 kg must not exceed two hours and there must be a minimum of one hour before the next detail commences.
- f Visual circuits by aircraft above 5700 kg must comply with the following noise abatement procedures.
  - i **Runway 02**  
After departure turn right crosswind at no greater than 2.5 DME, fly downwind not below 2000 ft, report final south of Bawtry (3 DME) and not below 1500 ft.
  - ii **Runway 20**  
After departure climb on track 190°, at 2.5 DME turn left crosswind, fly downwind not below 2000 ft and report final not below 1500 ft.
- g Pilots should avoid flying over the villages to the east of the aerodrome.
- h All types of IFR/VFR training are only available by prior arrangement with ATC and are subject to availability of training slots. Pilots are strongly advised to book their training slots with ATC well in advance. Failure to make a booking may result in the aircraft being refused use of the facilities.
- i Pilots unable to comply with booked times must inform ATC as soon as possible so that new booking may be made. Pilots should inform ATC as soon as possible of booking cancellations. Any flight delayed by more than 30 minutes will be deemed to have been cancelled.
- j The filing of a flight plan does not constitute a booking to carry out training from the aerodrome.

**EGCN AD 2.21 – NOISE ABATEMENT PROCEDURES**

- 1 All aircraft inbound and outbound from this airport are required to conform to the following procedures, notwithstanding that these may at any time be departed from to the extent necessary for avoiding immediate danger:
  - a Every operator of aircraft using the airport shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.
  - b Unless otherwise authorised by ATC aircraft using the ILS in IMC and VMC shall not descend below 2000 ft before intercepting the glidepath, nor thereafter fly below it. An aircraft approaching without assistance from ILS or radar shall follow a descent path which will not result in its being at any time lower than the approach path which would be followed by an aircraft using the ILS glidepath.
  - c NPRs shall not apply to aircraft whose MTOW (as stated in the certificate of airworthiness) is less than 5700 kg.
  - d Jet aircraft failing to meet certification noise levels appropriate to ICAO Annex 16 Volume 1 Chapter 3 will not be permitted to land.

**2 Arrivals:**

Subject to ATC instructions, inbound aircraft are to maintain as high an altitude as practical and adopt a continuous descent profile, when appropriate. ATC will advise pilots of an estimate of the track distance to run to touchdown as soon as possible after first call on the approach frequency

**3 Departures:**

- a The Noise Preferential Routeings given below are compatible with ATC requirements and shall apply in both VMC and IMC. The tracks are to be flown by all departing jet aircraft and by all other departing aircraft of more than 5700 kg MTOW unless otherwise instructed by ATC or unless deviations are required in the interests of safety. See Warnings at AD 2.20 paragraph 4 and outbound routes at EGCN AD 2.22 paragraph 3.

Departing Runway	Direction	Route
20	East	Climb on track 190° until I-FNL D2.5 then turn left to establish on the GAM R017 northbound. At GAM R017 D10 turn onto required track.
	South	Climb on track 210° until I-FNL D1.5 then turn direct to GAM VOR (approximate track 159 °). At GAM D4 inbound turn to establish on TNT R062.
	West	Climb on track 210°. At I-FNL D1.5 turn right on to track 250°. On crossing GAM R328 turn right to establish onto GAM R325 or onto required track.
02	West	Straight ahead to 500 ft aal or FNL D0.5 whichever the later, turn left onto track 360°. At I-FNL D1.5 turn left direct to GOLES.
	East	Straight ahead to 500 ft aal or FNL D0.5 whichever the later, turn left on to track 360°. At I-FNL D3 turn right on to track 080°. At 3000 ft turn on to required track.

- b Upon passing 3000 ft aircraft may be directed from these tracks to facilitate the integration of traffic.
  - c On take-off from Runway 20, pilots should take care to avoid overflying the villages of Bawtry, Austerfield and Harworth-Bircotes;
  - d On take-off from Runway 02 aircraft make a minor track adjustment to the left to track north to minimize the effect to the villages of Blaxton and Finningley.
  - e Aircraft operators shall instigate their aircraft manufacturer's noise abatement procedures on departure and up to FL100 or implement the procedures listed below:
    - i Take-off to 1500 feet QNH:                      Power- Normal Take off                      Speed -V2+10kt (+)
    - ii Take-off to 1500-3000 feet QNH:                      Power- Reduce to climb thrust                      Speed- V2+10kt (+)
- Note: Speed may be higher than V2+10kt (+) due to aircraft performance or pitch angle.
- f No turns below 500 ft aal.
  - g NPR's after departure do not apply to helicopters above 500 ft.

**4 Thrust Reverse:**

Pilots are requested to avoid the use of reverse thrust or reverse pitch above idle power settings on landing, consistent with the safe operation of the aircraft between the hours of 2300-0700(Local).

**5 Engine run-up:**

Test running of aircraft engines shall be restricted to the screened engine test area designated for the purpose unless for essential operational reasons the test must be carried out elsewhere on the manoeuvring area. Aircraft engine testing will not be approved between 2300-0700(L), unless an aircraft is urgently required to provide an operational service. For further information contact Operations Duty Manager.

**6 APU Usage:**

Use of APU shall be limited as much as possible. The use of APU equipment at night is discouraged. APUs should be shut down 5 minutes after arrival on stand and are not to be restarted more than 30 minutes prior to departure from the stand.

**EGCN AD 2.21 – NOISE ABATEMENT PROCEDURES**

**7 Night Operations:**

Doncaster Sheffield airport operates and manages a Night Noise Quota System, which is based on the Supplement to the UK AIP, pertaining to the Airport Noise Restrictions Notice for London Heathrow, Gatwick and Stansted. The quota count value for the take-off and landing by individual aircraft types is shown in the Annex to the Supplement.

- a The night restriction period is between 2300-0700 (Local), with the quota count period being between 2330-0600 (Local).
- b Operators must supply information appertaining to the noise characteristics (aircraft type, engine type, operating weight and maximum certified landing or take-off weight as appropriate) and quota count for all non-exempt aircraft using Doncaster Sheffield, to Apron Control, Tel: +44 (0)1302-625021 as part of the PPR request process.
- c Quota Count Restrictions
  - i 2300-0700 – Aircraft with quota count of QC/4, QC/8 and QC/16 must not be scheduled to take-off or land.

Certain exemptions (including emergencies) apply contact the Noise Manager for a full list of exemptions.

**EGCN AD 2.22 – FLIGHT PROCEDURES**

**1 Radio Communication Failure Procedures**

- a In the event of complete communication failure in an aircraft, the pilot will adopt the appropriate procedures notified at ENR 1.1.3.
- b When complete communication failure occurs in an aircraft before ETA or before EAT, when this has been received and acknowledged, the aircraft will:
  - i Fly to FNY NDB;
  - ii Hold at the last assigned level until the last acknowledged ETA plus 10 minutes or EAT when this has been given; or if radio failure occurs after an aircraft has reported over the holding point, hold at the last assigned level until ATA plus 10 minutes, or 10 minutes after the last acknowledged communications with ATC whichever is later.
  - iii Then commence descent for landing in accordance with the approach procedure for the runway-in-use and effect a landing within 30 minutes (or later if able to approach and land visually).
- c If complete radio communications failure occurs after an aircraft has reported to ATC on reaching the holding point, the aircraft will:
  - i Hold at the last assigned level at the FNY NDB until;
    - 1 ATA over the holding point plus 10 minutes or 10 minutes after the last acknowledged communication with ATC, whichever is the later; or
    - 2 EAT when this has been received an acknowledged;
  - ii Then commence descent for landing in accordance with the approach procedure for the runway-in-use and effect a landing within 30 minutes (or later if able to approach and land visually).
- d In the event of a complete radio communication failure occurring following a missed approach the aircraft will:
  - i Fly the appropriate missed approach procedure to FNY NDB;
  - ii Complete at least one holding pattern at 2500 ft;
  - iii Then commence descent for landing in accordance with the approach procedure for the runway-in-use and effect a landing within 30 minutes (or later if able to approach and land visually).

**2 a Procedures for Inbound Aircraft**

Inbound From	Via	Route
North	N57 N615	SETEL - POL - DENBY - UPTON - FNY CALDA - DENBY - UPTON - FNY
East	Y70	OTBED - VEGUS - FNY
South	N57 N601	TNT - DENBY - UPTON - FNY ROBIN - DESIG - UPTON - FNY
Southwest	N864	WAL - L975 - UPTON - FNY
West	L975	WAL - UPTON - FNY

**EGCN AD 2.22 – FLIGHT PROCEDURES**

b Radar Directed Approach Procedures

- i When inbound traffic is being sequenced by Radar, the approach procedure will be flown under directions from the Radar Controller. Aircraft will be given a track to take up according to the runway-in-use and will be allocated a level. Changes of heading or level will be made only on instructions from the Radar Controller except in the case of radio communication failure in the aircraft or at the Radar Unit. When cleared to descend, aircraft should descend at a rate of at least 500 ft per minute;
- ii In the event of radar failure, procedures as defined for radar approach will apply. If radio communication falls at the Radar Unit, pilots on approach will revert to Approach Control for new instructions;

c Non-Radar Approach Procedures

- i When inbound traffic is being sequenced by non-Radar means, aircraft will be cleared direct from the holding facility to carry out an Approach Procedure. When cleared, descend in the NDB FNY holding pattern to 3500 ft QNH, then carry out the required procedure in accordance with the Instrument Approach charts.

**3 Procedures for Outbound Aircraft**

a Standard Routes

- i The standard routes for traffic departing aircraft to join the ATS Route System are detailed in the table below;
- ii These routes include the Noise Preferential Routes detailed in EGCN-2.21. These routes are not assessed for obstacle clearance and do not constitute Standard Instrument Departure procedures.

Airway Route	Via	Runway	Route
<b>North</b> Y70 GOLES - BATLI - POL  <b>Southwest</b> L975/Y98/N864 GOLES - UPTON - BARTN -NOKIN GOLES - WAL - MONTY  <b>West</b> L975 GOLES - UPTON - WAL L975/L70 GOLES - UPTON - DESIG  <b>South</b> L975 GOLES - UPTON - BARTN - N615 - HON	GOLES	02	Climb straight ahead to 500 ft or FNL D0.5, whichever is later, then turn left onto track 360°. At FNL D1.5 left turn direct to GOLES.
		20 East	Climb on track 190° at FNL D2.5 turn left to intercept GAM R017° northbound at D10 or FL 60 (whichever is sooner). Turn left to GOLES. <b>(Note 1)</b> .
		20 West	Climb on track 210° at FNL D1.5. Turn right onto track 250°. After passing 3000 ft turn right to GOLES. <b>(Note 1)</b> .
<b>East</b> L603/Y70 ROGAG - SUPEL - BODSO L603 LAMIX (FL 110 or above) - ROGAG (FL 160 or above) - AMVEL	ROGAG	02	Climb straight ahead to 500 ft or FNL D0.5, whichever is later, then turn left onto track 360°. At FNL D3 turn right to intercept GAM R020 inbound. At FL 90 turn left to LAMIX then ROGAG. <b>(Note 2)</b> .
		20	Climb on track 190°. At FNL D2.5 turn left to intercept GAM R017° northbound. At D10 OR FL 60 (whichever is sooner). Turn left to LAMIX then ROGAG. <b>(Note 3)</b> .

**Note 1:** Cross GOLES FL 70 or above.

**Note 2:** If below 3000 ft at FNL D3 turn right to track 080° until above 3000 ft then turn right onto GAM R020. Climb not above FL 80 until GAM D11, then cross LAMIX FL 110 or above and ROGAG FL 160 or above.

**Note 3:** Not above FL 80 until on track LAMIX to be at FL 110 or above by LAMIX and ROGAG FL 160 or above.

- iii Non-Airways traffic as directed by ATC.
- iv Levels will be allocated by ATC. Do not climb above cleared level until instructed by ATC. 'Doncaster Approach' will allocate levels outside controlled airspace. Level at which to enter controlled airspace will be allocated by 'Manchester Control'.
- v See Warnings at EGCN AD 2.20 paragraph 4.

b Speed Limit

- i A speed limit of 250 kt applies to all departures whilst flying below FL 100 ATC will endeavour to remove the speed limitation as soon as possible and will use the phrase 'No ATC Speed Restriction'. The phrase must not be interpreted as relieving the pilot of his responsibility for the observance of any noise abatement procedures which may include a speed/power limitation.
- ii In certain weather conditions and perhaps for other reasons of safety, pilots may not be able to comply with the speed limit. When such circumstances are anticipated, the pilot should inform ATC when requesting start-up clearance, stating the minimum speed acceptable. In this event, pilots will be informed before take-off of any higher speed limitation. Similarly, should such circumstances arise during flight, the pilot should immediately advise ATC, stating the minimum speed acceptable.
- iii Should weather conditions or other factors necessitate any modification of this procedure, the relevant information will be broadcast by ATC.

c Allocation of Cruising Levels

- i When a re-clearance of Altitude/Flight Level is issued after take-off by ATC, it is the responsibility of the pilot to comply with at least the minimum attitudes shown in the NPR procedure during the climb to the new assigned Attitude/Flight Level.
- ii Exceptionally, when ATC issue a re-clearance below the final NPR altitude pilots must not climb above this revised attitude until further clearance is received.



## EGCN AD 2.23 – ADDITIONAL INFORMATION

## EGCN AD 2.24 – CHARTS RELATED TO THE AERODROME

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