EGXW AD 2.1 - LOCATION INDICATOR AND NAME
EGXW - WADDINGTON

EGXW AD 2.2 - AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA		
1	ARP Co-ordinates and site at AD:	53 09 58·20N 000 31 25·72W Centred on mid-point of Rwy 02/20.
2	Direction and distance from City:	4nm South of Lincoln.
3	Elevation/Reference Temperature:	231ft/21° C.
4	Magnetic Variation / Annual Change:	2·69°W (JAN 06) / 0·16 decreasing.
5	Geoid Undulation at AD Elev Position:	----
6	AD Administration: Address: Telephone: Fax: E-mail: Web site:	Royal Air Force Waddington Lincoln LN5 9NB. Mil: 95771 7301 (Ops). Civ: (01522) 720271 x 7301. Mil: 95531 6786 (Ops). opswad@BTconnect.com ---
7	Types of Traffic Permitted (IFR/VFR):	IFR/VFR
8	Remarks:	Nil

EGXW AD 2.3 - OPERATIONAL HOURS		
1	AD:	HO (PPR H24).
2	Customs and Immigration:	H24.
3	Health and Sanitation:	H24.
4	AIS Briefing Office:	H24.
5	ATS Reporting Office (ARO):	H24.
6	MET Briefing Office:	H24.
7	ATS:	H24.
8	Fuelling:	H24.
9	Handling:	0800L - 2359L Mon - Thu, 0800L - 1700L Fri.
10	Security:	H24.
11	De-Icing:	H24.
12	Remarks:	PNR for Military aircraft. PPR for Civil aircraft.

EGXW AD 2.4 - HANDLING SERVICES AND FACILITIES		
1	Cargo Handling Facilities:	Fork Lifts (19,000lbs) and CONDEC Transfer Loader.
2	Fuel/Oil /HydraulicTypes:	F34. O-128, 129, 134, 135, 147, 148, 149, 156, 160. H-515.
3	Fuelling Facilities/Capacity:	18,000ltr Single / 38,000ltr Twin Bowsers.
4	Oxygen:	LOX / GOX.
5	De-Icing Facilities:	S-737, S-1746, AL34.
6	Starting Units:	E2, 12, 15, 16, 18. A4.
7	Hangar space for visiting aircraft:	Nil.
8	Repair facilities for visiting aircraft:	Nil.
9	Remarks:	Aircraft steps available, Low, Med or High.

EGXW AD 2.5 - PASSENGER FACILITIES		
1	Accommodation:	Accommodation only in Service Messes.
2	Medical Facilities:	Medical Centre.
3	Remarks:	Limited crew transport.

EGXW AD 2.6 - RESCUE AND FIRE FIGHTING SERVICES		
1	AD Category for Fire Fighting:	Crash Category 4A.
2	Rescue Equipment:	As required for Crash Category 4A.
3	Capability for removal of disabled aircraft:	Limited.

EGXW AD 2.7 - SEASONAL AVAILABILITY - CLEARING		
1	Type of Clearing equipment:	Sicard TSR, ROLBA, Plough, Clearway.
2	Remarks:	Braking action assessment by Mu-Meter. Latest available information from ATC.

EGXW AD 2.8 - APRONS,TAXIWAYS AND CHECK LOCATIONS DATA					
1	Apron surfaces:	**Apron**	**Surface**	**Strength**	
		A Dispersal	Concrete	LCG III/LCN 51-75	
		B Dispersal	Concrete	LCG V/LCN 16-30	
		C Dispersal	Concrete	LCG V/LCN 16-30	
		D Dispersal	Concrete	LCG V/LCN 16-30	
		E Dispersal	Concrete	LCG IV/LCN 31-50	
		F Dispersal	Concrete	LCG IV/LCN 31-50	
		Hangers 2, 3, 4, & 5	Asphalt	LCG IV/LCN 31-50	
2	Taxiway width, surface and strength:	**Taxiway**	**Width**	**Surface**	**Strength**
		SE Parallel	18	Asphalt/ Concrete ends	LCG III
		SW Parallel	18	Asphalt/ Concrete ends	LCG III
		North - West	18	Asphalt/ Concrete ends	LCG III
		SW & SE Links	18	Asphalt	LCG III
		Eastern Disused Taxiway	-	Marshall Asphalt	LCG II/ LCN 76-100
3	Altimeter Check Location and Elevation:	N/A.			
4	VOR Checkpoints: INS Checkpoints:	Nil. Nil.			
5	Remarks:	Limited Safe Heading Slots (2). Hydrazine Parking Areas.			

EGXW AD 2.9 - SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM MARKINGS			
1	Use of aircraft stand ID signs: Taxiway guide lines & visual docking/parking guidance system of aircraft stands:	Dispersals marked A - F. Slot markings. Yellow taxiway markings & parking slot guidance with ground marshallers.	
2	Runway & taxiway markings & lighting:	Runway:	Runway designation, threshold, fixed distance and centreline markings. Rwy 20 displaced threshold (non-standard). White parallel bars 1,300ft from Rwy 20 Threshold - Cranwell aircraft only.
		Taxiway:	Western taxiway, yellow edge and centreline markings, standard green centreline lighting. Eastern taxiway, yellow centreline markings, standard green centreline lighting. Green wingbars.
3	Stop Bars:	Nil.	
4	Remarks:	Illuminated RHAG marker boards. No Station bi-gram.	

EGXW AD 2.10 - AERODROME OBSTACLES

In Approach / Take-off areas				In Circling area and at Aerodrome			
1				2			
Runway/ area affected Obst No	Obstacle type Elevation Markings/lighting		Co-ordinates	Obst No	Obstacle type Elevation Markings/lighting		Co-ordinates
a	b		c		a		b
		ft amsl				ft amsl	
02 Approach 20 Take-off				26	Building	242	N53 09 26.38 W000 31 54.75
				44	Aerials	266	N53 10 19.84 W000 31 25.73
				48	Radar (Lit)	245	N53 09 59.08 W000 31 18.79
04	Church Spire	381	N53 08 00.73 W000 32 38.46	51	Aerial (Lit)	254	N53 10 34.14 W000 31 09.72
05	Trees	366	N53 08 07.42 W000 32 34.36	61	Windsock	269	N53 10 14.19 W000 31 00.98
06	Trees	332	N53 08 53.00 W000 32 30.12	155	Floodlight Twr	304	N53 10 14.12 W000 31 33.95
07	Lamp Post	293	N53 08 42.94 W000 32 28.31	160	Tree	285	N53 09 21.00 W000 32 04.30
08	Tree	328	N53 08 28.66 W000 32 25.03	266	Building	239	N53 09 49.08 W000 31 37.28
10	Tree	356	N53 08 05.66 W000 32 23.12	306	Aerial	235	N53 10 04.11 W000 32 30.57
12	Tree	300	N53 08 36.05 W000 32 20.47	338	Aerials	245	N53 10 12.38 W000 31 24.53
20	Windsock	282	N53 09 17.82 W000 32 04.30	342	Aerial	237	N53 10 11.86 W000 31 23.69
21	Copse	267	N53 09 07.84 W000 32 02.49	492	Mast (Lgtd)	427	N53 10 29.81 W000 32 07.45
50	RVR Twr (Lit)	247	N53 10 31.80 W000 31 11.26	545	TACAN	236	N53 09 55.35 W000 31 36.48
153	Floodlight Twr	269	N53 09 06.60 W000 31 46.54	557	Fence	235	N53 10 12.80 W000 31 24.14
158	Tree	294	N53 09 10.90 W000 32 14.55	560	ATC	276	N53 10 20.88 W000 31 25.69
161	Notice Board	246	N53 09 15.40 W000 32 04.17	624	Radar	238	N53 09 24.84 W000 31 55.50
165	Fence	246	N53 09 12.64 W000 32 03.89	641	Radar	237	N53 09 21.54 W000 31 42.64
167	Fence	245	N53 09 10.76 W000 32 03.74	642	Radar	238	N53 09 24.67 W000 31 42.37
170	Copse	273	N53 09 03.60 W000 32 03.23				
180	Fence	242	N53 09 10.62 W000 31 57.44				
196	Trees	272	N53 09 02.99 W000 31 50.06				
199	Trees	300	N53 08 59.56 W000 31 47.86				
200	Post	237	N53 09 13.59 W000 31 48.67				
202	Notice Board	236	N53 09 15.14 W000 31 48.30				
205	Fence	239	N53 09 10.41 W000 31 48.19				
212	Building	246	N53 09 10.20 W000 31 46.80				
217	Floodlight Twr	259	N53 09 07.48 W000 31 46.67				
218	Floodlight Twr	242	N53 09 10.75 W000 31 46.56				
220	Pole	243	N53 09 12.01 W000 31 46.46				
488	Tree	357	N53 08 12.68 W000 32 41.18				
617	Tree	273	N53 09 08.21 W000 32 03.98				
619	Tree	274	N53 09 06.34 W000 32 01.73				
20 Approach 02 Take-off							
54	DRDF	266	N53 10 44.85 W000 31 06.88				
55	Aerial	243	N53 10 46.21 W000 31 04.62				
56	Aerial	243	N53 10 43.50 W000 31 04.61				
59	Aerial	248	N53 10 44.86 W000 31 02.03				
580	Fence	232	N53 10 45.65 W000 30 58.18				

EGXW AD 2.11 - METEOROLOGICAL INFORMATION		
1	Associated MET Office:	Waddington.
2	Hours of service: MET Office outside hours:	H24. ----
3	Office responsible for TAF information: Periods of validity:	Waddington. 18 hours.
4	Type of landing forecast: Interval of issuance:	TREND. Hourly and as required.
5	Briefing/consultation provided:	Self-briefing / personal / telephone.
6	Flight documentation: Language(s) used:	Standard ICAO. English.
7	Charts and other information available for briefing or consultation:	Full range of products avaialble.
8	Supplementary equipment available for providing information:	PC Data display - MOMIDS.
9	ATS units provided with information:	Weekend and Public Holidays - forecast and warnings to - Church Fenton, Leeming and Wyton.
10	Additional information (limitation of services etc):	Nil.
11	Remarks:	Nil.

EGXW AD 2.12 - RUNWAY PHYSICAL CHARACTERISTICS					
Designations Runway number	True and MAG bearing	Dimensions of Runway (m)	Strength (PCN) and surface of Runway and stopway	Threshold co-ordinates	Threshold elevation highest elevation of TDZ of precision APP Rwy
1	2	3	4	5	6
02	021·68° GEO 024·37° MAG	2743 x 61	LCG III/LCN 51-75 Concrete/ Asphalt(Grooved)	N53 09 16·79 W000 31 53·33	227·1ft TDZE 227·1ft
20	201·70° GEO 204·39° MAG	2743 x 61	LCG III/LCN 51-75 Concrete/ Asphalt(Grooved)	N53 10 39·22 W000 30 58·79	220·1ft TDZE 230·7ft
Desig & Slope of Rwy/Swy	Stopway Dimensions (m)	Clearway Dimensions (m)	Strip Dimensions (m)	OFZ	
7	8	9	10	11	
02 - 0·08%D	Nil	50 x 150	2863 x 300	-	
20 - 0·08%U	Nil	Nil	2863 x 300	-	

12	Arresting Systems		
	Rwy 02 RHAG(B) (2000ft) _____ RHAG(B) (2050ft) Rwy 20		
	For normal operations, approach cable down, overrun cable up.		
13	Remarks	Nil.	

EGXW AD 2.13 - DECLARED DISTANCES					
Runway	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
02	2,743	2,793	2,743	2,743	
20	2,743	2,743	2,743	2,743	

EGXW AD 2.14 - APPROACH AND RUNWAY LIGHTING								
Runway	Approach lighting Type Length Intensity	Threshold lighting Colour Wingbars	PAPI VASIS Angle Distance from Thr (MEHT)	TDZ lighting Length	Runway Centreline 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	CL5B 2,986ft/910m HI	Green 6 x Wingbars (3 each side)	PAPI 3° 260m (48ft)	---	---	Elevated HI Uni - 30m White. LI Omni - 90m White.	Red. No wingbars	---
20	CL5B 2,979ft/908m HI	Green HI with green Wingbars	PAPI 3° 235m (44ft)	---	---	Elevated HI Uni - 30m White. LI Omni - 90m White.	Red. No wingbars.	---
10	Remarks:		Nil.					

EGXW AD 2.15 - OTHER LIGHTING, SECONDARY POWER SUPPLY		
1	A Bn/l Bn location, characteristics and hours of operation:	----
2	Anemometer location and lighting:	N53 09 27·00 W000 31 24·60. Unlit.
3	Taxiway edge and centreline lighting:	Green bi-directional, high intensity inset centreline taxiway lighting.
4	Secondary power supply: Switch-over time:	Yes. Less than 30 seconds.
5	Remarks:	Nil.

EGXW AD 2.16 - HELICOPTER LANDING AREA		
1	Location:	N53 10 23·82 W000 31 33·42.
2	Elevation:	230ft.
3	Lighting:	Nil.
4	Remarks:	Nil.

EGXW AD 2.17 - ATS AIRSPACE		
Designation and lateral limits	Vertical limits	Airspace Classification
1	2	3
Waddington MATZ. Circle 5nm radius centred on N53 09 58·20 W000 31 25·72 with stub aligned Rwy 20.	3,000ft AAL SFC	G
Waddington ATZ. Circle 2·5nm radius centred on N53 09 58·20 W000 31 25·72.	2,000ft AAL SFC	G

4	ATS Unit Callsign: Language:	Waddington English.
5	Transition Altitude:	3,000ft.
6	Remarks:	Nil.

EGXW AD 2.18 - ATS COMMUNICATION FACILITIES

Service Designation	Callsign	Frequency MHz	Hours of Operation Winter	Summer	Remarks
1	2	3	4		5
CAC	London Mil	277·775 (ICF)	H24	H24	
APP	Waddington Approach	250·85 362·3*	H24	H24	*NATO Common Frequency. Available on request only.
ZONE	Waddington Zone	259·525 (L)(M) 127·35 (L)(M) 125·35*	H24	H24	(L) = LARS Frequency LARS aval 0645-2359 Mon-Thu, 0645-1800 Fri, 0745-1730 Sat & Sun (M) = MATZ Crossing Frequency *Available on request only.
DIR	Waddington Director	378·5 344·0* 123·3*	H24	H24	*NATO Common Frequency. Available on request only.
DEP	Waddington Departures	308·625 123·3*	H24	H24	*NATO Common Frequency. Available on request only.
PAR	Waddington Talkdown	231·8 385·4*	H24	H24	*NATO Common Frequency. Available on request only.
TWR	Waddington Tower	256·675 257·8* 122·1*	H24	H24	*NATO Common Frequency. Available on request only.
GND	Waddington Ground	342·125	H24	H24	
ATIS	Waddington Information	291·675	HO	HO	Answerphone Ext 7305
OPS	Waddington Ops	386·625	H24	H24	

EGXW AD 2.19 - RADIO NAVIGATION AND LANDING AIDS							
Type Category (Variation)	Ident	Frequency	Hours of Operation Winter	Summer # and by arrangement	Antenna Site co-ordinates	Elevation of DME Transmitting antenna	Remarks
1	2	3	4		5	6	7
TACAN*	*WAD*	117·1	H24	H24	N53 09 55·20 W000 31 36·60	231ft	CH118. MP monthly, ‡0830-0900 2nd Wed.
PAR	Waddington Talkdown	231·8 385·4*	HO	HO			*NATO Common Frequency. Available on request only.
SSR			HO	HO	N53 01 37·07 W000 29 46·87		Remote site at Cranwell.
SRE	Waddington ZONE	259·525 127·35 125·35*	HO	HO	N53 01 37·07 W000 29 46·87		*NATO Common Frequency. Available on request only.
	Waddington DIR	378·5 344·0* 123·3*					
	Waddington DEP	308·625 123·3*					
UDF/VDF							Available
ILS	*WA*	110·5	H24	H24			Rwy 20 only. QFU 204°.
	Glidepath				N53 10 34·03 W000 31 09·71		RDH 35ft.
	Localiser				N53 09 26·59 W000 31 53·91		LLZ 207°.
	MM				N53 11 08·44 W000 30 36·73		
	OM				N53 15 11·42 W000 27 29·82		
***Note:** Unlock and bearing fluctuations R015° to R040° and R320° to R330°. TAC-ILS must establish ILS by 11d, due to unlocks and bearing fluctuations inside 10d.							

EGXW AD 2.20 - LOCAL TRAFFIC REGULATIONS
1. Airport regulations When aerobatics are taking place within EG R313, routine instrument approaches to Rwy 20 are not permitted. Aircraft should be prepared to hold for up to 30 mins or execute visual or radar to visual recoveries.
2. Ground Movement Pilots may notice an increase in tyre noise when using the Western taxiway from the 20 loop to the Alpha Dispersal.
3. CAT II/III Operations Nil.
4. Warnings a. PAR AZ only on Rwy 02 incorporates a stepfix at 3nm. **Do not** descend below 740 (510) until cleared by ATC. b. A busy public road crosses the Rwy 20 undershoot, pilots are to be aware of the possibility of high sided vehicles not complying with traffic lights or a traffic light failure. c. There is a 6ft high perimeter fence in the Rwy 20 undershoot, 561ft from the threshold markings.
5. Helicopter Operations Departures and arrivals except routing via the East or West aerodrome boundary at 500ft. Dedicated helicopter parking area available.
6. Use of Runways Displaced threshold (inset by approx 1,300ft) marked for Rwy 20 for use by light aircraft only. Pilots carrying out training circuits using the displaced threshold are to advise ATC.
7. Training None specified.

EGXW AD 2.21 - NOISE ABATEMENT PROCEDURES
See TAP Charts.

EGXW AD 2.22 - FLIGHT PROCEDURES		
1	Procedures for in bound aircraft.	See TAP Charts
2	Departures.	See TAP Charts
3	Radio Communication Failure.	See TAP Charts
4	Missed ApproachProcedure.	See TAP Charts
5	Aerodrome Operating Minima.	See TAP Charts
6	Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace.	

EGXW AD 2.23 - ADDITIONAL INFORMATION
Inbound aircraft contact Approach at least 20nm before MATZ boundary. Lincs/Notts Air Ambulance operates during daylight hours and is given high priority on movements.

EGXW AD 2.24 - CHARTS RELATING TO THIS AERODROME	
Terminal Approach Procedure Charts	EN-Route Charts
Special Procedures (1) ..... AD 2 - EGXW - 1 - 11 Special Procedures (2) ..... AD 2 - EGXW - 1 - 12 Aerodrome ..... AD 2 - EGXW - 1 - 13 SID ..... AD 2 - EGXW - 1 - 14 Radar Vector Chart ..... AD 2 - EGXW - 1 - 15 Radar Procedure ..... AD 2 - EGXW - 1 - 16 ILS Rwy 20 ..... AD 2 - EGXW - 1 - 18 TAC to ILS Rwy 20 ..... AD 2 - EGXW - 1 - 19	UK(L)1 UK(L)2 UK(L)5 UK(L)5 Offshore Installations UK(H)2 UK(H)6 EU(H)12 EU(H)SP1 EU(H)SP1 - OAT

SPECIAL PROCEDURES (1) WADDINGTON

Elev **231**	Var 3°W	TA **3000**	TRL ATC			**B1**

NOISE ABATEMENT

1. Owing to the high usage of Waddington, circuit training by visiting acft and practice diversions (PD) will normally be restricted to the following times (local):

		Summer	Winter
a. (1).	Mon-Thu	0800-2200	0800-2100
(2).	Fri	0800-1800	0800-1800

   b. Further restrictions to those promulgated above may be imposed by the Duty Operations Officer depending on recent usage rate of Waddington.

   c. Between Mon-Thu 2200-2300 in summer, and 2100-2200 in winter, acft will be accepted for single approaches at a rate of one acft in any 30min period, subject to the approval of SATCO. At weekends, PD will be accepted only at the discretion of SATCO.

   d. Between 1800-2200 in summer, and 1800-2100 in winter, a max of 2 visiting PD acft will be allowed in the visual circuit or the instrument pattern at any one time. PD will be restricted to 2 visual circuits and 2 instrument approaches per acft.

   e. Acft attached to Waddington are permitted to make a single recovery or departure outside the times listed at sub-para 1a.

   f. There are no restrictions on movements, including circuit training, by Waddington based E-3D or Nimrod acft. However, after 2200 (summer) and 2100 (winter), E-3D and Nimrod acft movements are to be kept to a mnm commensurate with the training or operational task.

   g. Permission to carry out engine runs (including APU), Mon-Fri 22-0700 and at any time during the weekends, is to be obtained from the station Duty Executive.

2. Acft joining/flying in the visual circuit are to avoid overflying Waddington village, including base Married Quarters (270°/0·5nm) and Harmston village (230°/1·5nm) below 1000 QFE. Acft are also to avoid overflight of the following villages below 500 QFE:

   a. Bracebridge Heath (345°/2·0nm).

   b. Branston (055°/4nm).

   c. Boothby Graffoe (190°/2·8nm).

   d. Coleby (210°/2·5nm).

   e. Navenby (185°/3·5nm).

3. Use of reheat is to be restricted to the mnm commensurate with flight safety.

No 1 AIDU (RAF)/European Aeronautical Group Aerad EGXWB1 Changes: Title

SPECIAL PROCEDURES (2) WADDINGTON

Elev **231**	Var 3°W	TA **3000**	TRL ATC			**B2**

PRACTICE DIVERSIONS

4. All PD are to be booked in advance owing to high demand of Waddington and EGR 313 activity; bookings by R/T will not normally be accepted.

DEPARTURES

5. Departures in the sector 130°-220° will not normally be approved without prior coordination with Cranwell. Fast jets departing the airfield under VFR are not to fly below 500 QFE until clear of the CMATZ boundary. All right hand departures from Rwy 20 are to climb on rwy Tr to WAD 3d or 1000 QFE before commencing the turn.
6. Non-standardIRF departures, including into the instrument pattern, are to maintain rwy Tr to 1300 QFE prior to turning.

AIRSPACE RESERVATIONS

7. When aerobatics are taking place in EGR 313, instrument approaches to Rwy 20 are not permitted. Acft should be prepared to hold-off for up to 30 min or execute visual or radar to visual recoveries.

ARMED AIRCRAFT

8. Pilots of visiting and diverted acft are to inform ATC on initial contact if the acft is armed.

TACAN

9. Unlocks and bearing fluctuations 015°-040°, and 320°-330°. TAC-ILS must establish ILS by 11d, due to unlocks and bearing fluctuations inside 10d.

EGXW/WTN ENGLAND

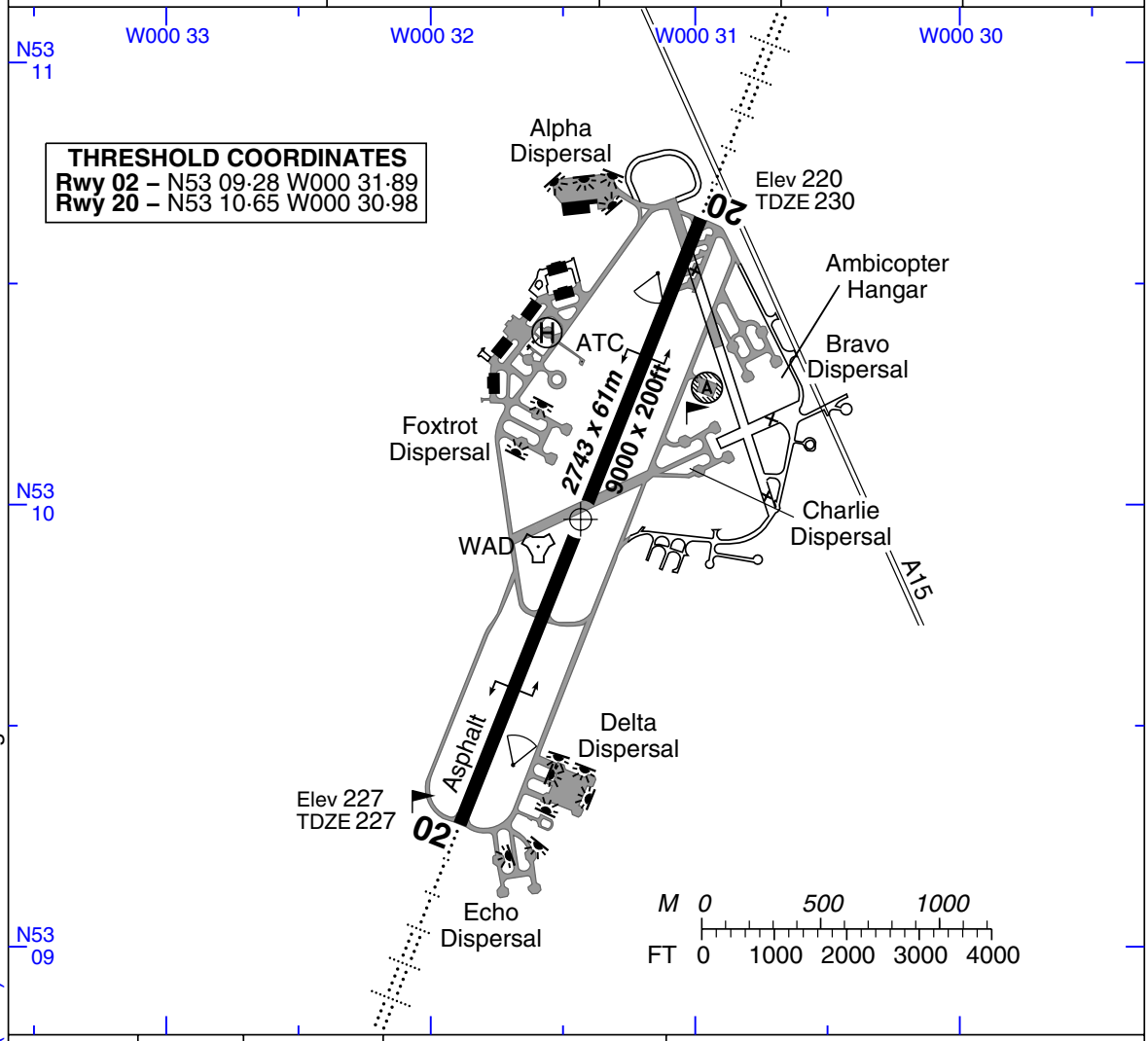
Changes: Note 9 (TACAN), Title

No 1 AIDU (RAF)/European Aeronautical Group Aerad EGXWB2

AERODROME WADDINGTON

EGXW/WTN ENGLAND

Elev **231**	Var 3°W	ARP	N53 09·97 W000 31·43 (WGS 84)		**D1**
WADDINGTON GROUND **342·125**	TOWER **256·675**	APPROACH **250·850**	OPS **386·625**	ATIS **291·675**	



RWY	SLOPE	LDA *m*/ft	APP LGT		RWY LGT
02 (022°T)	0·08%D	*2743*/9000	P3° (48)	CL–5B (H)	RTHL:REDL (H):RENL
20 (202°T)	0·08%U	*2743*/**9000**	P3° (44)		

1. **WARNING.** Strong Westerly winds can produce unexpected turbulence in the final stages of approach to Rwy 20.
2. **CAUTION.** All dispersals surrounded by 10ft high chain link fences.
3. Circuits:
   a. Normal – **1200** 1000.
   b. Light acft – **1000** 800.
4. RHAG installations 18 inches high; 35ft from rwy edge. RHAG inset:
   a. Rwy 02 – 2050ft.
   b. Rwy 20 – 2000ft.
   For normal ops approach cable DOWN, over–run cable UP. 5min PNR for approach cable.
5. Circ **prohibited** W of AD.
6. Public road crosses approach to Rwy 20.
7. Pilots may notice an increase in tyre noise when using the Western twy from the Rwy 20 loop to Alpha dispersal.
8. NW twy has *9m* wide tarmac shoulders (non–load bearing).
9. Rwy 02 undershoot has deceptive surface and will not support acft.

Changes: ATIS

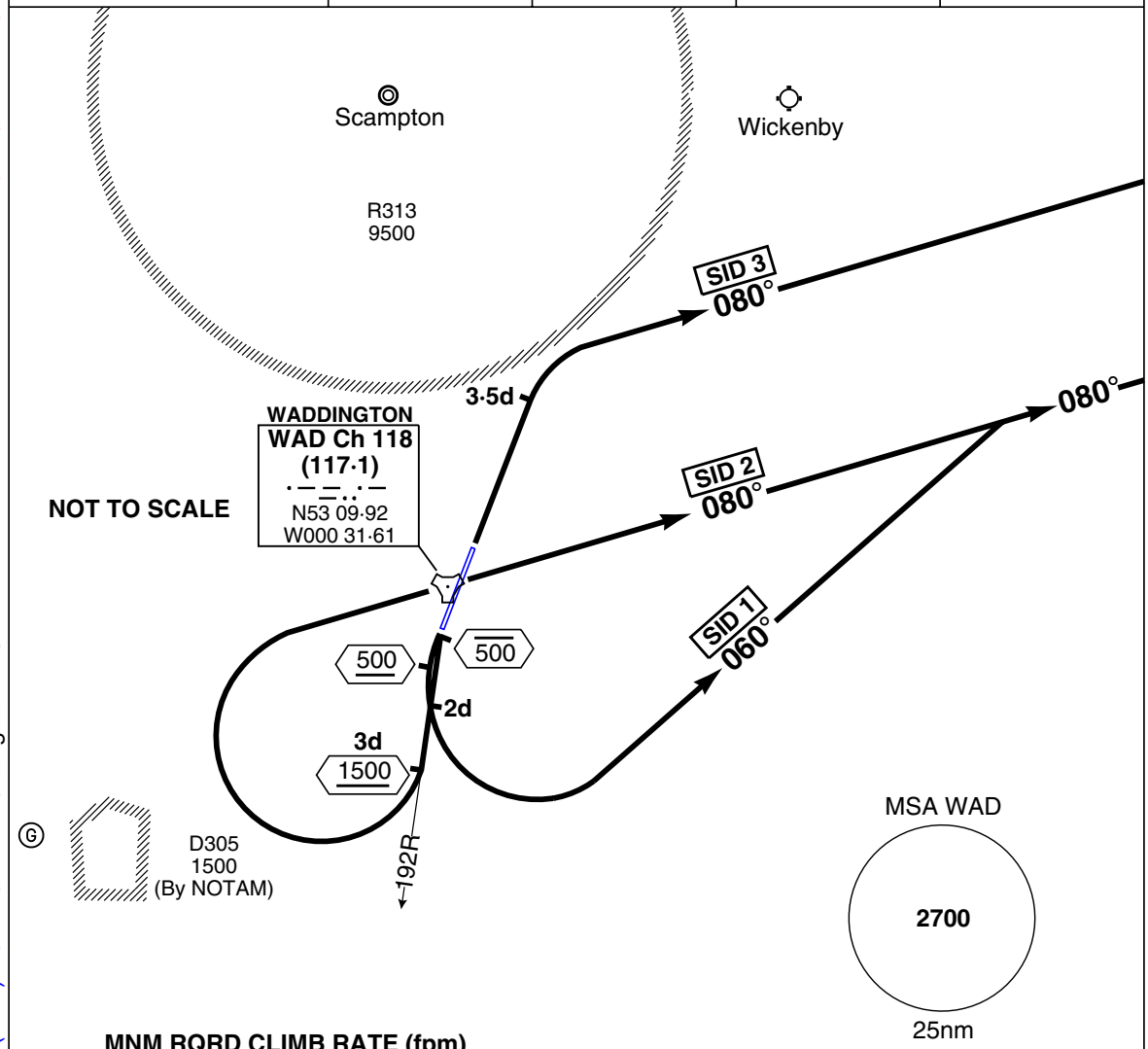
No1 Aeronautical Information Documents Unit (RAF) EGXWD1

WADDINGTON AERODROME

APATC–1

SID WADDINGTON

Elev **231**	Var 3°W	TA **3000**	TRL ATC			G1
WADDINGTON GROUND **342·125**	TOWER **256·675**	DEPARTURES **306·625**	LONDON MIL **277·775**	ATIS **291·675**		



MNM RQRD CLIMB RATE (fpm)

RWY	GRAD	80	120	150	180	210	250
20	5·2%	420	620	780	930	1090	1300

1. These procedures are for fast–jet acft only.
2. For Noise Abatement avoid overflight of local villages on departure whenever possible.
3. Departures between 130°–220° will not normally be approved without prior coordination with Cranwell.
4. Fast–jets departing VFR are not to fly below **500** until clear of the MATZ boundary. All other departures are to be requested through GROUND prior to start.
5. To achieve required obstacle clearance 35 agl should be achieved by departure end of both rwys. Additionally, on Rwy 20 a mnm climb grad of 5·2% is required to 300 QFE.

SID	RWY	ROUTEING (Including Mnm Noise Routes)
1	20	Climb on rwy Tr to WAD 1d or 500, whichever is later, turn left onto Tr 060° to avoid Cranwell MATZ, intcp and fly 080R; contact DEPARTURES climbing to FL150.
2		Max 500 left to intcp WAD 192R; at 3d or 1500 right onto Tr 080°, or as directed to avoid R313; contact DEPARTURES climbing to FL150.
3	02	Climb on rwy Tr to 3·5d, then right onto Tr 080° or as directed to avoid R313 and Wickenby airfield; contact DEPARTURES climbing to FL150.

EGXW/WTN ENGLAND
Changes: ATIS
No1 Aeronautical Information Documents Unit (RAF) EGXWG1

WADDINGTON SID
APATC–1

RADAR VECTORING CHART WADDINGTON

Elev **231**	Var 3°W	TA **3000**	TRL ATC	ESA **3500**		K1

WADDINGTON ZONE	APPROACH	DIRECTOR	TOWER	ATIS
127·35 259·525	**250·850**	**378·500**	**256·675**	**291·675**

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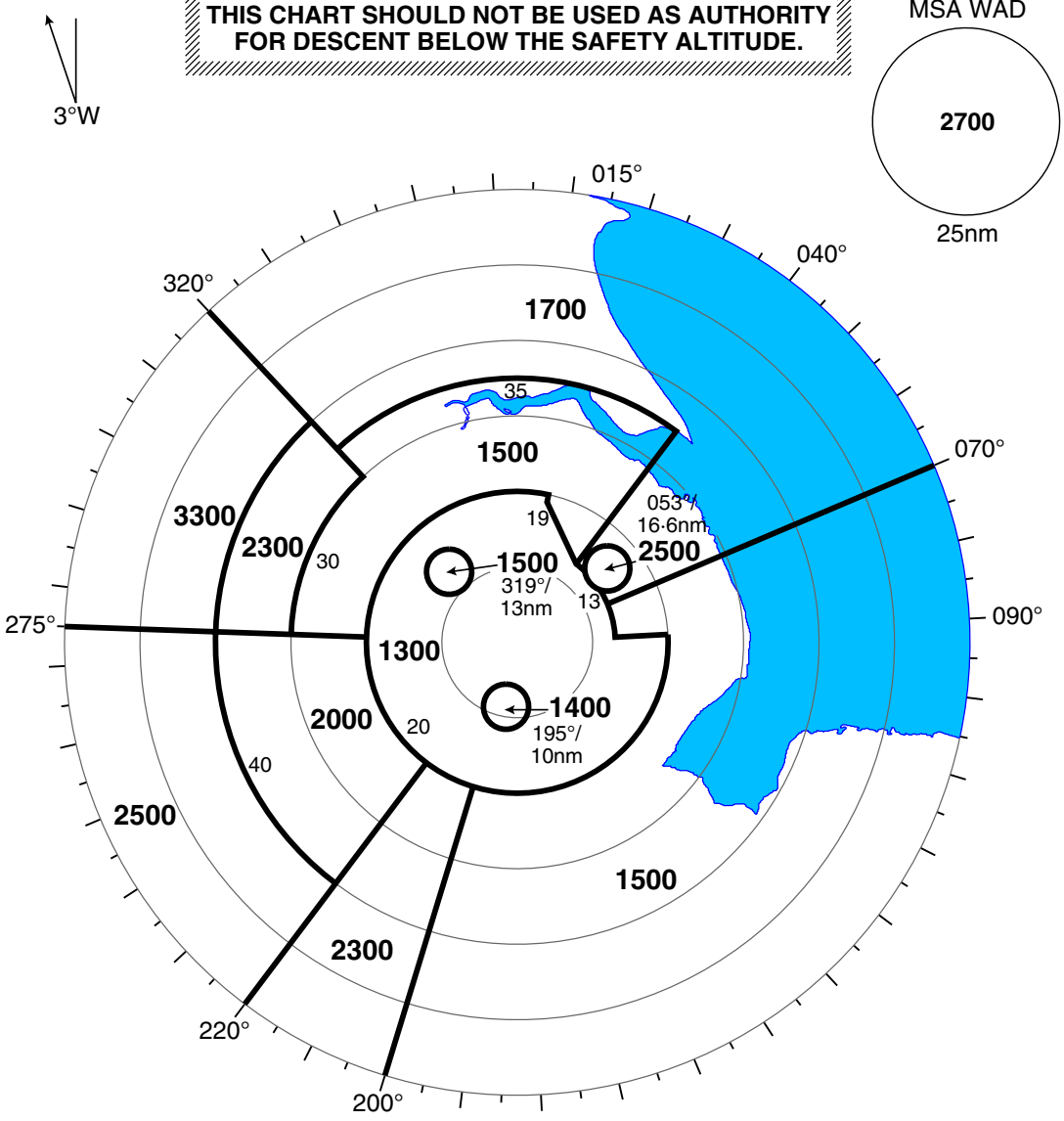
Changes: ATIS

No1 Aeronautical Information Documents Unit (RAF) EGXWK1

THIS CHART SHOULD NOT BE USED AS AUTHORITY FOR DESCENT BELOW THE SAFETY ALTITUDE.



ALL HEIGHTS QFE

GENERAL INFORMATION
1. All bearings are magnetic.
2. All distances are NM from the radar head.
3. All levels are based on QFE.
4. QFE Datum is 227ft

WADDINGTON RADAR VECTORING CHART

APATC–1

RADAR PROCEDURES WADDINGTON

EGXW/WTN ENGLAND

Elev **231**	Var 3° W	TA **3000**	TRL ATC			**K2**
WADDINGTON ZONE **127·35 259·525**	APP **250·850**	DIRECTOR **378·500**	TALKDOWN **231·800**	TOWER **256·675**	ATIS **291·675**	

RWY QFU	PROC	GP/TCH	RTR	MAPt	CAT	DA/RVR MDA/RVR	DH/ MDH	CEILING/ VIS
02	**PAR**	2·5°/32	-	-	**ABCDE**	**510/***14*	280	300/*1·4*
024°		3°/40	-	-	**ABCDE**	**430/***14*	200	200/*1·4*
	AZ*	-	-	1nm	**ABCD**	**640/***14*	410	500/*1·4*
					E	**640/***1·6*	410	500/*1·6*
	SRA	-	-	1nm	**ABC**	**700/***14*	470	500/*1·4*
					D	**700/***1·6*	470	500/*1·6*
					E	**700/***2·0*	470	500/*2·0*

*** CAUTION.** Do not cross 3nm below **740** 510.

MISSED APPROACH. Climb on rwy Tr to 1500 QFE , then right onto Tr 045° climbing to **3230** 3000 ; call APPROACH.

20	**PAR**	2·5°/33	-	-	**ABCDE**	**430/***14*	200	200/*1·4*
204°		3°/40						
	AZ	-	-	1nm	**ABCDE**	**510/***14*	280	300/*1·4*
	SRA	-	-	1nm	**ABCD**	**650/***14*	420	500/*1·4*
					E	**650/***1·6*	420	500/*1·6*

MISSED APPROACH. Climb on rwy Tr to 1500 QFE , then left onto Tr 045° climbing to **3230** 3000 ; call APPROACH.

CIRCLING MINIMA	**AB**	**690**	460	500/*1·6*
	C	**690**	460	500/*2·4*
	DE	**780**	550	600/*3·2*

CAUTION. CIRC West of A/D **prohibited**.

COMMS FAILURE.

1. If unable to continue approach, turn towards the A/D, fly at mnm 3000 QFE, try to regain contact on any WADDINGTON frequency.

Changes: ATIS

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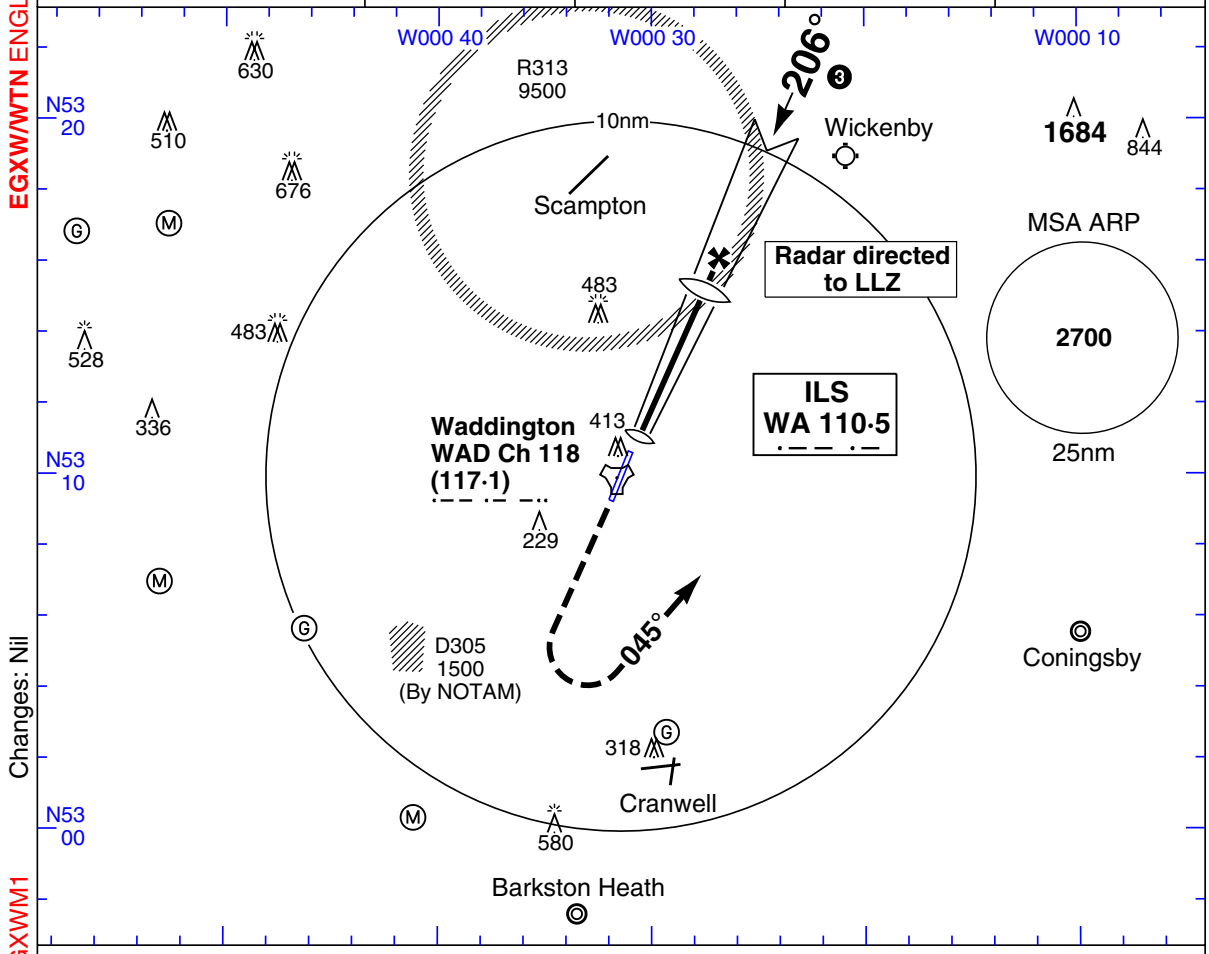
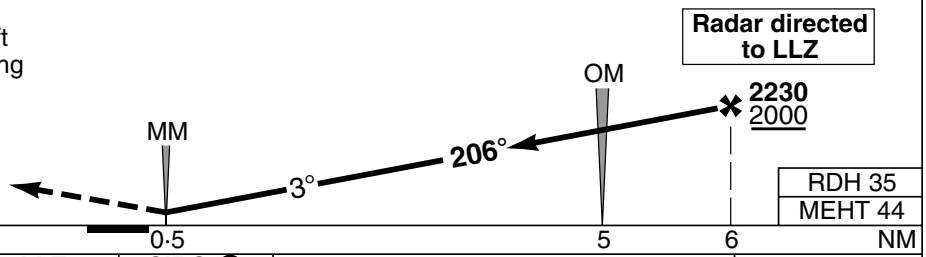
ILS Rwy 20 WADDINGTON

Elev **231**	Var 3°W	TA **3000**	TRL ATC	WA 110·5		M1C
WADDINGTON ZONE **127·35 259·525**		APPROACH **250·850**	DIRECTOR **378·500**	TOWER **256·675**		DATIS **291·675**



Climb on rwy Tr to **1730** 1500, then left onto Tr 045° climbing to **3230 3000**; call APPROACH.

MAPt at MM.



CAT	ILS	LLZ	CIRC ❻
A	**430**/*14* 200 (200/*1·4*)	**510**/*14* 280 (300/*1·4*)	**690** 460 (500/*1·6*)
B			
C			**690** 460 (500/*2·4*)
D			**780** 550 (600/*3·2*)
E			

GS (kt)		**80**	**120**	**150**	**180**	**210**
OM – MM	4·5nm	3:24	2:15	1:48	1:30	1:17
ROD (fpm)	**3°**	420	640	800	950	1110

1. **WARNING.** Strong Westerly winds can produce unexpected turbulence in the final stages of approach to Rwy 20.
2. **CAUTION.** ILS not to be used for auto–coupled approaches below mnm Cat 1 DH.

❸ LLZ offset by 2°.

4. If not under CAC; acft to call APPROACH at 20nm.
5. When aerobatics are taking place in R313, instrument recoveries to Rwy 20 are not permitted.

❻ **CIRC prohibited** W of AD.

OM **1880** 1650

GS	+20s	+40s
210	**1510** 1280	**1140** 910
180	**1570** 1340	**1250** 1020
150	**1620** 1390	**1350** 1120
120	**1670** 1440	**1460** 1230
80	**1740** 1510	**1600** 1370

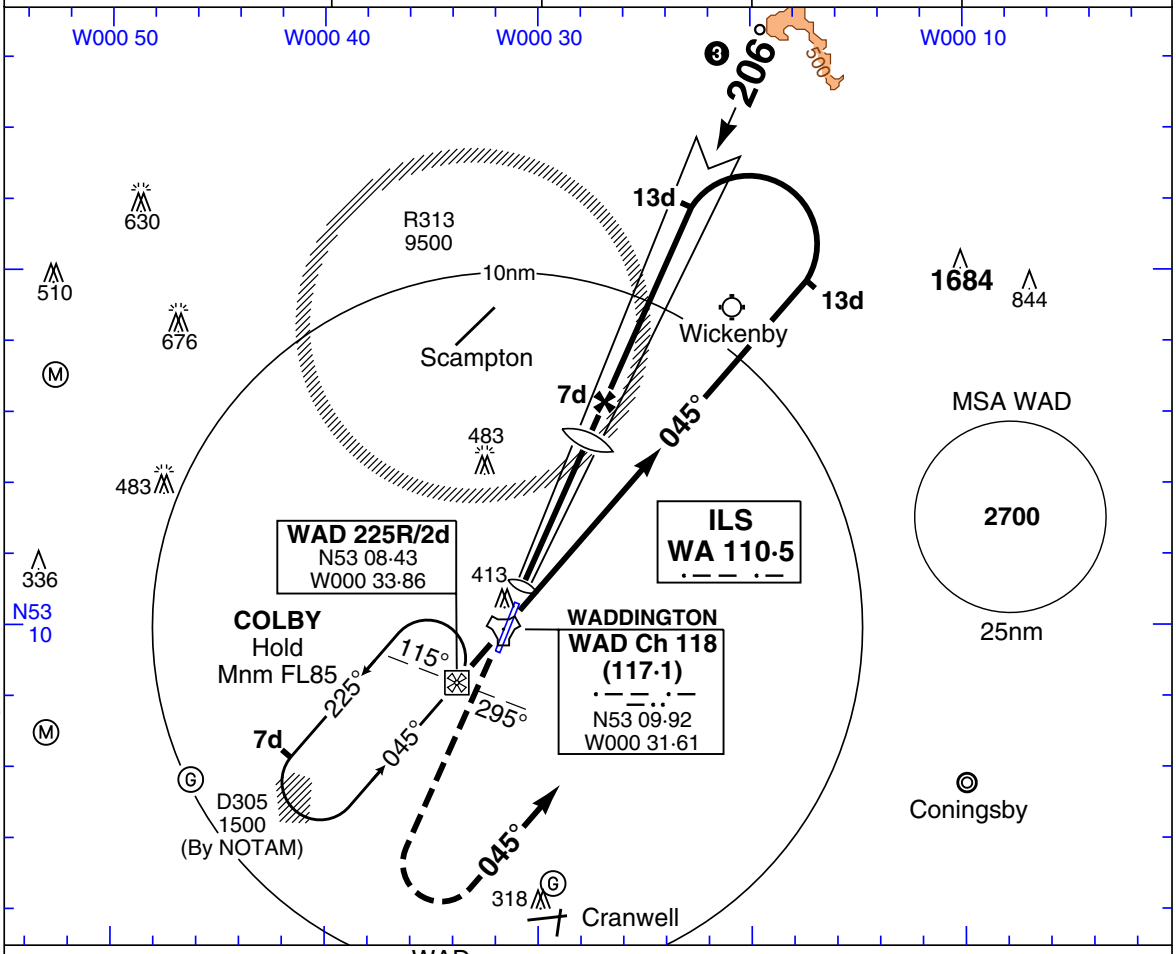
WADDINGTON **ILS Rwy 20**
APATC–1

TAC to ILS Rwy 20 — WADDINGTON

Elev **231**	Var 3°W	TA **3000**	TRL ATC	WA 110·5		M2C
WADDINGTON ZONE **127·35 259·525**	APPROACH **250·850**	DIRECTOR **378·500**	TOWER **256·675**	DATIS **291·675**		

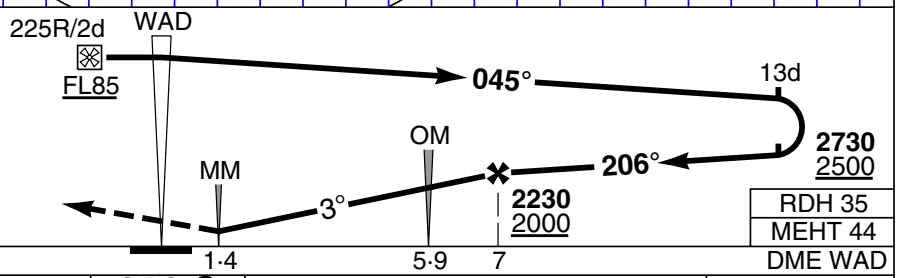
EGXW/WTN ENGLAND

Changes: Note 7 (TACAN)



Climb on rwy Tr to **1730** 1500 , then left onto Tr 045° climbing to **3230** 3000 ; call APPROACH

MAPt at MM.



Rwy QFU 204°

RDH 35

MEHT 44

TDZE **230** /8Mb

CAT	ILS	LLZ	CIRC ❻
A	**430**/*14* 200 (200/*1·4*)	**510**/*14* 280 (300/*1·4*)	**690** 460 (500/*1·6*)
B			
C			**690** 460 (500/*2·4*)
D			**780** 550 (600/*3·2*)
E			

GS (kt)		**80**	**120**	**150**	**180**	**210**
OM – MM	4·5nm	3:24	2:15	1:48	1:30	1:17
ROD (fpm)	**3°**	420	640	800	950	1110

1. **WARNING.** Rwy 20. Strong Westerly winds can cause unexpected turb on short finals.
2. **CAUTION.** ILS not to be used for auto–coupled approaches below mnm Cat 1 DH.

❸ LLZ offset by 2°.

4. If not under CAC; call APP at 20nm.
5. When R313 active, instrument recoveries to Rwy 20 **prohibited.**

❻ **CIRC prohibited** W of AD.

7. TACAN. May unlock 015°–040° and 320°–330°, TAC–ILS must establish ILS by 11d, due to unlocks and bearing fluctuations inside 10d.

OM **1880** 1650

GS	+20s	+40s
210	**1510** 1280	**1140** 910
180	**1570** 1340	**1250** 1020
150	**1620** 1390	**1350** 1120
120	**1670** 1440	**1460** 1230
80	**1740** 1510	**1600** 1370

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WADDINGTON — **TAC to ILS Rwy 20**

APATC–1

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