vatsim uk

Lydd Airport vMATS Part 2

EDITION 1.1 (15/03/2012)

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CONTENTS

AMENDMENT RECORD

Amendment Number	Amendment Date	Incorporated by
Edition 1	26 November 2011	CP
Edition 1.1	15 March 2012	CP

INTRODUCTION

Lydd Airport (EGMD) is located 1.2 nm northeast of Lydd and 12 nm south of Ashford in Shepway, Kent. The airport operator is London Ashford Airport Limited. Lydd Air is based at the airport and operates regularly scheduled weekend flights throughout the year to Le Touquet in France and also leisure and charter flights to Calais, Ostend, Amsterdam and Brussels. Bin Air currently operate nightly chartered freight services to Stuttgart using a Fairchild Metroliner aircraft.

Lydd Airport (originally known as Lydd Ferryfield) was built in 1956 and was used for air ferry services. Airlines operating from Lydd at the time included Silver City Airways, which flew Douglas Dakotas, and British United Air Ferries (which became British United Airways), which operated Bristol Freighters, Superfreighters and Aviation Traders Carvair aircraft.

During the 1980s, Hards Travel bought the airport and used it as a base for its holiday operations to Spain, Italy and Austria using Dart Herald and Viscount aircraft flying to Beauvais in France.

SECTION 1 UNIT GENERAL OPERATING INSTRUCTIONS

Chapter 1 Altimeter Setting Procedures

1.1.1 Departing aircraft

Aircraft intending to remain within the circuit should be passed the QFE on taxi.

Traffic departing the circuit and all other departures should be passed the QNH.

1.1.2 Joining/Landing Traffic

Inbound traffic and aircraft joining the circuit should be passed the QNH and QFE.

Traffic carrying out an instrument approach procedures should be passed QNH and, if requested, the QFE when on final approach.

1.1.3 Transit aircraft

Aircraft transiting the ATZ or local area should be passed the QNH.

1.1.4 QFE Threshold

The Aerodrome QFE, for simulation purposes, is calculated by subtracting 1 hPa from the Lydd QNH.

1.1.5 Transition Altitude

The transition altitude at Lydd is 6000 feet.

1.1.6 Transition Levels

The minimum stack level can be found on the table below and will ensure at least 1000ft separation above aircraft at 6000ft QNH.

Aerodrome QNH	Transition Level	Minimum Stack Level
1050 – 1032	55	65
1031 – 1013	60	70
1012 – 996	65	75
995 – 978	70	80
977 – 960	75	85
959 – 943	80	90

1.1.7 ASRs

Lydd is situated within the Chatham Altimeter Setting Region.

1.1.8 Local Airspace

The Lydd Aerodrome Traffic Zone (ATZ), circle 2 nm radius centred on runway 03/21, is situated in Class G airspace beneath the Worthing CTA (Class A airspace) which extends from 5500 feet.

1.1.9 Visual Reference Points (VRPs)

There are no official VRPs for Lydd, however, there are several unofficial reference points, which are referred to in the UK AIP entry (EGMD AD 2.22), and are to be used for arriving and departing VFR flights:

Name	Position in relation to EGMD
Rye	8 nm West
Tenterden	12 nm North-West
Ashford	12 nm North
M20/Folkstone	12 nm North-East
10nm to Lydd	Approaching from the sea

1.1.10 Restricted Airspace R063

R063 is a circle radius 2 nm centred on 505449N 0005717E (Dungeness Power Station) from the Surface to ALT 2000ft.

Flight permitted for the purpose of landing at or taking off from the SFC helicopter landing area at Dungeness, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject.

Flight permitted by an aircraft which has taken off from or intends to land at London Ashford (Lydd) Airport flying in accordance with normal aviation practice which remains at least 1.5 nm from the Power Station.

1.1.11 Danger Areas

D044 Lydd Ranges

D044 is situated 1.5nm to the South and South-West of Lydd Aerodrome from the Surface to ALT 4000ft. Live firing and demolition takes place at the Lydd Firing Ranges. A Danger Area Information Service is provided to pilots by Lydd Approach and London Information.

D141 Hythe Ranges

D141 is situated 5.5nm to the North-East of Lydd Aerodrome from the Surface to ALT 3200ft. Live firing and demolition takes place at the Hythe Firing Ranges. A Danger Area Information Service is provided to pilots by Lydd Approach and London Information.

Chapter 2 Light Aircraft and Helicopter Procedures

1.2.1 Responsibilities (ADC or APC)

Aerodrome Control is responsible for aircraft within the ATZ.

Both ADC and APC are responsible for providing traffic information to aircraft under their control.

VFR Departures/Local Flights

- VFR departures shall be transferred to APC once clear of aerodrome traffic on silent handover, unless otherwise requested by APC.
- APC will instruct VFR departures to report passing the appropriate VRP and what level they are climbing to.
- Upon reaching the appropriate VRP, or 10nm out, aircraft will normally be instructed to free-call an appropriate adjacent ATSU.

VFR Arrivals

- Approach Control will issue the Runway in use and QFE to aircraft.
- APC will co-ordinate any aircraft requesting other than an overhead join with ADC.
- All aircraft joining via the overhead at 1500ft will be transferred via silent handover coincident with the passing of the Flight Progress Strip to ADC.
- Transfer of control to ADC will take place when the aircraft reports 4nm to run to the airfield.

1.2.2 Fanstop and PFL Procedures

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.

1.2.3 Rejoin Procedures

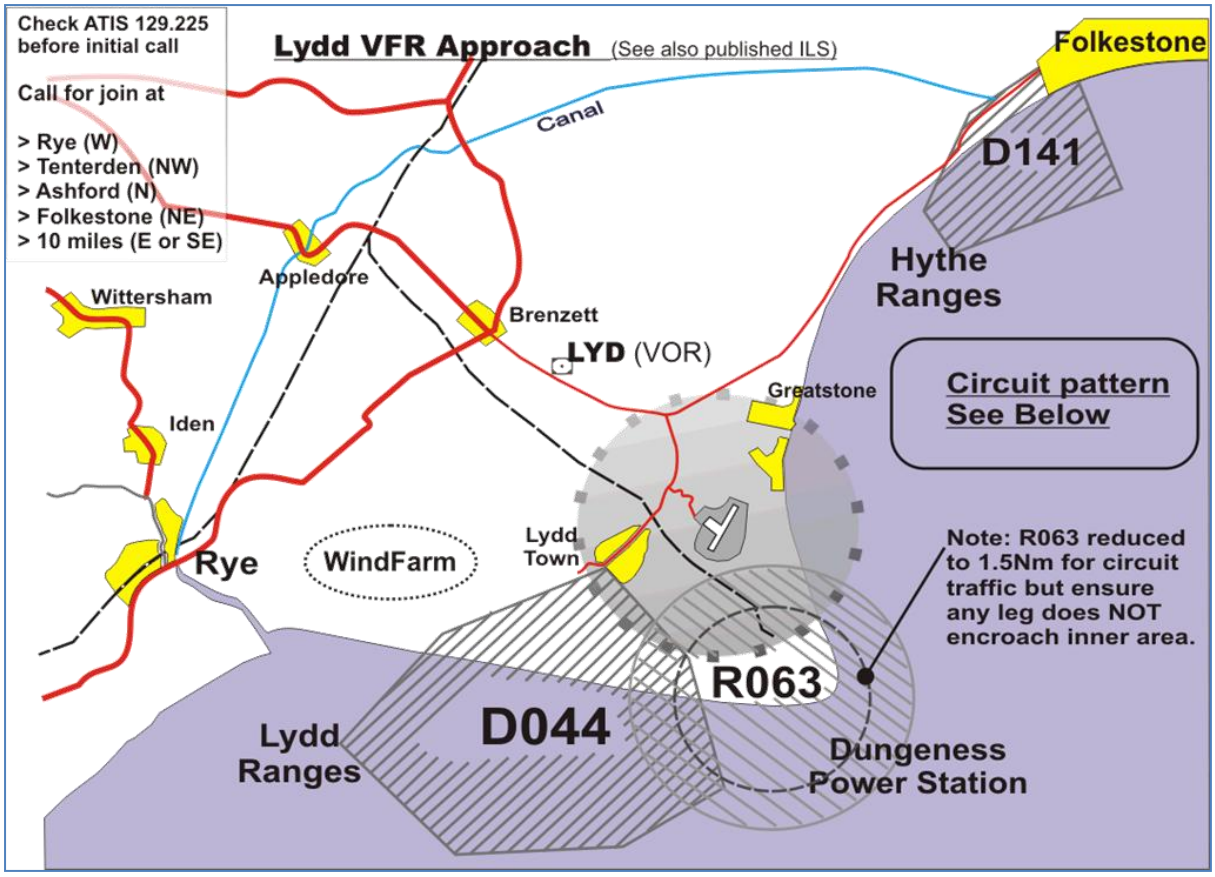
Inbound VFR aircraft should make their initial call for joining instructions at Rye (west of Lydd), Tenterden (north west), Ashford (north), M20/Folkstone (north east) or 10 nm to Lydd if approaching from the Sea.

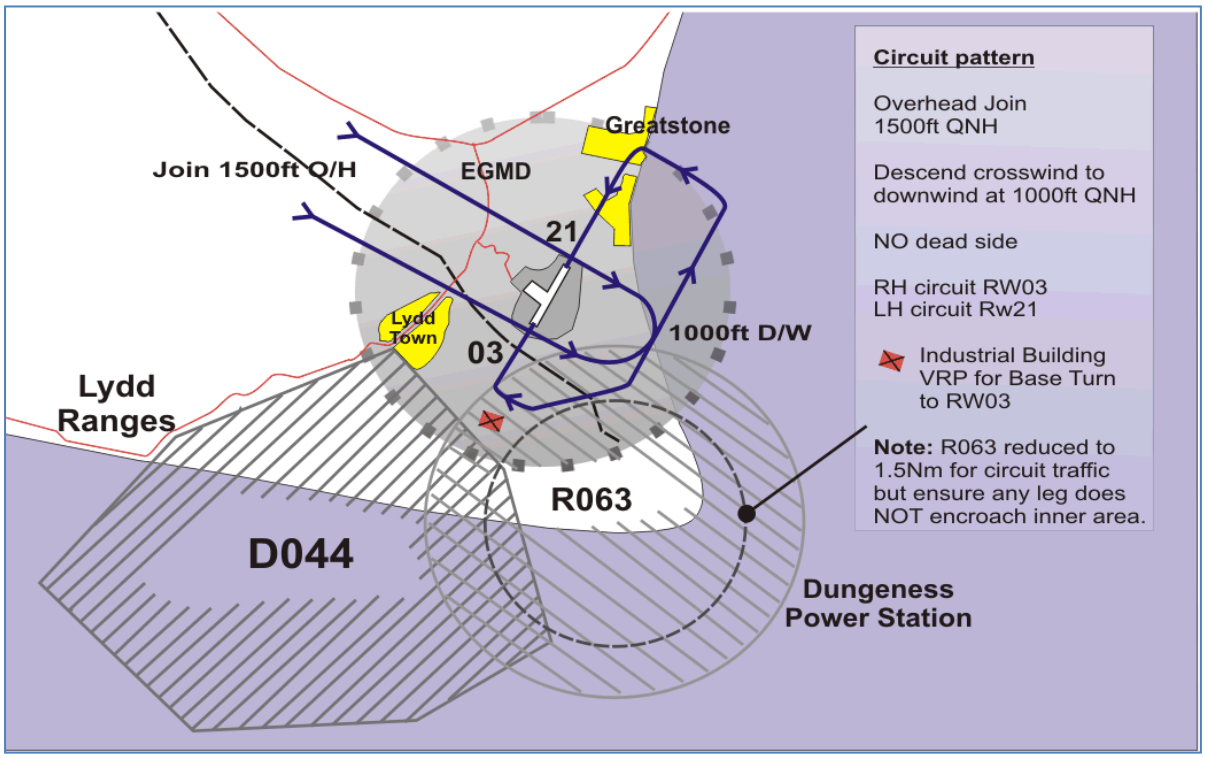
All joining inbound aircraft will then be requested to report 4 nm to Lydd.

Pilots are responsible for their own separation from EG D141, EG D044 and EG R063.

Light aircraft joining via Rye, Tenterden, Ashford, including those routing inland from Folkestone will, unless otherwise instructed, join overhead at 1500 ft QNH descend crosswind and turn downwind at 1000 ft QNH. **Aircraft are not permitted to descend deadside**. The phrase "Standard Overhead Join" is NOT to be used as it is not a 'standard' overhead join.

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.


Check ATIS 129.225 before initial call
Call for join at
> Rye (W)
> Tenterden (NW)
> Ashford (N)
> Folkestone (NE)
> 10 miles (E or SE)
Lydd VFR Approach (See also published ILS)
Folkestone
Canal
D141
Hythe Ranges
Appledore
Wittersham
Brenzett
LYD (VOR)
Greatstone
Circuit pattern See Below
Iden
Rye
WindFarm
Lydd Town
Note: R063 reduced to 1.5Nm for circuit traffic but ensure any leg does NOT encroach inner area.
R063
D044
Lydd Ranges
Dungeness Power Station


Circuit pattern
Overhead Join 1500ft QNH
Descend crosswind to downwind at 1000ft QNH
NO dead side
RH circuit RW03
LH circuit Rw21
Industrial Building VRP for Base Turn to RW03
Note: R063 reduced to 1.5Nm for circuit traffic but ensure any leg does NOT encroach inner area.
Join 1500ft O/H
EGMD
Greatstone
21
03
Lydd Town
1000ft D/W
Lydd Ranges
R063
D044
Dungeness Power Station

1.2.4 Helicopter Procedures

The following procedures apply to Helicopter Operations at Lydd Airport:

- Helicopter circuit training may take place south east of Runway 03/21 up to 600 ft QNH, parallel to the fixed wing circuit.
- 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.
- Small helicopters may depart directly from Apron Bravo to the north west.
- Helicopters must obtain specific clearance to cross the runway.
- During Low Visibility Procedures any helicopter movements will utilize the runway for landing or take-off

Chapter 3 Noise Abatement

1.3.1 Procedures for Aircraft and Air Traffic Control

Noise Abatement Procedures are published in the UK AIP and are reproduced below.

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)

Chapter 4 Traffic Data Display

1.4.1 Flight Progress Strips

Local Flights

Local Flights are to be written on pink FPS paper in brown holders.

Departures

Departures are to be displayed in blue FPS holders.

Arrivals

Arrivals are to be displayed in Orange FPS holders.

Over-flights

Over-flights are to be written on green FPS paper in Brown holders.

Chapter 5 Special Categories of Flight

1.5.1 Light Aircraft & Gliding Sites

Bonnington is a micro-light site 6.2 nm North of Lydd Aerodrome.

Spilstead Farm is a gliding site 8 nm West of Rye.

Challock Airfield (EGKE) is a small airfield and gliding site 4 nm north west of Ashford.

Chapter 6 All Weather Operations

1.6.1 Runway Visual Range

RVR is by human observer method and is normally available for only one runway direction at a time.

1.6.2 Maximum Values

The maximum RVR reported is 1200 metres.

1.6.3 Met Information

An Automated Terminal Information Service is available on frequency 129.225 MHz.

The ATIS message shall be in the following format:

> ***Lydd Information Alpha At 09:20, Runway in use 03, Airfield information Danger Area 044 Active Danger Area 141 Closed, Surface Wind 110 degrees 5 knots, Cloud Few at 1500 feet, Temperature 12 Dewpoint 10, QNH 1020 hectopascals, Report information Alpha and QNH on contact with Lydd Approach 120.7***

1.6.4 Air Traffic Control Procedures

Low Visibility Procedures will commence being implemented when the meteorological visibility is less than 2000 m and expected to deteriorate, and/or the cloud ceiling is less than 300 ft and expected to deteriorate. Pilots will be advised if LVPs are not in place by the time the visibility reduces to 1000 m or less, and/or the cloud ceiling is less than 200 ft.

Where available, RVR values will be passed to arriving aircraft with landing clearance and departing aircraft on start-up, with taxi instructions and take-off clearance.

If unable to be observed visually, departing aircraft will be instructed to report commencing taxi, commencing take-off, airborne and arriving aircraft will be instructed to report landed or runway vacated.

The following restrictions apply to operations during Low Visibility Procedures:

a) Any helicopter movements will be to/from the runway
b) Only two aircraft will be allowed to move on the manoeuvring area at any time
c) Aircraft will not be permitted to enter the runway or taxi via A or D once an inbound aircraft has reported established on the final approach track/localiser.

1.6.5 Air Traffic Control Separations

Normal standard IFR separation will be adhered to particularly during periods of bad weather. Vertical separation may be increased in turbulent conditions.

If go-arounds and diversions are probable, controllers should avoid allocating the lowest IFR level to inbound traffic until the aircraft is number one in traffic.

Chapter 7 Co-ordination with Adjacent Aerodromes

1.7.1 Closest Adjacent Aerodromes

Aerodrome	Bearing	Range (nm)	Runways	ICAO Code
Headcorn (Lashenden)	318°	16	11/29 Grass	EGKH
Manston	034°	28	10/28 Asphalt	EGMH

SECTION 2 LOCAL SEPARATION STANDARDS

Chapter 1 Special Separation Standards IFR

2.1.1 General

Lydd Approach Control is responsible for providing standard vertical or longitudinal separation between all flights participating in a Procedural Service as specified in MATS part 1, Section 1 Chapter 3.

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SECTION 3 AERODROME CONTROL

Chapter 1 Aerodrome Control

3.1.1 General Responsibilities

Aerodrome Control is responsible for providing a service to aircraft which are flying with visual reference to the ground and in the Aerodrome Traffic Zone by issuing information and instructions to aircraft to achieve a safe, orderly and expeditious flow of traffic and to assist pilots in preventing collisions between:

i. Aircraft flying within the Aerodrome Traffic Zone

ii. Aircraft taking off and landing

iii. Aircraft moving on the apron

iv. Aircraft and vehicles, obstructions and other aircraft on the manoeuvring area.

3.1.2 Selection of runway in use

The term 'Runway in Use' is used to indicate the main runway or landing direction selected by Aerodrome Control as the most suitable.

3.1.3 Preferential Runway

When the surface wind is not favouring either runway, runway 21 is the preferred runway for arrivals and runway 03 is the preferred runway for departures. Runway 21 is preferred for IFR arrivals due to the availability of ILS.

3.1.4 Description of airfield

ICAO Code	EGMD
Reference Point Co-ordinates and Location	**Lat:** 505722N **Long:** 0005621E Mid-point of Runway 03/21
Elevation	13ft AMSL – 0.5 hPa
Magnetic Variation/Annual Change	W1.0° (2012) – 0.14° decreasing.
Transition Altitude	6000 ft
Safety Altitude	2300 ft

3.1.5 Runways

RWY Designator	QDM	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
03	034°	1470	1979	1470	1470
21	236°	1505	1681	1505	1470

Aircraft will carry out power checks at Hold B or C as directed by ATC.

Light aircraft circuits are normally LH on Runway 21; RH on Runway 03, but may be varied by ATC. Aircraft above 5700 kg MTOW RH on Runway 21; LH on Runway 03. Circuit height 1000 ft QFE.

3.1.6 Ground Movement

Apron Bravo is available to aircraft up to B737, A319, helicopters and for long stay parking.

Apron Charlie is available for light aircraft parking.

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.

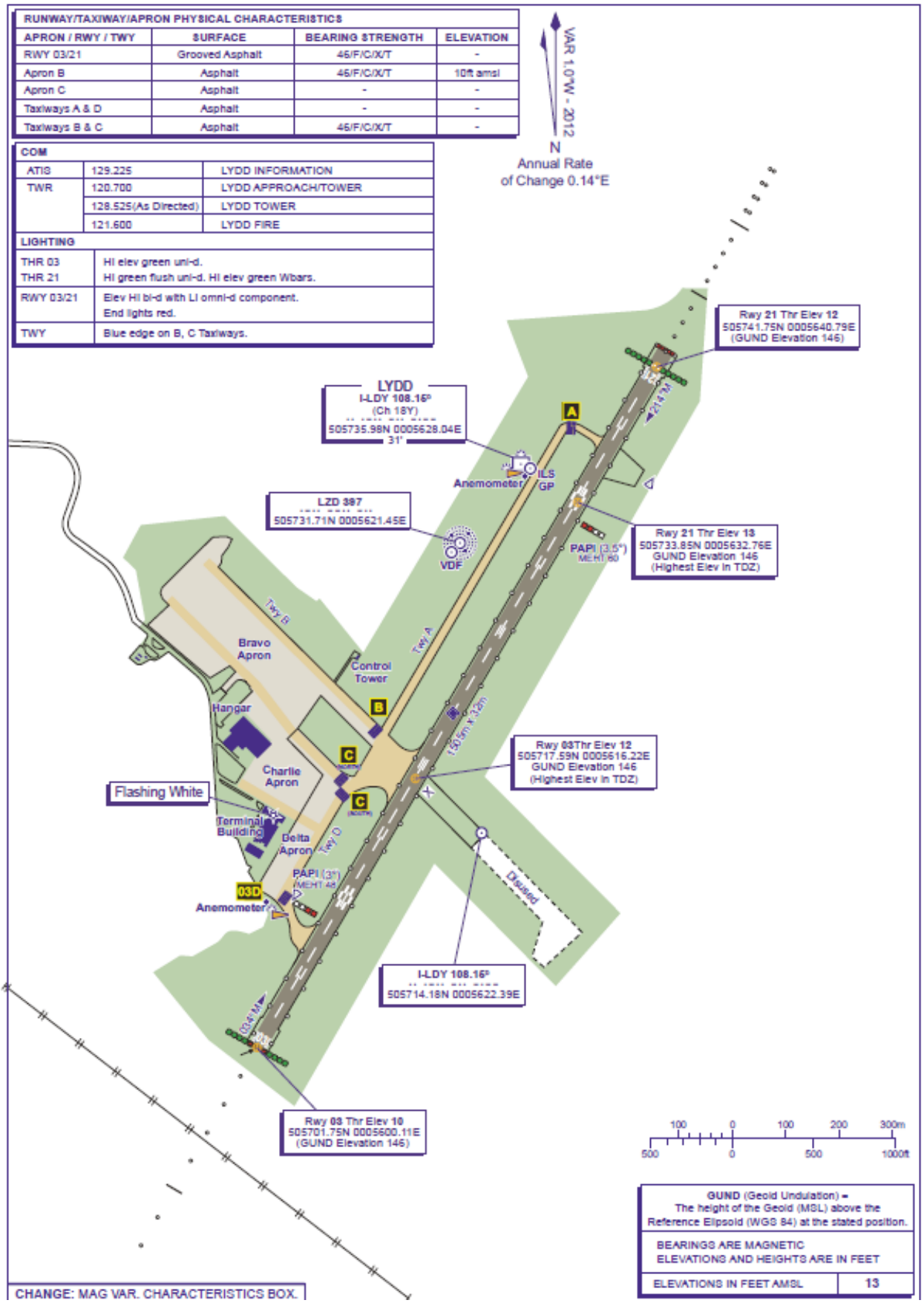
Aircraft will not be able to use taxiway A or D when traffic is on the final approach track of the instrument approaches until that traffic is visual.

Aircraft requiring a full length departure are to inform ATC on start-up or taxi.

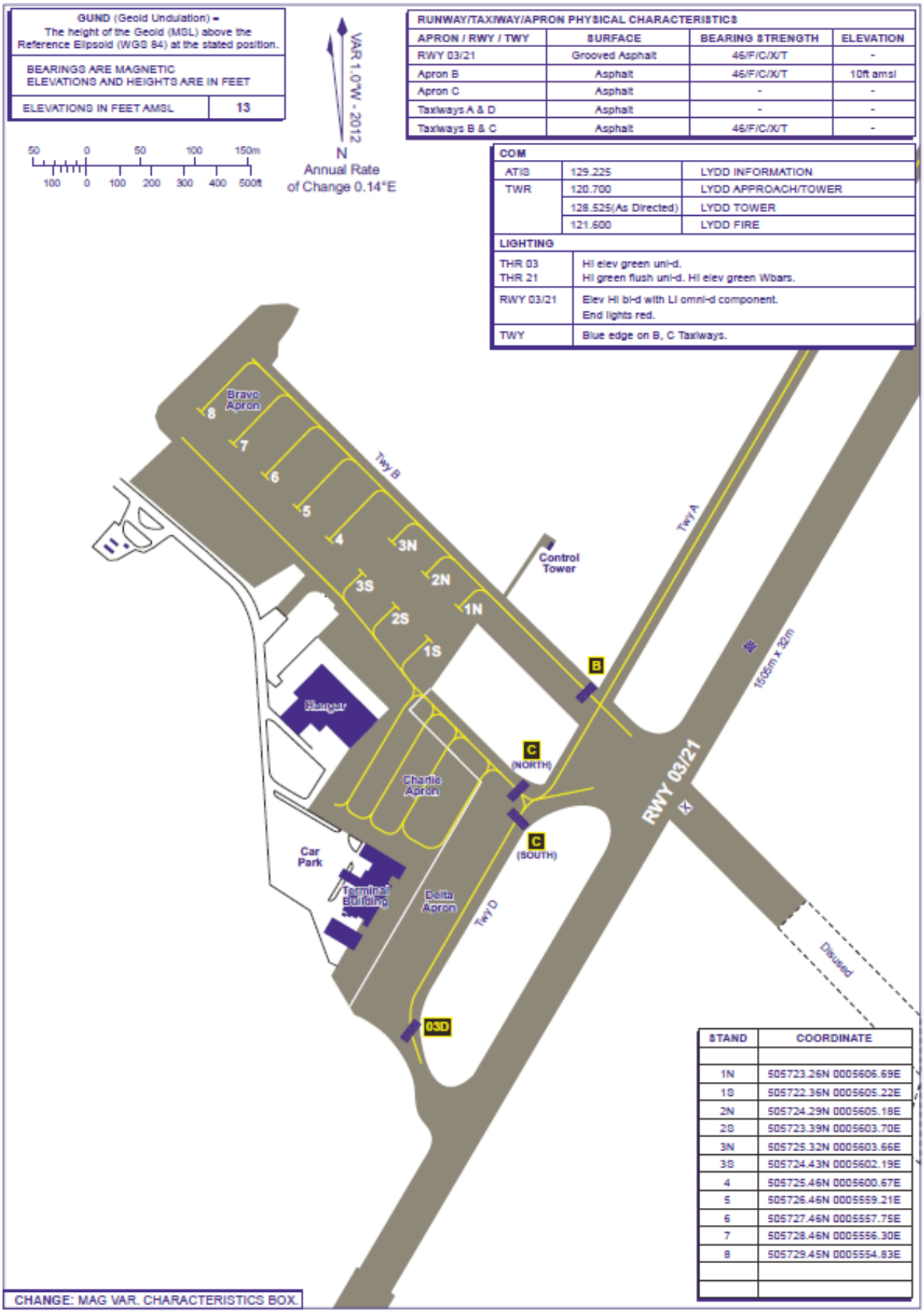
3.1.7 Frequencies

In the absence of Approach Control, Aerodrome Control will operate on frequency 120.700 MHz. When Approach Control and Aerodrome Control are open simultaneously, Aerodrome Control will operate on the Tower frequency 128.525 MHz.

3.1.9 Airfield Map



3.1.10 Stands


GUND (Geoid Undulation) =
The height of the Geoid (MSL) above the Reference Ellipsoid (WGS 84) at the stated position.
BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET
ELEVATIONS IN FEET AMSL 13
VAR 1.0°W - 2012
N
Annual Rate of Change 0.14°E
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS
APRON / RWY / TWY | SURFACE | BEARING STRENGTH | ELEVATION
RWY 03/21 | Grooved Asphalt | 46/F/C/X/T | -
Apron B | Asphalt | 46/F/C/X/T | 10ft amsl
Apron C | Asphalt | - | -
Taxiways A & D | Asphalt | - | -
Taxiways B & C | Asphalt | 46/F/C/X/T | -
COM
ATIS 129.225 LYDD INFORMATION
TWR 120.700 LYDD APPROACH/TOWER
128.525(As Directed) LYDD TOWER
121.600 LYDD FIRE
LIGHTING
THR 03 THR 21 Hl elev green uni-d. Hl green flush uni-d. Hl elev green Wbars.
RWY 03/21 Elev Hl bi-d with Ll omni-d component. End lights red.
TWY Blue edge on B, C Taxiways.
Bravo Apron
8
7
6
5
4
3N
3S
2N
2S
1N
1S
Twy B
Twy A
Control Tower
Hangar
Charlie Apron
Car Park
Terminal Building
Delta Apron
Twy D
B
C (NORTH)
C (SOUTH)
03D
RWY 03/21
1505m x 32m
Disused
STAND | COORDINATE
1N 505723.26N 0005606.69E
1S 505722.36N 0005605.22E
2N 505724.29N 0005605.18E
2S 505723.39N 0005603.70E
3N 505725.32N 0005603.66E
3S 505724.43N 0005602.19E
4 505725.46N 0005600.67E
5 505726.46N 0005559.21E
6 505727.46N 0005557.75E
7 505728.46N 0005556.30E
8 505729.45N 0005554.83E
CHANGE: MAG VAR. CHARACTERISTICS BOX.

Chapter 2 Aerodrome Operations

3.2.1 Co-ordination between Aerodrome/Approach Control

VFR Departures

Unless specifically requested by Approach, VFR departures will not be subject to co-ordination, unless they are departing within 5 minutes of any following IFR departure.

If requested by Approach, VFR departures will be instructed to depart not above 2000ft (Lydd QNH).

The aerodrome controller is to transfer VFR departures to the Approach Controller by means of silent handover, coincident with the passing of the Flight Progress Strip.

IFR Departures

Aerodrome Control is to inform Lydd Approach when an IFR departure is starting and obtain a departure clearance and Release prior to issuing take-off clearance. When Lydd Approach is closed, ADC is to liaise directly with London Area Control, or the next onward ATSU for departures remaining outside controlled airspace.

Aerodrome Control is to pass the airborne time to Lydd Approach as soon as possible.

VFR Arrivals

Lydd Approach will pass the following details to Aerodrome Control:

- Callsign
- Aircraft type
- Point of departure

Over-flights

Information will be passed to Aerodrome Control on all aircraft wishing to fly over the ATZ below 3000 feet (Lydd QNH), co-ordination must be achieved on all aircraft wishing to transit the ATZ.

IFR Arrivals

Lydd Approach will pass the following details to Aerodrome Control:

a) Estimates for IFR arrivals
b) When aircraft carrying out procedural approaches are beacon outbound or established on the final approach
c) When IFR aircraft report the field in site for a visual approach

3.2.2 Co-ordination with London Area Control

Aerodrome Control is to request airways joining clearance from London Control Dover Sector giving Callsign, route and destination.

3.2.3 Circuit procedures

By day, circuit flying may be undertaken at the discretion of the Aerodrome controller. Approach control is to be kept fully informed of the number of such aircraft and of any manoeuvre which departs from the normal circuit pattern.

Co-ordination with Approach Control

Aerodrome control is to keep Approach control updated of the current state of any circuit flying activity.

Circuit Training Flights

The Aerodrome controller may exercise discretion in respect of the number and variety of aircraft accepted for simultaneous circuit training flights. Factors to be taken into consideration include the forecast and actual weather, other pending movements including instrument training flights, and whether it is day or night.

3.2.4 Start up clearances

VFR departures do not require start up clearance, however, IFR departures are required to request clearance for start up.

3.2.5 Departure clearances

IFR Departures:

Tower will pass the IFR departure instructions to the pilot on taxi or at the holding point prior to departure.

To avoid pilots taking-off without take-off clearance the phrase ‘After departure’ shall be used in airways or route clearances.

Airways clearance:

“London Control clears .... to join controlled airspace on track .... climbing FL.... Squawk .... When advised contact London Control frequency ....”

Departure instructions:

“.... after departure standard noise abatement then left/right turn on track .... climb to altitude 3000 feet”

VFR Departures

Prior to departure, piston aircraft may need to carry out power checks at holding point B or C. It should not be assumed that such aircraft are ready for departure on reaching the holding point.

VFR departures will be given direction of turn with the take-off clearance. For example: “right turn out cleared for take-off” or “left turn out cleared for take-off”.

3.2.6 Land after procedures

The criteria for the use of this procedure exist at Lydd Airport subject to the controller’s discretion, time of day and the types of aircraft involved if both aircraft are making a full stop landing.

3.2.7 Separation of circuit traffic from IFR approaches

Aircraft in the visual circuit may be separated from traffic making IFR approaches by:

1. Pass the traffic information on the IFR aircraft to the circuit aircraft
2. Request that the circuit aircraft reports ready to turn base
3. Either instruct the circuit aircraft to orbit or to follow the IFR aircraft

For example: "GCD Traffic is an Airbus 319 at 8 miles on the ILS, report ready for base"

"GCD ready for base"

"GCD number 2 follow the Airbus 319, caution wake turbulence recommended distance 5 miles, left hand orbits approved as required"

3.2.8 Training aircraft

Visual Circuits

Visual training circuits normally operate to the east of the airfield, at the discretion of the Aerodrome Controller.

Instrument Flight Training

Aircraft carrying out instrument approach training should be pre-noted to Lydd Approach on start-up and departure instructions together with a release obtained before departure. Instrument training aircraft which will be carrying missed-approaches are normally retained by the Approach controller who will advise ADC when the aircraft is established on the final approach and will request a go-around clearance from the aerodrome controller when the aircraft reports at 4 nm.

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SECTION 4 APPROACH CONTROL

Chapter 1 Approach Control

4.1.1 Responsibilities

IFR Traffic

Lydd Approach Control shall provide standard separation between flights participating in a procedural service from the time and place at which:-

a) Arriving aircraft place themselves under the control of Lydd APC until control is transferred to Lydd Aerodrome Control;
b) Departing aircraft are transferred from Lydd ADC until they no longer wish to receive a service or are 10 minutes flying time away from the aerodrome, or are transferred to London Control, whichever is the sooner;
c) Overflying aircraft place themselves under the control of Lydd APC until they are clear of the approach pattern and either no longer wish to receive a service or are 10 minutes flying time away from the aerodrome, whichever is the sooner.

A Procedural Service is not to be provided below the MSA published on the Instrument Approach Charts.

VFR Traffic

a) Pass the Runway in use and QFE to aircraft inbound to Lydd and provide a Basic Service until the aircraft is transferred to ADC
b) Issue clearances to aircraft planning to transit the Lydd ATZ (subject to approval from Aerodrome Control)
c) Provide a Basic Service up to 30 nm from the aerodrome

Approach Control is normally combined with aerodrome control and shall carry out all the functions of ADC and APC on frequency 120.700 MHz.

4.1.2 Liaison with Aerodrome Control

IFR Traffic

Approach Control shall provide the following information to Aerodrome Control:

Information on all arriving IFR flights including:

i) ETA;

ii) type of approach;

iii) the anticipated order in which control of aircraft is to be transferred;

iv) the anticipated delay to departing IFR flights together with the reason for the delay.

v) missed approach instructions if required

When making a procedural approach, Approach must inform Tower when an aircraft is ROMTI outbound and established on the final approach.

i. Tower will inform Approach when an IFR departure is starting.
ii. Approach must pass departure instructions for IFR aircraft to Tower.
iii. Approach must issue a Release to Tower before the aircraft can depart.
iv. Tower will pass the airborne time to Approach.

VFR Traffic

Approach shall liaise with Tower on arriving VFR flights in accordance with the procedures described in Section 1, Chapter 2, Paragraph 1.2.1.

Information will be passed to ADC on all aircraft wishing to fly over the ATZ below 3000 feet (Lydd QNH), co-ordination must be achieved on all aircraft wishing to transit the ATZ.

Chapter 2 Procedures for IFR Traffic

4.2.1 Information to arriving aircraft

After an arriving aircraft has made contact with Southend Approach, the following information shall be passed as soon as practicable:

a) Runway in use;

b) Current ATIS weather code or current meteorological information;

c) Current runway surface conditions when appropriate;

d) Any changes in the operational status of visual and non-visual aids essential for approach and landing.

The controller must obtain from the pilot the type of ATS service outside controlled airspace requested and the type of approach required.

Subsequent Changes

Aircraft which have received the information above must be kept informed of the following until they have landed:

a) Significant changes in the meteorological and runway conditions;

b) Further reports from other pilots;

c) Further changes in the operational status of approach and landing aids.

4.2.2 Non public transport minima, if applicable

The minimum value of **800 metres RVR** will be used at all airports as the absolute minimum for **visual approaches.**

If a pilot requests a visual approach when the visibility is less than the absolute minima, controllers should inform the pilot that this type of approach is unavailable and request the pilot's intentions.

Controllers shall append *'check your minima'* to the first provision of RVR values at or below 1,500 m to pilots of inbound aircraft making an instrument approach, except when the aircraft are already established on final approach.

Runway 21

Procedure	Minima	RVR
ILS/DME	DH 418 feet	900 metres
NDB/DME	MDH 408 feet	1200 metres
RNAV Y	MDH 428 feet	1200 metres
RNAV Z	MDH 598 feet	1600 metres

Runway 03

Procedure	Minima	RVR
RNAV	MDH 420 feet	1200 metres

4.2.3 Visual Approach (IFR Traffic)

If a pilot carrying out a procedural approach becomes visual with the airfield (other than on final) and the pilot indicates that they wish to carry out a visual approach, this may be approved subject to traffic and co-ordination with Aerodrome Control.

Controllers should not clear an aircraft for a visual approach when the visibility is less than 800 metres and should inform the pilot that is type of approach is unavailable and request the pilot's intentions.

4.2.4 Allocation of levels

Normally only altitudes on the Lydd QNH will be allocated for inbound aircraft. The entry altitude for Lydd Runway 21 procedures is **3200ft** (Lydd QNH). The lowest holding altitude is **3200ft.** The highest holding level is **FL50** levels above this will be co-ordinated with London Dover Sector.

4.2.5 Release procedures

IFR Inbounds from Controlled Airspace will be released either by London Dover Sector or London TC South East in the following manner:

London will call Lydd Approach with an estimate and position of the inbound aircraft.

> Inbound [Callsign], Estimate (for Lydd)....., Position.....

The Lydd controller will respond with:

> [Callsign], Accepted, (Level) Lydd QNH....., Contact frequency.....

4.2.6 Expected approach times

Landing intervals are:

Runway 21	Full Procedure:	15 minutes
	Alternate Procedure/NDB:	10 minutes
	RNAV	10 minutes
Runway 03	RNAV	10 minutes

No Delay or an EAT should be passed to the pilot as soon as they contact Lydd Approach.

4.2.7 Holding and approach patterns

A holding pattern at 'ROMTI' is established outside CAS at the IAF for the ILS/DME, NDB/DME and RNAV approaches for runway 21, and extends to the north and north-west of the airport.

A second holding pattern at GOKAT is situated on the IAF/IF for the RNAV approach runway 03.

Hold:	
ROMTI	Inbound 173° Right Turns Outbound Time 1 minute Lowest Holding Altitude 3200ft
GOKAT	Inbound 039° Left Turns Outbound Time 1 minute Lowest Holding Altitude 2500ft
Runway:	**Let Down Procedures:**
03	RNAV (CAT A,B) *only available when Danger Area 044 is not active*
21	ILS/DME (CAT A, B, C) NDB/DME (CAT A, B) RNAV Y (CAT A,B) RNAV Z (CAT C)

4.2.8 Missed approach procedures

Missed Approach Procedures published in the UK AIP are reproduced below:

Runway 03

RNAV	Turn left as soon as possible to **DINBI** climbing to **2500** and continue to **GOKAT** to join the hold or as directed by ATC.

Runway 21

ILS/DME	Turn right as soon as possible climbing to **3200** to join the hold at **ROMTI**. Continue climb in the holding pattern as required or as directed by ATC.
NDB/DME	
RNAV Y/Z	Turn right as soon as possible to **BEMLA** climbing to **3200** to join the hold at **ROMTI** or as directed by ATC. Remain clear of D044.

4.2.9 Departure clearances

Lydd Approach is responsible for generating departure instructions which must take into account:

- Noise abatement procedures
- Terrain clearance - for traffic departing under a Procedural service, initial climb must not be below the safety altitude
- Separation from other procedural traffic outside of (or leaving) controlled airspace
- The airways joining clearance passed by London Control (if applicable)

It is the aerodrome controller's responsibility to pass the clearance to the pilot and obtain a suitable readback.

4.2.1 Terrain clearance

The Minimum Sector Altitude within 25nm of the airfield is:

Northeast:	2300ft	Northwest:	2100ft
Southeast:	2100ft	Southwest:	1400ft

A Procedural Service must not be provided to aircraft that are below the MSA.

ANNEXES

Annex A - Phraseology Examples

VFR Departure

Aircraft Phraseology	Controller Phraseology
Lydd Tower GBMIW outbound	GBMIW Lydd Tower pass your message
GBMIW PA28 on the C apron with information B QNH 1022 request Basic Service and taxi for a VFR departure to Shoreham	GIW Basic Service, taxi holding point C runway 21
GIW at C ready for departure	GIW taxi holding point A
Taxi holding point A GIW	
	GIW after departure right turn out, runway 21 cleared for take-off surface wind.....
(Once airborne and leaving the ATZ)	GIW contact Lydd Approach 120.7
Lydd Approach GBMIW	GIW Lydd Approach, report passing Rye and what level are you climbing to?

VFR Arrival

Aircraft Phraseology	Controller Phraseology
Lydd Approach GBMIW inbound	GBMIW Lydd Approach pass your message
GBMIW PA28 inbound from Shoreham passing Hastings at 2300 feet VFR with information B request Basic Service and joining instructions	GIW Basic Service QNH 1022, report passing Rye
GIW passing Rye	GIW report with 4 miles to run, runway 21 left hand circuit QFE 1021
GIW 4 miles to run	GIW contact Lydd Tower 128.525
.... Lydd Tower GBMIW	GIW Lydd Tower report overhead
GIW overhead	GIW report downwind left hand

Instrument Approach

Aircraft Phraseology	Controller Phraseology
Lydd Approach GDMND DA42 inbound from Shoreham passing SFD at 3200 IFR estimating ROMTI at 34 request ILS approach with information C	GDMND Procedural Service QNH 1021, cleared to ROMTI at 3200 feet expect no delay (or expected approach time ....) for ILS/DME approach runway 21
GND at ROMTI (or entering the hold)	GND cleared ILS/DME approach runway 21 report ROMTI outbound
GND ROMTI outbound	GND report established on the 1 4 DME arc
GND established on the 1 4 DME arc	GND report established on the localiser
GND localiser established at 11 DME	GND descend on the glidepath, report at 4 DME **OR** contact Tower 128.525
GND commencing missed approach, request alternate ILS/DME approach	GND roger, climb to altitude 3200 feet, cleared alternative ILS/DME approach runway 21, report established on the 001° outbound track
GND established on the 001° track	GND report established on the 1 4 DME arc