

QNH**QFE****WIND****/**

AIRFIELD NAME AND ICAO	EAST MIDLANDS		EGNX
CALLSIGN (A/C RADIO)	East Midlands		124.00
CALLSIGN (ES/VATSIM)	EGNX_TWR		Ground. 121.90
LOCATION	Lat N052.49.52.000	Long W001.19.40.000	Elev.306 ft
LOCATION GEOGRAPHIC	7nm SE of Derby		VFR Conspicuity 4573
CHART SOURCE	NATS	Listening watch SSR within 20nm; no service	App.134.170
METAR AIRPORT	EGNX 128.220	SW. (EGBB)Squawk 0010: N. Squawk 4572	QFE= QNH(METAR) -10 HPs
NAV AIDS (FSX / PLANG3)	NDB. EMW. OM 09. 393.00	NDB. EME. OM 27. 353.50	ILS 109.350
RUNWAYS	Headings	Dimension	Surface & notes
	09 / 27	2893m x 46m	Grooved Asphalt
AIRSPACE details-QNH	CLASS D EGNX CTR	Trans. level 6000ft	Airspace above Class A.FL105.Davntry CTA
CIRCUITS HEIGHT / DIR.	1000ft QFE or 1300ft QNH ; Jets and Turboprop MIN 2000ft.	As directed. (GA normally South)	Arr/Dep max 1500ft QFE /1800ft QNH in CTR
NO FLY AREAS	Diseworth, Castle Donington, Kegworth. ESPECIALLY DURING VFR CIRCUITS		
LOCAL HAZARDS	Flocks of birds, sea and land, liable all areas. A/C may be delayed T/O, to allow dispersal.		
HELICOPTER OPERATIONS			
ARRIVALS; Approach from South or North only. Well clear of approaches, NOT BELOW 500ft QFE, or as directed.			
FROM THE NORTH. DO NOT cross Airfield boundary until permission to cross 09/27 received. Then approach allocated apron / stand directly. Avoid overflying other A/C.			
FROM THE SOUTH Join, a CLOSE IN (short) Left base(27) or Right base(09). Descend along the runway, or as directed, parallel to the runway, Setting down as directed then taxi (wheels) or air taxi (skids) to parking apron / stand as directed.			
DEPARTURES AS CLEARED BY ATC;			
NORTH- When cleared to cross 09/27 , do so at right angles to the runway.			
SOUTH; As directed, ground or air taxi to active runway threshold. When cleared, depart along the runway climbing to MIN 500ft, turning south WHEN CLEAR OF AIRPORT BUILDINGS.			
ALL DEPARTURES; FROM the airport boundary, headings/route / height/altitudes AS DIRECTED BY ATC.			
SPECIAL RULES			
When Active is 27, Taxi 'S' is normally used for VFR DEPARTURES,			
When Active is 27, Taxi 'S' Used by LANDING A/C ONLY WITH PERMISSION FROM TOWER.			
UNLESS INSTRUCTED BY ATC. On departure (including circuits) NO TURNS before end of runway AND 1000ft QFE, A1350 QNH.			
REMARKS			
Do NOT calibrate compass at 'W1' or adjacent runway, due magnetic anomaly.			
VRPs See NATS DATA for Radials/headings to/from local NDBs / VORs. They are on planG.			
Bottesford	N052.57.53 W000.46.54	Remain WELL CLEAR of LANGAR A/F	
Melton Mowbray	N052.44.22 W000.53.34	Caution TV mast, 8dme, dct to A/P, 1487ft amsl.	
Church Broughton	N052.53.10 W001.41.54	VFR FLIGHT NOT ABOVE A2500ft OUTSIDE CTR.	
Markfield (M1 Jnc 22)	N052.41.44 W001.17.33	VFR FLIGHT NOT ABOVE A2500ft OUTSIDE CTR.	
Measham (M42 jnc 11)	N052.41.20 W001.32.53	VFR FLIGHT NOT ABOVE A2500ft OUTSIDE CTR.	
Trowell (M1 Service Area)	N052.57.42 W001.16.03		
Long Eaton (M1 @N CTR boundary)	N052.54.59 W001.17.59		
Shepshead (M1 @S CTR boundary)	N052.45.40 W001.16.25		

QNH

QFE

WIND

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If Weather and IFR traffic allow, VFR A/C will Arrive/Depart the CTR via the above VRPs as appropriate to flight plan. A/C MUST remain VMC. **DO NOT CROSS the CENTRE-LINE within the CTR/CTA.**

Maximum height within the CTR (not VFR circuits) is 1500ft (QFE) - A1800 QNH

NOTE: THE ROUTES BELOW ARE THE RECOMMENDED/MOST DIRECT ROUTES THAT INBOUND AND OUTBOUND VFR/SVFR A/C, WITHIN THE CTR, MAY EXPECT TO FOLLOW.

HOWEVER, VFR/SVFR A/C WITHIN THE CTR/CTA WILL BE UNDER RADAR/ATC CONTROL AND WILL BE GIVEN A ROUTE (OR VECTORS) TO FOLLOW WHICH MAY BE SIGNIFICANTLY DIFFERENT.

Variations will be due to traffic levels at the time. If a service is not available, use the entry lanes.

VFR/SVFR recommended (standard) ARRIVAL routes From:-

(UNLESS INSTRUCTED OTHERWISE, VFR/SVFR flight within the CTR, 1500ft QFE, 1800ft QNH) and NOT ABOVE 2000ft QFE

Bottesford; Direct EMW. At 8dme hdg. 270 for Lft base 27 or Dnwnd 09. Transit EGBN @A2200ft

Melton Mowbray; Direct EME. At 8dme hdg 270 for Rgt base 27 or Dnwnd 09. Caution TV mast 8dme.

NOTE A/C may be routed via SHEPSHED to remain clear of TV mast. (see below)

Church Broughton; Direct EME. At 8dme hdg 090 for Rgt base 09 or Dnwind 27. Transit EGBD @A2200ft

Measham (Motorway M42; Inc.11); Follow A42 (NE). Report, for 27/09 join as instructed.

Markfield (Motorway M1, Inc.22); Track inbound and join, as instructed.

CTR- TO/FROM Church Broughton; Measham and Markfield, VFR FLIGHT NOT ABOVE A2500ft.

Trowell Services (Motorway M1, Service Area); Track inbound and join as instructed.

VFR/SVFR Expected DEPARTURE routes to designated VRP.

Climb straight ahead to A1000ft then **Lft/Rgt turnout** to report 2dme then direct to VRP,

OR AS DIRECTED / VECTORED by ATC. DO NOT CROSS THE CENTRE-LINE WITHIN THE CTR/CTA.

Expect to use linier features. FIXED altitude restrictions, as above, or as instructed will apply.

UNLESS INSTRUCTED OTHERWISE, WITHIN THE CTR, at 1500 ft QFE / 1800ft QNH NOT ABOVE A2000ft

NOTE. VFR outbounds to Melton Mowbray may be routed Lft/Rgt TURNOUT S, TO CTR BOUNDARY, then direct Melton Mowbray VRP, to keep well clear of TV mast(A1487ft), S of Wymeswold. If NOT then keep well clear of TV mast! - conical rigging and intensive RF radiation (not good for electronics)

Within the CTR, Pilots will either, be given a VFR route to follow, OR be informed they have a RADAR Service. In both cases VFR pilots MUST remain VMC, or inform ATC (and be given SVFR)

WITHIN THE CTR ALL VFR A/C, MAXIMUM A2000 (QNH) (1700 QFE) Preferred 1500 QFE VFR circuits/in the circuit, 1000ft QFE

OTHER HAZARDS/WARNINGS.

Fireworks Factory, 3nm North of A/P. Rockets and Parachute flares tested any time up to 1000ft QFE.

Flare Stack, 36ft AGL plus 20ft Flare (max 280ft QNH). 4nm ENE (nr Swarkestone) caution turbulence.

ALL GRASS AREAS UNSUITABLE for ANY A/C.

ON-Airport wind turbines may produce increased turbulence around hold AB and runway during Southerly winds.

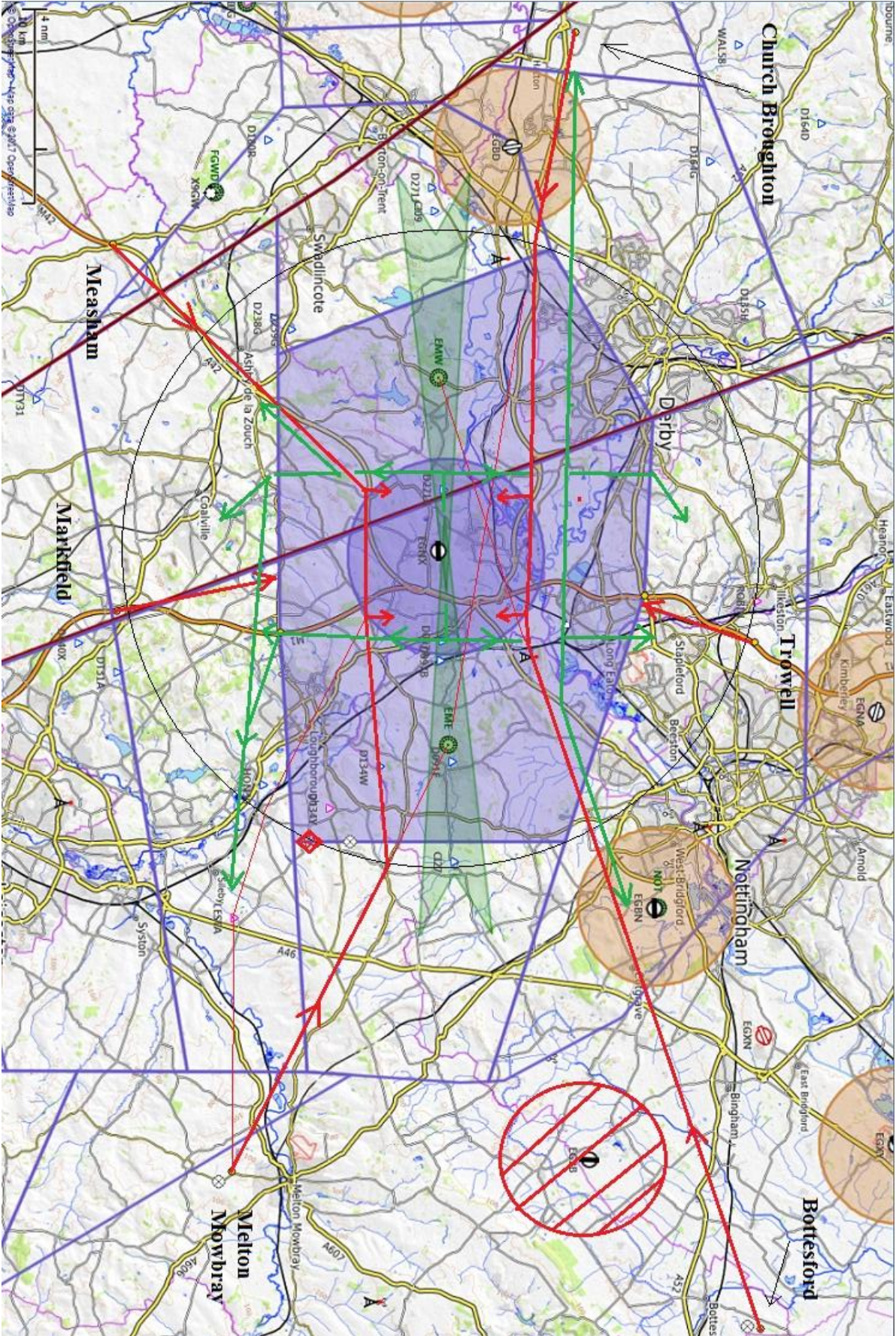
VFR pilots note. TAXIWAY MIKE and associated aprons (RVL and Maintenance) are NOT controlled by ATC. PROCEED WITH CAUTION.

QNH

QFE

WIND

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QNH

QFE

WIND

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ENTRY/EXIT/TRANSIT LANES. For VFR transit or inbound/outbound. **Not above A2000ft QNH**

The lane is 3nm wide **CENTRED** on the M1 Motorway, **NOT ABOVE A2000ft (1700ft QFE)**

A/C must **REMAIN IN SIGHT OF GROUND, CLEAR OF CLOUD.**

ATC CLEARANCE and CONTROL, IS REQUIRED.

Lanes are used during poor weather; high traffic levels or Pilot request.

TRANSITS. KEEP MOTORWAY ON YOUR LEFT. EAST SIDE → North (TE). WEST SIDE → South (TW)

LONG EATON LANE; North to South, (TW)

SHEPshed LANE; South to NORTH, (TE)

NOTE: If transiting A/C **MAY** conflict with EGNX VFR traffic (using lanes),

TRANSIT A/C WILL REMAIN WELL CLEAR OF ENTRY VRP UNTIL ADVISED. (or CTA BOUNDARY VRP)

INBOUND / OUTBOUND Traffic, (see diagram below) Will use the lane appropriate to their route.

Runway 09 Arrivals/Departures, EAST. SE; LE. - Shepshed East; Long Eaton East.

Runway 27 Arrivals/Departures, WEST. SW; LW. - Shepshed West; Long Eaton West

NOTES. Main use of lanes:-

VFR/SVFR transits during IMC conditions.

ATC will use the lanes to control or ease entry / exit of VFR A/C to/from EGNX, with busy IFR traffic.

Pilots may **request** Arrival or Departure via lanes.



QNH

QFE

WIND

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PARKING; VFR A/C will normally park on the RVL or (Vatsim)Northern Maintenance Apron. Twy MA or M/M4 GA A/C MAY also be parked, by (Vatsim) tower, on the Central West Apron. Twy N

