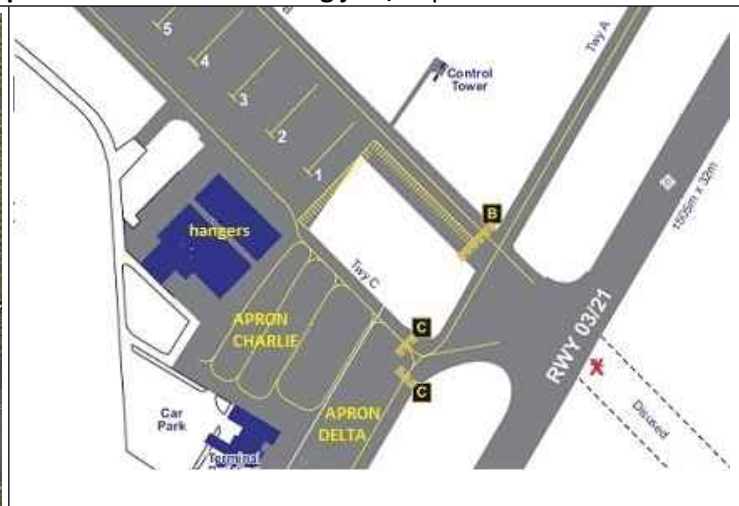
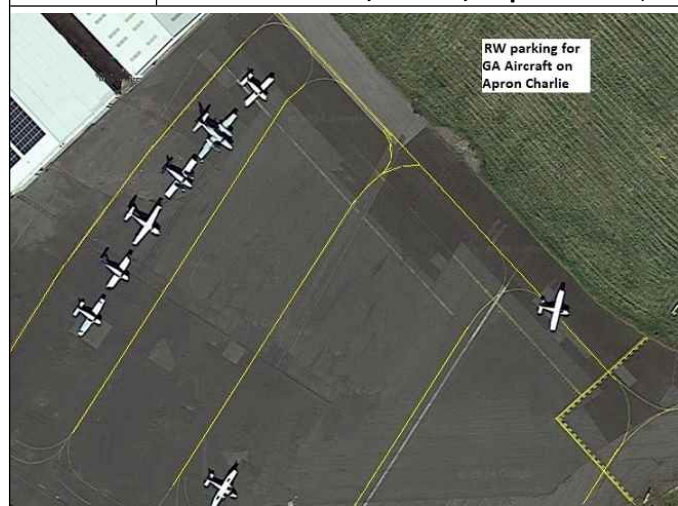
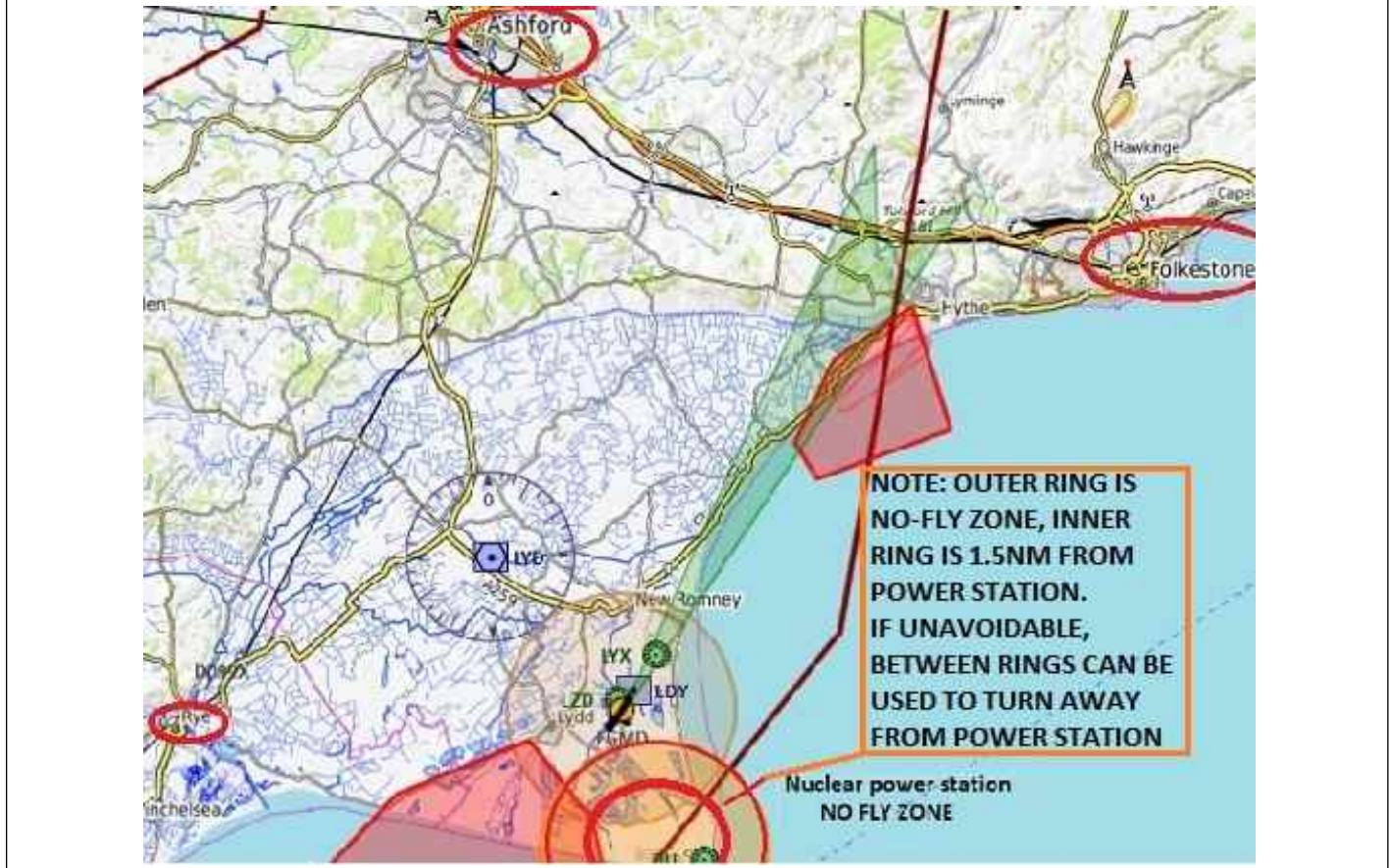
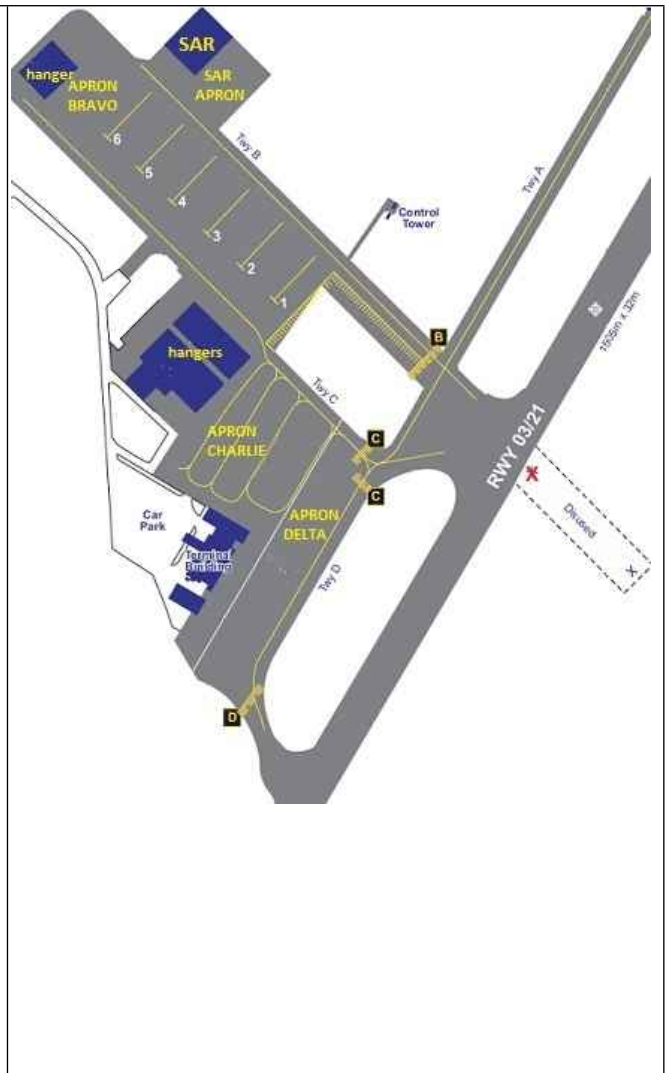
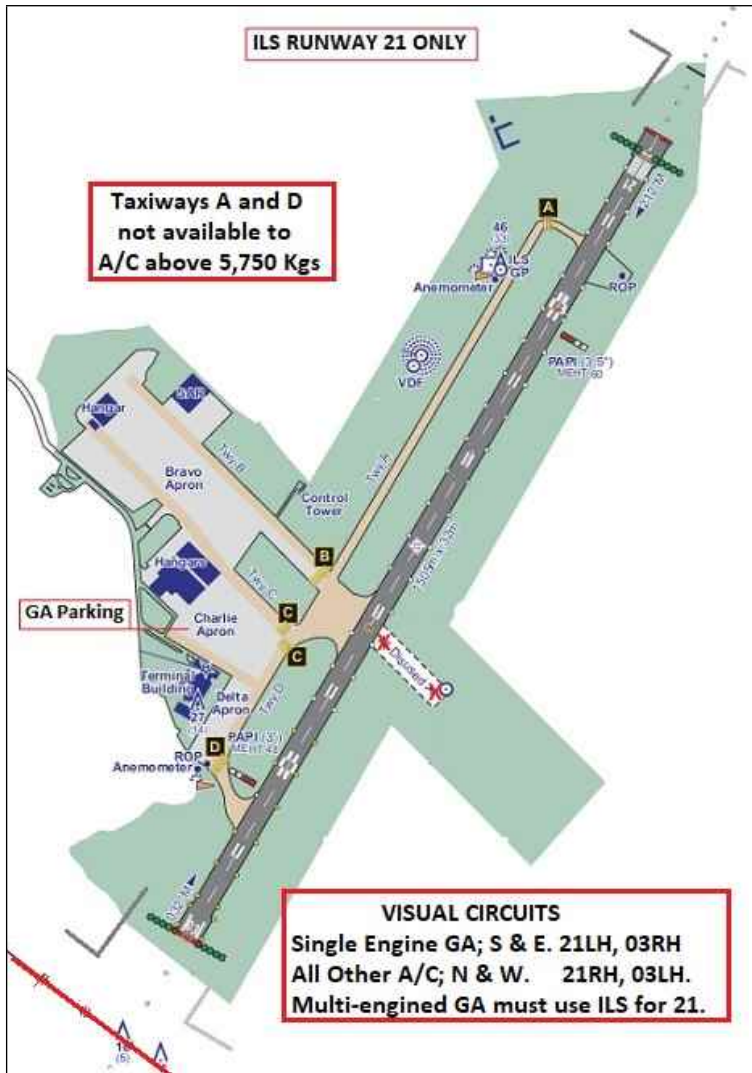


AIRFIELD NAME	January 25	<b>LYDD</b>		<b>EGMD</b>	<b>South</b>
CALLSIGN	Lydd Tower			119.380	
CALLSIGN	EGMD_TWR			APP. 120.705	
LOCATION	Lat N050.57.22.000	Long E000.56.20.000		Elev. 13ft	
LOCATION GEO.	1.2nm NE of Lydd. 12nm S of Ashford			VFR Conspicuity 7066	
CHART SOURCE	NATS	<b>GA parking is on apron Charlie, see chart below.</b>		QFE=QNH	
METAR	EGMD 129.230	<b>Pilots are responsible for wingtip clearance at all times</b>		<b>NO NORDO A/C</b>	
NAV AIDS	ILS R.23 only; 108.150	NDB LZD on A/F; 397kKz	VOR LYD; 3nm North of A/F; 108.200mHz		
RUNWAY	Name	Size	Surface	Taxiways Alpha and Delta are restricted to GA A/C ONLY.	
	03 / 21	1505m x 32m	Grvd. Asphalt	Taxi Delta NOT available to A/C with WINGSPAN > 15M	
AIRSPACE	CLASS G	Transition level 6000ft	Airspace above is Class A Base Alt 5500 London TMA		
CIRCUITS	1000ftQNH	GA Single Eng 21LH. 03 RH; GA Twin Eng 21RH. 03 LH; Unless instructed by ATC			
NO FLY	<b>ALL A/C to remain AT LEAST 1.5nm CLEAR of Dungeness power station.</b>				
HAZARDS	<b>If ATC reports LYDD and or HYTHE Ranges are active, REMAIN WELL CLEAR (request situation)</b>				
HELICOPTER OPERATIONS	<p>Circuit Training SE of 03/21 up to 1000ft QNH, parallel to fixed wing circuit.</p> <p>ALL Helicopters will use the Active runway for arrival/departures. Normally, light helicopters; e.g. R44, B06, EC154 etc. will air taxi to/from Apron B as directed by ATC. Larger helicopters, with wheels, will ground taxi to/from apron B, to minimise downwash when passing parked A/C.</p> <p>Helicopters should avoid overflying all buildings when arriving or departing the airport.</p> <p>Fuel will be delivered to A/C by Bowser. Rotors running re-fuel available to SAR; Police and air ambulance A/C Also military A/C on high priority flights, on request to ATC. These A/C have priority.</p> <p>Clearance to cross 03/21 runway or centre line (up to 5nm from threshold) is ALWAYS required.</p>				
SPECIAL RULES	<p>The number of A/C in the VFR circuit will be regulated by ATC.</p> <p><b>Caution Range activity. EG Do44(Lydd and EG D141 Hythe) Activity on ATIS; ATC or 129.30.</b></p> <p><b>ALL A/C arriving / departing Lydd must remain at least 1.5nm clear of Dungeness Power Station.</b></p> <p><b>ATC will direct all A/C clear of trains to / from the Nuclear Power Station.</b></p> <p><b>Practice EFATOs are NOT PERMITTED on Rwy. 03 at ANY TIME or Rwy. 21 when a train is passing</b></p>				
REMARKS	<p>Runway <b>03 departures</b>. Climb straight ahead to 500ft or the end of the runway, whichever is later, before turning, or as instructed by ATC.</p> <p>Runway <b>21 departures</b>. Climb straight ahead to 500ft or the end of the runway, whichever is later, before turning, or as instructed by ATC. A/C turning LEFT to remain well 1.5nm clear of Dungeness Power Station.</p> <p>“OUTBOUND”= landing away. “LOCAL”= out &amp; return.”Circuits”=circuits.</p> <p><b>ALL arriving VFR A/C.</b> Should make initial call BEFORE reaching;</p> <p>From the West, Rye (9 DME). From the North West, Tenterden (15 DME). From the North, Ashford (12DME). From the North East, Folkestone (12DME). From the Sea, (10DME).</p> <p>ALL VFR A/C should report 4DME to the A/D overhead.</p> <p>UNLESS instructed otherwise, <b>ALL inbound from W, NW, NE &amp; N. JOIN OH at 1500ft QNH.</b> Descend <b>ON CROSSWIND</b>, to be downwind at 1000ft QNH. <b>DO NOT DESCEND ON THE DEAD SIDE</b></p> <p>Inbounds from <b>S, SE or E, Report 4DME, expect downwind or base leg join</b>, dependant on traffic.</p>				





**PILOTS: PLEASE PUT YOUR A/C CALLSIGN AFTER YOUR NAME. NOT TO BE USED FOR REAL WORLD OPERATIONS**