

AIRFIELD NAME AND ICAO	<b>LYDD</b>		<b>EGMD</b>	<b>S</b>
CALLSIGN (RADIO)	Lydd Tower		119.380	
CALLSIGN (ES/VATSIM)	EGMD_TWR		APP. 120.700	
LOCATION	Lat N050.57.22.000	Long E000.56.21.000	Elev. 13ft	
LOCATION GEOGRAPHIC	1.2nm NE of Lydd. 12nm S of Ashford		Conspicuity 7066	
CHART SOURCE	NATS		APP 120.705	
METAR AIRPORT	EGMD 129.230		My QFE= QNH(METAR) - 0 HPscIs	
NAV AIDS (FSX / PLANG3)	NDB/ LZD	397kHz	ILS/ I-LDY	108.150mHz
			VOR/ LYD	108.20mHz is 3nm NNE
RUNWAYS	Headings	Dimension	Surface & notes	
	03 / 21	1505m x 32m	Asphalt	
AIRSPACE/TRANS ALT QNH	CLASS G	Transition level 6000ft	Airspace above is Class A Base Alt 5500 London TMA	
CIRCUITS HEIGHT QFE / DIRS	1000ftQNH	A/C < 5700kg, 21LH. 03 RH, unless instructed by ATC A/C > 5700kg, 21RH. 03 LH,		
NO FLY AREAS	ALL A/C to remain AT LEAST 1.5nm CLEAR of Dungerness power station.			
LOCAL HAZARDS	If ATC reports LYYD and or HYTHE Ranges are active, REMAIN WELL CLEAR			
HELICOPTER OPERATIONS	<p>Circuit Training SE of 03/21 up to 600ft QNH, parallel to fixed wing circuit. Unless instructed otherwise, small helicopters up to B06,AS55,GAZL, joining from the West should rout to the NW of the A/D to land Taxi Bravo and park on Bravo apron.</p> <p>They may also depart to the NW direct from apron Bravo</p> <p>Clearance to cross 03/21 is ALWAYS required.</p> <p>During Low Visibility Operations, Helicopters will arrive and depart using the runway.</p> <p>Avoid overflying ALL built up areas.</p>			
SPECIAL RULES	<p>Apron Charlie available for GA A/C parking.</p> <p>Taxiways Alpha and Charlie available ONLY to GA A/C.</p> <p>Taxiway Alpha restricted to A/C maximum wingspan of 15M</p> <p>The number of A/C in the VFR circuit will be regulated by ATC.</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 clear of Dungerness 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 theNorth, Ashford (12DME). From theNorth 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 inbounds from W, NW, NE &amp; N</b>. JOIN OH at 1500ft QNH. Descend ON CROSSWIND, 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</b>, expect downwind or base leg join, dependant on traffic.</p>			

**ALL PILOTS:**

**WHEN RECEIVING A SERVICE VIA CIX TEAMSPEAK PLEASE PUT YOUR A/C CALLSIGN AFTER YOUR NAME.**