

02 DEC 21

EGXE AD 2.1 - LOCATION INDICATOR AND NAME

EGXE - LEEMING

EGXE AD 2.2 - AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP Co-ordinates and site at AD:	N54 17 33-10 W001 32 07-42 Mid-point of Runway 16/34
2	Direction and distance from City:	4.5nm SW of Northallerton.
3	Elevation/Reference Temperature:	132ft / 20°C
4	Magnetic Variation / Annual Change:	0° 52' W (SEP 19) / -0° 12'E
5	Geoid Undulation at AD Elev Position:	----
6	AD Administration: Address: Telephone: Fax: E-mail: Web site:	Royal Air Force Royal Air Force Leeming Northallerton North Yorkshire DL7 9NJ Mil: 95851 7749(Ops) Civ: 01677 457210 x7749 (Ops) Mil: 95851 7736(Ops) Civ: 01677 457210 x7736 (Ops) --- ---
7	Types of Traffic Permitted (IFR/VFR):	IFR/VFR
8	Remarks:	LOCAL TRAFFIC REGULATIONS - USE OF RUNWAYS: Excessive use of thrust, or downwash from above, can cause serious damage to the arrestor barriers at RAF Leeming. As such, visiting jet/large aircraft with greater than 10,000lb dry or reheat thrust, or jet/large aircraft/rotary with significant jet efflux/downwash. are to move forward a minimum of 500ft from the threshold before applying reheat/full power. Aircrew are to update their TKOF data appropriately. In addition, reheat depatures must be requested from ATC and excessive downwash from low hovering aircraft directly over the barrier on approach is to be avoided unless required for flight safety reasons. After landing the eastern side of the runway is designated as the slow lane for multi-aircraft recoveries.

EGXE AD 2.3 - OPERATIONAL HOURS

1	AD:	Mon-Thurs 0700-1700 Fri 0800-1600Z.
2	Customs and Immigration:	By arrangement.
3	Health and Sanitation:	By arrangement.
4	AIS Briefing Office:	HO.
5	ATS Reporting Office (ARO):	HO.
6	MET Briefing Office:	0530-1800(A) Mon-Thu, 0530-1700(A) Fri, may be extended to meet flying requirements.
7	ATS:	HO.
8	Fuelling:	HO.
9	Handling:	HO.
10	Security:	H24.
11	De-Icing:	HO.
12	Remarks:	PNR for Military aircraft. PPR for Civil aircraft. AEF cadet flying throughout the year within a 20nm radius of Leeming up to 8000ft (Barnsley RPS).

EGXE AD 2.4 - HANDLING SERVICES AND FACILITIES

1	Cargo Handling Facilities:	Fork Lifts for single pallet movement.
2	Fuel/Oil /HydraulicTypes:	100LL, F34. O-123, 128, 135, 149, 156, 160.
3	Fuelling Facilities/Capacity:	18000ltr Bowsers available.
4	Oxygen:	OXRB, LOX.
5	De-Icing Facilities:	AL34. S-1746.
6	Starting Units:	E1, 4, 15, 17. A4.
7	Hangar space for visiting aircraft:	Limited. Subject to prior arrangement.
8	Repair facilities for visiting aircraft:	Hangarage only subject to prior arrangement.
9	Remarks:	Nil.

EGXE AD 2.5 - PASSENGER FACILITIES

1	Accommodation:	Nil.
2	Medical Facilities:	Medical Centre.
3	Remarks:	Nil.

EGXE AD 2.6 - RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for Fire Fighting:	* Crash Category ICAO 5 during operational hours.
2	Rescue Equipment:	As required for Crash Category 4.
3	Capability for removal of disabled aircraft:	Towing only.
4	Remarks:	Out of hours Crash Cat ICAO 4. ICAO 5 available during periods of official night flying.

EGXE AD 2.7 - SEASONAL AVAILABILITY - CLEARING

1	Type of Clearing equipment:	Snow Plough L, K, H, Sicard, Danline Brush. Urea Spreader and Clearway Spreader.
2	Remarks:	Braking action assessment by Mu-Meter. Latest available information from ATC.

EGXE AD 2.8 - APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surfaces:	Apron	Surface	Strength	
		Hangars	Asphalt/ Concrete	PCN 35/R/C/W/T	
		Shelters	Concrete	PCN 40/R/C/W/T	
2	Taxiway width, surface and strength:	Taxiway	Width	Surface	Strength
		Eastern parallel Link A HAS Loop (12-22-ASP)	15m	Blacktop	PCN 25/R/C/W/T PCN 50/R/C/W/T PCN 45/R/C/W/T
		Western Parallel	18m	Blacktop/ Concrete	PCN 35/R/C/W/T
		Former 04/22 Rwy	15m	Blacktop	PCN 15/R/C/W/T
		East HAS site (Loop 30)	15m	Blacktop	PCN 45/R/C/W/T
3	Altimeter Check Location and Elevation:	N/A			
4	VOR Checkpoints: INS Checkpoints:	Nil. Nil.			
5	Remarks:	Nil.			

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EGXE 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:	Nil. Parking slot guidance.
2	Runway & taxiway markings & lighting:	Runway: Rwy 16 & 34RH equipped with UNI & OMNI directional lighting; illuminated distance to go markers are provided every 1,000ft on both rwy. PAPIS are set for 3°. THRs are marked iaw the current MADS regulations. Non-standard markings on the eastern side of Rwy16/34RH - F3 MOS. Taxiway: Taxiways, dispersals, ORP & ASP are lit by blue edge lighting; the ASP is also floodlit.
3	Stop Bars and runway guard lights:	Eleven light, red Stopbar with centre green, at each end of the runway.
4	Other runway protection measures:	Nil.
5	Remarks:	Nil.

EGXE AD 2.10 - AERODROME OBSTACLESPlease refer to the "Measured Height Survey" data on the UK Mil AIP website www.aidu.mod.uk/aip.**EGXE AD 2.11 - METEOROLOGICAL INFORMATION**

1	Associated MET Office:	Leeming.
2	Hours of service: MET Office outside hours:	0530-1800(A) Mon-Thu, 0530-1700(A) Fri, may be extended to meet flying requirements. RMU Waddington - H24.
3	Office responsible for TAF information: Periods of validity:	Leeming. 9 hours.
4	Type of landing forecast: Interval of issuance:	TREND. Hourly.
5	Briefing/consultation provided:	Self-briefing / personal / telephone.
6	Flight documentation: Language(s) used:	Charts / TAFs / METARs. Abbreviated plain language text.
7	Charts and other information available for briefing or consultation:	Actual / Forecast surface analyses and upper wind charts, rainfall radar, tephigrams, satellite imagery, thunderstorm location, computer model forecast.
8	Supplementary equipment available for providing information:	PC Data display - SWIFT / NIMBUS, MOMIDS.
9	ATS units provided with information:	Catterick.
10	Additional information (limitation of services etc):	Nil.
11	Remarks:	Nil.

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EGXE AD 2.12 - RUNWAY PHYSICAL CHARACTERISTICS					
Designations Runway Number	True and MAG bearing	Dimensions of Runway (m)	Strength (PCN) and surface of Run- way and stopway	Threshold co-ordinates	Threshold elevation highest elevation of TDZ of precision APP Rwy
1	2	3	4	5	6
16	155°45'54" GEO 156°37'54" MAG	2291 x 45	PCN 45/F/C/W/T Porous Friction Course/ Blacktop	N54 18 06-91 W001 32 33-43	110-37ft TDZE 111-38ft
34	335°45'40" GEO 336°37'40" MAG	2291 x 45	PCN 45/F/C/W/T Porous Friction Course/ Blacktop	N54 16 59-29 W001 31 41-42	131-79ft TDZE 131-89ft
03	28°25'05" GEO 29°17'05" MAG	793 x 15	PCN 15/F/C/W/T Blacktop	N54 17 46-83 W001 32 23-48	108-69ft TDZE 109-38ft
21	208°25'22" GEO 209°17'22" MAG	793 x 15	PCN 15/F/C/W/T Blacktop	N54 18 09-29 W001 32 02-70	108-83ft TDZE 109-38ft
Desig & Slope of Rwy/Swy	Stopway Dimensions (m)	Clearway Dimensions (m)	Strip Dimensions (m)	OFZ	RESA
7	8	9	10	11	-
16 - 0-29%U	Nil	274 x 150	2349 x 300	-	-
34 - 0-29%D	Nil	146 x 150	2349 x 300	-	-
03	-	-	792 x 15	-	-
21	-	-	792 x 15	-	-
12	Arresting Systems				
Rwy 16	RAF Type B ____ (Nil Ovrn)	RHAG(B) ____ (1300ft)	RHAG(B) ____ (1300ft)	RAF Type B ____ (Nil Ovrn)	Rwy 34
Leeming standard RHAG configuration will now be Rigged, Approach cable DOWN, Overrun cable DOWN. Additional information: If programmed Hawk Ops ONLY, RHAG configuration will be: Approach cable DOWN, Overrun cable UP. If programmed Hawk and Tutor Ops, RHAG configuration will be: Approach cable DOWN, Overrun cable DOWN. If A/C equipped with a Hook are operating on detachment to RAF Leeming, the RHAG configuration will be: Approach cable DOWN, Overrun cable UP. RWY 16/34 RAF Type B Barrier available in LIGHT configuration routinely. PPR for HEAVY configuration.					
13	Remarks	RWY 16/34 RAF Type B Barrier available for PD/Visitors in LIGHT setting only. PPR for HEAVY configuration through Stn Ops x7749.			

EGXE AD 2.13 - DECLARED DISTANCES					
Runway	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
16	2291	2565	2291	2291	Nil.
34	2291	2435	2291	2291	Nil.
03	793	793	793	793	Nil.
21	793	793	793	793	Nil.

EGXE 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
16	CL5B 3002ft/915m HI	Green Flush 22 x HI Uni 6 x Green HI Uni Wingbars (2 x 3)	PAPI 3° 327.9m (43ft)	---	---	Elevated but flush at intersection White HI Uni, 30m White LI Omni, 90m	11 x Red Flush Uni HI	---
34	CL5B 3002ft/915m HI	Green Flush 22 x HI Uni 6 x Green HI Uni Wingbars (2 x 3)	PAPI 3° 327.9m (43ft)	---	---	Elevated but flush at ORP and intersection White HI Uni, 30m White LI Omni, 90m	11 x Red Flush Uni HI	---
03	Nil.	-	-	-	-	-	-	-
21	Nil.	-	-	-	-	-	-	-
10	Remarks:	Rwy 34 has an ORP marked with blue taxiway edge lighting.						

EGXE AD 2.15 - OTHER LIGHTING, SECONDARY POWER SUPPLY

1	A Bn/I Bn location, characteristics and hours of operation:	I Bn: N54 17 42-00 W001 31 30-00 "LP" • - • • • • HO. Red.
2	Anemometer location and lighting:	N54 17 48-82 W001 32 05-02. Red.
3	Taxiway edge and centreline lighting:	Blue edge lighting on all taxiways and ASP.
4	Secondary power supply: Switch-over time:	Yes. No-break power supply to all essential equipment in Control tower.
5	Remarks:	Undercarriage check lights parallel to runway opposite new ATC tower.

EGXE AD 2.16 - HELICOPTER LANDING AREA

1	Location:	See Landing Chart.
2	Elevation:	---
3	Lighting:	---
4	Remarks:	Nil.

EGXE AD 2.17 - ATS AIRSPACE

Designation and lateral limits		Vertical limits	Airspace Classification
1		2	3
Leeming MATZ. Standard. 5nm radius centred on 54 17 33-10N 001 32 07-42W		<u>3,000ft AAL</u> SFC	G
Leeming ATZ. Circle, 2.5nm radius centred on 54 17 33-10N 001 32 07-42W. H24.		<u>2,000ft AAL</u> SFC	G
4	ATS Unit Callsign: Language:	Leeming. English.	
5	Transition Altitude:	3,000ft.	
6	Remarks:	ATZ: Mon-Thu 0800-1800; Fri 0800-1700 Winter (Summer Class: G 1hr earlier). OT by NOTAM.	

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EGXE AD 2.18 - ATS COMMUNICATION FACILITIES

Service Designation	Callsign	Frequency MHz	Hours of Operation		Remarks
			Winter	Summer	
1	2	3	4		5
APP	Leeming Approach	278-2250 (ICF) 362-300* 123-300*	HO	HO	* NATO Common Frequency. Available on request only
ZONE	Leeming Zone	372-300(M)(L) 133-375(M)(L)	HO	HO	(M) MATZ Crossing Frequency. (L) LARS Frequency.
TWR	Leeming Tower	376-8500 120-505 122-100*	HO	HO	* NATO Common Frequency. Available on request only
RAD	Leeming Director	233-9000	HO	HO	* NATO Common Frequency. Available on request only
PAR	Leeming Talkdown	373-5500 245-6250 123-300*	HO	HO	* NATO Common Frequency. Available on request only
GND	Leeming Ground	379-900	HO	HO	
ATIS	Leeming Information	369-475	HO	HO	
OPS	Leeming Ops	377-7500	HO	HO	
EMR	Leeming Fire	121.600	HO	HO	

EGXE AD 2.19 - RADIO NAVIGATION AND LANDING AIDS

Type Category (Variation)	Ident	Frequency	Hours of Operation		Antenna Site co-ordinates	Elevation of DME Transmitting antenna	Remarks
			Winter	Summer			
			# and by arrangement				
1	2	3	4		5	6	7
TACAN	LEE	Ch 73X 112-600			N54 17 02.40 W001 31 31-19		DOC 60nm/25,000ft. Sector 015°-135°T 100nm. Rwy 16: DME LEE reads 0-37d at Thld. Rwy 34: DME LEE reads 0-86d at Thld.
UDF/ VDF	Leeming APP	231-450 362-300* 123-300*	HO	HO	N54 18 06-91 W001 31 02-08		* NATO Common Frequency.
ILS/DME Rwy 16	I-LI	110-300 Ch 40	HO	HO	N54 17 56-186 W001 32 32-923	108ft	QFU 156°.
Glidepath		335-000			N54 17 56-126		3° ILS Ref Datum Height 50ft.
Localizer		110-300			N54 16 51-244 W001 31 35-233		LOC 156°

Remarks:

1. TACAN: Restricted as an Area Aid: Bearing unlocks may be experienced between 034R - 146R and 214R - 326R. Unrestricted as an Approach Aid, however bearing unlocks may be experienced between IAF and FAF. Additionally; bearing unlocks may be observed between IAF and 280R on 13d arc, between 11d and 8d on final approach track and multiple unlocks between 038R-090R and 225R-229R. Additionally, minor bearing unlock may be observed at FAF.

2. ILS Rwy 16: No auto-coupled approaches.

EGXE AD 2.20 - LOCAL TRAFFIC REGULATIONS	
1	Airport regulations PPR 24Hr. Civil pilots will be charged for standard landing and insurance fees I.A.W. JSP 360.
2	Ground Movement Certain taxi restrictions may be applied to large transport and / or passenger aircraft..
3	CAT II/III Operations Outside normal operations and Station based light aircraft flying Saturday and Sunday.
4	Warnings Wind sheer may be encountered in the undershoot of Rwy 16 when surface wind between 210-250 / 10-25kts.
5	Helicopter Operations Helicopter arrival/departure procedures at RAF Leeming are significantly restricted by aircraft noise sensitivity within the local area. In essence, helicopter arrivals/departures to/from the West of the airfield are prohibited within an area bounded by the following villages: a. Bedale b. Leeming Bar c. Londonderry d. Theakston Helicopter overflights of this area may be permitted but only by light helicopters (eg. Gazelle, Lynx) not below 500ft QFE, whilst medium/heavy helicopters (eg. Puma/Chinook/CH-53) must not be below 2000ft QFE. All helicopter arrivals/departures are to route via one of the following helicopter gates: a. North Gate: 54 18.7N 001 32.9W / 99SE294 907 b. East Gate: 54 18.3N 001 30.5W / 99SE320 901 c. South Gate: 54 14.4N 001 29.6W / 99SE330 829 Where approved within MATZ, crews are to route inbound to and outbound from the gates not below 500ft QFE, ensuring that they do not overfly towns and villages; the locations as detailed at Section 2.21 - Noise Abatement are particularly sensitive and are to be avoided. Routing between the gate and the airfield is to be iaw instructions from ATC (direct routing will normally be offered); helicopters are allowed to fly bi-directionally between the gate and the airfield below 500ft QFE. Medium/heavy helicopters are further requested to avoid these additional sensitive areas: a. Cross Lanes Farm 54 18.9N 001 31.5W / 99SE309 911 b. Grewelthorpe 54 10.9N 001 38.9W / 99SE230 762 c. Kirkby Malzeard 54 09.9N 001 38.4W / 99SE235 745 When hover taxiing on the airfield, it is desirable for helicopter crews to route over paved surfaces however, direct routing over grassed areas is permissible as long as it is at a height that the aircraft's downwash will not cause unnecessary damage to the grassed surfaces or create FOD. Where capable, helicopters are to land and ground taxi prior to entering the main ASP or the parking area on the 04/22 taxiway. Medium/heavy helicopters are to exit/enter the ASP via the western end only.
6	Use of Runways Acft that produce jet exhausts of a downward vector are requested to position beyond the piano keys prior to TKOF in order to reduce damage to the out of use barrier. After landing the eastern side of the runway is designated as the "slow" lane for multi-aircraft recoveries. See EGXE AD 2.12 - 12 Arresting Systems.
7	Training Operators intending to follow a programme of training should obtain approval from operations.

EGXE AD 2.21 - NOISE ABATEMENT PROCEDURES

1. Afterburner equipped ac are to use the minimum amount of reheat as is operationally necessary; the use of reheat is prohibited between 2300(A) - 0700(A) daily.
2. Where approved, helicopters and light aircraft are not to fly below 500ft QFE within the MATZ, unless weather or operational reasons dictate.
3. Fixed-wing aircraft, other than light aircraft, are not to fly below 1000ft QFE within the MATZ, unless joining the visual circuit and inside Initials.
4. On departure, all fixed-wing aircraft, other than light aircraft are to climb on RW track to 1nm DME before turning.
5. **All** aircraft are to avoid overflying towns/villages within the MATZ unless weather or flight safety dictates otherwise. In particular, crews are to avoid the following sensitive locations:

a. Bedale	g. Scruton	
b. Northallerton	h. Burneston	
c. Leeming Bar	i. Scorton Hospital	(N54 23.8 W001 36.9)
d. Leeming	j. Breckenborough	(N54 22.0 W001 40.7)
e. Londonderry	k. Theakston Hall	(N54 16.4 W001 31.4)
f. Gatenby	l. Sion Hall	(N54 15.3 W001 25.8)

Jet aircraft, multi-engined aircraft and medium/heavy helicopters in the visual circuit are to avoid the villages of Gatenby and Scruton.

6. All aircraft to avoid Thorpe Perrow N54 16.01 W001 35.57

EGXE 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 Approach Procedure:	See TAP Charts
5	Aerodrome Operating Minima:	See TAP Charts
6	Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace.	

EGXE AD 2.23 - ADDITIONAL INFORMATION

- a. During periods of Snow and Ice, 'Ice Mushrooms' may form on the Runway.
- b. During periods of Snow and Ice, RAF Leeming may operate under 'centreline ops'. This means that the rwy is only fit for use 35ft either side of the centreline.
- c. Inbound aircraft to call App by range 20nm.
- d. Station based fast jets have priority take off. Visiting aircraft especially practice diversions, may have to break off instrument app to permit departures.
- e. A/S may be unable to complete a radar approach to RWY 16 under a DS unless happy to continue against semi-persistence radar returns at scotch corner.
- f. Additional procedures specific to helicopter operations. See helicopter landing sites.
- g. Practice diversions booked through ext. 7213 and not routinely accepted btwn 1200-1400L or after 1700L Mon-Thu & 1600 Fri.
- h. Uncontrolled glider activity outside AD Hrs at RAF Topcliffe at all Levels.
- i. Pilots conducting a PAR or monitored ILS/TACAN approach who are well below GP may be informed they are dangerously below GP due to unverified LSLLC on the PAR display.

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EGXE AD 2.24 - CHARTS RELATING TO THIS AERODROME

Terminal Approach Procedure Charts			En-Route Charts
B1	Special Procedures	AD 2 - EGXE - 1 - 11	UK(L)1
D1	Aerodrome	AD 2 - EGXE - 1 - 12	UK(L)2
E1	TAXI	AD 2 - EGXE - 1 - 13	
G1	MID Rwy 16, 34	AD 2 - EGXE - 1 - 14	UK(L)5
G2	MID ALTN CAT A, B	AD 2 - EGXE - 1 - 15	UK(L)5 Offshore Installations
K1	Radar Procedures	AD 2 - EGXE - 1 - 16	
K2	TAC to PAR Rwy 16 - 3°	AD 2 - EGXE - 1 - 17	UK(H)2
K3	TAC to PAR Rwy 34 - 2.5°	AD 2 - EGXE - 1 - 18	UK(H)6
K4	TAC to PAR Rwy 34 - 3°	AD 2 - EGXE - 1 - 19	
K5	PAR Rwy 16 - 3°	AD 2 - EGXE - 1 - 20	EU(H)12
K6	PAR Rwy 34 - 2.5°	AD 2 - EGXE - 1 - 21	EU(H)SP1
K7	PAR Rwy 34 - 3°	AD 2 - EGXE - 1 - 22	EU(H)SP1 - OAT
K8	SRA Rwy 34	AD 2 - EGXE - 1 - 23	
K9	SRA Rwy 16	AD 2 - EGXE - 1 - 24	
K10	ATC SURVEILLANCE MNM ALTITUDE	AD 2 - EGXE - 1 - 25	
M1	ILS/DME Rwy 16	AD 2 - EGXE - 1 - 26	
M2	TAC to ILS/DME Rwy 16	AD 2 - EGXE - 1 - 27	
R1	TAC Rwy 16	AD 2 - EGXE - 1 - 28	
R2	TAC Rwy 34	AD 2 - EGXE - 1 - 29	

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SPECIAL PROCEDURES

LEEMING

Elev 132	Var 1°W	TA 3000	TRL ATC		05 DEC 19	B1
IFR TRAFFIC						
1. Comm Failure - All Procedures. If unable to continue the approach, fly at or above the safe hgt of 3500ft QFE and attempt contact on any LEEMING freq.						
VFR TRAFFIC						
2. Visual Joins.						
a. Fixed wing, other than light aircraft: Level 1000ft QFE not above 400kt.						
b. Light Aircraft: Mnm 500ft QFE.						
3. Circuits.						
a. Direction: Rwy 16 LHC, Rwy 34 RHC.						
b. Height;						
(1). Normal: 1000ft QFE.						
(2). Light Piston Aircraft: 800ft QFE. Glide circuit 1500ft QFE.						
(3). Low-Level: 500ft QFE.						
Caution. Light aircraft are to 'go-round' on the live side.						
4. Noise Abatement.						
a. Afterburner equipped aircraft are to use the mnm amount of reheat as is operationally necessary; the use of reheat is prohibited 2200 - 0600 (S) + 1(W).						
b. Where approved, heli and light aircraft are not to fly below 500ft QFE and med/heavy helis are not to fly below 2000ft QFE within the MATZ, unless weather or operational reasons dictate.						
c. Fixed wing aircraft, other than light aircraft are not to fly below 1000ft QFE within the MATZ, unless joining the visual circuit and inside Initials.						
d. On departure, all fixed wing aircraft, other than light aircraft are to climb on rwy track to 1d and 1000ft QFE, whichever is later, before turning.						
e. Aircraft are to avoid overflying towns and villages in the MATZ unless weather or flight safety dictates otherwise. In particular, crews are to avoid the following sensitive locations:						
(1) Bedale.						
(7) Scruton.						
(2) Northallerton.						
(8) Burneston.						
(3) Leeming Bar.						
(9) Scorton Hospital N54 23.8 W001 36.9.						
(4) Leeming.						
(10) Breckenborough N54 22.0 W001 40.7.						
(5) Londonderry.						
(11) Theakston Hall N54 16.4 W001 31.4.						
(6) Gatenby.						
(12) Sion Hall N54 15.3 W001 25.8.						
Jet aircraft, multi-engined aircraft and medium/heavy heli in the visual circuit are to avoid the villages of Gatenby and Scurton.						
5. Armed Aircraft. Visiting Aircraft are to inform ATC on initial contact if armed.						
6. VFR Departures. Ahead on Rwy Tr to 1000ft QFE and 1d before turning on required oubd Tr. Contact APPROACH on 278.225 when airborne.						
CAUTION						
7. Aircraft may be unable to complete an approach to Rwy 16 under a Deconfliction Service if the track passes close to D442, this is due to semi-persistent radar returns from within the lateral confines of D442.						
8. Aircraft may be unable to complete an approach to Rwy 16 under a Deconfliction Service unless the Captain is willing to continue against semi-persistent radar returns at Scotch Corner.						

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AERODROME

LEEMING

EGXE/- ENGLAND

Changes: Editorial

No1 AIDU Last Amended 12 JUL 21

Elev 132	Var 1°W	ARP	N54 17.55 W001 32.12 (WGS 84)		12 AUG 21	D1
LEEMING GND 379.9	TWR 376.850	120.505	TALKDOWN 373.550 245.625	APP 278.225 133.375	OPS 377.750	ATIS 369.475

RWY	SLOPE	LDA m/ft	APP LGT		RWY LGT
16 (156°T) 34 (336°T)	0.29%U 0.29%D	2291/7516	P3° (43)	CL-5B (H)	RTHL:REDL(H):RENL

1. CAUTION. LEE TACAN Ch 73 (112.6) - Multiple unlocks between 034R-146R, 214R-326R

2. CAUTION. Acute turn onto access track from Rwy 16 to Apron.

3. CAUTION. To avoid Arrestor Barrier damage, visiting Jet/large aircraft are to advance 500ft from threshold before applying full power/reheat.

4. Uncontrolled glider flying outside AD hrs at TOPCLIFFE.

5. Circuits:

a. Height:

(1) Normal 1000ft.

(2) Light AS 800ft.

(3) Low-Level 500ft.

b. Direction: Rwy 16 LHC, Rwy 34 RHC.

6. RHAG inset:

a. Rwy 16 - 1300ft.

b. Rwy 34 - 1300ft.

RHAG standard configuration is both cables rigged and in the down position.

7. Rwy 03RH/21 available for take-offs and landings by RAF Leeming-based Tutor aircraft only. No rwy details published.

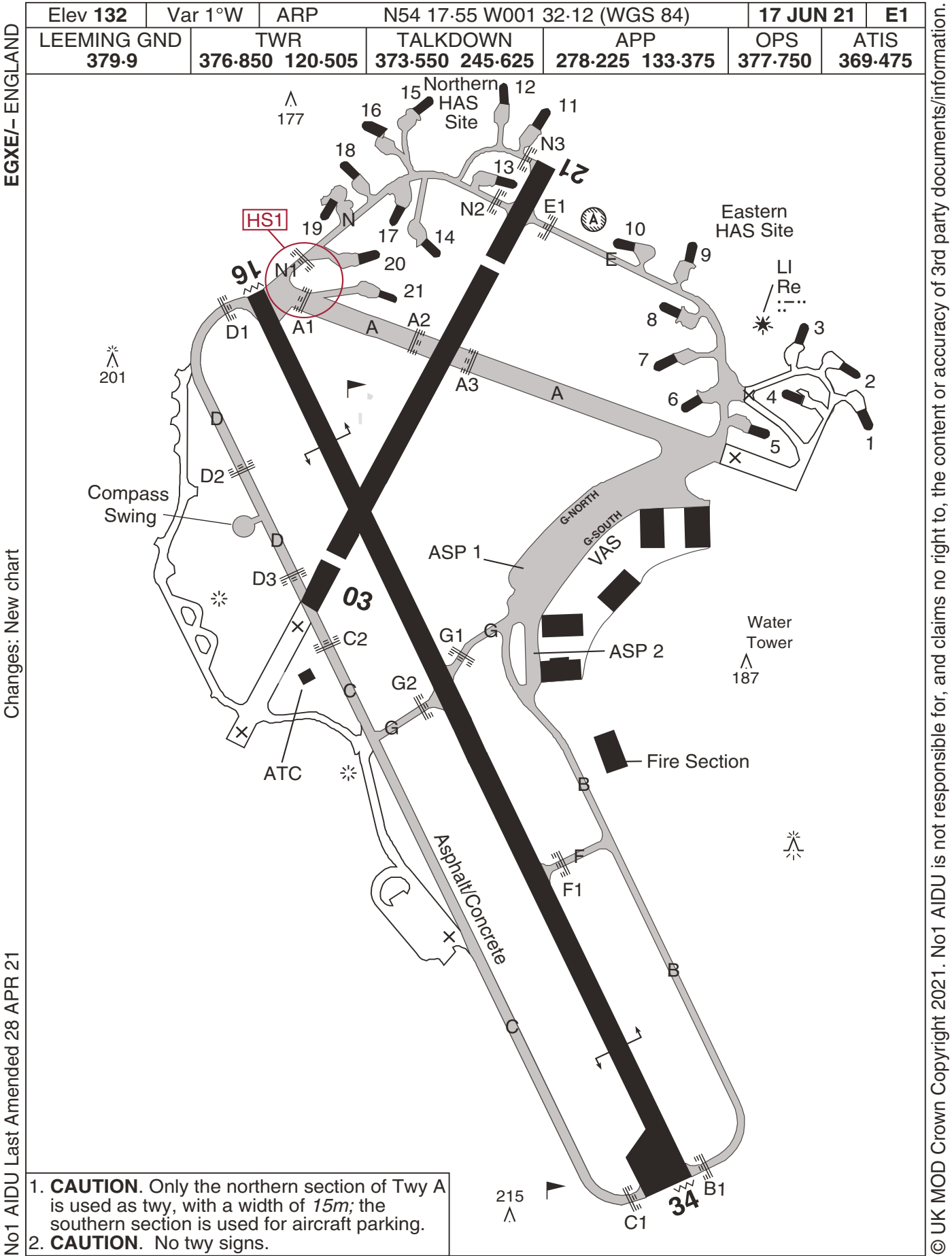
LEEMING

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TAXI

LEEMING

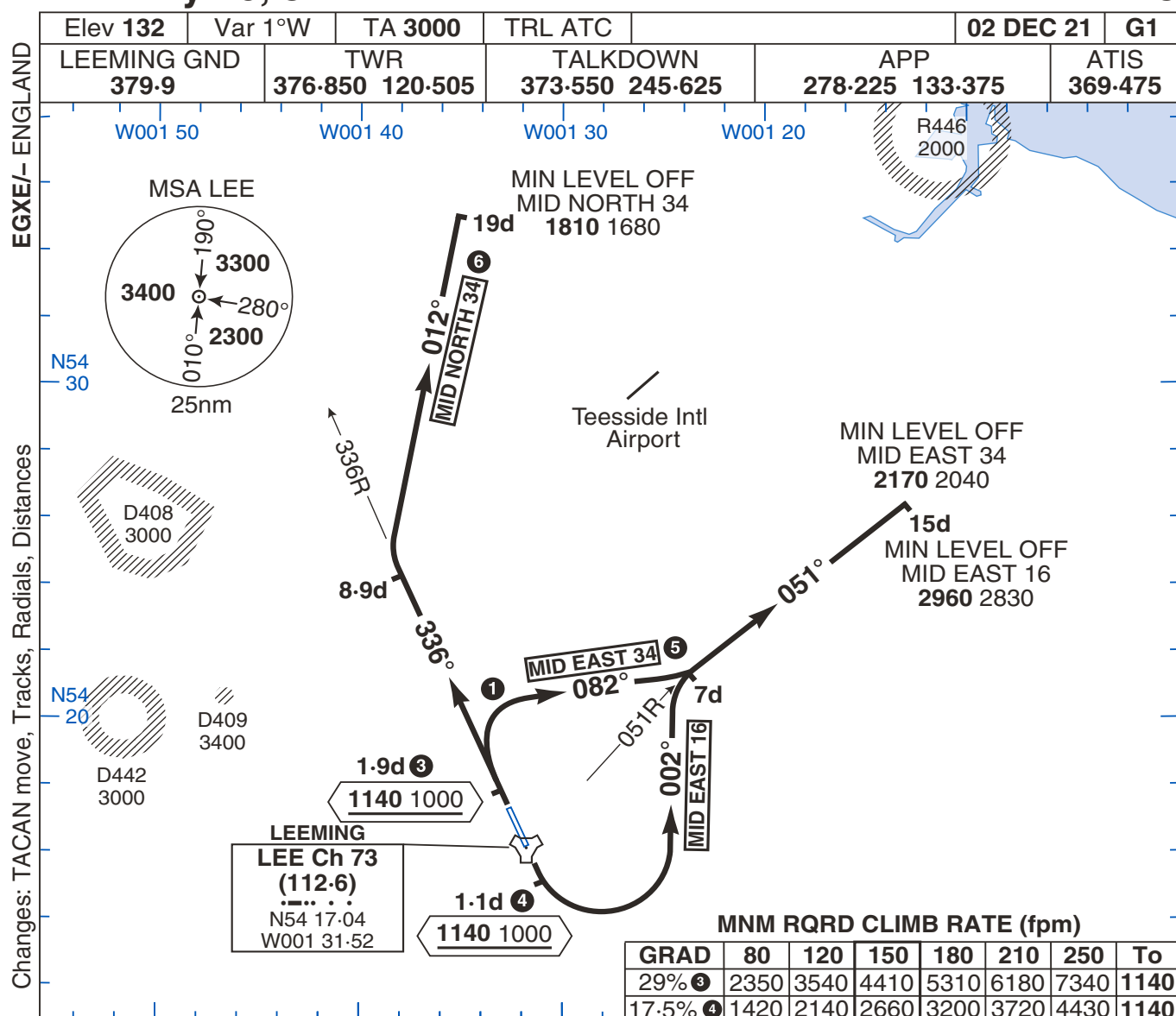


LEEMING

TAXI

MID Rwy 16, 34

LEEMING



- 1 **WARNING:** High bank angle may be required to remain clear of CTA.
- 2 **CAUTION:** LEE TACAN Ch 73 (112.6) - Multiple unlocks between 034R-146R, 214R-326R.
- 3 MID EAST 34, MID NORTH 34 climb grad required to **1140** 1000: 29%, due to airspace restrictions.
- 4 MID EAST 16 climb grad required to **1140** 1000: 17.5%, due to airspace restrictions.
- 5 Remain clear of Teesside Intl Controlled Airspace.
- 6 Remain clear of Newcastle Controlled Airspace.
- 7 **Rwy 16.** Ahead on Rwy Tr to 1.1d; call APPROACH.
- 8 **Rwy 34.** Ahead on Rwy Tr to 1.9d; call APPROACH.
9. When possible MIDs are radar monitored.
10. Adopt minimum noise procedures for acft type until above TA.
11. Acft requiring non-standard departures are to request desired oudb Tr and FL on start-up.
12. Close-in obstacles exist for Rwy 16 and 34 departures.

MID	RWY	ROUTING (Including Mnm Noise Routes)
MIDEAST 34 ③	34 336°M	Ahead on Rwy Tr to LEE 1-9d not below 1140 1000, then right on Tr 082° to intcp LEE 051R/7d. Continue climb to FL65 or as directed. MID terminates at LEE 051R/15d.
MID NORTH 34 ③		Ahead on Rwy Tr to LEE 1-9d not below 1140 1000, then intcp LEE 336R. Continue climb to FL65 or as directed. At LEE 336R/8-9d turn right on Tr 012°. MID terminates at LEE 19d.
MID EAST 16 ④	16 156°M	Ahead on Rwy Tr to LEE 1-1d not below 1140 1000, then left on Tr 002° to intcp LEE 051R/7d. Continue climb to FL65 or as directed. MID terminates at LEE 051R/15d.

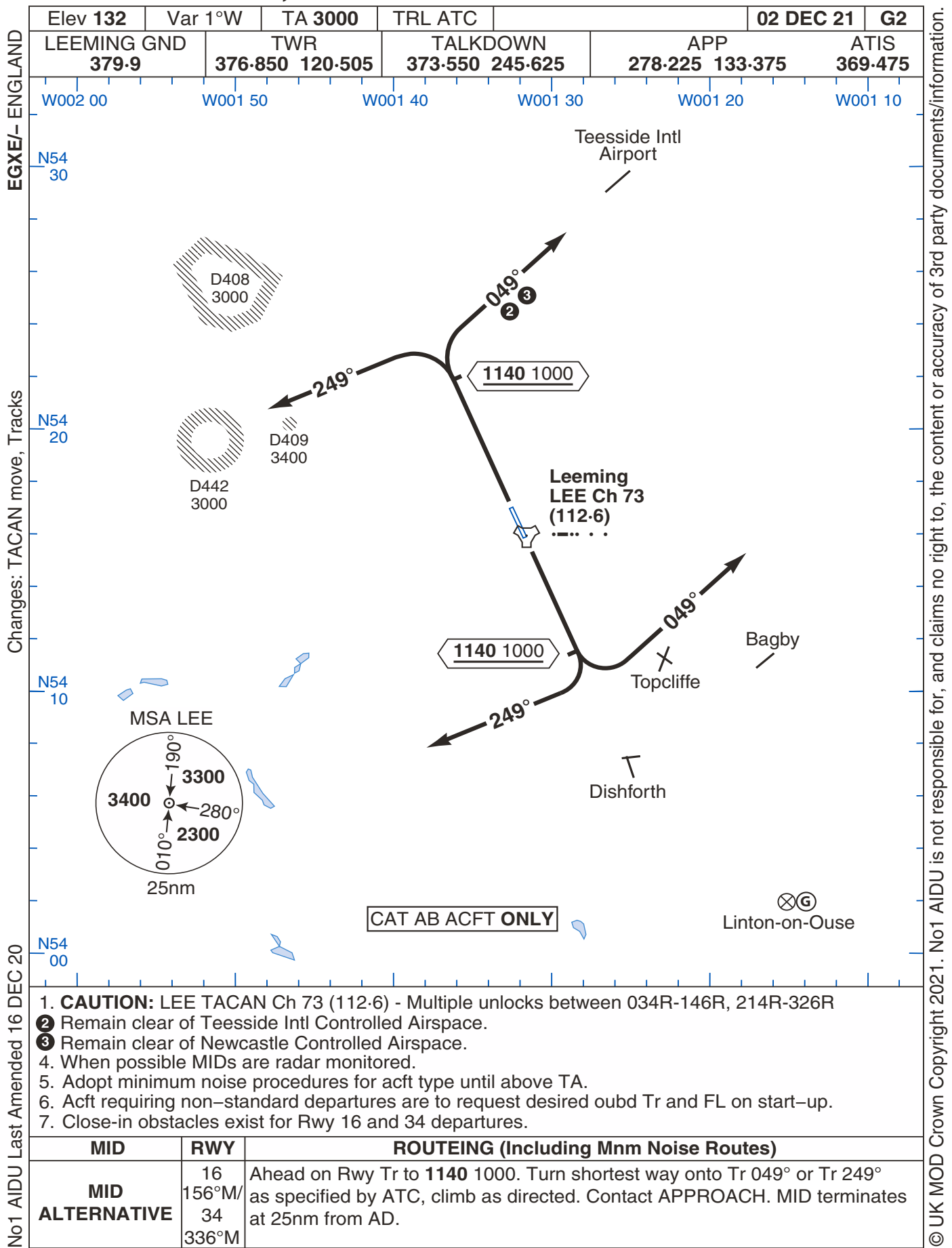
LEEMING MIPS

MID Rwy 16, 34

02 DEC 21

MID ALTN CAT A,B

LEEMING



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RADAR PROCEDURES

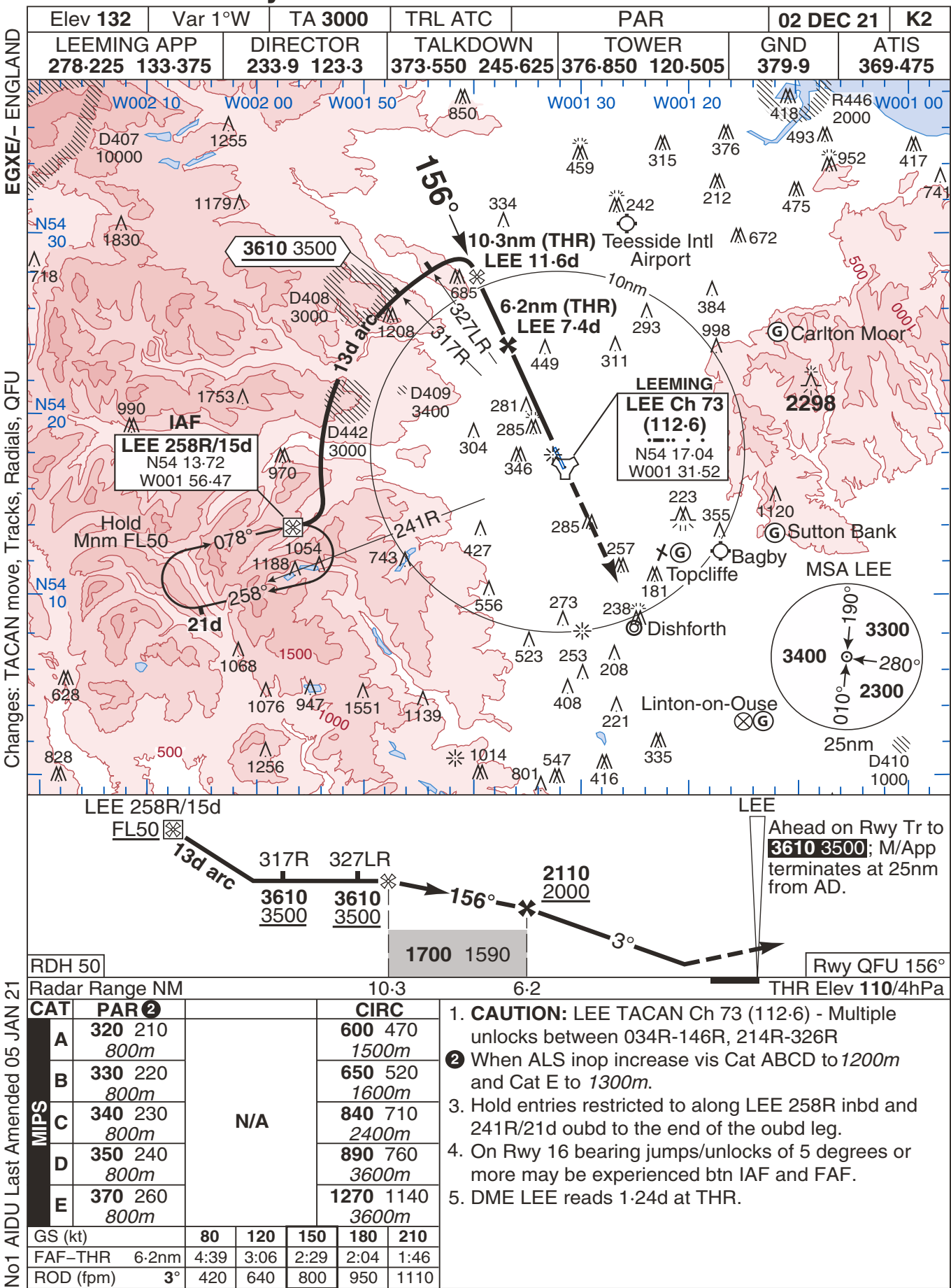
LEEMING

EGXE/- ENGLAND	Elev 132		Var 1°W	TA 3000	TRL ATC			02 DEC 21	K1
	LEEMING APP 278.225 133.375		DIRECTOR 233.9 123.3		TALKDOWN 373.550 245.625		TOWER 376.850 120.505		
	RWY QFU	PROC	GP/TCH	RTR	MAPt	CAT	DA/ MDA	DH/ MDH	MINIMUM VIS
	16 156°	PAR	2.5°/-	-	-	TEMP WITHDRAWN DUE TO OBSTACLES			
		PAR	3°/-	-	-	A	320	210	800m ①
						B	330	220	800m ①
						C	340	230	800m ①
						D	350	240	800m ①
						E	370	260	800m ②
	MISSED APPROACH. Ahead on Rwy Tr to 3610 3500; contact APPROACH.								
Changes: TACAN move		SRA	-	-	1nm	ABCDE	590	480	1500m ④
	MISSED APPROACH. Ahead on Rwy Tr to 3610 3500; contact APPROACH.								
	34 336°	PAR	2.5°/-	-	-	A	360	220	800m ①
						B	370	230	800m ①
						C	380	240	800m ①
						D	390	250	800m ②
						E	410	270	800m ②
		PAR	3°/-	-	-	A	360	220	800m ①
						B	370	230	800m ①
						C	380	240	800m ①
No1 AIDU Last Amended 05 JAN 21						D	390	250	800m ②
						E	410	270	800m ②
		SRA	-	-	1nm	ABCDE	540	410	1200m ⑤
	MISSED APPROACH. Ahead on Rwy Tr to 3640 3500; contact APPROACH.								
	CIRCLING MINIMA. (PAR and SRA only)								Minimum MET VIS
						A	600	470	1500m ③
						B	650	520	1600m ③
						C	840	710	2400m
						D	890	760	3600m
						E	1270	1140	3600m
NOTES.									
① When ALS inop increase vis to 1200m.									
② When ALS inop increase vis to 1300m.									
③ 2200m for SRA Rwy 16 and 1900m for SRA Rwy 34.									
④ When ALS inop increase vis to 2200m.									
⑤ When ALS inop increase vis to 1900m.									
COMMS FAILURE. If unable to continue the approach, fly mnm 3500 and try to regain contact on any LEEMING frequency.									

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TAC to PAR Rwy 16 - 3°

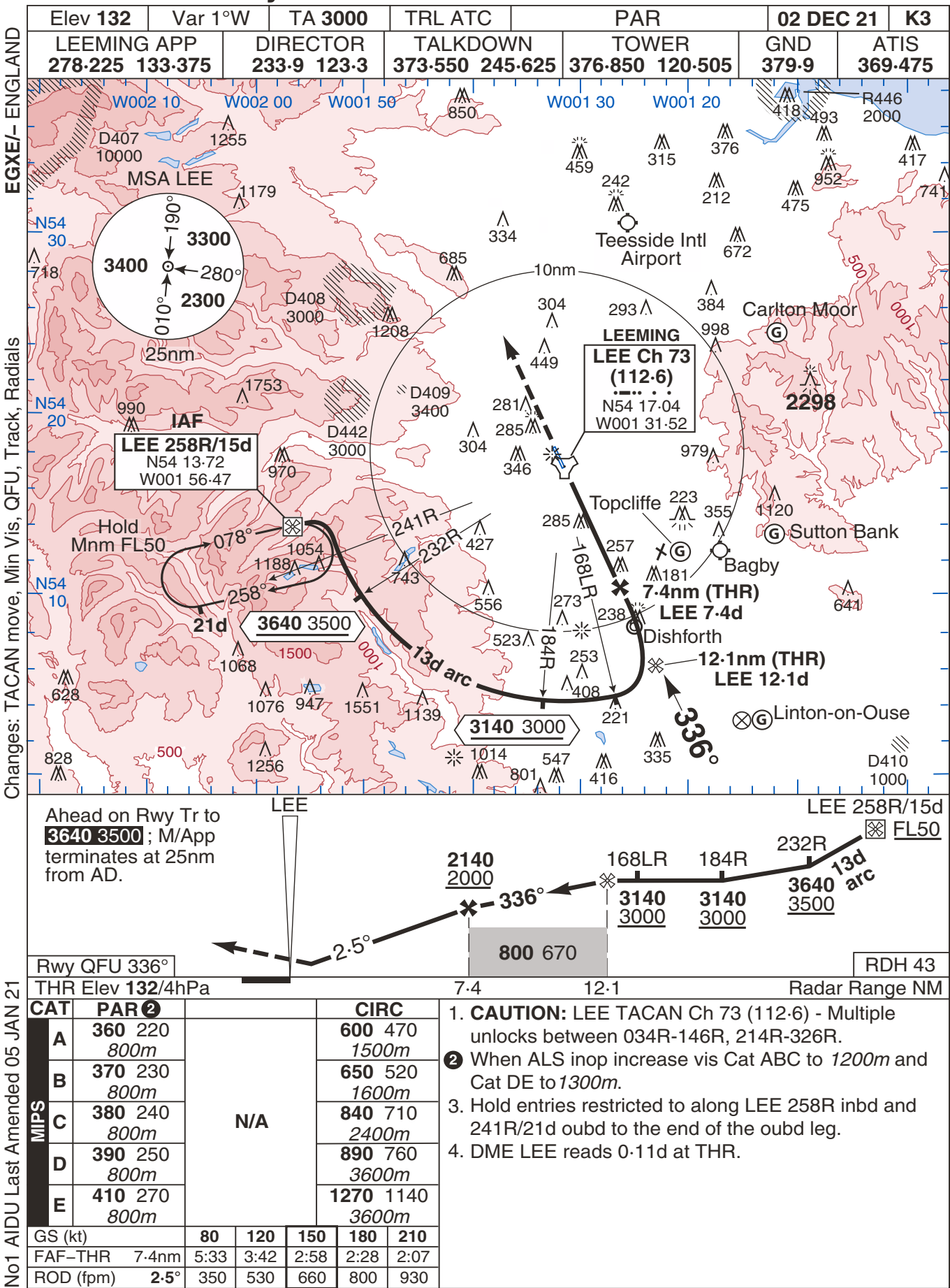
LEEMING



No1 AIDU Last Amended 05 JAN 21

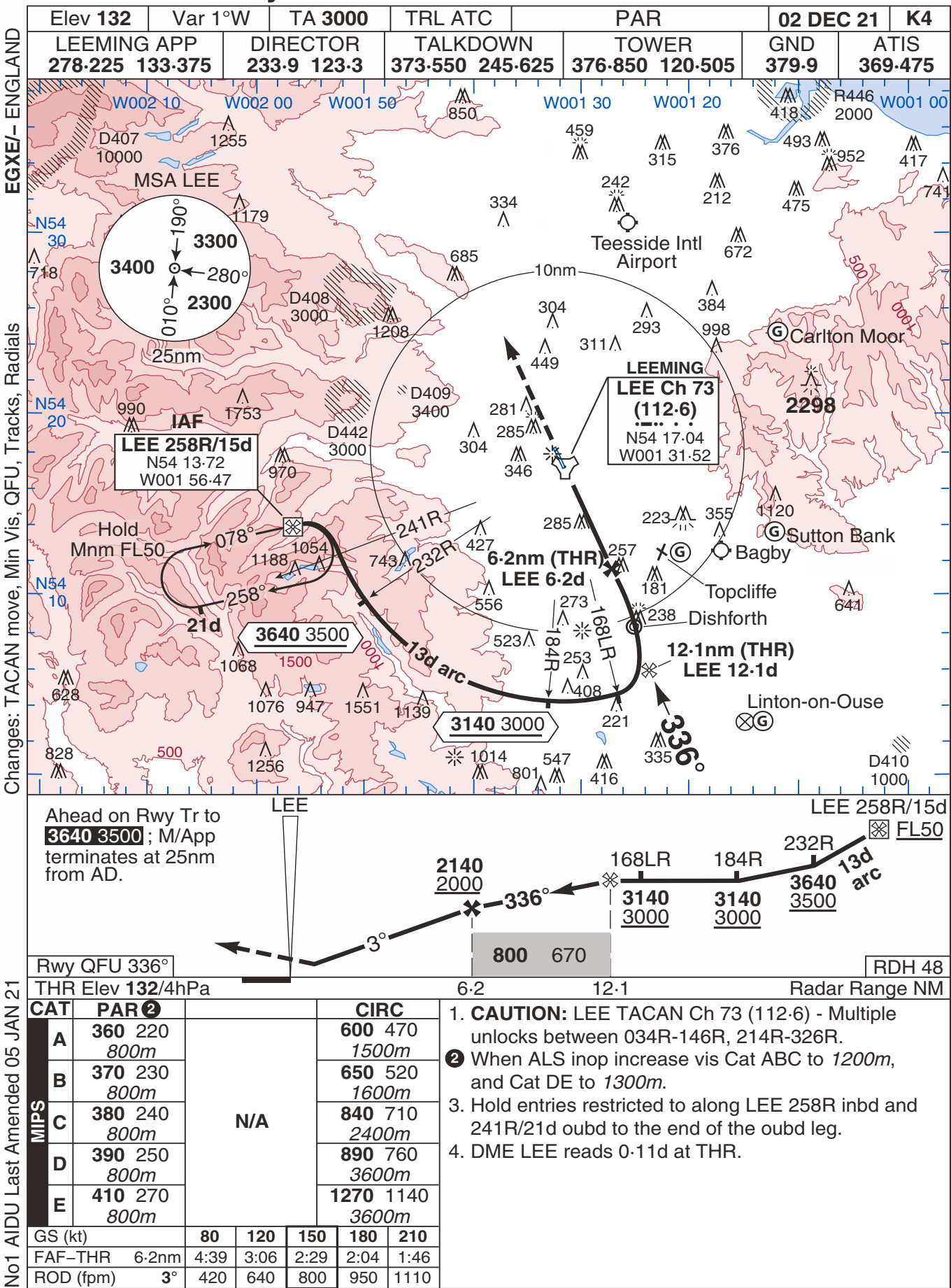
TAC to PAR Rwy 34 - 2.5°

LEEMING



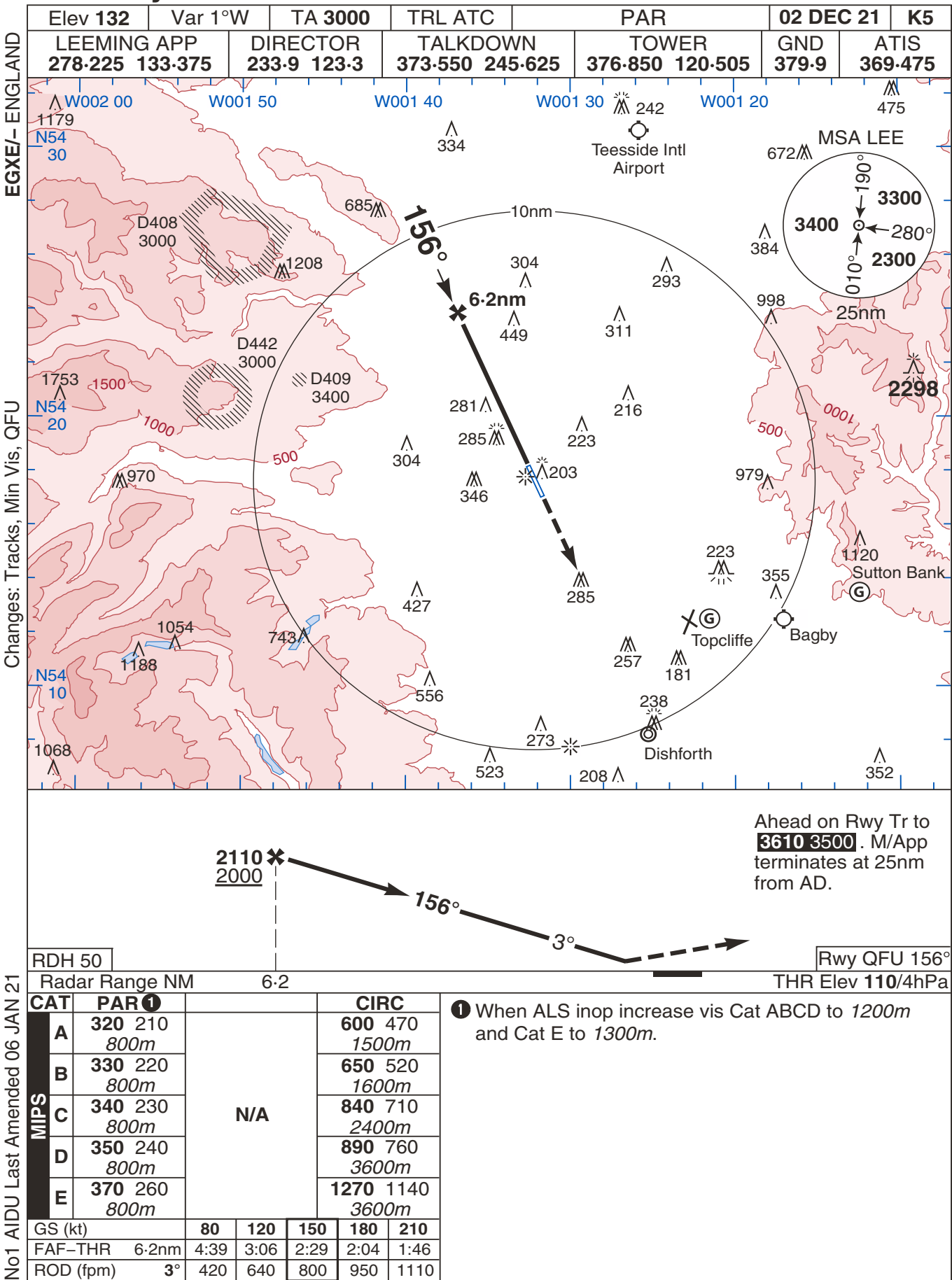
TAC to PAR Rwy 34 - 3°

LEEMING



PAR Rwy 16 - 3°

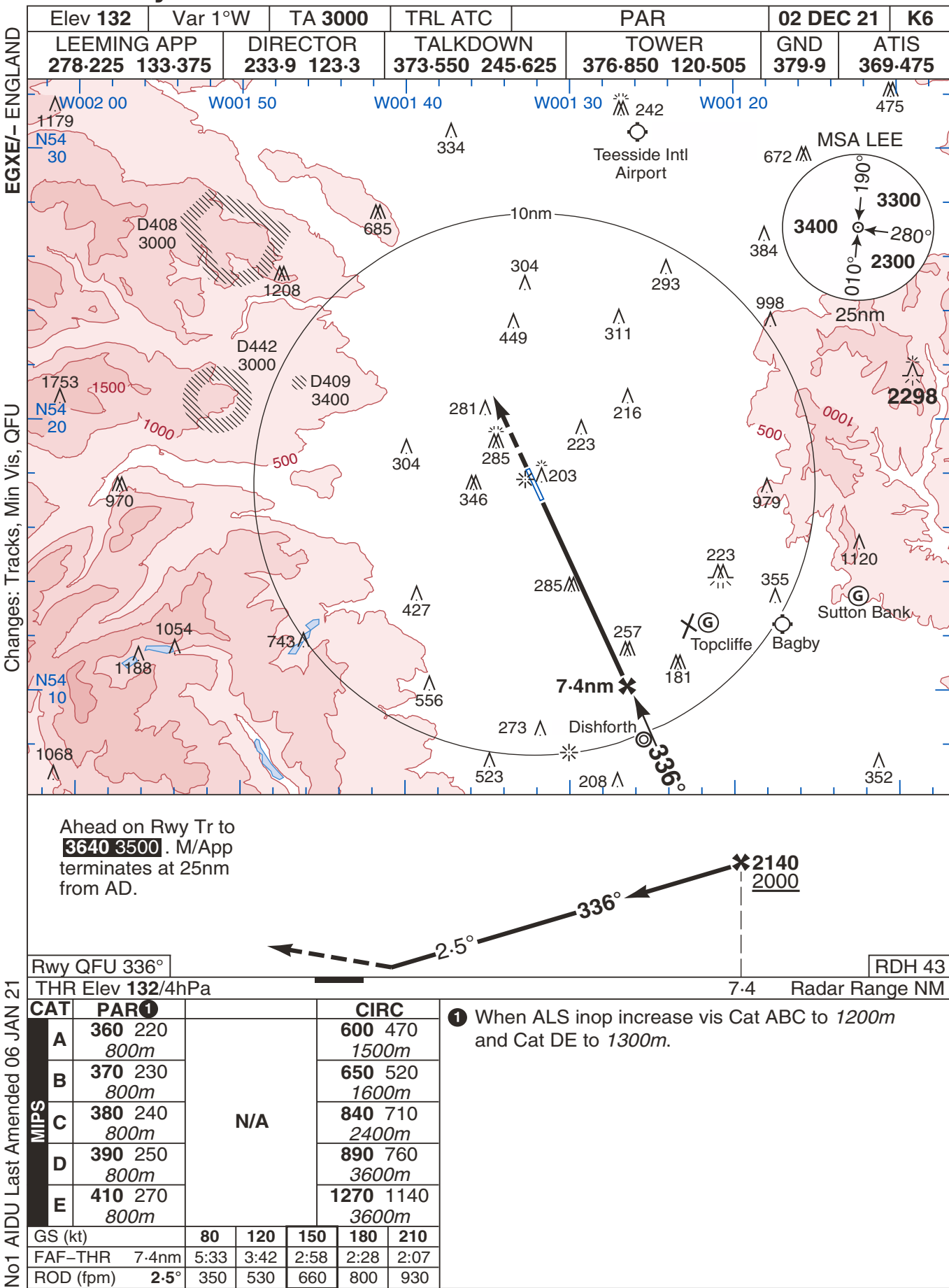
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PAR Rwy 34 - 2.5°

LEEMING



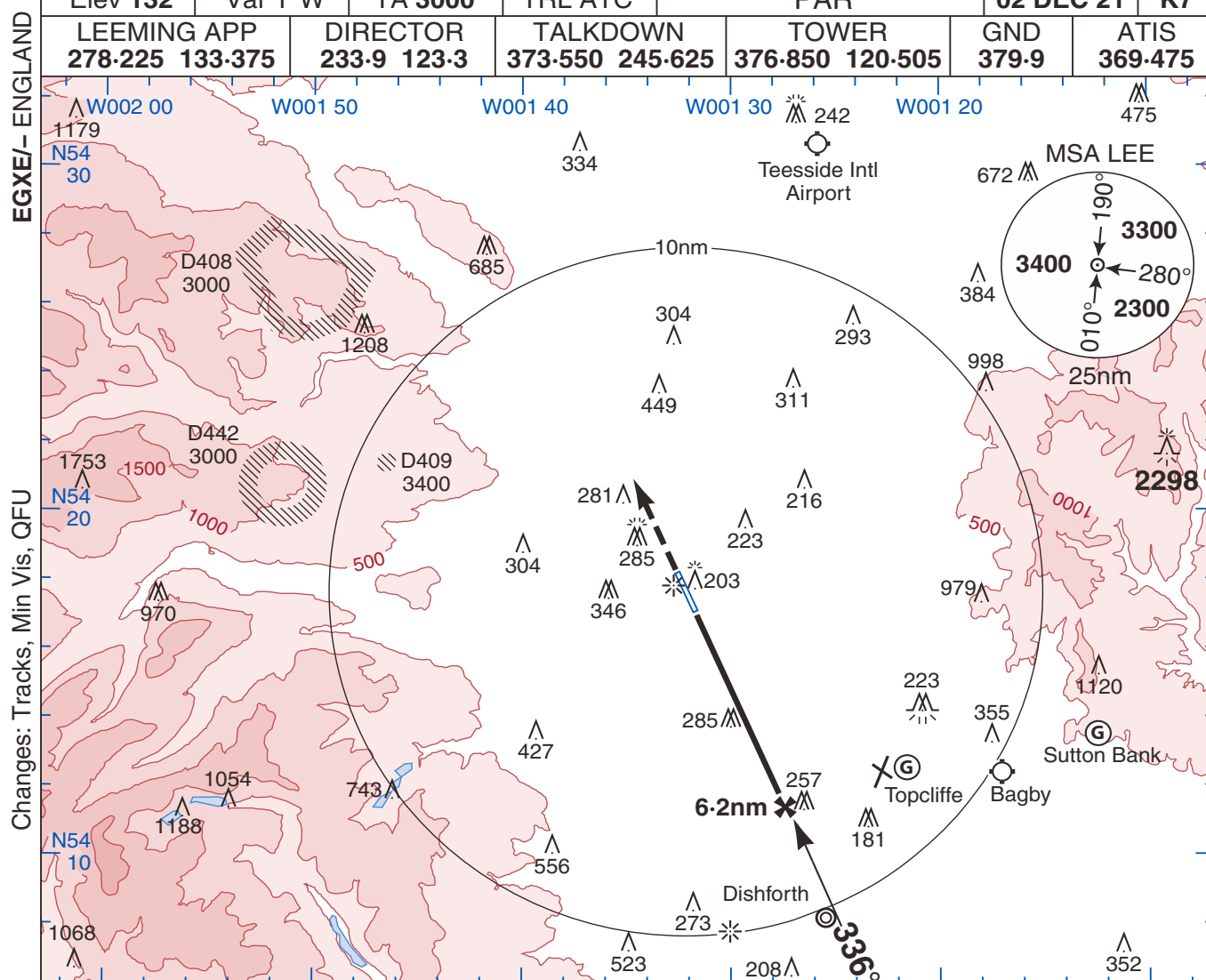
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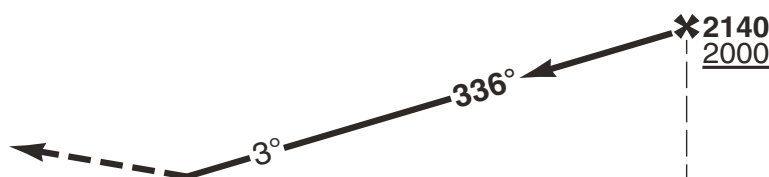
PAR Rwy 34 - 3°

LEEMING

Elev 132	Var 1°W	TA 3000	TRL ATC	PAR		02 DEC 21	K7
LEEMING APP 278.225 133.375		DIRECTOR 233.9 123.3	TALKDOWN 373.550 245.625	TOWER 376.850 120.505		GND 379.9	ATIS 369.475



Ahead on Rwy Tr to **3640 3500** . M/App terminates at 25nm from AD.



Rwy QFU 336° RDH 48
 THR Elev 132/4hPa 6.2 Radar Range NM

CAT		PAR①				CIRC	
MIPS	A	360 220 800m	N/A			600 470 1500m	
	B	370 230 800m				650 520 1600m	
	C	380 240 800m				840 710 2400m	
	D	390 250 800m				890 760 3600m	
	E	410 270 800m				1270 1140 3600m	
GS (kt)			80	120	150	180	210
FAF-THR 6.2nm			4:39	3:06	2:29	2:04	1:46
ROD (fpm) 3°			420	640	800	950	1110

① When ALS inop increase vis Cat ABC to 1200m and Cat DE to 1300m .

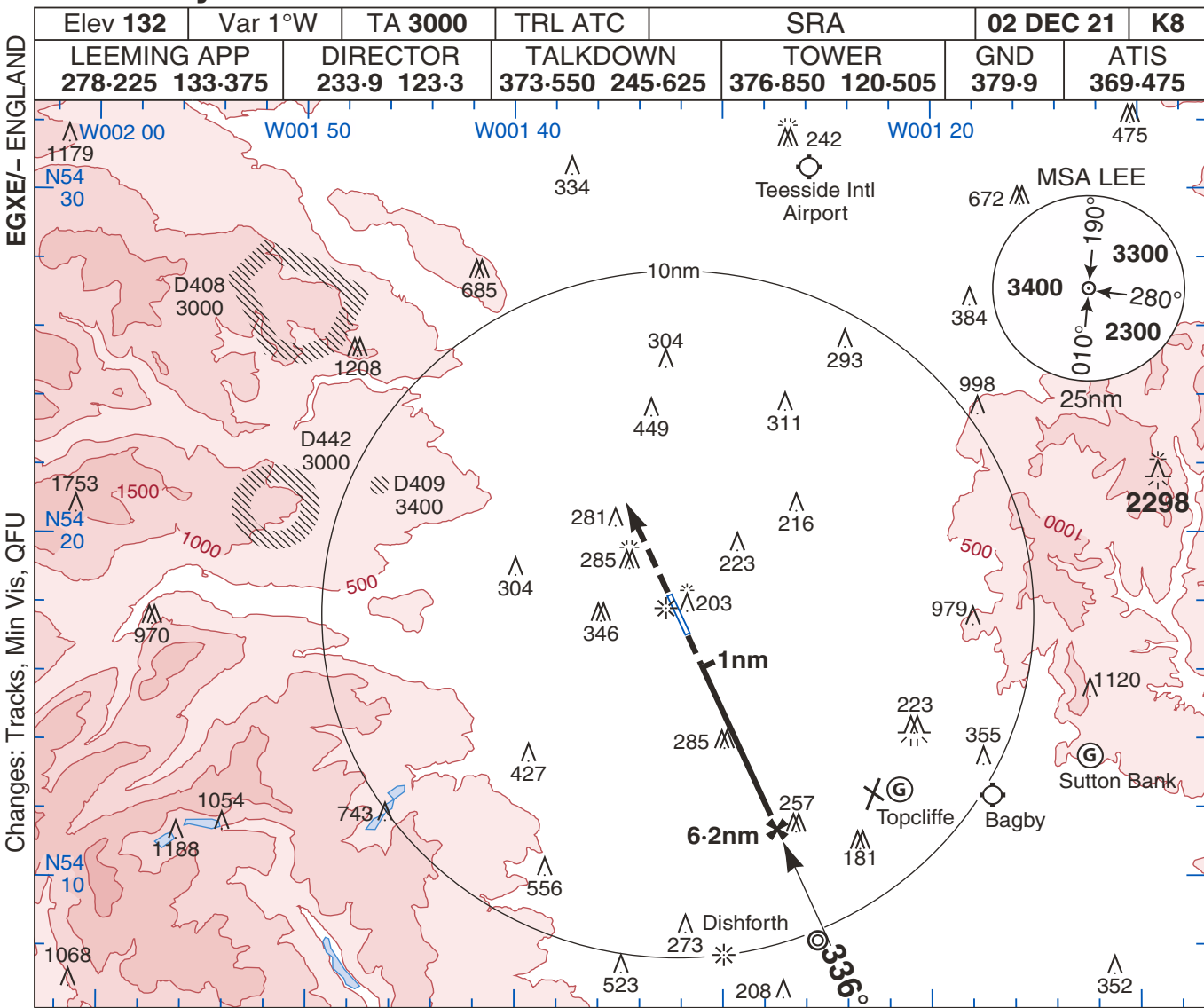
LEEMING
MIPS

PAR Rwy 34 - 3°

02 DEC 21

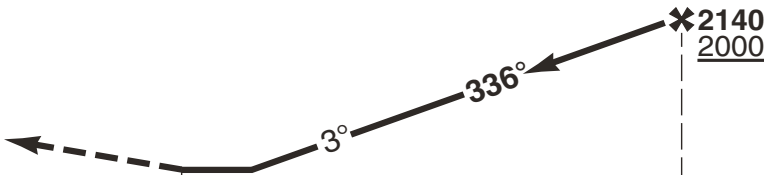
SRA Rwy 34

LEEMING



Ahead on Rwy Tr to
3640 3500. M/App
terminates at 25nm
from AD.

MAPt at 1nm.



Rwy QFU 336°	TCH 50
THR Elev 132/4hPa	1 6.2 Radar Range NM

CAT	SRA①	CIRC	① When ALS inop increase vis to 1900m.				
A	540 410 1200m	N/A	600 470				
B			1900m				
C			650 520				
D			1900m				
E			840 710				
			2400m				
			890 760				
			3600m				
			1270 1140				
			3600m				
GS (kt)	80	120	150	180	210		
FAF-MAPt 5.2nm	3:54	2:36	2:04	1:44	1:29		
ROD (fpm)	3°	420	640	800	950	1110	

LEEMING

SRA Rwy 34

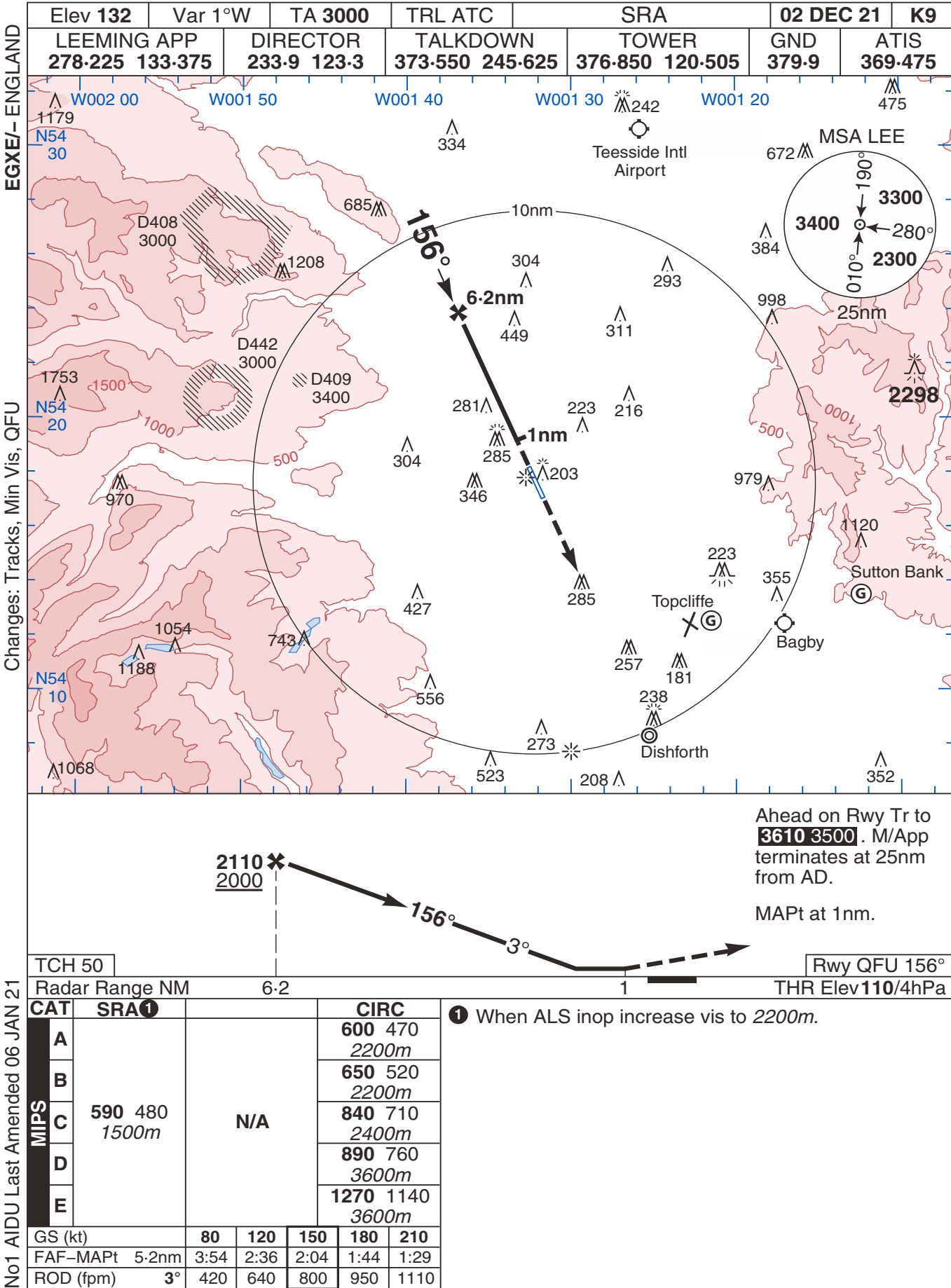
MIPS

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SRA Rwy 16

LEEMING

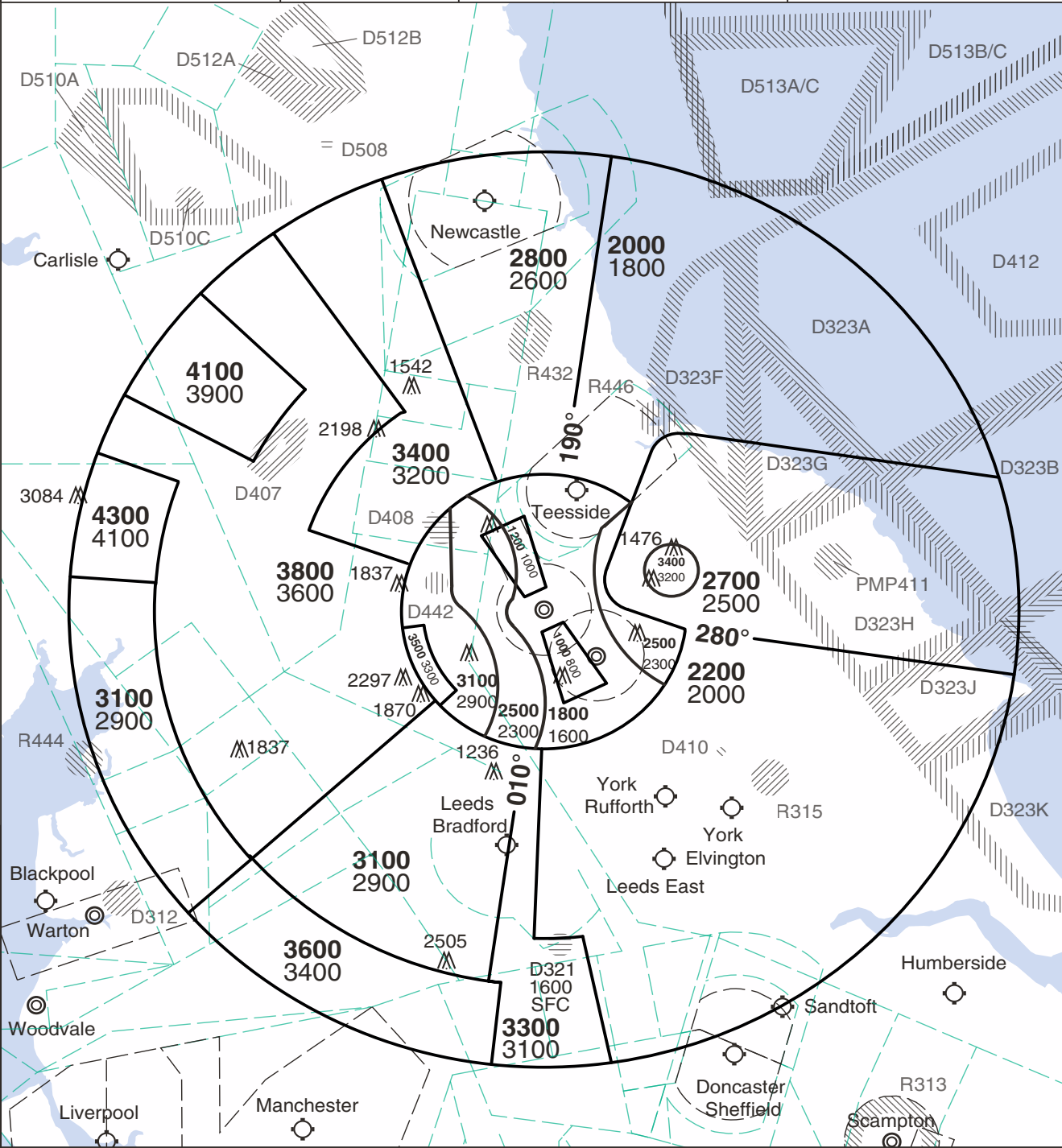


02 DEC 21

ATC SURVEILLANCE MNM ALTITUDE

LEEMING

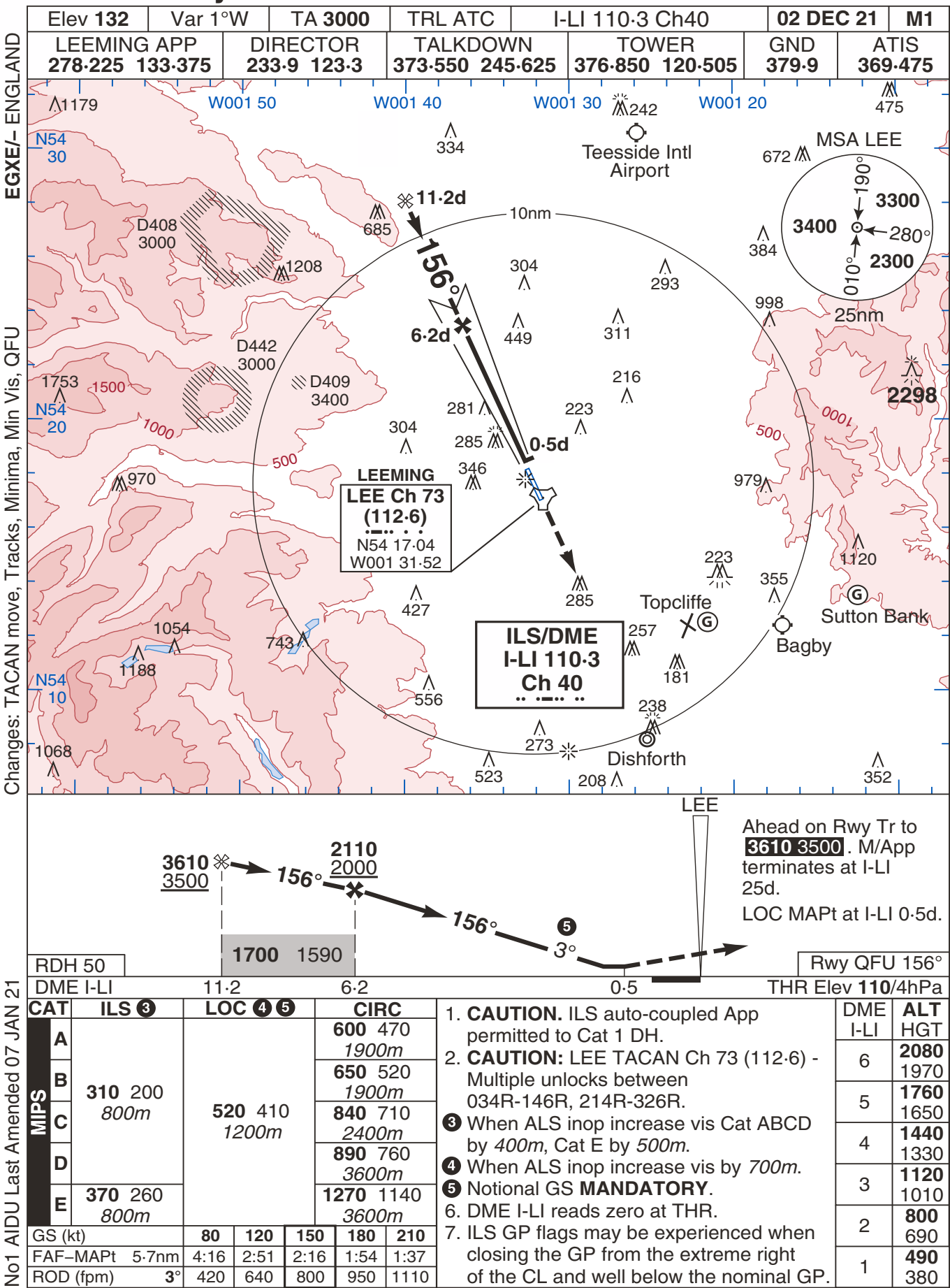
Elev 132	Var 1°W	TA 3000	TRL ATC		07 OCT 21	K10
LEEMING APP 278.225 133.375		DIRECTOR 233.9 123.3		TALKDOWN 373.550 245.625 123.3	TOWER 376.850 120.505	



- CAUTION.** Chart should only be used for cross check of alts whilst in receipt of an ATC surveillance service.
- Comms Failure. In the event of complete radio comms failure in an aircraft, the pilot is to adopt the appropriate procedures described in the UK Mil AIP EGXE 2.22 FLIGHT PROCEDURES.
- QFE Datum 132ft.

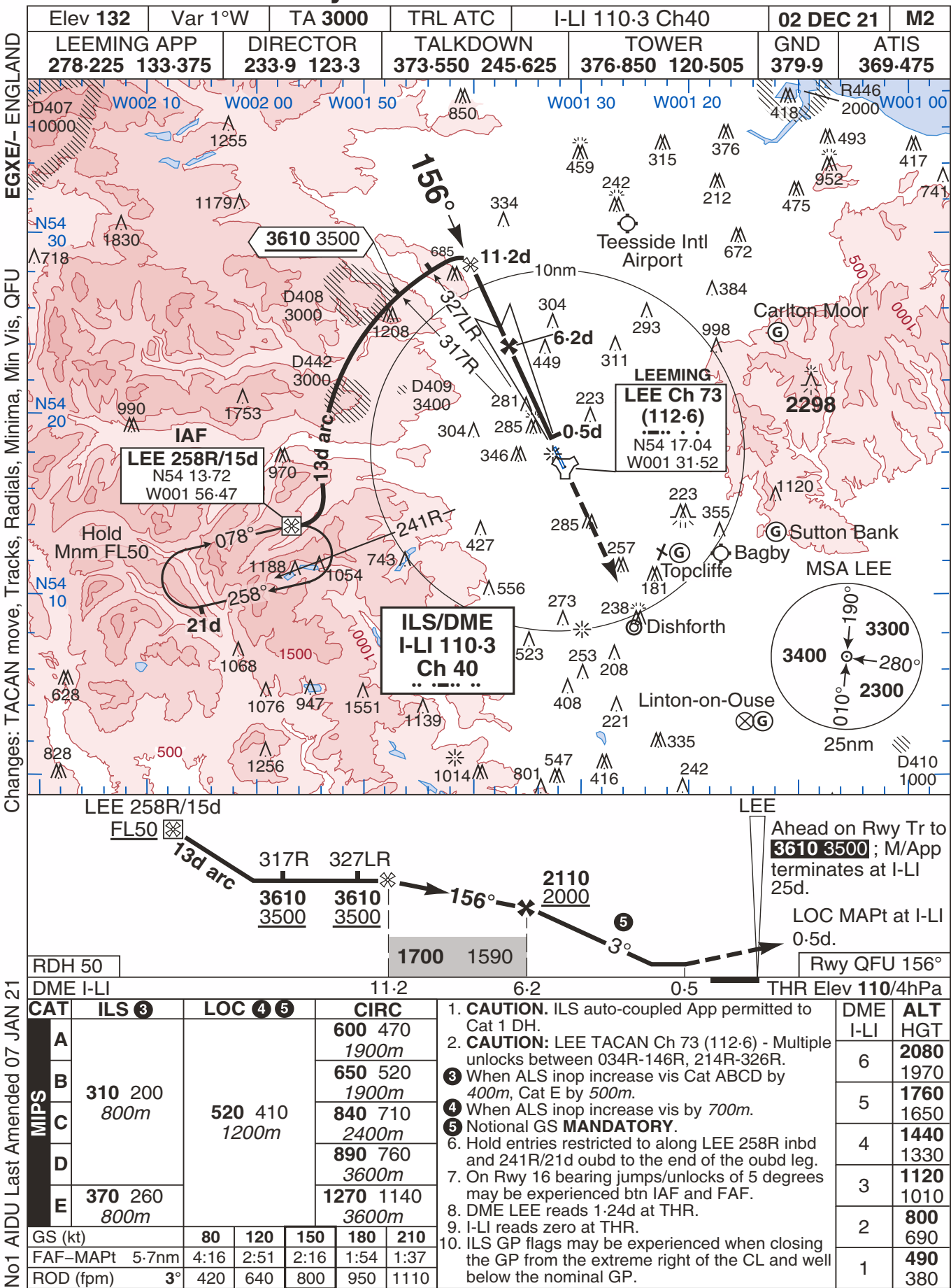
ILS/DME Rwy 16

LEEMING



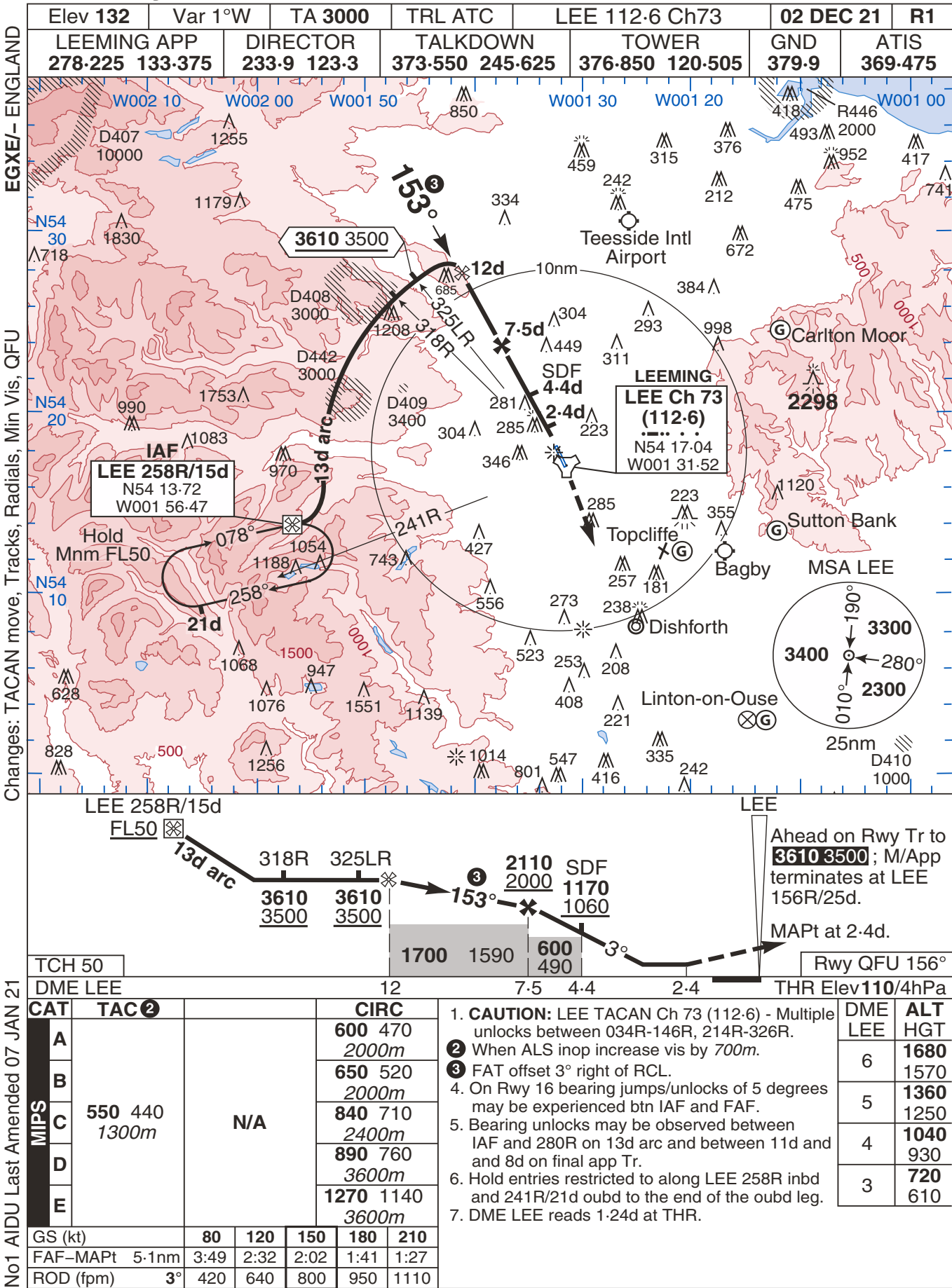
TAC to ILS/DME Rwy 16

LEEMING



TAC Rwy 16

LEEMING

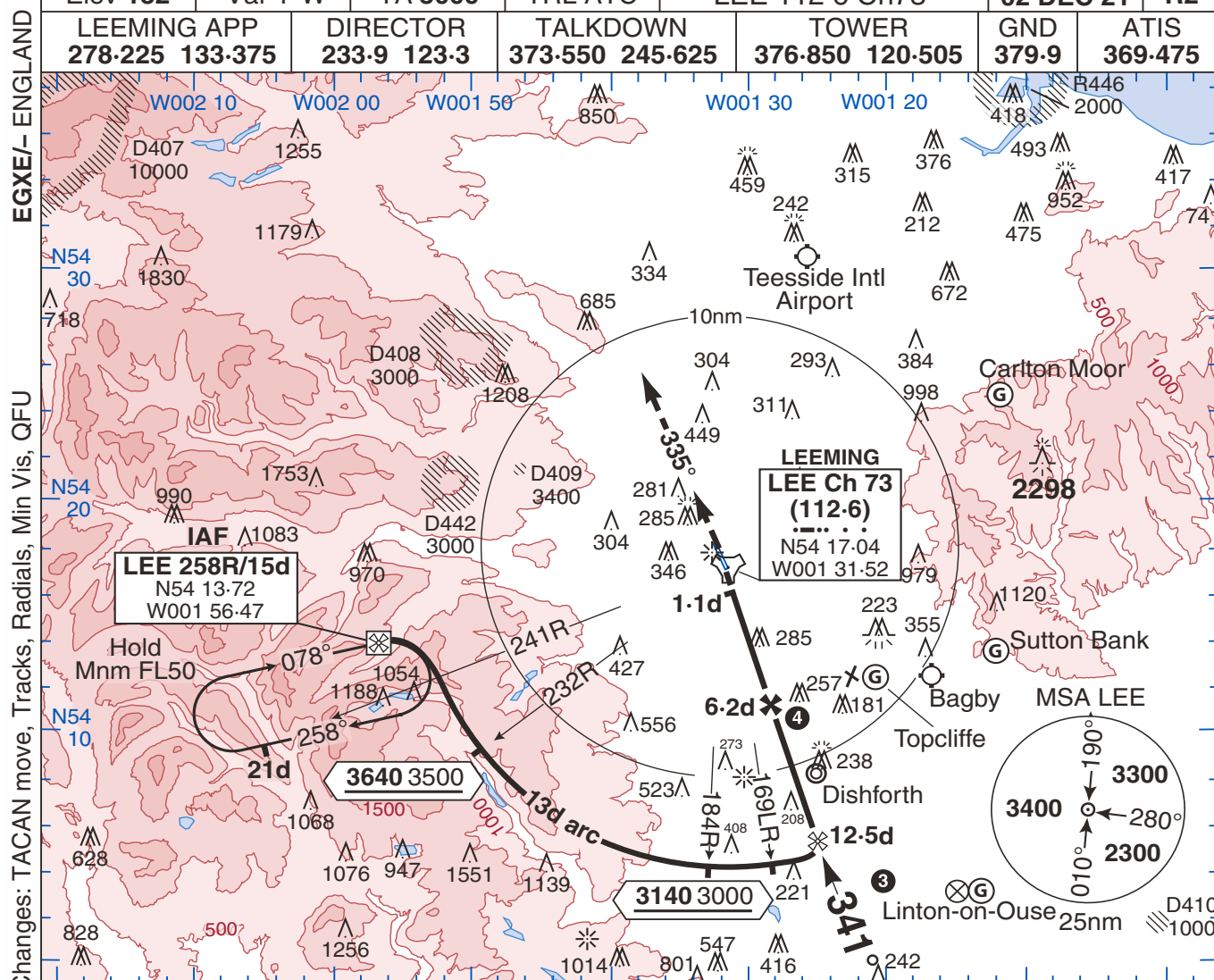


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TAC Rwy 34

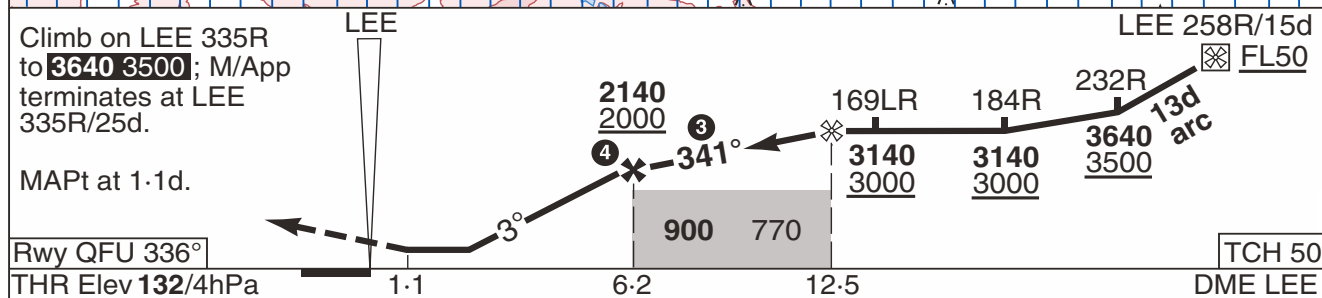
LEEMING

Elev 132	Var 1°W	TA 3000	TRL ATC	LEE 112.6 Ch73	02 DEC 21	R2
LEEMING APP 278.225 133.375	DIRECTOR 233.9 123.3	TALKDOWN 373.550 245.625	TOWER 376.850 120.505	GND 379.9	ATIS 369.475	



Climb on LEE 335R
to **3640 3500**; M/App
terminates at LEE
335R/25d.

MAPt at 1.1d.



CAT	TAC ②				CIRC	
MIPS	A	540 410 1200m	N/A	600 470 1900m		
	B			650 520 1900m		
	C			840 710 2400m		
	D			890 760 3600m		
	E			1270 1140 3600m		
GS (kt)		80	120	150	180	210
FAF-MAPt 5.1nm		3:51	2:33	2:02	1:42	1:27
ROD (fpm) 3°		420	640	800	950	1110

1. **CAUTION:** LEE TACAN Ch 73 (112.6) - Multiple unlocks between 034R-146R, 214R-326R.

② When ALS inop increase vis by 700m.

③ FAT offset 5° left of RCL.

④ Bearing unlock may be observed at FAF.

5. Hold entries restricted to along LEE 258R inbd and 241R/21d oubd to the end of the oubd leg.

6. DME LEE reads 0.11d at THR.

DME	ALT
LEE	HGT
6	2090
5	1770
4	1450
3	1130
2	820

1960
1640
1320
1000
680

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LEEMING MIPS

TAC Rwy 34

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