

General Information

Location: LEEDS BRADFORD GBR
ICAO/IATA: EGNM / LBA
Lat/Long: N53° 51.97', W001° 39.65'
Elevation: 681 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +0:00 = UTC
Magnetic Variation: 1.0° W

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No
Traffic Pattern Altitude: 1681 ft (1000 ft AGL)

Sunrise: 0802 Z
Sunset: 1637 Z

Runway Information

Runway: 14
Length x Width: 7382 ft x 151 ft
Surface Type: concrete
TDZ-Elev: 674 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 1020 ft

Runway: 32
Length x Width: 7382 ft x 151 ft
Surface Type: concrete
TDZ-Elev: 668 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 899 ft

Communication Information

ATIS: 118.025
Leeds Tower: 120.300 VHF-DF
Leeds Delivery Clearance Delivery: 121.800 VHF-DF
Leeds Approach: 134.575 VHF-DF
Leeds Radar: 134.575 VHF-DF
Leeds Direct (Approach Control Radar): 125.375 VHF-DF
Leeds Fire Emergency: 121.600

1. GENERAL**1.1. ATIS**

ATIS 118.025

1.2. NOISE ABATEMENT PROCEDURES**1.2.1. GENERAL**

The following procedures apply to jet ACFT and may at any time be departed from to the extent necessary for avoiding immediate danger. Every operator of ACFT using the APT shall ensure at all times that ACFT are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the APT.

1.2.2. PREFERENTIAL RWY SYSTEM

ACFT will use RWY 14 for landing and RWY 32 for take-off whenever this is possible having regard to wind, cloud base, approach aid limitations and ACFT performance and requirements. In the event of marginal conditions the RWY to be used is at the ACFT commander's discretion. However, violation of the selective RWY procedure cannot be acceptable for expedite reasons and it is regretted that inconvenience in taxiing distances and/or airborne routing must be accepted in the interest of reducing ACFT noise intrusion on the local environment.

1.2.3. NIGHT FLYING RESTRICTIONS

The APT company is subject to planning requirements imposed during the night time period (2300-0700LT). Such ACFT movements are only permitted by approval from one of the following authorities:

- Operations Director 0113-391 3202
- Airside Operations Duty Officer 0113-391 3231

Movements in the night time period by ACFT failing to meet the imposed conditions will only be permissible under the following circumstances:

- delayed landings up to 0100LT by ACFT scheduled to land between 0700-2300LT;
- in emergency cases (immediate danger to life or health, whether human or animal).

1.2.4. FANSTOP PROCEDURES

Simulated asymmetric 'go-arounds' for RWY 14 must be initiated at or above 990'.

Simulated engine-out maneuvers from RWY 14 are not permitted on departure.

1.2.5. RUN-UP TESTS

Ground running of ACFT engines is not permitted between 2300-0700LT and is subject to ATC permission at all other times.

1.3. LOW VISIBILITY PROCEDURES (LVP)**1.3.1. GENERAL**

During CAT II/III operations, special ATC procedures (LVPs) will be applied.

Pilots will be informed when these procedures are in operation via RTF and ATIS.

CAT II/III holding positions are B, D1, F1, L1 and N1 only, amber/green coded TWY centerline lights are switched on for routing guidance.

ACFT on Stands 7 thru 18L/R will normally taxi through holding positions C and D3.

Pilots must request marshaller assistance, wingtip guidance or Follow-me car if it is considered necessary, prior to start-up or after landing before entering the apron.

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24 NOV 17

10-1P1

LEEDS BRADFORD, UK
AIRPORT BRIEFING

1. GENERAL

1.3.2. USE OF RWYs

RWYs 14 and 32 suitable for EVS operations and Lower than Standard CAT I operations.

RWY 32 suitable for Other than Standard CAT II operations.

1.3.3. ARRIVAL

After completing landing run await or request taxi clearance prior to vacating the RWY or backtracking.

Entry to the main apron will be via yellow/green centerline routing guidance to B, C or D3.

ACFT will not report RWY vacated until they have entered the TWY and the ACFT is established on the full green coded centerline lights.

Pilots must not report vacated whilst they are on the portion of TWY showing mixed amber/green lights.

TWYs F, M and G not available in VIS of 800m or less.

1.4. TAXI PROCEDURES

TWY A West of C MAX wingspan 118'/36m.

TWY A between C and D3 MAX wingspan 147'/45m and MAX wheelspan 30'/9.1m.

TWY A East of D3 wingspan 118'/36m.

ACFT with wingspan between 148'/45m and 170'/52m using stand 8 must enter and exit TWY A via Link C.

TWY D MAX wingspan 200'/61m.

TWY F South of junction with TWY G MAX wingspan 61'/18.5m.

TWY N between N3 and N4 MAX wingspan 136'/41.5m.

Between TWY F and TWY G MAX wingspan 61'/18.5m.

TWYs F, G and M not available at NIGHT.

The marked centerline turning circle for wide-bodied ACFT using the RWY 32 turning pad may only be achieved using up to 52° of nose wheel steering.

Additionally, there is no straight section of the centerline parallel to RWY centerline before commencement of the 180° turn onto the RWY centerline.

Pilots are reminded not to cross red stopbars unless a specific instruction to cross a lit stopbar is given by ATC.

1.5. PARKING INFORMATION

Stands 3 and 5 thru 21C are marked for nose-in guidance with marshaller apart from Stands 7 and 8 which have electronic guidance (APIS).

1.6. OTHER INFORMATION

1.6.1. GENERAL

There is a 328'/100m area of the RWY that provides a forward sight distance of less than 3937'/1200m (for an eye height of 10'/3m above the RWY surface) located in the area of the TDZ 32.

1.6.2. WARNINGS

Bird activity.

Pilots are advised to expect windshear and turbulence when the surface wind is between 190° and 280° above 20 KT. Some variations to reported wind readings may also occur.

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10-1P2

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AIRPORT BRIEFING

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

2.1.1. GENERAL

Unless otherwise instructed by ATC ACFT using the ILS in IMC or VMC shall not descend below 2000' before intercepting the GS nor thereafter fly below it. ACFT approaching without ILS or Radar assistance shall follow a descent path which will not result in its being at any time lower than approach path which would be followed by an ACFT using the ILS GS.

2.1.2. REVERSE THRUST

To minimize disturbance in areas adjacent to the APT, captains are requested to avoid/reduce the use of reverse thrust after landing, consistent with safe operation of the ACFT, whenever possible.

2.2. CAT II/III OPERATIONS

RWY 32 approved for CAT II/III operations, special aircrew and ACFT certification required.

3.1. START-UP & PUSH-BACK PROCEDURES

- ATC Clearance should be requested before start-up but not before EOBT -15 minutes.
- LEEDS Delivery is responsible for passing ATC clearance to ACFT prior to start-up only.
- Push-back and start instructions may contain reference to an adjacent stand or defined point on a TWY. The term 'long push' may also be used together with a location definition.
- The push-back instruction will normally include a direction to face as East, West or South.
- Where two ACFT up to B737/A320 size request simultaneous push-back, on the main apron stands 1 thru 18, in the same direction at least one stand must separate the ACFT prior to push.
- ACFT on stands 16 and 17 can only be issued with a non-standard push-back to face West.
- ACFT on stands 17 and 18 may be offered a straight push-back into the neck of N4 holding point.

3.2. NOISE ABATEMENT PROCEDURES**3.2.1. GENERAL****RWY 14:**

After take-off maintain RWY heading to ILBF 2 DME before setting course (or ILF 2 DME when RWY 32 is being used for landing traffic).

RWY 32:

Climb straight ahead, at 1190' or ILF 0.5 DME, whichever is later, turn LEFT, 313° track, at ILF 2.1 DME reduce to minimum safe power settings and turn LEFT to make good a track of 274°. Maintain this track until ILF 3.5 DME before setting course.

Turbo-prop:

After take-off make good a track of 313° and at 2.1 DME turn onto course.

These routings are compatible with normal ATC practice. In individual cases they may be varied away to operational circumstances. The use of the Noise Preferential Routings specified above is supplementary to the noise abatement take-off techniques as used by piston-engined, turbo-prop and turbo-jet ACFT.

3.2.2. TARGET NOISE LEVELS

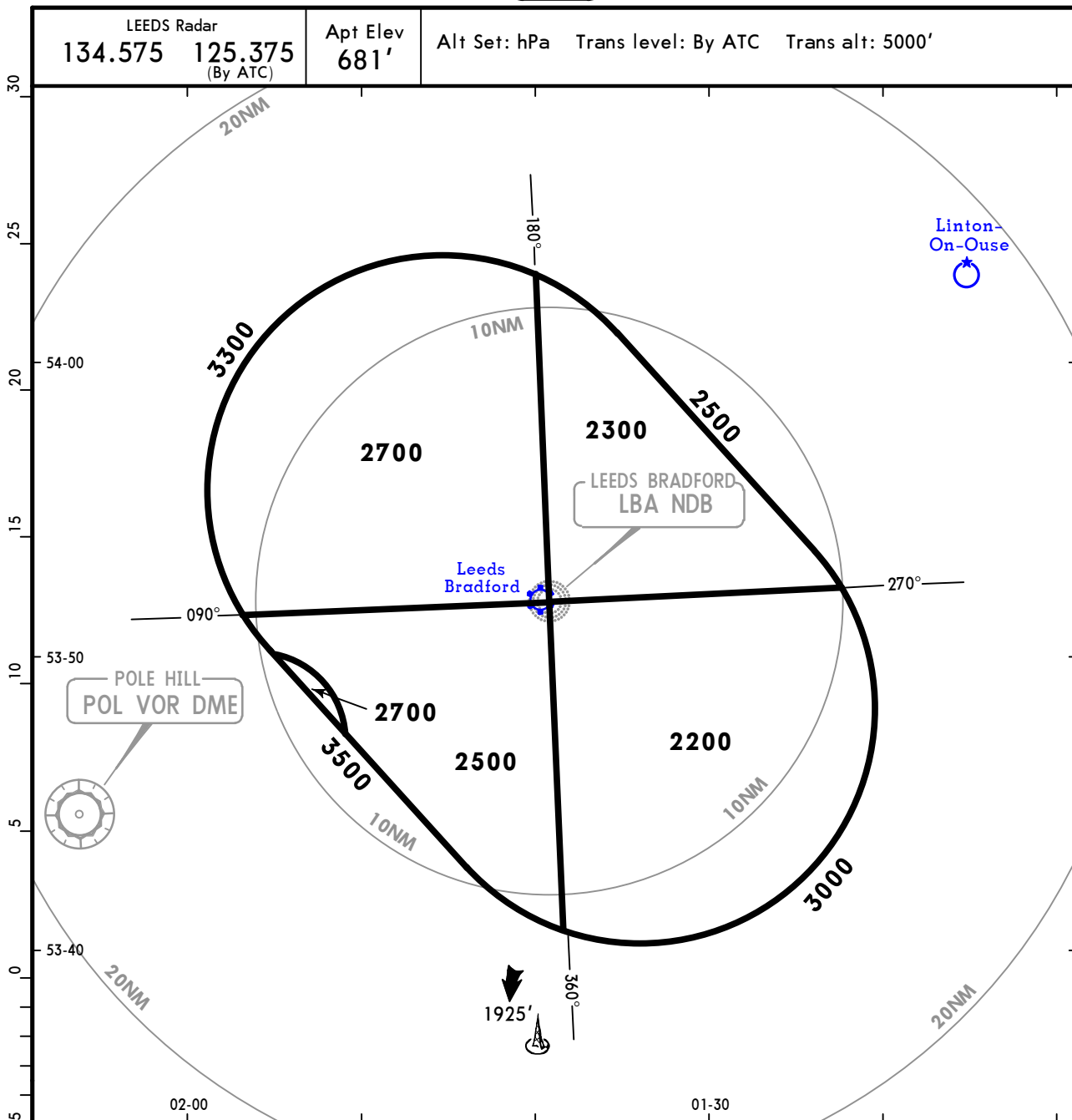
All ACFT (excluding supersonic and military jet ACFT) shall be operated in such a way that at the monitoring point they will not generate a noise level:

- after take-off from RWY 32 more than 85 db (A) between 0700-2300LT or 77 db (A) between 2300-0700LT;
- after take-off from RWY 14 more than 92 db (A) between 0700-2300LT or 84 db (A) between 2300-0700LT;
- on approach to RWY 32 more than 85 db (A) between 0700-2300LT or 79 db (A) between 2300-0700LT.

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RADAR MINIMUM ALTITUDES



OUTSIDE THE DESIGNATED RADAR MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the radar controller will be either the Minimum Sector Altitude or 1000' above any fixed obstacles:

- within 5 NM ① of the aircraft and
- within the sector 15 NM ② ahead of and within 20° either side of the aircraft's track.

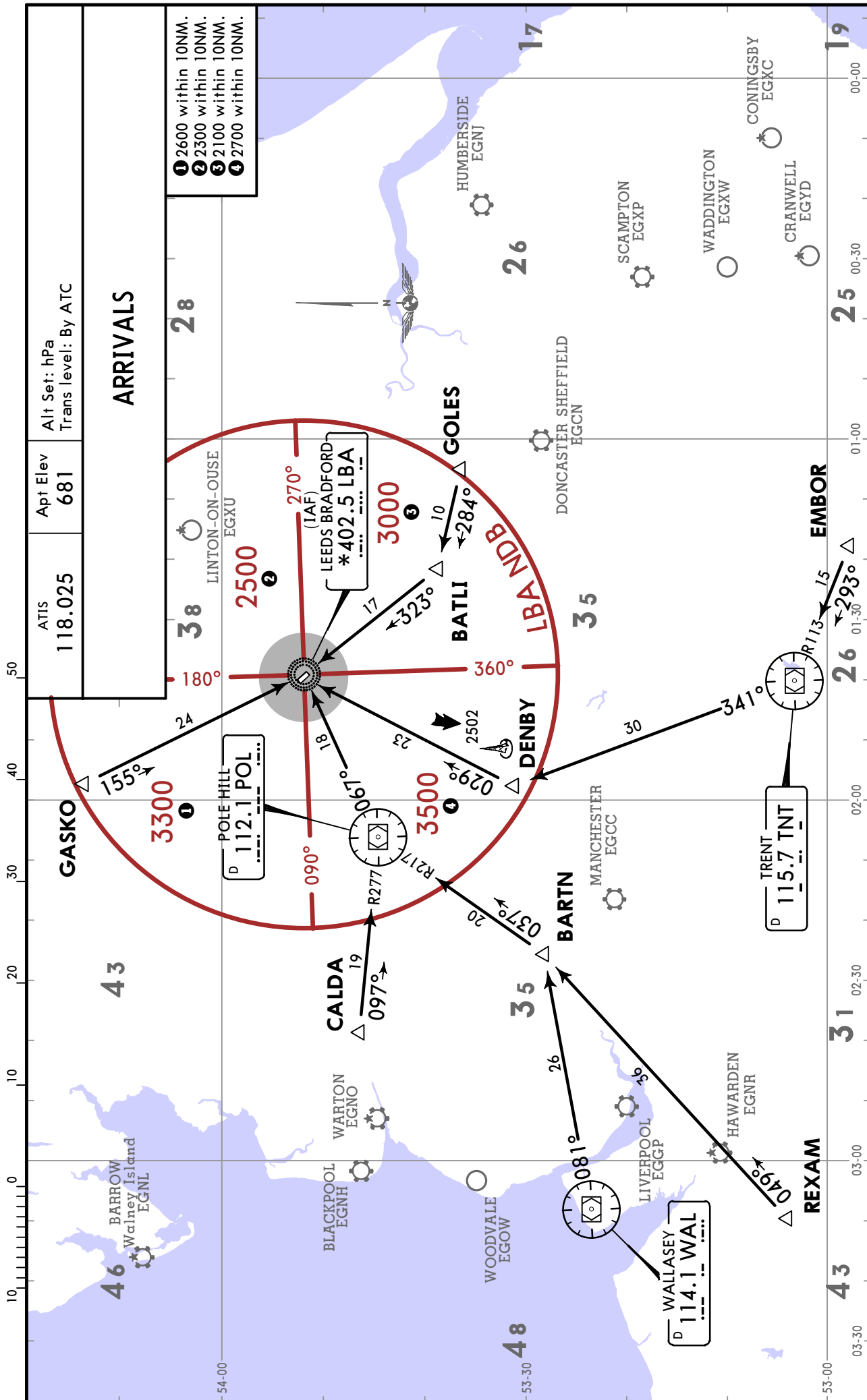
3 NM ① or 10 NM ② when the aircraft is within 15 NM of the radar antennae.

PROCEDURE	LOSS OF COMMUNICATION PROCEDURE
INITIAL APPROACH	Continue visually or by means of an appropriate approved final approach aid. If not possible, proceed at 3000', or at last assigned level if higher, to LBA.
INTERMEDIATE AND FINAL APPROACH	Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to LBA.

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ARRIVAL

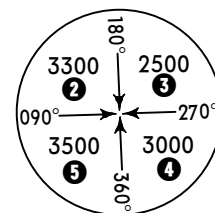


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SID

Apt Elev 681
Trans alt: 5000
1. At first contact with LEEDS Radar or SCOTTISH Control report c/s, SID designator, current altitude and cleared altitude.
2. SIDs include noise preferential routes.
3. Enroute cruising levels will be allocated by SCOTTISH Control.
4. Do not climb above SID level until instructed by ATC.
5. EXPECT first CPDLC data link authority to be EGTG.

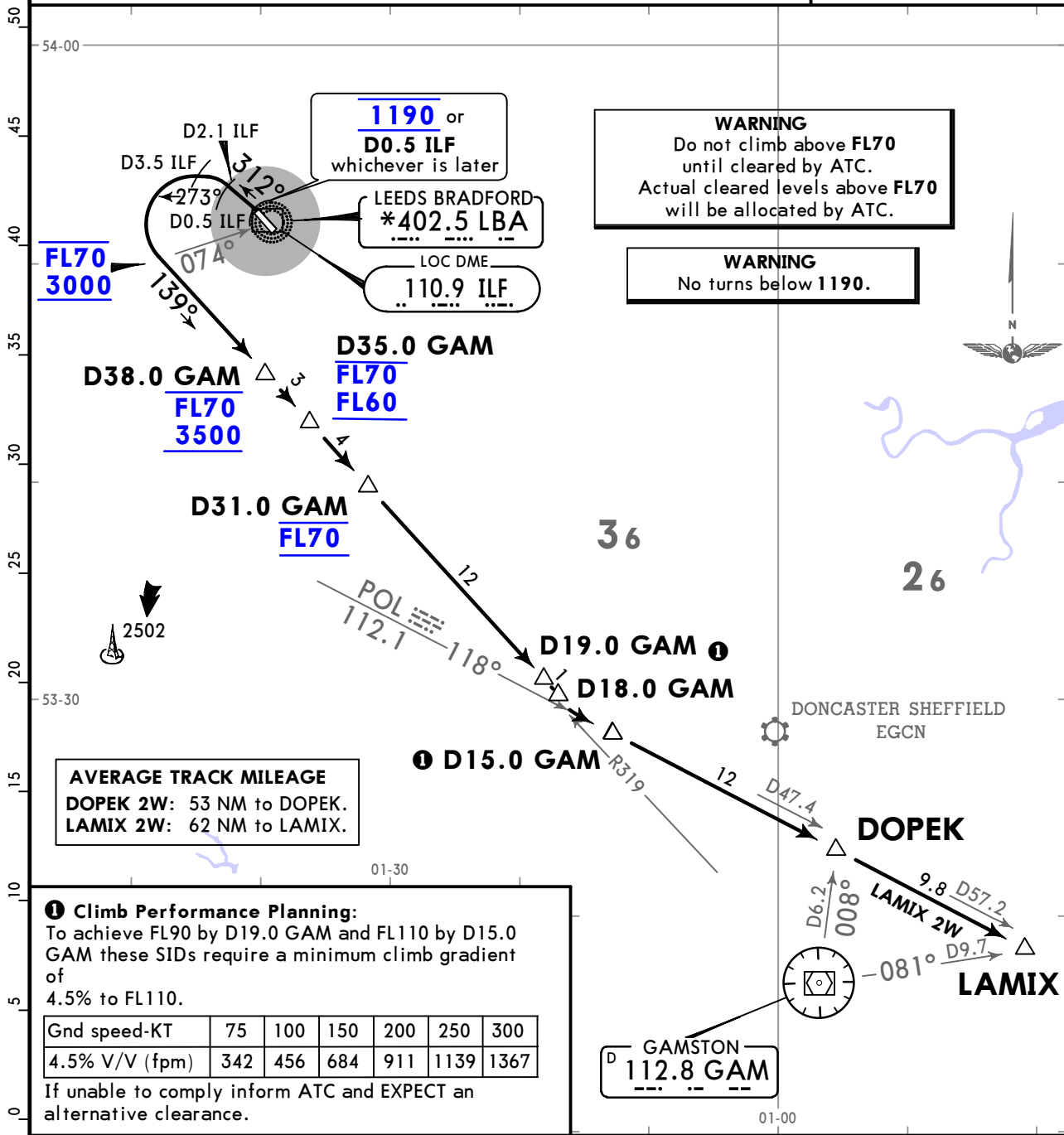


MSA
LBA NDB

- ② 2600 within 10NM.
- ③ 2300 within 10NM.
- ④ 2100 within 10NM.
- ⑤ 2700 within 10NM.

DOPEK 2W [DOPE2W]
LAMIX 2W [LAMI2W]
RWY 32 DEPARTURES

**SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED**



AVERAGE TRACK MILEAGE
DOPEK 2W: 53 NM to DOPEK.
LAMIX 2W: 62 NM to LAMIX.

① Climb Performance Planning:
To achieve FL90 by D19.0 GAM and FL110 by D15.0 GAM these SIDs require a minimum climb gradient of 4.5% to FL110.

Gnd speed-KT	75	100	150	200	250	300
4.5% V/V (fpm)	342	456	684	911	1139	1367

If unable to comply inform ATC and EXPECT an alternative clearance.

INITIAL CLIMB/ALTITUDE

Climb straight ahead to 1190 or D0.5 ILF, whichever is later, turn LEFT, 312° track, at D2.1 ILF turn LEFT, 273° track, at D3.5 ILF turn LEFT, cross 074° bearing to LBA at or above 3000 (MAX FL70), intercept GAM R319 inbound, cross D38.0 GAM at or above 3500 (MAX FL70), cross D35.0 GAM at or above FL60 (MAX FL70), D31.0 GAM at FL70, to D18.0 GAM.

SID	ROUTING
DOPEK 2W	At D18.0 GAM turn LEFT, intercept POL R118 to DOPEK.
LAMIX 2W	At D18.0 GAM turn LEFT, intercept POL R118 via DOPEK to LAMIX.

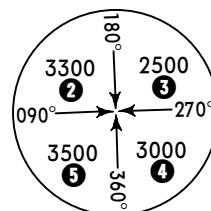
EGNM/LBA LEEDS BRADFORD

14 JUL 17 **10-3A**

LEEDS BRADFORD, UK
SID

Apt Elev
681

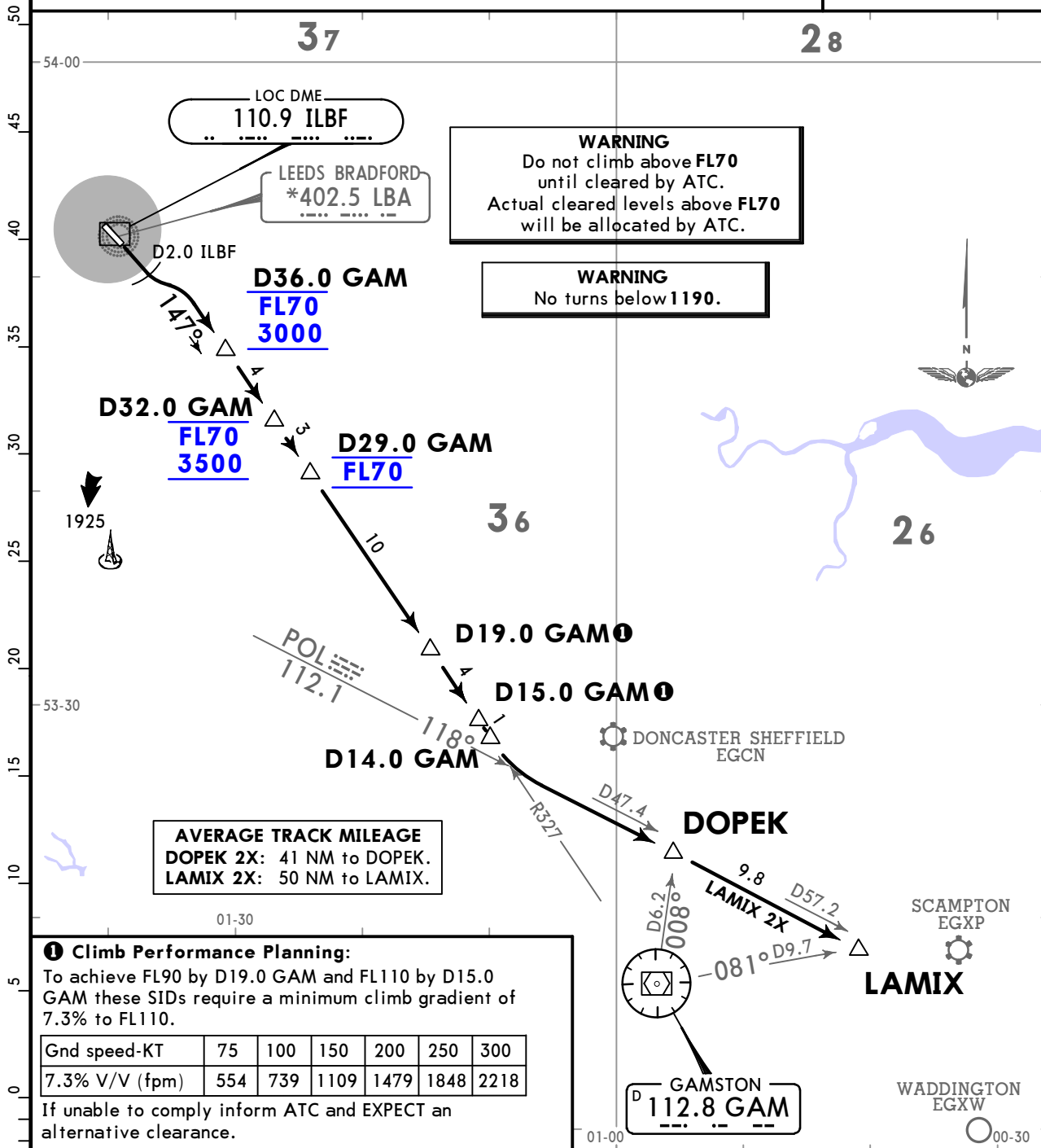
- Trans alt: 5000
1. At first contact with LEEDS Radar or SCOTTISH Control report c/s, SID designator, current altitude and cleared altitude.
 2. SIDs include noise preferential routes.
 3. Enroute cruising levels will be allocated by SCOTTISH Control.
 4. Do not climb above SID level until instructed by ATC.
 5. EXPECT first CPDLC data link authority to be EGTG.



- ② 2600 within 10NM.
- ③ 2300 within 10NM.
- ④ 2100 within 10NM.
- ⑤ 2700 within 10NM.

DOPEK 2X [DOPE2X]
LAMIX 2X [LAMI2X]
RWY 14 DEPARTURES

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



INITIAL CLIMB/ALTITUDE

Climb straight ahead to D2.0 ILBF, intercept GAM R327 inbound, cross D36.0 GAM at or above 3000 (MAX FL70), D32.0 GAM at or above 3500 (MAX FL70), D29.0 GAM at FL70, to D14.0 GAM.

SID	ROUTING
DOPEK 2X	At D14.0 GAM turn LEFT, intercept POL R118 to DOPEK.
LAMIX 2X	At D14.0 GAM turn LEFT, intercept POL R118 via DOPEK to LAMIX.

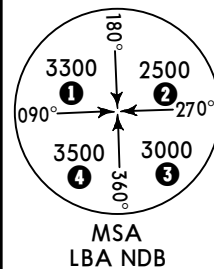
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10 FEB 17 **10-3B**

LEEDS BRADFORD, UK
SID

Apt Elev
681

- Trans alt: 5000
1. At first contact with LEEDS Radar or SCOTTISH Control report C/S, SID designator, current altitude and cleared altitude.
 2. SIDs include noise preferential routes.
 3. Enroute cruising levels will be allocated by SCOTTISH Control.
 4. Do not climb above SID level until instructed by ATC.
 5. EXPECT first CPDLC data link authority when routed
Northbound - N-601, P-18 to be EGPX,
Southbound - L-612, N-862 via P-17, L-8 via P-18, M-605 to be EGTT,
Westbound - Y-70, L-10 to be EGPX.
 6. Climb performance planning: If unable to maintain climb gradients to achieve FL70 by NELSA inform ATC and EXPECT alternative clearance.



NELSA 3W [NELS3W]
RWY 32 DEPARTURE

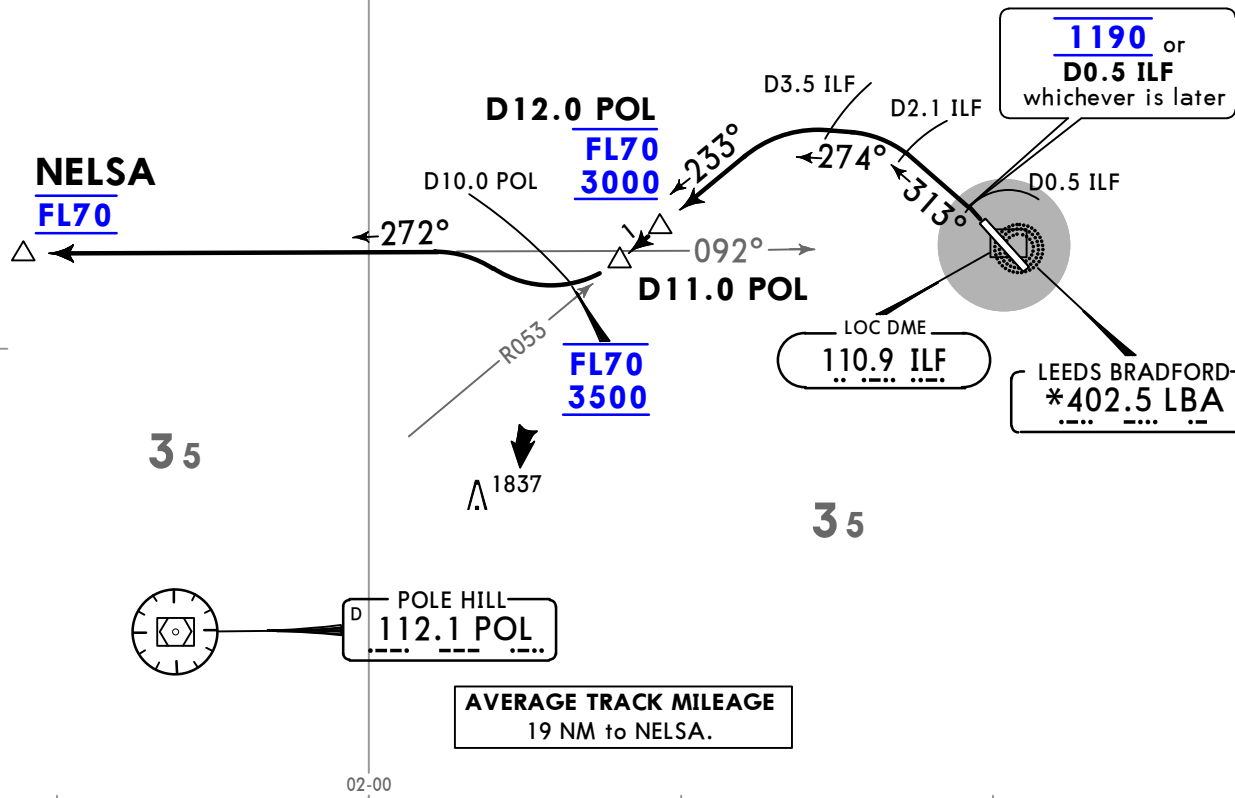
SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

WARNING
Do not climb above **FL70**
until cleared ATC.

WARNING
No turns below **1190**.

- ① 2600 within 10NM.
- ② 2300 within 10NM.
- ③ 2100 within 10NM.
- ④ 2700 within 10NM.

54-00
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
At NELSA take up a **RIGHT** hand hold at FL70 for 3 minutes, thereafter follow standard communication failure procedure.
▲ S W W O C I S O T ▲ S W W O C I S O T ▲ S W W O C I S O T ▲ S W W O C I S O T



INITIAL CLIMB/ROUTING/ALTITUDE

Climb straight ahead to 1190 or D0.5 ILF, whichever is later, turn **LEFT**, 313° track, at D2.1 ILF turn **LEFT**, 274° track, at D3.5 ILF turn **LEFT**, intercept POL R053 inbound, cross D12.0 POL at or above 3000 (MAX FL70), to D11.0 POL, turn **RIGHT**, cross D10.0 POL at or above 3500 (MAX FL70), intercept 272° bearing from LBA, to NELSA at FL70.

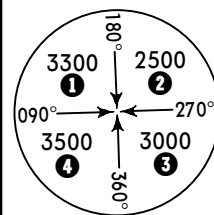
EGNM/LBA
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10 FEB 17 **(10-3C)**

LEEDS BRADFORD, UK
SID

Apt Elev
681

- Trans alt: 5000
1. At first contact with LEEDS Radar or SCOTTISH Control report C/S, SID designator, current altitude and cleared altitude.
 2. SIDs include noise preferential routes.
 3. Enroute cruising levels will be allocated by SCOTTISH Control.
 4. Do not climb above SID level until instructed by ATC.
 5. EXPECT first CPDLC data link authority when routed
Northbound - N-601, P-18 to be EGPX,
Southbound - L-612, N-862 via P-17, L-8 via P-18, M-605 to be EGTT,
Westbound - Y-70, L-10 to be EGPX.
 6. Climb performance planning: If unable to maintain climb gradients to achieve FL70 by POL inform ATC and EXPECT alternative clearance.

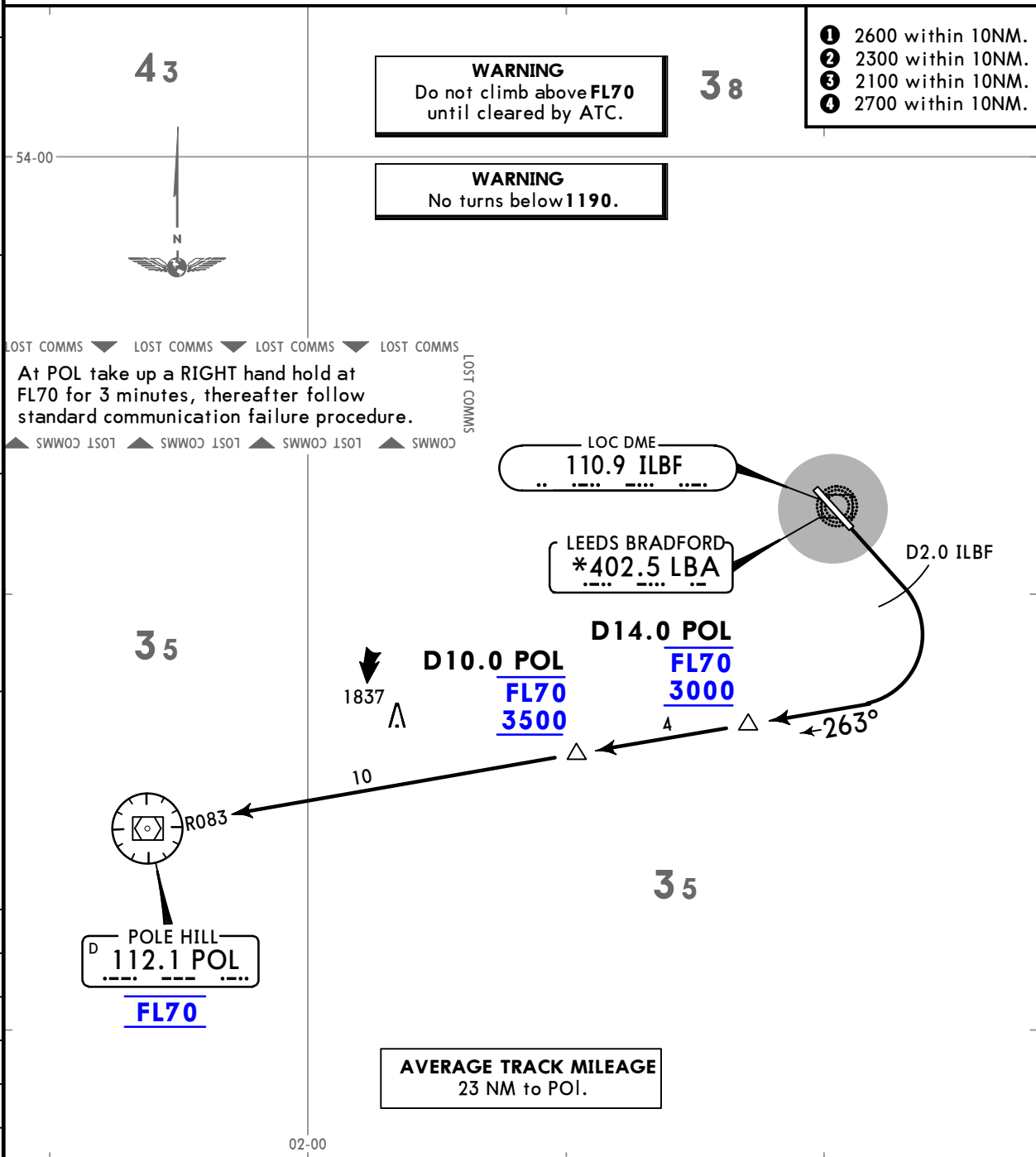


MSA
LBA NDB

POL 2X
RWY 14 DEPARTURE

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED

25
20
15
10
5
0
5



- ① 2600 within 10NM.
- ② 2300 within 10NM.
- ③ 2100 within 10NM.
- ④ 2700 within 10NM.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS

At POL take up a RIGHT hand hold at FL70 for 3 minutes, thereafter follow standard communication failure procedure.

▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC

INITIAL CLIMB/ROUTING/ALTITUDE

Climb straight ahead to D2.0 ILBF, turn RIGHT, intercept POL R083 inbound, cross D14.0 POL at or above 3000 (MAX FL70), D10.0 POL at or above 3500 (MAX FL70), to POL at FL70.

EGNM/LBA

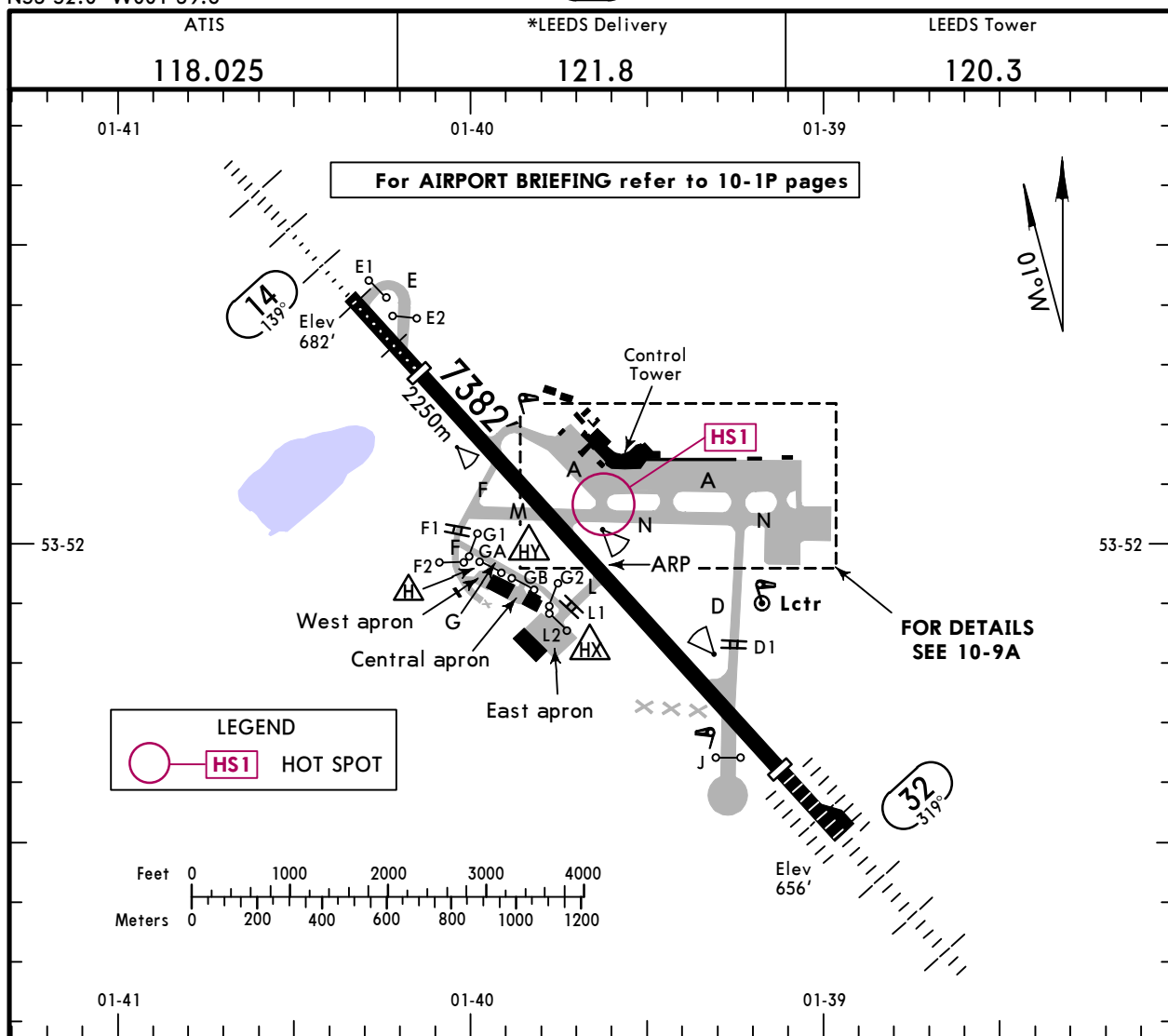
Apt Elev **681'**
N53 52.0 W001 39.6

JEPPesen

15 SEP 17 **(10-9)**

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ADDITIONAL RUNWAY INFORMATION

RWY	HIRL CL (15m) HIALS PAPI-R (3.5°)	RVR	USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Glide Slope		
14 ① 32	HIRL CL (15m) HIALS-II TDZ PAPI-L (3.0°)	RVR	5912' 1802m	5001' 1524m	②	151' 46m
			6286' 1916m	5314' 1620m		

HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS1 Pilots are to ensure that they have clearance to enter TWY N before crossing holding point B.

① Runway grooved.

② TAKE-OFF RUN AVAILABLE

RWY 14

From rwy head	6932' (2113m)
abeam E2	6342' (1933m)
displ thresh	5912' (1802m)
twy A int	4948' (1508m)
twy F int	4701' (1433m)
twy M int	4104' (1251m)
twy L int	3159' (963m)

RWY 32

From rwy head	7185' (2190m)
displ thresh	6286' (1916m)
twy D int	5338' (1627m)
twy L int	3668' (1118m)

Standard

TAKE-OFF

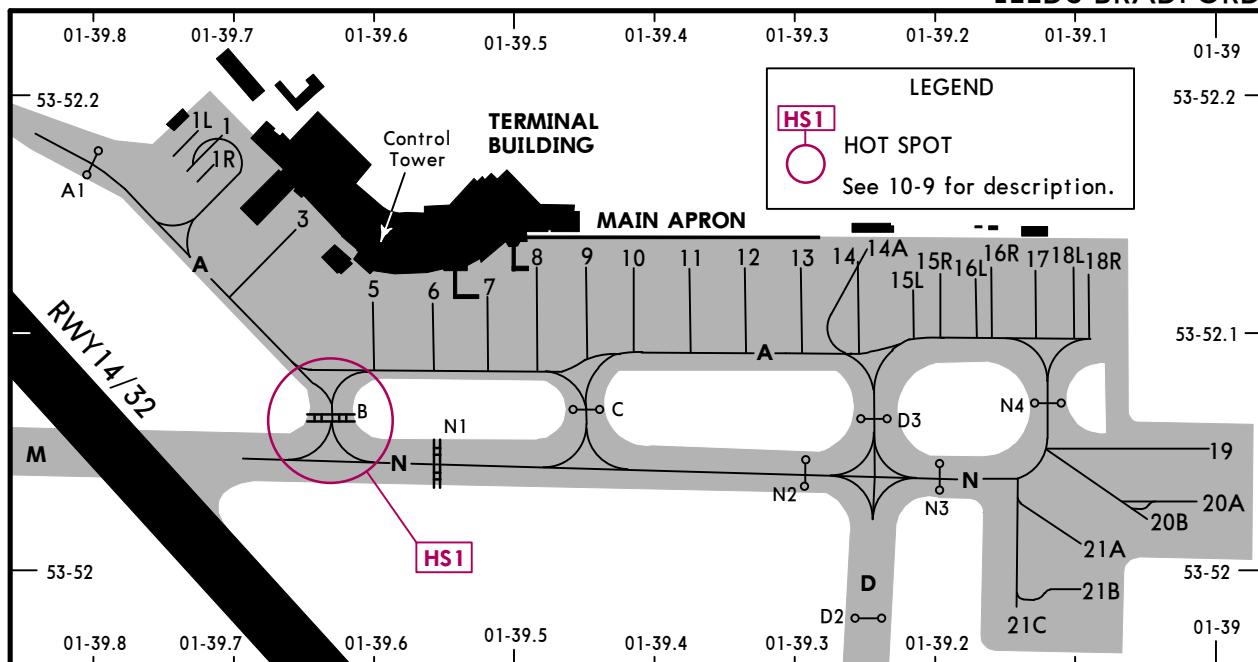
	Low Visibility Take-off			Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
	① HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL			
A						
B	TDZ, MID, RO	TDZ, MID, RO		RVR 300m	400m	500m
C	RVR 125m	RVR 150m	RVR 200m			
D						

① RWY 32: RVR 75m with approved guidance system or HUD/HUDLS.

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15 SEP 17 (10-9A)

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INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1L, 1R, 1, 3	N53 52.2 W001 39.7	17 thru 18R	N53 52.1 W001 39.1
5, 6	N53 52.1 W001 39.6	19	N53 52.1 W001 39.0
7 thru 9	N53 52.1 W001 39.5	20A	N53 52.0 W001 39.0
10, 11	N53 52.1 W001 39.4	20B thru 21B	N53 52.0 W001 39.1
12, 13	N53 52.1 W001 39.3	21C	N53 52.0 W001 39.2
14 thru 16R	N53 52.1 W001 39.2		

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JAA COPTER MINIMUMS
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 LEEDS BRADFORD

STRAIGHT-IN RWY	DA(H) / MDA(H)	RVR (ALS/ALS out)
14	ILS 874' (200')	500m / 1000m
	LOC 1190' (516')	1000m / 1000m
	NDB ① 1190' (516')	1000m / 1000m
	NDB ② 1860' (1186')	1000m / 1000m
	SRA 1460' (786')	1000m / 1000m
32	CAT 2 ILS 762' (100')	RA 104' - 300m
	ILS 862' (200')	500m / 1000m
	LOC 970' (308')	800m / 1000m
	NDB ① 1050' (388')	800m / 1000m
	NDB ② 1100' (438')	800m / 1000m
	SRA 1360' (698')	1000m / 1000m

① With DME.

② W/o DME.

CIRCLE-TO-LAND	MDA(H)	VIS
	1320' (639') ③	1000m

③ After NDB 14 (w/o DME): 1860' (1179').

TAKE-OFF RWY 14, 32

LVP must be in Force ④				
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ⑤	800m

④ Without LVP 400m are stipulated.

⑤ Or rejected take-off distance whichever is the greater.

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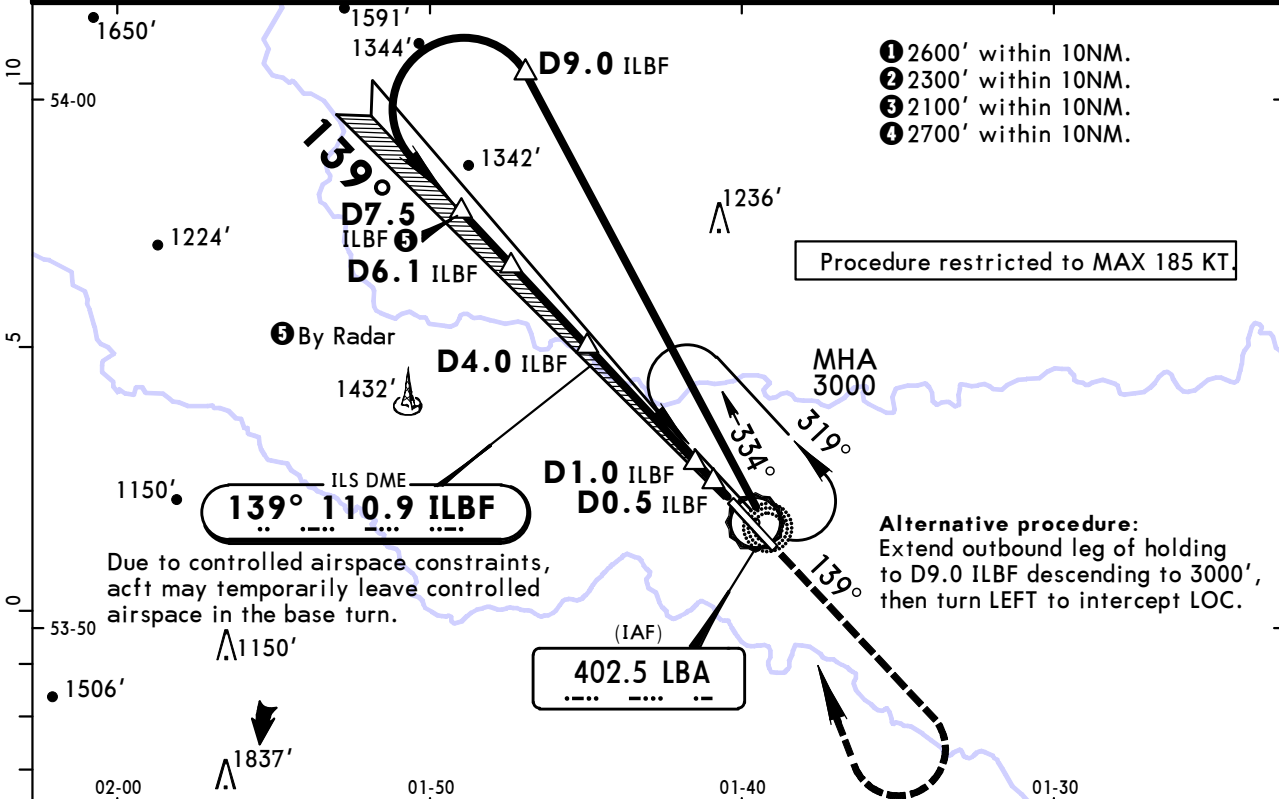
JEPPESSEN CAT C & D
24 MAR 17 **(11-1)** ILS DME Z or LOC DME Z Rwy 14

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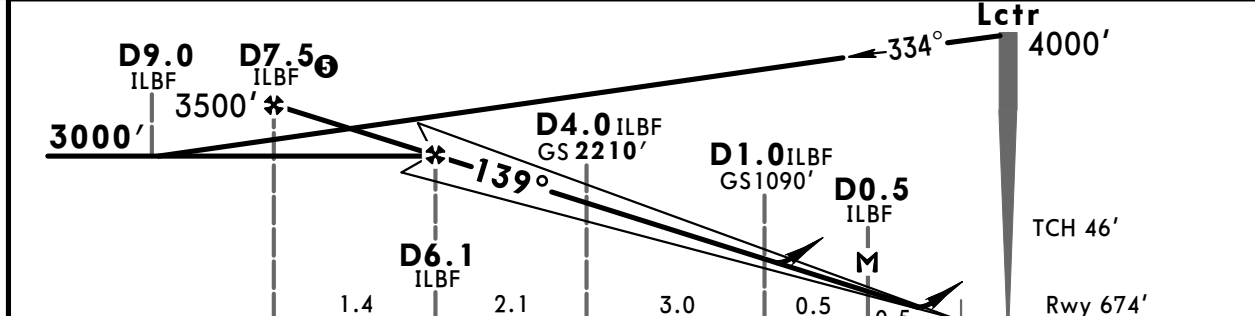
ATIS 118.025		LEEDS Approach (R) 134.575		LEEDS Tower 120.3		<p>MSA LBA NDB</p>
LOC ILBF 110.9	Final Apch Crs 139°	GS D4.0 ILBF 2210' (1536')	ILS DA(H) 874' (200')	Apt Elev 681' Rwy 674'		
<p>MISSED APCH: Climb STRAIGHT AHEAD to 2000', then climbing turn RIGHT and return to Lctr at 3000'.</p>						

Alt Set: hPa Rwy Elev: 24 hPa Trans level: By ATC Trans alt: 5000'

1. ILS DME reads zero at rwy 14 thresh. 2. Minimum altitude to commence procedure 3000'.
WARNINGS: 3. Pilots are warned that the ILS GS may not give full scale fly-up outside 4° right of LOC course. 4. Possible GPWS Operational Nuisance activation at 2NM from touchdown. 5. ATC may warn of possible localiser fluctuations due to preceding acft turning on the rwy.



LOC (GS out)	ILBF DME	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	3320'	2950'	2580'	2210'	1840'	1460'



Gnd speed-Kts	70	90	100	120	140	160	
ILS GS or LOC Descent Angle	3.50°	434	557	619	743	867	
MAP at D5.0 ILBF							

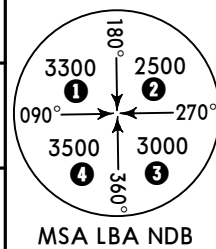
Standard STRAIGHT-IN LANDING RWY 14						CIRCLE-TO-LAND			
LTS CAT I			ILS CAT I			LOC (GS out) CDFA		Max Kts	
DA(H) 874' (200')			DA(MDA(H)) 1190' (516')			DA/MDA(H) 1190' (516')			
FULL	CL out	ALS out	FULL	ALS out	ALS out	MDA(H) _____ VIS _____			
A	NOT APPLICABLE			NOT APPLICABLE			A	NOT APPLICABLE	
B	NOT APPLICABLE			NOT APPLICABLE			B	NOT APPLICABLE	
C	RVR 400m	RVR 450m	RVR 750m	RVR 550m ■	RVR 1200m	RVR 1600m	180	1420' (739')	2400m
D	RVR 400m	RVR 450m	RVR 750m	RVR 550m ■	RVR 1200m	RVR 1600m	205	1610' (929')	3600m

EGNM/LBA
LEEDS BRADFORD

JEPPESEN CAT A & B
24 MAR 17 **(11-2)**

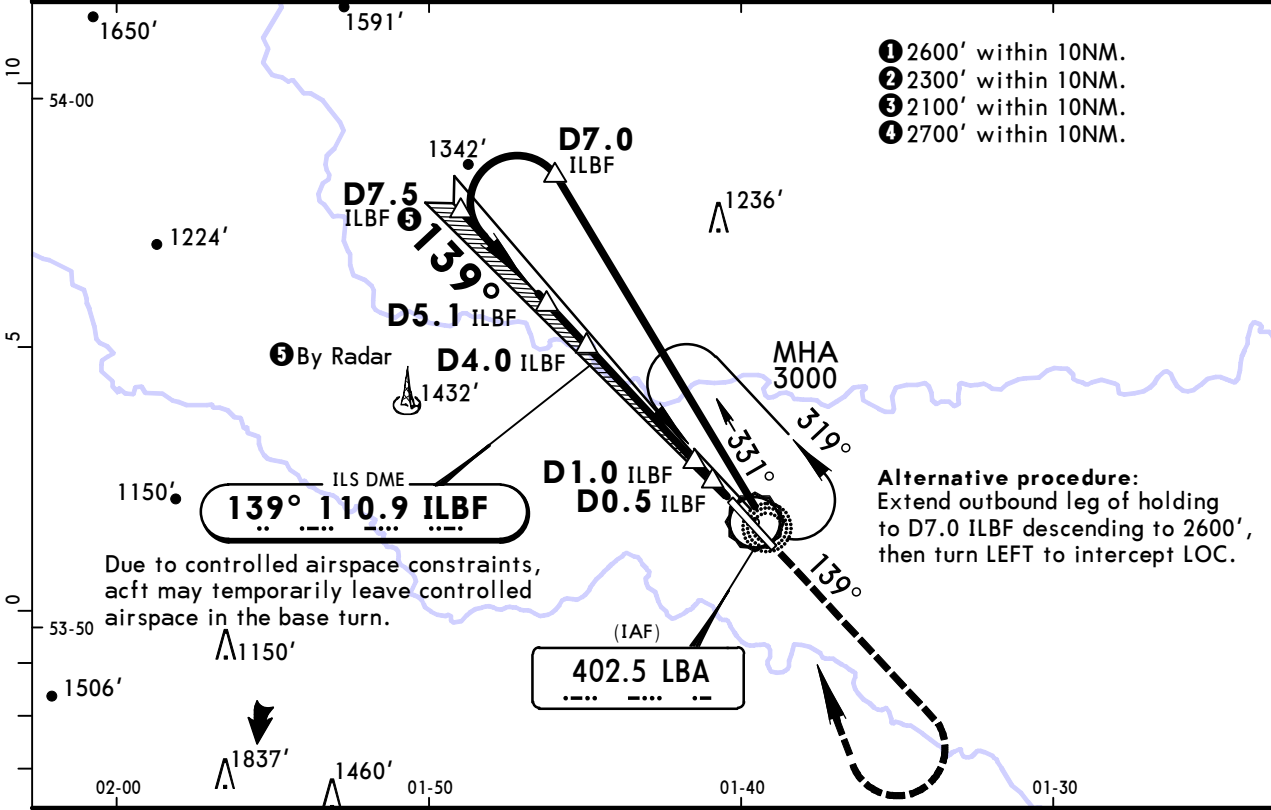
LEEDS BRADFORD, UK
ILS DME Y or LOC DME Y Rwy 14

ATIS 118.025		LEEDS Approach (R) 134.575		LEEDS Tower 120.3	
LOC ILBF 110.9	Final Apch Crs 139°	GS D4.0 ILBF 2210' (1536')	ILS DA(H) 874' (200')	Apt Elev 681' Rwy 674'	

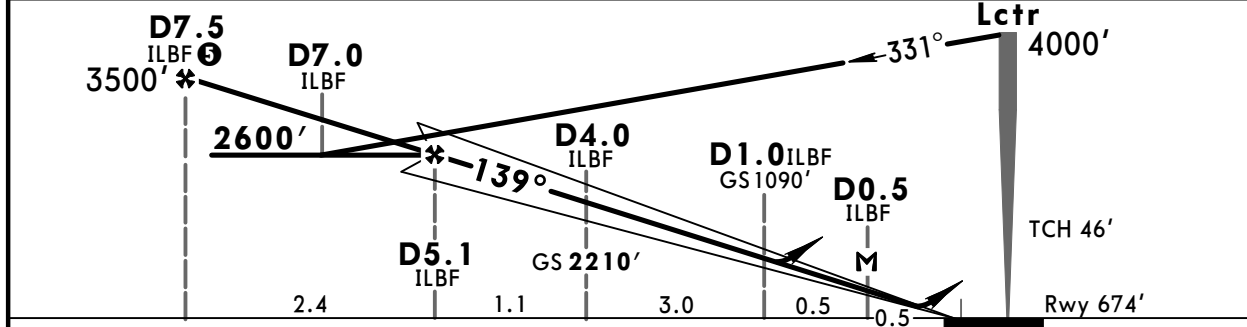


MISSED APCH: Climb STRAIGHT AHEAD to 2000', then climbing turn RIGHT and return to Lctr at 3000'.

Alt Set: hPa Rwy Elev: 24 hPa Trans level: By ATC Trans alt: 5000'
 1. ILS DME reads zero at rwy 14 thresh. 2. Minimum altitude to commence procedure 3000'.
WARNINGS: 3. Pilots are warned that the ILS GS may not give full scale fly-up outside 4° right of LOC course. 4. Possible GPWS Operational Nuisance activation at 2NM from touchdown. 5. ATC may warn of possible localiser fluctuations due to preceding acft turning on the rwy.



LOC (GS out)	ILBF DME	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	3320'	2950'	2580'	2210'	1840'	1460'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 2000'
ILS GS or LOC Descent Angle	3.50°	434	557	619	743	867	
MAP at D0.5 ILBF							

Standard					STRAIGHT-IN LANDING RWY 14			CIRCLE-TO-LAND		
LTS CAT I		CAT I		LOC (GS out) CDFA						
DA(H) 874' (200')		DA(MDA(H) 1190' (516')								
FULL	CL out	ALS out	FULL	ALS out	ALS out			Max Kts	MDA(H)	VIS
A	RVR 400m	RVR 450m	RVR 550m	RVR 1200m	RVR 1500m			100	1320' (639')	1500m
B								135	1320' (639')	1600m
C	NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE			C	NOT APPLICABLE	
D	NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE			D	NOT APPLICABLE	

W/o HUD/AP/FD: RVR 750m

CHANGES: Warning note added.

EGNM/LBA LEEDS BRADFORD

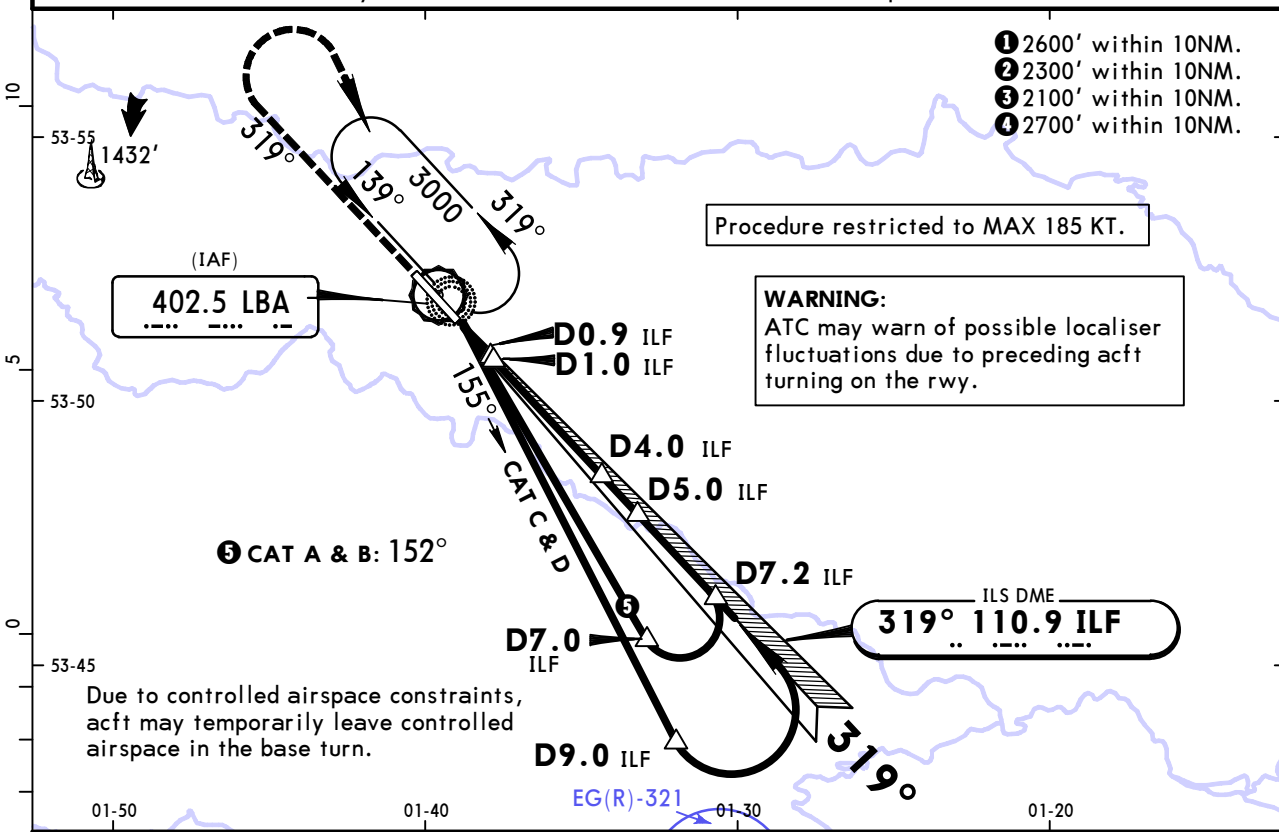


LEEDS BRADFORD, UK

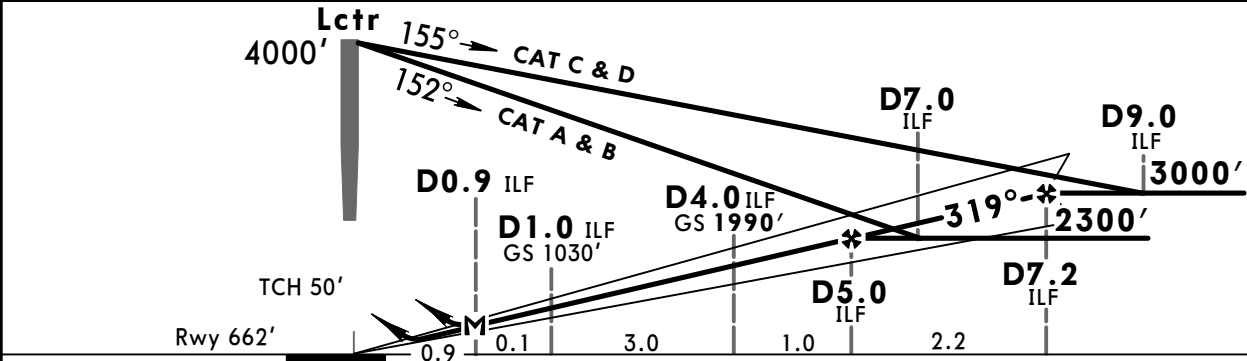
24 MAR 17 **(11-3)** NDB ILS DME or NDB LOC DME Rwy 32

ATIS 118.025		LEEDS Approach (R) 134.575		LEEDS Tower 120.3		<p>MSA LBA NDB</p>
LOC ILF 110.9	Final Apch Crs 319°	GS D4.0 ILF 1990' (1328')	ILS DA(H) Refer to Minimums	Apt Elev 681'	Rwy 662'	
MISSED APCH: Climb STRAIGHT AHEAD to 2000', then climbing turn RIGHT and return to Lctr at 3000'.						

Alt Set: hPa Rwy Elev: 24 hPa Trans level: By ATC Trans alt: 5000'
 1. ILS DME reads zero at rwy 32 thresh. 2. Minimum altitude to commence procedure 3000'.



LOC (GS out)	ILF DME ALTITUDE	1.0	2.0	3.0	4.0	5.0	6.0
		1030'	1350'	1670'	1990'	2310'	2620'



Gnd speed-Kts	70	90	100	120	140	160	<p>HIALS-II PAPI</p> <p>2000'</p>	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743		849
MAP at D0.9 ILF								

PANS OPS	STRAIGHT-IN LANDING RWY 32						LOC (GS out) CDFA		CIRCLE-TO-LAND	
	LTS CAT I			CAT I			DA/MDA(H) 970'(308')			
	DA(H) ABC: 862'(200')			D: 872'(210')						
	FULL	TDZ & CL out	ALS out	FULL	TDZ or CL out	ALS out	ALS out	Max Kts	MDA(H)	VIS
A							100	1320' (639')	1500m	
B	RVR 400m	RVR 450m	RVR 750m	RVR 550m	RVR 550m I	RVR 1200m	RVR 750m	135	1320' (639')	1600m
C								180	1420' (739')	2400m
D								205	1610' (929')	3600m

I W/o HUD/AP/FD: RVR 750m

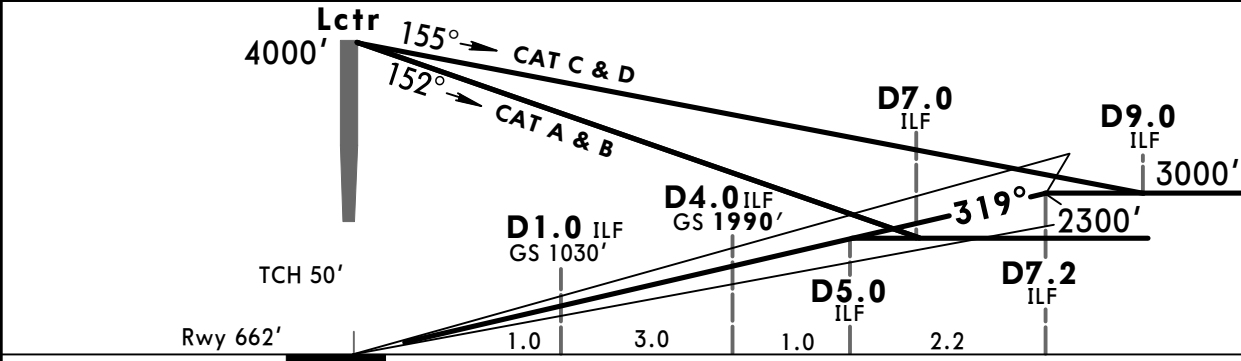
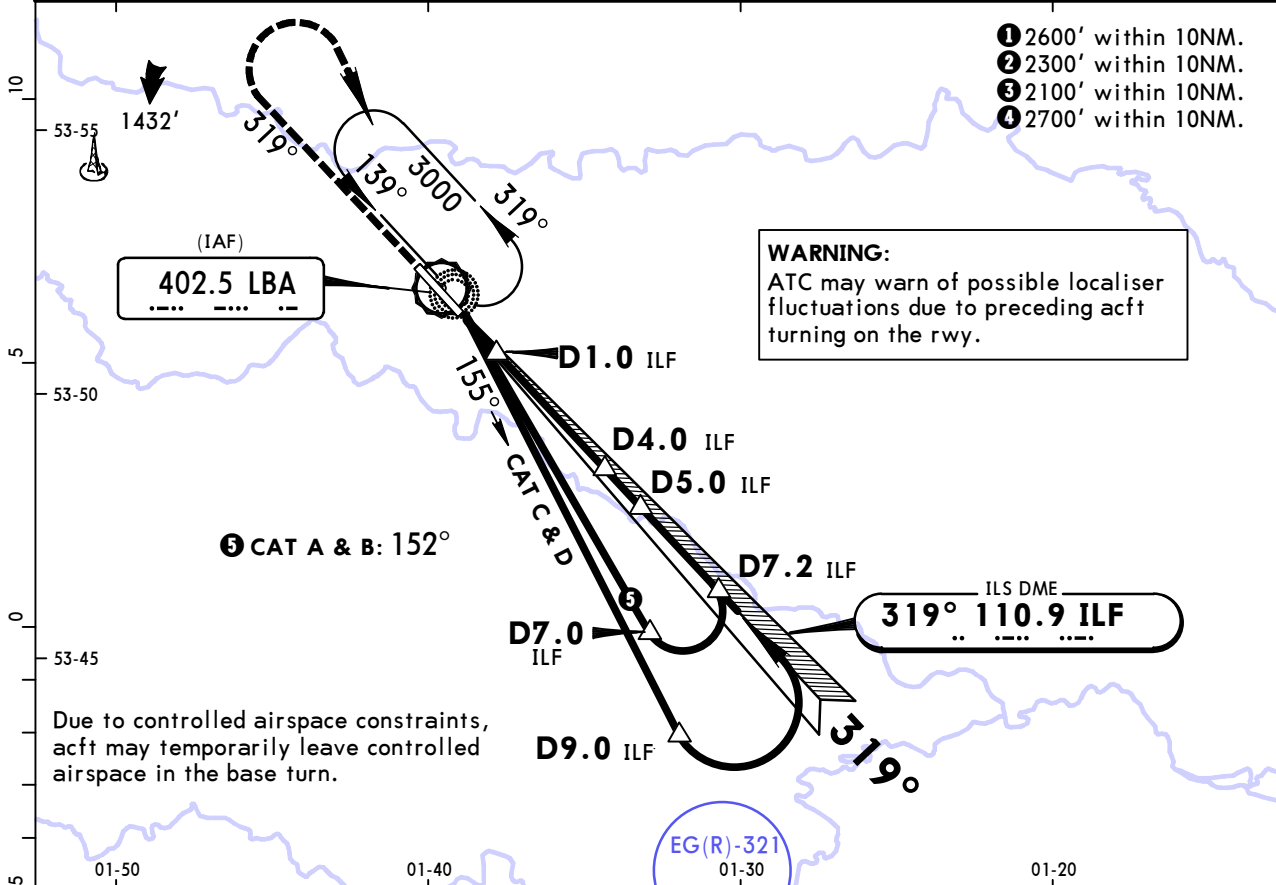
EGNM/LBA LEEDS BRADFORD

24 MAR 17 **11-3A** CAT II/III NDB ILS DME Rwy 32

LEEDS BRADFORD, UK

ATIS 118.025		LEEDS Approach (R) 134.575		LEEDS Tower 120.3		<p>MSA LBA NDB</p>
LOC ILF 110.9	Final Apch Crs 319°	GS D4.0 ILF 1990' (1328')	CAT II & IIIA ILS Refer to Minimums		Apt Elev 681' Rwy 662'	
<p>MISSED APCH: Climb STRAIGHT AHEAD to 2000', then climbing turn RIGHT and return to Lctr at 3000'.</p>						

Alt Set: hPa Rwy Elev: 24 hPa Trans level: By ATC Trans alt: 5000'
 1. Special Aircrew & Aircraft Certification Required. 2. ILS DME reads zero at rwy 32 thresh.
 3. Minimum altitude to commence procedure 3000'. 4. Procedure restricted to MAX 185 KT.



Gnd speed-Kts	70	90	100	120	140	160		2000' ↑	
GS	3.00°	372	478	531	637	743			849

STRAIGHT-IN LANDING RWY 32						
CAT IIIA ILS ① DH 50' RVR 200m	ABC RA 104' DA(H) 762' (100') OTS CL out			CAT II ILS D RA 110' DA(H) 767' (105') OTS CL out		
	RVR 300m	RVR 350m	RVR 450m	RVR 300m	RVR 400m	RVR 450m

① CAT IIIB: Mim RVR 75m.

CHANGES: Warning note added.

EGNM/LBA LEEDS BRADFORD



LEEDS BRADFORD, UK

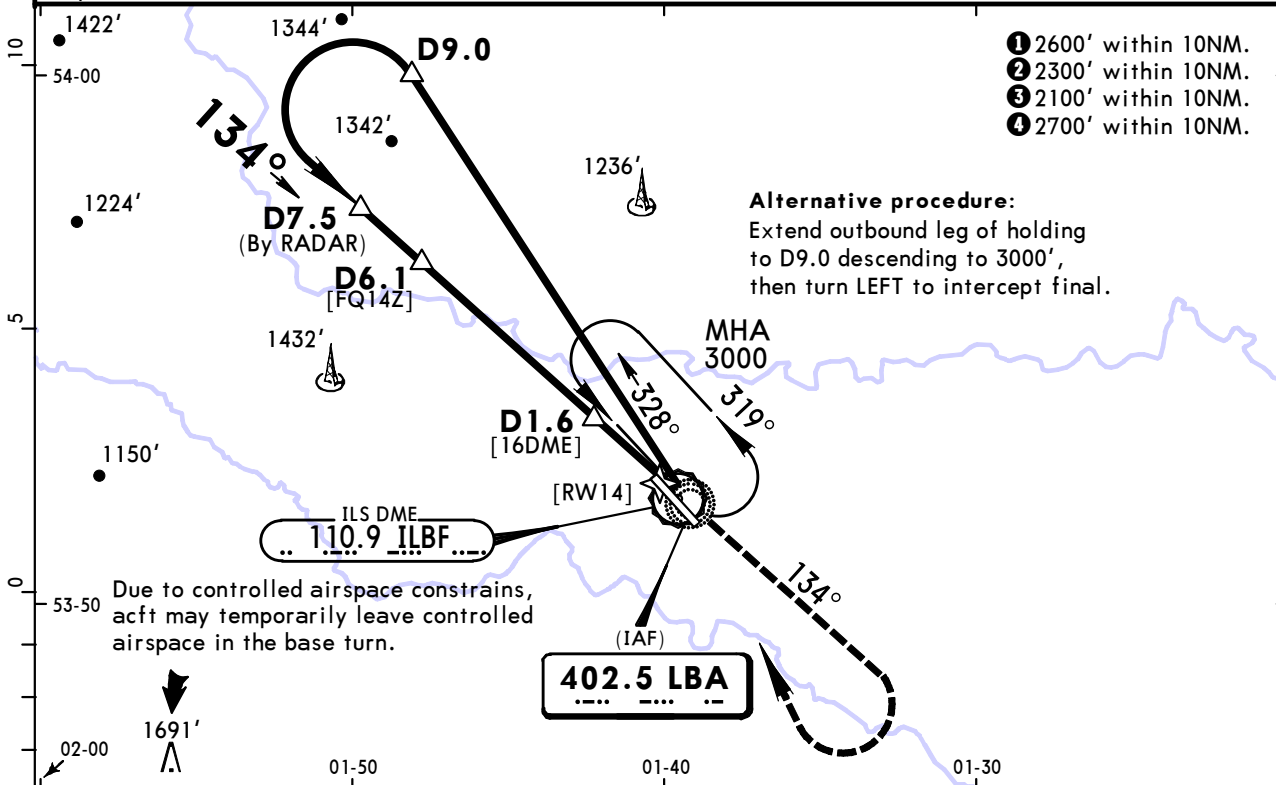
24 FEB 17 (16-1)

CAT C & D

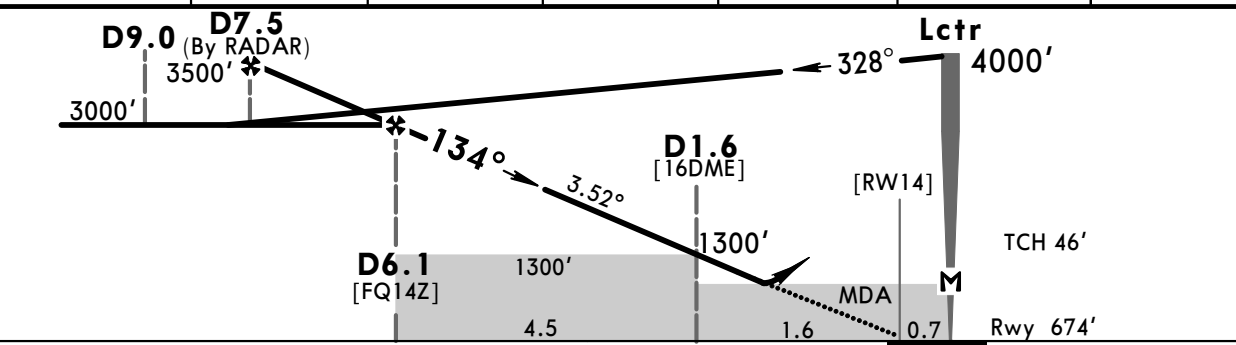
NDB DME Z Rwy 14

ATIS 118.025		LEEDS Approach (R) 134.575		LEEDS Tower 120.3		<p>MSA LBA NDB</p>
Lctr LBA 402.5	Final Apch Crs 134°	Procedure Alt D6.1 3000' (2326')	DA/MDA(H) 1190' (516')	Apt Elev 681' Rwy 674'		
MISSED APCH: Climb STRAIGHT AHEAD to 2000', then climbing turn RIGHT and return to Lctr at 3000'.						

Alt Set: hPa Rwy Elev: 24 hPa Trans level: By ATC Trans alt: 5000'
 1. DME reads zero at rwy 14 thresh. 2. Minimum altitude to commence procedure 3000'. 3. Final approach track offset 5° from runway centerline. 4. **WARNING:** Possible ground proximity warning system "Operational Nuisance" activation at 2NM from touchdown. 5. Procedure restricted to MAX 185 KT.



ILBF DME	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3340'	2960'	2590'	2220'	1840'	1470'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.52°	436	561	623	748	872	997
MAP at Lctr						

HIALS
PAPI
2000'

PANS OPS	Standard		STRAIGHT-IN LANDING RWY 14		CIRCLE-TO-LAND	
	CDFA					
	DA/MDA(H) 1190' (516')					
	ALS out				Max Kts	MDA(H) _____ VIS _____
	A	NOT APPLICABLE				A
B	NOT APPLICABLE				B	NOT APPLICABLE
C	RVR1600m		CMV2400m		180	1420' (739') 2400m
D	RVR1600m		CMV2400m		205	1610' (929') 3600m

EGNM/LBA LEEDS BRADFORD



LEEDS BRADFORD, UK

24 FEB 17 (16-2)

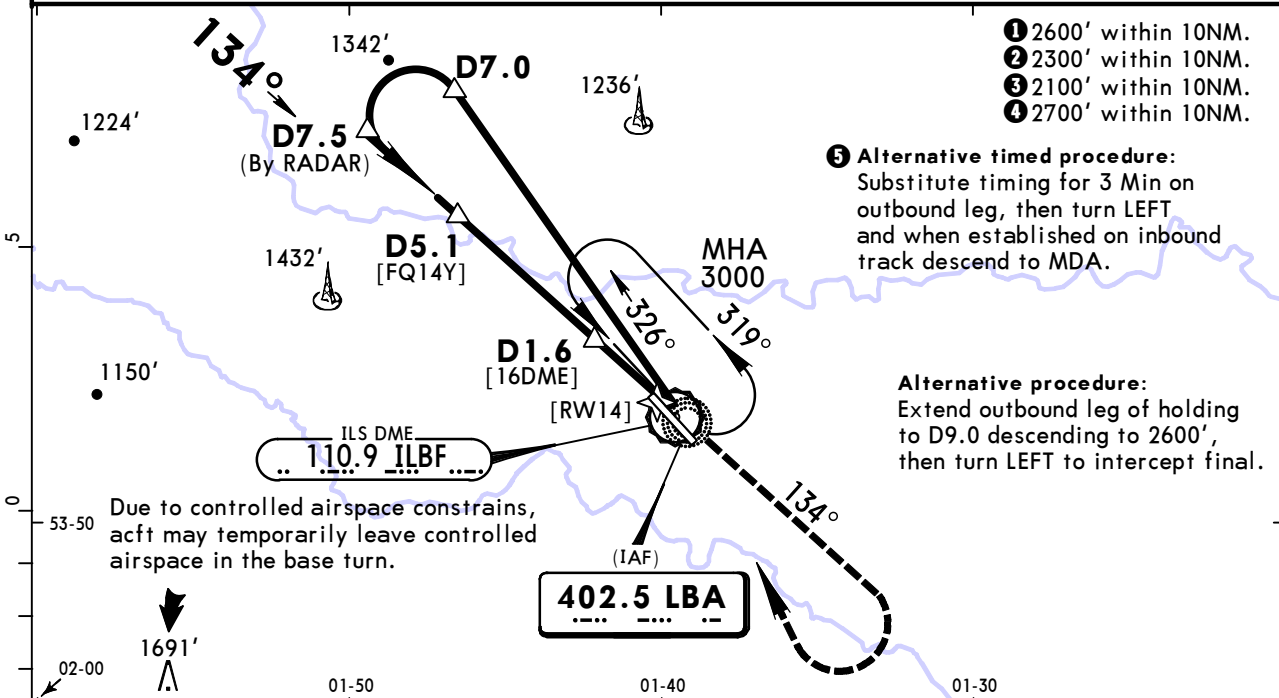
CAT A & B

NDB DME Y Rwy 14

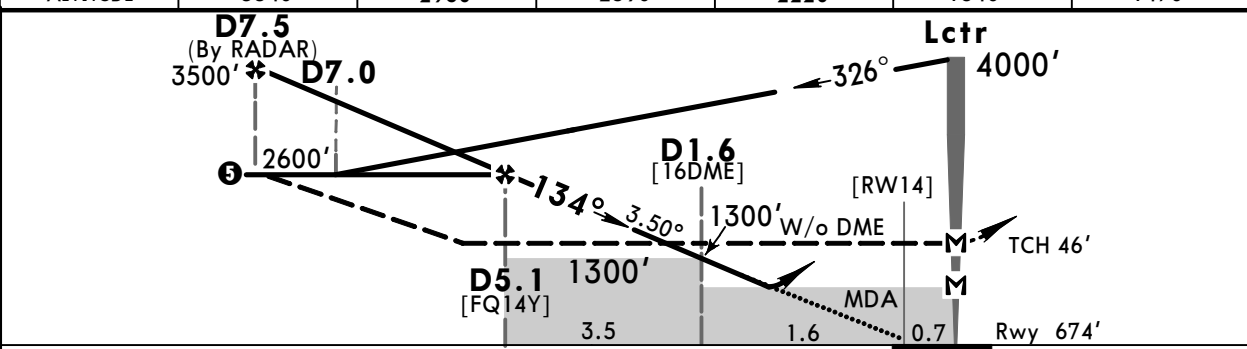
ATIS 118.025		LEEDS Approach (R) 134.575		LEEDS Tower 120.3		<p>MSA LBA NDB</p>
Lctr LBA 402.5	Final Apch Crs 134°	With DME Procedure Alt D5.1 2600' (1926')	With DME DA/MDA(H) 1190' (516')	Apt Elev 681' Rwy 674'		
		W/o DME Minimum Alt No FAF	W/o DME DA/MDA(H) 1860' (1186')			

MISSED APCH: Climb STRAIGHT AHEAD to 2000', then climbing turn RIGHT and return to Lctr at 3000'.

Alt Set: hPa Rwy Elev: 24 hPa Trans level: By ATC Trans alt: 5000'
 1. DME reads zero at rwy 14 thresh. 2. Minimum altitude to commence procedure 3000'. 3. Final approach track offset 5° from runway centerline. 4. **WARNING:** Possible ground proximity warning system "Operational Nuisance" activation at 2NM from touchdown.



ILBF DME	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3340'	2960'	2590'	2220'	1840'	1470'



Gnd speed-Kts	70	90	100	120	140	160		2000'
Descent Angle	3.50°	434	557	619	743	867		

Standard STRAIGHT-IN LANDING RWY 14				CIRCLE-TO-LAND			
With DME CDFA DA/MDA(H) 1190' (516')		W/o DME CDFA DA/MDA(H) 1860' (1186')		non-CDFA MDA(H) 1860' (1186')			
ALS out		ALS out		ALS out			
A	RVR 1500m	RVR 1500m	CMV 4800m	CMV 5000m	Max Kts	MDA(H) 1320' (639')	VIS 1500m 1 1600m 2
B	RVR 1500m	RVR 1500m	CMV 4800m	CMV 5000m	135	MDA(H) 1320' (639')	VIS 1600m 1 1600m 2
C	NOT APPLICABLE				C	NOT APPLICABLE	
D	NOT APPLICABLE				D	NOT APPLICABLE	

1 After proc W/o DME: MDA(H) 1870' (1189'). 2 After non-CDFA proc VIS 5000m.
 CHANGES: Apch frequency. Procedure NDB Z&Y separated. Bearings. © JEPPesen, 2000, 2017. ALL RIGHTS RESERVED.

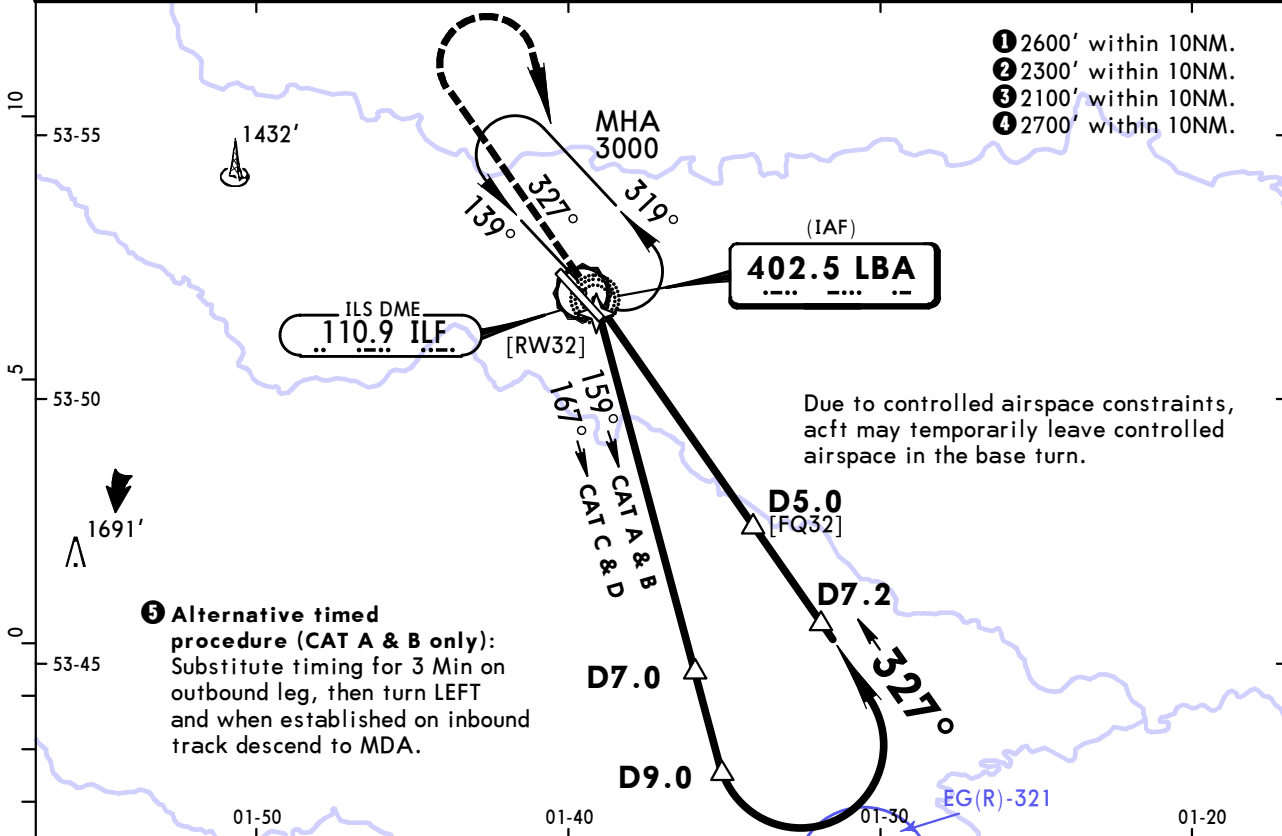
EGNM/LBA LEEDS BRADFORD

JEPPESSEN
24 FEB 17 **(16-3)**

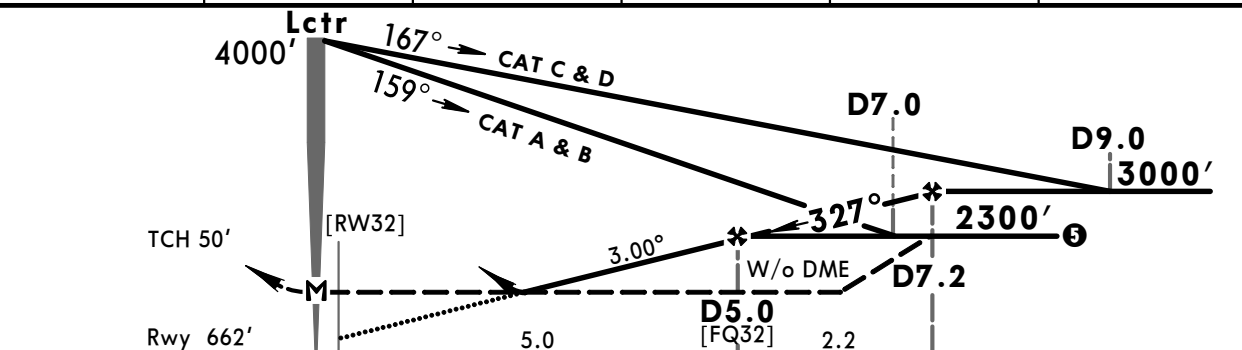
LEEDS BRADFORD, UK NDB DME Rwy 32

ATIS 118.025		LEEDS Approach (R) 134.575		LEEDS Tower 120.3		<p>MSA LBA NDB</p>
Lctr LBA 402.5	Final Apch Crs 327°	Minimum Alt (CONDITIONAL) Refer to Profile	DA/MDA(H) (CONDITIONAL) 1050' (388')	Apt Elev 681' Rwy 662'		
MISSED APCH: Climb STRAIGHT AHEAD to 2000', then climbing turn RIGHT and return to Lctr at 3000'.						

Alt Set: hPa Rwy Elev: 24 hPa Trans level: By ATC Trans alt: 5000'
 1. DME reads zero at rwy 32 thresh. 2. Minimum altitude to commence proc 3000'. 3. Final apch track offset 8° from rwy centerline. 4. Procedure restricted to MAX 210 KT.



ILF DME	2.0	3.0	4.0	5.0	6.0
ALTITUDE	1350'	1670'	1990'	2300'	2620'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849

HIALS-II
PAPI
2000'

MAP at Lctr Standard						CIRCLE-TO-LAND	
STRAIGHT-IN LANDING RWY 32			W/o DME				
With DME CDFA		CDFA		non-CDFA			
DA/MDA(H) 1050' (388')		DA/MDA(H) 1100' (438')		MDA(H) 1100' (438')			
ALS out		ALS out		ALS out		Max Kts	
A	RVR 1500m	RVR 1300m	RVR 1500m	RVR 1500m	CMV 2200m	100	1320' (639') 1500m 1
B	RVR 1100m					135	1320' (639') 1600m 1
C	RVR 1800m	NOT APPLICABLE				180	1420' (739') 2400m
D						205	1610' (929') 3600m

1 After non-CDFA proc VIS 2200m.

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EGNM

Chart Change Notices for Country GBR

Type: Gen Tmnl

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

The following Take-off minima according to Commission Regulation No. 965/2012 (EASA Air Operations Regulation) are applicable for Low Visibility Take-off Operations within the UK FIR for CAT ABCD aircraft: 1. With RL and RCLM during day or with RL or CL during night: RVR 300m 2. With RL and CL: RVR 200m 3. With RL and CL and TDZ, MID and RO RVR: RVR 150m 4. With HIRL and CL and TDZ, MID and RO RVR: RVR 125m 5. On CAT III RWYs with approved guidance system or HUD/HUDLS: RVR 75m