

EGBE — COVENTRY**EGBE AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

EGBE — COVENTRY

EGBE AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 522211N Long: 0012847W Mid point of Runway 05/23.
2	Direction and distance from city	3 nm SSE of Coventry.
3	Elevation / Reference temperature	267 ft / 21 C
4	Geoid undulation at AD ELEV PSN	160 FT
5	Magnetic Variation/ Annual Change	1.82°W (2013) / 0.15°
6	AD Administration, address, telephone, telefax, AFS, e-mail address, website address	COVENTRY AIRPORT LTD Post: Siskin Parkway West, Coventry Airport South, Coventry CV3 4PB. Phone: 02476-308600 (Administration) Phone: 02476-308638 (ATC) Phone: 02476-308601 (Handling) Fax: 02476-308658 (Administration) Fax: 02476-308639 (ATC) Fax: 02476-516404 (Handling)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGBE AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	Winter: Mon-Fri 0700-0200 (following day, strictly PPR after 0100); Sat, Sun and PH 0900-1900. Summer: Mon-Fri 0600-0100 (following day, strictly PPR after 2359) ; Sat, Sun and PH 0800-1800.
2	Customs and Immigration	On request.
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	Air Traffic Service	See item AD 2.18.
8	Fuelling	As AD hours.
9	Handling	Coventry Airport Handling Dept: As AD hours.
10	Security	
11	De-icing	As AD hours.
12	Remarks	Pilots are advised that no aerodrome services will be available after aerodrome closure time and the runway lighting will be switched off. Pilots of aircraft planning to depart Coventry within 15 minutes of the aerodrome closure time are required to include a take-off alternate airport in the remarks section of their flight plan.

EGBE AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Full. Specialist equipment (eg. crane) available by arrangement with Coventry Airport Handling Dept. Nearest railway siding, Coventry 2.7 miles.
2	Fuel and oil types	AVTUR JET A-1 AVGAS 100LL W80, S100, 20/50.
3	Fuelling facilities/capacity	AVTUR JET A-1 - 2 bowzers, total storage 85,000 lt. Overground tanks 160,000 lt total storage. AVGAS 100LL - Fixed pump on West Apron. Bowser service. Storage 45,000 lt.
4	De-icing facilities	Through Coventry Airport Jet Centre/Airport Handling.
5	Hangar space for visiting aircraft	Available on request from aerodrome administration.
6	Repair facilities for visiting aircraft	Yes.

EGBE AD 2.4 HANDLING SERVICES AND FACILITIES (continued)

7	Remarks	<p>Oxygen and related servicing by arrangement. To assist with aircraft parking planning, compulsory handling and PPR is required for all non-based aircraft with a maximum AUW of 3000 kg and above. Operators are to request PPR and aircraft handling through the following handling agents:</p> <p>Coventry Airport Executive Jet Centre/Airport Handling: Tel: 02476-308601 Fax: 02476-516404 e-mail: handling@coventryairport.co.uk</p> <p>London Helicopter Centre: Tel: 0845-356 3007 Fax: 0845-351 0992</p> <p>Aerotech Aircraft Maintenance, Tel: 02476-306888.</p> <p>General Aviation (West Apron) - Commercial Operations/FBO.</p>
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EGBE AD 2.5 PASSENGER FACILITIES

1	Hotels	In the vicinity (1 mile).
2	Restaurants	
3	Transportation	Buses, Taxis. Nearest railway station, Coventry 2.7 miles.
4	Medical facilities	First aid available from the Airport Fire Service.
5	Bank and Post Office	Post box in South Terminal.
6	Tourist Office	
7	Remarks	Lounge 1: Corporate shuttle/up to 200 passengers. Lounge 2: VIP/up to 30 passengers - Meeting rooms - Crew rest facilities..

EGBE AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	See Remarks
2	Rescue equipment	2 x Major Foam Tender.
3	Capability for removal of disabled aircraft	Limited, up to 12, 000 kg MTWA.
4	Remarks	<p>Winter: RFFS Category 2/H2 Mon-Fri 0700-1630 (RFF Category 3 with 48 hours notice) 1630-0100 RFFS Category 4</p> <p>Summer: 0600-1530 RFFS Category 2/H2 (Category 3 with 48 hours notice) 1530-2359 RFFS Category 4 SAT, SUN and PH RFFS Category 2/H2 (Category 3 with 48 hours notice)</p>

EGBE AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical. De-icing fluid.
2	Clearance priorities	Runway 23/05 - South Apron - West Apron - Taxiways.
3	Remarks	Braking action assessment by Mu-Meter. Latest information from: ATC Tel: 02476-308638.

EGBE AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	<p>BRAVO Surface: Concrete. 48/R/B/X/T</p> <p>WEST Surface: Asphalt. 53/R/B/X/U</p> <p>NORTHERN Surface: Asphalt. 53/R/B/X/U</p> <p>SOUTHERN</p>
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EGBE AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA (continued)

		Surface: Concrete. 48/R/B/X/T EASTERN LIGHT Surface: Grass.
2	Taxiway width, surface and strength	Taxiway A BRAVO-AIRPARK: 7.5 m. Surface: Grass. Taxiway A AIRPARK-KILO: 12 m. Surface: Asphalt. 53/R/B/X/U Taxiway A WEST-BRAVO: 15 m. Surface: Asphalt. 53/R/B/X/U Taxiway A RWY-WEST: 18 m. Surface: Asphalt. 48/F/B/X/U Taxiway B RWY-BRAVO 1: 30 m. Surface: Asphalt. 19/F/A/X/T Taxiway B BRAVO1-BRAVO2: 15 m. Surface: Asphalt. 19/F/A/X/T Taxiway B BRAVO TAXILANE: 15 m. Surface: Concrete. 48/R/B/X/T Taxiway C: 30 nm. Surface: Asphalt. 19/F/A/X/T Taxiway E TO SOUTH APRON: 18 m. Surface: Asphalt. 48/F/B/X/T Taxiway E ECHO TAXILANE: 42 m. Surface: Concrete. 48/R/B/X/T Taxiway J: 9.5 m. Surface: Grass. Taxiway K: 12 m. Surface: Asphalt. 53/R/B/X/U Taxiway K TO JULIET: 15 m. Surface: Grass.
3	Altimeter checkpoint location and elevation	Bravo Apron 273 FT
4	VOR checkpoints	
5	INS checkpoints	See Aircraft Parking/Docking Chart.
6	Remarks	

EGBE AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	South Apron: Stands 1-8 are available for aircraft with a maximum wingspan of 30 m, eg B737-200/300/500, BAe146. B737-300/500 of based operators on Stands 1-8 do not require marshalling except for B737-300 aircraft, on stand 4. All other aircraft require marshalling. Exceptionally B737-700/800/A319/A320 may be parked on stand 4, however such aircraft are not permitted to carry out passenger operations on that stand. Aircraft parked on stands 1 and 8 shall not start any engine until they have been pulled forward of the 'engine start position' marked on the apron taxiway centre-line. Aircraft shall under no circumstances start any engines on Stands 1 or 8. In this instance, if there is a problem/failure of the APU, the aircraft shall be pushed back and towed to the engine start marker or alternative appropriate stand. Stands 3A and 6A are available for aircraft with a wingspan over 30 m, eg. B757, B737-600/ 700/800/900, A320 and A321. All aircraft parking on Stands 3A/6A shall shut down on the Taxiway Echo at the entrance to the apron and be towed on to stand to ensure adequate wing tip clearance. All aircraft which have been pushed back from stand must be towed past the 'break away' marking on the taxiway centre-line before using power above idle thrust. Bravo Apron: Designated stands are 31A/B, 32A/B, 33A/B and 34. Stands designed to accommodate aircraft with a wingspan up to 31 m, eg SH360, HS748, B737-200/300/500. Where meteorological conditions dictate, aircraft may be parked in a non-standard position providing the aircraft remains in the confines of the stand markings. West Apron: Designated stands are 23, 24 and 25 used for business aviation aircraft. Stand 23 for a maximum wingspan of 16.3 m. Stand 24 for a maximum wingspan of 17.6 m. Stand 25 for a maximum wingspan of 17 m. Please note there is a Section 106 agreement restriction on the west apron for aircraft exceeding 9 tonnes. North Apron: Is a self manoeuvring apron used for SH360 aircraft.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 05/23: Runway designation, runway centre-line, fixed distance, touch-down zone and runway threshold markings. Runway light(s): 05: Amber guard lights at runway/taxiway intersections: 'Alpha 1', 'Bravo 1', 'Charlie 1', 'Echo', 'Juliet' and 'Kilo'.

**EGBE AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS
(continued)**

		<p>Taxiway marking aid(s): : Taxi-holding position.</p> <p>Taxiway light(s): : Green centre-line on taxiway from Holds A1 and E. : Blue edge lights from northern airpark to Hold K.</p>
3	Stop bars	Hold E.
4	Remarks	Holding point indicator signs. Illuminated wind direction indicators near threshold of Runways 05 and 23.

EGBE AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/Colour	Remarks
1	2	3	4		5	6
05/APPROACH 23/TAKE-OFF	Tree	522148.19N 0012940.22W	311 ft		No	
05/APPROACH 23/TAKE-OFF	Tree	522148.17N 0012937.57W	318 ft		No	
05/APPROACH 23/TAKE-OFF	Vehicles on Road	522147.36N 0012929.38W	286 ft		No	
05/APPROACH 23/TAKE-OFF	Tree	522137.18N 0012940.89W	318 ft		No	
05/APPROACH 23/TAKE-OFF	Tree	522127.38N 0012952.98W	361 ft		No	
23/APPROACH 05/TAKE-OFF	Pylon	522312.00N 0012713.58W	377 ft		No	
23/APPROACH 05/TAKE-OFF	Tree	522259.61N 0012727.13W	362 ft		No	
23/APPROACH 05/TAKE-OFF	Tree	522259.46N 0012725.42W	365 ft		No	
23/APPROACH 05/TAKE-OFF	Tree	522259.15N 0012723.53W	366 ft		No	

In circling area and at aerodrome						
Obstacle ID/Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/Colour	Remarks
1	2	3	4		5	6
	Building Mast	522440.51N 0012716.10W	436 ft		No	
	Spire	522430.04N 0013031.53W	518 ft		No	
COVENTRY EGBE4013	Cathedral Spire	522428.17N 0013028.67W	576 ft		No	
	Aerial	522420.32N 0013004.80W	417 ft		No	
	Building	522419.76N 0013023.31W	475 ft		No	
	Mast	522407.16N 0012814.11W	422 ft		No	
	Building Mast	522405.66N 0013047.35W	496 ft		No	
	Chimney	522358.72N 0013012.34W	439 ft		No	
	Building Aerial	522345.81N 0013056.14W	458 ft		No	
COVENTRY EGBE4007	Chimney	522344.99N 0012930.54W	533 ft		Yes	

EGBE AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	EXETER.
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	EXETER. 9 hours.
4	Trend forecast Interval of issuance	Not available.
5	Briefing/consultation provided	Self-briefing/Telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs and METARs. English.
7	Charts and other information available for briefing or consultation	Nil.
8	Supplementary equipment available for providing infor- mation	
9	ATS units provided with information	COVENTRY. CULTER HELIPAD (EGEA). Classification: ICAO MANCHESTER/WOODFORD (EGCD). Classification: ICAO BEVERLEY/LINLEY HILL (EGNY). Classification: ICAO
10	Additional information (limitation of service, etc.)	

EGBE AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength (PCN)	THR co-ordinates/ THR Geoid undu- lation	THR elevation/ Highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
05	047.35°	2008 x 46 m	RWY surface: Asphalt. 48/F/B/X/U	522153.62N 0012918.25W 160 ft	THR 267 ft
23	227.37°	2008 x 46 m	RWY surface: Asphalt. 48/F/B/X/U	522229.03N 0012815.48W 160 ft	THR 265 ft

Slope of RWY/ SWY	SWY dimensions	Clearway dimensions	Strip Dimensions	OFZ	Remarks
7	8	9	10	11	12
					RWY 05 Aiming point markings are 306 m from the threshold.
					RWY 23 Aiming point markings are 360 m from the threshold.

EGBE AD 2.13 DECLARED DISTANCES

Runway desig- nator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
05	1615 m	1865 m	1795 m	1615 m	
23	1825 m	2059 m	1918 m	1615 m	

EGBE AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/ Wing bars	VASIS/ MEHT/ PAPI	TDZ lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
05	426 m Light intensity high.	Inset HI Green with elev HI Green wingbars	PAPI Left/3° 50 ft			Elev HI bi-directional with LI omni-directional component 1825 m 60 m White with Yellow caution zone	HI elev Red	HI Red Elev edge Inset stop end 90 m	Approach Lighting: Centre-line with one cross-bar at 420 m from threshold. PAPI dist from THR 295 m Runway end lights delineate the extremity of the manoeuvring area.
23	415 m Light intensity high.	Inset HI Green with elev HI Green wingbars	PAPI Left/3° 56 ft			Elev HI bi-directional with LI omni-directional component 1615 m 60 m White with Yellow caution zone	Inset HI Red	Elev HI Red 180 m	Approach Lighting: Coded centre-line with two crossbars. PAPI dist from THR 365 m

EGBE AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	LDI: LDI not available.
3	TWY edge and centre line lighting	Taxiway: . Centre line. Green centre-line on taxiway from Holds A1 and E. Taxiway: . Edge. Blue edge lights from northern airpark to Hold K.
4	Secondary power supply/switch-over time	Airport generator on permanent standby/Less than 5 seconds.
5	Remarks	Apron floodlights.

EGBE AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO Geoid undulation	FATO 06: 522148N 0012907W FATO 24: 522150N 0012904W
2	TLOF and/ or FATO elevation	FATO 06: 266 ft FATO 24: 266 ft
3	TLOF and FATO area dimensions, surface, strength, marking	FATO 06/24: 100 x 22 m Surface: Grass.
4	True bearing of FATO	06: 050.7° 24: 230.7°
5	Declared distance available	100 m
6	Approach and FATO lighting	
7	Remarks	For use by based helicopters only. FATO for use by based helicopters only. 5 helicopter pads (H1, H2, H3, H4, H5) are located on West Apron. H1, H2 and H3 can accommodate Robinson 22 aircraft only. H4 can accommodate aircraft up to Bell Jetranger 206 / Eurocopter 120. H5 is specifically for Sikorsky 76 aircraft and can only be used if H2, H3 and H4 are not in use. Non-based helicopter operators not familiar with parking procedures must request marshaller assistance from ATC.

EGBE AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Remarks
1	2	3	4	5	6
COVENTRY AERODROME TRAFFIC ZONE (ATZ) A circle, 2.5 nm radius centred at 522211N 0012847W on longest notified runway (05/23)	Upper limit: 2000 ft Lower limit: SFC	D	COVENTRY APPROACH English	6000 ft	Transition Altitude: Beneath the Birmingham CTA Airspace classification: D and G Partially within the Birmingham CTA.

EGBE AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	Hours of Operation	Remarks
1	2	3	4	5
APP	COVENTRY APPROACH	123.825 MHz	Winter: Mon-Fri 0700-0200 Sat, Sun and PH 0900-1900 Summer: Mon-Fri 0600-0100 Sat-Sun and PH 0800-1800	ATZ hours coincident with Approach hours. DOC 40 nm/15,000 ft VDF 522214.10N 0012851.26W On AD. Withdrawn for maintenance, Thursdays 1000-1200 (Winter); 0900-1100 (Summer)
TWR	COVENTRY TOWER	123.825 MHz	Winter: Mon-Fri 0700-0900; 1730-0200 Sat, Sun and PH 0900-1000; 1700-1900 Summer: Mon-Fri 0600-0800; 1630-0100 Sat, Sun and PH 0800-0900; 1600-1800	DOC 25 nm/10,000 ft. VDF 522214.10N 0012851.26W On AD. Withdrawn for maintenance, Thursdays 1000-1200 (Winter); 0900-1100 (Summer)
	COVENTRY TOWER	118.175 MHz	Winter: Mon-Fri 0900-1730 Sat, Sun and PH 1000-1700 Summer: Mon-Fri 0800-1630 Sat, Sun and PH 0900-1600	
	COVENTRY GROUND	121.700 MHz	Available for use when notified by ATC.	
RAD	COVENTRY RADAR English	123.825 MHz	Winter: Mon-Fri 0900-1730 Sat, Sun and PH 1000-1700 Summer: Mon-Fri 0800-1630 Sat, Sun and PH 0900-1600	DOC 40 nm/15,000 ft. VDF 522214.10N 0012851.26W On AD. Withdrawn for maintenance, Thursdays 1000-1200 (Winter); 0900-1100 (Summer)
	COVENTRY RADAR	136.150 MHz	Available for use when notified by ATC.	
ATIS	COVENTRY INFORMATION	126.050 MHz	Winter: Mon-Fri 0700-0200 Sat, Sun and PH 0900-1900 Summer: Mon-Fri 0600-0100 Sat-Sun and PH 0800-1800	DOC 60 nm/20,000 ft. Also available by telephone 02476-308628 or 308633.
Other	COVENTRY FIRE	121.600 MHz Service Designation: FIRE Non-ATS Frequency.	Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGBE AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS 1.82°W (2013)	ICT	109.750 MHz	HO	522148.11N 0012928.04W		ICT RWY 23 ATC will advise when not available. Withdrawn for maintenance 0900-1200 (winter); 0800-1000 (Summer)

EGBE AD 2.19 RADIO NAVIGATION AND LANDING AIDS (continued)

Type of Aid CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	Ident	Frequency	Hours of Operation	Position of transmitting antenna co- ordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/GP	ICT	333.050 MHz	HO	522225.38N 0012830.17W		3° ILS Ref Datum Hgt 53 ft.
NDB (L)	CT	363.500 kHz	HO	522439.49N 0012421.15W		Range 20 nm. Withdrawn for main- tenance, Thursdays 0900-1200 (Winter); 0800-1100 (Sum- mer)
ILS 1.82°W (2013)	ICTY	109.750 MHz	HO	522237.20N 0012800.94W		I CTY RWY 05 Withdrawn for main- tenance, Mondays 0900-1200 (winter); 0800-1100 (Sum- mer)
ILS/GP	ICTY	333.050 MHz	HO	522156.88N 0012903.12W		3° ILS Ref Datum Hgt 50 ft.
DME	ICT	34Y 109.750 MHz	HO	522213.89N 0012850.69W	288 ft	DME I CTY (RWY 05) I CT (RWY 23) On AD. Freq paired with ILS I CTY and I CT. Zero range indi- cated at THR of RWY 05 and RWY 23. Withdrawn for main- tenance, Wednesdays 1000- 1200 (Winter); 0900-1100 (Sum- mer)
DME	ICTY	34Y 109.750 MHz	HO	522213.89N 0012850.69W	288 ft	

EGBE AD 2.20 LOCAL TRAFFIC REGULATIONS

1 Airport Regulations

- (a) Aerodrome Strictly PPR between 0100-0200 (Winter), 2359-0100 (Summer).
- (b) Non-radio aircraft – PPR from ATC.
- (c) Aircraft below 500 kg AUW not permitted.
- (d) Pilots are required to 'book out' by telephone to ATC.

2 Ground Movement

- (a) Apron Parking
 - (i) Park as instructed by ATC, usually under marshaller guidance;
 - (ii) Customs area is on the South Apron;
 - (iii) Cargo loading zones in use on the West/Bravo, North and South aprons;
 - (iv) Overnight parking allocated via handling agent or airport authority.
- (b) Light Aircraft Parking
 - (i) Light aircraft are to self manoeuvre for parking, according to ATC instructions.
 - (ii) Light aircraft visiting pilots shall be directed to the West apron or eastern light aircraft park.
- (c) A Class 2 Compass Calibration Base is situated south of Hold Charlie 1. Access as directed by ATC.

3 CAT II/III Operations

Not applicable.

EGBE AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)**4 Warnings**

- (a) Except for light signals, ground signals will not be displayed.
- (b) Bird scaring takes place regularly
- (c) Turbulence may occur on final approach to Runway 23 during strong south westerly winds as aircraft cross the eastern bypass (Tollbar) roundabout.
- (d) Pilots are warned of Helicopter activity in and out of Walsgrave Hospital helipad situated just north of Runway 23 final approach approximately 3.5 nm from touchdown
- (e) Pilots are warned of radio controlled aircraft activity from a private site approximately 3 nm east of Coventry airport, 0.5 miles southeast of Wolston village.
- (f) Pilots of arriving and departing aircraft shall remain outside Birmingham Controlled Airspace at all times, unless otherwise cleared by ATC. The base of Birmingham Controlled Airspace overhead and to the South West of Coventry Airport is altitude 1500ft.
- (g) Pilots are warned that unauthorised ground based laser lights have been directed towards aircraft in the vicinity of the aerodrome. All incidents should be reported immediately via the Tower to the Airport Authority.
- (h) Retail Park under runway 23 final approach. Industrial/Business park to the southeast.

5 Helicopter Operations

- (a) Helicopters to land as directed by ATC.
- (b) Helicopter circuits will normally operate from the FATO, circuit height 700 ft aal (except at night, when main runway will be used).
- (c) Helicopter parking as directed by ATC/marshaller. 5 helicopter pads (H1, H2, H3, H4, H5) are located on West Apron. Non-based helicopter operators not familiar with parking procedures on H1 - H5 must request marshaller assistance from ATC

6 Use of Runways

- (a) Except in an emergency, pilots must not use Runway 23 stopway for normal operations.
- (b) Circuit height will be 1000 ft aal.
- (c) Circuits will not normally be approved when MET visibility is **LESS** than 3000 m and/or cloudbase is **LESS** than 800 ft. Low level circuits, when approved, will be conducted not below 600 ft aal
- (d) Runway Departure Restriction: Except where an AOC holder has a less restrictive state authorised take off minima, departures in RVR conditions of less than 400 m are not permitted.
- (e) Due to critical departure timing restrictions, all IFR departing aircraft shall commence their take-off roll within 1 minute of the take-off clearance being issued, if the pilot is unable to comply with this, they shall hold position on the runway and advise ATC immediately.

7 Training

- (a) Use of the airport for training purposes is subject to the following conditions:
 - (i) Circuits will normally be orientated to the south of the aerodrome, ie. Right hand circuit Runway 05, Left hand circuit Runway 23;
 - (ii) Instrument training – ATC offers a pre-booking system to allow provisional training slots to be booked in advance
 - (iii) No training flights by aircraft with a Maximum Certified Weight of more than 5700 kg are permitted on Sundays or Bank Holidays or on any other day between 2300 and 0700 (winter), 2200 and 0600 (summer).
 - (iv) Not more than one aircraft with a Maximum Certified Weight of more than 5700 kg shall use the airport for training purposes at any one time.
- (b) The preferred runway for approach procedural training is Runway 23 (due to the complexities of adjacent controlled airspace). Approaches to Runway 05 may be requested, but this may involve radar vectoring where necessary.

EGBE AD 2.21 NOISE ABATEMENT PROCEDURES

Noise Preferential Routeings and Procedures – all aircraft inbound or outbound from this aerodrome are required to conform to the procedures listed below, notwithstanding that these may at any time be departed from to the extent necessary for avoiding immediate danger.

- (a) Every operator of aircraft using the aerodrome shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the aerodrome. In particular, aircraft operators should

EGBE AD 2.21 NOISE ABATEMENT PROCEDURES (continued)

avoid overflight of the noise sensitive areas of Binley Woods and Ryton-on-Dunsmore (05 departures, 23 arrivals) and Stoneleigh (05 arrivals, 23 departures).

- (b) Air Traffic Control will select the runway in use, having regard to wind, cloud base, approach aid limitations, aircraft performance limitations and environmental considerations. However, the runway to be used remains at the discretion of the aircraft commander, but violation of the ATC selective runway procedure is not acceptable for expedition or convenience, and it is regretted that increased taxiing distances and/or airborne routeings must be accepted in the interests of reducing noise intrusion on the local environment.
- (c) Jet aircraft must not join the final approach track to any runway at a height of less than 1500 ft (QFE), except that jet aircraft carrying out visual circuit training may descend from 1500 ft (QFE) on base leg and join the final approach track not less than 1000 ft (QFE).
- (d) Propeller driven aircraft of more than 5700 kg MTWA must not join the final approach track to any runway at a height of less than 1000 ft (QFE).
- (e) Unless otherwise instructed by ATC, aircraft using the ILS in IMC or VMC shall not descend below the height specified in c or d above before intercepting the glide path nor thereafter fly below it. Aircraft approaching without assistance from ILS or radar shall follow a descent path which will not result in it being at any time lower than the approach path which would be followed by an aircraft using the ILS glide path.
- (f) When radar vectoring is being given to inbound aircraft of more than 5700 kg MTWA and a visual approach is requested, the aircraft will be vectored towards a five mile final.
- (g) The Noise Preferential Routeings given below are compatible with ATC requirements and shall apply in both VMC and IMC. The tracks are to be flown by all departing jet aircraft, and by all other departing aircraft of more than 5700 kg MTWA, unless otherwise instructed by ATC or unless deviations are required in the interests of safety. The use of the route is supplementary to noise abatement take-off techniques. After take-off, pilots should ensure that they are at a minimum height of 500 ft aal before initiating any turn:
 - (i) Runway 05
Climb on track to CT, after passing CT, then turn on track or as instructed by ATC.

Training aircraft in the circuit:
As above, then complete the right turn crosswind.
 - (ii) Runway 23
Southerly departures
Climb straight ahead; after passing 500 ft aal, turn left onto track 150° MAG, on passing 1000 ft aal, turn on track or as instructed by ATC.

Northerly Departures
Climb straight ahead; after passing 500 ft aal, turn left onto track 215° MAG; after crossing HON RDL 115 (HON DME 5.5) turn on track (or as instructed by ATC).
 - (iii) DC-6 aircraft – All departures
Climb straight ahead, after passing 500 ft aal, turn left onto track 150° MAG, on passing 1000 ft aal turn on track or as instructed by ATC.

Note: Northbound departures will be required to make a left turn after passing 1000 ft aal as directed.
 - (iv) Training aircraft in the circuit: As 'Southerly departures', but continue on track 150° MAG until reaching 1500 ft aal then complete the left turn downwind.
- (h) Take-off and landings by DC-3 and DC-6 aircraft are not permitted between 2330 and 0600 (local). Both types of aircraft are listed as Quota count 4.
- (i) Ground running of aircraft engines shall be subject to the approval of ATC and shall be kept to a minimum, consistent with operational needs.
- (j) Airway Inbound Routes Inbound aircraft following airway routes will be positioned by the appropriate ACC to initially follow a Birmingham STAR (AD 2- EGGB-7-1 to 7-4 refers). Aircraft will then be positioned by radar at Coventry or routed to the L CT for an approach.

EGBE AD 2.22 FLIGHT PROCEDURES

1 Arrivals

- (a) Aircraft inbound to Coventry from Airways will be routed on Birmingham STARs and positioned for Coventry by ATC.

2 Departures -Southbound Preferred Departure Routes

- (a) Routes for aircraft departing from Coventry to join the airways system to the south are shown in the table below. These routes do not constitute standard Instrument Departure Procedures, are not assessed for obstacle clearance and are not contained within controlled airspace. The routes contain the noise preferential routes.

EGBE AD 2.22 FLIGHT PROCEDURES (continued)

(b) Level requirements for initial Airways joining clearances will be specified by ATC.

Airway Route	Via	RWY	Routing
L10 Southbound (FL 150 & below) M189, P155, P166 Southbound (all levels)	DTY	05	Climb on track CT NDB to intercept DTY VOR R325 to DTY VOR.
		23	Straight ahead to 500 ft aal, turn left onto track 150°M to intercept DTY VOR R305 to DTY VOR.
M605, N615; L151, Q41 Southbound (FL 080 and below) London TMA and ALKIN Arrivals	WCO	05	Climb on track CT NDB to intercept DTY VOR R325 to DTY VOR then to WCO NDB.
		23	Straight ahead to 500 ft aal, turn left onto track 150°M to intercept DTY VOR R305 to DTY VOR then turn right for WCO NDB.
N615; L151; M605 Southbound (FL 090 and above) Q70; L9 (FL 160 and above)	COWLY	05	Climb on track CT NDB to intercept CPT R 355, at CPT D27 intercept HON VOR R156 to COWLY .
		23	Straight ahead to 500 ft aal, turn left onto track 150°M. Intercept CPT VOR R355. At CPT D27 intercept HON VOR R156 to COWLY.
Y321; Q41 Southbound (FL 90 & above)	CPT	05	Climb on track CT NDB to intercept CPT R 355 to CPT VOR.
		23	Straight ahead to 500 ft aal, turn left onto track 150°M. Intercept CPT VOR R355 to CPT VOR

(c) **Aircraft departing from Coventry to join the Airways System to the North should route as instructed by ATC after adhering to the Noise Preferential Routes detailed at item 2.21. Due to local ATC operations, aircraft departing Runway 05 to the north via airways shall expect to initially route via CT NDB to BHX NDB then via airways routing, confirmed by ATC.**

3 Radio Communications Failure procedures

The following procedures apply to aircraft operating inbound to Coventry Airport via Airways.

- (a) In the event of complete radio failure, aircraft inbound to Coventry should follow the procedures for Birmingham, except that, prior to commencing descent for landing, the aircraft should route from GROVE or CHASE via HON VOR, or OLIVE direct, to L CT as appropriate descending to 2500 ft amsl en-route.
- (b) When complete radio communications failure occurs in the aircraft following a missed approach the aircraft will:
 - (i) fly the appropriate missed approach procedure to L CT at 2000 ft;
 - (ii) then commence descent for landing in accordance with the appropriate procedure for the runway-in-use and effect a landing within 30 minutes (or later if able to approach and land visually).

4 Instrument Approach procedures

(a) Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace. See ENR 1.5.

5 Coventry Radar are required to ensure that all inbounds are 2000 ft ALT, or lower, by 7 nm final for Runway 05.

6 Visual Reporting Points (VRP)

VRP	Co-ordinates
Bitteswell Industrial Estate	522728N 0011447W
Cement Works	521621N 0012304W
Draycott Water	521934N 0011935W
Nuneaton Disused AD	523354N 0012653W

7 Due to the complexities of adjacent controlled airspace, pilots are reminded to ensure that thier flight remains clear of the Birmingham CTR/CTA unless ATC clearance is issued.

EGBE AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGBE AD 2.24 CHARTS RELATED TO AN AERODROME

Figure: Aerodrome Chart - ICAO

EGBE AD 2.24 CHARTS RELATED TO AN AERODROME (continued)

AD 2 EGBE 2-1

Figure: Aircraft Parking/Docking Chart - ICAO

AD 2 EGBE 2-2

Figure: ATC Surveillance Minimum Altitude Chart - ICAO

AD 2 EGBE 5-1

Figure: Instrument Approach Chart ILS/DME RWY 05 - ICAO

AD 2 EGBE 8-1

Figure: Instrument Approach Chart LOC/DME RWY 05 - ICAO

AD 2 EGBE 8-2

Figure: Instrument Approach Chart SRA RTR 2 nm RWY 05 - ICAO

AD 2 EGBE 8-3

Figure: Instrument Approach Chart NDB(L)/DME RWY 05 - ICAO

AD 2 EGBE 8-4

Figure: Instrument Approach Chart ILS/DME RWY 23 - ICAO

AD 2 EGBE 8-5

Figure: Instrument Approach Chart LOC/DME RWY 23 - ICAO

AD 2 EGBE 8-6

Figure: Instrument Approach Chart SRA RTR 2 nm RWY 23 - ICAO

AD 2 EGBE 8-7

Figure: Instrument Approach Chart NDB(L)/DME RWY 23 - ICAO

AD 2 EGBE 8-8