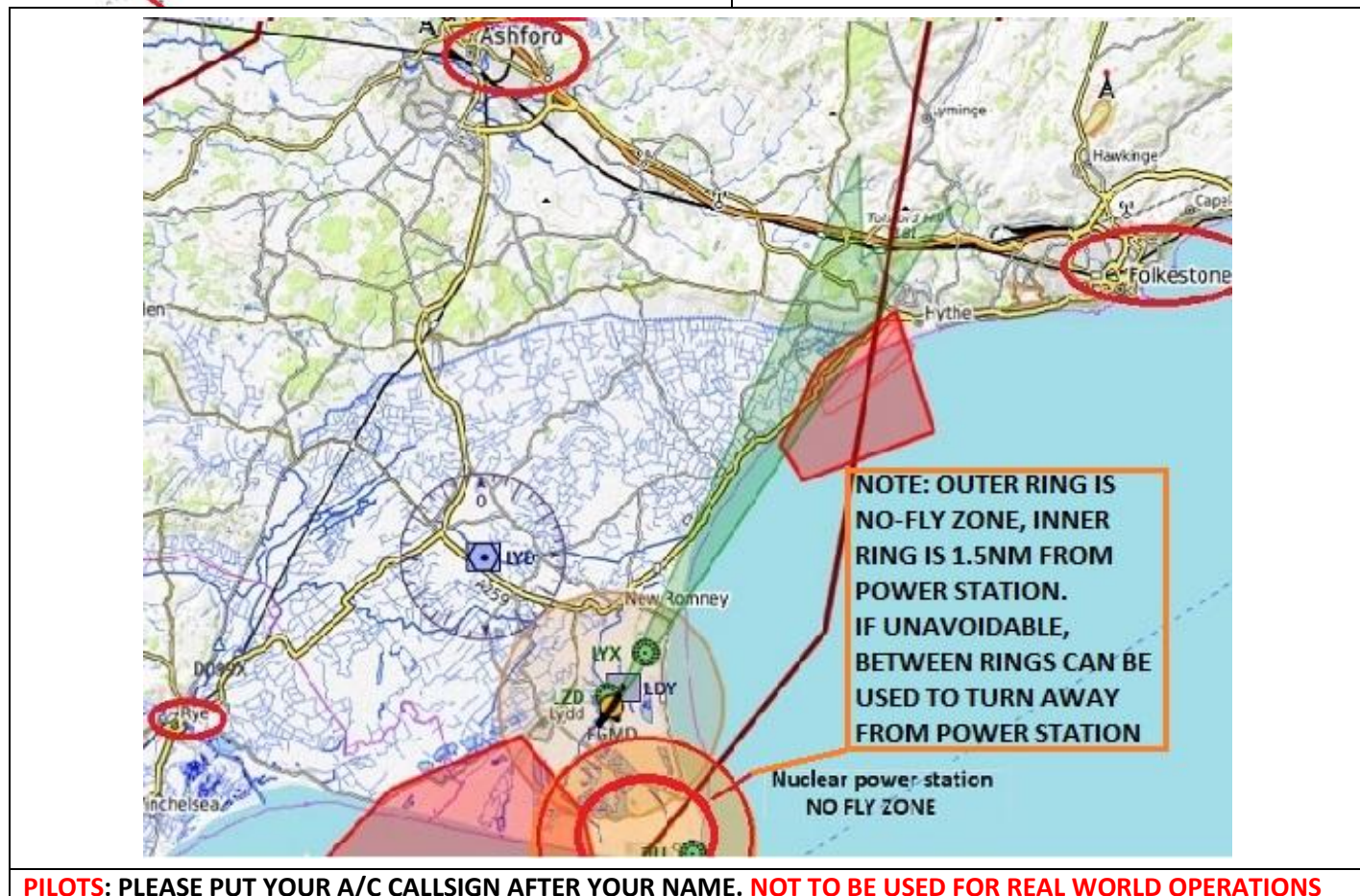
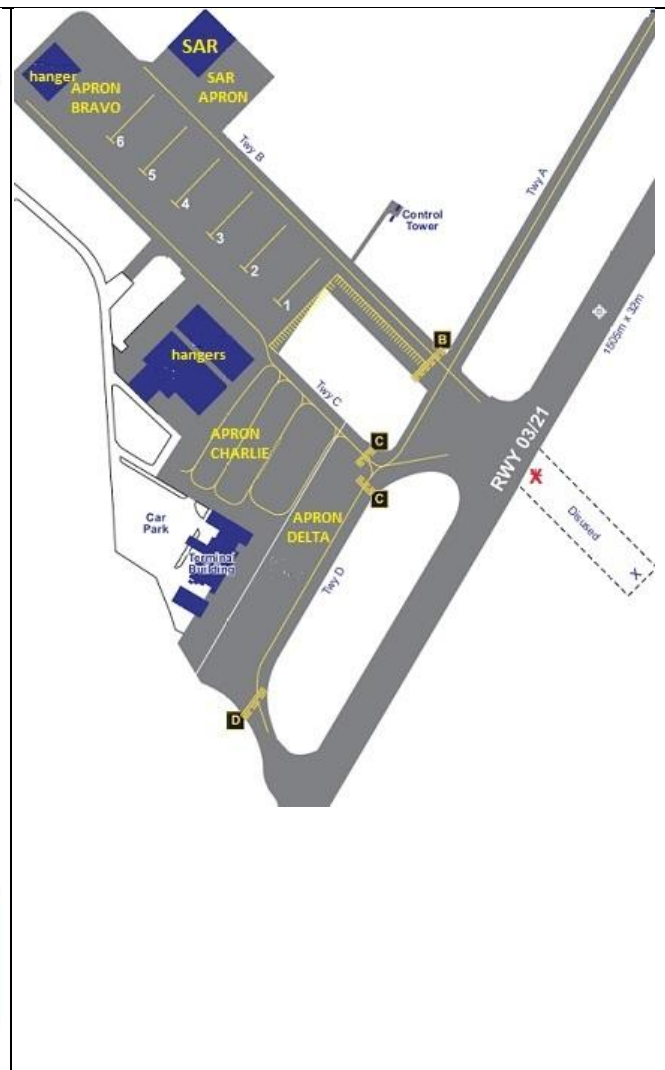
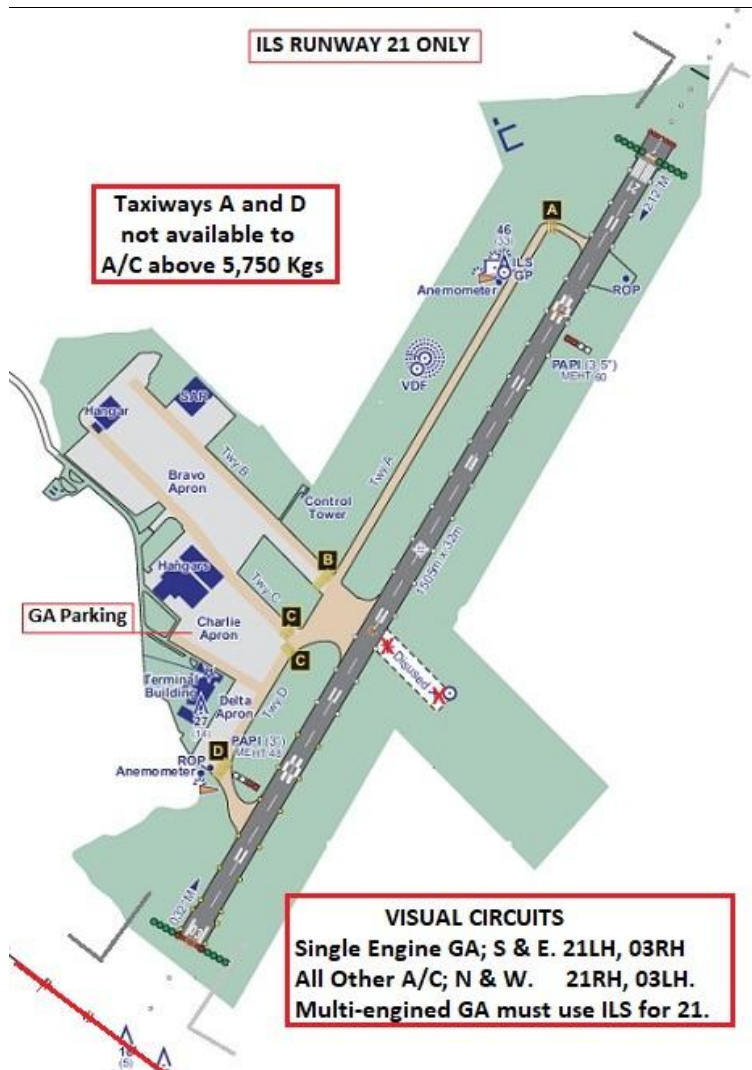


AIRFIELD NAME		September 25		LYDD			EGMD		South	
CALLSIGN		Lydd Tower						119.380		
CALLSIGN		EGMD_TWR						APP. 120.705		
LOCATION		Lat N050.57.22.000			Long E000.56.20.000			Elev. 13ft		
LOCATION GEO.		1.2nm NE of Lydd. 12nm S of Ashford						VFR Conspicuity 7066		
CHART SOURCE		NATS		GA parking is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





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