

Airport information:

Country: United Kingdom

City: HAWARDEN

Coordinates: N 53° 10.7', W 002° 58.7'

Elevation: 45

Customs: Customs: 24hrs PPR

Fuel:

RFF: CAT 6 Mon, Thurs, Fri 0630-1900, Tues, Wed 0730-1900; CAT 4 as AD Hours

hours: MON-FRI: 0630-2100; SAT, SUN: 0830-1600

Runways:

Runway 04

Takeoff length: 1962, Landing length: 1663

Runway 22

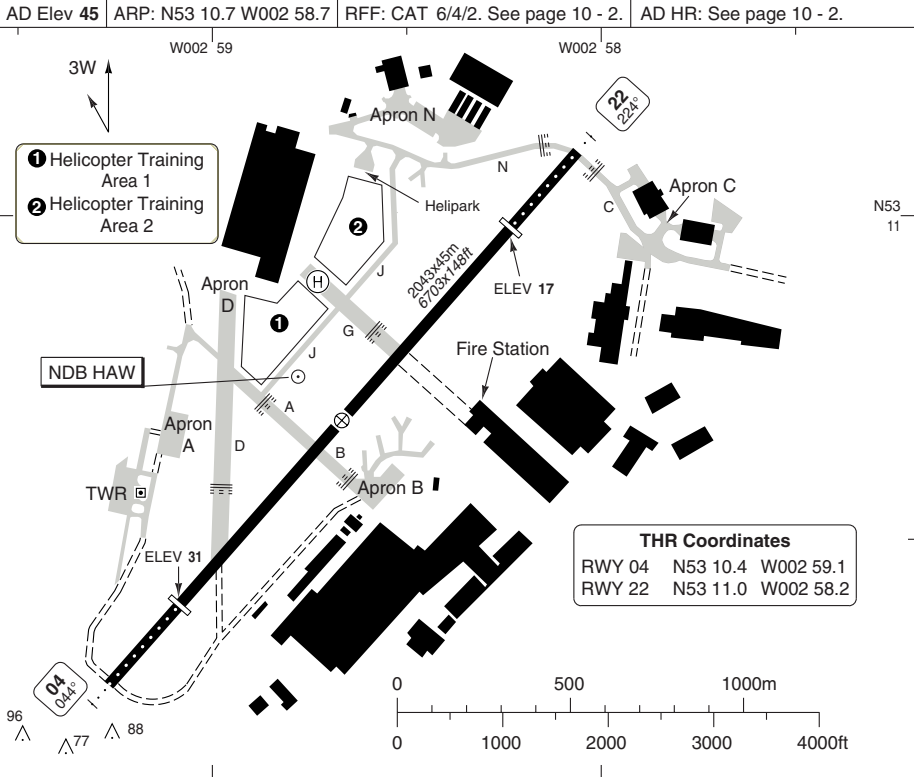
Takeoff length: 2043, Landing length: 1743

AERODROME

HAWARDEN

10 - 1

Hawarden TWR 124.95	RAD 123.35 130.25
AD Elev 45	ARP: N53 10.7 W002 58.7
RFF: CAT 6/4/2. See page 10 - 2.	
AD HR: See page 10 - 2.	



RWY	Slope	TORA m/ft	LDA m/ft	ALS	REDL	Additional
04	-0.2	1962 / 6437	1663 / 5456	H ③	H	P 3.5°R (47)
22	+0.2	2043 / 6703	1743 / 5718	H ④	H	P 3° (42)

③ 427m with 1 crossbar ④ 366m with 2 crossbars

EU OPS TAKE OFF MINIMA

RWY	Facilities	RVR			
		A	B	C	D
04/22	RCL (day only) or RCL + REDL	400m			
	NIL (day only)	500m			

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Change: Buildings.

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AERODROME

HAWARDEN

GENERAL

1. AERODROME RESTRICTION

PPR only.

2. AERODROME HOURS

MON 0630-1900, TUE-FRI 0730-1900,
SAT-SUN 0930-1600.

3. WARNINGS

3.1 Runway 22 strip end is infringed on left-hand side by frangible garden fence to a distance of 34m/112ft.

3.2 Reinforced steel within the concrete pavement of Runway 04/22 may cause compass deviation on stationary aircraft.

4. CIRCUITS

Runway 04 right-hand circuit at **1050**.
Runway 22 left-hand circuit **1050**.

5. NOISE ABATEMENT

The following procedures may be departed from only to the extent necessary for avoiding immediate danger and for complying with ATC instructions.

5.1 Operators of all aircraft using the aerodrome are to ensure that their aircraft conform to the noise abatement techniques laid down for the type of aircraft and that operations are conducted in a manner calculated to cause the least disturbance practicable in areas surrounding the AD.

5.2 Jet and turbo-prop aircraft must not join the Final Approach Track at a height of less than **1050**.

5.3 Runway 22 - all aircraft including circuit aircraft climb ahead to D1.5 before turning on course.

5.4 Helicopters avoid overflying Broughton (1nm SW of AD) and factory buildings NW and SE of runway.

6. WIND

Westerly and Easterly surface wind of greater than 15kt may lead to turbulence from factory buildings.

7. RFF

Cat 6: MON 0630-0700, FRI 18-19.

Cat 4: MON 07-19, TUE-FRI 0730-1900.
Higher O/R.

Cat 2: SAT-SUN 0930-1600.
Higher O/R

8. TAXIWAY WIDTH

Taxiway A,B 25m/82ft.

Taxiway C,D,N 15m/49ft.

Taxiway J 10.5m/34ft.

9. GROUND MOVEMENT

9.1 Marshalling is mandatory on all aprons.

9.2 The visibility of Aprons N and C from the ATC Control Tower is restricted. Aircraft may be issued with conditional clearances concerning other aircraft movements. Aircraft movements and engine running on these aprons are subject to ATC approval.

10. LOW VISIBILITY PROCEDURES (LVPs)

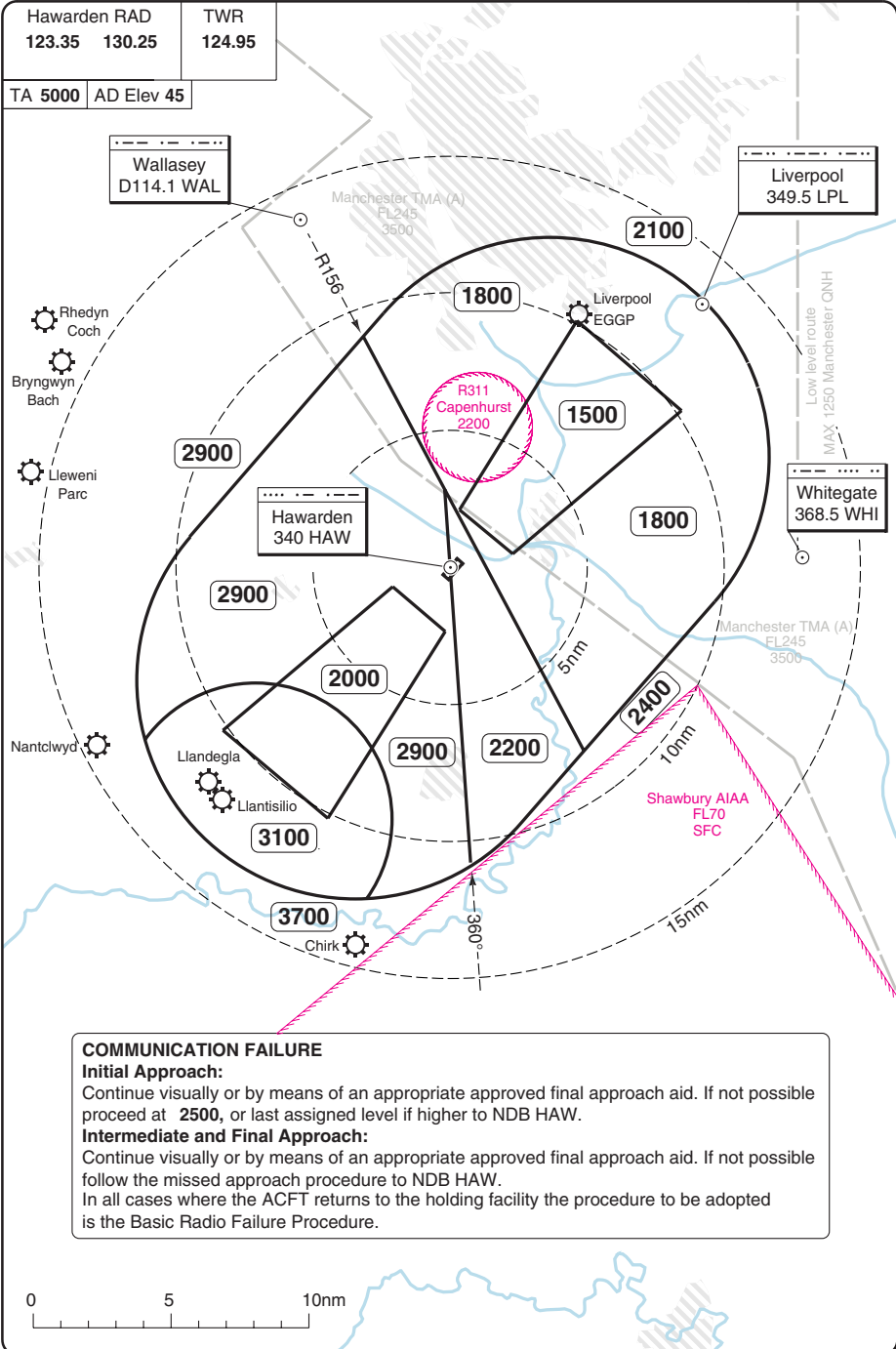
10.1 LVPs in force when visibility 1400m or less.

10.2 Visibility 800m or less - operations restricted to one aircraft movement at a time.

10.3 Visibility 400m or less - all aerodrome operations cease until visibility increases above 400m.

RADAR Minimum Altitudes

HAWARDEN



20 - 1

Reverse side blank

Additional Landing Minima

HAWARDEN

ILS RWY 22 (50 - 2)

ACFT	LOC+NDB 4% a	LOC+NDB 3% a	LOC+NDB 2.5% a	Circling b	Circling	
EU OPS	A	450 (433) 1500m	560 (543) 1500m	680 (663) 1500m	700 (655) 1.5km	800 (755) 1.5km
	B				800 (755) 1.6km	900 (855) 1.6km
	C	450 (433) 1800m	560 (543) 2300m	680 (663) 2400m	1500 (1455) 2.4km	NA

a Radar range only**b** East of RWY

ILS RWY 22 (50 - 2)

ACFT	LOC a	Circling b	Circling	a NON CDFA b East of RWY
EU OPS	A	700 (655) 3.8km	800 (755) 3.8km	
	B	830 (813) 3800m	900 (855) 3.8km	
	C	830 (813) 4000m	1500 (1455) 4.0km	

NDB RWY 22 (50 - 4)

ACFT	NDB a	Circling b	Circling	a NON CDFA b East of RWY
EU OPS	A	700 (655) 3.8km	800 (755) 3.8km	
	B	830 (813) 3800m	900 (855) 3.8km	
	C	830 (813) 4000m	1500 (1455) 4.0km	

DEPARTURES

HAWARDEN

**STANDARD OUTBOUND CLEARANCES
FOR IFR AIRWAY DEPARTURES**

All airways departures will be issued with a standard clearance referred as a REXAM 5 departure.

1. RUNWAY 04 REXAM 5

After departure, immediate right turn remaining outside the Manchester CTA, join controlled airspace on track REXAM climbing to 4000ft ALT, on crossing R167 WAL, climb to 5000ft ALT. If no contact with Scottish Control by REXAM, take up a right hand orbit at REXAM and re-contact Hawarden on previous frequency.

2. RUNWAY 22 REXAM 5

Join controlled airspace on track REXAM climbing to 5000ft ALT. If no contact with Scottish Control by REXAM take up right hand orbit at REXAM and re-contact Hawarden on previous frequency.

3. Note: The transition altitude for this procedure is 5000ft due to the proximity of the Manchester TMA. Aircrew should ensure that autopilots and FMC's are set accordingly.

ARRIVALS

HAWARDEN

PROCEDURE FOR AIRCRAFT INBOUND FROM AIRWAY SYSTEM

1. In order to provide improved ATC handling of airway flights inbound, a system of standard inbound routes is established. In some cases these are coincident with STARS to Liverpool Airport (EGGP) in which case the appropriate STAR designator will be used (see 40-2).

Approach from	Via	Route	Descent Planning Information
Southeast	N601(R3)/UN601/UP6	LESTA - VOR TNT - NANTI - KEGUN (EGGP KEGUN 2A STAR)	FL200 by LESTA FL80 by NANTI
	N57/T420	VOR TNT - NANTI - KEGUN (EGGP KEGUN 2B STAR)	FL200 by 25nm before TNT. FL80 by NANTI
	N57(B53)/A47	PEDIG - NANTI - KEGUN (EGGP KEGUN 1C STAR)	
South	N864/UN864	MONTY - KEGUN (EGGP KEGUN 1D STAR)	FL200 by NITON
West	L975/UL975	LYNAS - VOR WAL - TORGO - KEGUN	FL240 by NATKO
	L10/UL10	VOR IOM - VOR WAL - TORGO - KEGUN	FL230 by KELLY
North and Northeast	N615/UN615	CROFT - VOR WAL - TORGO - KEGUN	FL200 10nm before LAKEY
	N57/POL	VOR POL - VOR WAL - TORGO - KEGUN	
East	N975/UL975	DESIG - VOR WAL - TORGO - KEGUN	FL280 by VEGUS FL170 by GOLES

Note: For planning purposes only, pilots within the airways system plan for possible descent to the levels indicated. Actual descent clearance will be as directed by ATC.

2. **Holding**

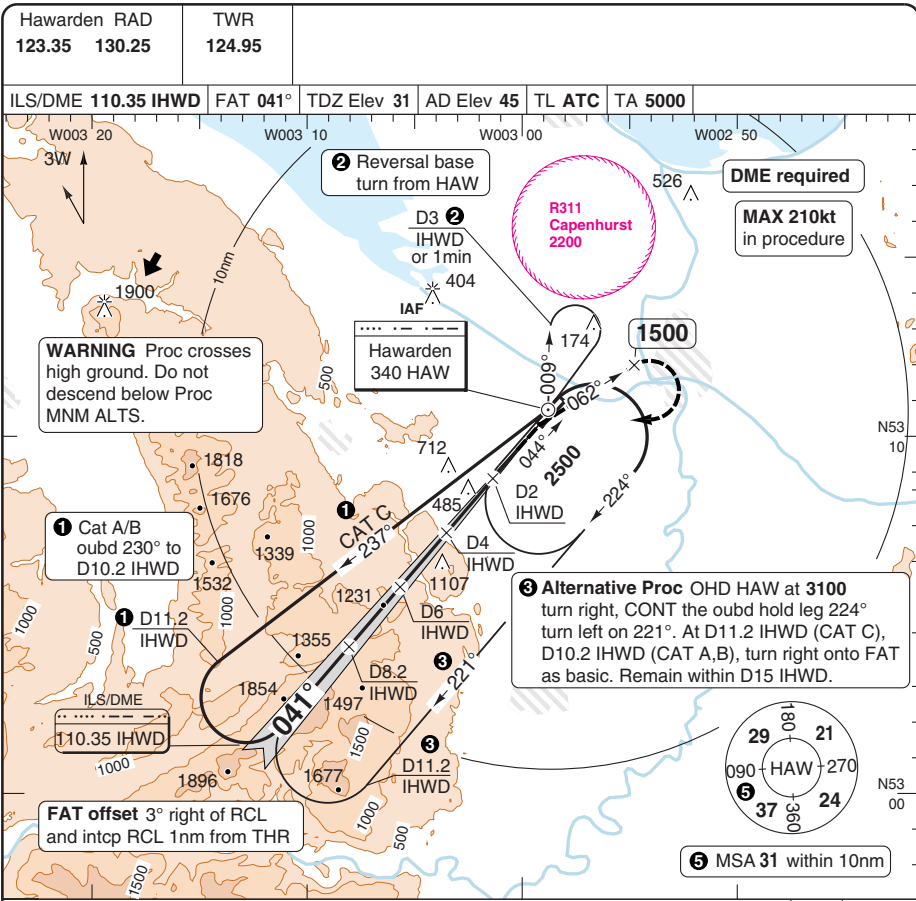
Holding Point	Holding Procedure
KEGUN R187/D12 WAL N53 11.6 W003 09.0	Inbound 007° to D12 114.1 WAL , left hand circuit, holding levels FL60-FL100. Note: Holding may not be fully contained within controlled airspace between 07-20. Radar monitoring will be provided by ATC. For aircraft joining the hold from the north (via VOR WAL) and east (via Liverpool KEGUN STARS) (see 40-2) an entry fix TORGO (N53 08.0 W003 16.0) is established on the outbound leg. Max 250kt by VOR WAL and max 210kt by TORGO.

3. **Communication Failure**

Follow basic comms failure to KEGUN. Descend at KEGUN to leave controlled airspace and proceed to NDB HAW and carry out an appropriate instrument approach procedure in accordance with standard comms failure procedures.

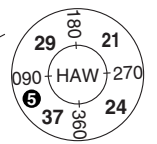
ILS (OFFSET) RWY 04 CAT A,B,C

HAWARDEN



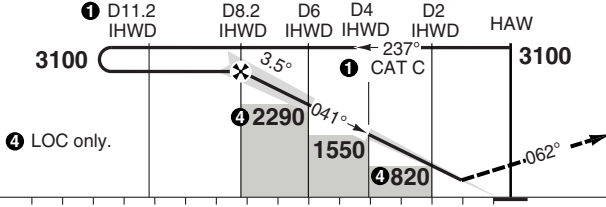
WARNING Proc crosses high ground. Do not descend below Proc MNM ALTS.

3 Alternative Proc OHD HAW at 3100 turn right on 221°. CONT the oubd hold leg 224° turn left on 221°. At D11.2 IHW D (CAT C), D10.2 IHW D (CAT A,B), turn right onto FAT as basic. Remain within D15 IHW D.



FAT offset 3° right of RCL and intcp RCL 1nm from THR

5 MSA 31 within 10nm



At D0 [IHW D] right on 062°. At 1500 right to [HAW] climbing to 2500 or as directed.

nm 15 14 13 12 11 10 9 8 7 6 5 4 3 2 1 0 TCH 42

ACFT	ILS+DME	LOC+DME	Circling a	Circling	a East of RWY
A	530 (499) 1500m	570 (539) 1500m	700 (655) 1.5km	800 (755) 1.5km	
B			800 (755) 1.6km	900 (855) 1.6km	
C	530 (499) 1800m	570 (539) 2000m	1500 (1455) 2.4km	NA	

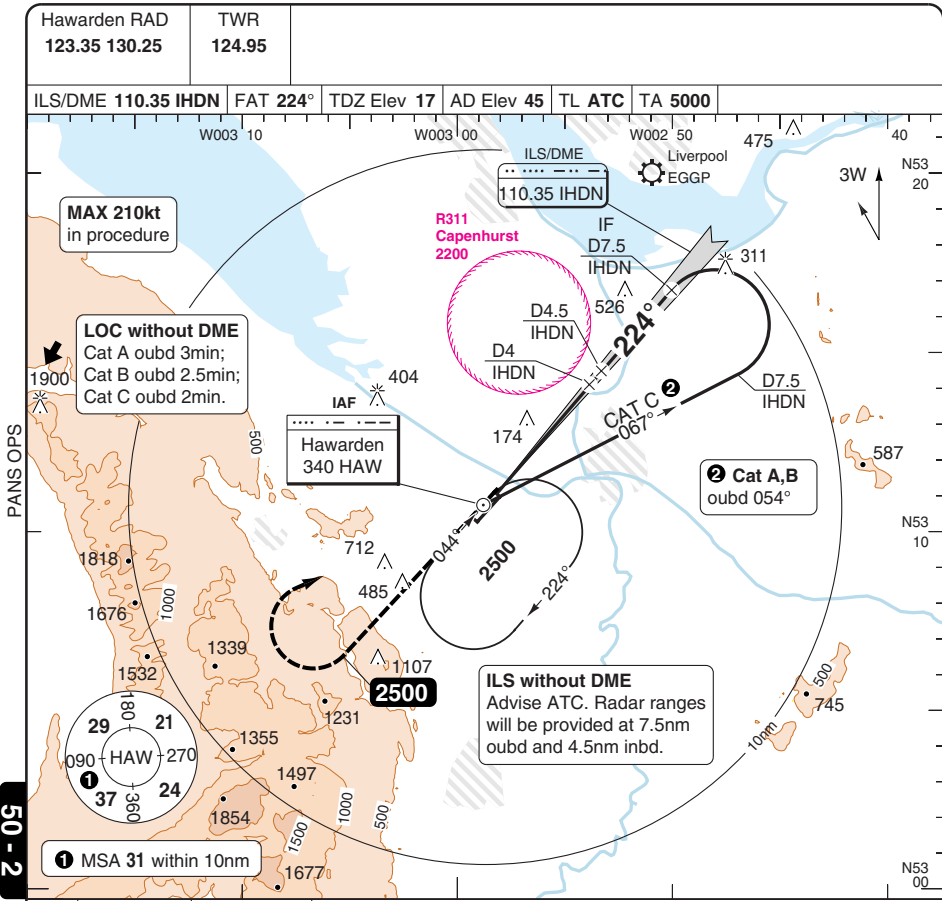
DME IHW D	3.5° ALT	LDA 1663x45 5456x148ft P 3.5°R (47)
8	3030	
7	2660	
6	2290	
5	1920	
4	1550	
3	1190	
2	820	

GS	80	100	120	140	160
ROD 3.5°	500	620	740	870	990
FAF-MAPt	Not Published				

Change: TA.

ILS RWY 22 CAT A,B,C

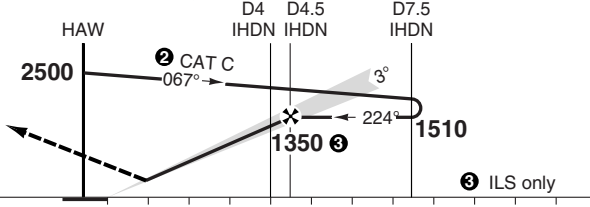
HAWARDEN



50 - 2

MAPt D1 IHDN/DME DME U/S: HAW

Climb on 224° to **2500** right to **HAW** or as directed.



TCH 52

ACFT	ILS+DME 3%	ILS+DME 2.5%	LOC+DME
A	270 (253) 1100m	380 (363) 1500m	450 (433) 1500m
B	280 (263) 1100m	390 (373) 1500m	
C	290 (273) 1100m	400 (383) 1600m	450 (433) 1800m

DME IHDN	3.0° ALT
4	1350
3	1030
2	710

LDA 1743x45
5718x148ft
P 3° (42)



GS	80	100	120	140	160
ROD 3.0°	420	540	650	750	860
FAF-MAPt	Not Published				

Note: LOC+NDB, LOC and Circling see 51-1

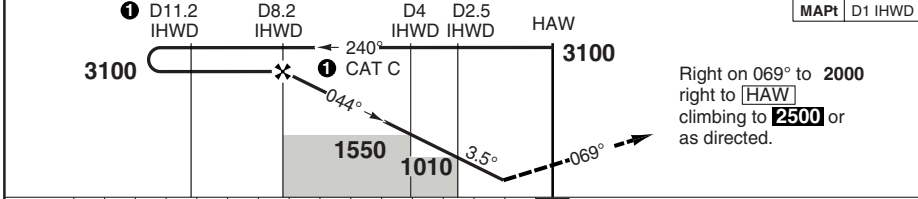
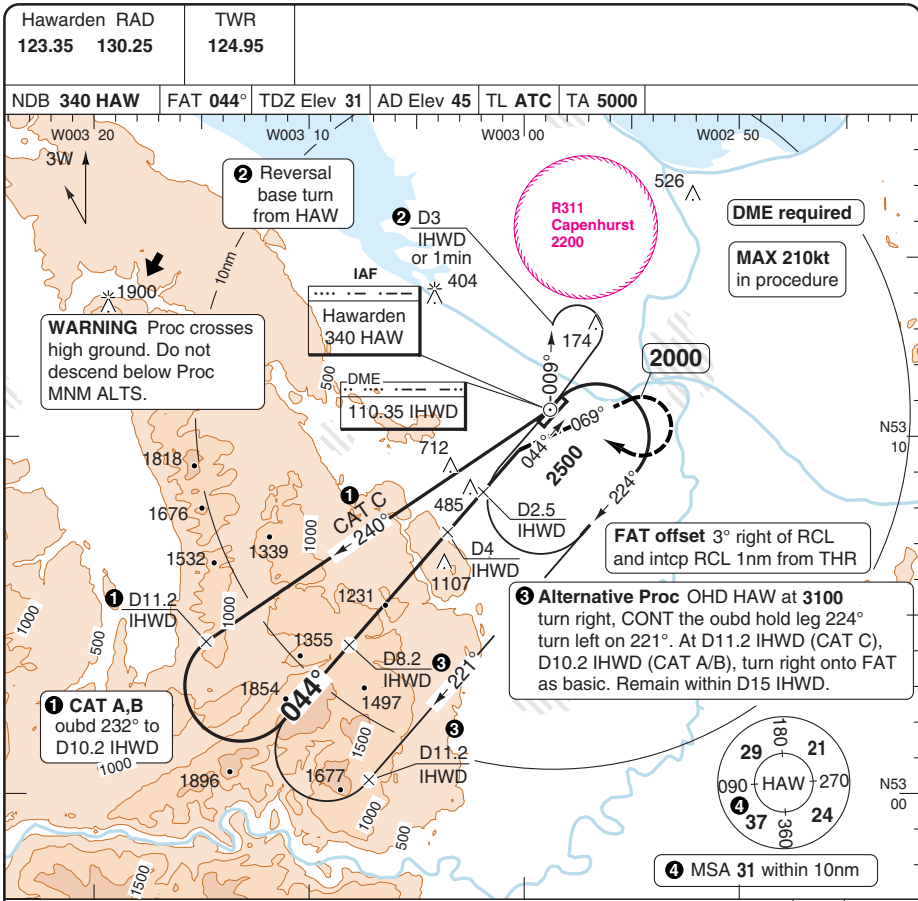
366

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Change: TA.

NDB RWY 04 CAT A,B,C

HAWARDEN



ACFT	NDB+DME	Circling ^a	Circling	^a East of RWY					DME IHWD	3.5° ALT	LDA 1663x45 5456x148ft P 3.5°R (47)
A	830 (799) 1500m	700 (655) 1.5km	800 (755) 1.5km	80	100	120	140	160	8	3030	
B		800 (755) 1.6km	900 (855) 1.6km	6	5	4	3	2.5	2290		
C	830 (799) 2400m	1500 (1455) 2.4km	NA	5	4	3	2.5	1920			
				4	3	2.5			1550		
				3	2.5				1190		
				2.5					1010		
GS	80	100	120	140	160						
ROD 3.5°	500	630	750	870	1000						
FAF-MAPt	Not Published										

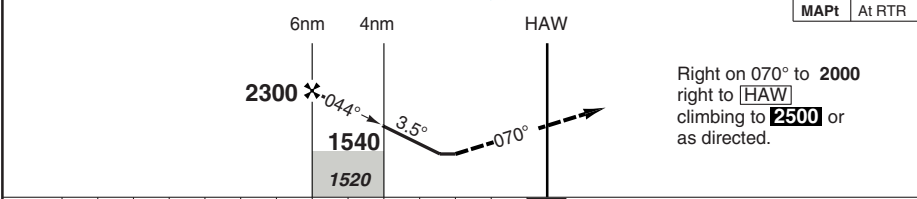
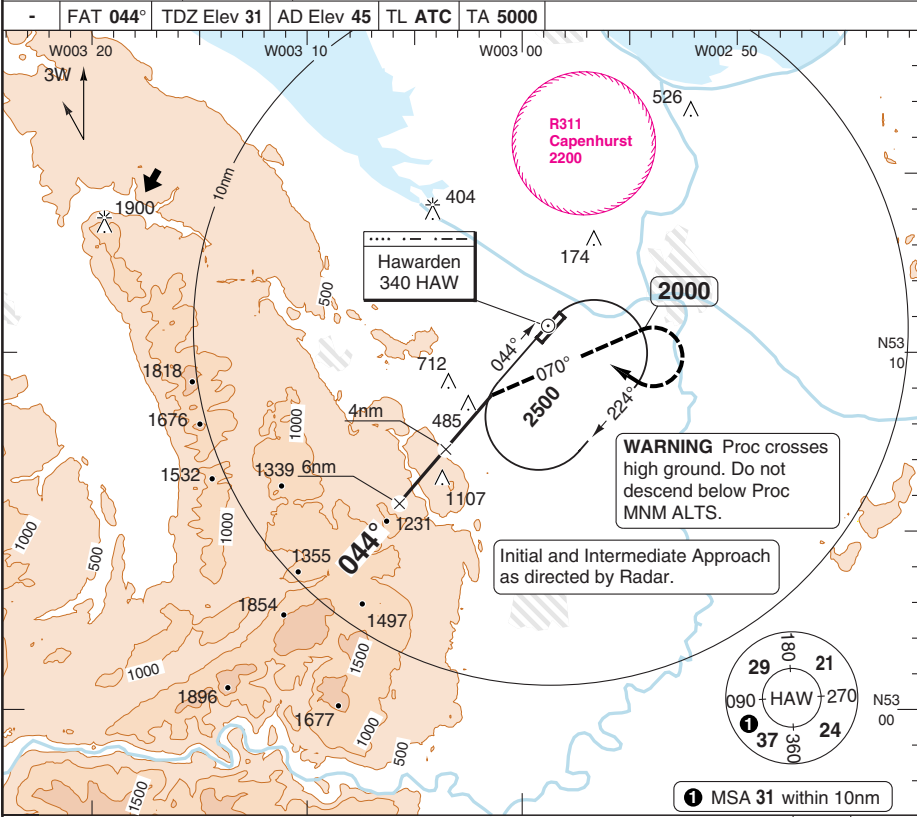
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SRA RWY 04 CAT A,B,C

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Hawarden RAD 123.35 130.25	TWR 124.95
- FAT 044° TDZ Elev 31 AD Elev 45 TL ATC TA 5000	



nm	13	12	11	10	9	8	7	6	5	4	3	2	1	0
ACFT	SRA 2NM													
A	960 (929) 1500m													
B														
C	960 (929) 2400m													
GS	80	100	120	140	160									
ROD 3.5°	500	620	740	870	990									
FAF-MAPt	Not Published													
Dist NM	3.5°													
NM	ALT													
5	1920													
4	1540													
3	1170													
		LDA 1663x45 5456x148ft P 3.5°R (47)												
		427												

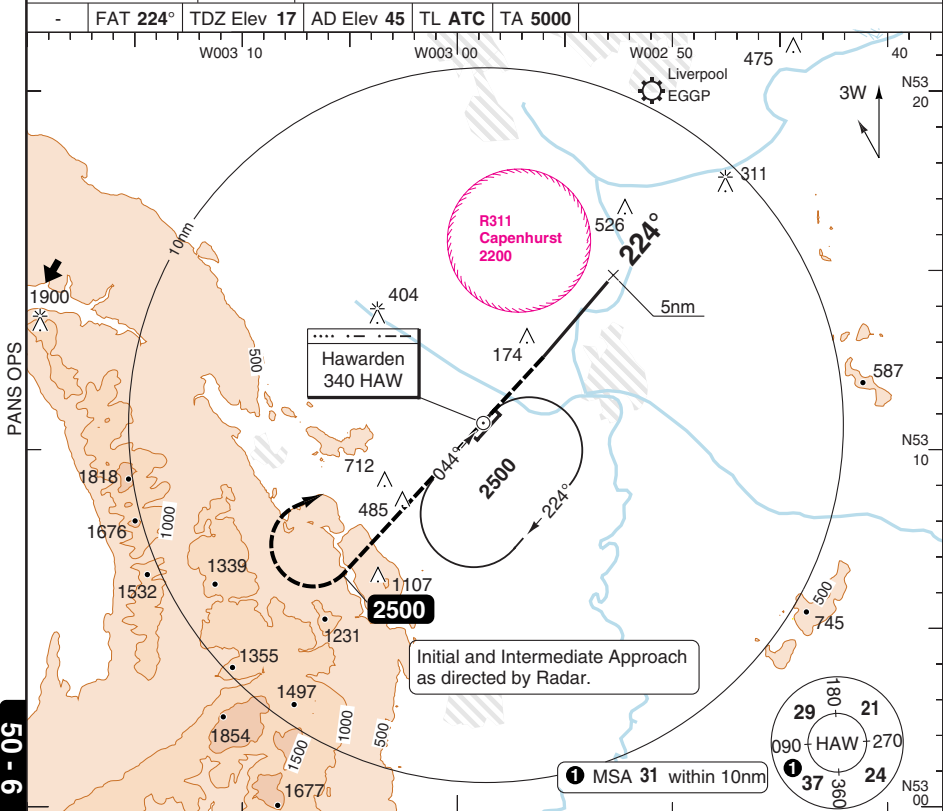
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50 - 5

SRA RWY 22 CAT A,B,C

HAWARDEN

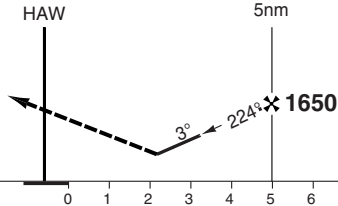
Hawarden RAD 123.35	TWR 130.25	TWR 124.95
- FAT 224°		TDZ Elev 17
		AD Elev 45
		TL ATC
		TA 5000



50 - 6

MAPt At RTR

Climb on 224° to **2500**
right to **HAW**
or as directed.



ACFT	SRA 2NM
A	650 (633) 1500m
B	
C	650 (633) 2400m

Dist	3.0°	LDA 1743x45
NM	ALT	5718x148ft
5	1650	P 3° (42)
4	1280	
3	970	
2	650	

GS	80	100	120	140	160
ROD 3.0°	420	530	630	740	840
FAF-MAPt	Not Published				



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Change: TA.

JAR-OPS Landing Minima

HAWARDEN

The following Minima is for Public Transport aircraft and conforms to JAR-OPS1 regulations.

STRAIGHT-IN APPROACH		C				D			
R/W	Procedure	DA/ MDA QNH ft	DH/ MDH QFE ft	RVR m	RVR No ALS m	DA/ MDA QNH ft	DH/ MDH QFE ft	RVR m	RVR No ALS m
04	OFFSET ILS/DME	530	500	900	1200	N/A	N/A	N/A	N/A
04	OFFSET LLZ/DME	570	540	1600	2000	N/A	N/A	N/A	N/A
04	SRA 2nm	960	930	1800	2000	N/A	N/A	N/A	N/A
04	NDB/DME	830	800	1800	2000	N/A	N/A	N/A	N/A
22	ILS/DME (M/App 2.5%)	400	390	1000	1200	N/A	N/A	N/A	N/A
22	ILS/DME (M/App 3.0%)	290	280	900	1200	N/A	N/A	N/A	N/A
22	LLZ/DME (M/App 2.5%)	450	440	1600	1800	N/A	N/A	N/A	N/A
22	LLZ (M/App 2.5%) (2)	680	670	2000	2000	N/A	N/A	N/A	N/A
22	LLZ (M/App 3.0%) (2)	560	550	1800	2000	N/A	N/A	N/A	N/A
22	LLZ (M/App 4.0%) (2)	450	440	1600	1800	N/A	N/A	N/A	N/A
22	LLZ (1)	830	820	2000	2000	N/A	N/A	N/A	N/A
22	SRA 2nm	650	640	1800	2000	N/A	N/A	N/A	N/A
22	NDB/DME (M/App 2.5%)	500	490	1800	2000	N/A	N/A	N/A	N/A
22	NDB/DME (M/App 3.0%)	450	440	1600	1800	N/A	N/A	N/A	N/A
22	NDB (2)	640	630	1800	2000	N/A	N/A	N/A	N/A
22	NDB (1)	830	820	2000	2000	N/A	N/A	N/A	N/A

Notes:

- (1) No DME or Radar ranges.
- (2) Radar ranges only.

CIRCLING		C			D		
R/W	Procedure	MDA QNH ft	MDH QFE ft	Vis m	MDA QNH ft	MDH QFE ft	Vis m
All procs		N/A	N/A	N/A	N/A	N/A	N/A
All procs (East of RCL)		1500	1460	2400	N/A	N/A	N/A

Notes:

TAKE-OFF		C		D	
Runway	Facilities	RVR	Vis	RVR	Vis
04/22 (1)	Nil (Day only)	500	-	N/A	N/A

Notes:

- (1) LVP in force when Vis greater than 400m and less than 1400m.

JAR-OPS Landing Minima

HAWARDEN

The following Minima is for Public Transport aircraft and conforms to JAR-OPS1 regulations.

STRAIGHT-IN APPROACH		A				B			
R/W	Procedure	DA/ MDA QNH	DH/ MDH QFE	RVR	RVR No ALS	DA/ MDA QNH	DH/ MDH QFE	RVR	RVR No ALS
		ft	ft	m	m	ft	ft	m	m
04	OFFSET ILS/DME	530	500	900	1200	530	500	900	1200
04	OFFSET LLZ/DME	570	540	1400	1500	570	540	1500	1500
04	SRA 2nm	960	930	1500	1500	960	930	1500	1500
04	NDB/DME	830	800	1500	1500	830	800	1500	1500
22	ILS/DME (M/App 2.5%)	380	370	1000	1200	390	380	1000	1200
22	ILS/DME (M/App 3.0%)	270	260	900	1200	280	270	900	1200
22	LLZ/DME (M/App 2.5%)	450	440	1300	1500	450	440	1400	1500
22	LLZ (M/App 2.5%) (2)	680	670	1500	1500	680	670	1500	1500
22	LLZ (M/App 3.0%) (2)	560	550	1500	1500	560	550	1500	1500
22	LLZ (M/App 4.0%) (2)	450	440	1300	1500	450	440	1400	1500
22	LLZ (1)	830	820	1500	1500	830	820	1500	1500
22	SRA 2nm	650	640	1500	1500	650	640	1500	1500
22	NDB/DME (M/App 2.5%)	500	490	1500	1500	500	490	1500	1500
22	NDB/DME (M/App 3.0%)	450	440	1300	1500	450	440	1400	1500
22	NDB (2)	640	630	1500	1500	640	630	1500	1500
22	NDB (1)	830	820	1500	1500	830	820	1500	1500

Notes:

- (1) No DME or Radar ranges.
- (2) Radar ranges only.

CIRCLING		A			B		
R/W	Procedure	MDA QNH ft	MDH QFE ft	Vis m	MDA QNH ft	MDH QFE ft	Vis m
	All procs	800	760	1500	900	860	1600
	All procs (East of RCL)	700	660	1500	800	760	1600

Notes:

TAKE-OFF		A		B	
Runway	Facilities	RVR	Vis	RVR	Vis
04/22 (1)	Nil (Day only)	500	-	500	-

Notes:

- (1) LVP in force when Vis greater than 400m and less than 1400m.