

Airport information:

Country: United Kingdom

City: LEEMING

Coordinates: N 54° 17.5', W 001° 32.1'

Elevation: 132

Customs: Nil

Fuel: 100LL, Jet

RFF: Nil

hours: PPR 24HR. MON-THU 0800-1800LT, FRI 0800-1700LT

Runways:

Runway 16

Takeoff length: 2289, Landing length: 2289

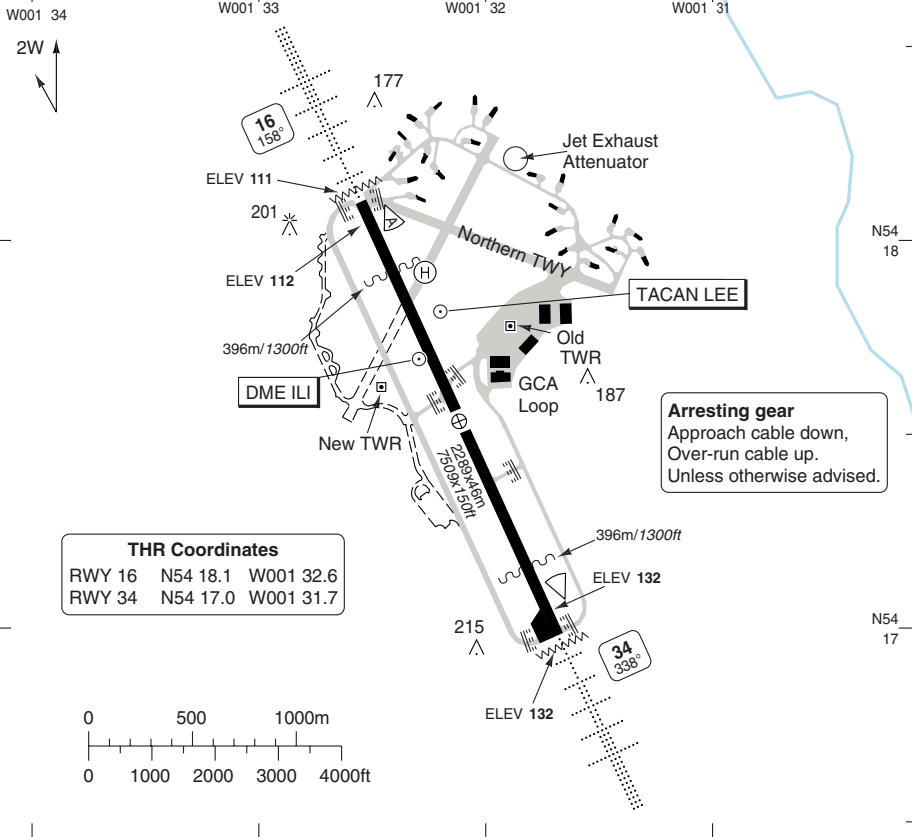
Runway 34

Takeoff length: 2289, Landing length: 2289

AERODROME

Leeming TWR
120.5

AD Elev 132 ARP: N54 17.5 W001 32.1 RFF: ① AD HR: ②



THR Coordinates			
RWY 16	N54 18.1	W001 32.6	
RWY 34	N54 17.0	W001 31.7	

Arresting gear
Approach cable down,
Over-run cable up.
Unless otherwise advised.

RWY	Slope	TORA m/ft	LDA m/ft	ALS	REDL	Additional
16	+0.3	2289 / 7509	2289 / 7509	H-C	H ③	P 2.5° (43)
34	-0.3	2289 / 7509	2289 / 7509	H-C	H ③	P 2.5° (43)

① CAT 5: during HO. CAT 2: out of HO. CAT 3: during official night flying.

② PPR 24hr. MON-THU: 08-18LT, FRI: 08-17LT. Extendable for visiting ACFT. If no diversion, AD will close at 1700LT for MON-THU and 1600LT for FRI, PPR before 2 weeks.

SAT: 0830-1730LT (when station based light ACFT operating). ③ White.

EU OPS TAKE OFF MINIMA

RWY	Facilities	RVR			
		A	B	C	D
16/34	RCL (day only) or RCL + REDL	400m			
	NIL (day only)	500m			

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Change: New spec.

GENERAL

LEEMING

GENERAL

1. AERODROME RESTRICTION

PPR for military ACFT.
PPR for civil ACFT.

2. WARNING

- 2.1 Acute turn onto access track from RWY 16 to apron.
- 2.2 Uncontrolled glider flying outside AD hrs at Topcliffe AD.
- 2.3 Visiting ACFT may expect radar control to final APCH.
- 2.4 ACFT on instrument APCHs to RWY 34 will transit overhead Dishforth AD at **2000** QFE. Dishforth AD circuit traffic is restricted to **1500** QFE when Leeming AD pattern is active.

3. COMMUNICATION

- 3.1 Zone 127.75
- 3.2 Below are NATO common freq, avbl on request only:
APP 123.3
TWR 122.1
DIR 123.3

4. CIRCUITS

- 4.1 RWY 34 right hand circuit.
- 4.2 Circuit heights:
- Normal - **1000** QFE
- Light piston ACFT - **800** QFE
- Low level - **500** QFE
- Light ACFT are to go-round on live side.

5. NOISE ABATEMENT PROCEDURE

- 5.1 Afterburner equipped ACFT are to use MNM amount of reheat. The use of reheat prohibited BTN 23-07(LT) daily.
- 5.2 Helicopters and light ACFT are not to fly below **500** QFE within the MATZ, unless weather or operational reasons dictate.
- 5.3 ACFT other than light ACFT are not to fly below **1000** QFE within the MATZ, unless joining the visual circuit and inside initials.

- 5.4 Low-level visual circuits by Jet ACFT, multi-engined ACFT and medium/heavy helicopters are prohibited BTN 16-17(LT) daily.
- 5.5 ACFT are to avoid overflying towns/villages within the MATZ:
- Bedale
- Northallerton
- Leeming Bar
- Leeming
- Londonderry
- Gatenby
- Scruton
- Burneston
- Scorton Hospital (N54 23.8 W001 36.9)
- Breckenborough (N54 22.0 W001 40.7)
- Theakston Hall (N54 16.4 W001 31.4)
- Sion Hall (N54 15.3 W001 25.8)

6. WIND

Wind shear may be encountered in undershoot of RWY 16 when surface wind BTN 210-250/10-25kts.

7. TWY RESTRICTIONS

TWY	Width
Eastern Parallel Link A HAS Loop (12-22-ASP)	15m/49ft
Western Parallel	18m/59ft
Former 04/22 RWY	15m/49ft
East HAS site (Loop 30)	15m/49ft

8. TAXI

After landing, the eastern side of RWY is designated as slow lane for multi-aircraft recoveries.

9. TAXI RESTRICTION

Certain taxi restrictions may be applied to large transport and/or passenger ACFT.

10. CAT II/III OPERATION

Outside normal operations and for station based light ACFT flying Saturday and Sunday.

11. COM FAIL

If unable to continue APCH, fly at MNM **3500** QFE and contact ATC.

GENERAL

LEEMING

10 - 4

12. HELICOPTER OPERATIONS

- 12.1 Helicopter arrivals/departures to/from the west of the airfield are prohibited within an area bounded by the following villages:
- Bedale
 - Leeming Bar
 - Londonderry
 - Theakston
- 12.2 Overflights of this area may be permitted but only by light helicopters not below **500** QFE, whilst medium/heavy helicopters must not be below **2000** QFE.
- 12.3 Arrivals/departures are to route via one of the following helicopter gates:
- North Gate:
N54 18.7 W001 32.9 / 99SE294 907
 - East Gate:
N54 18.3 W001 30.5 / 99SE320 901
 - South Gate:
N54 14.4 W001 29.6 / 99SE330 829
- 12.4 Where approved within MATZ, crews are to route inbound to and outbound from gates not below **500** QFE, ensuring that they do not overfly towns and villages as mentioned in 12.1; Noise Abatement are particularly sensitive and are to be avoided. Routing BTN the gate and the airfield is to be in accordance with instructions from ATC (direct routing will normally be offered); helicopters are allowed to fly bi-directionally between the gate and the airfield below **500** QFE. Medium/heavy helicopters are further requested to avoid these additional sensitive areas:
- Cross Lanes Farm:
N54 18.9 W001 31.5 / 99SE309 911
 - Grewelthorpe:
N54 10.9 W001 38.9 / 99SE230 762
 - Kirkby Malzeard:
N54 09.9 W001 38.4 / 99SE235 745
- 12.5 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 TWY. Medium/heavy helicopters are to exit/enter the ASP via the western end only.

DEPARTURE**1. NOISE ABATEMENT PROCEDURE**

ACFT other than light ACFT are to climb on RWY track to D1 LEE (MNM **1000**) before turning.

LEEMING

SID RWY 16/34

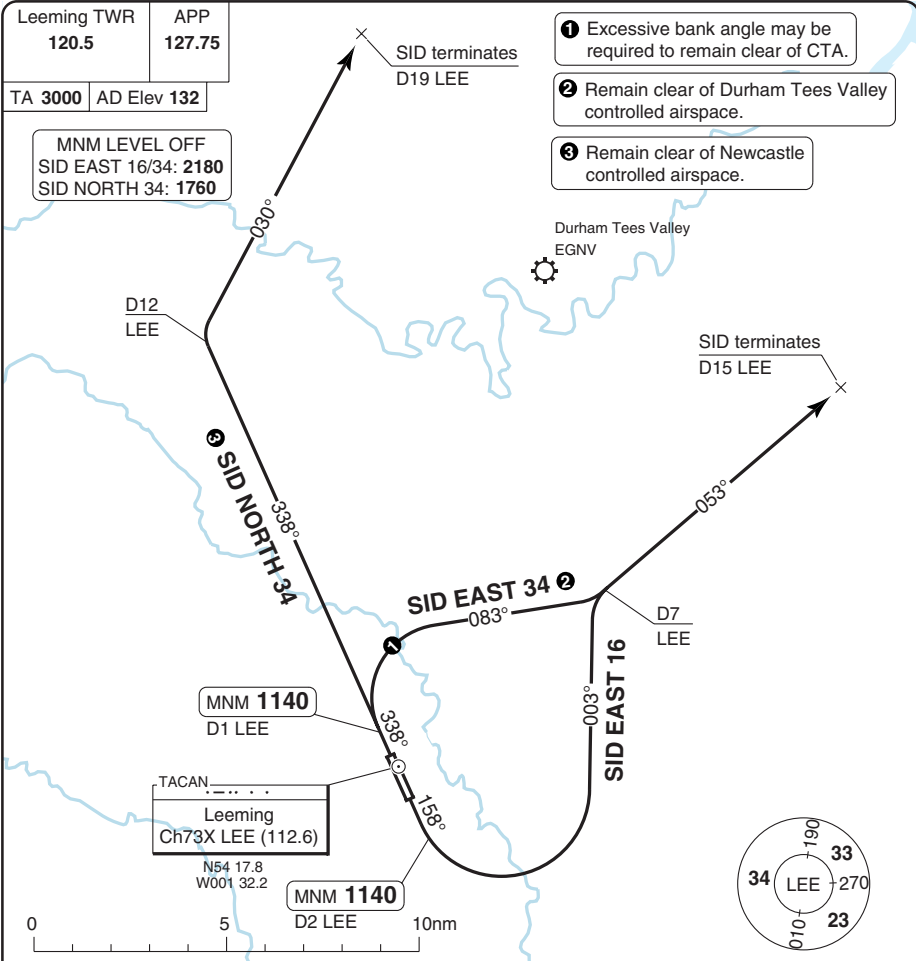
Leeming TWR
120.5

APP
127.75

TA **3000** | AD Elev **132**

MNM LEVEL OFF
SID EAST 16/34: **2180**
SID NORTH 34: **1760**

- ① Excessive bank angle may be required to remain clear of CTA.
- ② Remain clear of Durham Tees Valley controlled airspace.
- ③ Remain clear of Newcastle controlled airspace.



NOTE: SIDs are RADAR monitored.
Adopt MNM noise procedures for ACFT type until above TA.
ACFT requiring non standard departures are to request desired outbound track and FL on start-up.

COM: RWY 16: Climb on 158° to D2 LEE, contact APP.
RWY 34: Climb on 338° to D1 LEE, contact APP.

ALT RESTRICTION: Climb to **FL65** or as directed.

MNM CLIMB GRADIENT: RWY 16: 17.5% to 1140. RWY 34: 29% to 1140.

SID	RWY	Routeing	Altitudes
SID EAST 16	16	Climb on 158° to D2 LEE - turn left on 003° - 053°/D7 LEE. SID terminates at 053°/D15 LEE.	D2 LEE MNM 1140
SID EAST 34	34	Climb on 338° to D1 LEE - turn right on 083° - 053°/D7 LEE. SID terminates at 053°/D15 LEE.	D1 LEE MNM 1140
SID NORTH 34	34	Climb on 338° to D1 LEE - 338° - at D12 LEE turn right - 030°. SID terminates at D19 LEE.	D1 LEE MNM 1140

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30 - 1

SID RWY 16/34 Alternative CAT A/B

LEEMING

Leeming TWR
120.5

APP
127.75

TA 3000 | AD Elev 132

- 1 Remain clear of Durham Tees Valley controlled airspace.
- 2 Remain clear of Newcastle controlled airspace.

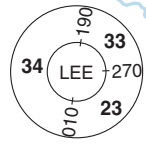
SID terminates
25nm from AD



SID terminates
25nm from AD

Scale distorted

TACAN
Leeming
Ch73X LEE (112.6)
N54 17.8
W001 32.2



30 - 2

NOTE: SIDs are RADAR monitored.

Adopt MNM noise procedures for ACFT type until above TA.

ACFT requiring non standard departures are to request desired outbound track and FL on start-up.

COM: RWY 16: Climb on 158° to D2 LEE, contact APP.

RWY 34: Climb on 338° to D1 LEE, contact APP.

SID	RWY	Routing
SID ALTERNATIVE	16	Climb on 158° to MNM 1140 - turn shortest way on 050° or 250° as specified by ATC, climb as directed. Contact APP. SID terminates at 25nm from AD.
	34	Climb on 338° to MNM 1140 - turn shortest way on 050° or 250° as specified by ATC, climb as directed. Contact APP. SID terminates at 25nm from AD.

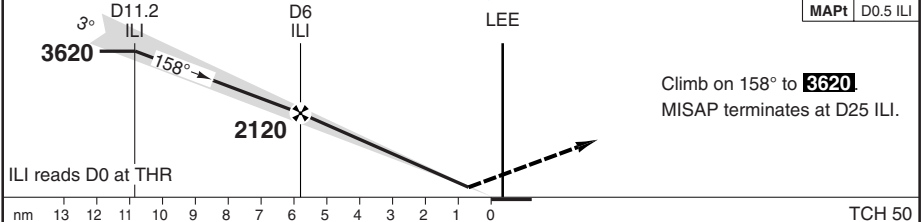
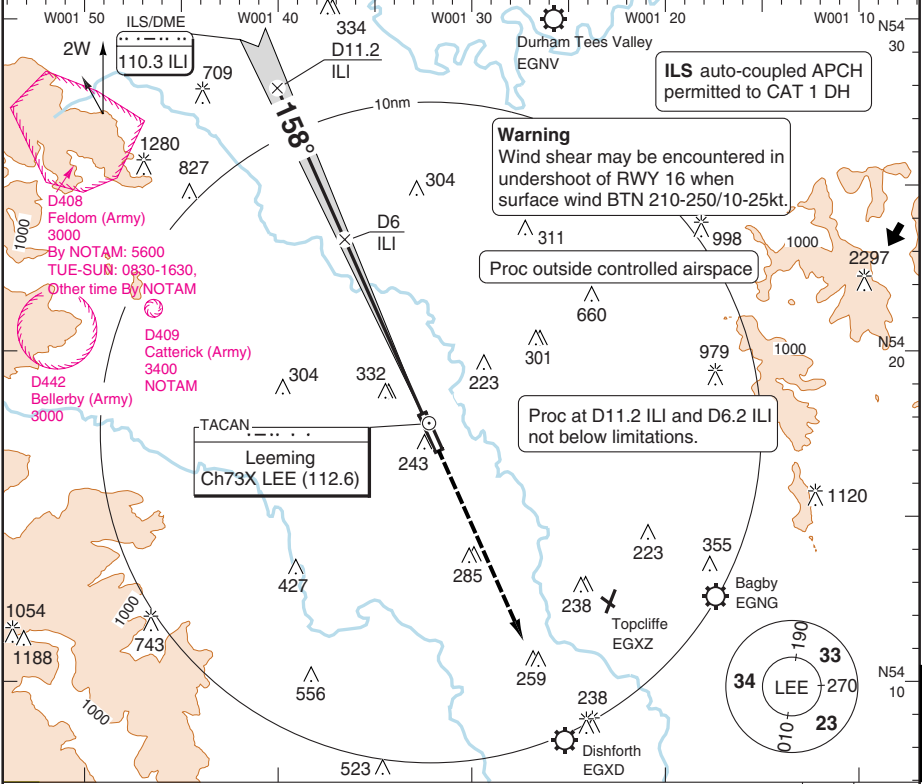
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ILS RWY 16

Leeming APP 127.75	DIR 127.75	TWR 120.5
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ILS/DME 110.3 ILI	FAT 158°	TDZ Elev 112	AD Elev 132	TL ATC	TA 3000
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ACFT	ILS/DME	LOC+DME	Circling	Notional GS mandatory.	DME ILI	3° ALT	LDA 2289x46 7509x150ft P 2.5° (43)
A	360 (240) 550m	500 (390) 1100m	600 (460) 1.5km		6	2120	
B	380 (260) 600m		640 (500) 1.6km		5	1790	
C	400 (280) 600m		950 (810) 2.4km		4	1470	
D	440 (320) 700m		1000 (860) 3.6km		3	1150	
GS	80		100	120	140	160	1
ROD 3°	420	530	640	740	840		
FAF-MAPt	4:16	3:25	2:51	2:27	2:08		

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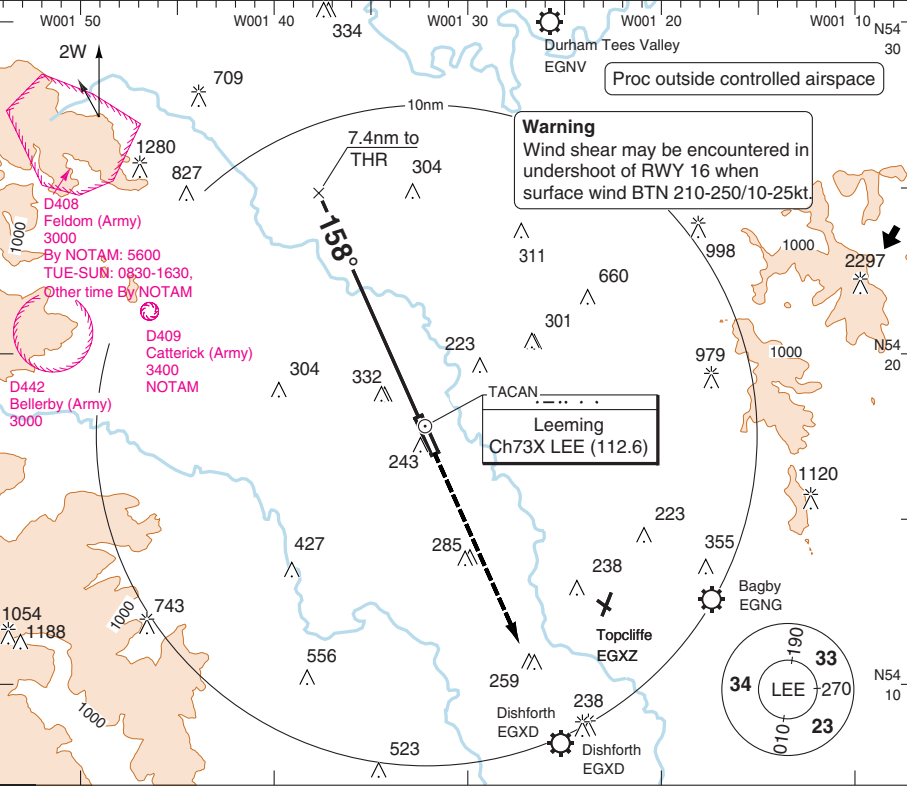
50 - 1

PAR RWY 16 ROD 2.5°

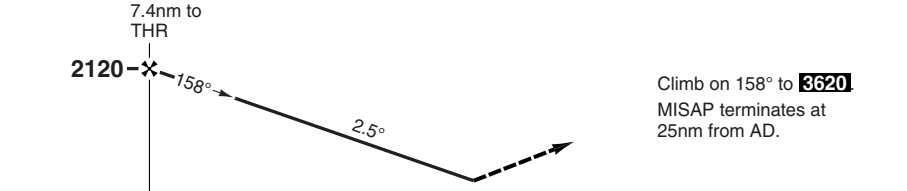
LEEMING

Leeming APP 127.75	DIR 127.75	TALKDOWN 123.3 ①	TWR 120.5	① NATO common freq, avbl on request only
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PAR	FAT 158°	TDZ Elev 112	AD Elev 132	TL ATC	TA 3000
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50 - 2



nm	8	7	6	5	4	3	2	1	0	TCH 43
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ACFT	PAR 2.5°	Circling
A	340 (220) 550m	600 (460) 1.5km
B	350 (230) 550m	640 (500) 1.6km
C	360 (240) 550m	950 (810) 2.4km
D	370 (250) 550m	1000 (860) 3.6km

LDA 2289x46
7509x150ft
P 2.5° (43)



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Change: New spec.

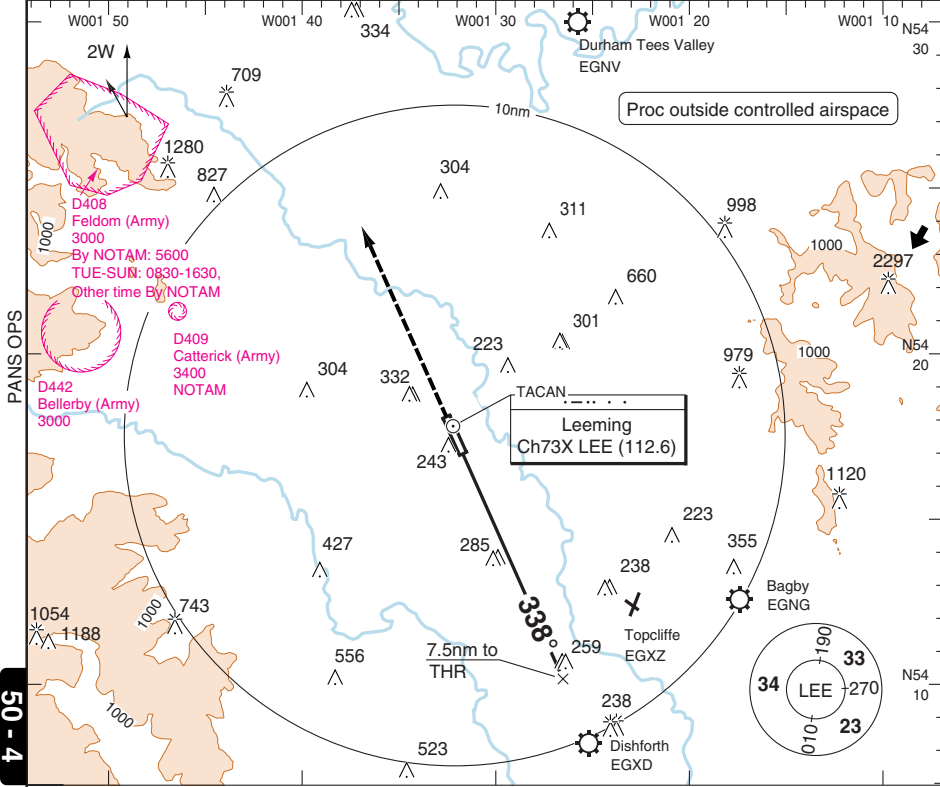
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PAR RWY 34 ROD 2.5°

LEEMING

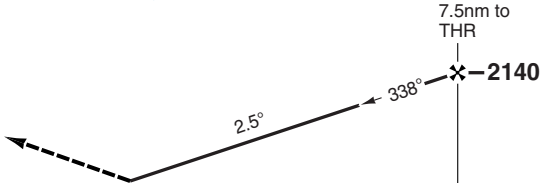
Leeming APP 127.75	DIR 127.75	TALKDOWN 123.3 ①	TWR 120.5	① NATO common freq, avbl on request only
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PAR	FAT 338°	TDZ Elev 132	AD Elev 132	TL ATC	TA 3000
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50 - 4

Climb on 338° to **3640**.
MISAP terminates at
25nm from AD.



TCH 43

ACFT	PAR 2.5°	Circling
A	340 (200) 550m	600 (460) 1.5km
B	350 (210) 550m	640 (500) 1.6km
C	360 (220) 550m	950 (810) 2.4km
D	370 (230) 550m	1000 (860) 3.6km

LDA 2289x46
7509x150ft
P 2.5° (43)



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Change: New spec.

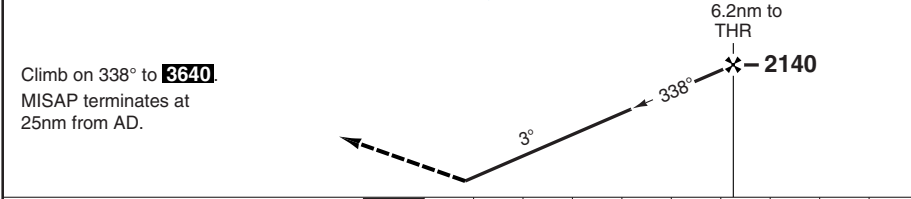
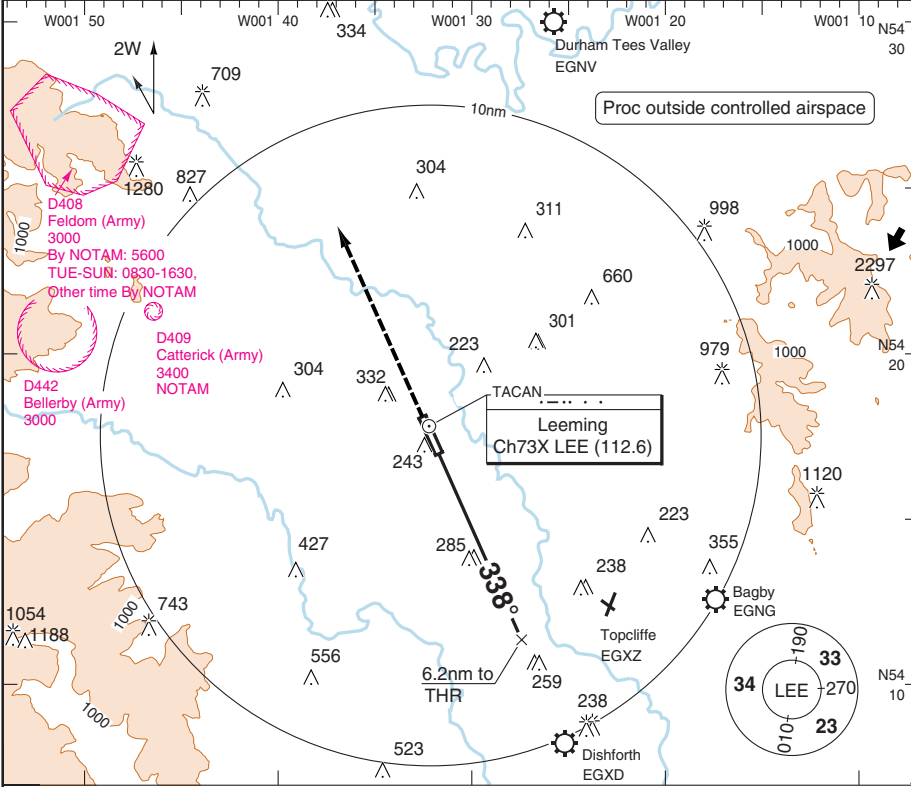
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PAR RWY 34 ROD 3°

LEEMING

Leeming APP 127.75	DIR 127.75	TALKDOWN 123.3 ①	TWR 120.5	① NATO common freq, avbl on request only
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PAR	FAT 338°	TDZ Elev 132	AD Elev 132	TL ATC	TA 3000
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TCH 48

ACFT	PAR 3.0°	Circling
A	370 (230) 550m	600 (460) 1.5km
B	380 (240) 550m	640 (500) 1.6km
C	390 (250) 550m	950 (810) 2.4km
D	400 (260) 600m	1000 (860) 3.6km

LDA 2289x46
7509x150ft
P 2.5° (43)



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50 - 5

Change: New spec.

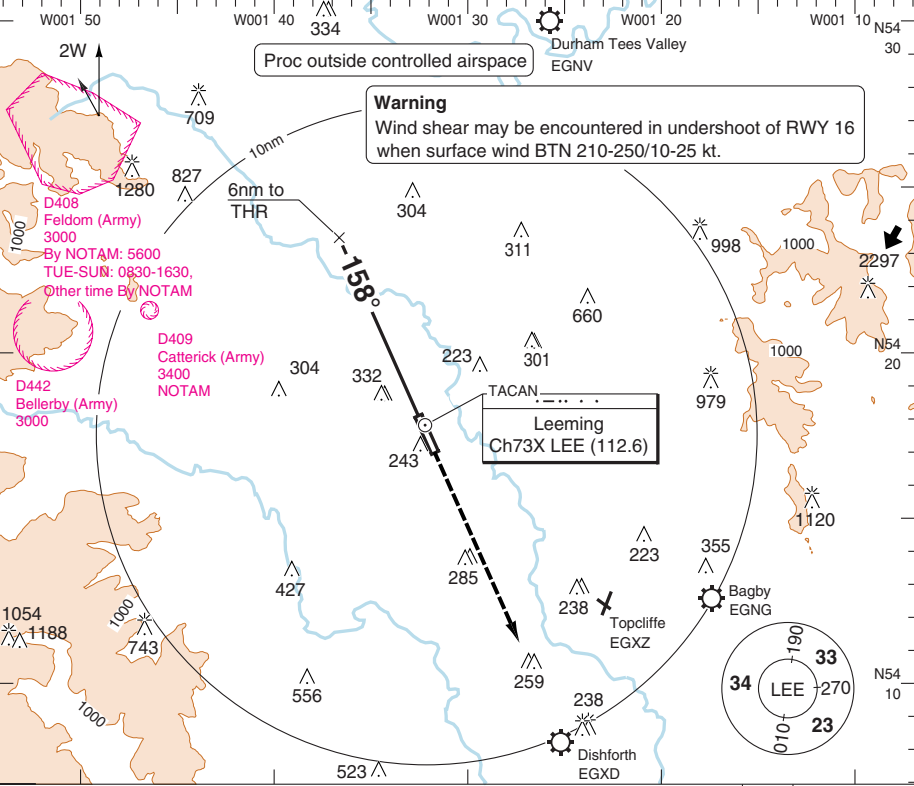
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SRA RWY 16

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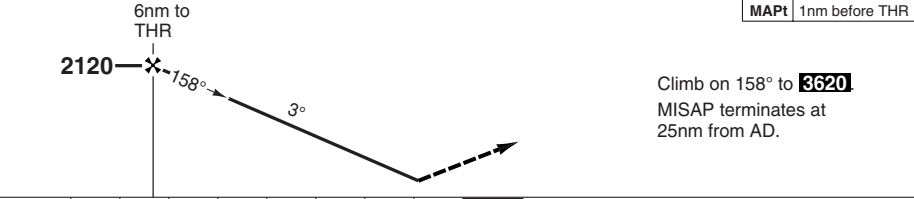
Leeming APP 127.75	DIR 127.75	TALKDOWN 123.3 ①	TWR 120.5	① NATO common freq, avbl on request only
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SRA	FAT 158°	TDZ Elev 112	AD Elev 132	TL ATC	TA 3000
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PANS OPS

50 - 6



nm	8	7	6	5	4	3	2	1	0
ACFT	SRA ①		Circling		② Notional GS mandatory.				
A	550 (440) 1300m	600 (460) 1.5km							
B		640 (500) 1.6km							
C		950 (810) 2.4km							
D		1000 (860) 3.6km							
GS	80	100	120	140	160				
ROD 3°	420	540	640	760	860				
FAF-MAPt	3:54	3:07	2:36	2:14	1:57				

THR	3°	LDA 2289x46
16	ALT	7509x150ft
6	2120	P 2.5° (43)
5	1790	
4	1470	
3	1150	
2	830	
1.1	550	

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FALS

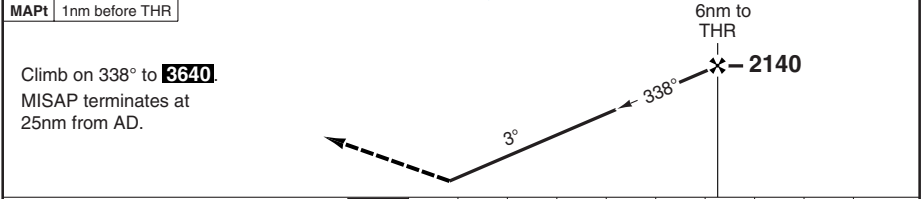
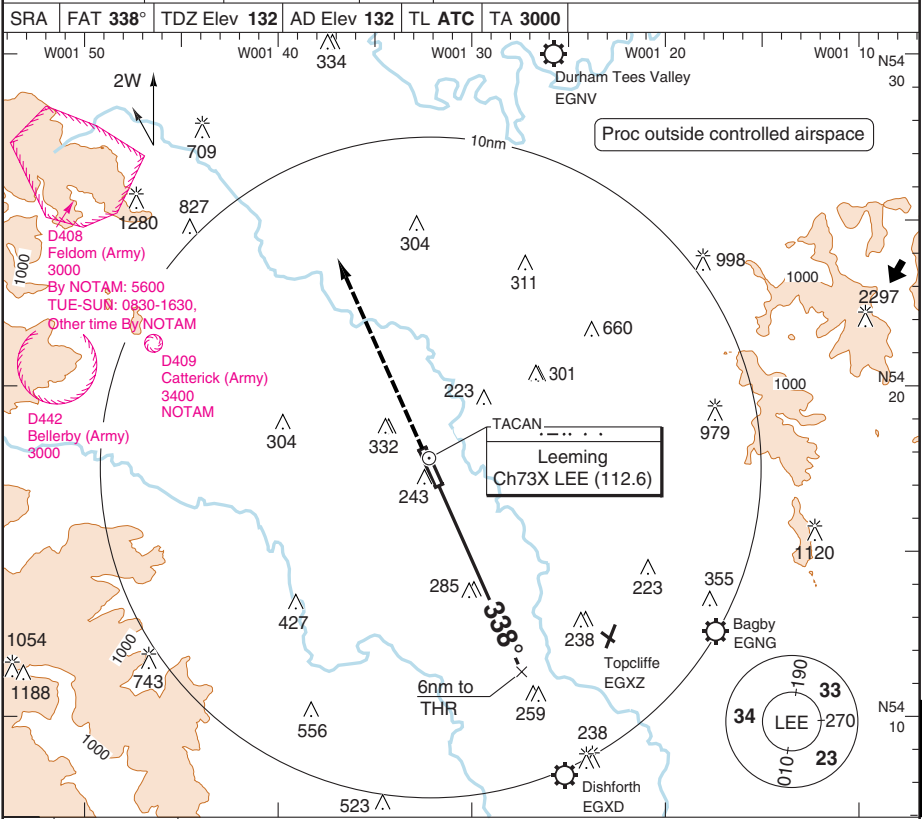
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SRA RWY 34

LEEMING

Leeming APP 127.75	DIR 127.75	TALKDOWN 123.3 ①	TWR 120.5	① NATO common freq, avbl on request only
SRA	FAT 338°	TDZ Elev 132	AD Elev 132	



ACFT	SRA ③ 1200m	Circling	③ Notional GS mandatory.					THR	3°	LDA 2289x46
A		600 (460)	1.5km	THR	ALT	7509x150ft				
B		640 (500)	1.6km	6	2140	P 2.5° (43)				
C		950 (810)	2.4km	5	1810					
D	1000 (860)	3.6km	4	1490						
GS	80	100	120	140	160	3	1170			
ROD 3°	420	540	640	760	860	2	850			
FAF-MAPt	3:54	3:07	2:36	2:14	1:57	1	540			

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HELICOPTER

LEEMING

The following Minima is for Public Transport Helicopters and conforms to JAR-OPS3 regulations.

STRAIGHT-IN APPROACH

R/W	Procedure	DA/ MDA QNH ft	DH/ MDH QFE ft	Full >=720 RVR m	Inter 420-719 RVR m	Basic < 420 RVR m	No ALS RVR m
16	ILS	360	240	550	650	750	1000
16	LOC (1)	510	390	800	1000	1000	1000
16	PAR 2.5°	340	220	550	650	750	1000
16	PAR 3.0°	350	230	550	650	750	1000
16	SRA 1nm (1)	560	440	800	1000	1000	1000
34	PAR 2.5°	340	200	500	600	700	1000
34	PAR 3.0°	370	230	550	650	750	1000
34	SRA 1nm (1)	550	410	800	1000	1000	1000

Notes:

(1) Notional GS mandatory.

CIRCLING

R/W	Procedures	MDA QNH ft	MDH QFE ft	Vis m
All runways		600	460	800

Notes: