

Southampton International Airport

IATA/ICAO CODE: SOU/EGHI
 CITY: Southampton
 COUNTRY: UK

AIRPORT CONTACT

No changes reported by the airport in 2011
 Verify information below with the airport

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ELEVATION: 44 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
02/20	1723	02/73 20/45	3.1 (rwy 20 ILS)	37

NOISE ABATEMENT PROCEDURES

See UK AIP for details.

a. Operators of all aircraft arriving or departing from the aerodrome are required to conform to the following procedures, as applicable, notwithstanding that at any time they may be departed from to the extent necessary for avoiding immediate danger or for compliance with instructions from ATC.

b. In order that the least possible noise disturbance is caused in areas surrounding the aerodrome, aircraft operators should ensure that at all times their aircraft conform to the noise abatement techniques laid down for that type of aircraft.

c. Arrivals

Following procedures apply to:

i. All turbo jet aircraft;

ii. all aircraft with a MTOW of 5700 kg or greater;

1. Aircraft flying an ILS approach should at no time descend below 1744 ft amsl, 1700 ft agl before intercepting the glide path.

2. Aircraft flying an instrument approach other than ILS, or those aircraft flying a visual approach, should not intercept the appropriate final approach track at a range less than 5 DME SAM, except that aircraft flying a visual approach via the downwind leg should not intercept final approach at less than 2 DME SAM for RWY 20 or 4 DME SAM for RWY 02.

3. Aircraft flying a visual approach should intercept the final approach track at a level not less than that equivalent to a 3° glide path at the intercept range. Final approach should be flown at not less than a nominal 3° glide path.

4. With the exception of the minimum ILS intercept level, nothing herein shall apply to an aircraft authorised by ATC to fly a circling instrument approach procedure.

d. Except as required during normal aircraft operations when flight is immediately intended, or as part of an after landing engine shutdown routine, engine ground running by aircraft is subject to strict control and is prohibited at certain times.

Requests for approval must be made to the Airport Duty Manager, Tel: 023-80627113

e. The operation of aircraft auxiliary power units or ground power units should be kept to a minimum consistent with safety.

f. Noise Preferential Routes (**See UK AIP for details**)

The Noise Preferential Routes (NPR) specified herein are applicable to:

i. All turbo jet aircraft;

ii. all aircraft with a MTOW of 5700 kg or greater;

Take-off Runway	Noise Preferential Routes
02	Climb straight ahead until 2.5 DME SAM If VOR SAM is unserviceable, climb straight ahead until 2.5 DME ISN.
20	As soon as possible after passing 500 ft ALT turn right to intercept VOR "SAM" RDL 217. Maintain RDL 217 until 2000 ft ALT. If VOR "SAM" is unserviceable as soon as possible after passing 500 ft ALT turn right to maintain a track 217 degrees MAG until 2000 ft ALT.

g. The NPR specified at f may be varied by ATC except for aircraft that do not conform to the provisions of ICAO Annex 16, Vol 1, Chapter 3. If an ATC clearance requires a departure heading other than that specified at f, the ATC specified heading supersedes that required by the appropriate NPR.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS

Operating hours

06:30-23:00 (weekdays);

06:30-23:00 (Saturdays);

08:00-23:00 (Sundays)

PREFERENTIAL RUNWAYS - NONE

OPERATING QUOTA

Restriction on night movements is 10 per month or not more than 100 in any 12 month period.

ENGINE RUN-UP RESTRICTIONS

Aircraft Engine Ground Running (EGR) - AOI 015/100`

It is the responsibility of all employers to ensure that relevant Operating Instructions are brought to the attention of their staff. However, individuals remain responsible for their own actions and those who are in any doubt should consult their supervisor or manager.

1. Policy

1.1 To minimize the environmental impact of aircraft engine noise pollution and to comply with a Town and Country Planning Act (1990), Section 106 Agreement, the procedures set out herein shall be complied with at all times.

1.2 The running of aircraft auxiliary power units (APU) must be kept to a minimum, consistent with safety.

1.3 To assist aircraft owners/operators and aircraft maintenance companies to comply with this Instruction's provisions EGR has been divided into three classifications:

a) EGR necessary during normal aircraft operations when flight is imminently intended or is part of an after landing engine shut down routine.

b) EGR to test engines or systems on a planned routine or scheduled basis following planned, routine or scheduled repair, servicing or maintenance of the aircraft concerned.

c) EGR to test engines or systems following repair, servicing or maintenance of the aircraft concerned arising from a defect with the aircraft where it is not practicable for such repair, servicing or maintenance to be carried out at a location other than on the airport.

1.4 Notwithstanding the classification set out above, an aircraft that requires to start and operate an engine, or engines, at "ground idle" setting are, with the exception of 5.1, considered outside the scope of this Instruction and are accordingly not subject to its provisions.

2. Description of Task

2.1 To minimize the environmental impact of engine ground running and ensure compliance with a Section 106 Agreement entered into with Eastleigh Borough Council.

3. Qualifications and Responsibility

3.1 The Airport Duty Manager (ADM) is responsible for assessing any application made for the conduct of EGR and determining whether approval can be given. The ADM will issue approvals together with any specific instructions for the conduct of a particular operation. Refusal of an application will also be notified by the ADM. A refusal will be notified when the provisions of the Instruction would not be met. Accordingly no reason for refusal will be given.

4. Frequency of Task

4.1 As and when required.

5. Operating Procedures

5.1 The following applies to all classifications of EGR:

- a) RTF contact must be established with ATC and start up approval obtained prior to the starting of any turbine powered engine.
- b) When practicable, aircraft anti-collision beacons (where fitted) must be illuminated prior to engine starting. If such illumination is not possible it must be accompanied as soon as practical after starting.
- c) As far as practicable, anti-collision lighting must remain illuminated until all engines are shutdown.

5.2 The following applies to all EGR except those classified 1.3 a):

- a) Approval to conduct EGR must be obtained from the Airport Duty Manager. Applications may be made in person or via telephone and must include the following:
 - i) the identity of the person or company making the request
 - ii) the aircraft registration markings and type
 - iii) the anticipated duration of EGR, an indication of the expected level of engine power setting and number of engines to be run
 - iv) information to assist the ADM in determining the appropriate classification, 1.3 b) or c).
 - v) any other information considered relevant by the ADM.
- b) Issuance of approval will be at the sole discretion of the Airport Duty Manager. Any such approval granted will be communicated to ATC.

- c) The person or company responsible for EGR shall provide a competent person adjacent to the aircraft to act as lookout so as to ensure the safety of any adjacent aircraft, personnel or equipment. The lookout shall have direct communication with the person conducting the EGR in order that the appropriate information, advice or instructions may be communicated without delay. This may be accomplished visually by means of hand signals.
- d) No EGR is permitted between 2300-0600(local time) each night, except Saturday night to Sunday morning when no EGR is permitted between 2300 Saturday to 0730 Sunday.
- e) Turbo-prop aircraft with a maximum take-off weight in excess of 15 tonnes and all jet aircraft shall be made either at locations X,Y,Z as depicted on the chart shown at Attachment "A". Taxiing or towing of the aircraft to the required EGR location must be in accordance with ATC instructions.
- f) Non Chapter 3 aircraft shall carry out the EGR at location "Y", as depicted on the chart shown at Attachment "A".
- g) Turbo-prop aircraft with a maximum take-off weight in excess of 15 tonnes shall carry out the EGR with the aircraft heading 020 degrees MAG or 200 degrees MAG.
- h) All jet aircraft shall carry out the EGR with the aircraft heading 270 degrees MAG

5.3 The following applies to EGR classified in 1.3b):

- a) No EGR is permitted on Sundays or Public Holidays
- b) EGR will not normally be authorized before 0900 or after 1800 (local time). However, if exceptional circumstances exist, at the sole discretion of the Airport Duty Manager, EGR may be authorized on permitted days between 0800-0900 and 1900-2100(local time)
- c) EGR of turbo-prop aircraft over 15 tonnes MTOW or jet aircraft in this classification shall not exceed more than an aggregate of one hour per day nor more than an aggregate of 3 hours per week.
- d) EGR of non Chapter 3 aircraft in this classification shall not be made on more than 50 occasions in any period of 12 consecutive months.

6. Records

6.1 To facilitate compilation of statistical data, accurate records of EGR is essential. These are required for EGR classified in 1.3 b) and c).

6.2 Requests for approval of EGR in classification 1.3 c) must be made on the shown at Attachment "B". This form is completed by the ADM and filed. No

further action is required.

6.3 Requests for approval of EGR in classification 1.3 b) must be made on the form shown at Attachment "B". This form is completed by the ADM and filed. For turbo-prop aircraft with MTOW in excess of 15 tonnes and all jet aircraft undertaking EGR in this classification, the total length of each day's EGR should be recorded on the engine ground run weekly record form. This cumulative total must be updated each day to ensure that a 3 hours total per week is not exceeded.

6.4 Further to this, the number of occasions that any non Chapter 3 aircraft carries out EGR in classifications 1.3 b) it must be recorded on the same form in the appropriate column. At the end of each week the rolling total number of occasions of non Chapter 3 EGR must be carried forward to the next week's form and the old form filed.

6.5 ATC will record times that EGR start and finish, these must then be notified to the Flight Briefing Unit, who will in turn notify the ADM.

6.6 For ease of reference a flow chart detailing the essential actions for EGR is set out at Attachment"E".

7. Follow up Action

7.1 As detailed on Audit 8

8. Audit 8

8.1 a)First tier - Airport Duty Manager, to ensure daily compliance with provisions of the 106 Agreement.

b)Second tier - Airport Duty Manager, to ensure monthly compliance with provisions of the 106 Agreement.

c)Third tier - Operations Manager, to collate EGR records on a three monthly basis and submission to Eastleigh Borough Council. Annually, to review provisions of this Instruction.

Note: The airport provided copies of Attachment "A" and "B"

APU OPERATING RESTRICTIONS

e. The operation of aircraft auxiliary power units or ground power units should be kept to a minimum consistent with safety.

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE

[Conditions of Use Including Charges from 1 May 2011](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences)		

and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

CHAPTER 3 RESTRICTIONS

See Noise Abatement Procedures above