

Coventry Airport

IATA/ICAO CODE: CVT/EGBE
CITY: Coventry
COUNTRY: UK

AIRPORT CONTACT

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

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Title: Airport Director, West Midlands International Airport LTD.
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ELEVATION: 267 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (ft)	Glide Slope(deg)	Width (m)
05/23	2008	-	3	46

NOISE ABATEMENT PROCEDURES

See UK AIP for details.

Noise Preferential Routings and Procedures - all aircraft inbound or outbound from this aerodrome are required to conform to the following procedures, 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 avoid overflight of the noise sensitive areas of Binley Woods (05 departures, 23 arrivals) and Stoneleigh (o5 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 routings must be accepted in the interest 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 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 Routings 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 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 interest of safety. The use of the route is supplementary to noise 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).

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.

Training aircraft in the circuit:

As 'Southerly Departures', but continue on track 200 deg. MAG then complete the left turn downwind.

h. Take-off and landing by DC-6 aircraft are not permitted between 2300 and 0600 local time.

j. Ground running of aircraft engines shall be subject to the approval of ATC and shall be kept to a minimum, consistent with operational needs.

i. Always Inbound Routes

Inbound aircraft following airways routes will be positioned by the appropriate ACC to initially follow a Birmingham STAR. Aircraft will then be positioned by radar at Coventry or routed to the LCT for an approach.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - NONE

Note: Take-off and landing of aircraft with a quota count of 4 and above not permitted between the hours of 23:30L – 06:00L.

Certification noise levels (EPNLs) are used for determining the QC category.	
Takeoff = (Takeoff+Sideline)/2 for Chapter 3 or ((Takeoff+Sideline)/2)+1.75 for Chapter 2	
Approach = Approach - 9	
Certificated Noise Level (EPNdB)	Quota Count
Greater than 101.9	16
99-101.9	8
96-98.9	4
93-95.9	2
90-92.9	1
87-89.9	0.5
84-86.9	.25

PREFERENTIAL RUNWAYS - NONE

OPERATING QUOTA RESTRICTIONS

Quota count of 4 and above between the hours of 23:30L – 06:00L.

ENGINE RUN-UP RESTRICTIONS

Ground running of aircraft engines shall be subject to the approval of ATC and shall be kept to a minimum, consistent with operational needs. There may be a requirement to position aircraft on the south apron for engine runs.

APU OPERATING RESTRICTIONS - NONE

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE - NONE

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	2006	Re-imbursement for properties already invested in sound insulation has already taken place. Surveys currently being undertaken for residents who have accepted the grant.
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

Currently installing 2 fixed monitors

FLIGHT TRACK MONITORING SYSTEM

Implemented once fixed noise monitors are operational

NOISE LEVEL LIMITS

See airport curfew

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 airport curfew

