

East Midlands Airport

IATA/ICAO CODE: EMA/EGNX
CITY: Castle Donington, Derby
COUNTRY: UK

AIRPORT CONTACT

Information confirmed as current by the airport 2/2011

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ELEVATION: 306 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
27	9492	306	3	151
09	9492	282	3	151

NOISE ABATEMENT PROCEDURES

[Link to Map of the Noise preferential routes \(NPRs\)](#)

The airport has introduced the following noise abatement procedures

1. Noise
- Noise Abatement Procedures - all aircraft inbound or outbound from the airport 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, or in compliance with ATC instructions.
2. General
- 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 to the area around the aerodrome.

b. Whenever possible aircraft should avoid overflying the villages of Diseworth

(south of the aerodrome) and Castle Donington (north of the aerodrome).

3. Take-off and Climb Procedures (including go-arounds) Aircraft Operators shall instigate their aircraft manufacturer's noise abatement recommended procedures on departure and up to FL100, or the procedures listed in paragraph i to vi:

- i. Take-off to 1500 ft QNH:

Power - Normal take-off.
Speed - V2 + 10 kt (+)
Flaps - Set as appropriate
 - ii. 1500 ft to 3000 ft QNH:

Power - Reduced to climb thrust
Speed - V2 + 10 kt (+)
Flaps - Maintain previous setting
- Note: V2 + 10 kt (+) indicates that V2 + 10 kt may be exceeded where pitch angle or specific aircraft characteristics are possible limiting factors.
- iii. At 3000 ft QNH

Retract flaps on schedule and assume normal en-route climb.
 - iv. Between 3000 ft QNH and FL100:

Maximum climb speed 250 kt unless otherwise instructed.
 - v. All turbo-jet aircraft or turbo-fan aircraft departing from runway 27 shall attain a height of 1500 ft QNH and shall have passed the end of the runway before commencing any turn.
 - vi Aircraft 'going around' from an approach to runway 27 shall not commence any turn until passed the end of the runway and shall avoid over flying Castle Donington (sector 360 deg MAG to 065 deg MAG, radius .65 nm from the localizer).
 - vii. All turbo-jet and turbo-fan aircraft and aircraft in excess of a gross weight of 17000 kg, departing 'Northbound' from runway 09 shall, as soon as practical after passing the end of the runway, track 097 degrees MAG to 1.5 nm before turning left in accordance with their issued clearance between the hours of 2200-0700 (Winter) and 2100-600 (Summer)
 - viii. All turbo-jet, turbo-fan aircraft and aircraft in excess of a gross weight of 17000 kg, departing 'Southbound' from runway 09 shall, as soon as practical after passing the end of the runway, track 097 degrees MAG to 2.0 nm before turning right in accordance with their issued clearance between the hours of 2200-0700 (Winter) and 2100-0600 (Summer).

4. Take-off Procedures Runway 27 between the hours of 2200-0700 (Winter and 2100-0600 (Summer)

All departures should be from Whiskey. Runway length from abeam Whiskey is 2464 m: full length take-off is available on request for operational performance reasons, or for ATC requirements only. When full length is requested, aircraft may be held at A3 prior to entering Runway 27 at A1.

5. Preferred Runway Usage During light wind conditions, landing aircraft may be required to

land on runway 27 subject to a maximum tailwind of 5 kt and dry runway conditions.

6. ILS Approaches

When using the ILS in IMC or VMC, aircraft shall not descend below 2000 ft QNH before intercepting the glidepath, nor thereafter fly below it. Aircraft approaching without assistance from radar or the ILS shall not at any time follow a descent lower than that which would result from an approach using guidance from ILS.

7. Continuous Descent, Low Power, Low Drag Approaches

- a. Turbo-jet and turbo-prop aircraft are expected to apply continuous descent, low power, low drag approach techniques at all times
- b. Subject to ATC instructions, inbound aircraft are to maintain as high an altitude as practical and adopt a low power, low drag, continuous descent approach profile. ATC will provide estimated track distance to touchdown to allow pilots to descend at a rate they judge best suited to achieve continuous descent without using more power or drag than necessary. The object will be to join the glidepath at the appropriate height for the distance without level flight.
- c. To facilitate these techniques aircraft should be flown no faster than 250kts from the Speed Limiting Points and below FL100 and 250kts-210kts during the intermediate approach phase. Thereafter speed should be managed so as to achieve a continuous descent using as little power or drag as possible. ATC may impose speed control if required for separation purposes
- d. ATC will provide regular range checks. Pilots who require additional track mileage to facilitate a successful CDA should inform ATC as soon as the requirement is apparent.

8. Reverse Thrust

Pilots are requested to avoid the use of reverse thrust or reverse pitch above idle power settings on landing, consistent with the safe operation of the aircraft between the hours of 2200-0700 (Winter) and 2100-0600 (Summer)

9. Visual circuits

- a. Large aircraft and all turbo-jet and turbo-fan aircraft, when carrying out circuits, shall be flown at a height of at least 2000 ft QNH and turns onto the crosswind leg must not be initiated until after passing the up-wind end of the runway.
- b. Pilots shall avoid making their final turn on approach to runway 27 over the village of Kegworth. All circuits to the south of the aerodrome must keep clear and south of the village of Diseworth, all circuits to the north of the aerodrome must keep clear and north of the village of Castle Donington.

10. Training Flights

Training requires the prior approval of ATC. Permission will only be given for such flights between 0800-2100 (winter) and 0700-2000 (summer). Training will only be permitted by based operators, regular users of the airport or non-jet aircraft below 5700KG MTOW.

Training on Saturdays, Sundays and UK public holidays will not be permitted except by non-jet aircraft below 5700kg MTOW. Requests for training with Chapter 2 aircraft types will not be approved at any time.

11. Engine Running

Engine running of aircraft will not be approved between 2300-0600 (Winter) and 2200-0500 (Summer), unless an aircraft is urgently required to provide an operational service. For further information contact the Airside Operations Supervisor on Tel: 01332-852925.

12. Auxiliary Power Units (APU)

- a. Use of APU shall be limited as much as possible.
- b. APU may be used:
 - i. 5 minutes after 'On blocks';
 - ii. 30 minutes before Estimated Time of Departure (ETD)

13. Operation Restrictions

QC8 and QC16 aircraft movements must not be scheduled between the hours of 2300-0700 (winter) and 2200-0600 (summer). QC8 and QC16 movements between these times require prior permission of the Airport and will incur a surcharge of £5000 and £10000 sterling respectively. For further information contact ATC using +44(0)871-919 9000 Ext 2993.

14. Operation Restrictions

A surcharge up to 200% is payable on QC8 and QC16 aircraft that arrive or depart between 2300-0700 (Winter) and 2200-0600 (Summer). Scheduled services by QC8 and QC16 aircraft are not permitted between these times. For further information telephone either +44(0)1332-852894 or +44(0)1332-852971

15. Night Noise Limits

Aircraft departing between 2300 and 0700 local time are required to operate within a maximum noise limit (measured at a distance of 6.5 km from start of roll). The maximum noise limits are defined as follows:

Definition	Limit dB(A)
Aircraft with a QC on departure of 8 or 16	See para 13
Aircraft with a MTOW of 300 tonnes or greater	92
Aircraft with a MTOW greater than 100 tonnes but less than 300 tonnes.	87
Aircraft with a MTOW of 100 tonnes or less.	83

QC=quota count (as defined in the UK AIP Supplement)
Aircraft that exceed a maximum noise limit will be subject to a penalty of £750 sterling for an infringement of 1 decibel or less and an additional penalty of £150 sterling for each decibel thereafter.

CONTINUOUS DESCENT ARRIVAL (CDA)

7. Continuous Descent, Low Power, Low Drag Approaches

- a. Turbo-jet and turbo-prop aircraft are expected to apply continuous descent, low power, low drag approach techniques at all times
- b. Subject to ATC instructions, inbound aircraft are to maintain as high an altitude as practical and adopt a low power, low drag, continuous descent approach profile. ATC will provide estimated track distance to touchdown to allow pilots to descend at a rate they judge best suited to achieve continuous descent without using more power or drag than necessary. The object will be to join the glidepath at the appropriate height for the distance without level flight.

- c. To facilitate these techniques aircraft should be flown no faster than 250kts from the Speed Limiting Points and below FL100 and 250kts-210kts during the intermediate approach phase. Thereafter speed should managed so as to achieve a continuous descent using as little power or drag as possible. ATC may impose speed control if required for separation purposes
- d. ATC will provide regular range checks. Pilots who require additional track mileage to facilitate a successful CDA should inform ATC as soon as the requirement is apparent.

AIRPORT CURFEWS

16. QC8 and QC 16 aircraft movements must not be scheduled between the hours of 2300-0700 (winter) and 2200-0600 (summer). QC8 and QC16 movements between these times require the prior permission of the airport and will incur a surcharge of 5,000 pounds and 10,000 pounds respectively. For further information contact ATC on +44 (0) 871-919 9000 Ext 2993.

Aircraft departing between 2300-0700 (winter) and 2200-0600 (summer) are required to operate within a maximum noise limit (measured at a distance of 6.5 km from start of roll). The maximum limits are defined as follows:

Definition	Limit (dB(A))
Aircraft with a QC of 8 or 16	See para 13. above
Aircraft with a MTOW of 300 tonnes or greater	92
Aircraft with a MTOW of 3000 tonnes but less than 300 tonnes	87
Aircraft with a MTOW of 100 tonnes or less	83

QC=quota count (as defined in the UK AIP Supplement)
Aircraft that exceed a maximum noise limit will be subject to a penalty of 750 pounds for an infringement of 1 decibel or less and an additional penalty of 150 pounds for each decibel thereafter.

PREFERENTIAL RUNWAYS

In light winds, either runway may be preferred with a tail wind.

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

11. Engine Running
Engine running of aircraft will not be approved between 2300-0600 (Winter) and 2200-0500 (Summer), unless an aircraft is urgently required to provide an operational service. For further information contact the Airside Operations Supervisor on Tel: 01332-852925

APU OPERATING RESTRICTIONS

12. Auxiliary Power Units (APU)
- a. Use of APU shall be limited as much as possible.
 - b. APU may be used:
 - i. 5 minutes after 'On blocks';

ii. 30 minutes before Estimated Time of Departure (ETD)

APUs are not to be used as a substitute for Ground Power Units.

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE

See item 13 and 14 under Noise Abatement Procedures

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	2007	Current
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	Under review
Avigation Easements	-	Contact planning authority
Zoning Laws	-	Contact planning authority
Real Estate/Property Disclosure Laws	-	Contact planning authority
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	Contact airport
Airport Noise Contour Overlay Maps	-	Contact airport
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	Airport and Operators

NOISE MONITORING SYSTEM

4 recording stations

[Link to 2005 Daytime contour](#)

[Link to 2005 Nighttime contour](#)

FLIGHT TRACK MONITORING SYSTEM

Yes - [information available on the airport's web site](#)

NOISE LEVEL LIMITS

See information under 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 - [NONE](#)