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Airport Information For EGHl

Terminal Charts For EGHl

Revision Letter For Cycle 11-2019

Change Notices

Notebook

General Information

Location: SOUTHAMPTON GBR
ICAO/IATA: EGH / SOU
Lat/Long: N50° 57.0', W001° 21.4'
Elevation: 44 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +0:00 = UTC
Magnetic Variation: 1.0° W

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes
Traffic Pattern Altitude: 1044 ft (1000 ft AGL)

Sunrise: 0353 Z
Sunset: 2016 Z

Runway Information

Runway: 02
Length x Width: 5653 ft x 121 ft
Surface Type: asphalt
TDZ-Elev: 31 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 240 ft

Runway: 20
Length x Width: 5653 ft x 121 ft
Surface Type: asphalt
TDZ-Elev: 44 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 148 ft

Communication Information

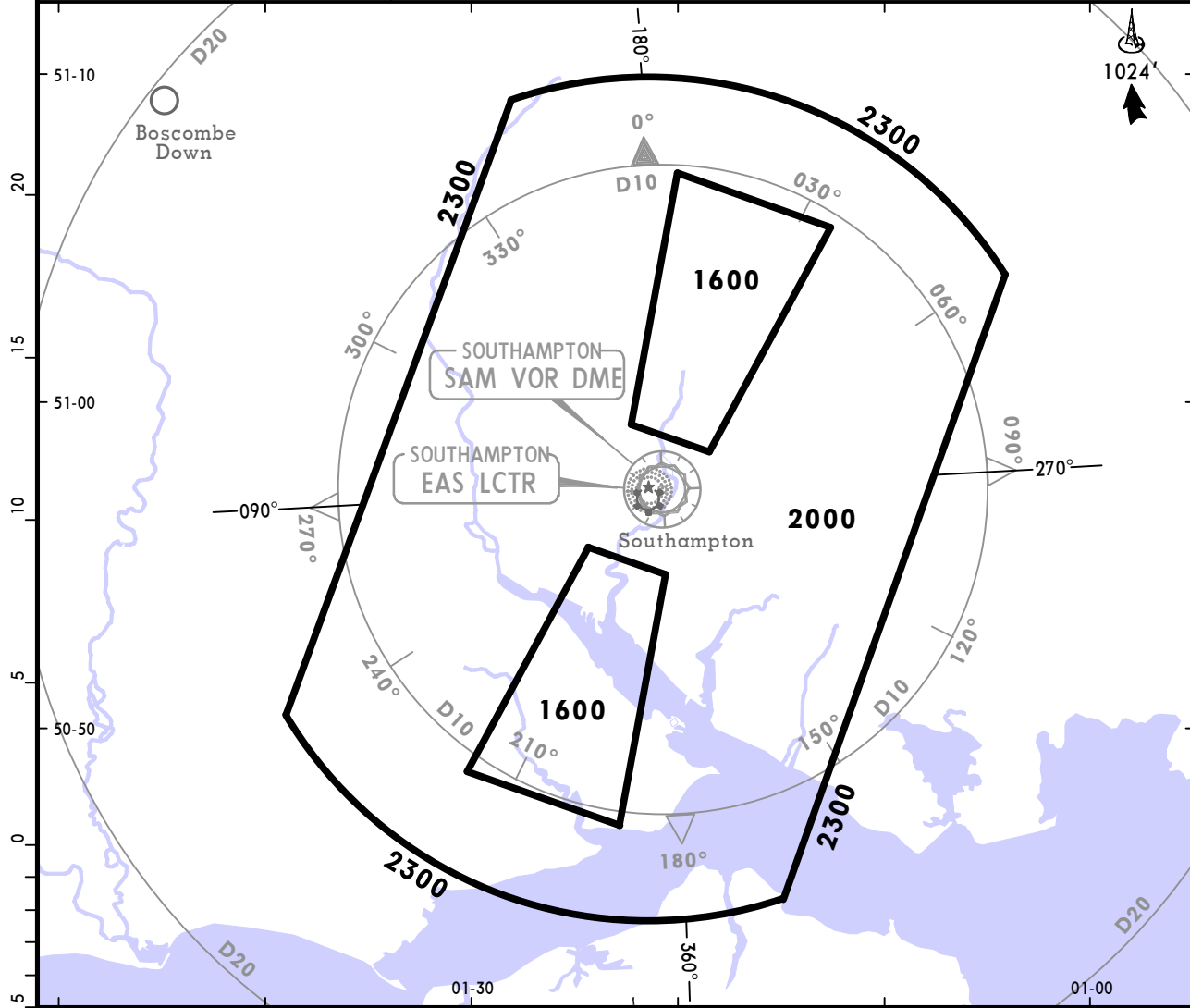
ATIS: 130.880 At or below 15000 ft Out to 50 mi.
Southampton Tower: 118.205 At or below 4000 ft Out to 25 mi.
Southampton Fire Emergency: 121.600 At or below 4000 ft Out to 25 mi.
Southampton Radar: 122.730 At or below 10000 ft Out to 50 mi.
Solent Radar: 120.230 At or below 5500 ft Out to 50 mi.

EGHI/SOU
SOUTHAMPTON

JEPPESEN
16 FEB 18 **(10-1R)**

SOUTHAMPTON, UK
RADAR MINIMUM ALTITUDES

*SOUTHAMPTON Radar 122.730	Apt Elev 44'	Alt Set: hPa Trans level: By ATC Trans alt: 6000' (3000' outside hours of operation of Solent CTA).
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OUTSIDE THE DESIGNATED RADAR MINIMUM ALTITUDE AREA
The minimum altitude to be allocated by the radar controller will be the Minimum Sector Altitude.

PROCEDURE	LOSS OF COMMUNICATION PROCEDURE
INITIAL APPROACH	Continue visually or by means of an appropriate approved final approach aid. If not possible, proceed to 2000' or last assigned level if higher, proceed to EAS.
INTERMEDIATE AND FINAL APPROACH	Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to EAS.

*ATIS
 130.880
 Apt Elev 44

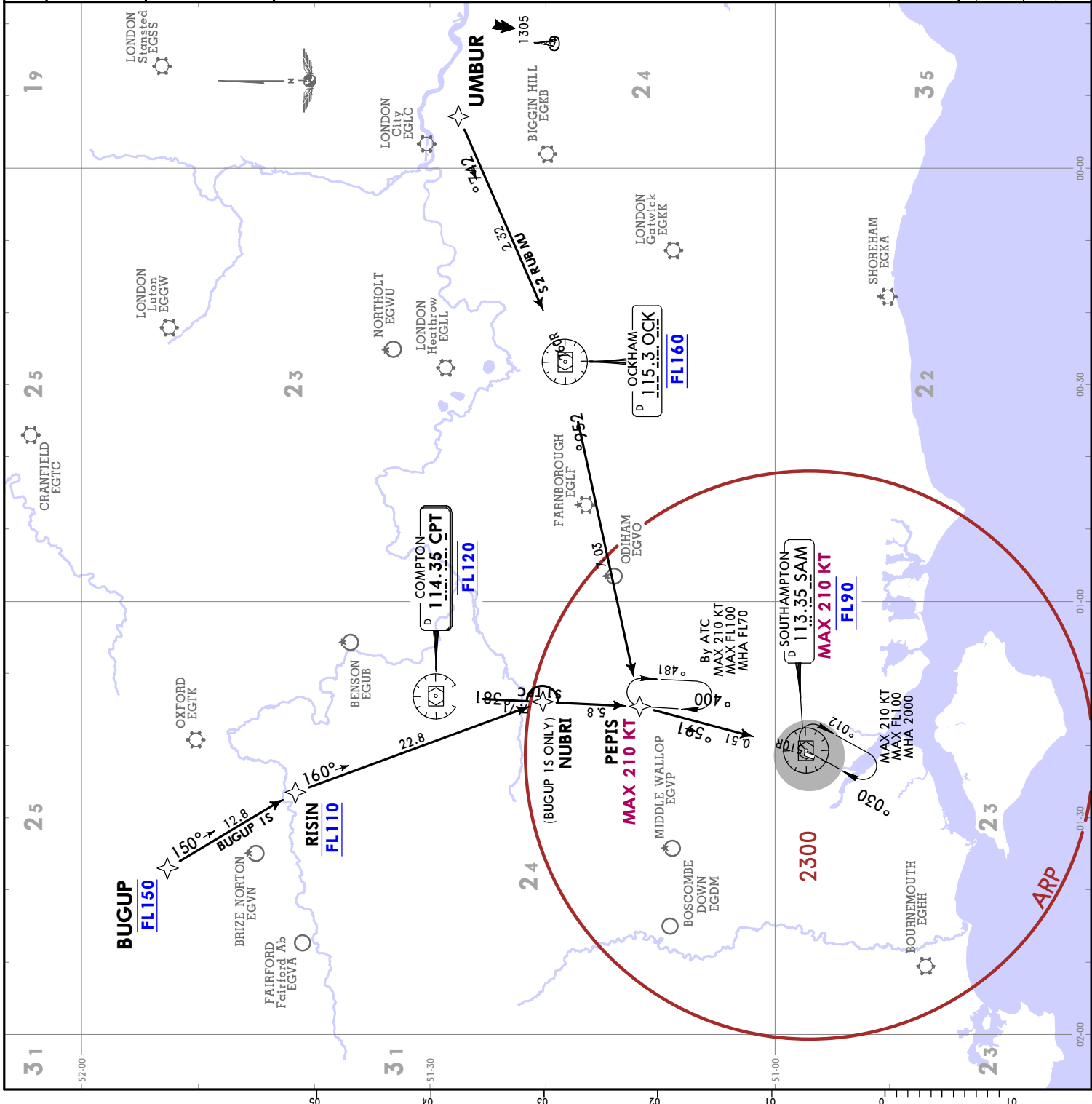
Alt Set: hPa Trans level: By ATC
 1. **RNAV 5.**
 2. **RNAV (DME/DME or GNSS).**
 3. Standard routes may be varied by ATC.
 4. Aircraft may be instructed 'direct to' (wpt) following RADAR vectoring.

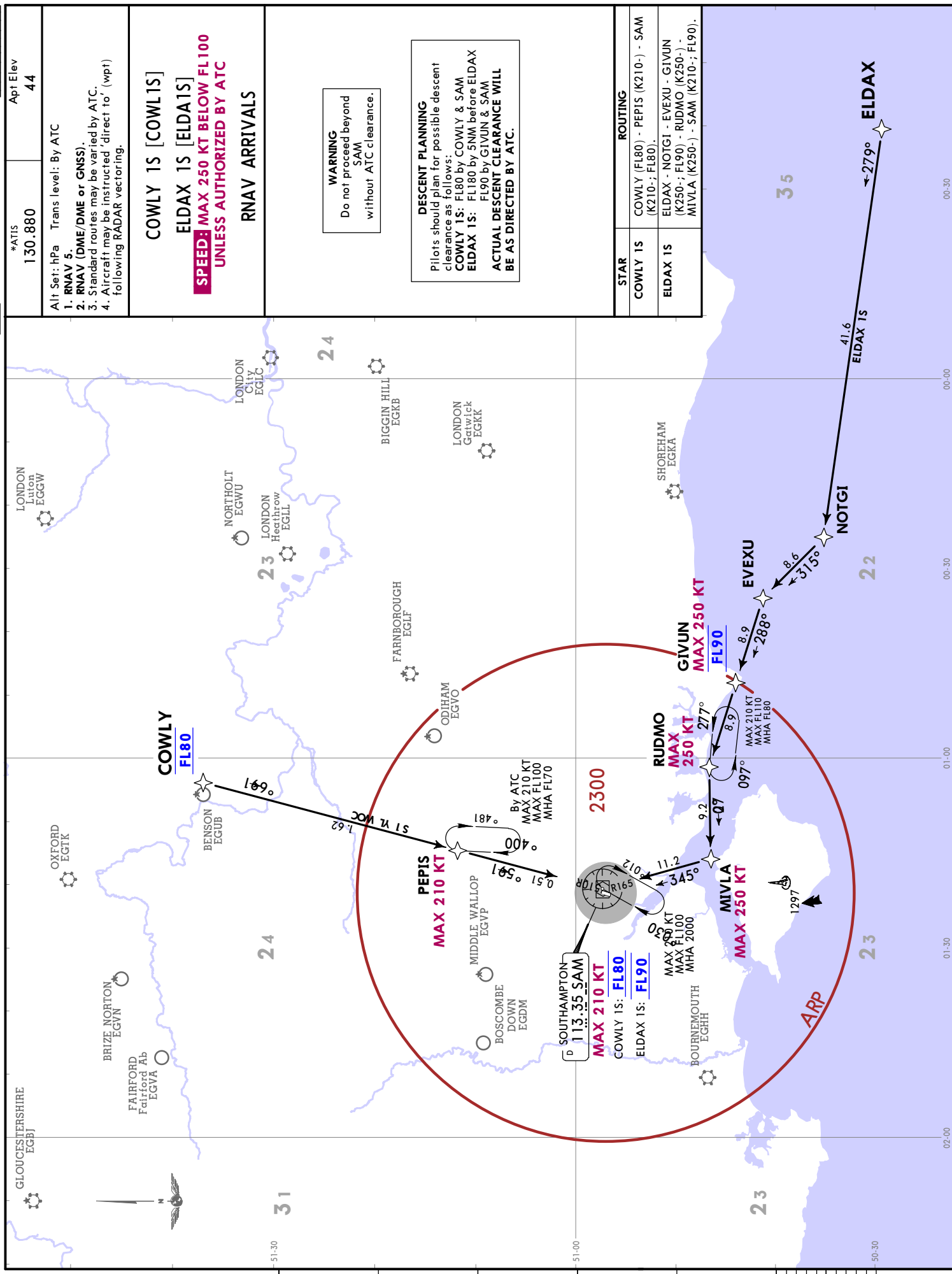
**BUGUP 1S [BUGUTS]
 CPT 1S [CPT1S]
 UMBUR 2S [UMBU2S]
 RNAV ARRIVALS**

WARNING
 Do not proceed beyond SAM without ATC clearance.

DESCENT PLANNING
 Pilots should plan for possible descent clearance as follows:
BUGUP 1S: FL150 by BUGUP
 FL110 by RISIN
 FL90 by SAM
 FL120 by 15NM before CPT & CPT
UMBUR 2S: FL90 by SAM
 FL160 by OCK
 FL90 by SAM
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

STAR	ROUTING
BUGUP 1S	BUGUP (FL150) - RISIN (FL110) - NUBRI - PEPIS (K210-) - SAM (K210-; FL90).
CPT 1S	CPT (FL120) - PEPIS (K210-) - SAM (K210-; FL90).
UMBUR 2S	UMBUR - OCK (FL160) - PEPIS (K210-) - SAM (K210-; FL90).





*ATIS 130.880
Apt Elev 44

Alt Set: hPa Trans level: By ATC

1. RNAV 5.
2. RNAV (DME/DME or GNSS).
3. Standard routes may be varied by ATC.
4. Aircraft may be instructed 'direct to' (wpt) following RADAR vectoring.

COWLY 1S [COWL1S]
ELDAX 1S [ELDA1S]
SPEED: MAX 250 KT BELOW FL100
UNLESS AUTHORIZED BY ATC

RNAV ARRIVALS

WARNING
Do not proceed beyond SAM without ATC clearance.

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
COWLY 1S: FL180 by COWLY & SAM
ELDAX 1S: FL180 by 5NM before ELDAX FL90 by GIVUN & SAM
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

EGHI/SOU
SOUTHAMPTON

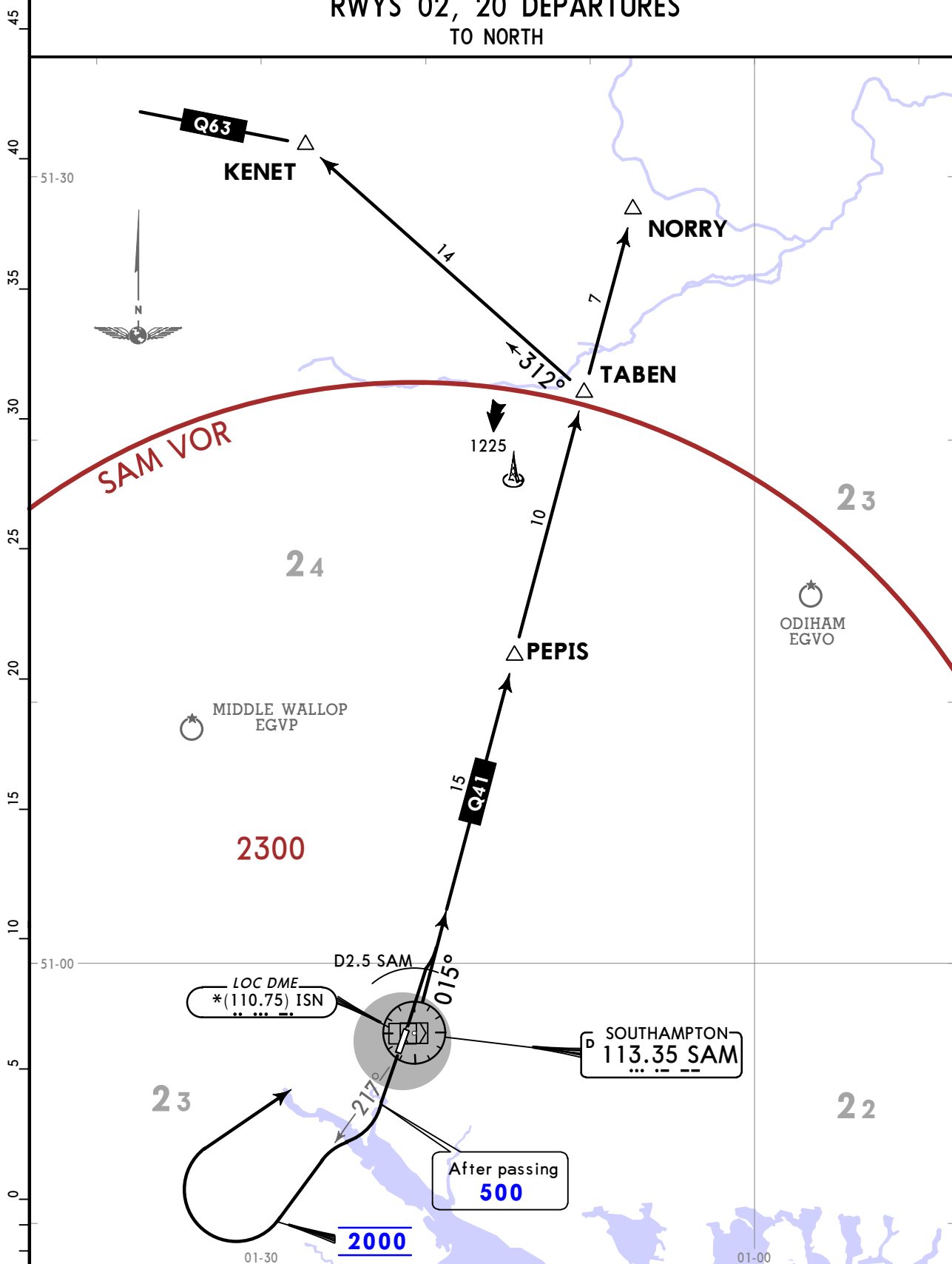
JEPPESEN
31 AUG 18 **10-3** **Eff 13 Sep**

SOUTHAMPTON, UK
DEPARTURE

Apt Elev
44

Trans alt: 6000 (3000 outside hours of operation of Solent CTA)
Departures include noise preferential routes and apply to all turbojet aircraft and all aircraft with 5700 KGS MTOW or more.

RWYS 02, 20 DEPARTURES TO NORTH



RWY	NOISE PREFERENTIAL ROUTING
02	Climb straight ahead to D2.5 SAM.
20	As soon as possible after passing 500 turn RIGHT, intercept SAM R217 to 2000.
RWY	ALTERNATE NOISE PREFERENTIAL ROUTING (when SAM unserviceable)
02	Climb straight ahead to D2.5 ISN.
20	As soon as possible after passing 500 turn RIGHT, 217° track to 2000.

CHANGES: Departure via KENET, AWY L9 replaced by Q63.

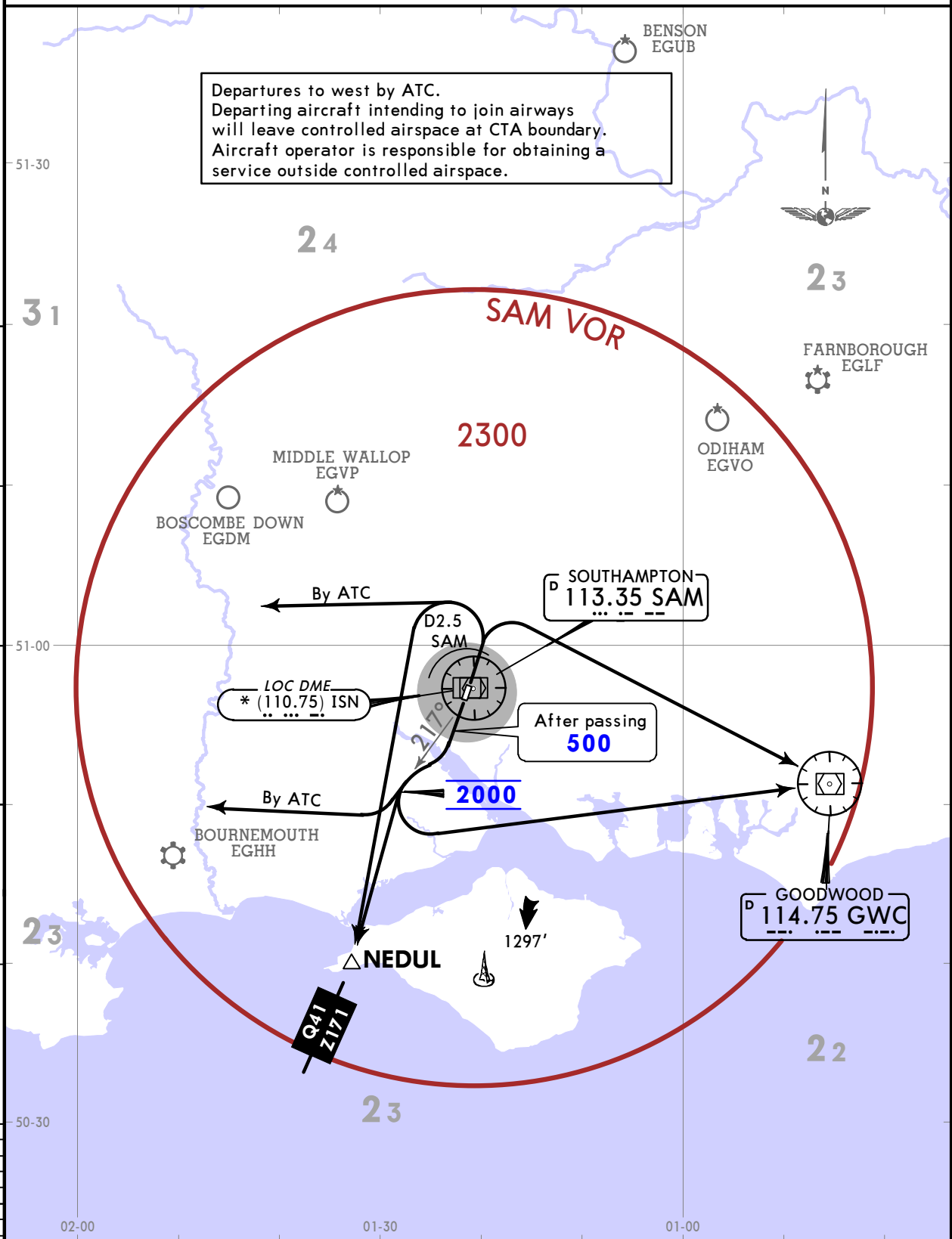
EGHI/SOU
SOUTHAMPTON

JEPPESEN
31 AUG 18 **(10-3A)** Eff 13 Sep

SOUTHAMPTON, UK
DEPARTURE

Apt Elev **44**
Trans alt: 6000 (3000 outside hours of operation of Solent CTA)
Departures include noise preferential routes and apply to all turbojet aircraft and all aircraft with 5700 KGS MTOW or more.

RWYS 02, 20 DEPARTURES
TO EAST, SOUTH & WEST



RWY	NOISE PREFERENTIAL ROUTING
02	Climb straight ahead to D2.5 SAM.
20	As soon as possible after passing 500 turn RIGHT, intercept SAM R217 to 2000.
RWY	ALTERNATE NOISE PREFERENTIAL ROUTING (when SAM unserviceable)
02	Climb straight ahead to D2.5 ISN.
20	As soon as possible after passing 500 turn RIGHT, 217° track to 2000.

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JEPPESEN

SOUTHAMPTON, UK

SOUTHAMPTON INTL

26 JAN 07

10-4

NOISE

NOISE ABATEMENT

GENERAL

The following procedures may at any time be departed from to the extent necessary for avoiding immediate danger or for compliance with ATC instructions. Aircraft operators shall ensure at all times that aircraft are operated to cause the least disturbance practicable in areas surrounding the airport. Non Chapter 3 aircraft movements are strictly PPR. Contact Airport Duty Manager for approval.

ARRIVALS

Following procedures apply to all turbojet aircraft, all aircraft with 5700 KGS MTOW or more and Pilatus Britten-Norman Trilanders:

Aircraft using the ILS to runway 20 shall not descend below 1743' before intercepting glide path. Aircraft approaching without ILS or those aircraft flying a visual approach, should not intercept the appropriate final approach track at a range less than 5 NM from touchdown.

EXCEPTIONS

- Aircraft flying a visual approach via the downwind leg RWY 20 should not intercept final approach at less than 2 DME SAM.
- Aircraft flying a visual approach via the downwind leg RWY 02 should not intercept final approach at less than 4 DME SAM.

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.

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

RUN-UP TESTS

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.

AUXILIARY POWER UNITS

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

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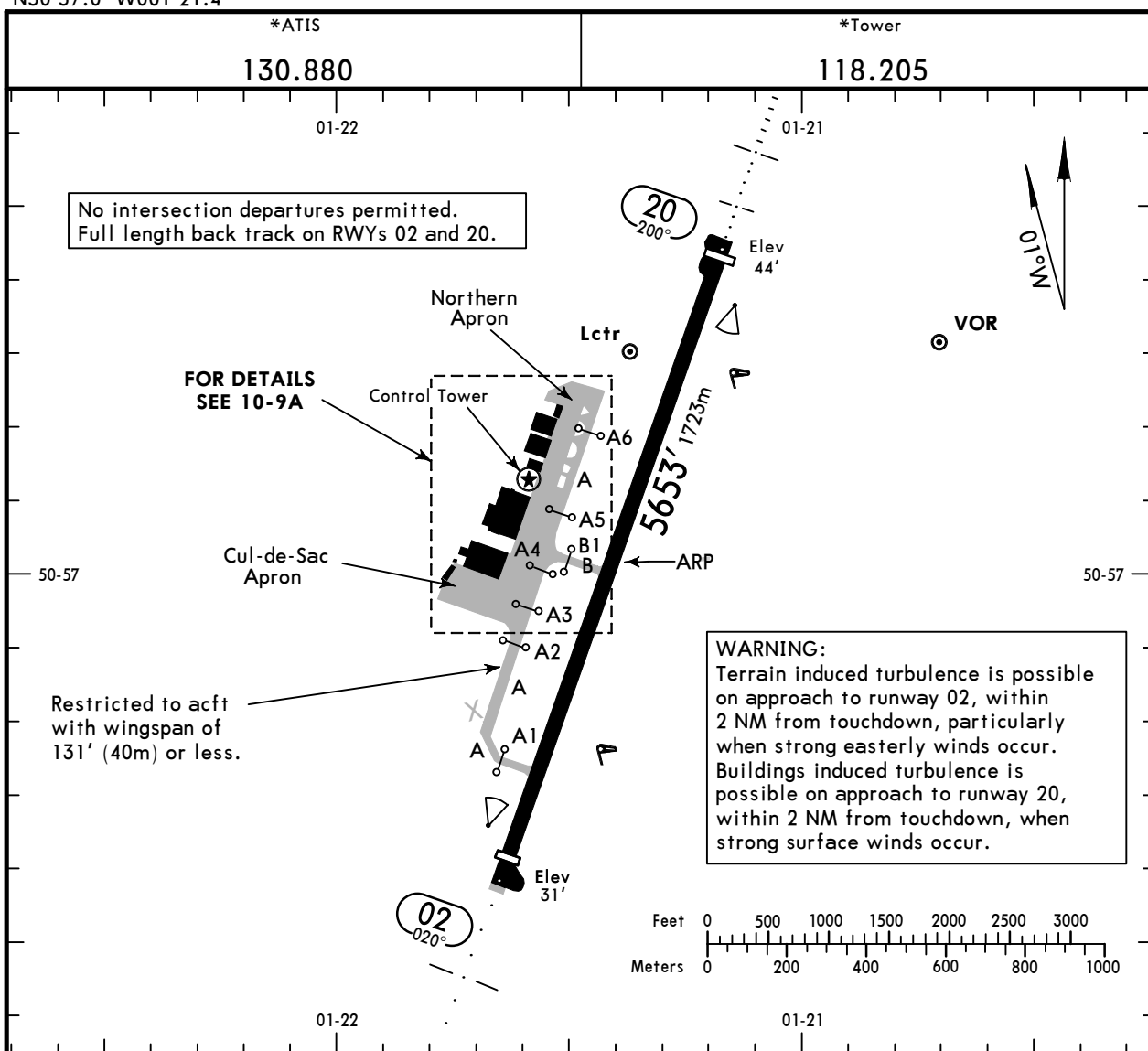
Apt Elev 44'
N50 57.0 W001 21.4

JEPPESEN

14 DEC 18 **10-9**

SOUTHAMPTON, UK

SOUTHAMPTON



ADDITIONAL RUNWAY INFORMATION

RWY	HIRL (60m) CL (15m) HIALS PAPI-L (3.0°)	RVR	USABLE LENGTHS		TAKE-OFF	WIDTH
			Threshold	Glide Slope		
02 ① 20	HIRL (60m) CL (15m) HIALS PAPI-L (3.0°)	RVR	5413' 1650m		③	121' 37m
	HIRL (60m) CL (15m) HIALS PAPI-L (3.1°)	RVR	5505' 1678m ②	4351' 1326m		

① Runway grooved.

② LDA 5266' 1605m.

③ TAKE-OFF RUN AVAILABLE

<u>RWY 02:</u> From rwy head	5653' (1723m)	<u>RWY 20:</u> From rwy head	5413' (1650m)
twy A int	4682' (1427m)	twy B int	2562' (781m)
twy B int	2917' (889m)		

LOW VISIBILITY PROCEDURE (LVP)

Low visibility procedures will commence, when RVR/Met VIS falls to 1000m or below.

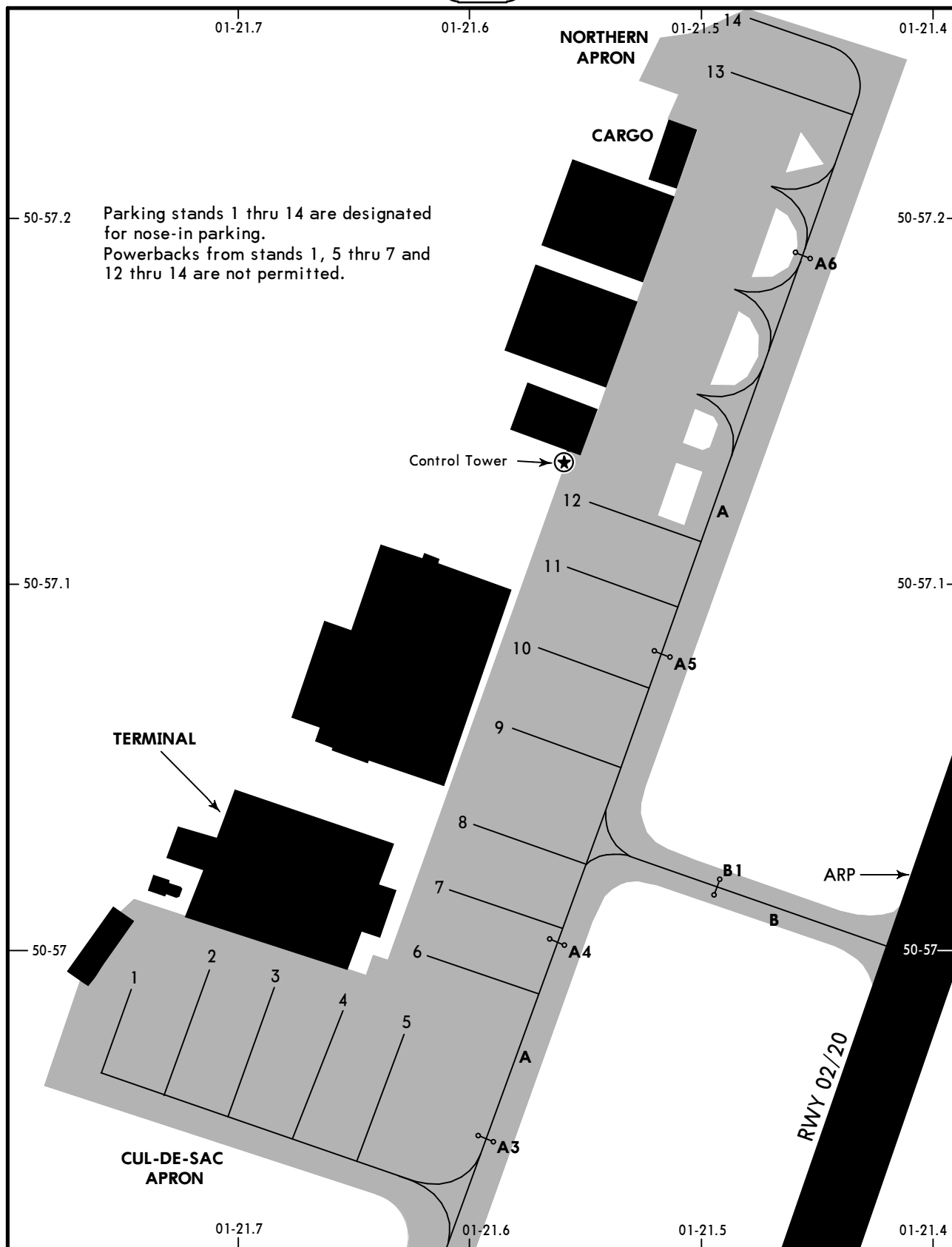
Standard TAKE-OFF

	Low Visibility Take-off					
	HIRL, CL & relevant RVR	RL, CL & relevant RVR	RL & CL	Day: RL & RCLM Night: RL or CL	Day: RL or RCLM Night: RL or CL	Adequate vis ref (Day only)
A	TDZ, MID, RO	TDZ, MID, RO		RVR 300m	400m	500m
B	RVR 125m	RVR 150m	RVR 200m			
C						
D	NOT APPLICABLE					

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14 DEC 18 **JEPPESEN** 10-9A

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SOUTHAMPTON



Parking stands 1 thru 14 are designated for nose-in parking. Powerbacks from stands 1, 5 thru 7 and 12 thru 14 are not permitted.

INS COORDINATES

STAND No.	COORDINATES	ELEV	STAND No.	COORDINATES	ELEV
1	N50 57.0 W001 21.8	38	14	N50 57.3 W001 21.5	39
2 thru 4	N50 57.0 W001 21.7	38			
5 thru 8	N50 57.0 W001 21.6	38			
9 thru 12	N50 57.1 W001 21.6	38			
13	N50 57.2 W001 21.5	39			

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STD COPTER MINIMUMS

SOUTHAMPTON, UK
SOUTHAMPTON

STRAIGHT-IN RWY	DA(H) / MDA(H)	RVR (ALS/ALS out)
02 RNAV (LPV)	395' (364')	800m/1000m
RNAV (LNAV/VNAV)	510' (479')	800m/1000m
RNAV (LNAV)	530' (499')	1000m / 1000m
VOR DME	530' (499')	1000m / 1000m
NDB DME	560' (529')	1000m / 1000m
SRA	660' (629')	1000m / 1000m
20 ILS DME	244' (200')	600m / 1000m
LOC	510' (466')	1000m / 1000m
VOR DME	560' (516')	1000m / 1000m
NDB DME	540' (496')	1000m / 1000m
SRA	620' (576')	1000m / 1000m

CIRCLE-TO-LAND	MDA(H)	VIS
	670' (626')	1000m

TAKE-OFF RWY 02, 20

Low Visibility Take-off ①				
RL/FATO LTS, RCLM & RVR info	RL/FATO LTS & RCLM	Unlit/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	200m	250m ②	800m

① Without Low Visibility Take-off approval 400m are stipulated.

② Or rejected take-off distance whichever is the greater.

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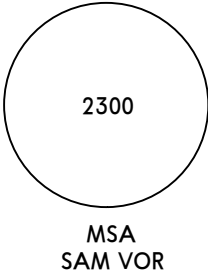
1 MAR 19

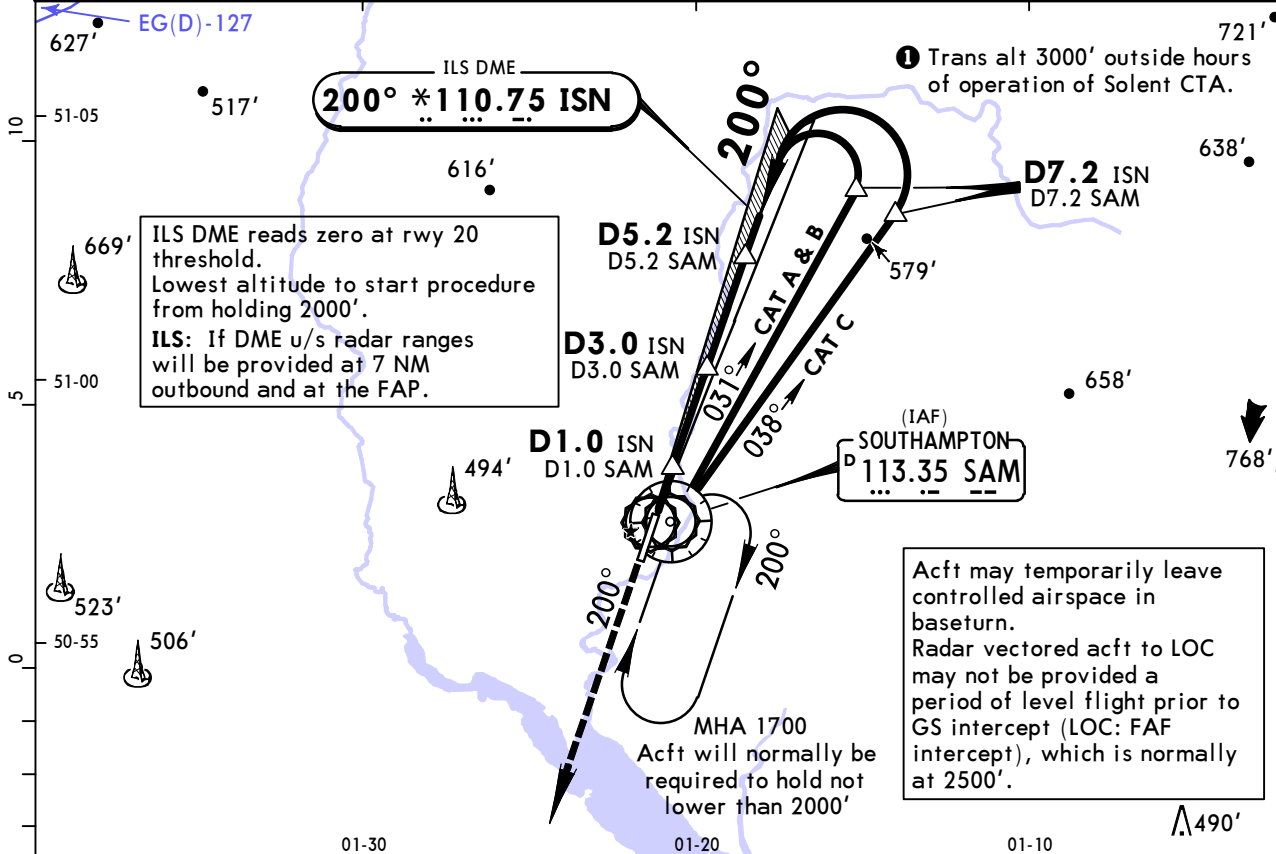
(11-1)

via SAM VOR

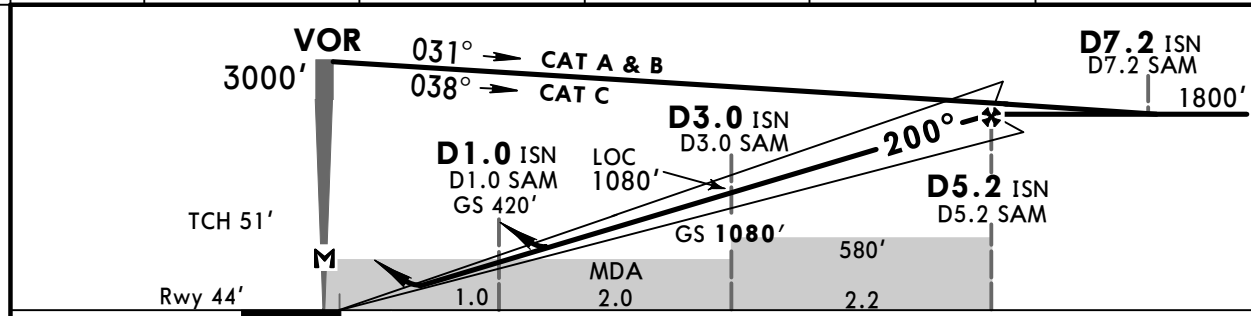
CAT A, B & C

SOUTHAMPTON, UK
ILS DME or LOC DME Rwy 20

*ATIS 130.880		*SOLENT Radar (APP) 120.230		*SOUTHAMPTON Radar (APP) 122.730		*SOUTHAMPTON Tower 118.205		
LOC ISN *110.75	Final Apch Crs 200°	GS D3.0 ISN 1080' (1036')	ILS DA(H) 244' (200')	Apt Elev 44' Rwy 44'				
MISSED APCH: Continuous climb to 3000'. Initially climb STRAIGHT AHEAD, then as directed. MISSED APCH WITH COMM FAILURE: Continuous climb to 3000'. Initially climb STRAIGHT AHEAD to 2000' or D7.7 ISN/D8.0 SAM, whichever is later, then climbing turn RIGHT to VOR and hold at 3000'.								
Alt Set: hPa Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 6000' 1 Procedure restricted to MAX 185 KT.								



LOC (GS out)	ISN DME/SAM DME	2.0	3.0	4.0	5.0
	ALTITUDE	750'	1080'	1410'	1740'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI Refer to Missed Apch above
ILS GS or LOC Descent angle	3.10°	384	494	548	658	768	
MAP at VOR							

PANS OPS	Standard STRAIGHT-IN LANDING RWY 20				CIRCLE-TO-LAND	
	ILS		LOC (GS out) CDFA			
	DA(H) 244' (200')		DA/MDA(H) 510' (466')			
	FULL	ALS out	ALS out	ALS out	Max Kts	MDA(H) VIS
	A				100	670' (626') 1500m
B	RVR 750m	RVR 1200m	RVR 1500m	RVR 1500m	135 700' (656') 1600m	
C			RVR 1800m	RVR 2200m	180 890' (846') 2400m	
D	NOT APPLICABLE				D	NOT APPLICABLE

EGHI/SOU
SOUTHAMPTON

JEPPESSEN

CAT A, B & C

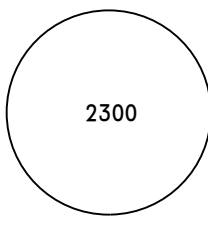
SOUTHAMPTON, UK
11-2 via EAS Lctr **ILS DME or LOC DME Rwy 20**

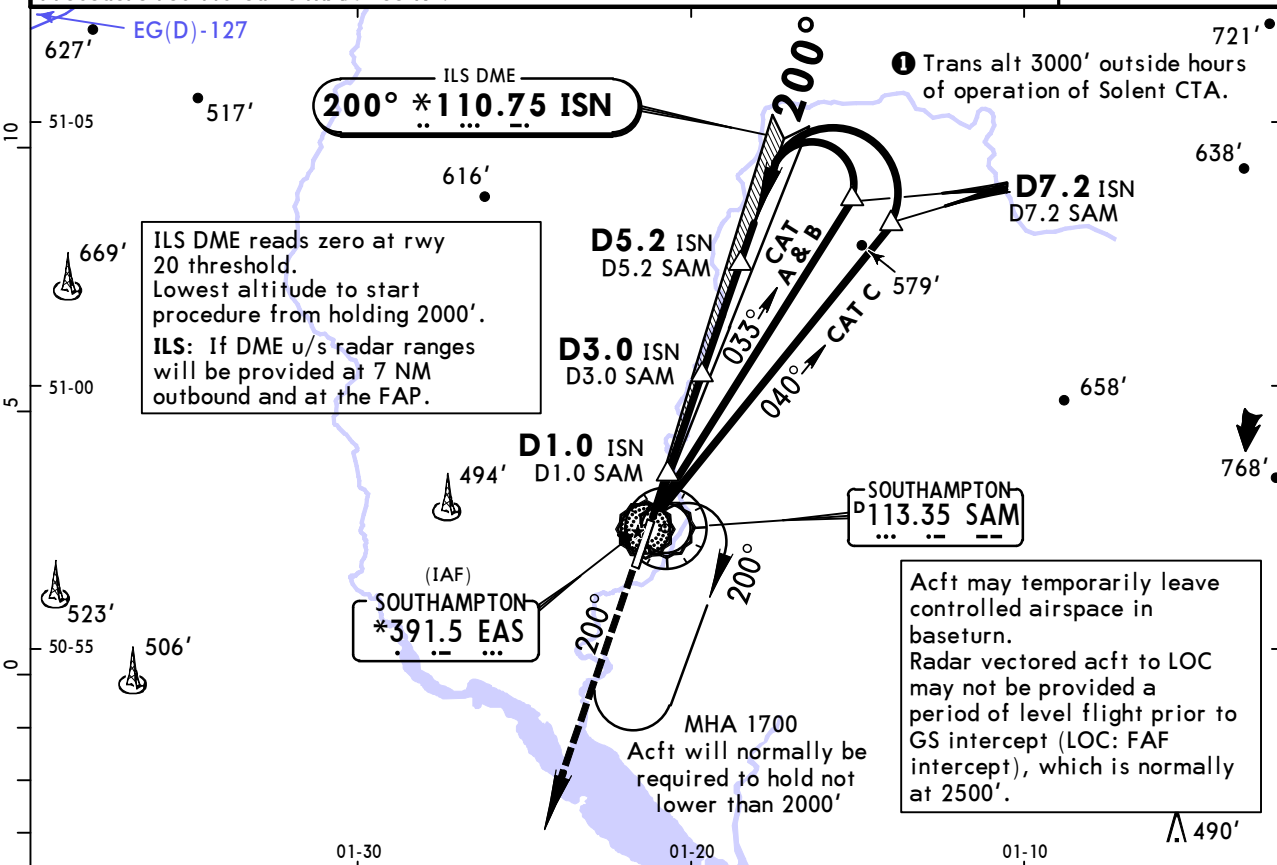
1 MAR 19

11-2

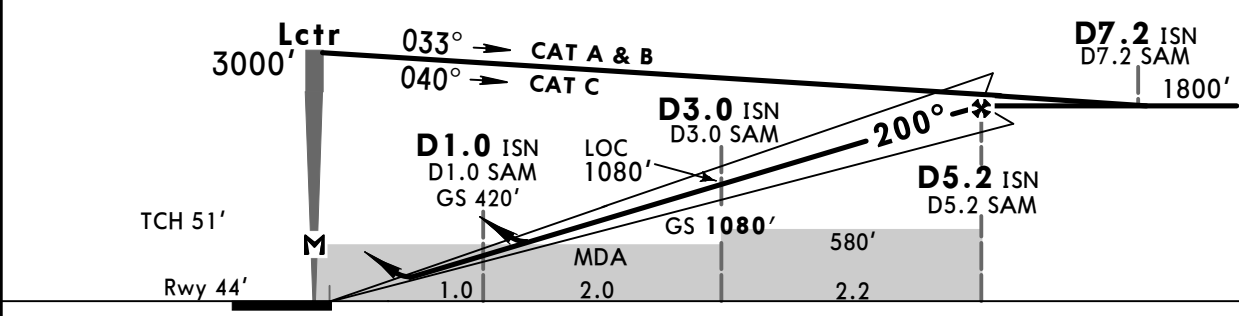
via EAS Lctr

ILS DME or LOC DME Rwy 20

*ATIS 130.880		*SOLENT Radar (APP) 120.230		*SOUTHAMPTON Radar (APP) 122.730		*SOUTHAMPTON Tower 118.205		
LOC ISN *110.75	Final Apch Crs 200°	GS D3.0 ISN 1080' (1036')	ILS DA(H) 244' (200')	Apt Elev 44' Rwy 44'		 <p>2300 MSA EAS Lctr</p>		
MISSED APCH: Continuous climb to 3000'. Initially climb STRAIGHT AHEAD, then as directed. MISSED APCH WITH COMM FAILURE: Continuous climb to 3000'. Initially climb STRAIGHT AHEAD to 2000' or D7.7 ISN/D8.0 SAM, whichever is later, then climbing turn RIGHT to Lctr and hold at 3000'.								
Alt Set: hPa Rwy Elev: 2 hPa Trans level: By ATC Trans alt: 6000' ① Procedure restricted to MAX 185 KT.								



LOC (GS out)	ISN DME/SAM DME	2.0	3.0	4.0	5.0
	ALTITUDE	750'	1080'	1410'	1740'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI Refer to Missed Apch above	
ILS GS or LOC Descent angle	3.10°	384	494	548	658	768		878
MAP at Lctr								

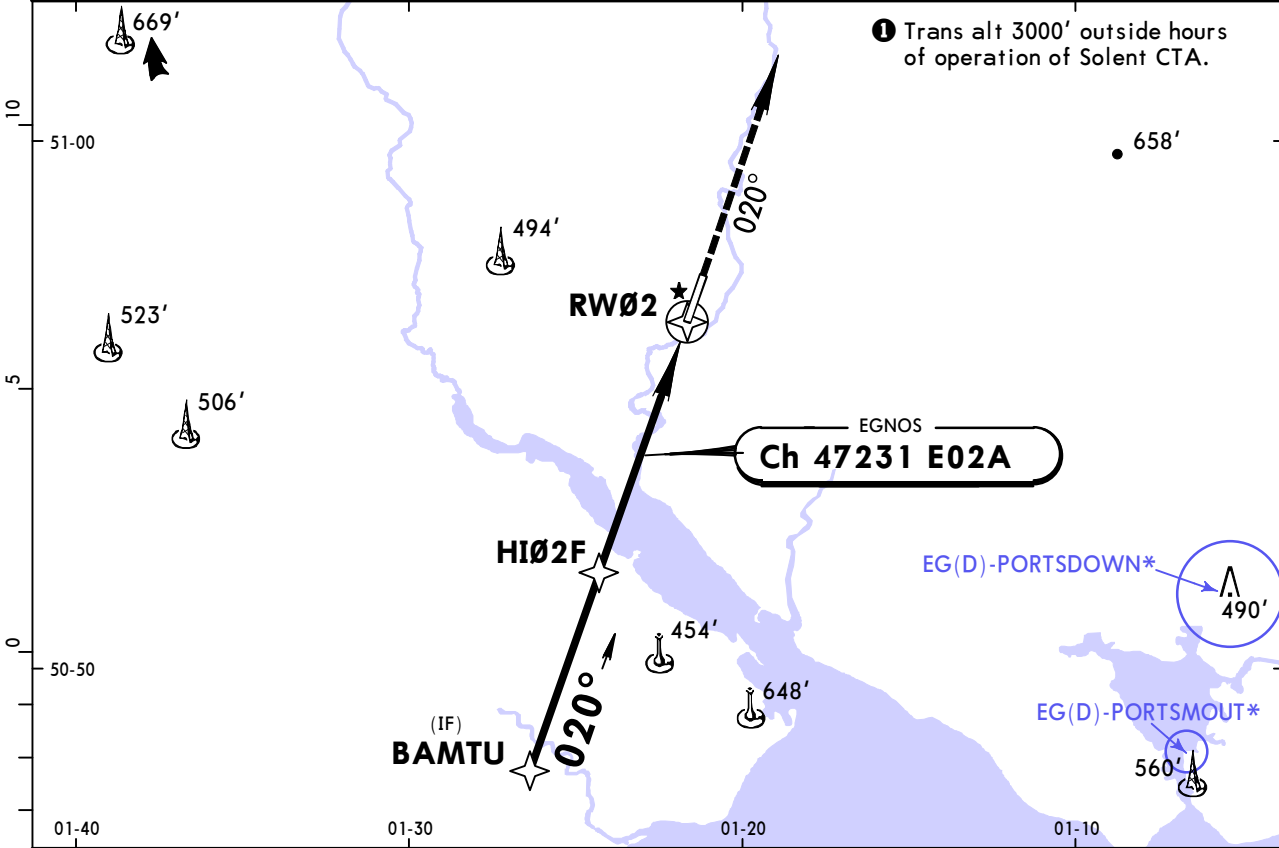
PANS OPS	Standard STRAIGHT-IN LANDING RWY 20				CIRCLE-TO-LAND	
	ILS		LOC (GS out) CDFA			
	DA(H) 244' (200')		DA/MDA(H) 510' (466')			
	FULL	ALS out	ALS out	ALS out	Max Kts	MDA(H) VIS
	A				100	670' (626') 1500m
B	RVR 750m	RVR 1200m	RVR 1500m	RVR 1500m	135 700' (656') 1600m	
C			RVR 1800m	RVR 2200m	180 890' (846') 2400m	
D	NOT APPLICABLE				D	NOT APPLICABLE

EGHI/SOU
SOUTHAMPTON

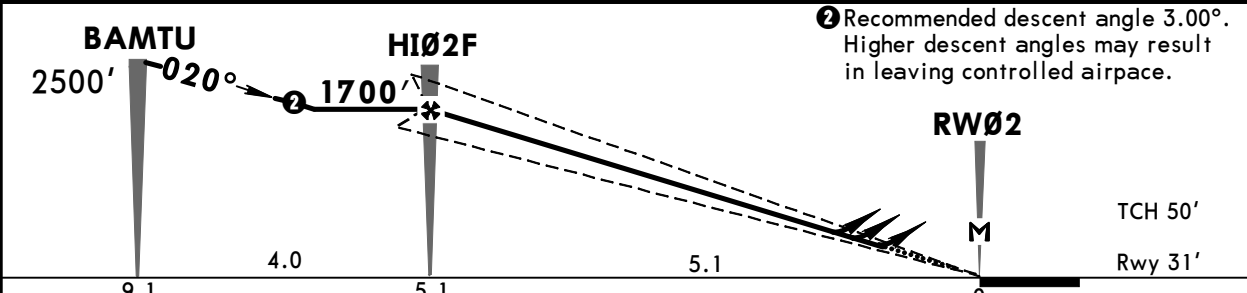
JEPPESEN
1 MAR 19 **(12-1)** **CAT A, B & C**

SOUTHAMPTON, UK
RNAV (GNSS) Rwy 02

*ATIS 130.880		*SOLENT Radar (APP) 120.230		*SOUTHAMPTON Radar (APP) 122.730		*SOUTHAMPTON Tower 118.205	
EGNOS Ch 47231 E02A		Final Apch Crs 020°		Minimum Alt HI02F 1700' (1669')		LPV DA(H) Refer to Minimums Apt Elev 44' Rwy 31'	
MISSED APCH: Climb STRAIGHT AHEAD to 3000' or as directed by ATC.							2300 MSA ARP
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC		Trans alt: 6000' ①	
Procedure restricted to MAX 185 KT.							



DIST to RW02	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1670'	1350'	1030'	720'	400'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 3000
Glide Path Angle 3.00°	372	478	531	637	743	849	
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW02							

PANS OPS	Standard STRAIGHT-IN LANDING RWY 02						CIRCLE-TO-LAND		
	LPV DA(H) B: 405' (374')		LNAV/VNAV DA(H) 510' (479')		LNAV CDFA DA/MDA(H) 530' (499')		Max Kts	MDA(H) VIS	
	A: 395' (364') C: 415' (384')		ALS out		ALS out				
	A	RVR 1300m	RVR 1500m	RVR 1500m	RVR 1500m	100	670' (626')	1500m	
	B	RVR 1300m	RVR 1500m	RVR 1500m	RVR 1500m	135	700' (656')	1600m	
C	RVR 1400m	RVR 1800m	RVR 1800m	RVR 2200m	RVR 1800m	RVR 2300m	180	890' (846')	2400m
D	NOT APPLICABLE						D	NOT APPLICABLE	

EGHI/SOU SOUTHAMPTON



SOUTHAMPTON, UK VOR DME Rwy 02

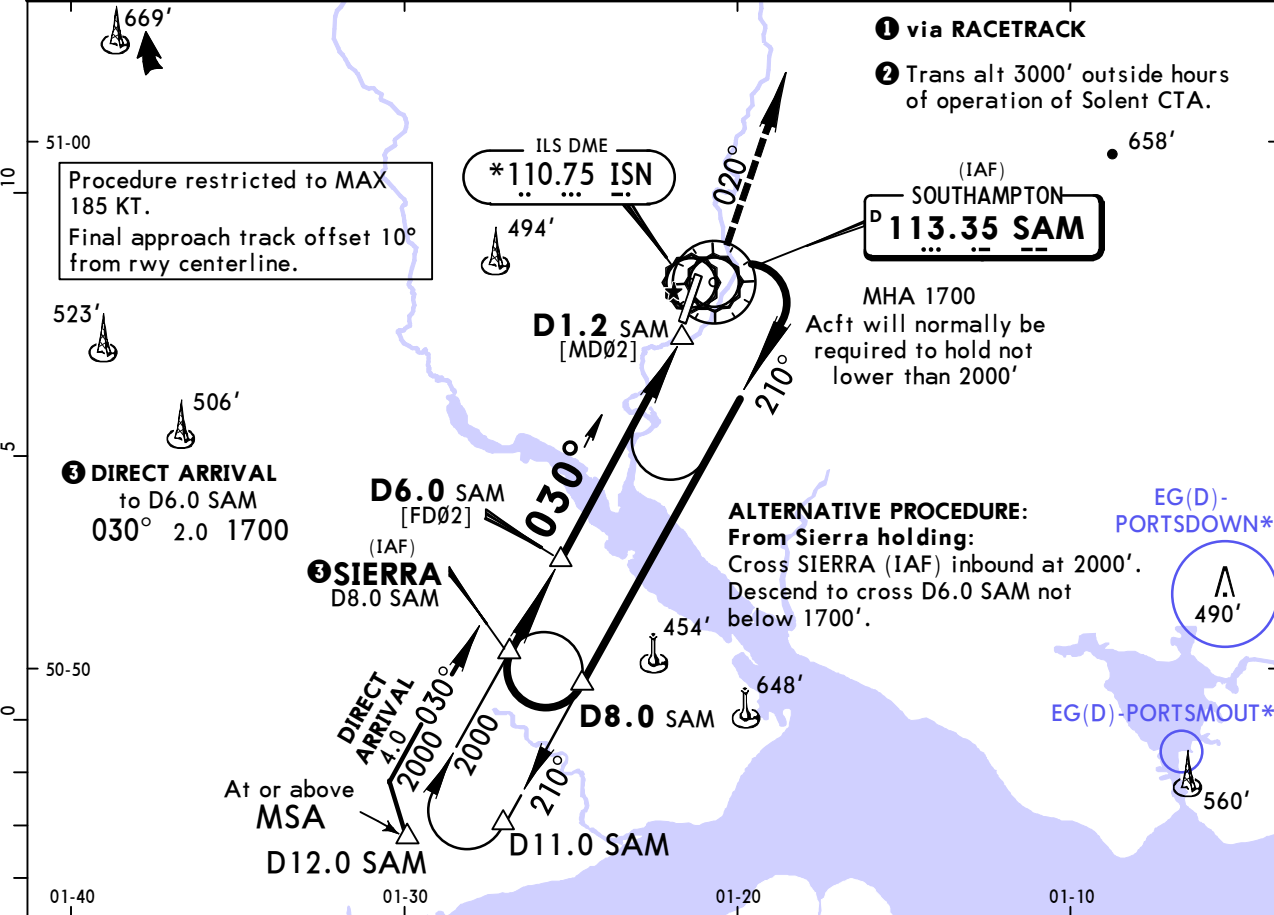
1 MAR 19

13-1

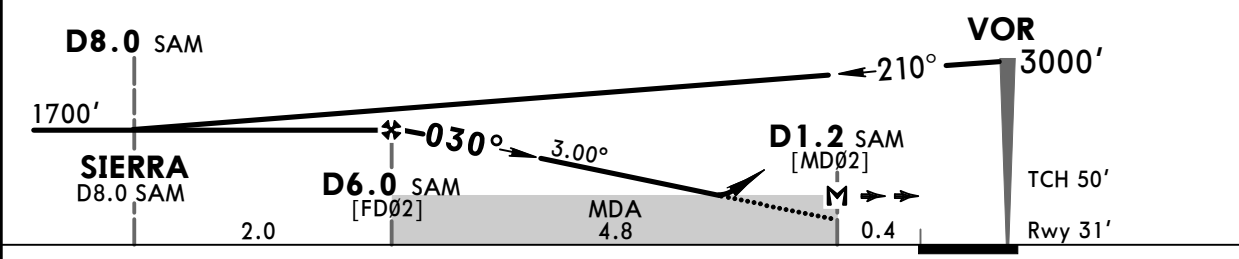
CAT A, B & C

VOR DME Rwy 02

*ATIS 130.880	*SOLENT Radar (APP) 120.230	*SOUTHAMPTON Radar (APP) 122.730	*SOUTHAMPTON Tower 118.205	
VOR SAM 113.35	Final Apch Crs 030°	Minimum Alt D6.0 SAM 1700' (1669')	DA/MDA(H) 530' (499')	
Apt Elev 44' Rwy 31'			2300 MSA SAM VOR	
MISSED APCH: Continuous climb to 3000'. Initially climb STRAIGHT AHEAD to VOR, then proceed on R-020 SAM and continue as directed. MISSED APCH WITH COMM FAILURE: Continuous climb to 3000'. Initially climb STRAIGHT AHEAD to VOR, then climb on R-020 SAM to 2000' or D8.0 SAM/D8.3 ISN, whichever is later, then climbing turn RIGHT to VOR and hold at 3000'.				
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 6000' ②



SAM DME	6.0	5.0	4.0	3.0
ALTITUDE	1700'	1380'	1060'	740'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	SAM	SAM
Descent Angle	3.00°	372	478	531	637	849	PAPI	113.35	113.35
MAP at D1.2 SAM								LT	on R-020

PANS OPS	Standard	STRAIGHT-IN LANDING RWY 02		CIRCLE-TO-LAND		
		CDFA				
		DA/MDA(H) 530' (499')				
		ALS out		Max Kts	MDA(H)	VIS
	A	RVR 1500m	RVR 1500m	100	670' (626')	1500m
B	RVR 1500m	RVR 1500m	135	700' (656')	1600m	
C	RVR 1800m	RVR 2300m	180	890' (846')	2400m	
D	NOT APPLICABLE		D	NOT APPLICABLE		

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JEPPESSEN

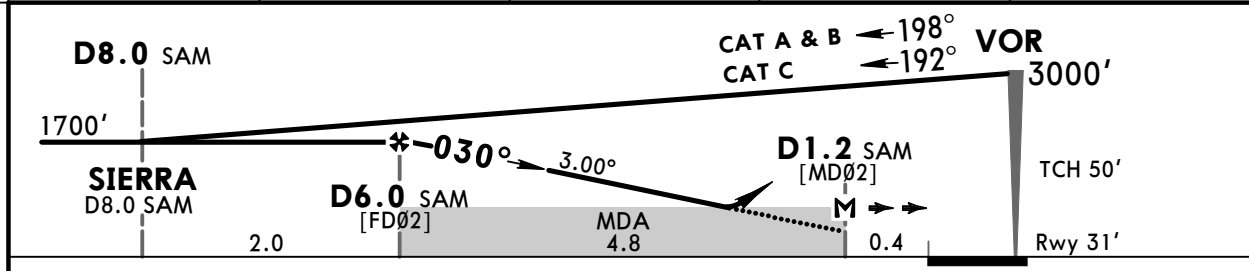
SOUTHAMPTON, UK VOR DME Rwy 02

1 MAR 19 **13-2** CAT A, B & C

*ATIS 130.880	*SOLENT Radar (APP) 120.230	*SOUTHAMPTON Radar (APP) 122.730	*SOUTHAMPTON Tower 118.205
VOR SAM 113.35	Final Apch Crs 030°	Minimum Alt D6.0 SAM 1700' (1669')	DA/MDA(H) 530' (499')
Apt Elev 44' Rwy 31'			2300 MSA SAM VOR
MISSED APCH: Continuous climb to 3000'. Initially climb STRAIGHT AHEAD to VOR, then proceed on R-020 SAM and continue as directed. MISSED APCH WITH COMM FAILURE: Continuous climb to 3000'. Initially climb STRAIGHT AHEAD to VOR, then climb on R-020 SAM to 2000' or D8.0 SAM/D8.3 ISN, whichever is later, then climbing turn RIGHT to VOR and hold at 3000'.			
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 6000' 2



SAM DME	6.0	5.0	4.0	3.0
ALTITUDE	1700'	1380'	1060'	740'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	SAM	SAM
Descent Angle	3.00°	372	478	531	637	849	PAPI	113.35	113.35
MAP at D1.2 SAM								↑	LT on

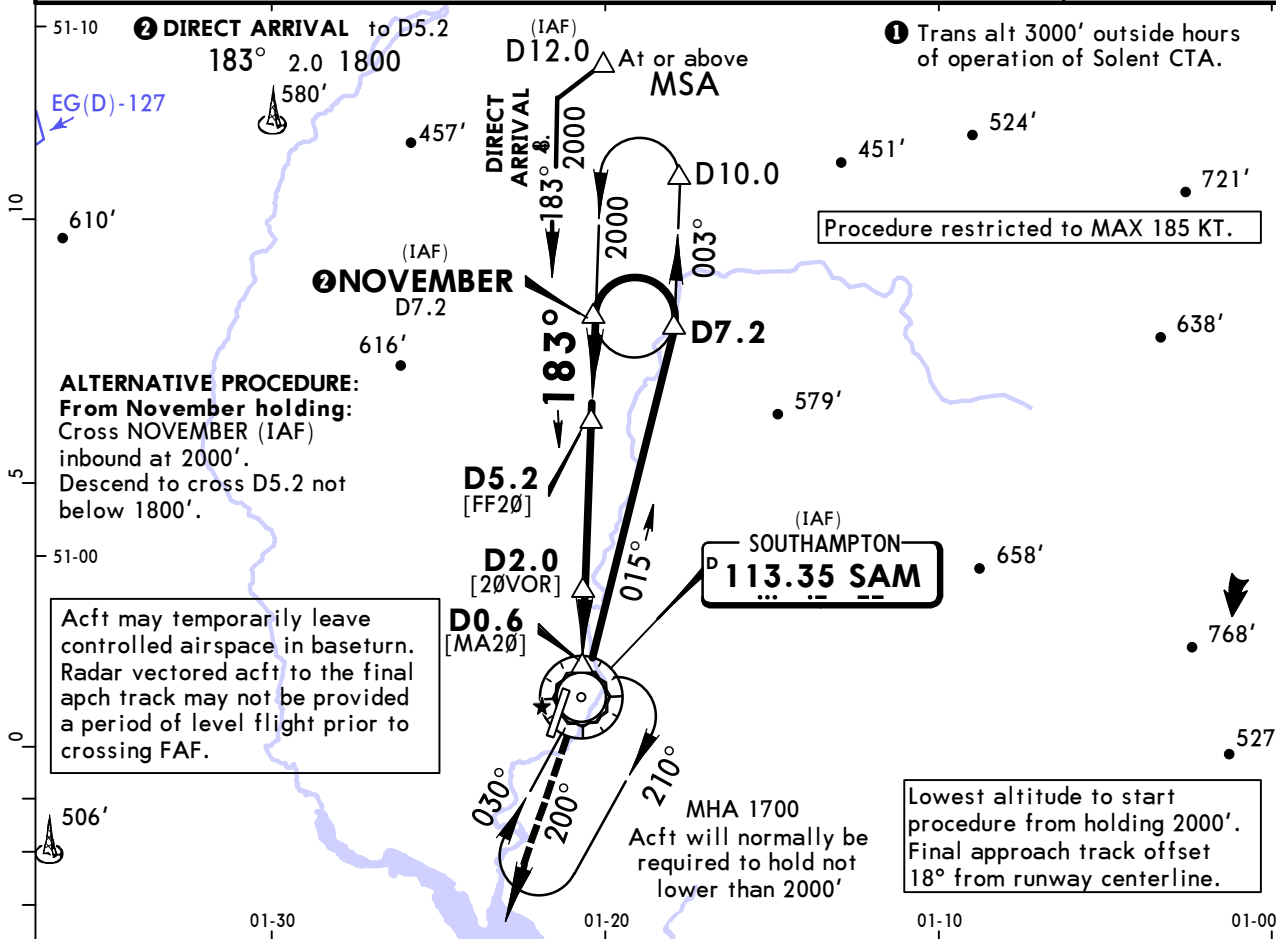
PANS OPS	Standard	STRAIGHT-IN LANDING RWY 02		CIRCLE-TO-LAND		
		CDFA				
		DA/MDA(H) 530' (499')				
		ALS out		Max Kts	MDA(H)	VIS
	A	RVR 1500m	RVR 1500m	100	670' (626')	1500m
B	RVR 1500m	RVR 1500m	135	700' (656')	1600m	
C	RVR 1800m	RVR 2300m	180	890' (846')	2400m	
D	NOT APPLICABLE		D	NOT APPLICABLE		

EGHI/SOU SOUTHAMPTON

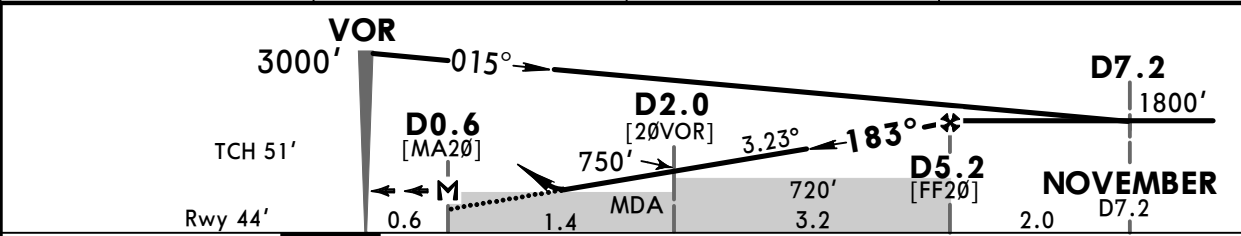
JEPPESSEN
1 MAR 19 **(13-3)** **CAT A & B**

SOUTHAMPTON, UK VOR DME Rwy 20

*ATIS 130.880	*SOLENT Radar (APP) 120.230	*SOUTHAMPTON Radar (APP) 122.730	*SOUTHAMPTON Tower 118.205	
VOR SAM 113.35	Final Apch Crs 183°	Procedure Alt D5.2 1800' (1756')	DA/MDA(H) 560' (516')	
Apt Elev 44' Rwy 44'			2300 MSA SAM VOR	
MISSED APCH: Continuous climb to 3000'. Initially climb STRAIGHT AHEAD to VOR, then proceed on R-200, then as directed. MISSED APCH WITH COMM FAILURE: Continuous climb to 3000'. Initially climb STRAIGHT AHEAD to VOR, then climb on R-200 to 2000' or D8.0, whichever is later, then climbing turn RIGHT to VOR and hold at 3000'.				
Alt Set: hPa		Rwy Elev: 2 hPa	Trans level: By ATC	Trans alt: 6000' 1



SAM DME	2.0	3.0	4.0
ALTITUDE	750'	1090'	1440'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	SAM	SAM
Descent Angle	3.23°	400	514	571	686	800	914	113.35	113.35
MAP at D0.6								RT	on R-200

PANS OPS	Standard STRAIGHT-IN LANDING RWY 20		CIRCLE-TO-LAND		
	CDFA				
	DA/MDA(H) 560' (516')				
	ALS out		Max Kts	MDA(H)	VIS
A	RVR 1900m	RVR 2400m	100	670' (626')	2400m
B			135	700' (656')	2400m
C	NOT APPLICABLE		C	NOT APPLICABLE	
D	NOT APPLICABLE		D	NOT APPLICABLE	

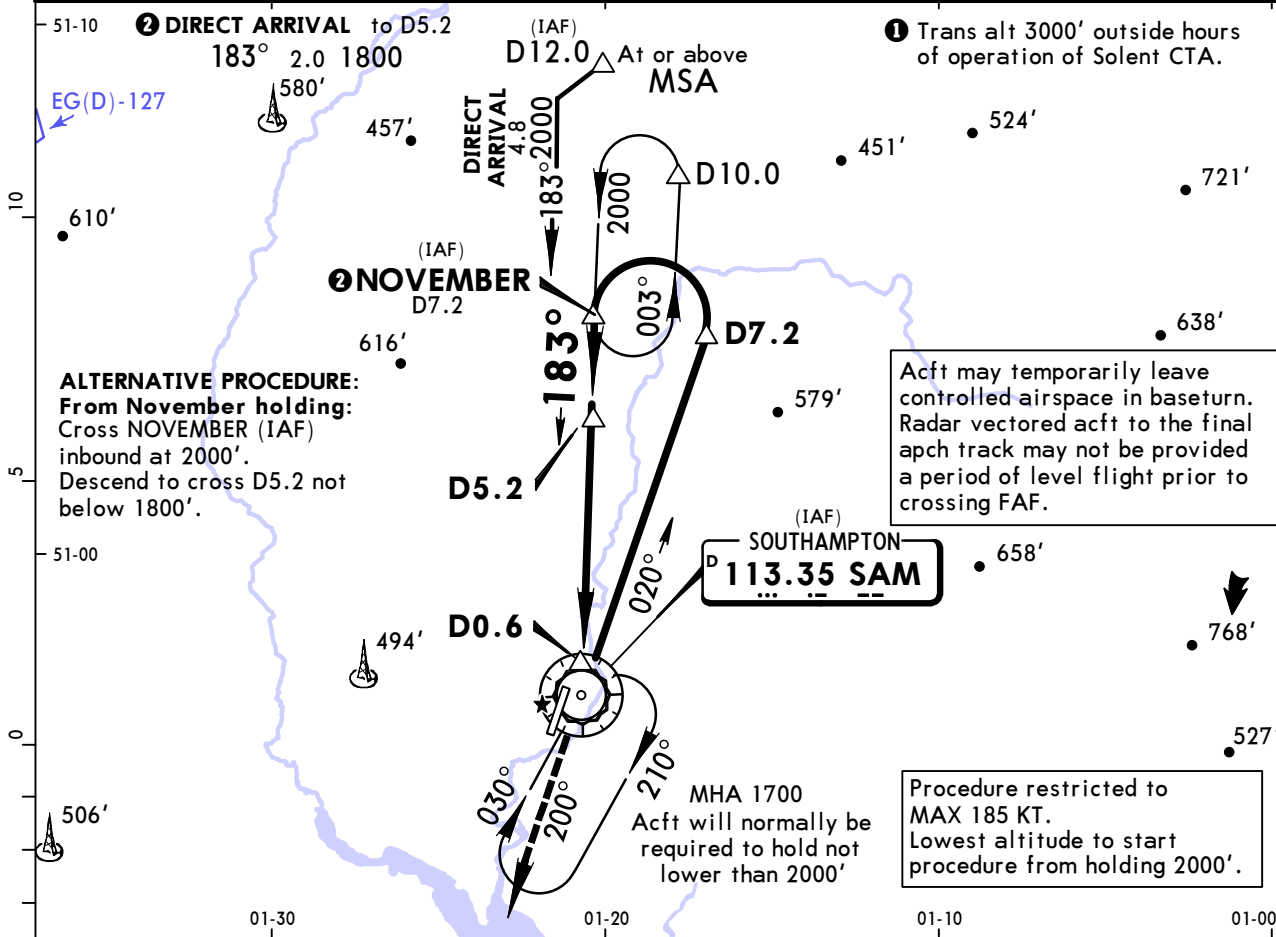
EGHI/SOU
SOUTHAMPTON



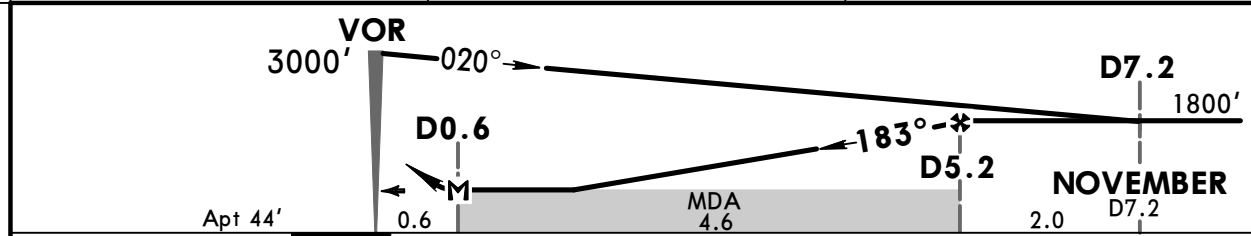
1 MAR 19 **13-4** **CAT C**

SOUTHAMPTON, UK
VOR DME 183°

*ATIS 130.880	*SOLENT Radar (APP) 120.230	*SOUTHAMPTON Radar (APP) 122.730	*SOUTHAMPTON Tower 118.205
VOR SAM 113.35	Final Apch Crs 183°	Minimum Alt D5.2 1800' (1756')	MDA(H) 890' (846')
Apt Elev 44'			 MSA SAM VOR
MISSED APCH: Continuous climb to 3000'. Initially climb STRAIGHT AHEAD to VOR, then proceed on R-200, then as directed. MISSED APCH WITH COMM FAILURE: Continuous climb to 3000'. Initially climb STRAIGHT AHEAD to VOR, then climb on R-200 to 2000' or D8.0, whichever is later, then climbing turn RIGHT to VOR and hold at 3000'.			
Alt Set: hPa	Apt Elev: 2 hPa	Trans level: By ATC	Trans alt: 6000' 1



SAM DME	3.0	4.0
ALTITUDE	1080'	1410'



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	SAM 113.35	RT on SAM 113.35
Descent Angle	3.09°	383	492	547	656	765		875	↑
MAP at D0.6									

Standard	CIRCLE-TO-LAND	
	Max Kts	MDA(H) VIS
	A	NOT APPLICABLE
	C 180	890' (846') 2400m
D	NOT APPLICABLE	

PANS OPS

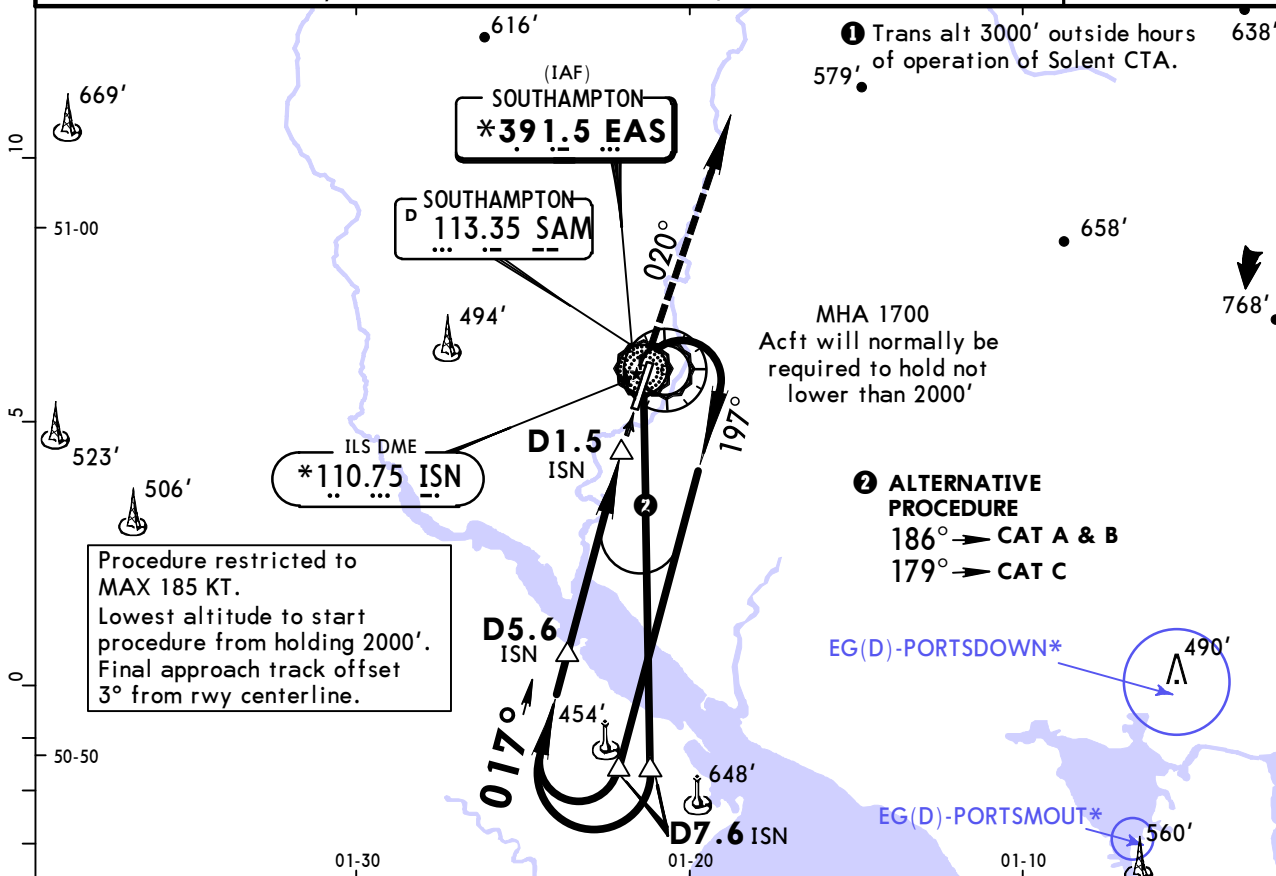
EGHI/SOU SOUTHAMPTON

JEPPESSEN

SOUTHAMPTON, UK NDB DME Rwy 02

1 MAR 19 **(16-1)** **CAT A, B & C**

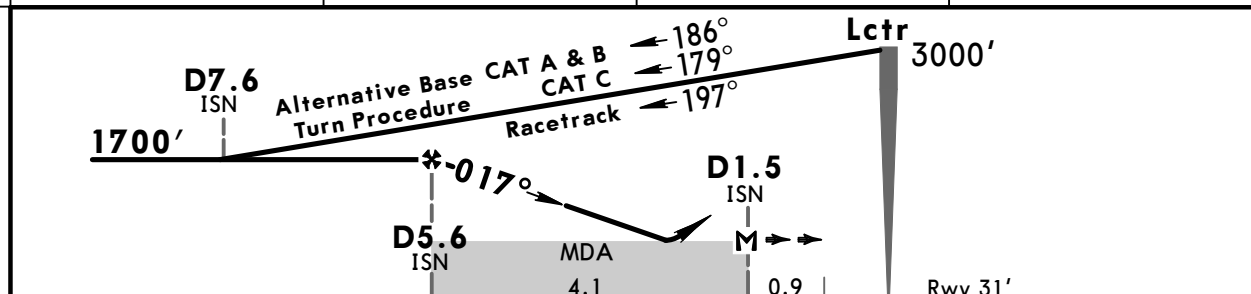
*ATIS 130.880	*SOLENT Radar (APP) 120.230	*SOUTHAMPTON Radar (APP) 122.730	*SOUTHAMPTON Tower 118.205
Lctr EAS *391.5	Final Apch Crs 017°	Minimum Alt D5.6 ISN 1700' (1669')	DA/MDA(H) 560' (529')
Apt Elev 44' Rwy 31'			2300 MSA EAS Lctr
MISSED APCH: Continuous climb to 3000'. Initially climb STRAIGHT AHEAD to Lctr, then proceed on 020° from Lctr, then as directed. MISSED APCH WITH COMM FAILURE: Continuous climb to 3000'. Initially climb on 020° from Lctr to 2000' or D8.3 ISN/D8.0 SAM, whichever is later, then climbing turn RIGHT to Lctr and hold at 3000'.			
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 6000' ①



Procedure restricted to MAX 185 KT.
Lowest altitude to start procedure from holding 2000'.
Final approach track offset 3° from rwy centerline.

- ① Trans alt 3000' outside hours of operation of Solent CTA.
- ② ALTERNATIVE PROCEDURE
186° → CAT A & B
179° → CAT C

ISN DME	5.0	4.0	3.0
ALTITUDE	1510'	1190'	870'



Gnd speed-Kts	70	90	100	120	140	160	HIALS	EAS	020°
Descent Angle	3.02°	374	481	534	641	748	PAPI	391.5	from EAS
MAP at D1.5 ISN								↑	RT on EAS
									391.5

PANS OPS	Standard	STRAIGHT-IN LANDING RWY 02		CIRCLE-TO-LAND		
		CDFA				
		DA/MDA(H) 560' (529')				
			ALS out	Max Kts	MDA(H)	VIS
	A	RVR 1500m	RVR 1500m	100	670' (626')	1500m
B	RVR 1500m	RVR 1500m	135	700' (656')	1600m	
C	RVR 2000m	RVR 2400m	180	890' (846')	2400m	
D	NOT APPLICABLE		D	NOT APPLICABLE		

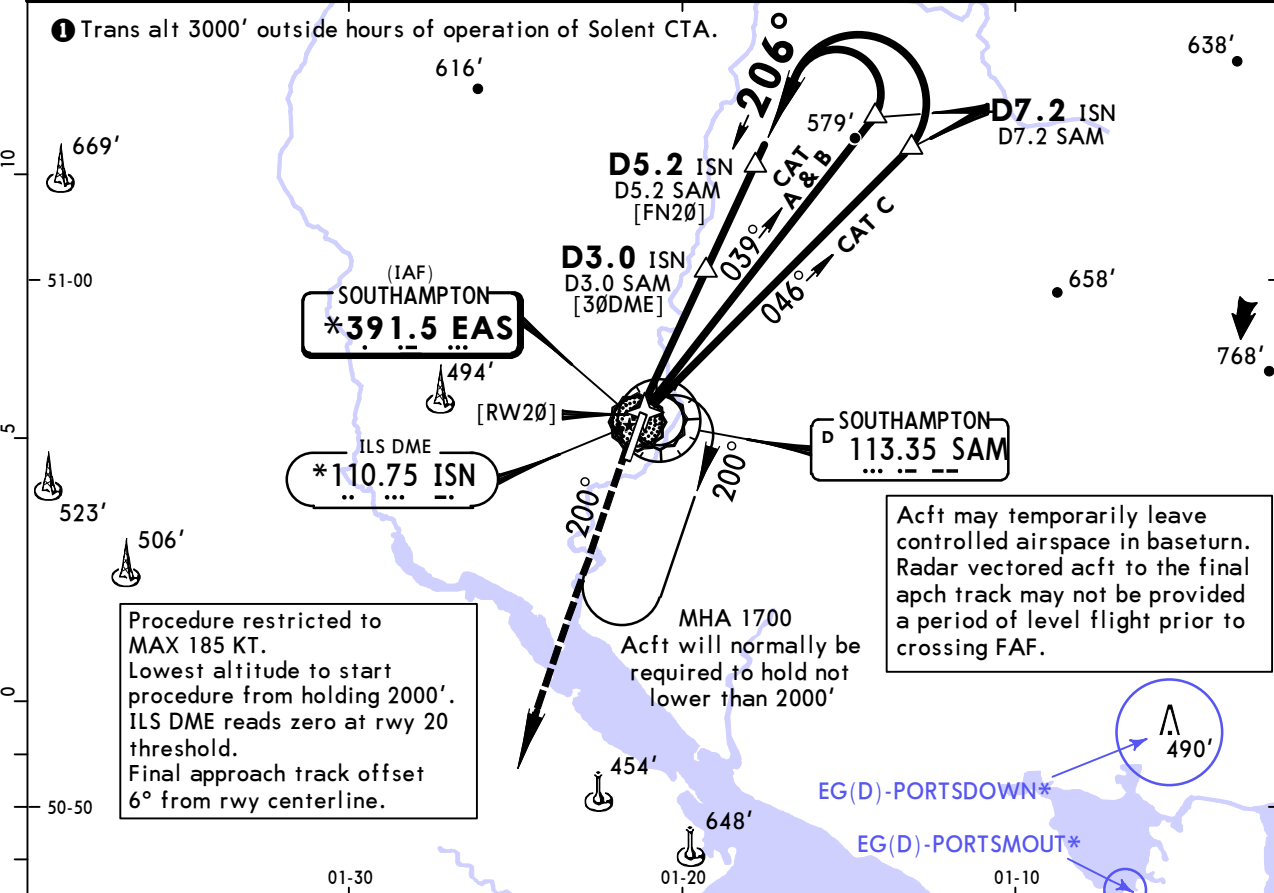
EGHI/SOU SOUTHAMPTON



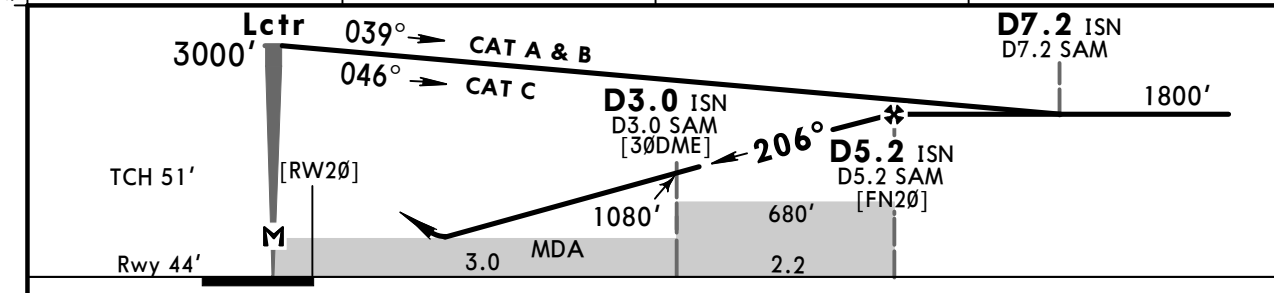
SOUTHAMPTON, UK NDB DME Rwy 20

1 MAR 19 **16-2** CAT A, B & C

*ATIS 130.880		*SOLENT Radar (APP) 120.230		*SOUTHAMPTON Radar (APP) 122.730		*SOUTHAMPTON Tower 118.205	
Lctr EAS *391.5	Final Apch Crs 206°	Procedure Alt D5.2 ISN 1800' (1756')	DA/MDA(H) 540' (496')	Apt Elev 44' Rwy 44'		<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center;">2300</div> MSA EAS Lctr	
MISSED APCH: Continuous climb to 3000'. Initially climb STRAIGHT AHEAD to Lctr, then proceed on 200° from Lctr, then as directed. MISSED APCH WITH COMM FAILURE: Continuous climb to 3000'. Initially climb STRAIGHT AHEAD to Lctr, then climb on 200° from Lctr to 2000' or D7.7 ISN/D8.0 SAM, whichever is later, then climbing turn RIGHT to Lctr and hold at 3000'.							
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: By ATC		Trans alt: 6000' 1	



ISN DME/SAM DME	2.0	3.0	4.0
ALTITUDE	750'	1080'	1410'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI EAS 391.5 LT on 200° from EAS 391.5
Descent Angle	3.10°	384	494	548	658	768	
MAP at Lctr							

PANS OPS	Standard STRAIGHT-IN LANDING RWY 20		CIRCLE-TO-LAND	
	CDFA			
	DA/MDA(H) 540' (496')			
		ALS out	Max Kts	MDA(H) VIS
	A	RVR 1500m	RVR 1500m	100 670' (626') 1500m
B	RVR 1500m	RVR 1500m	135 700' (656') 1600m	
C	RVR 1800m	RVR 2300m	180 890' (846') 2400m	
D	NOT APPLICABLE		D	NOT APPLICABLE

EGHI/SOU SOUTHAMPTON

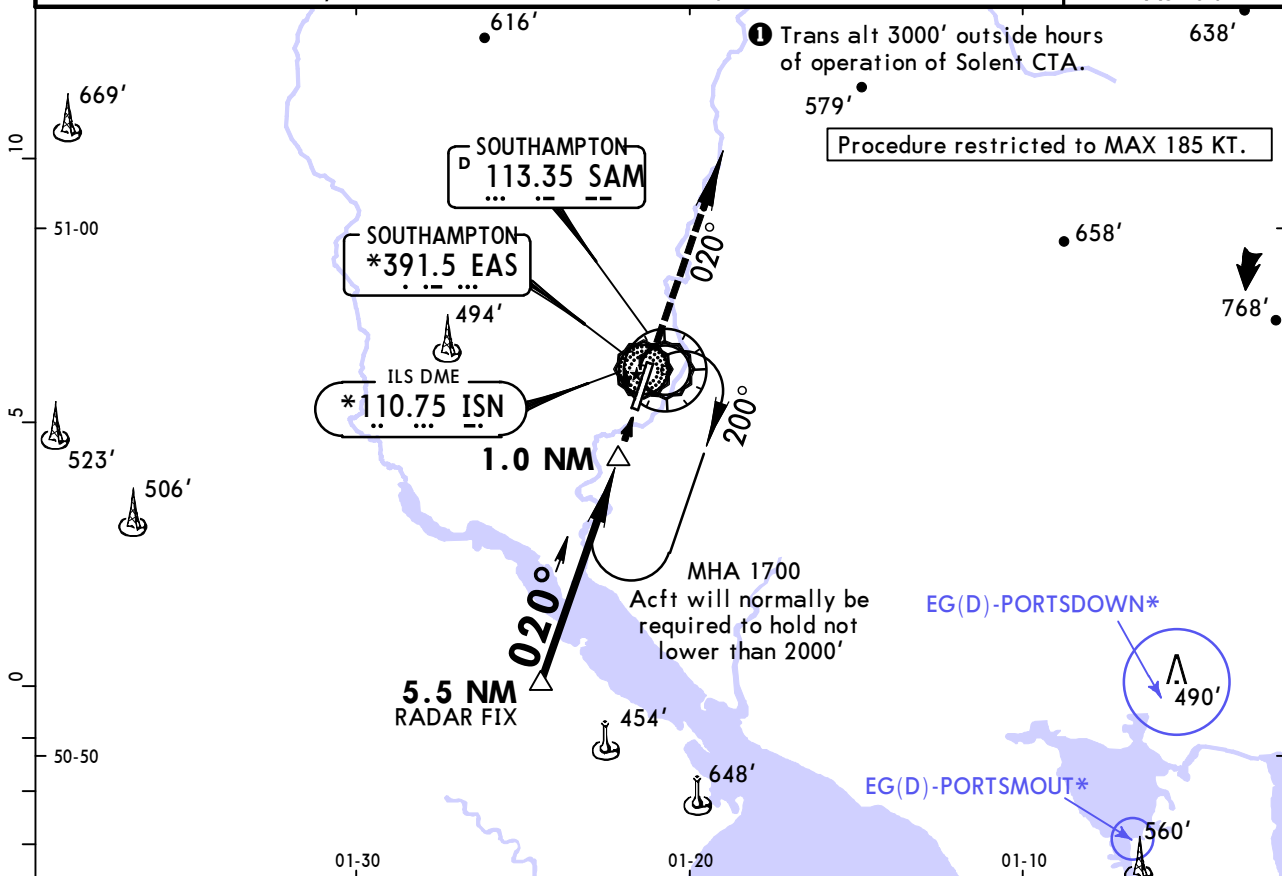


SOUTHAMPTON, UK *SRA Rwy 02

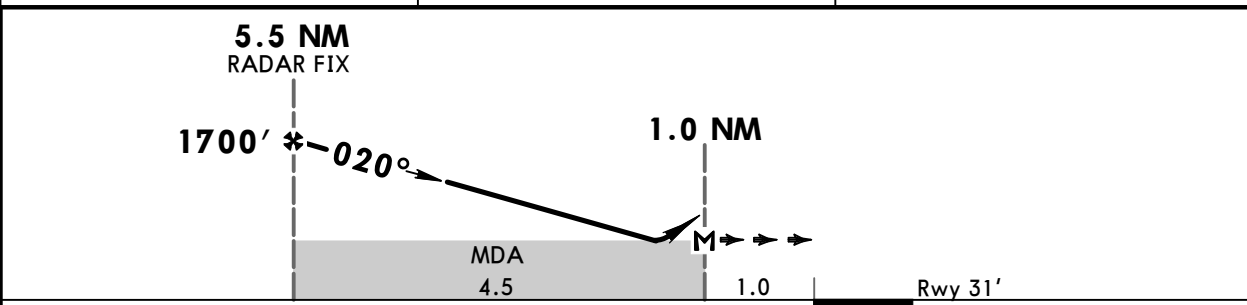
1 MAR 19 (18-1) CAT A, B & C

TMN 2.0

*ATIS 130.880		*SOLENT Radar (APP) 120.230		*SOUTHAMPTON Radar (APP) 122.730		*SOUTHAMPTON Tower 118.205	
RADAR	Final Apch Crs 020°	Minimum Alt 5.5 NM RADAR FIX 1700' (1669')	DA/MDA(H) 660' (629')	Apt Elev 44' Rwy 31'		<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center;"> 2300 </div> MSA SAM VOR/ EAS Lctr	
MISSED APCH: Continuous climb to 3000'. Initially climb STRAIGHT AHEAD, then continue as directed. MISSED APCH WITH COMM FAILURE: Continuous climb to 3000'. Initially climb STRAIGHT AHEAD to 2000' or D8.0 ISN/D8.0 SAM, whichever is later, then climbing turn RIGHT to Lctr and hold at 3000'.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC		Trans alt: 6000' 1	



RADAR FIX	4.0	3.0
ALTITUDE	1240'	940'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI : ---: :	Refer to Missed Apch above
Descent Angle	2.86°	354	455	506	607	708		
MAP at 1 NM from touchdown or TMN 2 to MAP	1.0	0:51	0:40	0:36	0:30	0:26		

PANS OPS	Standard STRAIGHT-IN LANDING RWY 02			CIRCLE-TO-LAND		
	CDFA					
	DA/MDA(H) 660' (629')					
	ALS out			Max Kts	MDA(H)	VIS
	A	RVR 1500m			100	680' (636')
B	RVR 2400m			135	700' (656')	1600m
C	RVR 2400m			180	890' (846')	2400m
D	NOT APPLICABLE			D	NOT APPLICABLE	

EGHI/SOU SOUTHAMPTON



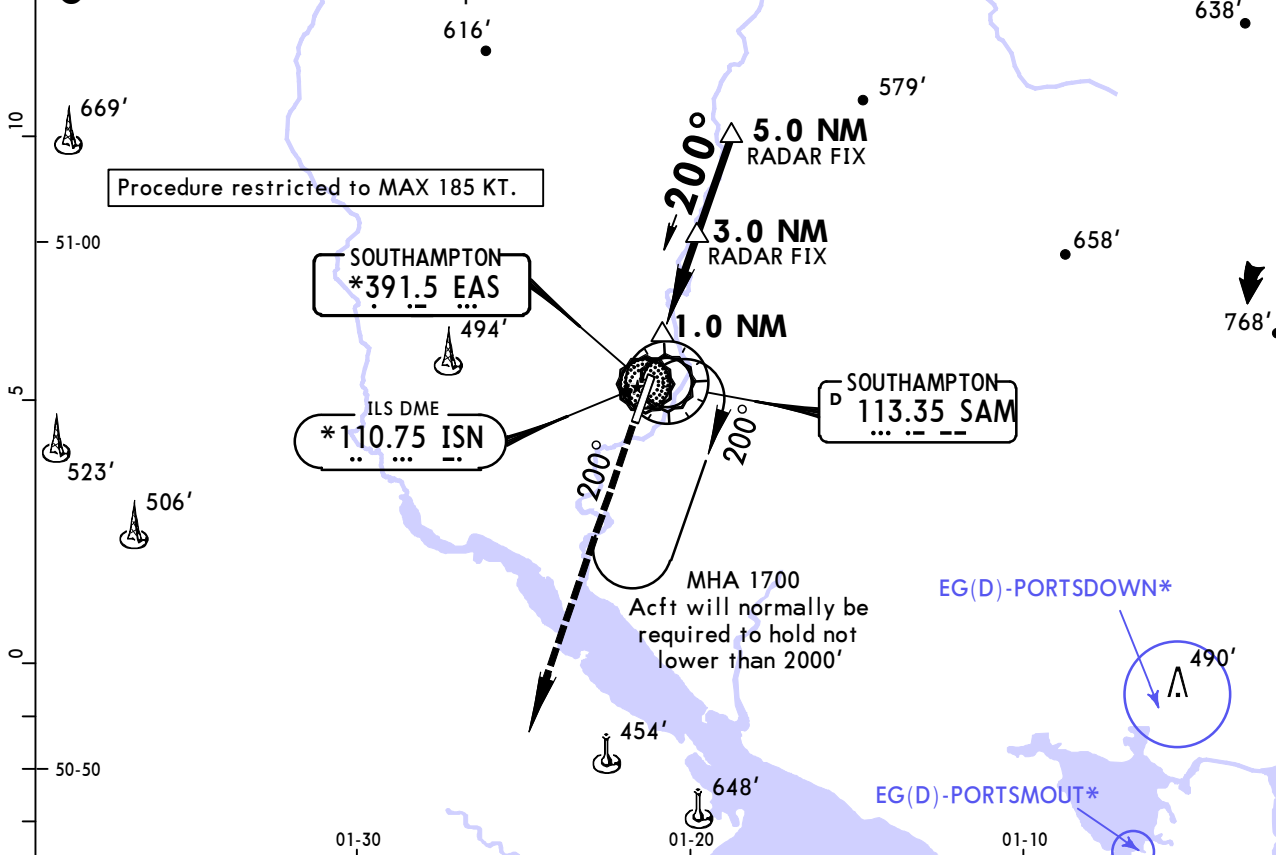
SOUTHAMPTON, UK *SRA Rwy 20

1 MAR 19 (18-2) CAT A, B & C

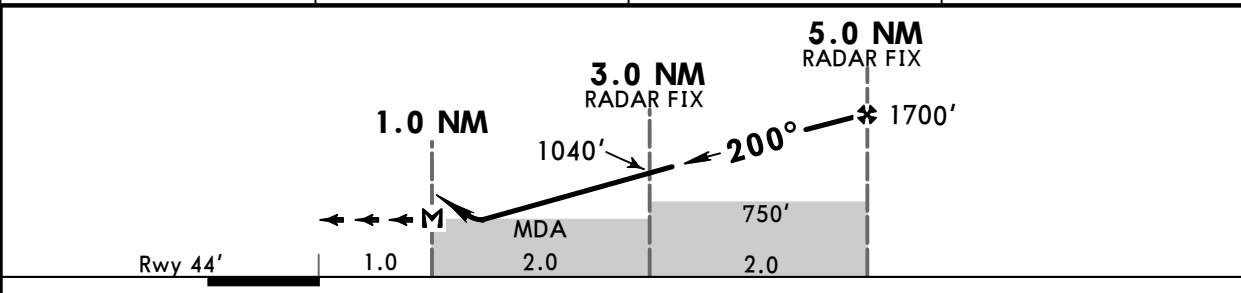
TMN 2.0

*ATIS 130.880		*SOLENT Radar (APP) 120.230		*SOUTHAMPTON Radar (APP) 122.730		*SOUTHAMPTON Tower 118.205	
RADAR	Final Apch Crs 200°	Procedure Alt 5.0 NM RADAR FIX 1700' (1656')	DA/MDA(H) 620' (576')	Apt Elev 44' Rwy 44'		<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center;"> 2300 </div> MSA SAM VOR/ EAS Lctr	
MISSED APCH: Continuous climb to 3000'. Initially climb STRAIGHT AHEAD, then as directed. MISSED APCH WITH COMM FAILURE: Continuous climb to 3000'. Initially climb STRAIGHT AHEAD to 2000' or D7.7 ISN/D8.0 SAM, whichever is later, then climbing turn RIGHT to Lctr and hold at 3000'.							
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: By ATC		Trans alt: 6000' 1	

1 Trans alt 3000' outside hours of operation of Solent CTA.



RADAR FIX	2.0	3.0	4.0
ALTITUDE	710'	1040'	1370'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI Refer to Missed Apch above
Descent Angle	3.12°	386	497	552	662	773	
MAP at 1 NM from touchdown or TMN 2 to MAP	1.0	0:51	0:40	0:36	0:30	0:26	

PANS OPS	Standard STRAIGHT-IN LANDING RWY 20			CIRCLE-TO-LAND		
	CDFA					
	DA/MDA(H) 620' (576')					
	ALS out			Max Kts	MDA(H)	VIS
	A	RVR 1500m	RVR 1500m	100	670' (626')	1500m
B	RVR 1500m	RVR 1500m	135	700' (656')	1600m	
C	RVR 2200m	RVR 2400m	180	890' (846')	2400m	
D	NOT APPLICABLE			D	NOT APPLICABLE	

EGHI

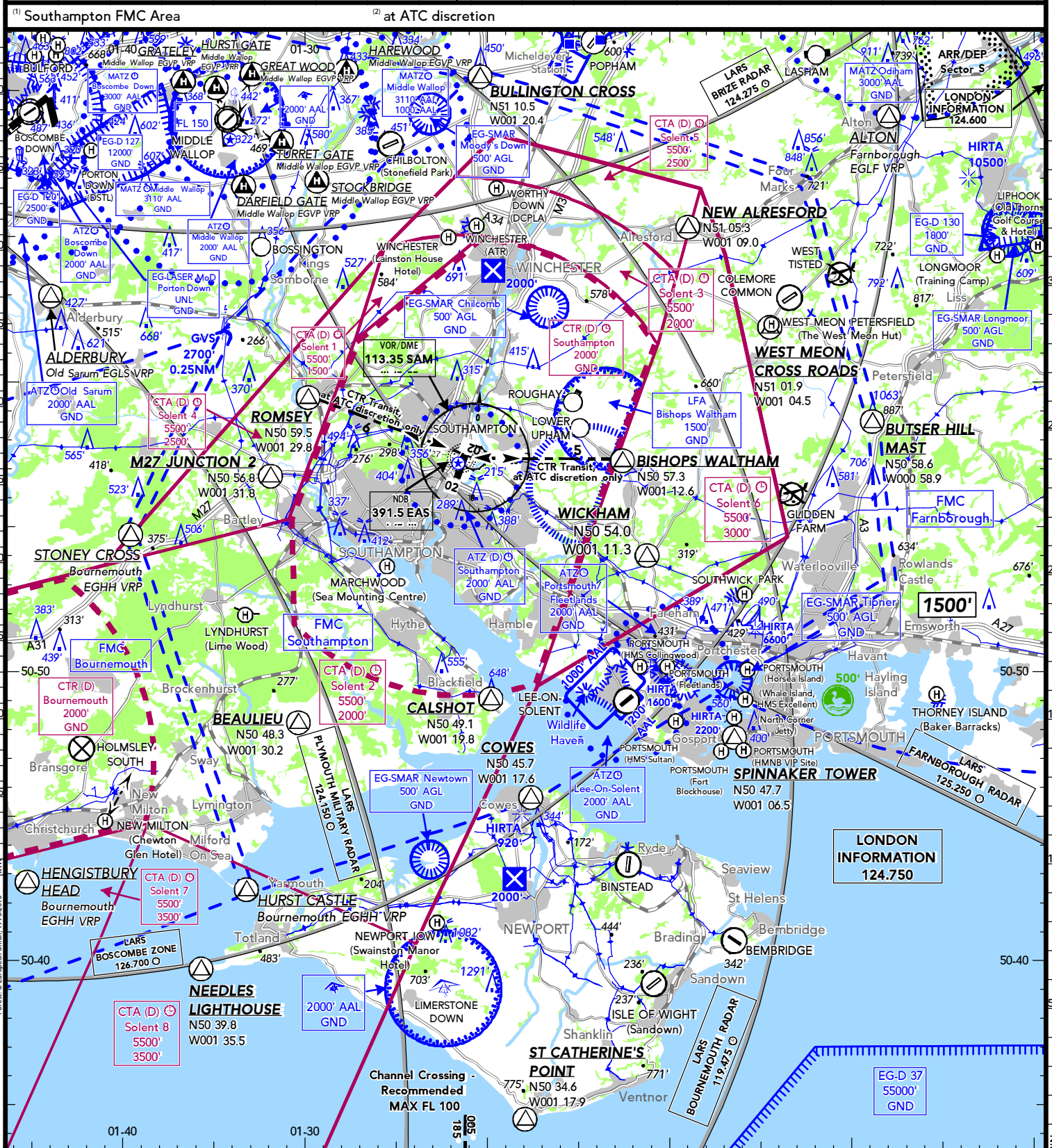
SOUTHAMPTON
UNITED KINGDOM

SOUTHAMPTON

05 APR 19 (19-1)

LOCATION Elev 44' /13m N50 57.0 W001 21.4	FIS LONDON INFORMATION 124.750	LARS BOSCOMBE ZONE 126.700 BOURNEMOUTH RADAR 119.475 FARNBOROUGH RADAR 125.250	ATIS ATIS 130.880	FMC SOLENT RADAR 120.230 ⁽¹⁾ SQUAWK 7011 ⁽¹⁾
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APPROACH SOLENT RADAR 120.230 (en) SOUTHAMPTON RADAR 122.730 ⁽²⁾ (en)	TOWER SOUTHAMPTON TOWER 118.205
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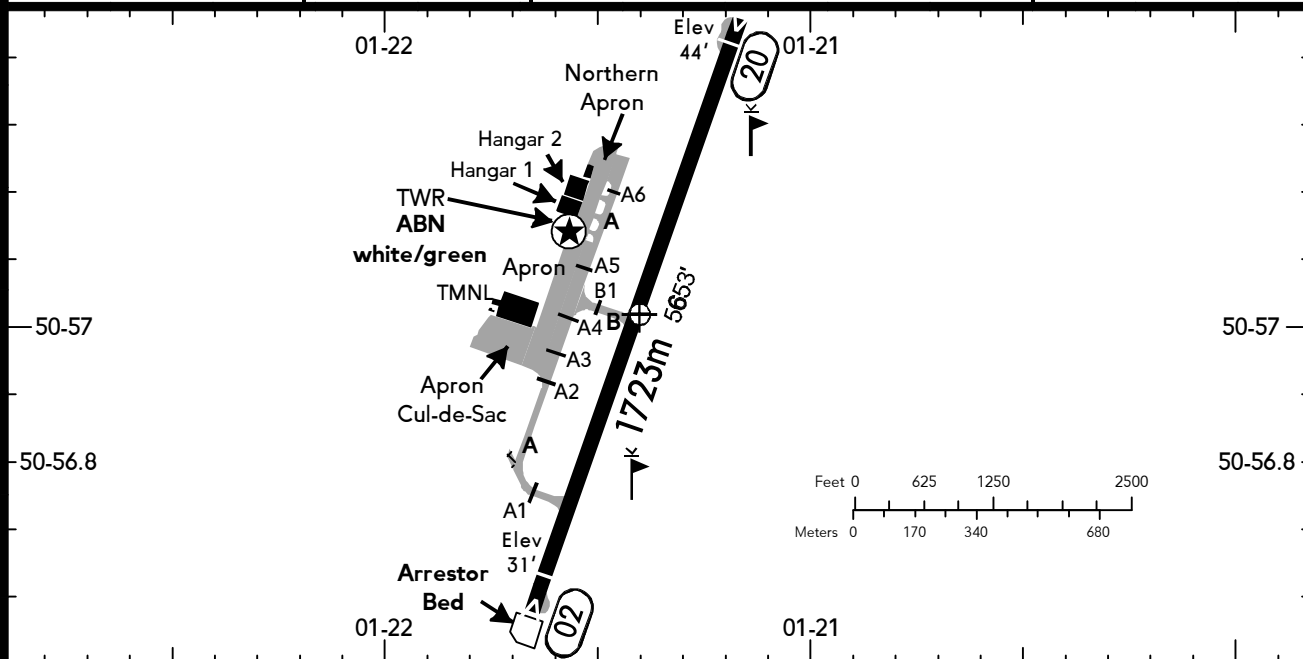
EGHI
SOUTHAMPTON

05 APR 19

19-2

SOUTHAMPTON
UNITED KINGDOM

BRIEFING STRIP™	LOCATION	ATIS	TOWER	ADMITTED AIRCRAFT
	Elev 44' /13m	ATIS 130.880	SOUTHAMPTON TOWER 118.205	
	N50 57.0 W001 21.4			



ABN - ALS - PAPI 02 (3.0°), 20 (3.1°) - THRL - RL - RCLL - TWYL - WDI - OBSTL.

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
02 (021°)	1723 x 37 Asphalt	1723	1650	PCN 52/R/B/X/T	
20 (201°)		1650	1605		

RWY grooved

Intersection TKOF

RWY	TWY	TORA (m)
02	A	1427
	B	889
20	B	781

NOTE: AD not normally AVBL to NORDO ACFT. Training flights PPR. Traffic circuits at 1000' during day and at 1500' during night.

GA ACFT occupants are required to use AD ground transportation.

The pilot is to ensure that passengers and crew remain with the ACFT unless they are escorted.

SOLENT RADAR, SOUTHAMPTON RADAR and SOUTHAMPTON TOWER may be provided as a combined function. Periods when active will be notified by ATIS.

No intersection departures permitted. Full length back track on RWY 02/20.

WARNING: A Soft Ground Arrestor Bed is provided to stop ACFT in the event of an overrun on RWY 20. The length of the bed is 73m, and it starts 19.5m beyond the end of the paved surface.

Terrain induced turbulence is possible on approach to RWY 02, within 2 NM from touchdown, particularly when strong easterly winds occur.

Buildings induced turbulence is possible on approach to RWY 20, within 2 NM from touchdown, when strong surface winds occur.

Significant differences may occur between surface wind velocity reported by ATC and actual wind APRX 200' AAL

and above.

Be aware of ACFT arriving and departing at unlicensed ADs Lower Upham or Roughay without a requirement to establish RTF contact with the ATIS Unit.

Use of Lower Upham and Roughay AD is subject to prior permission from the respective AD operator. Such permission must have been received prior to commencement of a particular flight.

Small unmanned ACFT operate within the CTR within a 800m radius of N51 01.9 W001 15.0, GND/820'.

HEL Operations

All HEL must land and take-off on the RWY.

Frequency Monitoring Code (FMC)

Pilots operating in the vicinity of, but intending to remain outside Southampton CTR/Solent CTA and maintaining a listening watch only on SOLENT RADAR are encouraged to select SSR code 7011.

Selection of 7011 does not imply the receipt of an ATC service. ACFT displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the Southampton CTR/Solent CTA at all times.

Whilst squawking 7011 pilots should be aware that SOLENT RADAR may make blind transmissions in order to ascertain a particular ACFT's intentions/route.

When a pilot ceases to maintain a listening watch, code 7011 shall be deselected.

Chart changes since cycle 10-2019

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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SOUTHAMPTON, (SOUTHAMPTON - EGHI)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EGHJ

Chart Change Notices for Country GBR

Type: Gen Tmnl

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

The following Take-off minima according to Commission Regulation No. 965/2012 (EASA Air Operations Regulation) are applicable for Low Visibility Take-off Operations within the UK FIR for CAT ABCD aircraft: 1. With RL and RCLM during day or with RL or CL during night: RVR 300m 2. With RL and CL: RVR 200m 3. With RL and CL and TDZ, MID and RO RVR: RVR 150m 4. With HIRL and CL and TDZ, MID and RO RVR: RVR 125m 5. On CAT III RWYs with approved guidance system or HUD/HUDLS: RVR 75m

Type: Gen Tmnl (VFR)

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

CS WARTON APPROACH and WARTON ZONE chgd to WARTON RADAR.

Type: Gen Tmnl (VFR)

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

Waddington & Scampton MATZ crossing freq chgd to 119.500.

Type: Gen Tmnl (VFR)

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

Text section 2.2: EFF 28 FEB 19 Danger Area EG-D323 sectors estbld: E FL 50/FL 660; F, G, H, J, K FL 150/FL 660; L, M, N, P, Q, R FL 100/FL 660.

Type: Gen Tmnl (VFR)

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

London CTR ASP class chgd to (D), Mode S Transponder is mandatory.

Type: Gen Tmnl (VFR)

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

East Midlands Lower Airspace Radar Service (LARS) freq 134.175 chgd to 134.180.

Type: Gen Tmnl (VFR)

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

Text section 2.2: EFF 28 MAR 19 Danger areas redesignated: EG-D6 to EG-D6B, EG-D7 to EG-D7C, EG-D8 to EG-D8C, EG-D9 to EG-D9B, EG-D133 to EG-D133B and EG-D138 to EG-D138D.

Type: Gen Tmnl (VFR)

Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Marham Lower Airspace Radar Service (LARS) CS chgd from MARHAM DIRECTOR to MARHAM ZONE.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Text section 2.3.3.4: EFF 28 MAR 19 Brize Radar Frequency 119.000 chgd to 124.275.

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Text section 2.2: EFF 25 APR 19 Danger areas EG-D403 redesignated to EG-D403B, EG-D406 redesignated to EG-D406A, EG-D512 redesignated to EG-D512B and EG-D513 redesignated to EG-D512C.