

List of pages in this Trip Kit

Trip Kit Index

Airport Information For EGNV

Terminal Charts For EGNV

Revision Letter For Cycle 21-2020

Change Notices

Notebook

General Information

Location: DARLINGTON GBR
ICAO/IATA: EGNV / MME
Lat/Long: N54° 30.5', W001° 25.8'
Elevation: 120 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +0:00 = UTC
Magnetic Variation: 0.0° E

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: No

Sunrise: 0638 Z
Sunset: 1705 Z

Runway Information

Runway: 05
Length x Width: 7516 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 117 ft
Lighting: Edge, ALS, Centerline

Runway: 23
Length x Width: 7516 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 116 ft
Lighting: Edge, ALS, Centerline

Communication Information

ATIS: 132.380
Teesside Tower: 119.805 VHF-DF
Teesside Approach: 118.855 VHF-DF
Teesside Direct (Approach Control Radar): 128.855 VHF-DF
Teesside Radar: 118.855 VHF-DF
Teesside Fire Emergency: 121.600

EGNV/MME
TEESSIDE INTL

JEPPESSEN

DARLINGTON, UK

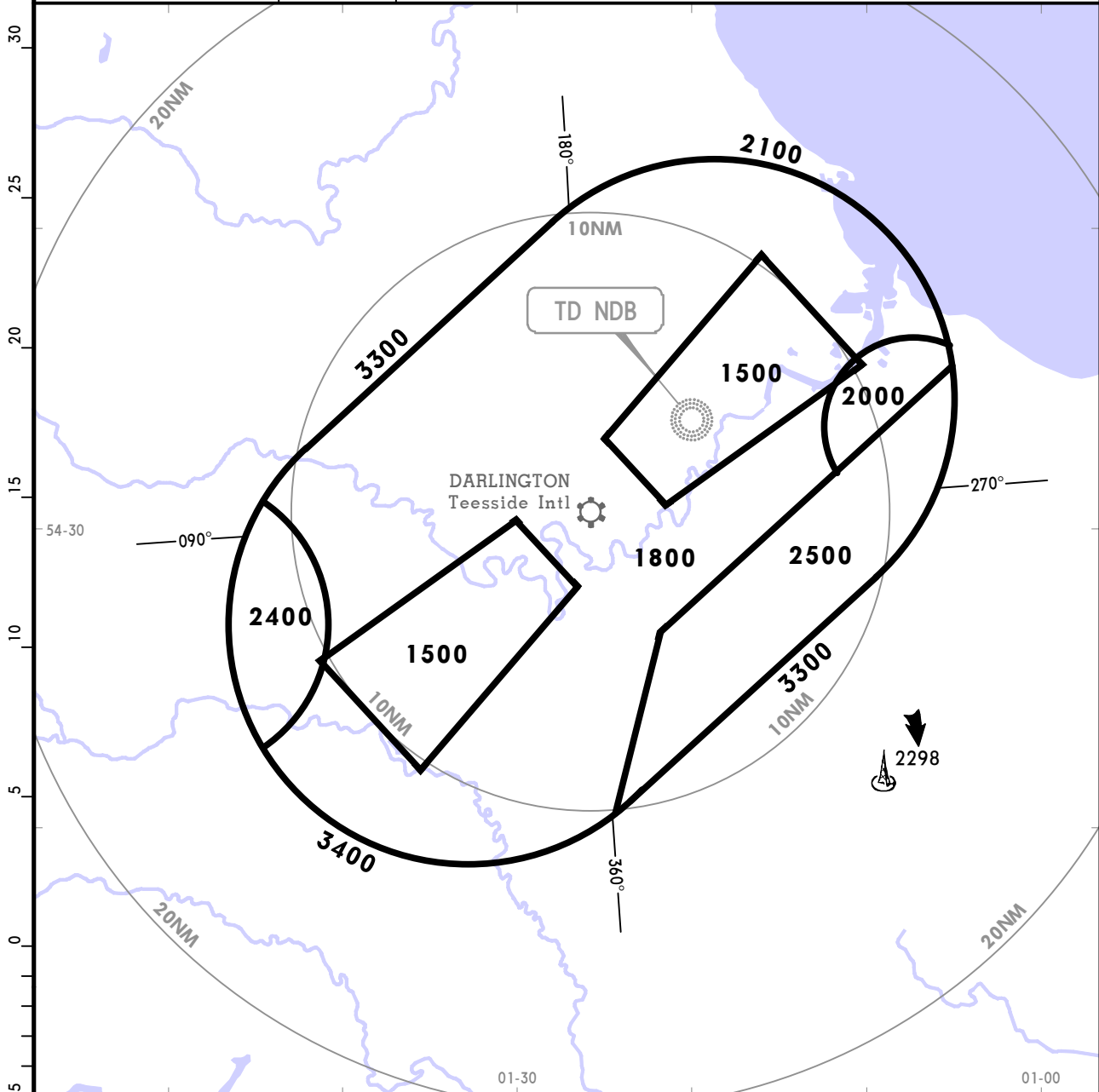
24 APR 20 **10-1R**

RADAR MINIMUM ALTITUDES

*TEESSIDE Radar
118.855

Apt Elev
120

Alt Set: hPa
Trans level: By ATC Trans alt: 6000
This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC surveillance service.



OUTSIDE THE DESIGNATED RADAR MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the radar controller will be either the Minimum Sector Altitude or 1000 above any fixed obstacles:
- within 5 NM ① of the aircraft and
- within the sector 15 NM ② ahead of and within 20° either side of the aircraft's track.

3 NM ① or 10 NM ② when the aircraft is within 15 NM of the radar antennae.

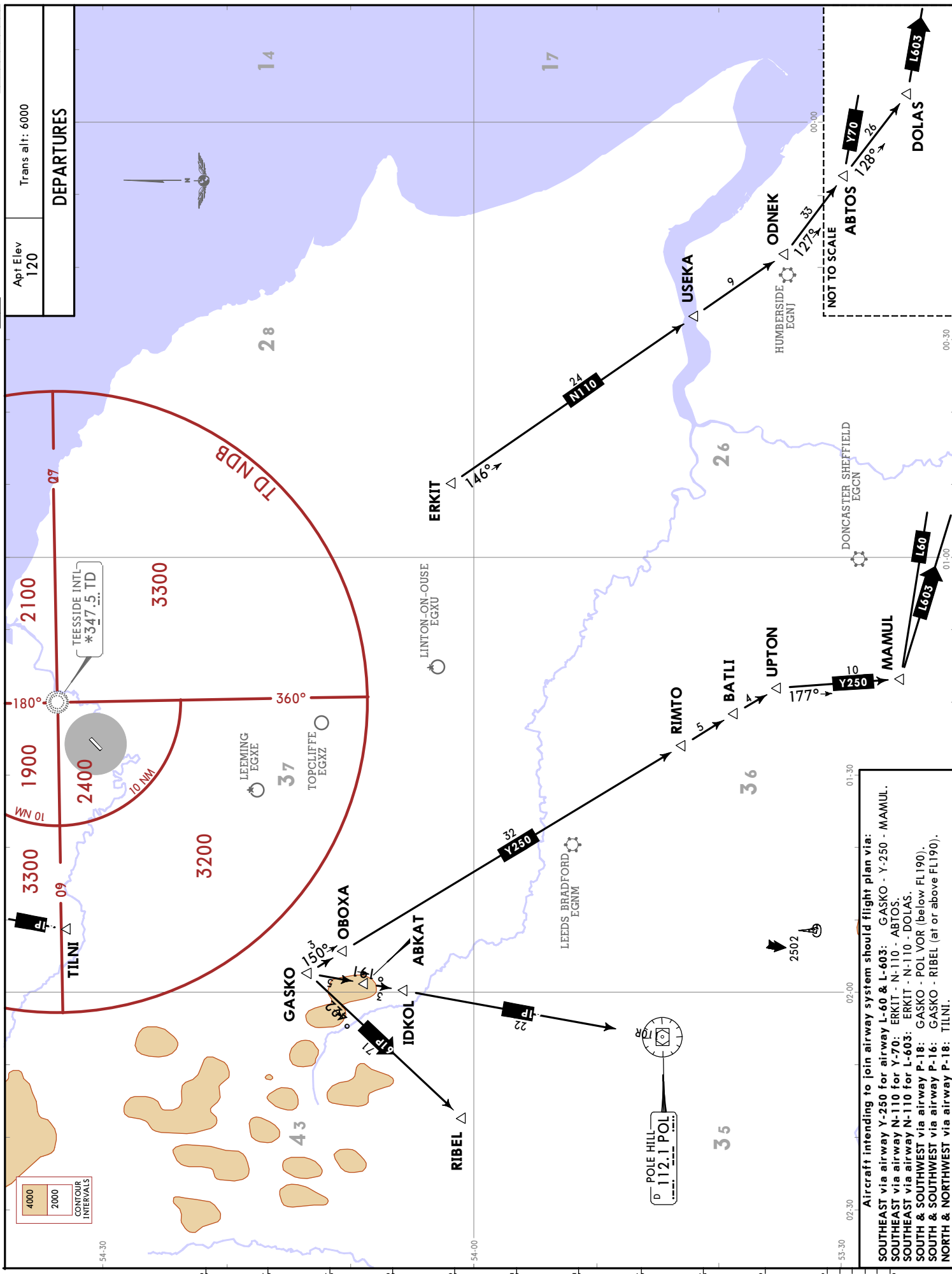
PROCEDURE	LOSS OF COMMUNICATION PROCEDURE
INITIAL APPROACH	Continue visually or by means of an appropriate final approach aid. If not possible proceed at 2500, or last assigned level if higher to TD NDB.
INTERMEDIATE AND FINAL APPROACH	Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to TD NDB.

When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the Surveillance Minimum Altitude Area to the Final Approach Vectoring Area altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final approach track.

DARLINGTON, UK
DEPARTURE

JEYPESEN
24 APR 20 10-3

EGNV/MME
TEESSIDE INTL



4000
2000
CONTOUR
INTERVALS

Aircraft intending to join airway system should flight plan via:
 SOUTHEAST via airway Y-250 for airway L-60 & L-603: GASKO - Y-250 - MAMUL.
 SOUTHEAST via airway N-110 for Y-70: ERKIT - N-110 - ABTOS.
 SOUTHEAST via airway N-110 for L-603: ERKIT - N-110 - DOLAS.
 SOUTH & SOUTHWEST via airway P-18: GASKO - POL VOR (below FL190).
 SOUTH & SOUTHWEST via airway P-16: GASKO - RIBEL (at or above FL190).
 NORTH & NORTHWEST via airway P-18: GASKO - RIBEL (at or above FL190).
 NORTH & NORTHWEST via airway P-16: GASKO - RIBEL (at or above FL190).
 TILNI.

EGNV/MME
TEESSIDE INTL


24 APR 20 (10-4)
DARLINGTON, UK
NOISE

NOISE ABATEMENT

SUMMER:	LT minus 1 HOURS = UTC(Z)
WINTER:	LT = UTC(Z)

GENERAL

The following procedures may at any time be departed from to the extent necessary for avoiding immediate danger. Every operator of aircraft using the airport shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.

Aircraft are to avoid overflying nearby villages of Middleton St George, Middleton-One-Row, Yarm and Eaglescliffe wherever practicable.

ARRIVALS

Turbojet and turboprop aircraft approaching Teesside Intl Airport will be expected to conform to the continuous descent and low power, low drag approach procedures. To facilitate this technique, aircraft should fly within the speed band of 210 KT to 240 KT during the approach phase reducing to the band 160 KT to 180 KT at a range of 12 NM from touchdown and maintain 160 KT from 8 NM to 4 NM DME from touchdown.

RUN-UP TESTS

Ground running of aircraft engines is subject to regulations and control. All ground running must be pre-arranged with the Airport Duty Manager and the appropriate documentation completed. Ground running of aircraft engines is not permitted between 2200-0700LT.

EGNV/MME

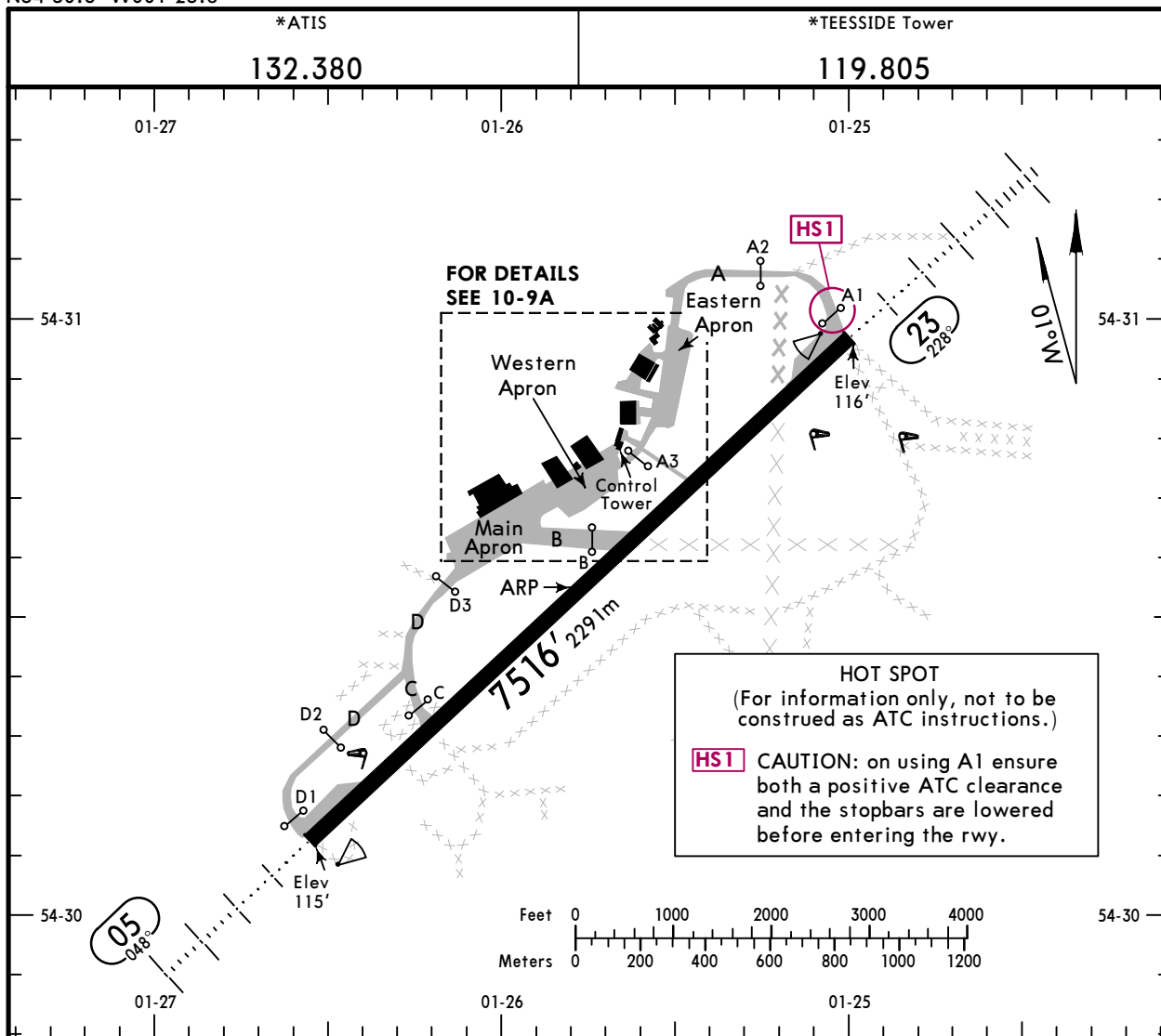
Apt Elev 120'
N54 30.6 W001 25.8



24 APR 20 **10-9**

DARLINGTON, UK

TEESSIDE INTL



GENERAL

WARNING: Parachuting up to FL150.

WARNING: Any wildlife sightings are to be reported to ATC. Birds.

WARNING: Model acft flying takes place at Redmarshall, 3.7NM NE of apt from 0930LT until dusk. Acft will remain within 0.3NM (500m) of the site not above 400' AGL. ATC will advise when acft between 7kg and 20kg are operating.

Acft requiring more than rwy width to turn should turn at the rwy ends where extra width is available. Rwy 05/23 shall be accessed by twys A, B, C and D. Twy A is restricted to acft not exceeding 25mt Max Take-off Weight Authorized (MTWA), use by acft up to 50mt MTWA is strictly regulated by ATC. Acft requiring a twy width greater than 49'/15m must enter or vacate rwy 05/23 via twy B. When vacating rwy at holding position C establish acft on and follow taxi guidance markings and when applicable the center-line lighting and not attempt to cut the corner. ATC will advise when holding position C is available for use.

LOW VISIBILITY PROCEDURE (LVP)

Low visibility procedures will be in force, when VIS is less than 1500m.

RWY	ADDITIONAL RUNWAY INFORMATION					USABLE LENGTHS			
						LANDING BEYOND		TAKE-OFF	WIDTH
	HIRL (60m)	CL (30m)	HIALS	PAPI-L (3.0°)	RVR	Threshold	Glide Slope		
05 23							6605' 2013m 6544' 1995m	1	148' 45m

1 TAKE-OFF RUN AVAILABLE

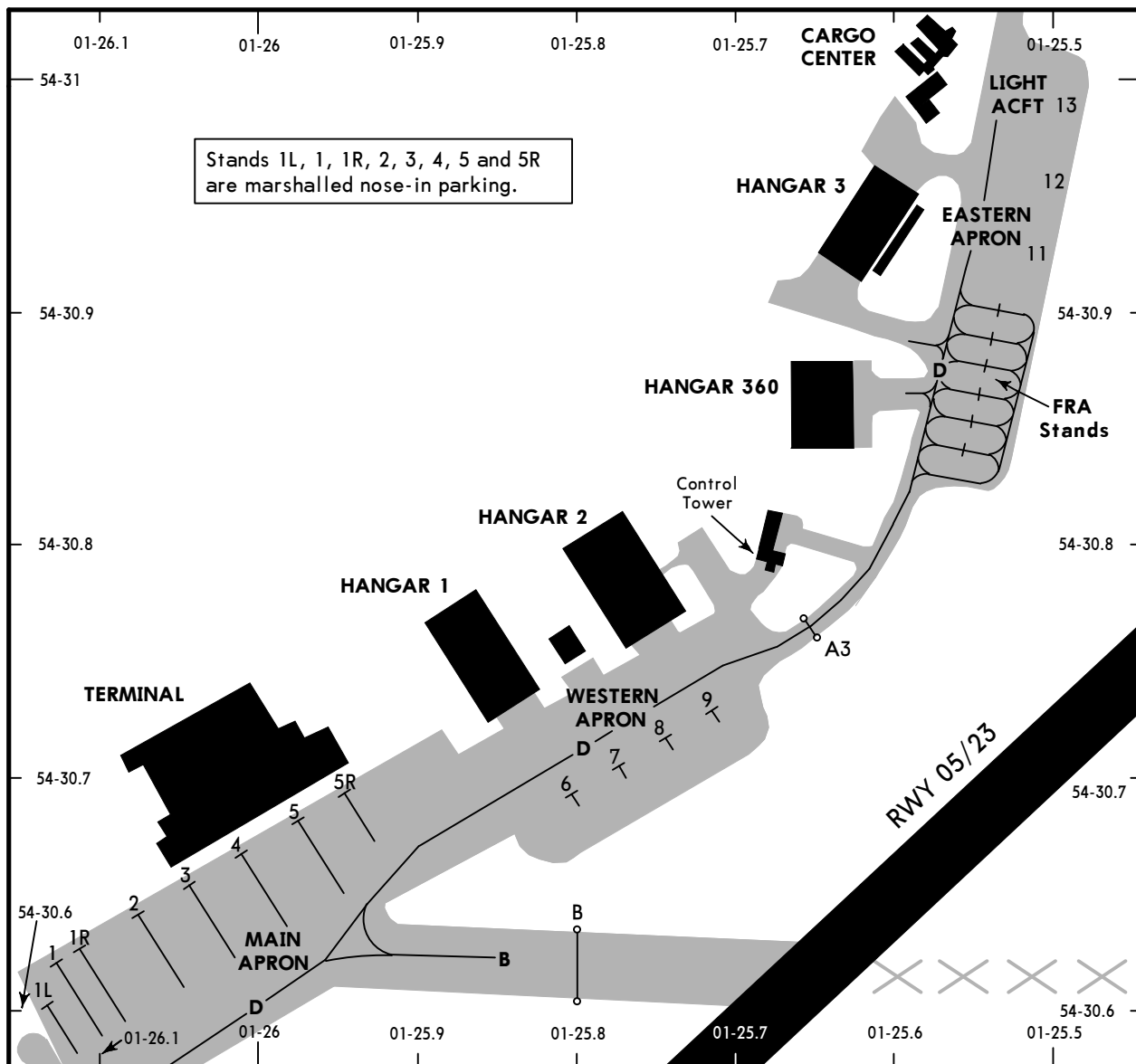
RWY 05: From rwy head 7516' (2291m)
twy C int 5807' (1770m)

	TAKE-OFF				
	Low Visibility Take-off				
	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					
B	TDZ, MID, RO				
C	RVR 150m	RVR 200m	RVR 300m	400m	500m
D					

EGNV/MME

24 APR 20 **JEPPESEN** 10-9A

DARLINGTON, UK
TEESSIDE INTL



INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1L thru 1R	N54 30.6 W001 26.1	7 thru 9	N54 30.7 W001 25.7
2	N54 30.7 W001 26.1	11	N54 30.9 W001 25.5
3 thru 5	N54 30.7 W001 26.0	12, 13	N54 31.0 W001 25.5
5R	N54 30.7 W001 25.9		
6	N54 30.7 W001 25.8		

EGNV/MME

JEPPESEN
24 APR 20 **(10-9Y)**

STD COPTER MINIMUMS

DARLINGTON, UK
TEESSIDE INTL

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
05	ILS DME	315' (200')	600m / 1000m
	LOC	510' (395')	1000m / 1000m
	NDB DME	530' (415')	1000m / 1000m
	SRA	750' (635')	1000m / 1000m
23	ILS DME	316' (200')	500m / 1000m
	LOC	500' (384')	800m / 1000m
	NDB DME	540' (424')	800m / 1000m
	NDB	540' (424')	800m / 1000m
	SRA	760' (644')	1000m / 1000m

CIRCLE-TO-LAND	MDA(H)	VIS
	590' (470') ❶ ❷	1000m

❶ After SRA 05: MDA(H) 750' (635').

❷ After SRA 23: MDA(H) 760' (644').

TAKE-OFF RWY 05, 23

Low Visibility Take-off ❸				
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 ❹	800m

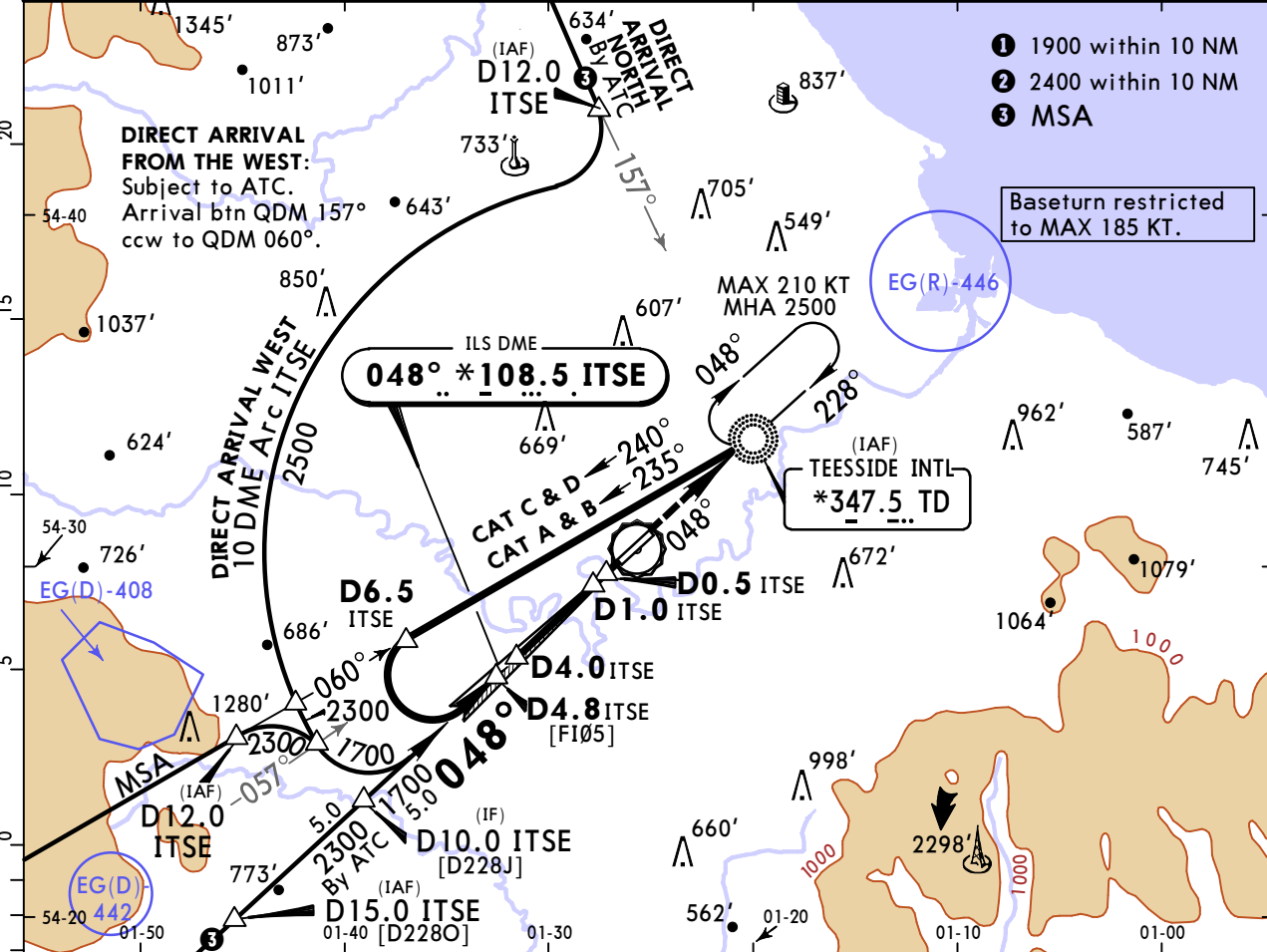
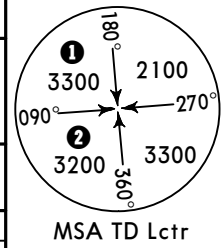
❸ Without Low Visibility Take-off approval 400m are stipulated.

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

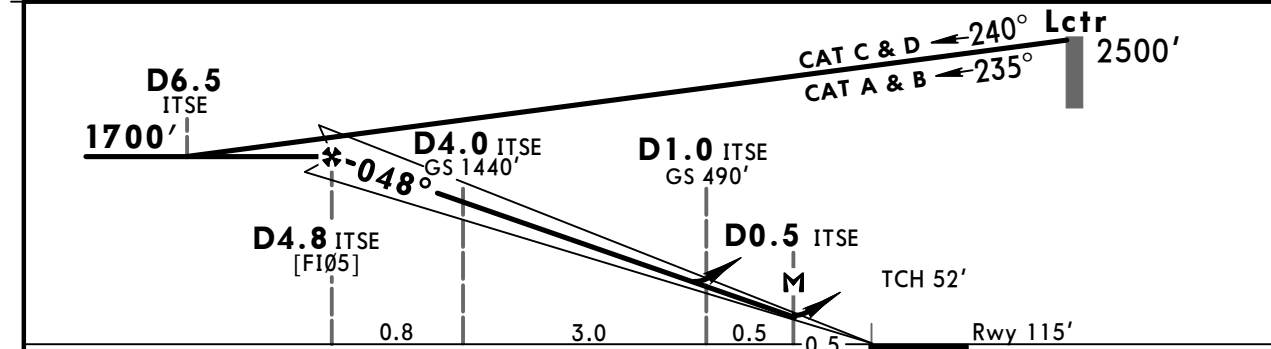
EGNV/MME
TEESSIDE INTL

JEPPESEN
4 SEP 20
Eff 10 Sep **(11-1)** **NDB ILS DME or LOC DME Rwy 05**
DARLINGTON, UK

*ATIS 132.380		*TEESSIDE Approach (R) 118.855		*TEESSIDE Tower 119.805	
LOC ITSE *108.5	Final Apch Crs 048°	D4.8 ITSE 1700' (1585')	ILS DA(H) 315' (200')	Apt Elev 120' Rwy 115'	
MISSED APCH: Climb STRAIGHT AHEAD to 2500' to Lctr and hold at 2500', or as directed.					
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: By ATC	
1. ILS DME reads zero at rwy 05 threshold.		2. Arrival not below MSA.			



LOC (GS out)	ITSE DME ALTITUDE	4.0	3.0	2.0
		1440'	1120'	800'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 2500' ↑ TD 347.5
ILS GS or LOC Descent angle	3.00°	372	478	531	637	743	
MAP at D0.5 ITSE							

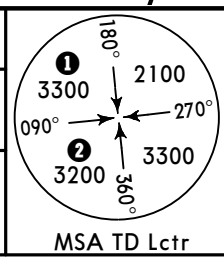
PANS OPS	STRAIGHT-IN LANDING RWY 05 ILS			LOC (GS out) CDFA			CIRCLE-TO-LAND	
	DA(H) 315' (200')		DA/MDA(H) 510' (395')		Max Kts		MDA(H)	VIS
	FULL	ALS out	ALS out	ALS out	100	590' (470')	1500m	
	A				135	640' (520')	1600m	
	B	RVR 750m	RVR 1200m	RVR 1400m	RVR 1500m	180	760' (640')	2400m
C					205	860' (740')	3600m	
D								

EGNV/MME
TEESSIDE INTL

JEPPESEN
4 SEP 20
Eff 10 Sep **(11-2)**

DARLINGTON, UK
NDB ILS DME or LOC DME Rwy 23

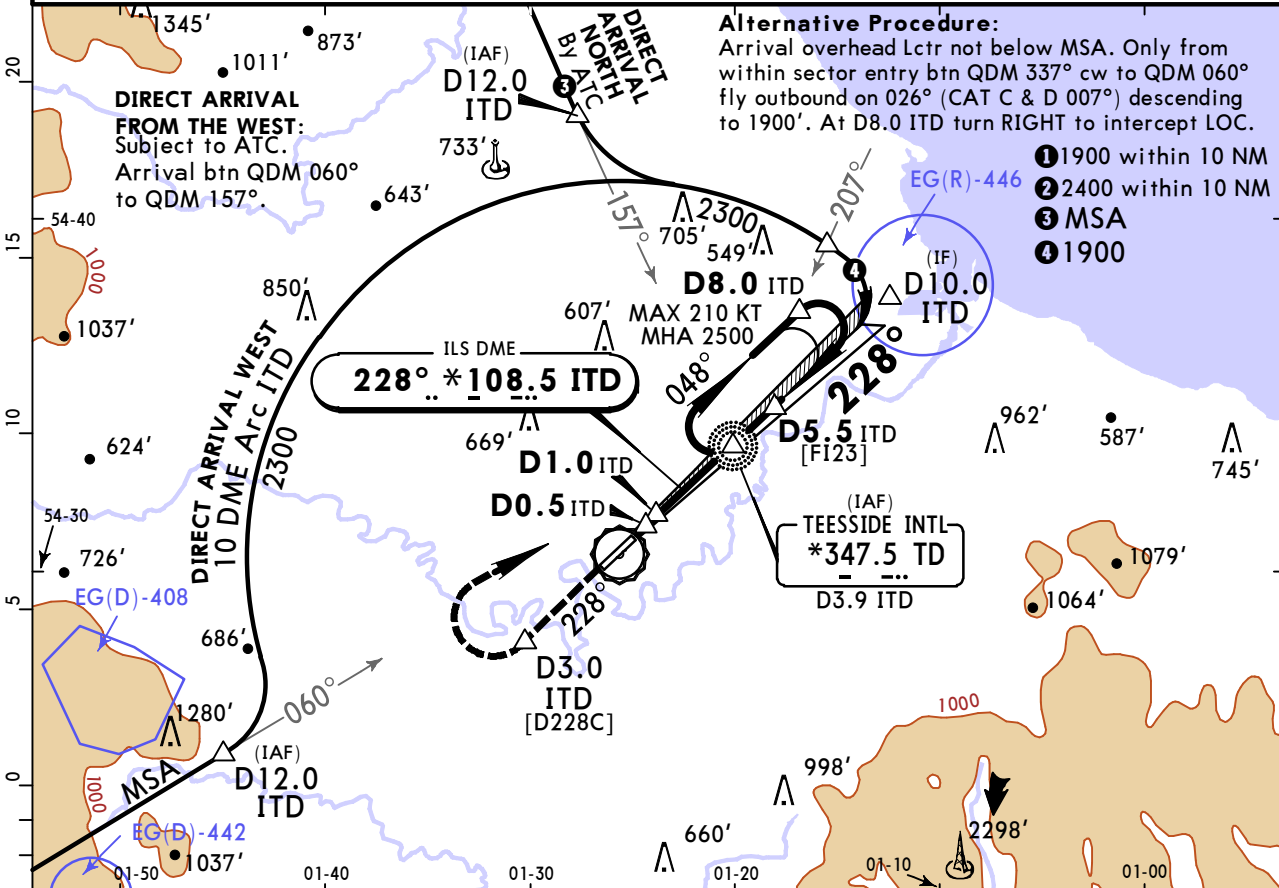
*ATIS 132.380		*TEESSIDE Approach (R) 118.855		*TEESSIDE Tower 119.805	
LOC ITD *108.5	Final Apch Crs 228°	D5.5 ITD 1900' (1784')	ILS DA(H) 316' (200')	Apt Elev 120'	Rwy 116'



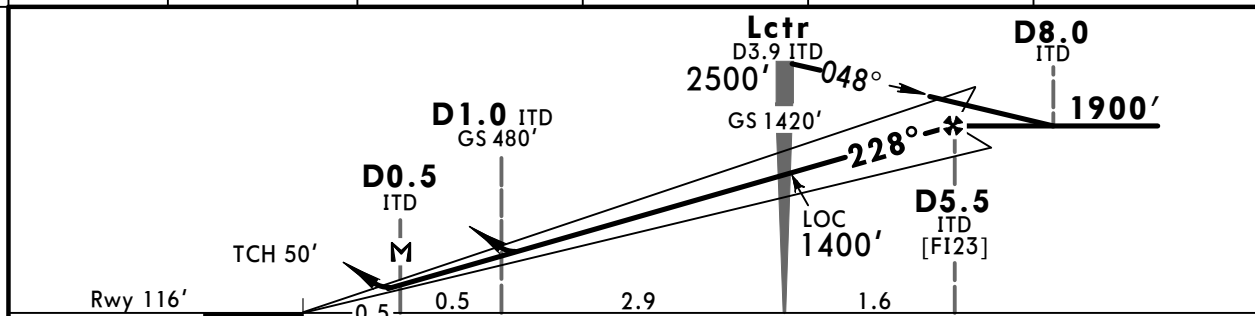
MISSED APCH: Climb STRAIGHT AHEAD to 1000' or D3.0 ITD outbound, whichever is later, then turn RIGHT to Lctr to hold at 2500', or as directed.

Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 6000'

1. ILS DME reads zero at rwy 23 threshold. 2. Arrival not below MSA. 3. Sector 1 entries to racetrack not authorized. 4. Procedure restricted to MAX 210 KT.



LOC (GS out)	ITD DME	2.0	3.0	4.0	5.0
	ALTITUDE	800'	1120'	1440'	1760'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 1000' D3.0 ↑ whichever is later ↑
ILS GS							
LOC Descent angle	3.00°	372	478	531	637	743	
MAP at D0.5 ITD							

PANS OPS	Standard				STRAIGHT-IN LANDING RWY 23			CIRCLE-TO-LAND		
	ILS		LOC (GS out)		CDFA					
	DA(H) 316' (200')		DA/MDA(H) 500' (384')							
	FULL		ALS out		ALS out					
	A					Max Kts	MDA(H)	VIS		
B	RVR 550m 1	RVR 1200m	RVR 1100m	RVR 1500m	100	590' (470')	1500m			
C				RVR 1800m	135	640' (520')	1600m			
D					180	760' (640')	2400m			
					205	860' (740')	3600m			

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Alternative procedure.

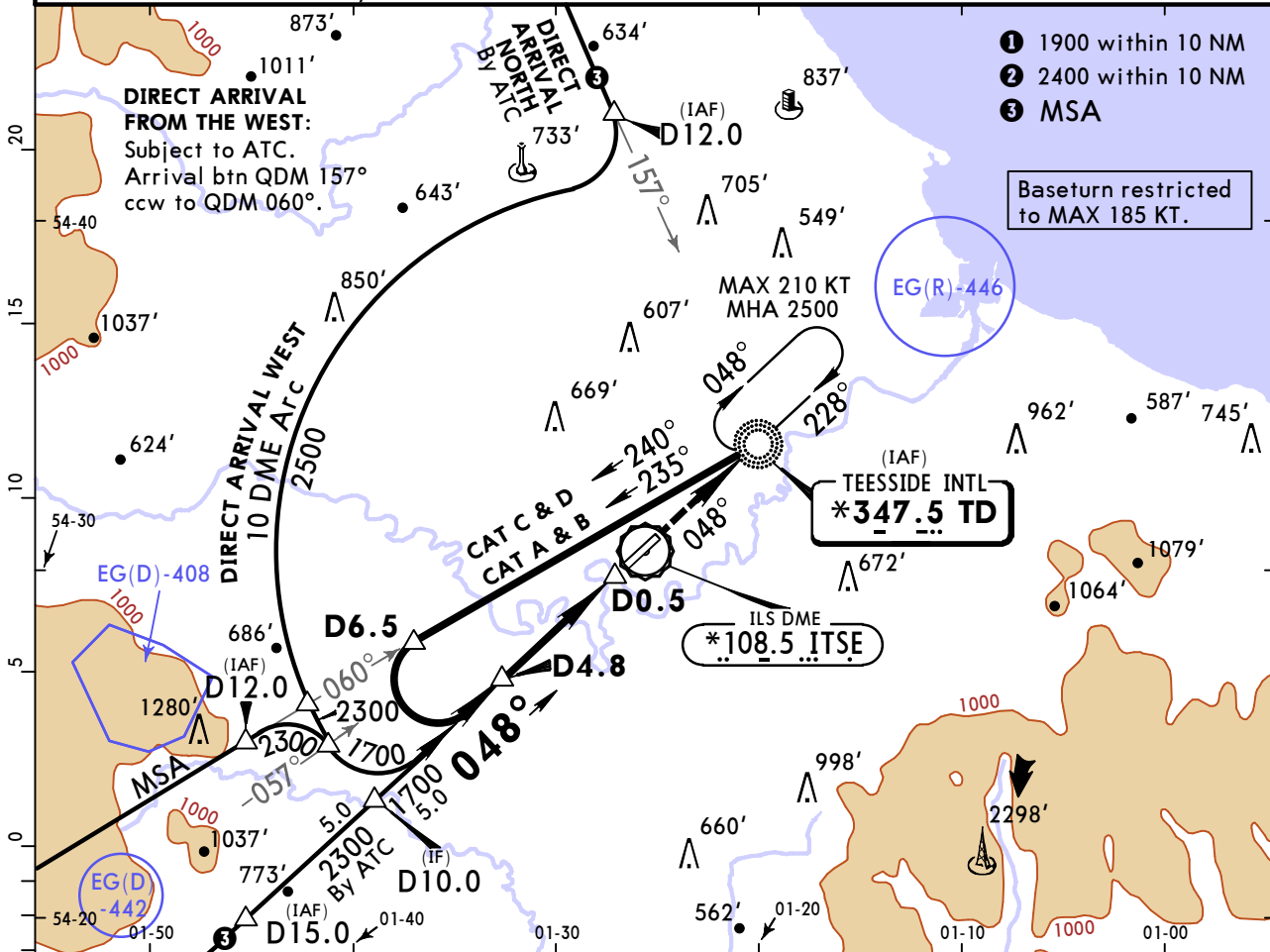
EGNV/MME TEESSIDE INTL

JEPPESSEN
4 SEP 20 **(16-1)** Eff 10 Sep

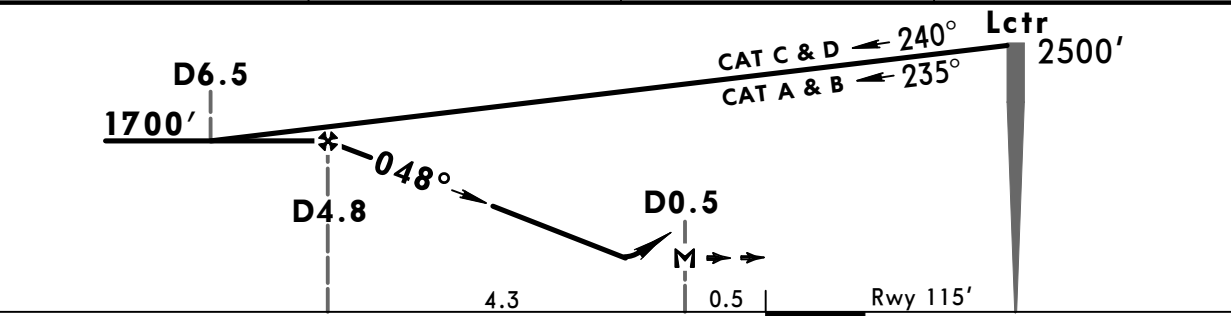
DARLINGTON, UK NDB DME Rwy 05

*ATIS 132.380		*TEESSIDE Approach (R) 118.855		*TEESSIDE Tower 119.805		<p>MSA TD Lctr</p>
Lctr TD *347.5	Final Apch Crs 048°	D4.8 1700' (1585')	DA/MDA(H) 530' (415')	Apt Elev 120'	Rwy 115'	
MISSED APCH: Climb STRAIGHT AHEAD to 2500' to Lctr to hold at 2500', or as directed.						

Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 6000'
 1. ILS DME reads zero at rwy 05 threshold. 2. Arrival not below MSA.



ITSE DME	4.0	3.0	2.0
ALTITUDE	1440'	1130'	810'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 2500' ↑ TD 347.5
Descent Angle	3.00°	372	478	531	637	849	
MAP at D0.5							

Standard			STRAIGHT-IN LANDING RWY 05		CIRCLE-TO-LAND		
			CDFA				
			DA/MDA(H) 530' (415')				
			ALS out		Max Kts		
A			RVR 1500m		100	590' (470')	1500m
B	RVR 1500m				135	640' (520')	1600m
C					180	760' (640')	2400m
D			RVR 1900m		205	860' (740')	3600m

PANS OPS

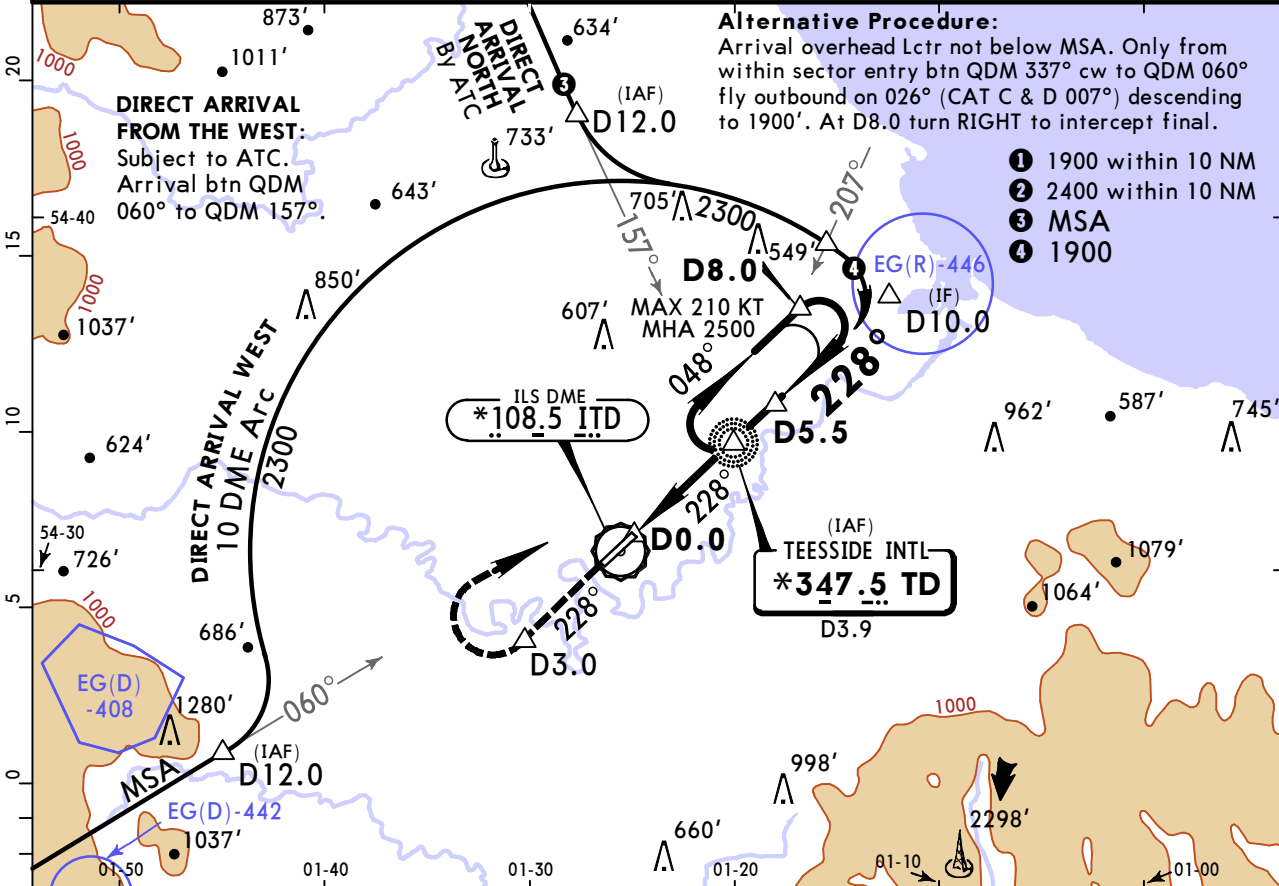
EGNV/MME TEESSIDE INTL

JEPPESSEN
4 SEP 20 **16-2** Eff 10 Sep

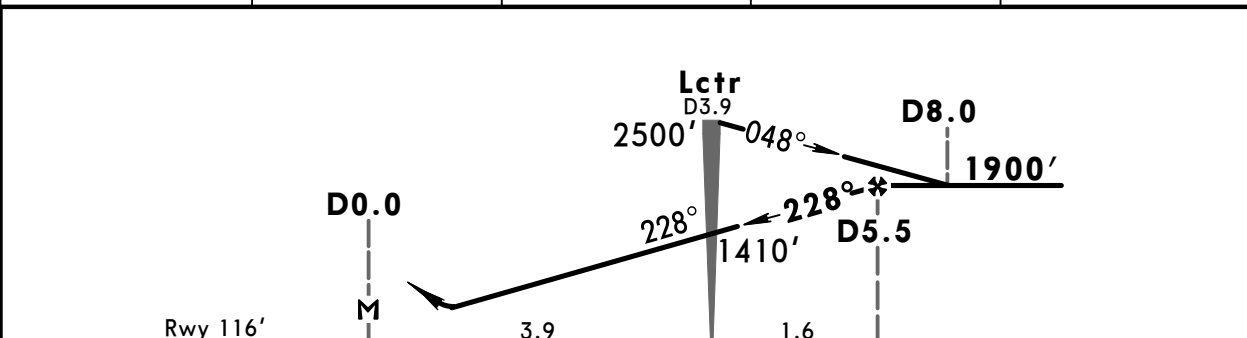
DARLINGTON, UK NDB DME Rwy 23

*ATIS 132.380		*TEESSIDE Approach (R) 118.855		*TEESSIDE Tower 119.805		<p>MSA TD Lctr</p>
Lctr TD *347.5	Final Apch Crs 228°	D5.5 1900' (1784')	DA/MDA(H) 540' (424')	Apt Elev 120'	Rwy 116'	
MISSED APCH: Climb STRAIGHT AHEAD to 1000' or D3.0 outbound, whichever is later, then turn RIGHT to Lctr to hold at 2500', or as directed.						

Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 6000'
 1. ILS DME reads zero at rwy 23 threshold. 2. Arrival not below MSA. 3. Sector 1 entries to racetrack not authorized. 4. Procedure restricted to MAX 210 KT.



ITD DME	2.0	3.0	4.0	5.0
ALTITUDE	800'	1110'	1430'	1740'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 1000' D3.0 ↑ whichever is later ↑
Descent angle	2.97°	368	473	525	630	736	
MAP at D0.0							

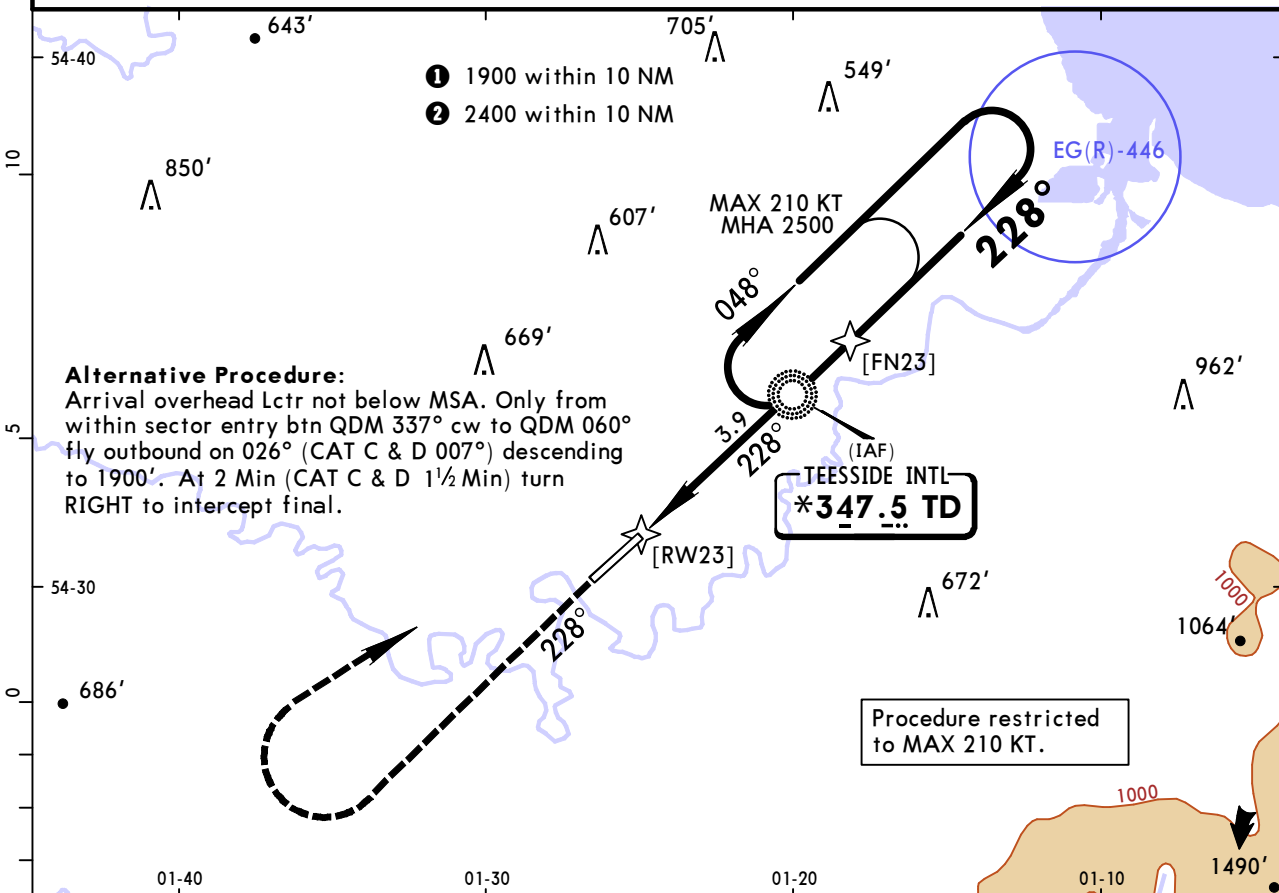
Standard STRAIGHT-IN LANDING RWY 23			CIRCLE-TO-LAND		
CDFA					
DA/MDA(H) 540' (424')					
ALS out			Max Kts	MDA(H)	VIS
A	RVR 1300m		100	590' (470')	1500m
B	RVR 1500m		135	640' (520')	1600m
C	RVR 2000m		180	760' (640')	2400m
D	RVR 2000m		205	860' (740')	3600m

EGNV/MME
TEESSIDE INTL

JEPPESSEN
4 SEP 20 **(16-3)** Eff 10 Sep

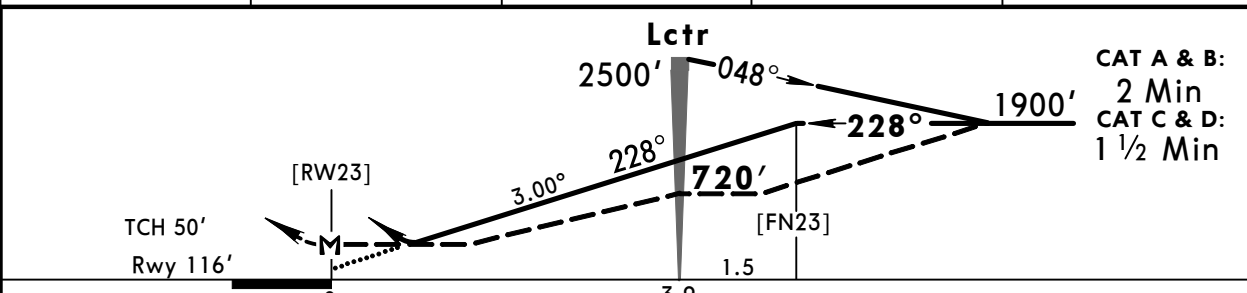
DARLINGTON, UK
NDB Rwy 23

*ATIS 132.380		*TEESSIDE Approach (R) 118.855		*TEESSIDE Tower 119.805		
Lctr TD *347.5	Final Apch Crs 228°	Lctr 720' (604')	DA/MDA(H) 540' (424')	Apt Elev 120'	Rwy 116'	
MISSED APCH: Climb STRAIGHT AHEAD to 2000', then turn RIGHT direct to Lctr to hold at 2500', or as directed.						
Alt Set: hPa		Rwy Elev: 4 hPa		Trans level: By ATC		Trans alt: 6000'
1. Arrival not below MSA. 2. Sector 1 entries to racetrack not authorized.						



Alternative Procedure:
Arrival overhead Lctr not below MSA. Only from within sector entry btn QDM 337° cw to QDM 060° fly outbound on 026° (CAT C & D 007°) descending to 1900'. At 2 Min (CAT C & D 1½ Min) turn RIGHT to intercept final.

DIST to RW23	2.0	3.0	4.0	5.0
ALTITUDE	800'	1120'	1440'	1760'



Gnd speed-Kts	70	90	100	120	140	160	
Descent angle	3.00°	372	478	531	637	849	
Lctr to MAP	3.9	3:21	2:36	2:20	1:57	1:40	1:28

PANS OPS	STRAIGHT-IN LANDING RWY 23				CIRCLE-TO-LAND	
	CDFA		non-CDFA		Max Kts	MDA(H) VIS
	DA/MDA(H) 540' (424')		MDA(H) 540' (424')			
	ALS out		ALS out		100	590' (470') 1 1500m
	A	RVR 1500m	RVR 1500m	RVR 2200m	135	640' (520') 1 1600m
B	RVR 1300m	RVR 2000m	RVR 1700m	RVR 2400m	180	760' (640') 2400m
C					205	860' (740') 3600m
D						

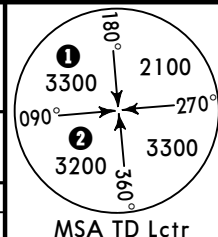
1 or higher straight-in minimums.

EGNV/MME
TEESSIDE INTL

JEPPESEN
4 SEP 20 **(18-1)** Eff 10 Sep

DARLINGTON, UK
SRA Rwy 05, 23

*ATIS 132.380	*TEESSIDE Approach (R) 118.855	TEESSIDE Director (R) 128.855	*TEESSIDE Tower 119.805
RADAR	Final Apch Crs By ATC	See table below	DA/MDA(H) Refer to Minimums Apt Elev 120' RWY 05 115' RWY 23 116'

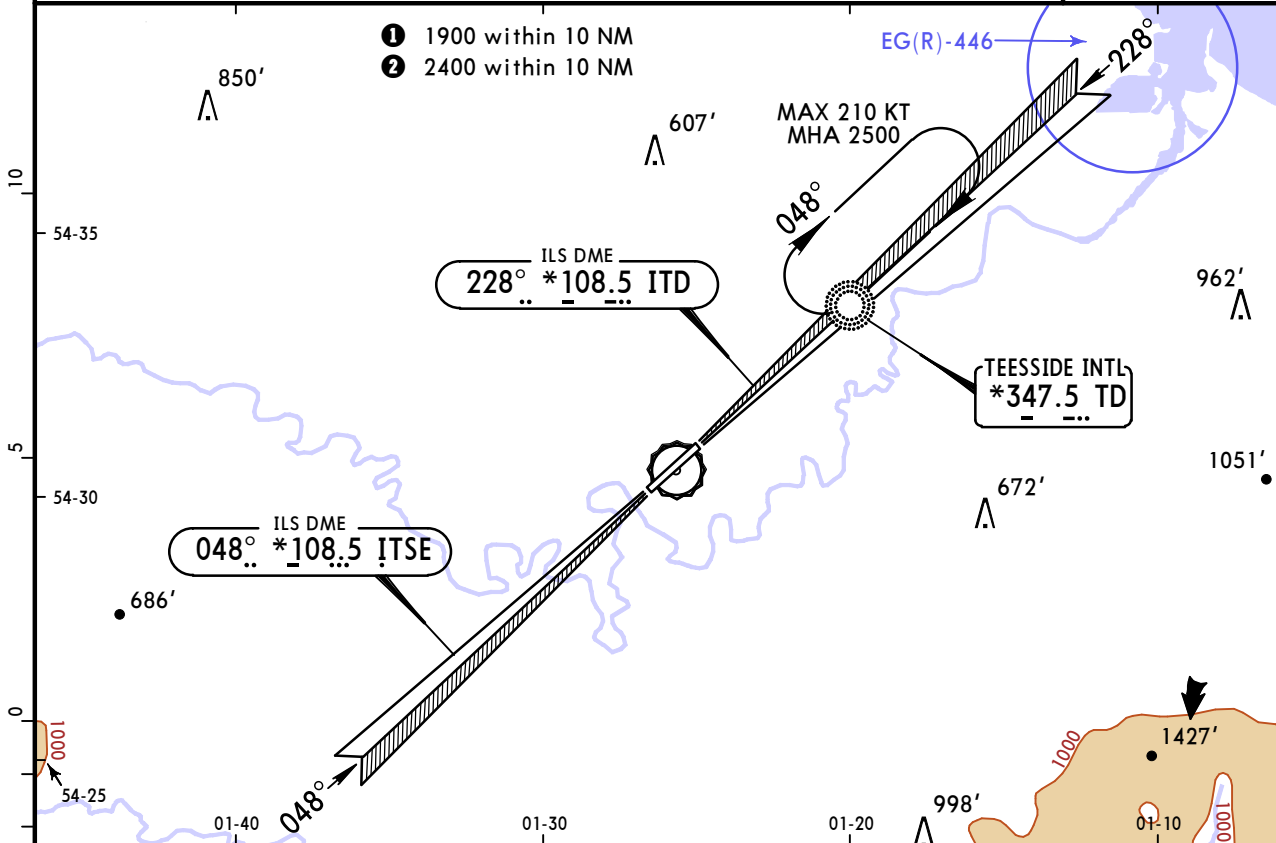


Missed Approach - See below

Alt Set: hPa Apt Elev: 4 hPa Trans level: By ATC Trans alt: 6000'

1. ILS DME reads zero at rwy 05/23 threshold. 2. Arrival not below MSA.

MSA TD Lctr



SRA 05	RADAR FIX ALTITUDE	4.0	3.0	2.0
		1380'	1060'	750'
SRA 23	RADAR FIX ALTITUDE	5.0	4.0	3.0
		1740'	1410'	1090'

Minimum Alt/NM	5.5 FAF	5.0 FAF	Lctr
SRA 05 Tmn 2.0	—	1700'	—
SRA 23 Tmn 2.0	1900'	—	1440'

MISSED APPROACH:
Runway 05: Climb STRAIGHT AHEAD to 2500' to Lctr and hold at 2500', or as directed.
Runway 23: Climb STRAIGHT AHEAD to 1000' or D3.0 ITD outbound, whichever is later, then turn RIGHT to Lctr to hold at 2500', or as directed.

Gnd speed-Kts	70	90	100	120	140	160	Lighting- Refer to Airport Chart	Refer to Missed Apch above	
SRA 05: Descent angle	3.00°	372	478	531	637	743			849
SRA 23: Descent angle	3.06°	379	487	541	650	758			866

PANS OPS	Standard				STRAIGHT-IN LANDING Terminating 2.0 NM from TDZ		CIRCLE-TO-LAND	
	SRA 05 1 DA/MDA(H) 750' (635')		SRA 23 1 DA/MDA(H) 760' (644')		Max Kts	MDA(H)	VIS	
	ALS out		ALS out					
	A	RVR 1500m		RVR 1500m		100	590' (470')	2 1500m
	B	RVR 1500m		RVR 1500m		135	640' (520')	2 1600m
C	RVR 2400m		RVR 2300m	RVR 2400m	180	760' (640')	2400m	
D	RVR 2400m		RVR 2300m	RVR 2400m	205	860' (740')	3600m	

1 CDFA. **2** or higher straight-in minimums.

Chart changes since cycle 20-2020

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
-----	-----------------	-------	----------	----------

DARLINGTON, (TEESSIDE INTL - EGNV)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EGNV

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