

List of pages in this Trip Kit

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Airport Information For EGXE

Terminal Charts For EGXE

Revision Letter For Cycle 21-2020

Change Notices

Notebook

General Information

Location: LEEMING GBR
ICAO: EGXE
Lat/Long: N54° 17.6', W001° 32.1'
Elevation: 132 ft

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

Fuel Types: 100 Octane (LL)
Oxygen Types: HP Bottle, LP Bottle
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes
Traffic Pattern Altitude: 1132 ft (1000 ft AGL)

Sunrise: 0638 Z
Sunset: 1706 Z

Runway Information

Runway: 03
Length x Width: 2602 ft x 49 ft
Surface Type: asphalt
TDZ-Elev: 109 ft

Runway: 16
Length x Width: 7516 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 111 ft
Lighting: Edge, ALS

Runway: 21
Length x Width: 2602 ft x 49 ft
Surface Type: asphalt
TDZ-Elev: 109 ft

Runway: 34
Length x Width: 7516 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 132 ft
Lighting: Edge, ALS

Communication Information

ATIS: 36.947 Military

Leeming Tower: 122.100 Military

Leeming Tower: 120.500

Leeming Tower: 37.685 Military

Leeming Ground: 37.990 Military

Leeming Approach: 27.822 Initial Contact Military

Leeming Approach: 36.230 Military

Leeming Approach: 123.300 Military

Leeming Talkdown Radar: 24.562 Military

Leeming Zone Radar: 133.375 Military

Leeming Talkdown Radar: 123.300 Military

Leeming Talkdown Radar: 37.355 Military

Leeming Zone Radar: 37.230 Military

Leeming Operations: 37.775 Military

Leeming Direct (Approach Control Radar): 123.300 Military

Leeming Direct (Approach Control Radar): 23.390 Military

EGXE
LEEMING

JEPPESEN

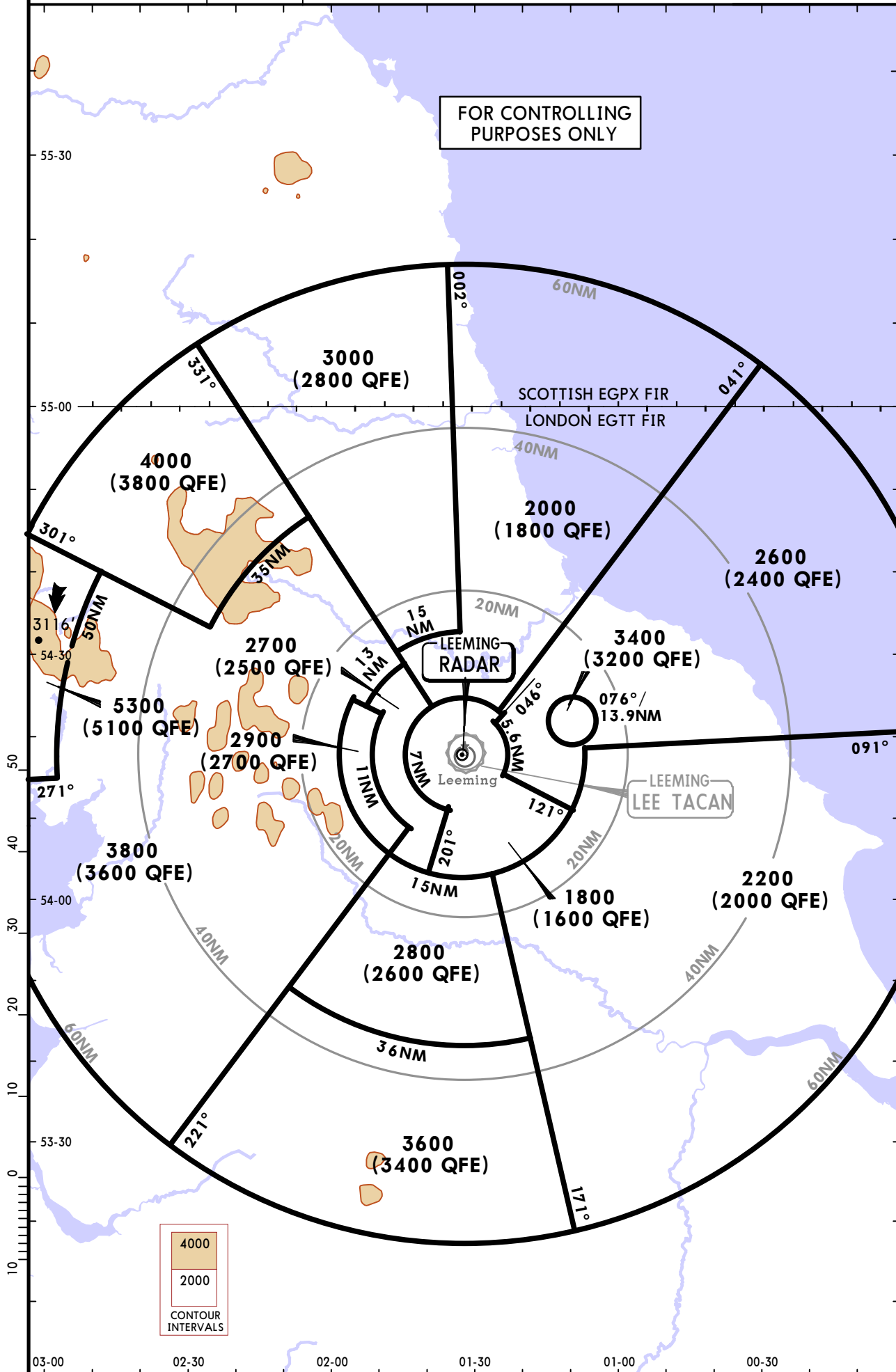
LEEMING, UK

8 SEP 17 10-1R

RADAR MINIMUM ALTITUDES

*LEEMING Approach(R) 133.375	Apt Elev 133	Alt Set: hPa Trans level: By ATC Trans alt: 3000 QFE Datum is: RWY16 111, RWY34 132.
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FOR CONTROLLING PURPOSES ONLY



EGXE
LEEMING

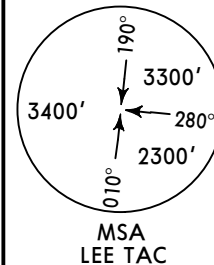
JEPPESEN
7 AUG 20 **10-3** Eff 13 Aug

LEEMING, UK
SID

*LEEMING Approach (R) 133.375	Apt Elev 132'	Trans level: By ATC Trans alt: 3000' 1. MIDs are also minimum noise routings until above transition altitude. 2. When possible MIDs are RADAR monitored. 3. Aircraft requiring non-standard departures are to request desired outbound track and FL on start-up. 4. At D2.0 LEE (RWY 16)/D1.0 LEE (RWY 34) call LEEMING Approach. 5. EXPECT close-in obstacles.
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For UHF see MIL-101 listing

**MID EAST 16 [EAST16], MID EAST 34 [EAST34]
MID NORTH 34 [NORT34]
DEPARTURES
TACAN AZIMUTH REQUIRED**



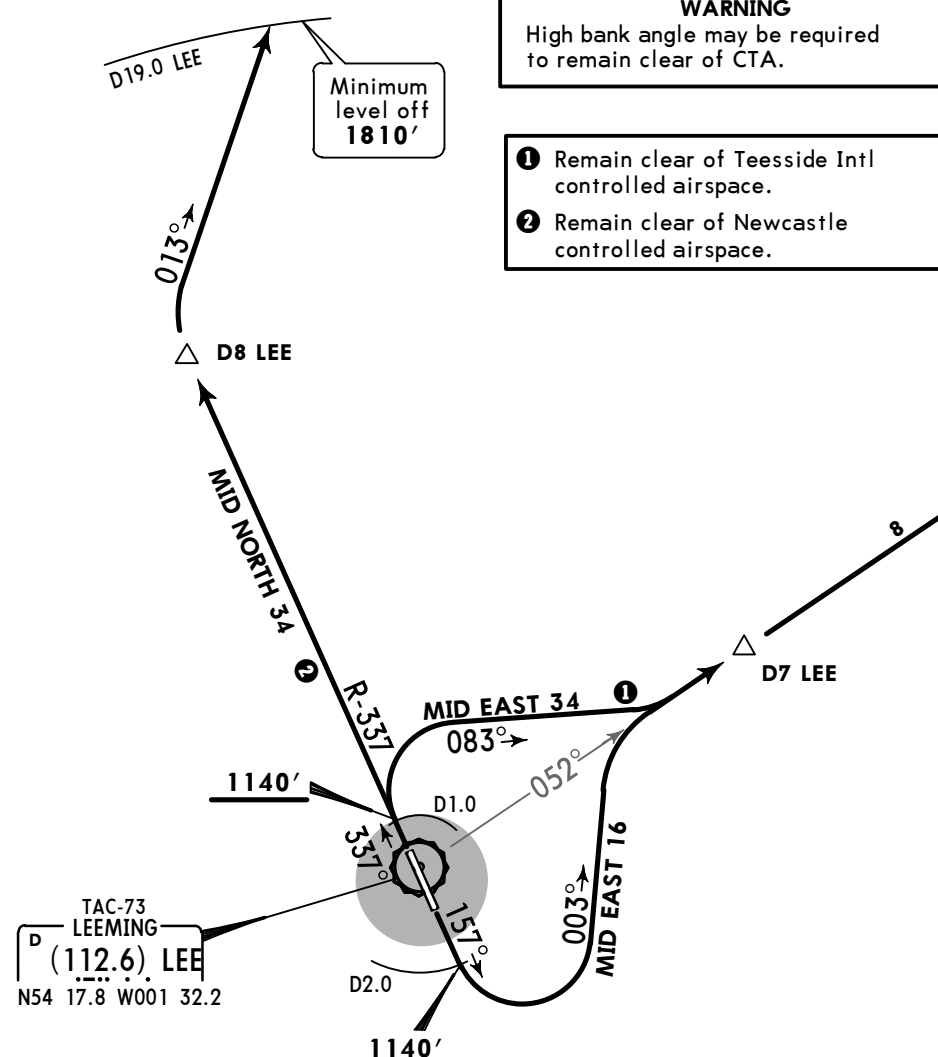
WARNING
High bank angle may be required to remain clear of CTA.

1 Remain clear of Teesside Intl controlled airspace.
2 Remain clear of Newcastle controlled airspace.

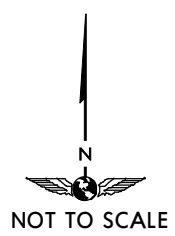
D15 LEE

MID EAST 16
Minimum level off **2960'**

MID EAST 34
Minimum level off **2170'**



TAC-73
LEEMING
D (112.6) LEE
N54 17.8 W001 32.2



CAUTION
LEE - Multiple unlocks between LEE R-034 - R-146 and R-214 - R-326.

These MIDs require minimum climb gradients of

MID EAST 16: 17.5% up to 1140',
MID EAST 34, MID NORTH 34: 29% up to 1140',
 due to airspace restriction.

Gnd speed-KT	75	100	150	200	250	300
17.5% V/V (fpm)	1329	1772	2658	3544	4431	5317
29% V/V (fpm)	2203	2937	4405	5874	7342	8810

SID	RWY	ROUTING
MID EAST 16	16	Climb on runway track to D2.0 LEE, turn LEFT, 003° track, intercept LEE R-052 by D7 LEE, continue climb to FL65 or as directed. MID terminates at D15 LEE.
MID EAST 34	34	Climb on runway track to D1.0 LEE, turn RIGHT, 083° track, intercept LEE R-052 by D7 LEE, continue climb to FL65 or as directed. MID terminates at D15 LEE.
MID NORTH 34		Climb on runway track to D1.0 LEE, intercept LEE R-337, continue climb to FL65 or as directed. At D8 LEE turn RIGHT, 013° track. MID terminates at D19.0 LEE.

EGXE
LEEMING

JEPPESEN
7 AUG 20 **(10-3A)** Eff 13 Aug

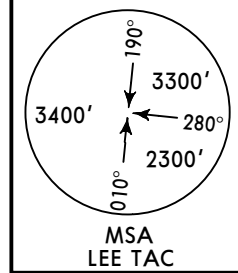
LEEMING, UK
SID

*LEEMING Approach (R) 133.375	Apt Elev 132'	Trans level: By ATC Trans alt: 3000' 1. MIDs are also minimum noise routings until above transition altitude. 2. When possible MIDs are RADAR monitored. 3. Aircraft requiring non-standard departures are to request desired outbound track and FL on start-up. 4. EXPECT close-in obstacles.
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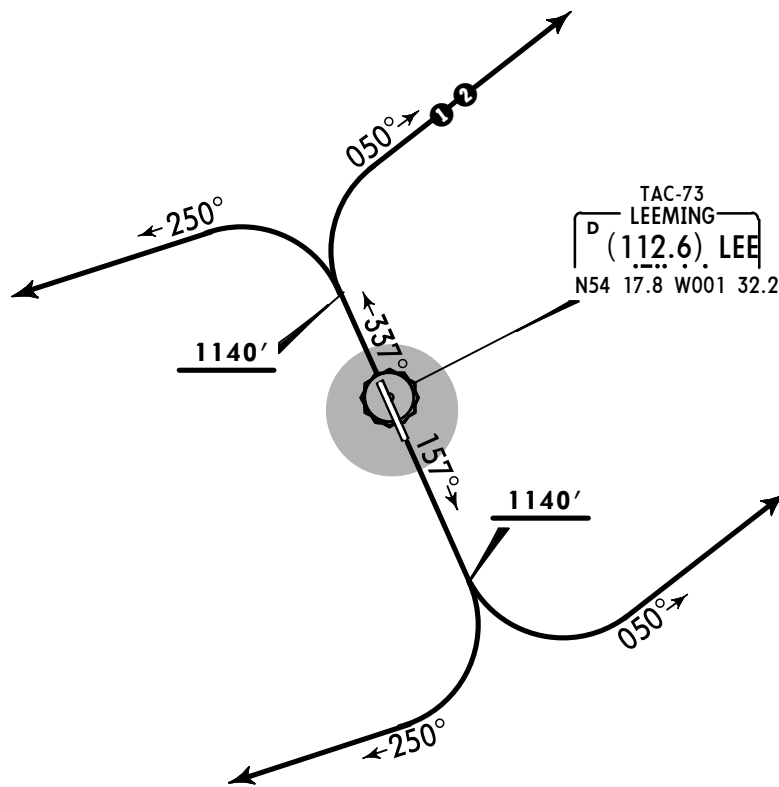
For UHF see MIL-101 listing

RWYS 16, 34 ALTERNATIVE DEPARTURES

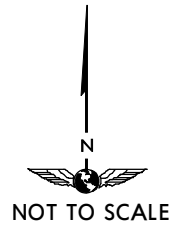
CAT A & B



- ① Remain clear of Teesside Intl controlled airspace.
- ② Remain clear of Newcastle controlled airspace.



CAUTION
LEE - Multiple unlocks between
LEE R-034 - R-146 and R-214 - R-326.



ROUTING

Climb on runway track to 1140', turn shortest way on 050° track or 250° track as specified by ATC, climb as directed, contact LEEMING Approach. MID terminates at 25NM from Apt.

EGXE

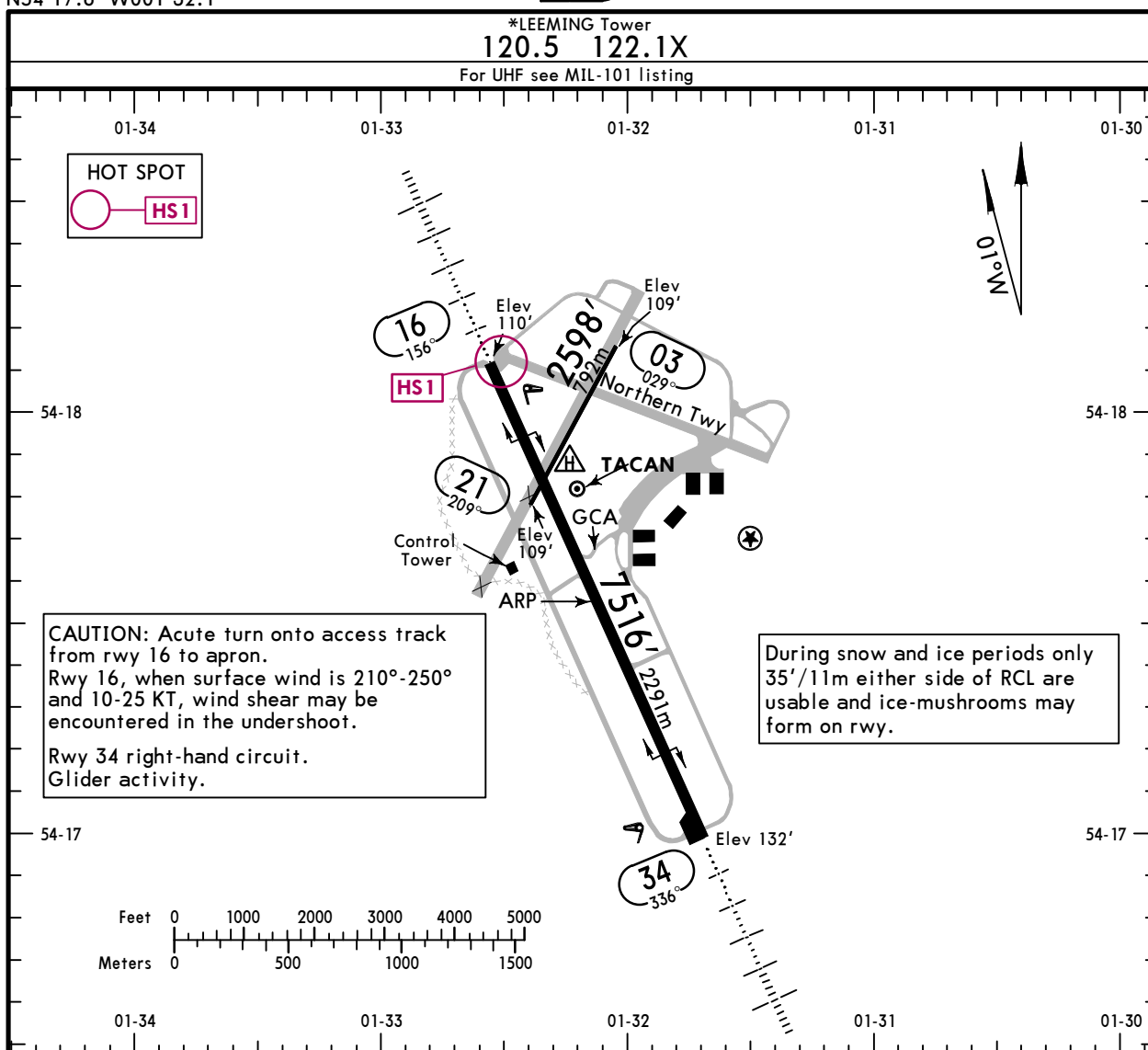
Apt Elev **132'**
N54 17.6 W001 32.1

JEPPesen

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

LEEMING, UK

LEEMING



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	Glide Slope	TAKE-OFF	
16 ① 34	② HIRL(30m) HIALS PAPI(angle 3.0°)		6483' 1976m		148' 45m
03 21					49' 15m

- ① Porous friction course on rwy.
- ② RL (90m) also available.

Standard

TAKE-OFF

	Low Visibility Take-off		Adequate vis ref (Day only)
	Day: RL & RCLM Night: RL	Day: RL or RCLM Night: RL	
A			
B			
C	RVR 300m	400m	500m
D			

EGXE
LEEMING

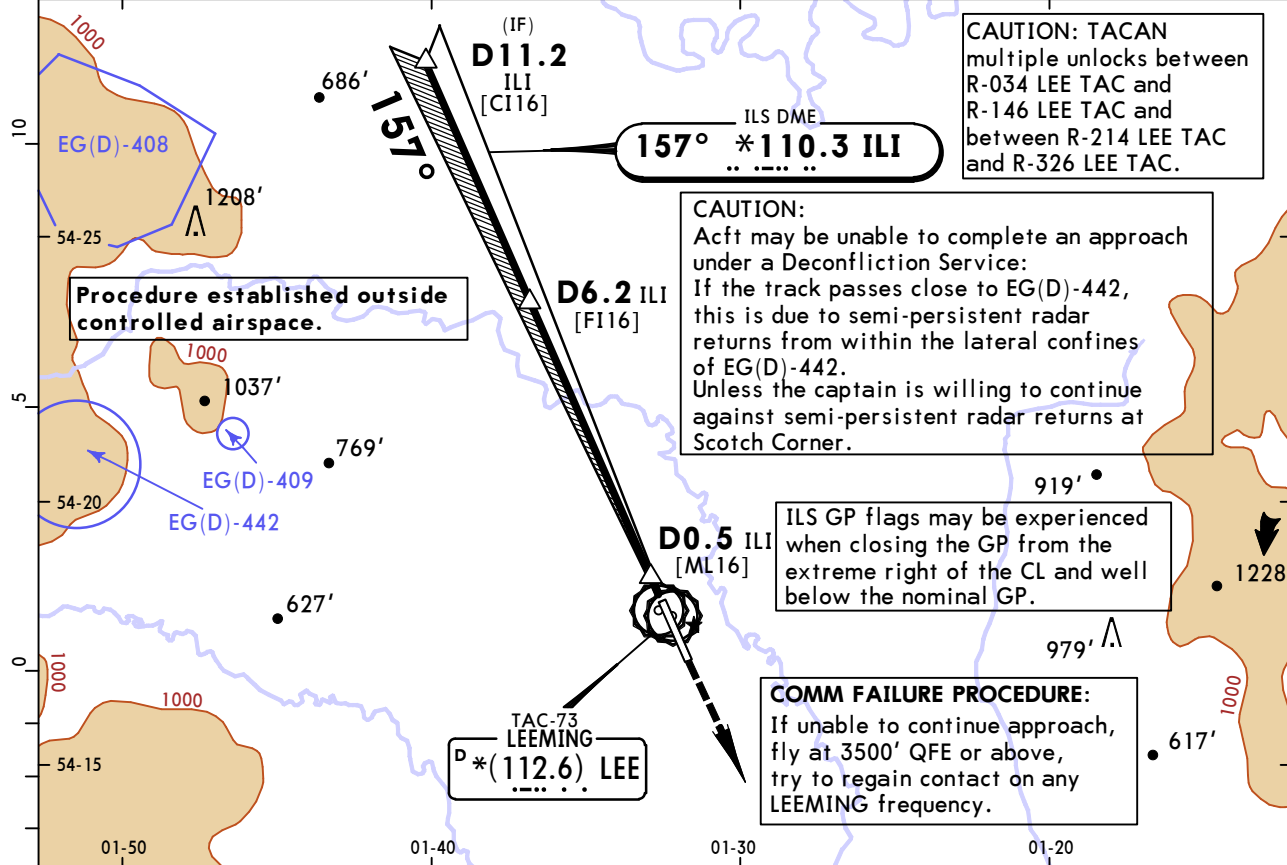
JEPPESEN
24 APR 20 **(11-1)**

LEEMING, UK
ILS DME Rwy 16

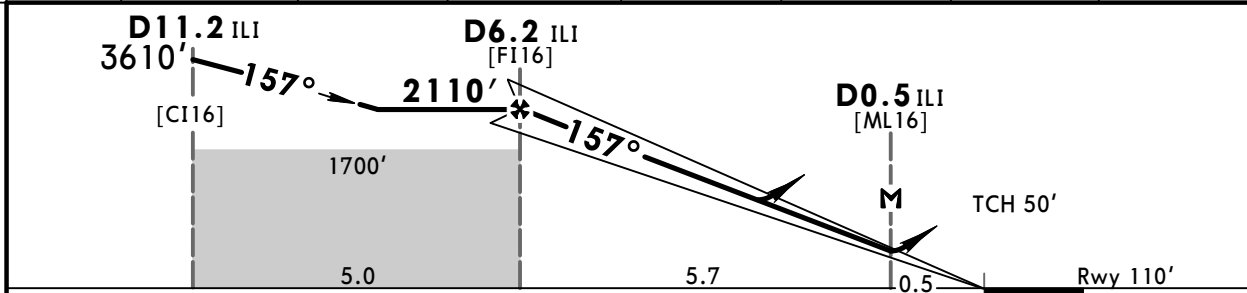
*LEEMING Approach 133.375			*LEEMING Tower 120.5 122.1X			<p>MSA LEE TAC</p>
For UHF see MIL-101 listing						
LOC ILI *110.3	Final Apch Crs 157°	D6.2 ILI 2110' (2000')	ILS DA(H) 310' (200')	Apt Elev 132' Rwy 110'		

MISSED APCH: Climb on RWY track to 3610'.
Missed apch terminates at D25.0 ILI.

Alt Set: hPa Rwy Elev: 4 hPa Trans level: By ATC Trans alt: 3000'
1. LOC (GS out): Notional GS mandatory. 2. ILS DME reads zero at rwy 16 threshold.



LOC (GS out)	ILI DME	6.0	5.0	4.0	3.0	2.0	1.0
	ALTITUDE	2080'	1760'	1440'	1120'	800'	490'



Gnd speed-Kts	70	90	100	120	140	160	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	
MAP at D0.5 ILI							

	STRAIGHT-IN LANDING RWY 16				CIRCLE-TO-LAND		
	ILS		LOC (GS out) CDFA		Max Kts	MDA(H)	VIS
	FULL	ALS out	MDA(H)	ALS out			
A			510' (400')	510' (400')	100	600' (468')	1600m
B					135	650' (518')	1600m
C	800m	1200m			180	840' (708')	3200m
D					205	890' (758')	4000m

CHANGES: None.

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EGXE
LEEMING

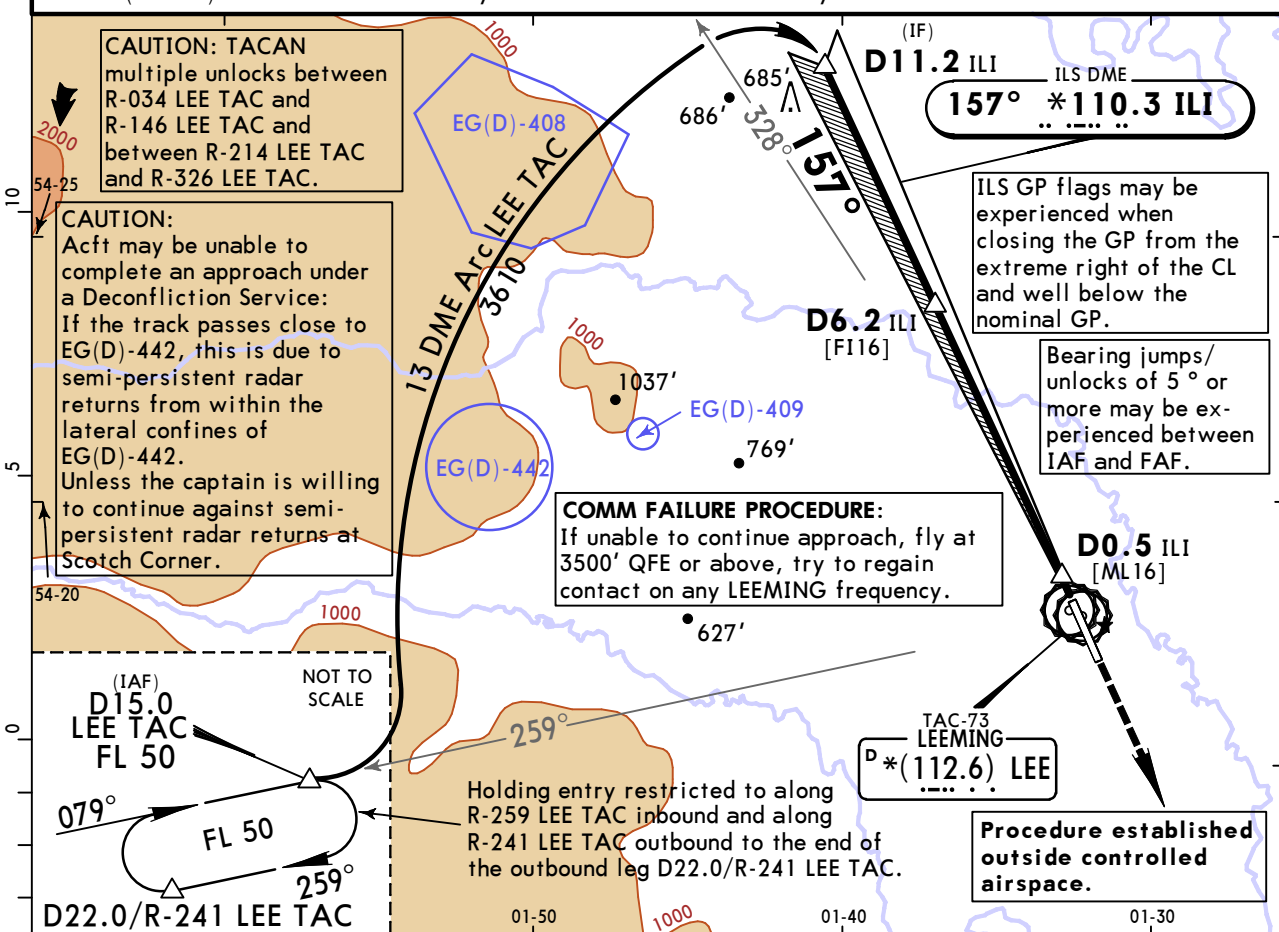
JEPPESSEN
29 MAR 19 **(11-2)** TACAN Azimuth required

LEEMING, UK
TACAN ILS DME Rwy 16

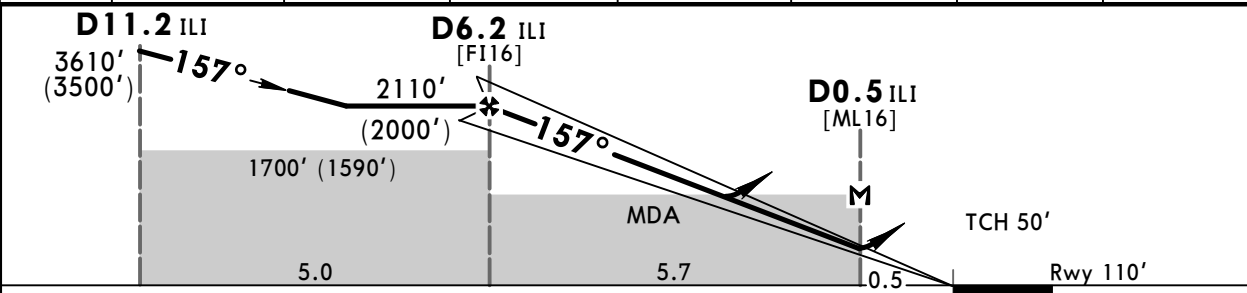
*LEEMING Approach 133.375			*LEEMING Tower 120.5 122.1X		<p>MSA LEE TAC</p>
For UHF see MIL-101 listing					
LOC ILI *110.3	Final Apch Crs 157°	GS No Alt published	ILS DA(H) 310'(200')	Apt Elev 132' Rwy 110'	

MISSED APCH: Climb on rwy track to 3610' (3500').
Missed apch terminates at D25.0 ILI

Alt Set: hPa **QNH (QFE on Final Apch)** Trans level: By ATC Trans alt: 3000'
1. LOC (GS out): Notional GS mandatory. 2. ILS DME reads zero at rwy 16 threshold.



LOC	ILI DME	6.0	5.0	4.0	3.0	2.0	1.0
(GS out)	ALTITUDE (HAT)	2080'(1970')	1760'(1650')	1440'(1330')	1120'(1010')	800'(690')	490'(380')



Gnd speed-Kts	70	90	100	120	140	160	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	
MAP at D0.5 ILI							

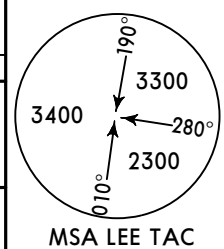
STRAIGHT-IN LANDING RWY 16				CIRCLE-TO-LAND			
ILS		LOC (GS out) CDFA		Max Kts		MDA(H) VIS	
DA(H) 310'(200')		MDA(H) 510'(400')					
FULL		ALS out		ALS out			
A				100	1100m	1600m	610'(478') 1600m
B				135	1200m	1600m	660'(528') 1600m
C	800m	1200m		180	1200m	1800m	850'(718') 3200m
D				205	1200m	2000m	900'(768') 4000m

EGXE LEEMING

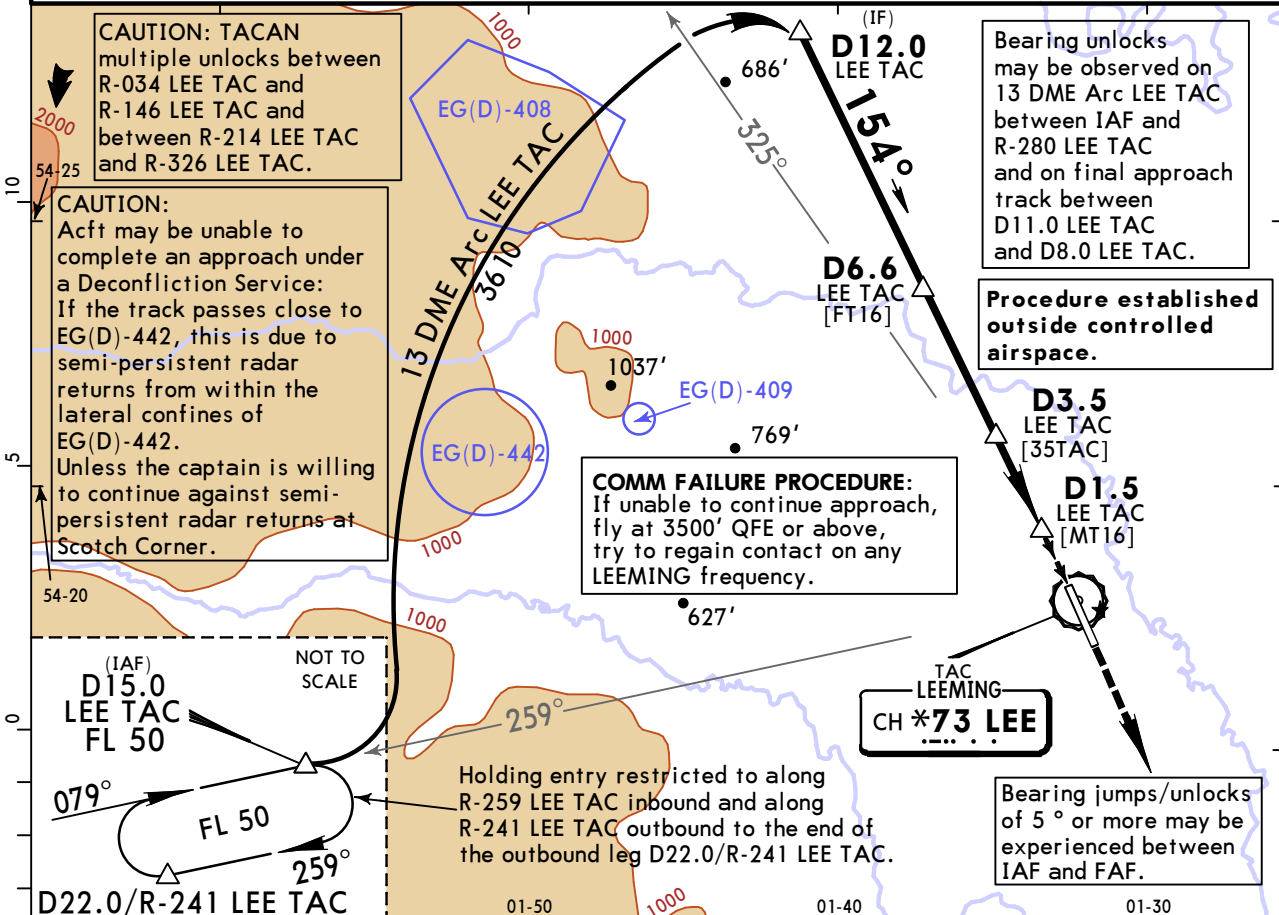
JEPPESEN
29 MAR 19 **14-1**

LEEMING, UK TACAN Rwy 16

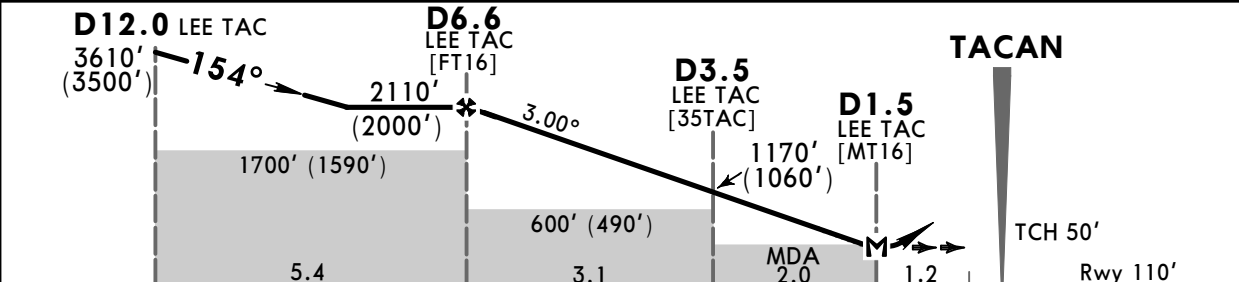
*LEEMING Approach 133.375		*LEEMING Tower 120.5 122.1X		
For UHF see MIL-101 listing				
TACAN LEE CH * 73	Final Apch Crs 154°	Procedure Alt D6.6 LEE TAC 2110'(2000')	MDA(H) 550'(440')	Apt Elev 132' Rwy 110'
MISSED APCH: Climb on rwy track to 3610' (3500'). Missed apch terminates at D25.0/R-157 LEE TAC.				MSA LEE TAC



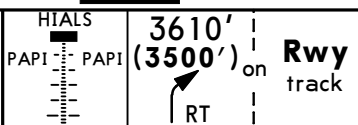
Alt Set: hPa **QNH (QFE on Final Apch)** Trans level: By ATC Trans alt: 3000'
Final apch track offset 3° from RCL.



LEE TAC	6.0	5.0	4.0	3.0	2.0
ALTITUDE (HAT)	1960'(1850')	1640'(1530')	1330'(1220')	1010'(900')	690'(580')



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.5 LEE TAC						



Standard		STRAIGHT-IN LANDING RWY 16		CIRCLE-TO-LAND	
CDFA					
MDA(H) 550'(440')					
		ALS out	Max Kts	MDA(H)	VIS
A			100	610'(478')	2200m
B	1400m	2200m	135	660'(528')	2200m
C			180	850'(718')	3200m
D	1600m	2400m	205	900'(768')	4000m

MIPS

EGXE LEEMING

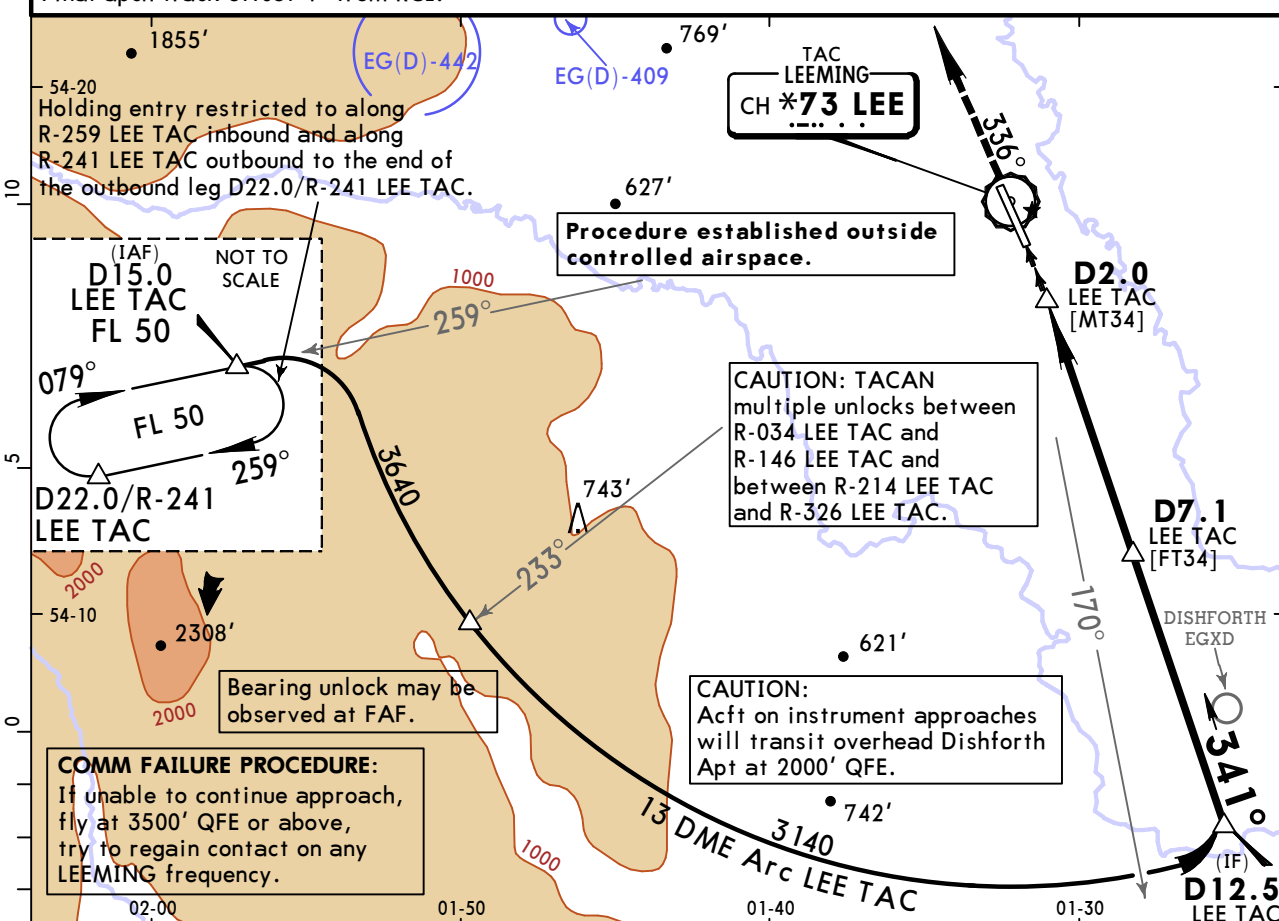
JEPPESEN
29 MAR 19 **14-2**

LEEMING, UK TACAN Rwy 34

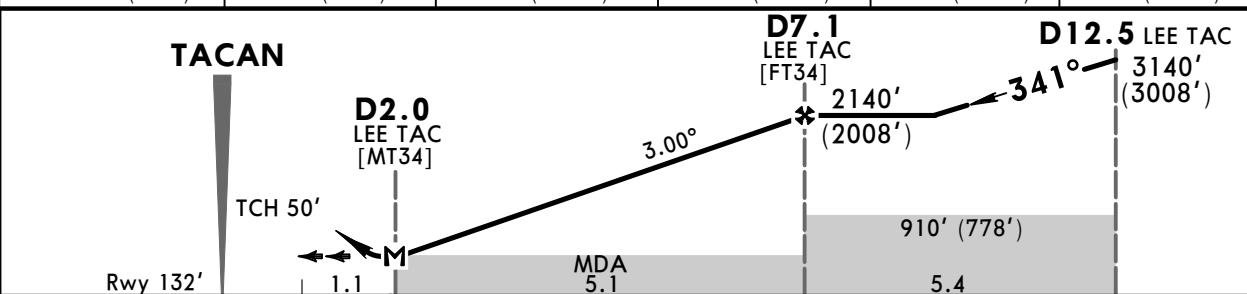
*LEEMING Approach 133.375		*LEEMING Tower 120.5 122.1X			<p>MSA LEE TAC</p>
For UHF see MIL-101 listing					
TACAN LEE CH * 73	Final Apch Crs 341°	Procedure Alt D7.1 LEE TAC 2140'(2008')	MDA(H) 550'(418')	Apt Elev 132' Rwy 132'	

MISSED APCH: Climb on R-336 LEE TAC to 3640' (3508').
Missed apch terminates at D25.0/R-336 LEE TAC.

Alt Set: hPa **QNH (QFE on Final Apch)** Trans level: By ATC Trans alt: 3000'
Final apch track offset 4° from RCL.



LEE TAC	3.0	4.0	5.0	6.0	7.0
ALTITUDE (HAT)	870'(738')	1180'(1048')	1500'(1368')	1820'(1688')	2140'(2008')



Gnd speed-Kts	70	90	100	120	140	160	HIALS
Descent Angle	3.00°	372	478	531	637	743	

MAP at D2.0 LEE TAC **Standard** **STRAIGHT-IN LANDING RWY 34** **CIRCLE-TO-LAND**

CDFA		Max Kts	MDA(H)	VIS
MDA(H) 550'(418')				
ALS out		100	610'(478')	2100m
1300m		135	660'(528')	2100m
2100m		180	850'(718')	3200m
		205	900'(768')	4000m

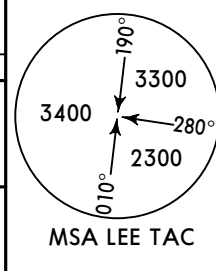
MIPS

EGXE LEEMING

JEPPESEN
29 MAR 19 **(18-1)** TACAN Azimuth required

LEEMING, UK
TACAN *PAR Rwy 16

*LEEMING Approach 133.375	*LEEMING Director (R) 123.3X	*LEEMING Talkdown (PAR) 123.3X	*LEEMING Tower 120.5 122.1X
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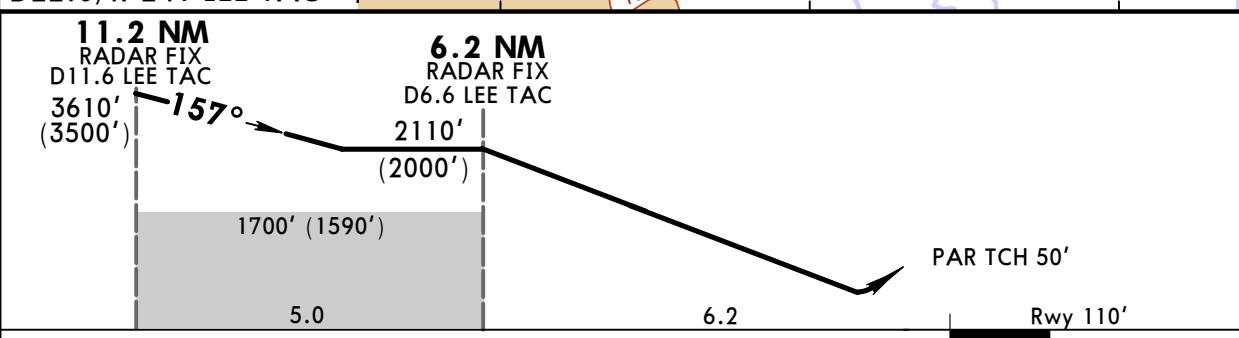
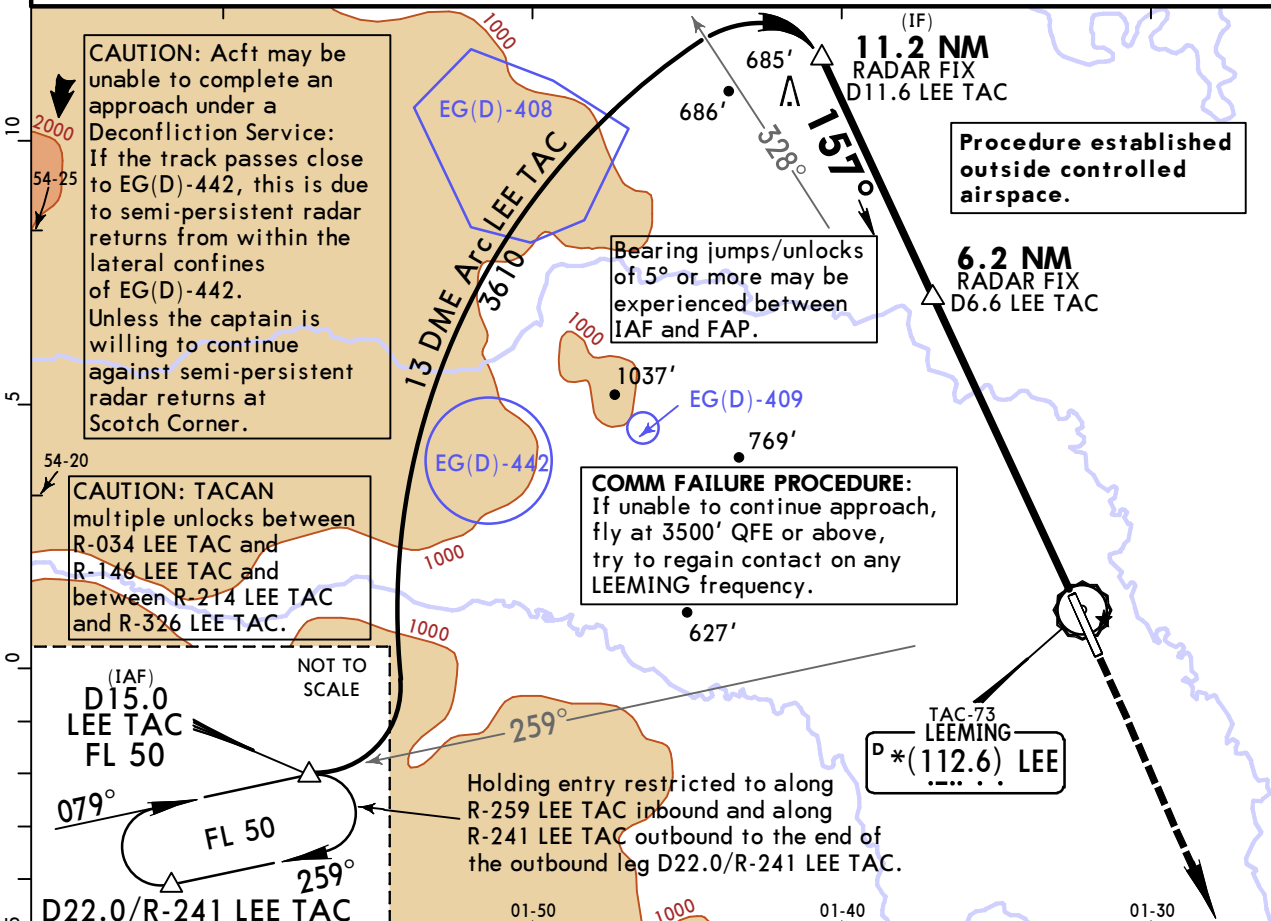


BRIEFING STRIP™

For UHF see MIL-101 listing				
RADAR	Final Apch Crs 157°	PAR GS 6.2NM RADAR FIX 2110'(2000')	PAR DA(H) Refer to Minimums	Apt Elev 132' Rwy 110'

MISSED APCH: Climb on rwy track to 3610' (3500').
Missed apch terminates at 25 NM from airport.

Alt Set: hPa **QNH (QFE on Final Apch)** Trans level: By ATC Trans alt: 3000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI 3610' (3500') Rwy track
PAR GS	3.00°	372	478	531	637	743	

Standard		STRAIGHT-IN LANDING RWY 16		CIRCLE-TO-LAND	
DA(H) A: 320'(210') B: 330'(220') C: 340'(230') D: 350'(240')					
		ALS out		Max Kts	
A				100	610' (478') 1600m
B				135	660' (528') 1600m
C	800m		1600m	180	850' (718') 3200m
D				205	900' (768') 4000m

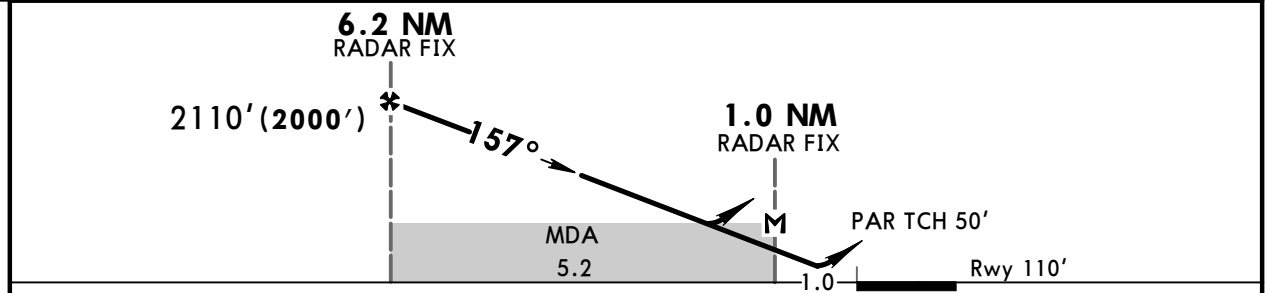
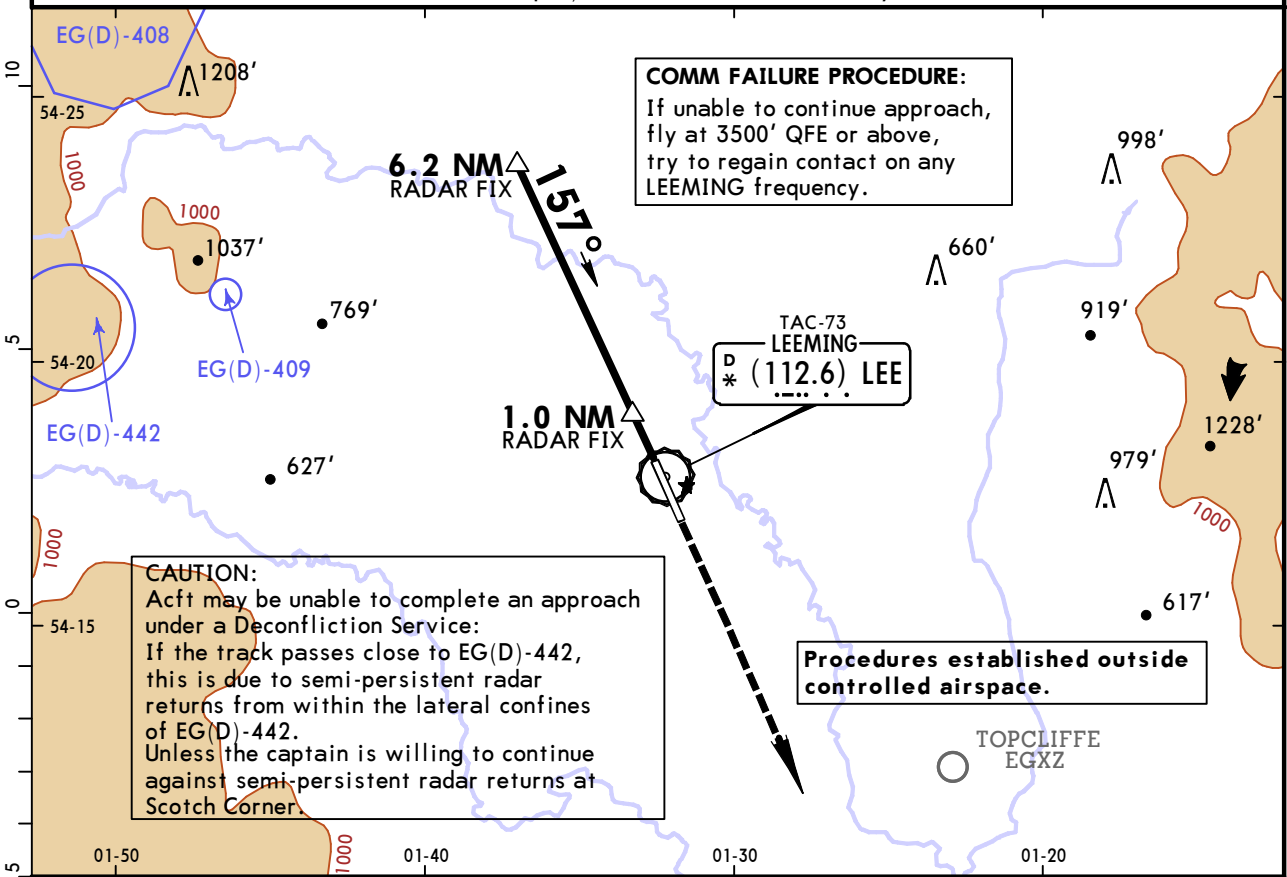
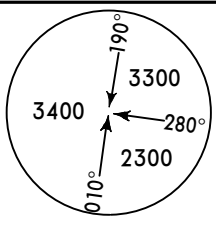
MIPS

EGXE LEEMING

JEPPESEN
29 MAR 19 **(18-2)**

LEEMING, UK
***PAR or *SRA Rwy 16**

*LEEMING Approach 133.375	*LEEMING Director (R) 123.3X	*LEEMING Talkdown (PAR) 123.3X	*LEEMING Tower 120.5 122.1X
For UHF see MIL-101 listing			
RADAR	Final Apch Crs 157°	PAR GS/ Minimum Alt 6.2 NM RADAR FIX 2110'(2000')	PAR DA(H) Refer to Minimums
			SRA MDA(H) 590'(480')
		Apt Elev 132'	Rwy 110'
MISSED APCH: Climb on rwy track to 3610' (3500'). Missed apch terminates at 25 NM from airport.			MSA LEE TAC
Alt Set: hPa	QNH (QFE on Final Apch)	Trans level: By ATC	Trans alt: 3000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI 3610' (3500') on Rwy track	
PAR GS or SRA Descent Angle	3.00°	372	478	531	637	743		849
MAP at 1.0 NM RADAR FIX								

Standard STRAIGHT-IN LANDING RWY 16				CIRCLE-TO-LAND	
PAR DA(H) A: 320'(210') C: 340'(230') B: 330'(220') D: 350'(240')		SRA CDFA MDA(H) 590'(480')		Max Kts	MDA(H) VIS
A	ALS out	ALS out	1900m	100	610'(478') 1600m I
B		1500m	2300m	135	660'(528') 1600m I
C	800m 1600m			180	850'(718') 3200m
D		1600m	2400m	205	900'(768') 4000m

EGXE LEEMING

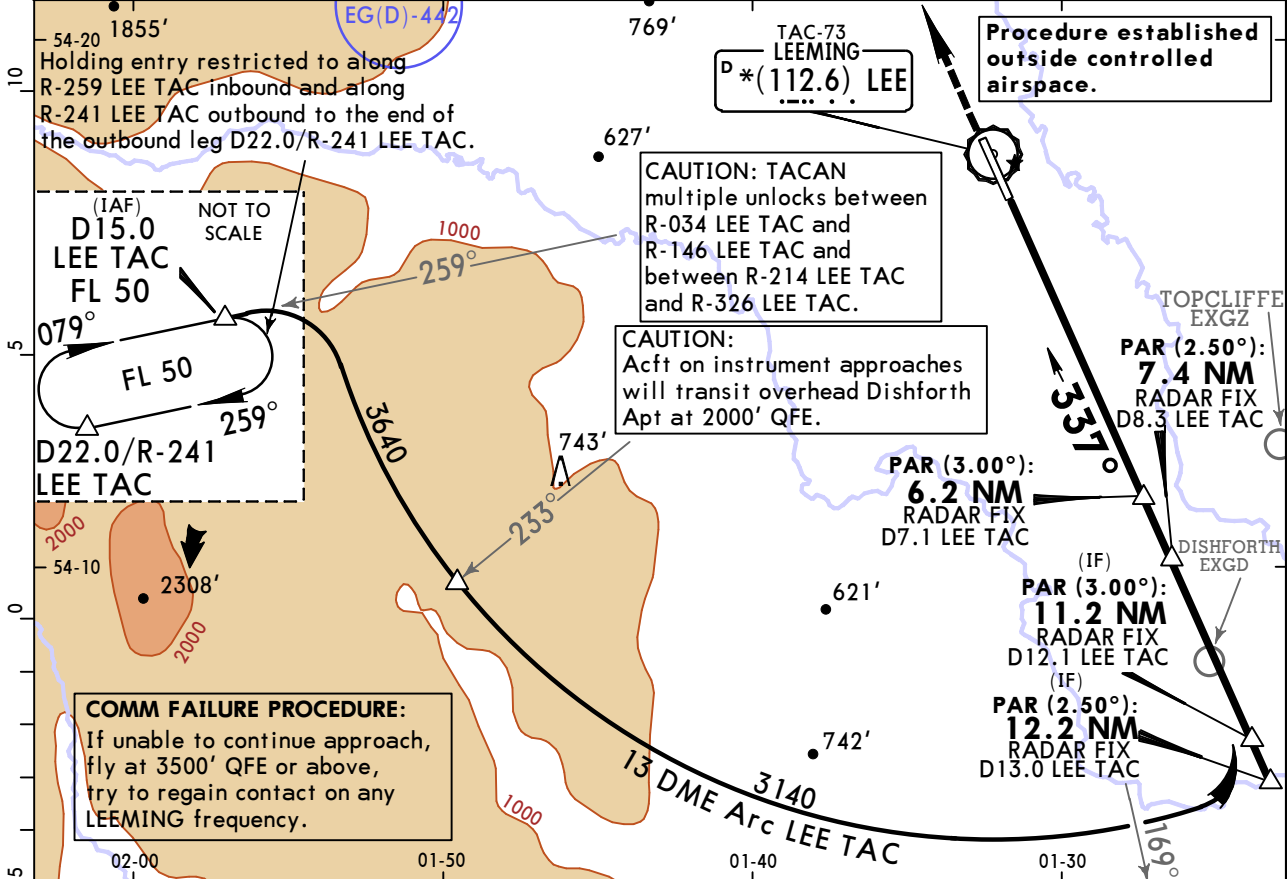
29 MAR 19 **(18-3)** TACAN Azimuth required

LEEMING, UK

TACAN *PAR Rwy 34

*LEEMING Approach 133.375	*LEEMING Director (R) 123.3X	*LEEMING Talkdown (PAR) 123.3X	*LEEMING Tower 120.5 122.1X
For UHF see MIL-101 listing			
RADAR	Final Apch Crs 337°	PAR GS (2.50°) 7.4 NM RADAR FIX 2140' (2008')	PAR DA(H) Refer to Minimums
		PAR GS (3.00°) 6.2 NM RADAR FIX 2140' (2008')	
Apt Elev 132'			
Rwy 132'			
MISSED APCH: Climb on rwy track to 3640' (3508').			
Missed apch terminates at 25 NM from airport.			
MSA LEE TAC			

Alt Set: hPa **QNH (QFE on Final Apch)** Trans level: By ATC Trans alt: 3000'



① PAR (2.50°): 910' (778') PAR (3.00°): 810' (678')	PAR (2.50°): 7.4 NM RADAR FIX D8.3 LEE TAC	PAR (2.50°): 12.2 NM RADAR FIX D13.0 LEE TAC
PAR (GS 3.00°) TCH 48' PAR (GS 2.50°) TCH 43'	PAR (3.00°): 6.2 NM RADAR FIX D7.1 LEE TAC	PAR (3.00°): 11.2 NM RADAR FIX D12.1 LEE TAC
Rwy 132'	PAR (2.50°): 7.4 PAR (3.00°): 6.2	① PAR (2.50°): 4.7 PAR (3.00°): 5.0

Gnd speed-Kts	70	90	100	120	140	160	HIALS 	3640' (3508') on track Rwy
PAR GS 3.00°	372	478	531	637	743	849		
PAR GS 2.50°	310	398	442	531	619	707		

Standard STRAIGHT-IN LANDING RWY 34				CIRCLE-TO-LAND			
GS 3.00°		PAR		GS 2.50°			
DA(H) A:	360'(228')	C:	380'(248')	DA(H) A:	360'(228')	C:	380'(248')
B:	370'(238')	D:	390'(258')	B:	370'(238')	D:	390'(258')
ALS out		ALS out		Max Kts		MDA(H) VIS	
A				100	610'(478')	1600m	
B				135	660'(528')	1600m	
C	800m	1600m	800m	180	850'(718')	3200m	
D				205	900'(768')	4000m	

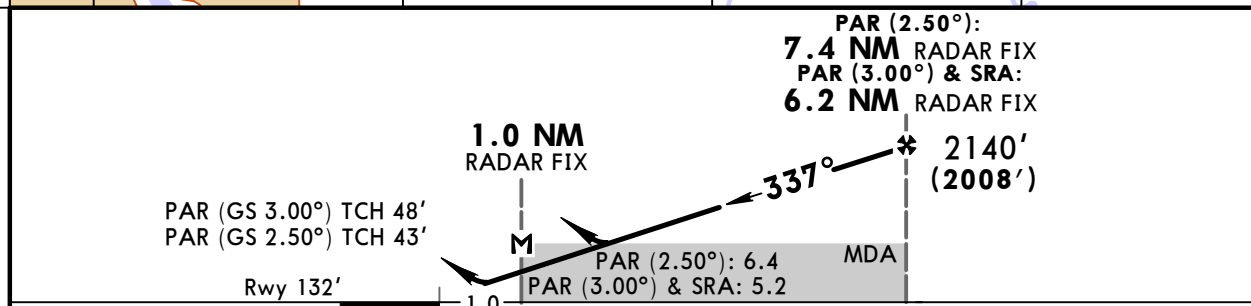
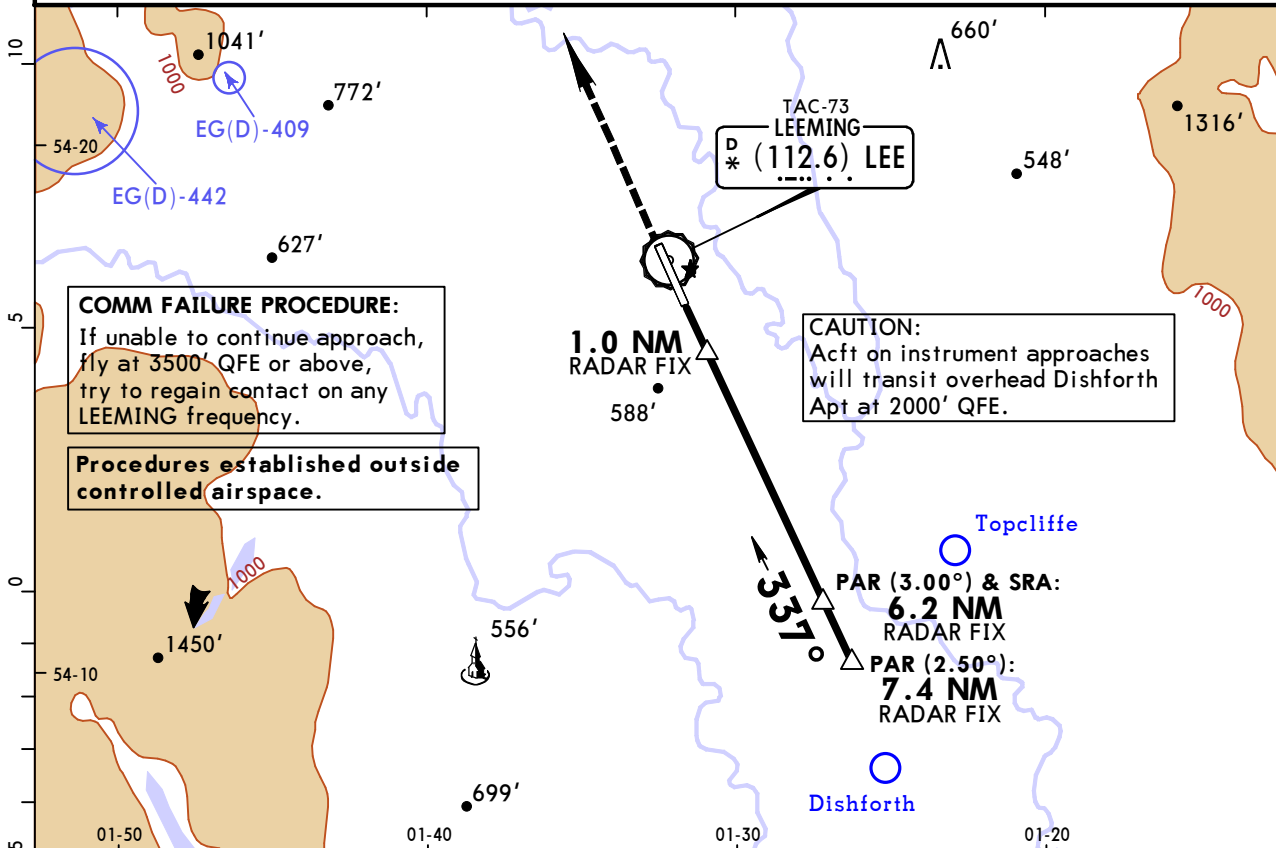
EGXE LEEMING

JEPPESEN
9 DEC 16 **(18-4)**

LEEMING, UK
***PAR or *SRA Rwy 34**

*LEEMING Approach 133.37	*LEEMING Director (R) 123.3X	*LEEMING Talkdown (PAR) 123.3X	*LEEMING Tower 120.5 122.1X
For UHF see MIL-101 listing			
RADAR	Final Apch Crs 337°	PAR GS/ Minimum Alt PAR (3.00°) & SRA 6.2 NM RADAR FIX	PAR DA(H) Refer to Minimums
		PAR (2.50°) 7.4 NM RADAR FIX 2140' (2008')	SRA MDA(H) 550' (418')
			Apt Elev 132' Rwy 132'
MISSED APCH: Climb on rwy track to 3640' (3508'). Missed apch terminates at 25 NM from airport.			MSA LEE TAC

Alt Set: hPa **QNH (QFE on Final Apch)** Trans level: By ATC Trans alt: 3000'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI PAPI 3640' (3508') on Rwy track	
PAR GS or SRA Descent angle	3.00°	372	478	531	637	743		849
PAR GS	2.50°	310	398	442	531	619		707
MAP at 1.0 NM RADAR FIX								

Standard STRAIGHT-IN LANDING RWY 34				CIRCLE-TO-LAND	
PAR DA(H) A: 360'(228') C: 380'(248') B: 370'(238') D: 390'(258')		SRA CDFA MDA(H) 550'(418')		Max Kts	MDA(H) VIS
A	ALS out	ALS out	1900m	100	610'(478') 1600m I
B	800m	1600m	1200m	135	660'(528') 1600m I
C			2000m	180	850'(718') 3200m
D				205	900'(768') 4000m

I After SRA apch: VIS 1900m.

Chart changes since cycle 20-2020

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
LEEMING, (LEEMING - EGXE)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport EGXE

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