

EGNR — HAWARDEN**EGNR AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

EGNR — HAWARDEN

EGNR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 531041N Long: 0025840W Centre of Runway 04/22
2	Direction and distance from city	3.5 NM WSW of Chester.
3	Elevation / Reference temperature / Mean Low Temperature	45 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	173 FT
5	Magnetic Variation / Annual Change	0.67°W (2022) / 0.21°E
6	AD Administration Address Telephone Telefax E-mail address	AIRBUS OPERATIONS LTD. Hawarden Airport, Broughton, Chester, N Wales, CH4 0DR. 01244-522012 (ATC) 01244-523035 atcopshawarden@airbus.com
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	All calls to ATC will be recorded.

EGNR AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Fri 0800-2100 (0700-2000); Sat, Sun & PH 0830-1800 (0730-1700).
2	Customs and immigration	By arrangement. PPR 24 hours
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	As AD hours. See also AD 2.18.
8	Fuelling	As AD hours. By prior arrangement.
9	Handling	As AD hours. By prior arrangement.
10	Security	As AD hours. By prior arrangement.
11	De-icing	As AD hours. By prior arrangement.
12	Remarks	This aerodrome is PPR. Additional activity outside published hours by NOTAM.

EGNR AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVTUR JET A-1, SAF (Sustainable Aviation Fuel) and AVGAS 100LL.
3	Fuelling facilities/capacity	AVGAS: Fixed pump. AVTUR: Bowser (pressure and overwing).
4	De-icing facilities	Mobile rig by prior arrangement.
5	Hangar space for visiting aircraft	On Apron N, limited for light aircraft (by prior arrangement).
6	Repair facilities for visiting aircraft	Repair facilities for visiting aircraft limited to light aircraft on Apron N and C by prior arrangement.
7	Remarks	

EGNR AD 2.5 PASSENGER FACILITIES

1	Hotels	In the vicinity.
2	Restaurants	Diner on Aerodrome.
3	Transportation	Taxis, trains.
4	Medical facilities	Limited first aid on site.
5	Bank and Post Office	Broughton village.
6	Tourist Office	Chester.

7	Remarks	
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EGNR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A7 Aircraft greater than Category A6 require specific approval to operate at the airport, Tel: +44 (0)1244-522012.
2	Rescue equipment	2x Panther fire tenders (12,000 LT water/1500 LT foam each) 1x Rosenbauer Buffalo fire tenders (10,000 LT water/1200 LT foam).
3	Capability for removal of disabled aircraft	Contact Fire Control Room on 01244-522371. Aircraft 150 tonnes (if aircraft can be rolled) with prior approval from accountable manager.
4	Remarks	

EGNR AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical. Chemical de-icing. Essecos liquid de-icer Safegrip ECO2(KAC) and solid de-icer Safegrip SF(KAC).
2	Clearance priorities	Runway 04/22; Beluga Apron and Taxiways B and E; Apron A and Taxiway A; Apron C and Taxiway C; Apron N and Taxiway N; Taxiways D, J and G.
3	Remarks	Latest information available from ATC. Tel: 01244-522012.

EGNR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	A Surface: Concrete PCN 23/F/D/Y/U BELUGA APRON Surface: Concrete PCN 66/R/D/X/T C Surface: Asphalt PCN 23/F/D/Y/U D Surface: Asphalt PCN 23/F/D/Y/U N Surface: Asphalt PCN 23/F/D/Y/U
2	Taxiway width, surface and strength	Taxiway ALPHA: 25 M Surface: Asphalt PCN 23/F/D/Y/U Width: 25 M between runway and Taxiway D intersection; 15 M between Taxiway D intersection and Apron A. Taxiway BRAVO: 25 M Surface: Asphalt PCN 66/R/D/X/T Taxiway CHARLIE: 15 M Surface: Asphalt PCN 23/F/D/Y/U Taxiway DELTA: 15 M Surface: Asphalt PCN 23/F/D/Y/U Taxiway ECHO: 23 M Surface: Concrete and asphalt PCN 66/R/D/X/T

		Taxiway GOLF: 18 M Surface: Asphalt PCN 23/F/D/Y/U Taxiway JULIET: 10.5 M Surface: Asphalt PCN 23/F/D/Y/U Taxiway NOVEMBER: 15 M Surface: Asphalt PCN 23/F/D/Y/U
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGNR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	
2	Runway and taxiway markings and lighting	Runway marking aid(s): 04/22: Designators 04/22. Permanently displaced thresholds. TDZ and fixed distance markers. Blue edge markers on runway turning circles. Taxiway light(s): Taxiway J is not lit, but has retro reflective lin-laner markers.
3	Stop bars and runway guard lights (if any)	Stop Bars at Hold points A1, B1, C1, D1, E1, G1 and N1. Runway guard lights at Hold points A1, B1, C1, D1, E1, G1 and N1.
4	Other runway protection measures	
5	Remarks	Taxiways G and J are unlit and not available for use at night. Two illuminated windsleeves: 531030.01N 0025908.18W; 531059.37N 0025829.30W.

EGNR AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/ Colour	Remarks
1	2	3	4		5	6
(EGNR4064) 22/APPROACH 04/ TAKE-OFF	CHIMNEY	531614.60N 0025017.59W	526 FT	498 FT	No	
(EGNR5014) 22/APPROACH 04/ TAKE-OFF	PYLON	531251.10N 0025610.31W	174 FT	86 FT	No	
(EGNR313) 22/APPROACH 04/ TAKE-OFF	PYLON	531216.18N 0025643.33W	102 FT	88 FT	No	
(EGNR310) 22/APPROACH 04/ TAKE-OFF	PYLON	531156.62N 0025628.47W	92 FT	74 FT	No	
(EGNR10059) 22/APPROACH 04/ TAKE-OFF	TREE	531120.40N 0025741.14W	55 FT	38 FT	No	
(EGNR10115) 22/APPROACH 04/ TAKE-OFF	SILO	531117.61N 0025738.92W	55 FT	36 FT	No	
(EGNR10065) 22/APPROACH 04/ TAKE-OFF	TREE	531117.36N 0025742.60W	52 FT	35 FT	No	
(EGNR10069) 22/APPROACH 04/ TAKE-OFF	TREE	531115.17N 0025744.91W	50 FT	33 FT	No	
(EGNR11821) 22/APPROACH	TREE	531114.59N 0025740.21W	68 FT	5 FT	No	
(EGNR11807) 22/APPROACH	TREE	531111.06N 0025807.48W	44 FT	6 FT	No	
(EGNR11817) 22/APPROACH 04/ TAKE-OFF	TREE	531109.66N 0025803.70W	40 FT	5 FT	No	
(EGNR8898) 22/APPROACH 04/ TAKE-OFF	MOBILE OBST	531108.89N 0025800.75W	33 FT	15 FT	No	

In Approach/Take-off areas						
Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/ Colour	Remarks
1	2	3	4		5	6
(EGNR10077) 22/APPROACH 04/ TAKE-OFF	TREE	531108.61N 0025801.49W	33 FT	15 FT	No	
(EGNR9882) 04/TAKE-OFF	BLAST FENCE	531108.08N 0025800.74W	32 FT	14 FT	Yes Red	
(EGNR10083) 22/APPROACH 04/ TAKE-OFF	TREE	531107.81N 0025758.82W	34 FT	16 FT	No	
(EGNR11836) 22/APPROACH	TREE	531105.94N 0025753.99W	49 FT	5 FT	No	
(EGNR10170) 04/APPROACH 22/ TAKE-OFF	TREE	531013.86N 0025934.78W	106 FT	36 FT	No	
(EGNR10256) 04/APPROACH 22/ TAKE-OFF	TREE	531013.66N 0025913.21W	60 FT	16 FT	No	
(EGNR9737) 04/APPROACH 22/ TAKE-OFF	BLAST FENCE	531011.80N 0025924.53W	77 FT	16 FT	Yes Red	
(EGNR11764) 04/APPROACH 22/ TAKE-OFF	BUSH	531011.44N 0025927.48W	83 FT	20 FT	No	
(EGNR6882) 04/APPROACH 22/ TAKE-OFF	LAMP POST	531010.78N 0025923.25W	78 FT	18 FT	No	
(EGNR10129) 04/APPROACH 22/ TAKE-OFF	STREETLIGHT	531010.13N 0025914.72W	68 FT	18 FT	No	
(EGNR6851) 04/APPROACH 22/ TAKE-OFF	LAMP POST	531009.75N 0025910.37W	79 FT	35 FT	No	
(EGNR11027) 04/APPROACH 22/ TAKE-OFF	TREE	530957.13N 0025944.55W	140 FT	44 FT	No	
(EGNR6752) 04/APPROACH 22/ TAKE-OFF	LAMP POST	530956.85N 0025933.94W	120 FT	33 FT	No	
(EGNR6747) 04/APPROACH 22/ TAKE-OFF	LAMP POST	530953.90N 0025939.51W	124 FT	33 FT	No	
(EGNR7963) 04/APPROACH 22/ TAKE-OFF	LAMP POST	530939.17N 0030028.87W	190 FT	36 FT	No	
(EGNR10351) 04/APPROACH 22/ TAKE-OFF	TREE	530934.54N 0030045.92W	288 FT	83 FT	No	
(EGNR10362) 04/APPROACH 22/ TAKE-OFF	TREE	530928.16N 0030042.84W	260 FT	63 FT	No	
(EGNR693) 04/APPROACH 22/ TAKE-OFF	PYLON	530804.44N 0030319.69W	408 FT	104 FT	No	
(EGNR691) 04/APPROACH 22/ TAKE-OFF	PYLON	530742.78N 0030317.38W	368 FT	106 FT	No	
(EGNR4205) 04/APPROACH 22/ TAKE-OFF	TELE POLE	530716.48N 0030436.03W	881 FT	25 FT	No	
(EGNR9644) 04/APPROACH 22/ TAKE-OFF	MAST	530715.08N 0030435.46W	899 FT	31 FT	No	Hope Mountain
(EGNR10747) 22/APPROACH 04/ TAKE-OFF	TREE	530701.17N 0030422.27W	940 FT	35 FT	No	
(EGNR10906) 04/APPROACH 22/ TAKE-OFF	HV PYLON	530630.66N 0030332.91W	1015 FT	110 FT	No	
(EGNR8607) 04/APPROACH 22/ TAKE-OFF	MAST	530621.74N 0030314.45W	1085 FT	68 FT	No	Hope Mountain
(EGNR4079) 04/APPROACH 22/ TAKE-OFF	PYLON	530433.58N 0030540.65W	1113 FT	159 FT	No	

In circling area and at aerodrome						
Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/ Colour	Remarks
1	2	3	4		5	6
(EGNR331)	PYLON	531300.47N 0025627.37W	185 FT	95 FT	No	
(EGNR4148)	PYLON	531128.05N 0030232.10W	363 FT	98 FT	No	
(EGNR45)	HANGAR	531102.69N 0025753.93W	67 FT	49 FT	No	

In circling area and at aerodrome						
Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/ Colour	Remarks
1	2	3	4		5	6
(EGNR9733)	BUILDING	531045.85N 0025928.47W	105 FT	72 FT	No	
(EGNR9731)	APRON LIGHT	531035.91N 0025834.45W	66 FT	51 FT	Yes Red	
(EGNR9952)	BLDG OBS LT	531029.89N 0025835.46W	105 FT	85 FT	No	Infringes the Transitional Surface for both runway directions.
(EGNR10259)	CHURCH SPIRE	531009.39N 0025904.86W	108 FT	68 FT	Yes Red	
(EGNR773)	PYLON	530949.79N 0030304.54W	524 FT	115 FT	No	
(EGNR11423)	TREE	530938.20N 0030036.59W	258 FT	91 FT	No	
(EGNR10721)	BLDG EXTENT	530903.40N 0030344.37W	676 FT	319 FT	No	
(EGNR10731)	HV PYLON	530650.79N 0030858.54W	877 FT	144 FT	No	
(EGNR8605)	MAST	530621.30N 0030310.72W	1092 FT	78 FT	No	
(EGNR10842)	HV PYLON	530458.97N 0030616.55W	1205 FT	169 FT	No	

EGNR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER
2	Hours of service MET Office outside hour	As per operational hours.
3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER 9 HR.
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self briefing/Telephone. www.metoffice.gov.uk
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs and METARs. English.
7	Charts and other information available for briefing or consultation	Available on request from ATC.
8	Supplementary equipment available for providing information	Fax, e-mail, ATIS via internet (Airbrief).
9	ATS units provided with information	HAWARDEN
10	Additional information (limitation of service, etc.)	Live MET information available at www.egnr.airbrief.net

EGNR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength (PCN)	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
04	041.00°	2093 x 45 M	RWY surface: Concrete and asphalt. Grooved. PCN 66/R/D/X/T	531023.68N 0025904.93W 172.7 FT	THR 31.6 FT TDZ 31.6 FT	RWY 04 -1:239 Down RWY 22 1:239 Up
22	221.01°	2093 x 45 M	RWY surface: Concrete and asphalt. Grooved. PCN 66/R/D/X/T	531058.84N 0025814.06W 172.6 FT	THR 16.7 FT TDZ 16.8 FT	RWY 04 -1:239 Down RWY 22 1:239 Up

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
	147 x 140 M	2082 x 280 M				RWY 04 Threshold displaced by 302 M.
	166 x 140 M	2082 x 280 M				RWY 22 Threshold displaced by 351 M. 87 M starter strip.

EGNR AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
04	1962 M	2109 M	1962 M	1660 M	
22	2042 M	2208 M	2042 M	1742 M	
04	1468 M	1615 M	1468 M		Take-off from intersection with Taxiway D.
04	1082 M	1229 M	1082 M		Take-off from intersection with Taxiway A.
22	2093 M	2259 M	2093 M	1742 M	For Beluga operations only.
22	2042 M	2208 M	2042 M		Take-off from intersection with Taxiways C and N.
22	1263 M	1429 M	1263 M		Take-off from intersection with Taxiway G.
22	911 M	1077 M	911 M		Take-off from intersection with Taxiway A.

EGNR AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
04	One crossbar. Runway 04 has a final cleared plane of 1:32 over a distance of 1.75 miles, safeguarded at 1:50 incorporating a 3.5° ILS glideslope with an OCA of 570 FT. 427 M Light intensity high	Green Light intensity high Indented with green wingbars	PAPI Right/ 3.5° 47 FT 269 M	480 M 8 bar	1663 M 30 M spacing 900 M red/ white caution zone LED White Light intensity high	Elev bi-directional with omnidirectional component Light intensity high	Red		
22	Two crossbars. 366 M Light intensity high	Green Light intensity high Indented with green wingbars	PAPI Left/ 3° 42 FT 291 M	540 M 9 bar	1743 M 30 M spacing 900 M red/ white caution zone LED White Light intensity high	Elev bi-directional with omnidirectional component Light intensity high	Red		

EGNR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: 531034.31N 0025911.04W Flashing White/Green. Displayed at night during ATC operational hours.
2	LDI location and lighting Anemometer location and lighting	Anemometer: 531031.61N 0025911.27W
3	TWY edge and centre line lighting	CL: Green centre-line lighting on turn pads (04/22), Taxiways E, B and Beluga Apron. EDGE: Blue edge lights on Taxiways A, B, C, D, E and N.
4	Secondary power supply/switch-over time	UPS and stand-by generator by ATC tower. 1 second switch-over time on generator.
5	Remarks	Obstacle lighting, apron floodlighting (except Apron N).

EGNR AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF: 531052.44N 0025841.23W, 172.6 FT
2	TLOF and/or FATO elevation	TLOF: 14.4 FT
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	
4	True BRG of FATO	
5	Declared distance available	
6	APP and FATO lighting	
7	RMK	Unlit Helicopter TLOF marked by H is positioned North of Taxiway Juliet, suitable for helicopters with greatest overall length not exceeding 13 M (daylight use only). Police aiming point marked by Triangle at north end of taxiway Juliet, exclusively for use by police aircraft in accordance with unit specific procedures.

EGNR AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
HAWARDEN ATZ A circle, 2.5 NM radius, centred at 531041N 0025840W on longest notified runway (04/22)	Upper limit: 2000 FT AGL Lower limit: SFC	G	HAWARDEN RADAR English	5000 FT		ATZ hours coincident with TWR hours as detailed in AD 2.18.
HAWARDEN RMZ 1 531309N 0025059W - 530940N 0025059W - 531427N 0030140W - 531309N 0025059W	Upper limit: 2500 FT ALT Lower limit: SFC	G	HAWARDEN RADAR English	5000 FT		RMZ hours coincident with aerodrome hours as detailed at EGNR AD 2.3. For conditions of RMZ entry see EGNR AD 2.22 Flight Procedures. Contiguous with overlying CAS.
HAWARDEN RMZ 2 530940N 0025059W - 530823N 0025059W - 530400N 0025720W - 530845N 0031227W - 531525N 0030250W - 531427N 0030140W - 530940N 0025059W	Upper limit: 3000 FT ALT Lower limit: SFC	G	HAWARDEN RADAR English	5000 FT		Contiguous with overlying CAS.
HAWARDEN RMZ 3 530400N 0025720W - 530000N 0030305W following the line of latitude to - 530000N 0030711W - 530321N 0031150W - 530845N 0031227W - 530400N 0025720W	Upper limit: 4500 FT ALT Lower limit: SFC	G	HAWARDEN RADAR English	5000 FT		Contiguous with overlying CAS.

EGNR AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
TWR	HAWARDEN TOWER	124.955 MHz DOC 20 NM/ 6,000 FT.			Mon-Fri 0800-2100 (0700-2000); Sat, Sun & PH 0830-1800 (0730-1700).	ATZ hours coincident with Tower hours.
RADAR	HAWARDEN DIRECTOR	130.015 MHz DOC 40 NM/ 20,000 FT. Not continuously monitored.			When directed by ATC.	
	HAWARDEN RADAR	120.055 MHz DOC 40 NM/ 20,000 FT.			Mon-Fri 0800-2100 (0700-2000); Sat, Sun & PH 0830-1800 (0730-1700).	
ATIS	HAWARDEN INFORMATION	125.430 MHz DOC 40 NM/ 20,000 FT.			Mon-Fri 0800-2100 (0700-2000); Sat, Sun & PH 0830-1800 (0730-1700).	
OTHER	HAWARDEN FIRE	121.605 MHz Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGNR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/ VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LLZ I 0.67°W (2022)	IHWD	110.350 MHz	HO	531043.61N 0025844.66W		(RWY 04) ILS is offset 2.6° to the right. Due to terrain considerations, below 3500 FT, the LOC and associated DME are restricted to operations within +-35 to a range of 10 NM and +-10 out to a range of 18 NM. Above 3500 FT the LOC and associated DME is usable to 35 degrees either side of centreline from 17 NM.
ILS/GP	IHWD	334.850 MHz	HO	531032.82N 0025902.39W		3.5° ILS Ref Datum Hgt 42 FT.
ILS/LLZ I 0.67°W (2022)	IHDN	110.350 MHz	HO	531011.58N 0025922.44W		(RWY 22) LOC off-course clearance: It should be noted that false capture may occur in the sector 26 to 30 left of centre-line with certain types of aircraft navigation receiver. 22 ILS has an infringement of the transitional surface by hangar ENE of the runway threshold.
ILS/GP	IHDN	334.850 MHz	HO	531054.58N 0025830.94W		3° ILS Ref Datum Hgt 52 FT.
DME	IHWD	40Y 110.350 MHz	HO	531043.90N 0025844.33W	50 FT	(RWY 04) On AD. Freq paired with ILS I-HDN and I-HWD. Zero range to THR of Runway 22 and 04. Due to terrain effects DME unusable below 4500 FT in sector 240 to 270 MAG, in excess of 15 NM.

Type of Aid CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DME	IHDN	40Y 110.350 MHz	HO	531043.90N 0025844.33W	50 FT	(RWY 22) On AD. Freq paired with ILS I-HDN and I- HWD. Zero range to THR of Runway 22 and 04. Due to terrain effects DME unusable below 4500 FT in sector 240 to 270 MAG, in excess of 15 NM.
NDB (L) 0.67°W (2022)	HAW	340.000 kHz	HO	531045.00N 0025846.33W		On AD. Range 25 NM.

EGNR AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

- Not available to non-radio equipped aircraft.
- High visibility clothing to be worn on all aprons.
- Marshalling is mandatory on all aprons.
- Due to the nature of the operation and high risk of turbulence from factory buildings Hawarden AD is not available to any aircraft with a MTOW of less than 450 KG, or to gliders, motor-gliders, flex-wing microlights and gyrocopters.
- Tail-wheel type aircraft (tail-draggers) are not permitted unless the pilot-in-command has at least 200 hours on type.
- APU and/or engine running not permitted outside operational hours of ATC/RFFS.

2 GROUND MOVEMENT

- The visibility of Aprons N and C from the ATC Control Tower is restricted. Aircraft may be issued with conditional clearances concerning other aircraft movements. Aircraft movements and engine running on these aprons are subject to ATC approval.
- The area west of Taxiway D is defined as Apron A. All aircraft operations are subject to ATC clearance on Apron A.

3 CAT II/III OPERATIONS

- CAT II/III Operations not available.
- Low Visibility Procedures (LVPs)**
 - LVPs in force when visibility 1639 M or less;
 - Visibility 800 M or less - operations restricted to one aircraft movement at a time;
 - Visibility 400 M or less - all airfield operations cease until visibility increases above 400 M.

4 WARNINGS

- Restricted Area EG R311, 5 NM north of the AD.
- Complex CAS in the vicinity, including:
 - Liverpool CTR, North of ATZ;
 - Manchester CTA 2500 FT to 3500 FT North of Hawarden;
 - PEPZE CTA 3000 FT - FL 195.

Note: Aircraft must remain clear of CAS unless in receipt of a positive instruction to enter.

- The reinforcing steel within the concrete pavement of Runway 04/22 may cause compass deviation on stationary aircraft.
- Westerly and Easterly surface winds of greater than 15 KT may lead to turbulence from factory buildings.
- Runway 22 strip end is infringed on the left hand side by a frangible garden fence to a distance of 34 M.
- High Ground to 1848 FT AMSL between 5 NM and 10 NM Southwest of the AD.
- Hangar infringes the southern transitional surface to Runway 04/22 by 7.94 M. It is fitted with an obstruction light.
- Yellow centre-line guidance on turn pad 04 is for Beluga operations only. All other traffic should self-position within the confines of the turn pad provided with blue edge lighting.
- Yellow centre-line guidance on turn pad 22 is for Beluga operations only. All other traffic should self-position and use the Take-off from intersection with Taxiways C and N as per AD 2.13.
- Model aircraft flying site on southern boundary of ATZ (Kinnerton 530817.1N 0025829.7W). Occasional activity Mon-Sun SFC to 400 FT AGL.

5 HELICOPTER OPERATIONS

- Helicopter Operations 'H' is available for helicopters up to 'd' value not exceeding 13.5 M, during daylight hours only.
- Aiming point on Taxiway J is available ONLY for approved Police Air Support Unit in accordance with locally agreed procedures.

20 Apr 2023

6 USE OF RUNWAYS

Not applicable

7 TRAINING

- a) VFR and IFR training for based and non-based operators available during published operational hours. Contact ATC for details.
- b) Glide approaches are not permitted to Runway 04 from right-hand circuit.
- c) Traffic on left hand circuit Runway 04/right hand circuit Runway 22 will operate in close proximity to Liverpool CTR.

EGNR AD 2.21 NOISE ABATEMENT PROCEDURES

The following procedures may be departed from only to the extent necessary for avoiding immediate danger and for complying with ATC instructions.

- a) Aircraft should avoid overflying built up areas and dwellings and minimize noise nuisance as far as possible, fly neighbourly and comply with their aircraft specific noise abatement techniques.
- b) Jet and multi-engine turbo-prop aircraft must not join the Final Approach Track at a height of less than 1000 FT QFE.
- c) All departures, including visual circuit traffic, turning left from Runway 22 must climb straight ahead to I-HDN or I-HWD D1.5 or until passing the A55 road (Junction 36) before turning on track.
- d) Helicopters are to avoid overflying the village of Broughton (1 NM southwest of the airport) and the factory buildings that are situated northwest and southeast of Runway 04/22 below 1000 FT QFE.
- e) Circuit height: piston engine or single-engine turbo-prop fixed wing 1000 FT; Jet or multi-engine turbo prop aircraft 1500 FT; Helicopters 800 FT.

EGNR AD 2.22 FLIGHT PROCEDURES**1 PROCEDURES FOR AIRCRAFT INBOUND TO HAWARDEN FROM THE AIRWAYS SYSTEM**

- a) In order to provide improved ATC handling of Airways flights inbound to Hawarden, a system of Standard Inbound Routes is established. In some case these are coincident with Standard Arrival Routes (STARs) to Liverpool Airport in which case the appropriate STAR Designators will be used (See AD 2-EGGP-7).

Approach from	Via	Route	Descent Planning Information (Note)
SE	N601	LESTA - TNT - NANTI - KEGUN (EGGP LESTA 1L STAR)	FL 200 by LESTA FL 100 by NANTI
	T420	ELVOS - TNT - NANTI - KEGUN (EGGP ELVOS 1L STAR)	FL 200 by 25 NM before TNT FL 100 by NANTI
	Y53	PEDIG - NANTI - KEGUN	
S	P16	PEPZE - MONTY - GODPA - KEGUN (EGGP PEPZE 1L STAR)	FL 180 BY PEPZE
	N864	AVTIC - OSWEZ - MONTY - GODPA - KEGUN	
W	L975/UL975	LYNAS - WAL - KEGUN	FL 240 by NATKO FL 130 by ROLEX
	Q36	ABGEP - ALAVA - MALUD - WAL - KEGUN	FL 130 by ALAVA
	Q37	BAVUD - DONAX - MALUD - WAL - KEGUN	FL 130 by DONAX
NW	L10	IOM - WAL - KEGUN	FL 230 by KELLY
	Q38	MAKUX - SOSIM - PENIL - WAL - KEGUN	FL 230 by SOSIM
N	L612	CROFT - WAL - KEGUN	FL 200 10 NM before LAKEY
NE	POL	POL - WAL - KEGUN	
E	L975	DESIG - WAL - KEGUN	FL 290 by VEGUS FL 170 by UPTON

Note: For planning purposes only, pilots within the ATS Route Structure should plan for possible descent to the levels indicated. Holding at KEGUN as published in AD 2-EGGP-7. **Actual descent clearance will be as directed by ATC.**

- i. **Holding**
- ii. **Loss of Communications**

1. Follow the appropriate loss of communications procedures detailed at ENR 1.1.3 to KEGUN. Descend at KEGUN to leave controlled airspace and proceed to NDB(L) HAW and carry out an appropriate instrument approach procedure in accordance with the standard loss of communications procedures.

- b) Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace. See ENR 1.5.
- c) Circuit directions variable. Circuit heights: Fixed-wing piston 1000 FT QFE, Jet 1500 FT QFE, Helicopters 800 FT QFE.

- d) Standard Terminal Arrival Routes (STAR) refer to AD 2-EGGP-7.
- e) Pilots are to advise POB on first contact with ATC.

2 PROCEDURES FOR AIRCRAFT DEPARTING HAWARDEN TO JOIN THE AIRWAYS SYSTEM

All Airways departures will be issued with a standard outbound clearance referred as a REXAM 5 or WAL 4 departure as follows:

- a) REXAM 5 Runway 22 — join controlled airspace on track REXAM climbing to 5000 FT ALT. If no contact with Scottish Control by REXAM, take up a right hand orbit at REXAM and re-contact Hawarden on previous frequency;
- b) REXAM 5 Runway 04 — after departure, immediate right turn remaining outside the Manchester CTA, join controlled airspace on track REXAM climbing to 4000 FT ALT, on crossing the WAL 167R, climb to 5000 FT. If no contact with Scottish Control by REXAM, take up a right hand orbit at REXAM and re-contact Hawarden on previous frequency;
- c) WAL 4 Runway 04: Turn immediately left on track WAL, climb to altitude 4000 FT. If no contact with Scottish Control, take up a right hand orbit at WAL and re-contact previous ATC agency;
- d) WAL 4 Runway 22: Turn immediately right on track WAL, climb to altitude 4000 FT. If no contact with Scottish Control, take up a right hand orbit at WAL and re-contact previous ATC agency.

Note 1: The transition altitude for this procedure is 5000 FT due to the proximity of the Manchester TMA. Aircrew should ensure that autopilots and FMC's are set accordingly.

Note 2: Scottish Control Frequency 128.055 MHz.

3 RADIO MANDATORY ZONE (RMZ)

For flight within the RMZ aircraft commanders must comply with one of the following:

- a) Establish satisfactory two-way RTF communication with and pass pertinent flight details to Hawarden Radar (120.055 MHz) prior to entering the RMZ. Maintain two-way communication with Hawarden Radar whilst operating inside the RMZ, unless otherwise instructed.
- b) Display the Hawarden Frequency Monitoring Code (FMC) (*4607) with Mode C as detailed below and in ENR 1.6 paragraph 2.6, UK SSR Code Allocation Plan, and monitor Hawarden Radar (120.055 MHz) prior to entering and whilst inside the RMZ. Pilots must maintain a listening watch and establish two-way RTF communication, if directed, whilst operating inside the RMZ.

Selection of the FMC does not imply receipt of an ATC service and pilots remain responsible for navigation, separation, terrain clearance, and are expected to remain outside of Controlled Airspace at all times.

When a pilot leaves the RMZ they should deselect the FMC.

- c) Non-radio aircraft should contact Hawarden ATC by telephone (01244-522012), SMS text (07786-208291) or email (atcopshawarden@airbus.com) prior to commencing any planned flight that will enter or cross the RMZ, supplying aircraft registration, type, estimates and points of entry/exit, planned altitudes and duration/activity in the RMZ (if applicable). On receipt of this information an acknowledgement will be issued by ATC Hawarden.
- d) Conduct flight in accordance with valid Letter of Agreement with Hawarden ATC.

4 FREQUENCY MONITORING CODE (FMC)

- a) Pilots operating in the vicinity of, but intending to remain outside the Hawarden RMZ within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Hawarden Radar frequency, 120.055 MHz, are encouraged to select SSR code 4607.

531714N 0031104W – 531427N 0030140W -
530626N 0024349W – 530314N 0024935W -
525503N 0030414W – 525508N 0030932W -
530209N 0031953W – 531020N 0032115W -
531525N 0031346W – 531714N 0031104W.

- b) Selection of 4607 does not imply the receipt of an ATC service. Aircraft 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 Hawarden RMZ at all times.
- c) Whilst squawking 4607, pilots should be aware that Hawarden Radar may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
- d) When a pilot ceases to maintain a listening watch, code 4607 shall be deselected.

5 VISUAL REFERENCE POINTS (VRP)

- a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

EGNR AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGNR AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO

AD 2.EGNR-2-1

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2.EGNR-5-1

INSTRUMENT APPROACH CHART OFFSET ILS/DME/NDB(L) RWY 04 (CAT A,B,C) - ICAO

AD 2.EGNR-8-1

INSTRUMENT APPROACH CHART OFFSET LOC/DME/NDB(L) RWY 04 (CAT A,B,C) - ICAO

AD 2.EGNR-8-2

INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 04 (CAT A,B,C) - ICAO

AD 2.EGNR-8-3

INSTRUMENT APPROACH CHART NDB(L)/DME RWY 04 (CAT A,B,C) - ICAO

AD 2.EGNR-8-4

INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 22 (CAT A,B,C) - ICAO

AD 2.EGNR-8-5

INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 22 (CAT A,B,C) - ICAO

AD 2.EGNR-8-6

INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 22 (CAT A,B,C) - ICAO

AD 2.EGNR-8-7

INSTRUMENT APPROACH CHART NDB(L)/DME RWY 22 (CAT A,B,C) - ICAO

AD 2.EGNR-8-8

EGNR AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

HAWARDEN
EGNR

AD ELEV 45FT

ARP 531041N 0025840W

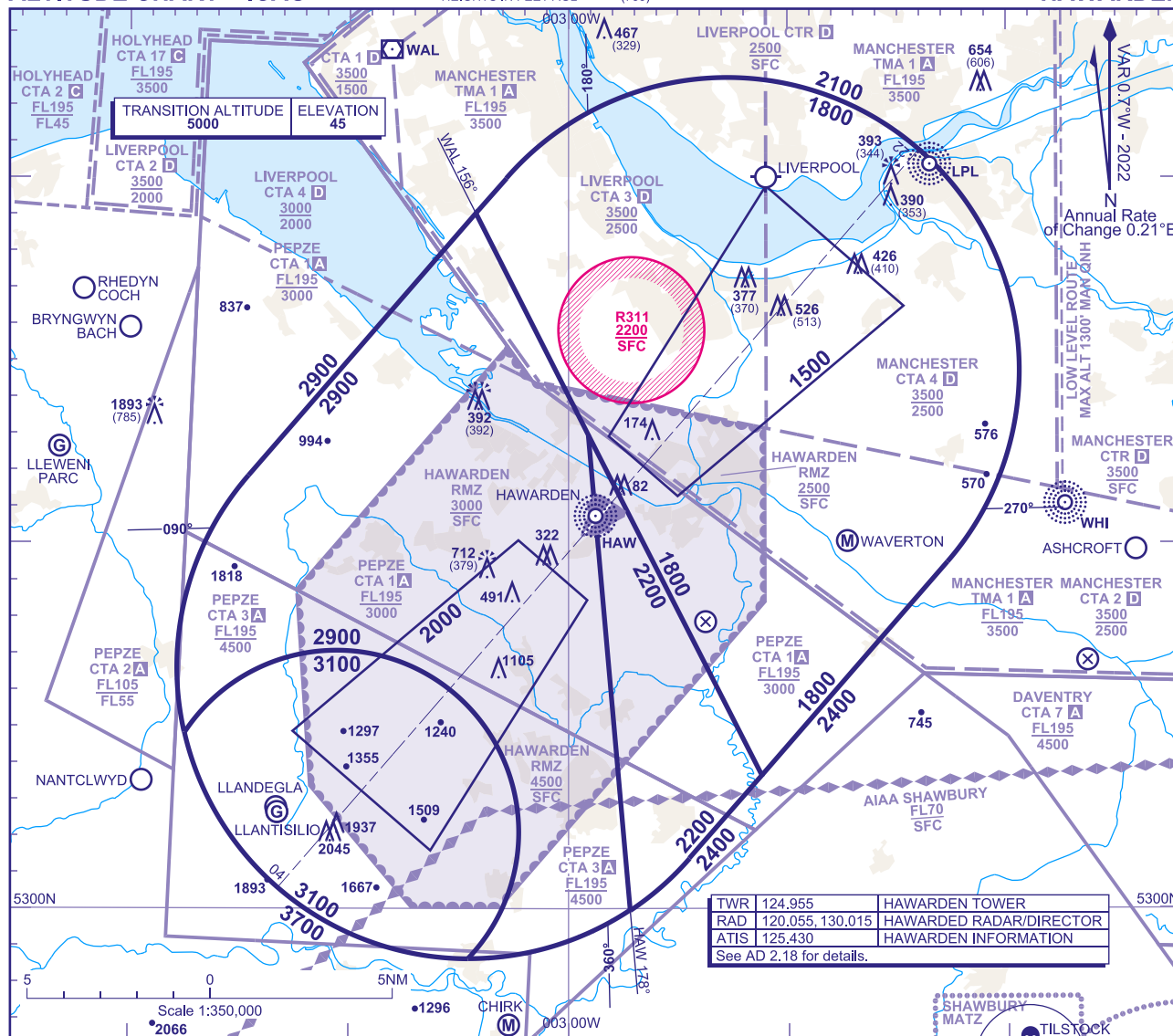
AERODROME
CHART - ICAO



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ATC SURVEILLANCE MINIMUM
ALTITUDE CHART - ICAOBEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1893
HEIGHTS IN FEET AGL (785)

HAWARDEN



MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

- 1800 in the sector defined by the lateral limits: 531902N 0030414W - 531959N 0030250W thence clockwise by an arc of a circle radius 8NM centred on 531445N 0025246W to 530929N 0024245W - 530339N 0025113W - 531258N 0025906W - 531902N 0030414W.
- 2200 in the sector defined by the lateral limits: 531258N 0025906W - 530339N 0025113W - 530123N 0025431W thence clockwise by an arc of a circle radius 8NM centred on 530637N 0030432W to 525957N 0025712W - 531258N 0025906W.
- 2900 in the sector defined by the lateral limits: 531151N 0031435W - 531902N 0030414W - 531258N 0025906W - 525957N 0025712W thence clockwise by an arc of a circle radius 8NM centred on 530637N 0030432W to 525838N 0030434W thence anti-clockwise by an arc of a circle radius 5NM centred on 530205N 0031032W to 530450N 0031728W thence clockwise by an arc of a circle radius 8NM centred on 530637N 0030432W to 531151N 0031435W.
- 3100 in the sector defined by the lateral limits: 530450N 0031728W thence clockwise by an arc of a circle radius 5NM centred on 530205N 0031032W to 525838N 0030434W thence clockwise by an arc of a circle radius 8NM centred on 530637N 0030432W to 530450N 0031728W.

OUTSIDE THE DESIGNATED APPROACH SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or 1000 above any fixed obstacles:

- within 5NM of the aircraft*, and
 - within the sector 15NM ahead of and within 20° either side of the aircraft's track*.
- *When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

LOSS OF COMMUNICATION PROCEDURES

Initial Approach

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at 2500, or last assigned level if higher to NDB(L) HAW†.

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to NDB(L) HAW†.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.

GENERAL INFORMATION

- Levels shown are based on QNH.
- Only significant obstacles and dominant spot heights are shown.
- The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
- Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
- Controlled airspace with a base in excess of 5000 or FL55, as appropriate, is not shown.
- This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of an approach surveillance service.
- When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA 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.

CHANGE (3/23): MAG VAR. ANNUAL RATE OF CHANGE. AIRSPACE UPDATED.

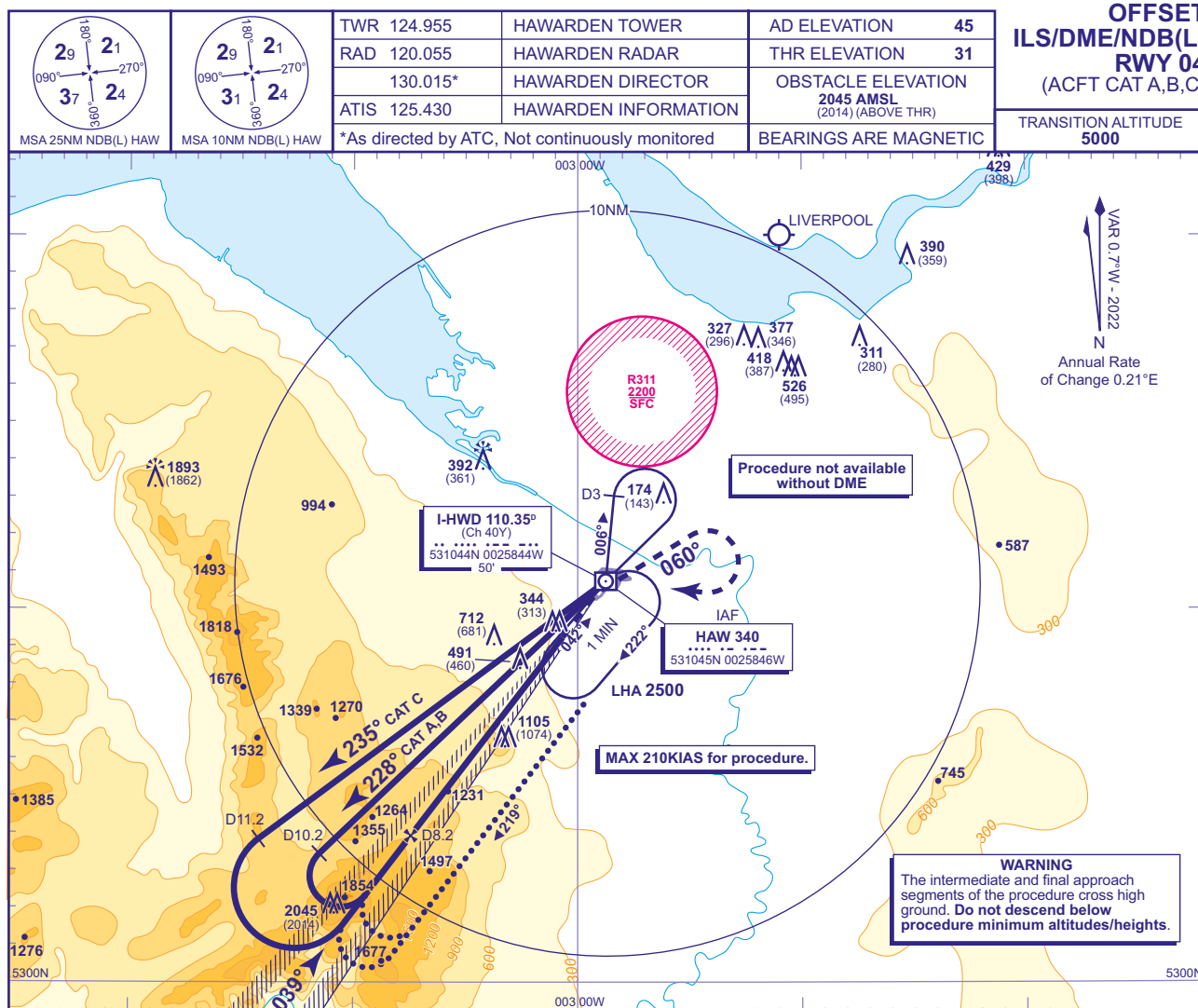
AERO INFO DATE 09 JAN 23

AD 2-EGNR-5-1

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INSTRUMENT APPROACH CHART - ICAO

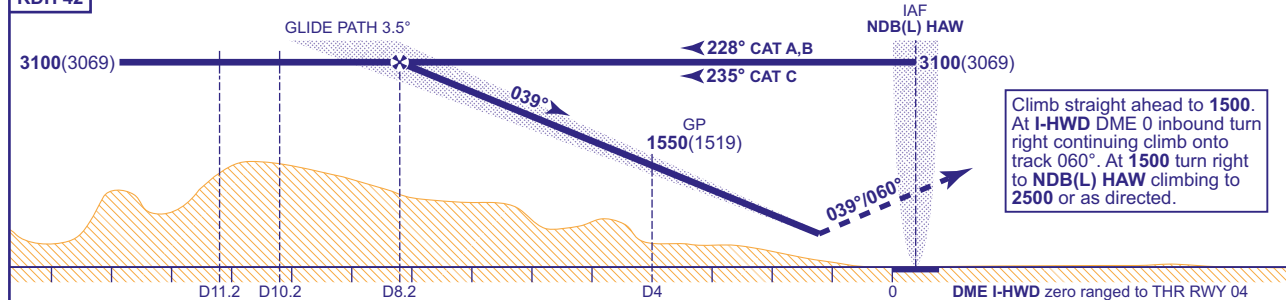
**HAWARDEN
OFFSET
ILS/DME/NDB(L)
RWY 04**
(ACFT CAT A,B,C)



RECOMMENDED PROFILE GLIDE PATH 3.5°, 370FT/NM

DME I-HWD	8	7	6	5	4	3	2
ALT(HGT)	3030(2999)	2660(2629)	2290(2259)	1920(1889)	1550(1519)	1180(1149)	810(779)

RDH 42



Aircraft Category	A	B	C	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	UNCAT	530(499)	530(499)	530(499)	FT/MIN	980	860	740	620	490
VM(C)OCA (OCH AAL)	Total Area	800(755)	900(855)							
	East of RWY 04/22	700(655)	800(755)	1500(1455)						

ALTERNATIVE PROCEDURE

Overhead NDB(L) HAW at 3100(3069) turn right from the outbound leg of the hold turn left onto track 219°. At I-HWD DME 10.2 (CAT A,B) or I-HWD DME 11.2 (CAT C) commence right turn to establish on the localizer then continue as for basic procedure. Remain within I-HWD DME 15.

- NOTE 1** LOC is offset 2.6° right of RWY 04 C/L and intercepts the RWY C/L 1NM from the THR.
2 Reversal baseturn from NDB(L) HAW outbound on QDR 006° to I-HWD DME 3 (1 MIN).

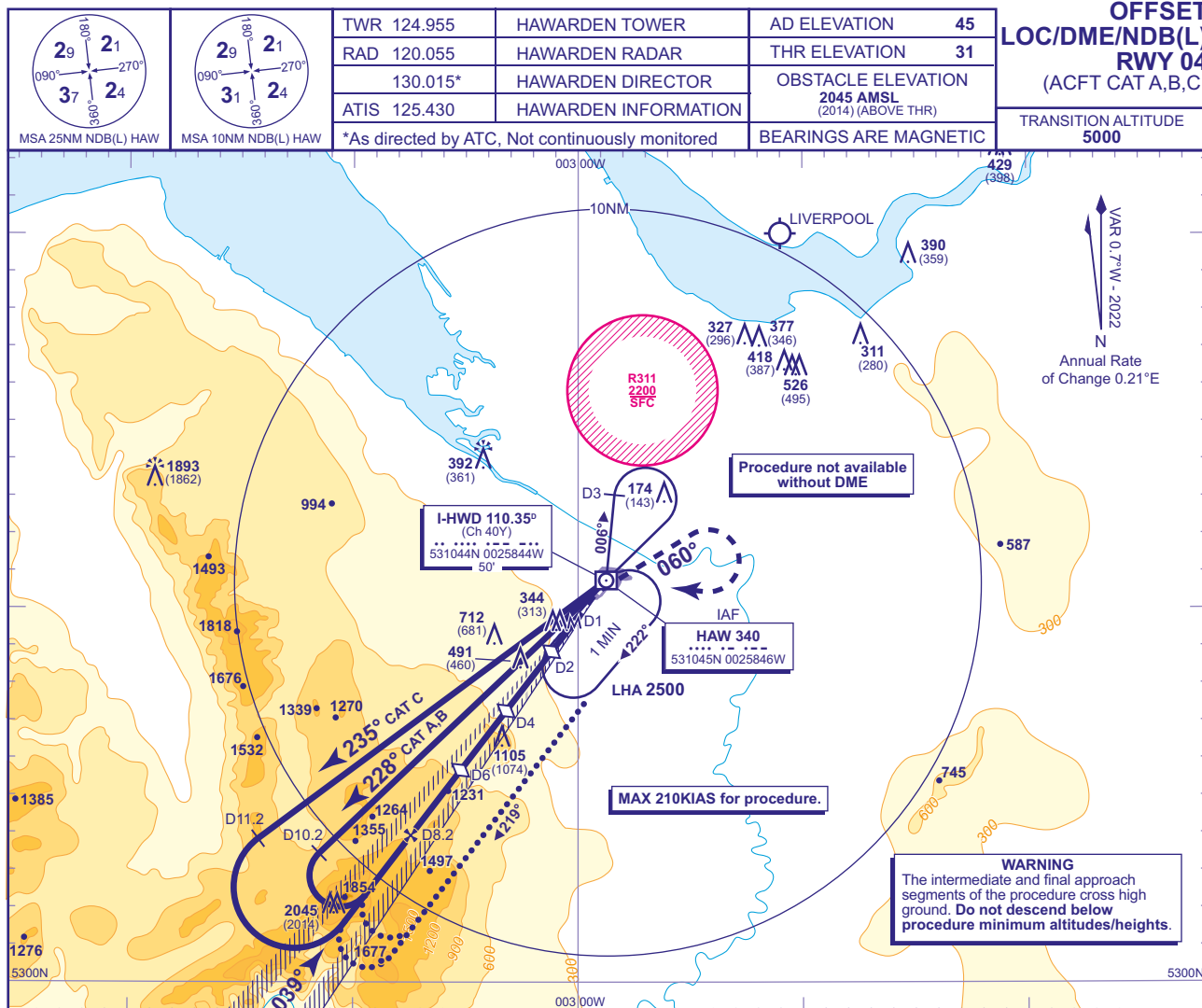
CHANGE (9/22): MAG VAR. MAG TRACKS. DME ELEVATION.

AERO INFO DATE 22 JUN 22

AD 2-EGNR-8-1

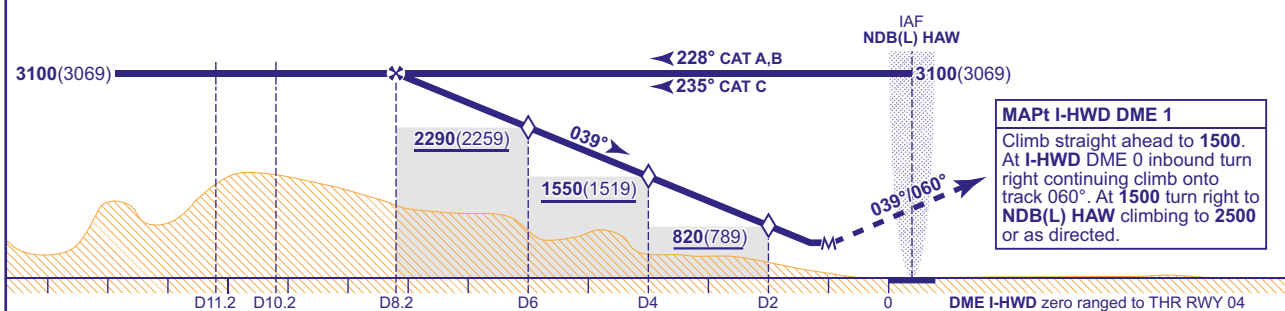
INSTRUMENT APPROACH CHART - ICAO

HAWARDEN
OFFSET
LOC/DME/NDB(L)
RWY 04
(ACFT CAT A,B,C)



RECOMMENDED PROFILE Gradient 6.1%, 370FT/NM

DME I-HWD	8	7	6 (SDF)	5	4 (SDF)	3	2 (SDF)
ALT(HGT)	3030(2999)	2660(2629)	2290(2259)	1920(1889)	1550(1519)	1190(1159)	820(789)



MAPt I-HWD DME 1
Climb straight ahead to 1500.
At I-HWD DME 0 inbound turn
right continuing climb onto
track 060°. At 1500 turn right to
NDB(L) HAW climbing to 2500
or as directed.

Aircraft Category	A	B	C	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	570(539)	570(539)	570(539)	FT/MIN	980	860	740	610	490
VM(C)OCA (OCH AAL)	Total Area	800(755)	900(855)							
	East of RWY 04/22	700(655)	800(755)	1500(1455)						

ALTERNATIVE PROCEDURE

Overhead NDB(L) HAW at 3100(3069) turn right and continue the outbound leg of the hold then turn left onto track 219°. At I-HWD DME 10.2 (CAT A,B) or I-HWD DME 11.2 (CAT C) commence right turn to establish on the localizer then continue as for basic procedure. Remain within I-HWD DME 15.

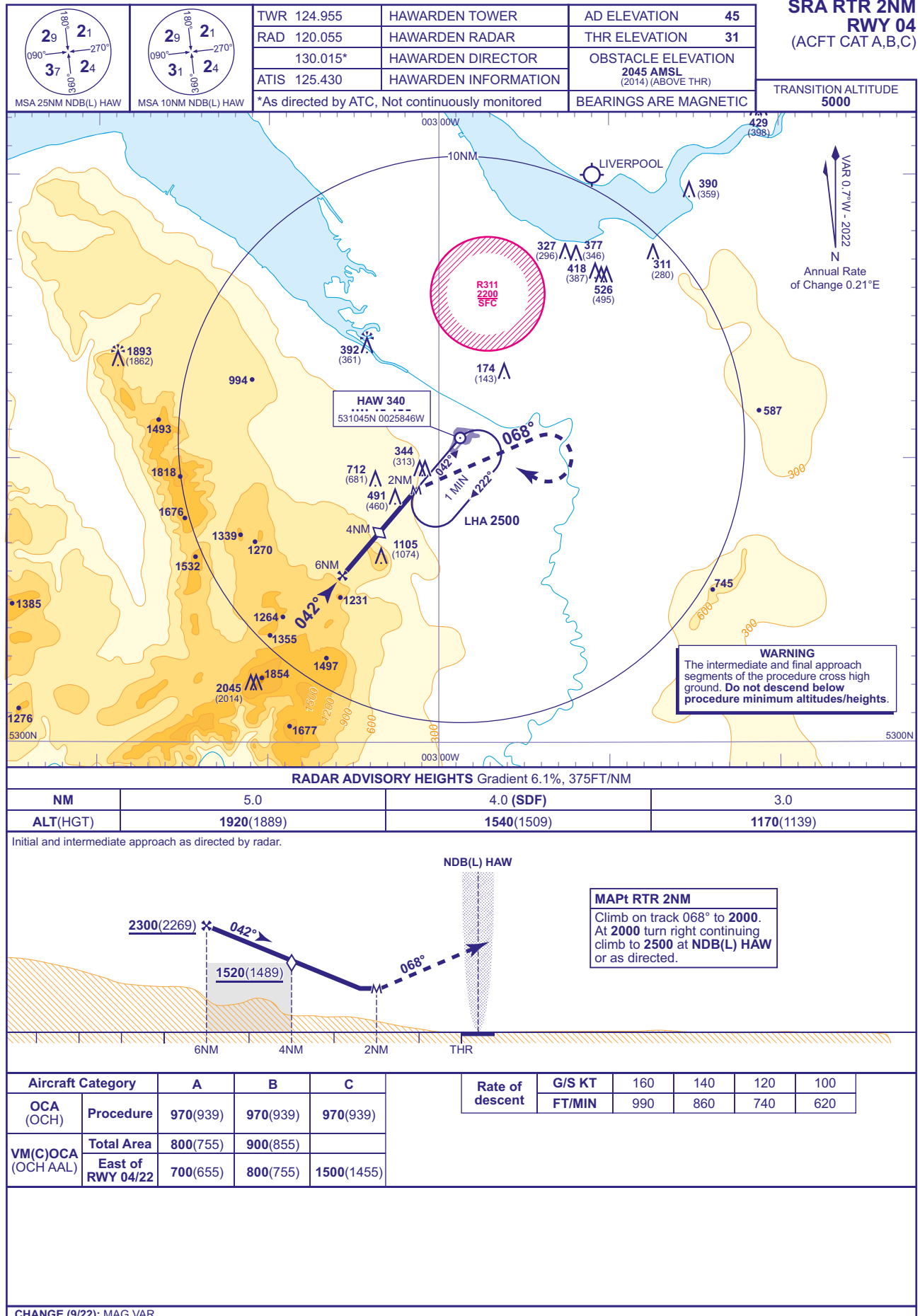
- NOTE 1** LOC is offset 2.6° right of RWY 04 C/L and intercepts the RWY C/L 1NM from the THR.
NOTE 2 Reversal baseturn from NDB(L) HAW outbound on QDR 006° to I-HWD DME 3 (1 MIN).

CHANGE (9/22): MAG VAR. MAG TRACKS. DME ELEVATION.

AERO INFO DATE 22 JUN 22

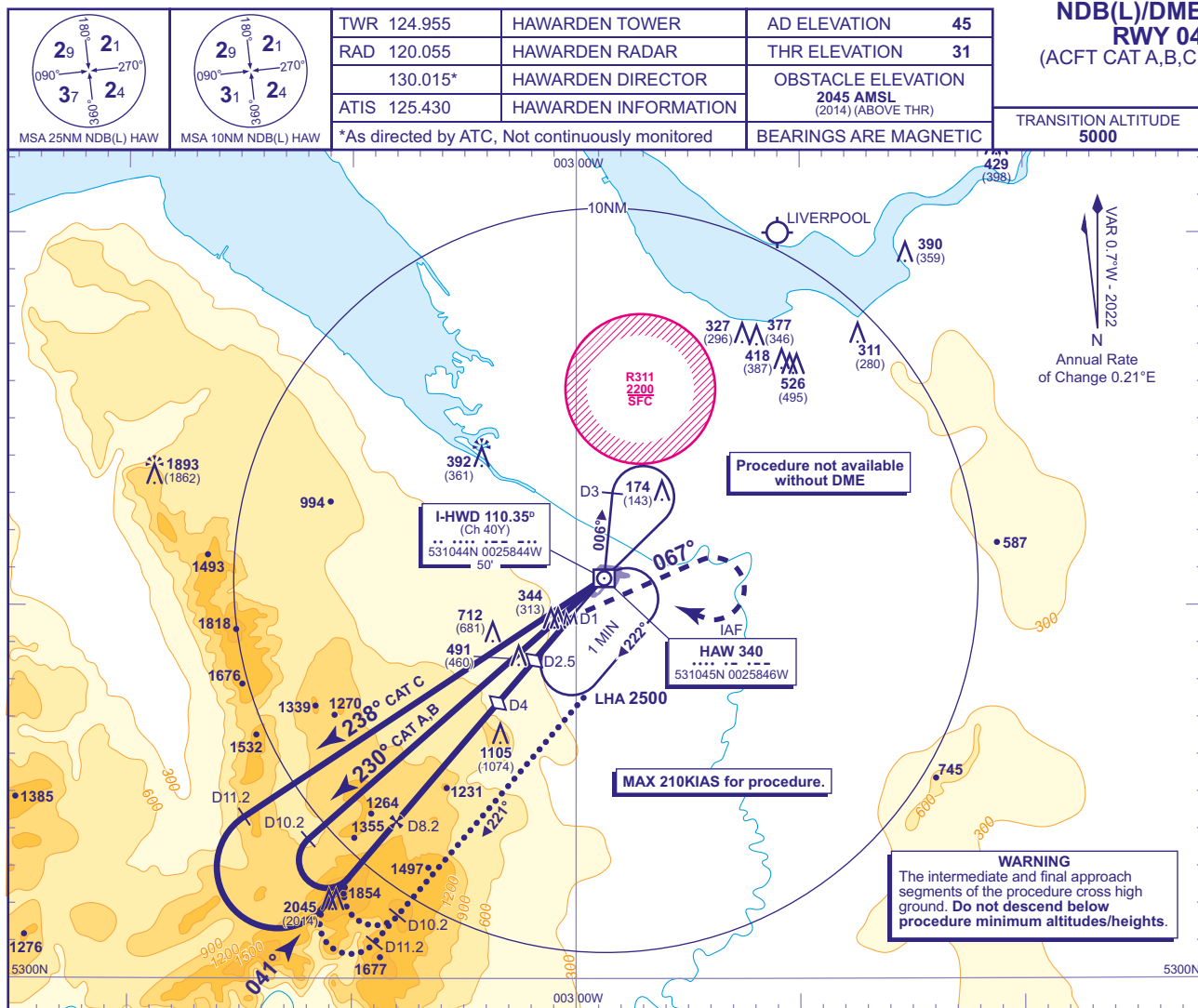
AD 2-EGNR-8-2

INSTRUMENT APPROACH CHART - ICAO

HAWARDEN
SRA RTR 2NM
RWY 04
(ACFT CAT A,B,C)

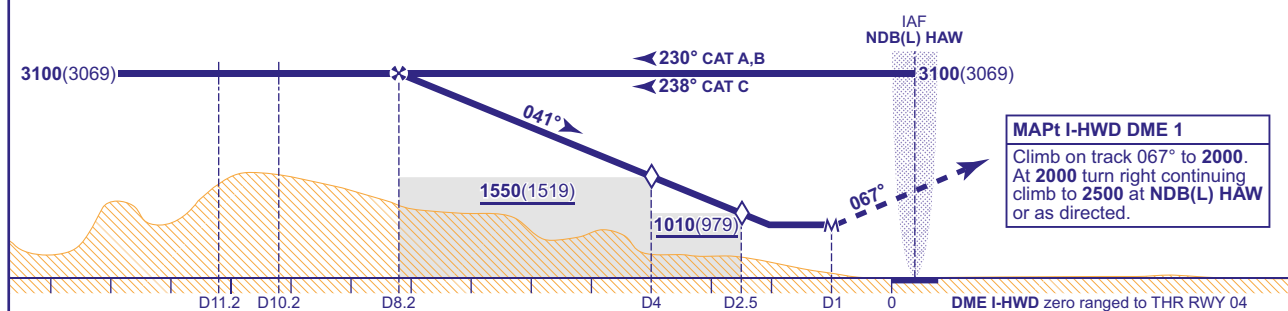
INSTRUMENT APPROACH CHART - ICAO

HAWARDEN
NDB(L)/DME
RWY 04
(ACFT CAT A,B,C)



RECOMMENDED PROFILE Gradient 6.1%, 370FT/NM

DME I-HWD	8	7	6	5	4 (SDF)	3	2.5 (SDF)
ALT(HGT)	3030(2999)	2660(2629)	2290(2259)	1920(1889)	1550(1519)	1180(1149)	1010(979)



Aircraft Category	A	B	C	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	830(799)	830(799)	830(799)	FT/MIN	980	860	740	610	490
VM(C)OCA (OCH AAL)	Total Area	800(755)	900(855)							
	East of RWY 04/22	700(655)	800(755)	1500(1455)						

ALTERNATIVE PROCEDURE

Overhead NDB(L) HAW at 3100(3069) turn right and continue outbound on track 221°. At I-HWD DME 10.2 (CAT A,B) or I-HWD DME 11.2 (CAT C) commence right turn to establish on the extended FAT. When established continue as for basic procedure. Remain within I-HWD DME 15.

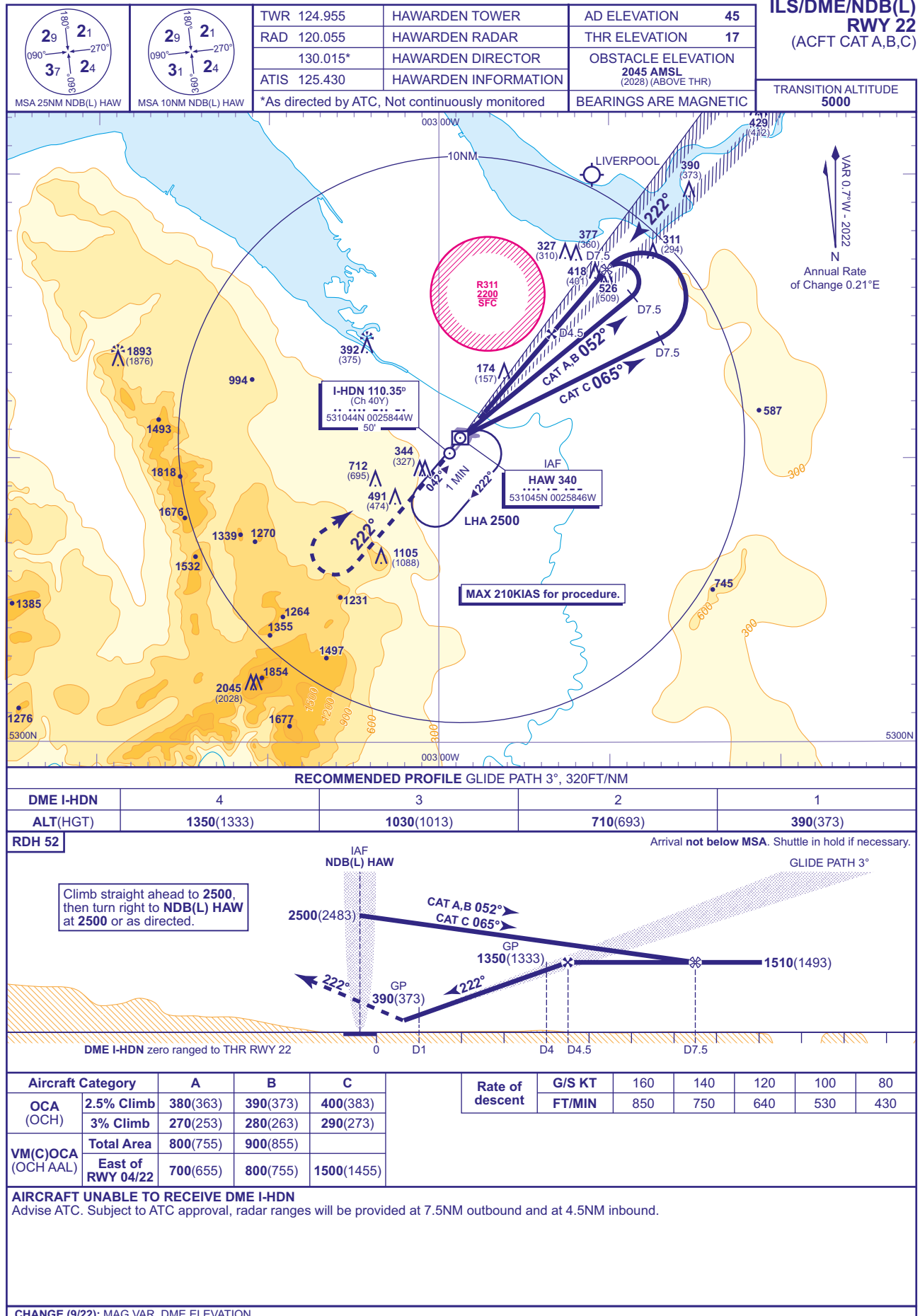
NOTE Reversal baseturn from NDB(L) HAW outbound on QDR 006° to I-HWD DME 3 (1 MIN).

CHANGE (9/22): MAG VAR. MAG TRACKS. DME ELEVATION.

AERO INFO DATE 22 JUN 22

AD 2-EGNR-8-4

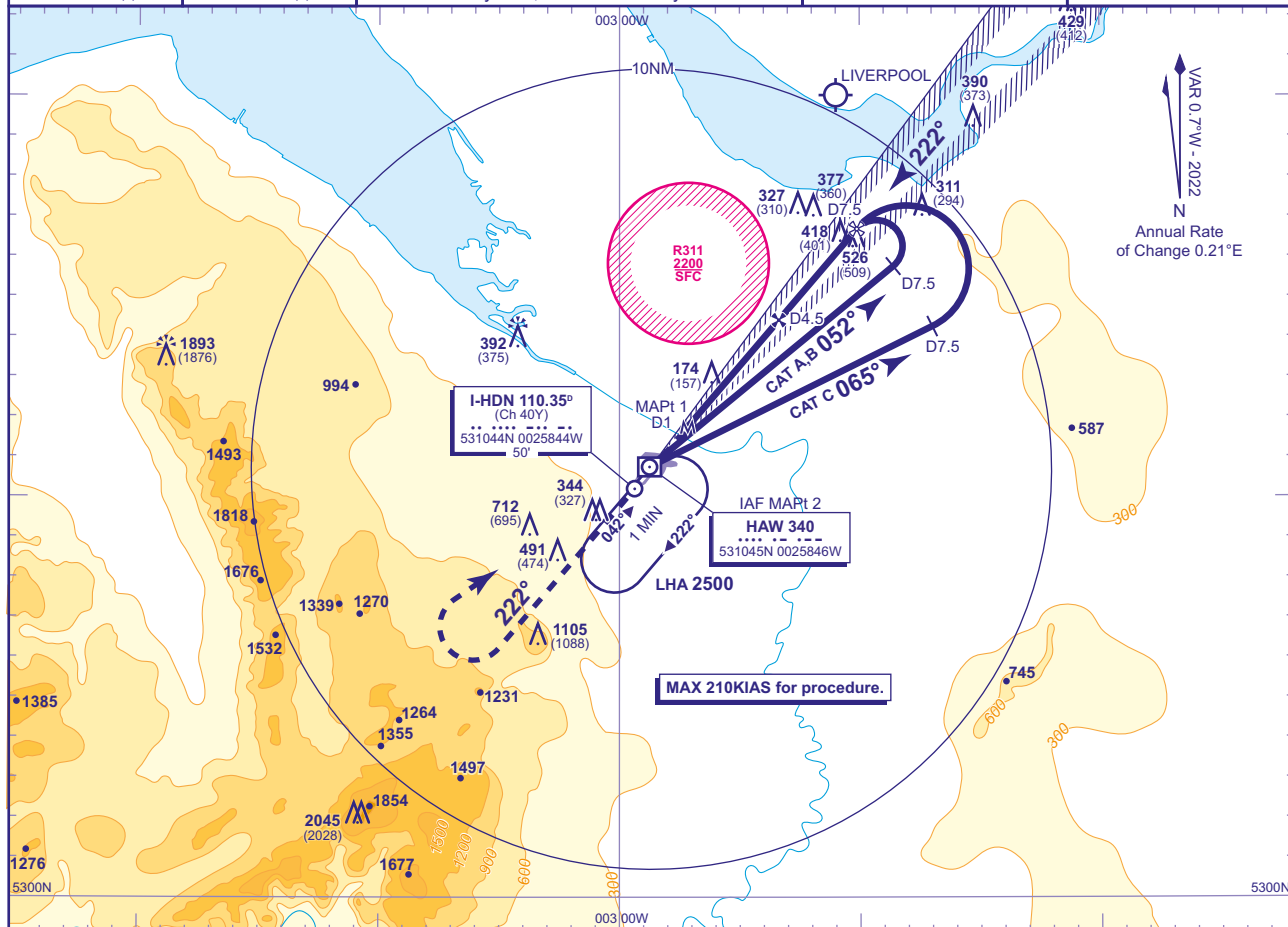
INSTRUMENT APPROACH CHART - ICAO

HAWARDEN
ILS/DME/NDB(L)
RWY 22
(ACFT CAT A,B,C)

INSTRUMENT APPROACH CHART - ICAO

HAWARDEN
LOC/DME/NDB(L)
RWY 22
(ACFT CAT A,B,C)

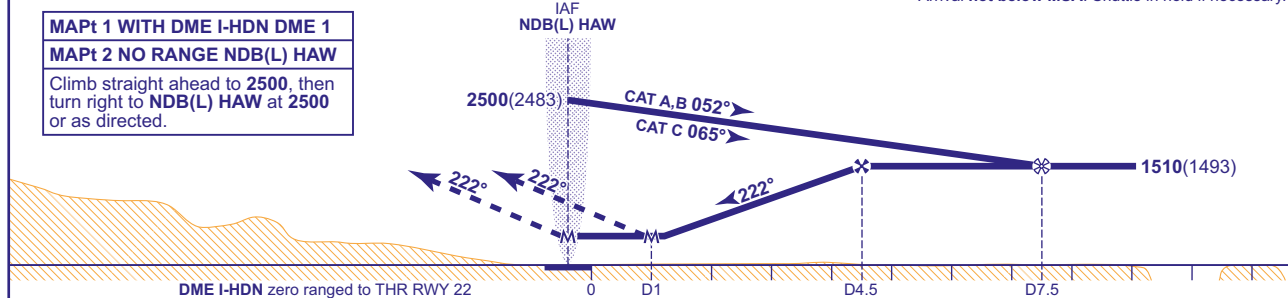
		TWR 124.955	HAWARDEN TOWER	AD ELEVATION	45
		RAD 120.055	HAWARDEN RADAR	THR ELEVATION	17
		130.015*	HAWARDEN DIRECTOR	OBSTACLE ELEVATION	2045 AMSL (2028) (ABOVE THR)
		ATIS 125.430	HAWARDEN INFORMATION	BEARINGS ARE MAGNETIC	
*As directed by ATC, Not continuously monitored				TRANSITION ALTITUDE	5000



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-HDN	4	3	2
ALT(HGT)	1350(1333)	1030(1013)	710(693)

Arrival not below MSA. Shuttle in hold if necessary.



Aircraft Category			A	B	C	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	No DME radar range only	2.5% Climb	680(663)	680(663)	680(663)		FT/MIN	860	750	640	530	430
		3% Climb	560(543)	560(543)	560(543)							
		4% Climb	450(433)	450(433)	450(433)							
	With DME 2.5% Climb		450(433)	450(433)	450(433)							
	No DME or radar range		830(813)	830(813)	830(813)							
VM(C)OCA (OCH AAL)	Total Area		800(755)	900(855)								
	East of RWY 04/22		700(655)	800(755)	1500(1455)							

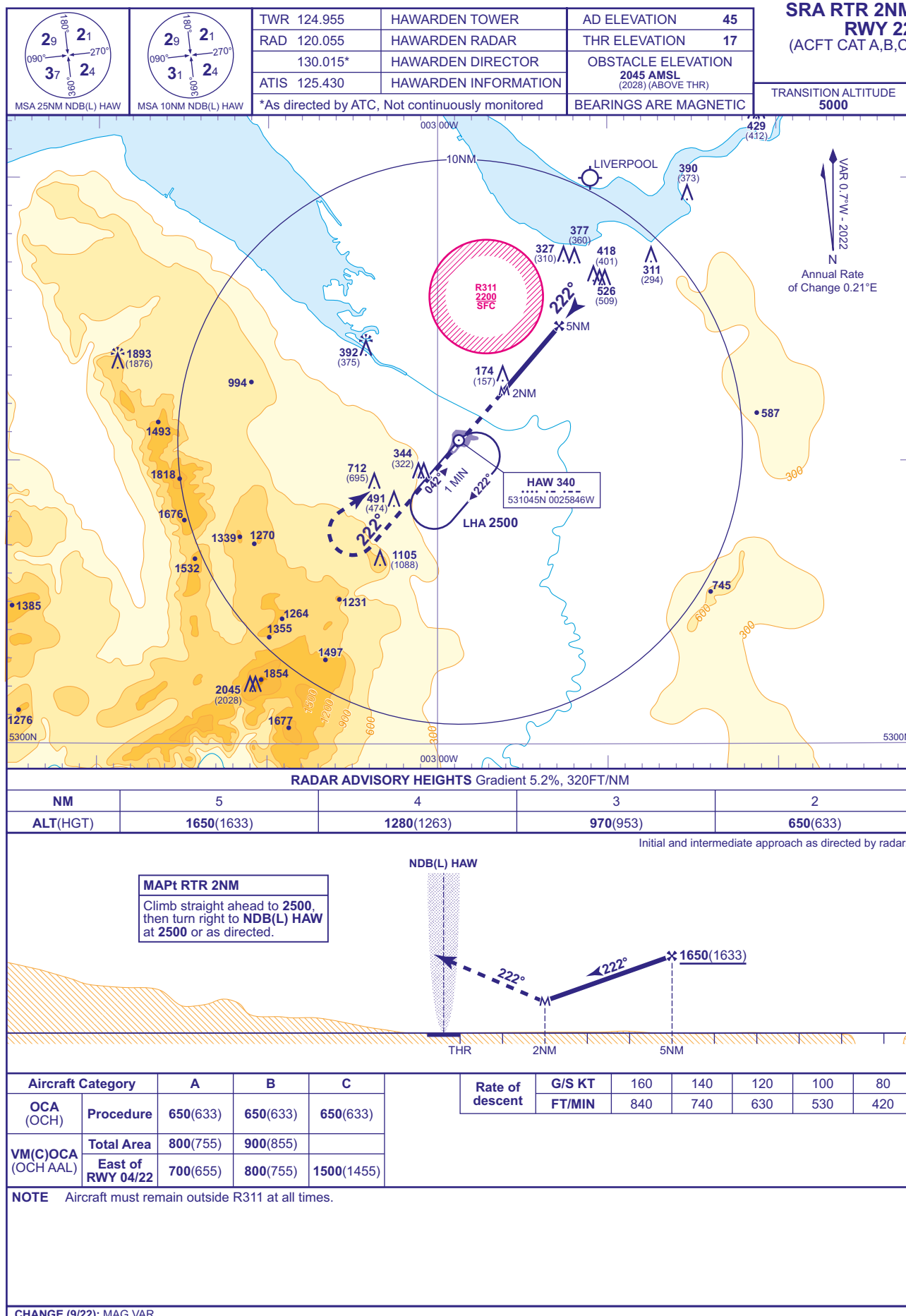
AIRCRAFT UNABLE TO RECEIVE RANGE INFORMATION
CAT A fly outbound for 3 MIN, CAT B 2.5 MIN and CAT C 2 MIN.

CHANGE (9/22): MAG VAR. DME ELEVATION.

AERO INFO DATE 22 JUN 22

AD 2-EGNR-8-6

HAWARDEN
SRA RTR 2NM
RWY 22
(ACFT CAT A,B,C)



INSTRUMENT APPROACH CHART - ICAO

HAWARDEN
NDB(L)/DME
RWY 22
(ACFT CAT A,B,C)

