

22 JAN 26

## EGQL AD 2.1 - LOCATION INDICATOR AND NAME

EGQL - LEUCHARS

## EGQL AD 2.2 - AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP Co-ordinates and site at AD:	N56 22 21-60 W002 52 06-60 Centred on Historical Point.
2	Direction and distance from City:	9nm S of Dundee. 5nm NW of St Andrews.
3	Elevation/Reference Temperature:	38ft / 19°C
4	Magnetic Variation / Annual Change:	0.8°W (SEP 23) / 0.22°E
5	Geoid Undulation at AD Elev Position:	----
6	AD Administration: Address:  Telephone:  Fax: E-mail: Web site:	Air Traffic Control, Leuchars Diversion Airfield, Leuchars, St Andrews, Fife KY16 0JX  Mil: 95151 x 7282 (ATC), 2145 (SSS). Civ: 01334 85 x 7282 (ATC/Ops/Met), 2145. --- --- ---
7	Types of Traffic Permitted (IFR/VFR):	IFR/VFR
8	Remarks:	QNH

## EGQL AD 2.3 - OPERATIONAL HOURS

1	AD:	0900(A) - 1700(A) Mon-Fri. PPR 24hrs.
2	Customs and Immigration:	Nil.
3	Health and Sanitation:	Nil.
4	AIS Briefing Office:	0900(A) - 1700(A) Mon-Sun.
5	ATS Reporting Office (ARO):	0900(A) - 1700(A) Mon-Sun.
6	MET Briefing Office:	Nil.
7	ATS:	0900(A) - 1700(A) ATZ H24.
8	Fuelling:	No bulk fuel available; F34 very limited.
9	Handling:	0900(A)-1700(A) Mon-Fri (subject to available work force). Acft captain responsible for own turn round.
10	Security:	Nil.
11	De-Icing:	Nil.
12	Remarks:	PPR. LARS - 0900(A) - 1700(A) Mon - Fri. Timings subject to change by NOTAM. ESUAS & No. 12AEF operate Mon-Sun. Area 20nm radius of Leuchars Airfield up to 8000ft. Contact 95151 x 6395 (OC) or x6390 (Ops). <a href="#">Callsign Claymore Ops on 130.905.</a>

## EGQL AD 2.4 - HANDLING SERVICES AND FACILITIES

1	Cargo Handling Facilities:	Nil.
2	Fuel/Oil /HydraulicTypes:	100LL, F34.
3	Fuelling Facilities/Capacity:	Open line and pressure Bowers. Hot-Pit Refuelling is permitted for Typhoon aircraft only. Rotors Running Refuels permitted for SAR / Ops. APU Running Refuelling may be available for helicopters with pressure refuelling systems.
4	Oxygen:	Nil.
5	De-Icing Facilities:	Nil.
6	Starting Units:	E12.
7	Hangar space for visiting aircraft:	Nil.
8	Repair facilities for visiting aircraft:	Nil.
9	Remarks:	Nil.

**EGQL AD 2.5 - PASSENGER FACILITIES**

1	Accommodation:	Accommodation available for service personnel only in Service messes. Nil for passengers.
2	Medical Facilities:	Medical Centre.
3	Remarks:	Limited. Nearest railway station in Leuchars village or Dundee.

**EGQL AD 2.6 - RESCUE AND FIRE FIGHTING SERVICES**

1	AD Category for Fire Fighting:	Crash Category ICAO 5.
2	Rescue Equipment:	As required for Crash Category ICAO 5.
3	Capability for removal of disabled aircraft:	Nil.

**EGQL AD 2.7 - SEASONAL AVAILABILITY - CLEARING**

1	Type of Clearing equipment:	Limited Mechanical and clearing only.
2	Remarks:	Braking action assessment by Runway Friction Meter. Latest available information from ATC.

**EGQL AD 2.8 - APRONS, TAXIWAYS AND CHECK LOCATIONS DATA**

1	Apron surfaces:	<b>Apron</b>	<b>Surface</b>	<b>Strength</b>	
		HAS	Concrete	PCN 40 R/C/W/T	
2	Taxiway width, surface and strength:	<b>Taxiway</b>	<b>Width</b>	<b>Surface</b>	<b>Strength</b>
		Alpha taxiway	30m	Blacktop/ Concrete	PCN 35 R/C/W/T
		Bravo 5 to old de-tuner	23m	Blacktop/ Concrete	PCN 35 R/C/W/T
		South HAS site	15m	Blacktop	PCN 35 F/C/W/T
3	Altimeter Check Location and Elevation:	N/A			
4	VOR Checkpoints: INS Checkpoints:	Nil. Nil.			
5	Remarks:	Restricted wing tip clearance on Bravo, Charlie, and Delta taxiways including Southern HAS.			

**EGQL AD 2.9 - SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM MARKINGS**

1	Use of aircraft stand ID signs: Taxiway guide lines & visual docking/parking guidance system of aircraft stands:	Nil. Nil.
2	Runway & taxiway markings & lighting:	<b>Runway:</b> Standard markings. White Airfield Retro-Reflector Marker System (ARMS) on Runway edge. <b>Taxiway:</b> Standard markings. Blue Airfield Retro-Reflector Marker System (ARMS) on Taxiways and manoeuvring areas.
3	Stop Bars and runway guard lights:	Yes. Standard.
4	Other runway protection measures:	Nil.
5	Remarks:	ASP Stadium lights. Undercarriage inspection lights south of Alpha taxiway adjacent to Tower.

**EGQL AD 2.10 - AERODROME OBSTACLES**

Please refer to the "Measured Height Survey" data on the UK Mil AIP website [www.aidu.mod.uk/aip](http://www.aidu.mod.uk/aip).

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EGQL AD 2.11 - METEOROLOGICAL INFORMATION		
1	Associated MET Office:	RAF Lossiemouth.
2	Hours of service: MET Office outside hours:	H24. -----
3	Office responsible for TAF information: Periods of validity:	RAF Lossiemouth. 18 hours.
4	Type of landing forecast: Interval of issuance:	TREND. Hourly.
5	Briefing/consultation provided:	Self-briefing / telephone.
6	Flight documentation: Language(s) used:	Charts / TAFs / METARs. Abbreviated plain language text.
7	Charts and other information available for briefing or consultation:	Actual / Forecast surface analyses and upper wind charts, rainfall radar, tephigrams, satellite imagery, thunderstorm location.
8	Supplementary equipment available for providing information:	PC Data display - ODS / NIMBUS, MOMIDS.
9	ATS units provided with information:	Nil.
10	Additional information (limitation of services etc):	Nil.
11	Remarks:	Observational actual available from ATC on request.

EGQL AD 2.12 - RUNWAY PHYSICAL CHARACTERISTICS					
Designations Runway Number	True bearing	Dimensions of Runway (m)	Strength (PCN) and surface of Runway and stopway	Threshold co-ordinates	Threshold elevation highest elevation of TDZ of precision APP Rwy
1	2	3	4	5	6
08	081.76°	2586 x 45	PCN 60 F/C/W/T Blacktop/Concrete	N56 22 24-24 W002 52 38-41	31-89ft TDZE 31-89ft
26	261.79°	2586 x 45	PCN 60 F/C/W/T Blacktop/Concrete	N56 22 34-96 W002 50 24-81	21-59ft TDZE 21-59ft
Desig & Slope of Rwy/Swy	Stopway Dimensions (m)	Clearway Dimensions (m)	Strip Dimensions (m)	OFZ	
7	8	9	10	11	
08 - 0-12%D	182 x 46	237 x 150	2929 x 280	-	
26 - 0-12%U	42 x 46	42 x 150	2929 x 280	-	
12	Arresting Systems				
Rwy 08	RHAG B (400ft)			RHAG B (1300ft)	Rwy 26
13	Remarks	Arresting Systems: Caution: Pilots intending to make an approach-end engagement Rwy 08 should note that PAPIs / Touchdown point coincides with RHAG cable due to 882ft/269m displaced threshold. Due to the reduced distance between the displaced threshold and the approach end RHAG, a VFR aiming point has been positioned in the sterile area west of the threshold. This is a solid horizontal white line located 750ft west of the approach end RHAG. See Leuchars DAM Chapter 3 Paragraph 3.5.11 for further guidance.			

EGQL AD 2.13 - DECLARED DISTANCES					
Runway	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
08	2586	2823	2768	2317	D THR, inset by 269m. TORA = CL stop light to Thr 26. TODA = CL stop light to Bushes. LDA = Thr 08 to Thr 26. ASDA = CL stop light to End of runoff.
26	2586	2628	2628	2586	TORA = Thr 26 to CL stop light. TODA = Thr 26 to Old arrester. LDA = Thr 26 to CL stop light. ASDA = Thr 26 to Old arrester.

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## EGQL AD 2.14 - APPROACH AND RUNWAY LIGHTING

Runway	Approach lighting Type Length Intensity	Threshold lighting Colour Wingbars	PAPI VASIS Angle Distance from Thr (MEHT)	TDZ lighting Length	Runway Centreline lighting Length Spacing Colour Intensity	Runway edge lighting Length Spacing Colour Intensity	Runway End lighting Colour Wingbars	Stopway lighting Length(m) Colour
1	2	3	4	5	6	7	8	9
08	CL2B 1,500ft/457m HI	Green Uni HI	PAPI 3-5° 152m (27ft)	---	---	Elevated but flush at ORP, intersection and RHAG run out points White HI Uni, 30m White LI Omni, 90m	Red Uni HI	---
26	CL5B 2,979ft/908m HI	Green Uni HI	PAPI 3° 305m (46ft)	---	---	Elevated but flush at ORP, intersection and RHAG run out points White HI Uni, 30m White LI Omni, 90m	Red Uni HI	---
10	Remarks:	Nil.						

## EGQL AD 2.15 - OTHER LIGHTING, SECONDARY POWER SUPPLY

1	A Bn/I Bn location, characteristics and hours of operation:	I Bn: N56 22 19-20 W002 51 39-60 "LU" • - • • • - Red. Night only.
2	Anemometer location and lighting:	N56 22 30-64 W002 51 49-54. Mid-point Northside of Rwy 08/26. Red Obstruction light.
3	Taxiway edge and centreline lighting:	Green centreline lighting on Alpha taxiway from Rwy 26 threshold to Rwy 08 threshold. All other taxiways have Blue edge lighting.
4	Secondary power supply: Switch-over time:	Yes. Max 10 seconds.
5	Remarks:	Nil.

## EGQL AD 2.16 - HELICOPTER LANDING AREA

1	Location:	None designated - directions will be given by ATC.
2	Elevation:	N/A
3	Lighting:	Nil.
4	Remarks:	Movements only normally accepted Mon-Fri 0900-1700.

## EGQL AD 2.17 - ATS AIRSPACE

Leuchars MATZ. <a href="https://nats-uk.ead-it.com/cms-nats/opencms/en/Publications/AIP/">Please refer to the Civ AIP, ENR 2.2, Para 2.4. https://nats-uk.ead-it.com/cms-nats/opencms/en/Publications/AIP/</a>	
Leuchars ATZ. <a href="https://nats-uk.ead-it.com/cms-nats/opencms/en/Publications/AIP/">Please refer to the Civ AIP, ENR 2.2. https://nats-uk.ead-it.com/cms-nats/opencms/en/Publications/AIP/</a>	

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EGQL AD 2.18 - ATS COMMUNICATION FACILITIES					
Service Designation	Callsign	Frequency MHz	Hours of Operation		Remarks
			Winter	Summer	
1	2	3	4		5
APP	Leuchars Approach	278-7000(ICF) 292-3500 126-505 (ICF) 123-300* 362-300*	HO	HO	* NATO Common Frequency. Available on request only.
ZONE	Leuchars Zone	292-3500 (L) 126-505 (L)(M)	24/7	24/7	* NATO Common Frequency. Available on request only.
TWR	Leuchars Tower	119-230 122-100* 257-800*	24/7	24/7	* NATO Common Frequency. Available on request only.
PAR	Leuchars Talkdown	309-6000 299-7500 123-300*	HO	HO	* NATO Common Frequency. Available on request only.
GND	Leuchars Ground	275-375 122-100*	HO	HO	* NATO Common Frequency. Available on request only.
ATIS	Leuchars Information	368-8500	HO	HO	* NATO Common Frequency. Available on request only.
DIR	Leuchars Director	372-7500 123-300*	HO	HO	* NATO Common Frequency. Available on request only.

EGQL AD 2.19 - RADIO NAVIGATION AND LANDING AIDS							
Type Category (Variation)	Ident	Frequency	Hours of Operation		Antenna Site co-ordinates	Elevation of DME Transmitting antenna	Remarks
			Winter	Summer			
			# and by arrangement				
1	2	3	4		5	6	7
UDF/ VDF		292-350 278-700 372-750 275-375 362-300* 293-825* 126-505 123-300* 122-100*	H24	H24	N56 22 16-78 W002 52 12-38		* NATO Common Frequency. Available on request only.
ILS/DME Rwy 26	<i>I-LU</i>	108-550 Ch 22Y	H24	H24	N56 22 29-82 W002 50 41-07	21-654ft	QFU <b>262°</b> DME reads 0d at Thld
Glidepath		329-750			N56 22 29-70 W002 50 40-99	21-654ft	3° ILS. Ref Datum Height <b>53ft</b>
Localizer		108-550			N56 22 21-57 W002 53 11-61	50-853ft	LOC <b>262°</b>

## Remarks:

Acft captains are to be aware of reduced surveillance-derived traffic information available within 10nm of the Leuchars radar overhead, i.a.w. conventional radar limitations. Similarly, due to terrain masking and known poor radar performance, radar services will be reduced in sector 210°-315° from Leuchars out to 30nm up to an altitude of 3,000ft.

## EGQL AD 2.20 - LOCAL TRAFFIC REGULATIONS

1	<b>Airport regulations</b> None specified.
2	<b>Ground Movement</b> As directed.
3	<b>CAT II/III Operations</b> 'CAT ONE ONLY'. Subject to the appropriate visual references being achieved at DA, the ILS beam structure is suitable for Auto-coupled approaches to the Rwy threshold below minimum CAT ONE DA
4	<b>Warnings</b> a. Rwy 26 wind shear on finals when surface wind 210°-240° / 15kts+. b. Helicopter auto rotation / engine off area South of Rwy 08 threshold grass area. c. Light aircraft join crosswind 900ft. d. CAUTION: Light aircraft go around 'live' side. e. CAUTION: Between 2000ft and 2500ft from the Threshold, Northern side of Rwy 26 there is a significant dip in the runway. f. Increased bird hazard 30min either side of sunset (Sep-Mar).
5	<b>Helicopter Operations</b> a. RADHAZ. Helicopters are not to hover or taxi within the vicinity of the Watchman Radar tower above 20 metres AGL. b. Four gate system operates at Leuchars: North gate at Tayport, West gate at Wormit, Cupar gate at Cupar and South gate at Cameron Reservoir. VFR inbound via a gate entry to and from visual circuit area at or below 600ft. Visiting Helicopters should use Helicopter gates for arrivals & departures. c. Helicopters are not to operate below 600ft AGL within the MATZ unless operationally necessary.
6	<b>Use of Runways</b> a. Rwy 08 Displaced Threshold 900ft (Sterile for landing). b. At night, due to the illumination of the Displaced Threshold, crews are reminded that the Approach RHAG on Rwy 08 is only 400ft from the Displaced Threshold.
7	<b>Training</b> Training is carried out constantly and lights out operations may be used.

## EGQL AD 2.21 - NOISE ABATEMENT PROCEDURES

<p>1. Practice Diversions Accepted Mon-Fri 0900-1700L unless NOTAM'd. Also accepted during additional NOTAM'd hours.</p> <p>2. Weekends and Public Holidays:- All fixed-wing aircraft, except light aircraft, are to land off a straight-in approach.</p> <p>3. Sunday Ops - No light ac visual circuits before 1200L. Pilots are to avoid overflying churches and other built up areas.</p> <p>4. No jet movements before 1200(A) on Sundays without AO's approval.</p> <p>5. The use of reheat is prohibited unless operationally necessary 2100-0630(S) +1(W). Local area noise abatement procedures and regulatory avoids apply as follows (See C1)</p> <p>a. Dundee and St Andrews should be avoided by 2000ft/0.5nm.</p> <p>b. Balmullo Quarry (N56 22.52 W002 56.37) should be avoided by 3000ft/0.5nm when notified by ATC.</p> <p>c. Kinshaldy Stables (N56 24.13 W002 49.87) and Edenside Stables (N56 21.35 W002 52.35) should be avoided by 2000ft/0.25nm. Light Aircraft best effort to avoid direct overflight below 2000ft.</p> <p>d. Best effort to avoid direct overflight below 2000ft of all local towns and villages depicted below (noise sensitive locations).</p> <p>e. St Andrews Links should not be overflown below 2000ft when notified by ATC. At all other times, best effort to avoid direct overflight below 2000ft.</p> <p>6. The Eden Estuary is a Site of Special Scientific Interest (SSSI) and a bird hazard. Overflight is to be minimised as far as possible. In particularly, heavy rotary are not to overfly the Estuary unless essential for recovery. Flight over the estuary is not to be below 500ft unless absolutely necessary.</p> <p>7. Visiting FJ ac and Detachments - FJ ac are not to conduct reheat climbs after 2200(L) or at weekends/public holidays unless essential. When flying at weekends or public holidays, fixed wing ac (except light ac and rotary) are to make a straight in approach to land. Over-flight of built up areas is to be avoided. No PDs will be accepted out of hours or at weekends.</p>
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**EGQL AD 2.22 - FLIGHT PROCEDURES**

1	Procedures for in bound aircraft:	See TAP Charts
2	Departures:	See TAP Charts
3	Radio Communication Failure:	See TAP Charts
4	Missed Approach Procedure:	See TAP Charts
5	Aerodrome Operating Minima:	See TAP Charts
6	Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace.	

**EGQL AD 2.23 - ADDITIONAL INFORMATION**

1. Altimeter Setting. Leuchars uses QNH as the primary datum. QFE visual/instrument approaches may be flown on request.
2. Embargoes - As Per the LEU DAM Annex H.
3. Ground Runs - Max Power: 80% on ASP, 85% inside HAS & 100% at A1.
4. Break Heights - The break height for FJ AS is 1200ft QNH with a maximum speed of 400kts.
5. Low Breaks - Not allowed for Fast Jets. All other AS not below 600ft QNH upon request.
6. Re-Heat - The use of reheat or thrust reverse is prohibited unless operationally necessary after 2200L, weekends and public holidays.
7. Performance Departures - All pilots requesting performance departures and/or unrestricted climbs are to notify ATC on warn-out. Pilots must ensure that performance climbs off RWY 26 do not infringe P600 to the west.
8. Low Level Visual Circuits are not permitted for fast jet and turboprop AS: after 1700L, on RWY 08 at night, if light A/S or Heli are in the Visual Circuit at 800ft QNH or if AS are recovering visually from the North.

**EGQL AD 2.24 - CHARTS RELATING TO THIS AERODROME**

## Terminal Approach Procedure Charts

B1	Special Procedures	AD 2 - EGQL - 1 - 9
C1	Noise Abatement	AD 2 - EGQL - 1 - 10
D1	Aerodrome	AD 2 - EGQL - 1 - 11
E1	Taxi	AD 2 - EGQL - 1 - 12
G1	Rwy 08 MID	AD 2 - EGQL - 1 - 13
G2	Rwy 26 MID	AD 2 - EGQL - 1 - 14
K1	Radar Procedures	AD 2 - EGQL - 1 - 15
K6	SRA Rwy 08	AD 2 - EGQL - 1 - 16
K7	SRA Rwy 26	AD 2 - EGQL - 1 - 17
K8	ATC Surveillance MNM Alt	AD 2 - EGQL - 1 - 18
M1	RDR to ILS/DME Rwy 26	AD 2 - EGQL - 1 - 19

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