

EGXW AD 2.1 - LOCATION INDICATOR AND NAME

EGXW - WADDINGTON

EGXW AD 2.2 - AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP Co-ordinates and site at AD:	53 09 58-18N 000 31 25-82W Centred on mid-point of Rwy 02/20.
2	Direction and distance from City:	4nm South of Lincoln.
3	Elevation/Reference Temperature:	230ft/21° C.
4	Magnetic Variation / Annual Change:	0°19'W (DEC 19) / - 0°12' E.
5	Geoid Undulation at AD Elev Position:	----
6	AD Administration: Address: Telephone: Fax: E-mail: Web site:	Royal Air Force Waddington Lincoln LN5 9NB. Mil: 95771 7301 / 6532 (Ops). Civ: (01522) 727301 / 726532. Mil: 95771 6786 (Ops). Wad-StationOps@mod.gov.uk wadops@outlook.com www.raf.mod.uk/rafwaddington/
7	Types of Traffic Permitted (IFR/VFR):	IFR/VFR
8	Remarks:	Nil

EGXW AD 2.3 - OPERATIONAL HOURS

1	AD:	0800 - 1800 Mon - Fri. Operating hours may vary due to operational demand. Operations outside of normal published hours by request and subject to resource constraints.
2	Customs and Immigration:	H24. Provided by UK Border Force Immingham - 48 Hours notice required through PPR.
3	Health and Sanitation:	H24.
4	AIS Briefing Office:	H24.
5	ATS Reporting Office (ARO):	HO.
6	MET Briefing Office:	H24.
7	ATS:	HO.
8	Fuelling:	Self refuelling only (Gravity/Pressure).
9	Handling:	VAHS operating hours Mon-Thu 0800-1700L, Fri 0800-1500L. Outside of these hours Visiting Air Systems may be handled by Duty Sqn personnel.
10	Security:	H24.
11	De-Icing:	H24.
12	Remarks:	PPR: Prior Permission to Land (PPR) must be requested no later than 48 hours prior to ETA for flights from Overseas and CTA. 24 hours prior to ETA for flights within the UK. Air Systems without a PPR will not be admitted, without exception. Civilian Visitors are not routinely accepted; any that are accepted must have a military sponsor and meet Stn security entry requirements. Visiting Air Systems are required to be marshalled at all times at RAF Waddington. Non-station based Air Systems are only to operate at Waddington with permission from AO. RW Field Ops may be permitted at 2hrs PPR for high priority tasking, when authorised by AO.

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EGXW AD 2.4 - HANDLING SERVICES AND FACILITIES

1	Cargo Handling Facilities:	Fork Lifts (8,000kgs) and x2 ATLAS 2K Transfer Loader.
2	Fuel/Oil /HydraulicTypes:	F34 / O-156 / H-515
3	Fuelling Facilities/Capacity:	20,000ltr Single / 44,000ltr Twin Bowsers.
4	Oxygen:	LOX / GOX.
5	De-Icing Facilities:	AL 11 (S-737) AL342 (S-1719).
6	Starting Units:	E2, 12, 16, 18. A4.
7	Hangar space for visiting aircraft:	Nil.
8	Repair facilities for visiting aircraft:	Nil.
9	Remarks:	Limitations on accepting Armed Air Systems are in force and are subject to Unit Explosives Safety Team and Station Ops approval. Contact Stn Ops for further information.

EGXW AD 2.5 - PASSENGER FACILITIES

1	Accommodation:	Limited accommodation in Service Messes, Available to Service Personnel only.
2	Medical Facilities:	RAF Medical Centre. Services only available to Service Personnel only.
3	Remarks:	Limited crew transport. Only available to Service Personnel. Civilian visitors must have a military sponsor who will be responsible for transport of visitors.

EGXW AD 2.6 - RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for Fire Fighting:	RAF Waddington is established for fire Protection ICAO 7 for station-based Air Systems, rested to ICAO 5 and 6 for pre-agreed periods of the day; and with a minimum of ICAO 3 24/7. Station Ops will automatically arrange crash category uplift to be in place 60 minutes prior to ETA/D if required. ICAO 8 available with prior notice and justification. An additional 15 minutes of ICAO Cat cover will be added after engine shut down.
2	Rescue Equipment:	1x Carmicheal RIV (2275lt Water, 275lt Foam). 3x Carmicheal MFV (6825lt Water, 820lt Foam).
3	Capability for removal of disabled aircraft:	Yes.

EGXW AD 2.7 - SEASONAL AVAILABILITY - CLEARING

1	Type of Clearing equipment:	Plough, CGS Sweeper, LADS Rwy Sprayer, Vestegaard ac de-icer.
2	Remarks:	Nil.

EGXW AD 2.8 - APRONS, TAXIWAYS AND CHECK LOCATIONS DATA					
1	Apron surfaces:	Apron	Surface	Strength	
		ERP (Front)	Concrete	PCN 35/R/B/W/T	
		ERP (Middle)	Concrete	PCN 20/R/B/W/T	
		ERP (Back)	Concrete	PCN 10/R/B/W/T	
		Bays 1-9	Concrete	PCN 40/R/B/W/T	
		Bays 10-13, 14-17	Concrete	PCN 20/R/B/W/T	
		Bays 18-21 (Exception for 19A)	Concrete	PCN 20/R/B/W/T	
		Bay 19A (DAC)	Blacktop	PCN 40/F/A/W/T	
		Bays 22-25	Concrete	PCN 25/R/B/W/T	
		Bays 26-29 (see remark)	Concrete & Blacktop	PCN 40/R/B/W/T	
		Bays 30-31 (see remark)	Concrete	PCN 44/R/B/W/T	
		Bay 32	Concrete	PCN 25/R/B/W/T	
Hangers A, 2, 3, 4, 5 (see remark)	Concrete	PCN 40/R/B/W/T			
2	Taxiway width, surface and strength:	Taxiway	Width	Surface	Strength
		Alpha (02 Turn Out)	18	Concrete	PCN 45/R/A/W/T
		Alpha (02 to Charlie)	18	Blacktop	PCN 50/F/A/W/T
		Alpha (Charlie to 20)	18	Concrete	PCN 65/R/C/X/T
		Delta (02 Turn Out)	23	Concrete	PCN 61/R/A/W/T
		Delta (Main Length)	18	Blacktop with concrete ends	PCN 40/F/A/W/T
		Delta (20 Turn Out)	18	Concrete	PCN 45/R/A/W/T
		Bravo	18	Blacktop	PCN 45/F/A/X/T
		Charlie	18	Concrete	PCN 65/R/C/X/T
		Echo	18	Blacktop	PCN 95/F/A/W/T
		Foxtrot	18	Blacktop	PCN 45/F/A/X/T Avail for light, propeller driven Air Systems only.
Zulu	18	Concrete	PCN 45/R/A/W/T		
3	Altimeter Check Location and Elevation:	N/A			
4	VOR Checkpoints: INS Checkpoints:	Nil. Nil.			
5	Remarks:	<p>RAF Waddington is a Code 5C aerodrome iaw MAA RA 3500.</p> <p>Air Systems parked on Apron Bay 28 and 29 may experience magnetic interference which may affect the Air System compass.</p> <p>Bays 30/31 were designed to the PCNs as above.</p> <p>The latest AMIR (Feb 19) does not provide PCN assessment.</p> <p>AMIR 19 only assessed Hangar A. Hangars 2, 3, 4, 5 are assessed on historical evidence.</p>			

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EGXW 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:	Dispersals Eastern side marked Bays 10 - 25. Dispersals Western side marked Bays 1-9 and Bays 26-32. Yellow taxiway markings & parking slot guidance with ground marshalls.
2	Runway & taxiway markings & lighting:	Runway 20/02RH: MAA waiver for non-standard Rwy centreline lighting at 15m instead of 30m to allow LVP operations below 125m. Taxiway: Alpha, Charlie, Echo & foxtrot: Standard markings.
3	Stop Bars and runway guard lights:	Stop Bars at all taxiway entry points.
4	Other runway protection measures:	Nil.
5	Remarks:	RHAG installations 18 inches high; positioned 35ft from rwy edge. RHAG Marker Boards and Yellow circular markings painted across the runway to indicate the position of the RHAGs.

EGXW AD 2.10 - AERODROME OBSTACLES

Please refer to the "Measured Height Survey" data on the UK Mil AIP website www.aidu.mod.uk/aip.

EGXW AD 2.11 - METEOROLOGICAL INFORMATION

1	Associated MET Office:	Waddington.
2	Hours of service: MET Office outside hours:	H24, 1900 Sun to 1900 Fri (On call Sat, see 11.9 below) N/A
3	Office responsible for TAF information: Periods of validity:	Waddington. 18 hours.
4	Type of landing forecast: Interval of issuance:	TREND. 30 mins and as required.
5	Briefing/consultation provided:	Self-briefing / personal / telephone.
6	Flight documentation: Language(s) used:	Standard ICAO. English.
7	Charts and other information available for briefing or consultation:	Full range of products available.
8	Supplementary equipment available for providing information:	PC Data display - MOMIDS. 4G.
9	ATS units provided with information:	Daily: Scampton, Syerston. Weekend and PH: Forecaster on call 1900 Fri to 1900 Sat.
10	Additional information (limitation of services etc):	Nil.
11	Remarks:	Nil.

EGXW AD 2.12 - RUNWAY PHYSICAL CHARACTERISTICS					
Designations Runway Number	True and MAG 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
02 RH	021°41'15" TRUE 022°00'15" MAG	2839 x 58	PCN 52/F/A/W/T Blacktop. Concrete ends PCN 61/R/A/W/T	N53 09 15-72 W000 31 53-98	227-20ft TDZE 227-20ft
20	201°41'58" TRUE 202°00'58" MAG	2839 x 58	PCN 52/F/A/W/T Blacktop Concrete ends PCN 61/R/A/W/T	N53 10 36-92 W000 31 00-23	218-54ft TDZE 229-99ft
Desig & Slope of Rwy/Swy	Stopway Dimensions (m)	Clearway Dimensions (m)	Strip Dimensions (m)	OFZ	RESA
7	8	9	10	11	12
02 - 0-08%D	0 x 60	138 x 300	2826 x 300	-	90m
20 - 0-08%U	0 x 60	138 x 300	2826 x 300	-	90m
12	Arresting Systems				
Rwy 02 RH	RHAG(B) _____			RHAG(B)	Rwy 20
				(2050ft)	(2000ft)
13	Remarks	Standard configuration - App cable De-rigged, overrun up. Cable dimensions: 28-575mm (made up of 7 wires each containing 18 strands). Grommet Dimensions: 52mm x 152mm (W x H) Pilots should check their Air System Release to Service/appropriate manual before trampling. Runway is grooved marshall asphalt with concrete ends.			

EGXW AD 2.13 - DECLARED DISTANCES					
Runway	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
02 RH	2765	2905	2765	2705	TORA = 61m before Thr 02, at the Runway End Lights, to 20 Thr Lights. TODA = 61m before Thr 02, at the Runway End Lights, to 20 Fence. LDA = 02 Thr Lights to 20 Thr Lights. ASDA = 61m before Thr 02, at the Runway End Lights, to 20 Thr Lights.
20	2780	2919	2780	2705	TORA = 77m before Thr 20, at the Runway End Lights, to 02 Thr Lights. TODA = 77m before Thr 20, at the Runway End Lights, to 02 Fence. LDA = 20 Thr Lights to 02 Thr Lights. ASDA = 77m before Thr 20, at the Runway End Lights, to 02 Thr Lights.

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EGXW 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
02 RH	CL5B 900m HI	Green HI	PAPI 3° Port 342m Sboard 359m 50.52m	Aiming Point Marker 345m	Red / White HI 15m	White Omni HI - 30m sp LOW - 90m D Thld RED to approaching ac	Red Uni HI	Nil
20	CL5B 900m HI	Green HI	PAPI 3° Port 327m Sboard 314m 16.73m	Aiming Point Marker 320m	Red / White HI 15m	White Omni HI - 30m sp LOW - 90m D Thld RED to approaching ac	Red Uni HI	Nil
10	Remarks:		Nil.					

EGXW AD 2.15 - OTHER LIGHTING, SECONDARY POWER SUPPLY	
1	A Bn/I Bn location, characteristics and hours of operation: I Bn: "WA" • - - • - Red. HO. 53 10 01-83N 000 31 10-72W WA only during airfield ops at night.
2	Anemometer location and lighting: N53 09 27-00 W000 31 24-60. Unlit.
3	Taxiway edge and centreline lighting: Nil.
4	Secondary power supply: Switch-over time: Yes. Less than 30 seconds.
5	Remarks: Nil.

EGXW AD 2.16 - HELICOPTER LANDING AREA	
1	Location: Runway or available taxiway as indicated by ATC.
2	Elevation: 218ft - 230ft.
3	Lighting: Runway lighting as per section 2.14.
4	Remarks: Helicopters are to land on the runway or available taxiway and taxi to the parking bays as directed. If the runway, taxiways or parking bays are unavailable, A HLS located on the Station Sports field may be used with prior permission. Details of the HLS can be found in the AIDU HLS Directory.

EGXW AD 2.17 - ATS AIRSPACE		
Designation and lateral limits	Vertical limits	Airspace Classification
1	2	3
Waddington MATZ. Circle 5nm radius centred on N53 09 58-20 W000 31 25-80 with stub aligned Rwy 20.	3,000ft AAL SFC	G
Waddington ATZ. Circle 2.5nm radius centred on N53 09 58-20 W000 31 25-80.	2,000ft AAL SFC	G
4	ATS Unit Callsign: Language:	Waddington English.
5	Transition Altitude:	3,000ft.
6	Remarks:	LARS available 0800-1800A Mon-Thur, Fri 0800-1300A subject to Strn-based Op requirements, see NOTAMs. Outside of LARS operating hours, pilots requiring transit of either the Waddington MATZ or EG R313 are to call Waddington Zone on frequency 232.70MHz or 119.50MHz. No reply will indicate that the Waddington MATZ and EG R313 can be crossed avoiding the ATZs at Waddington and Scampton.

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EGXW AD 2.18 - ATS COMMUNICATION FACILITIES					
Service Designation	Callsign	Frequency MHz	Hours of Operation		Remarks
			Winter	Summer	
1	2	3	4		5
SWK	Swanwick Mil	275.5 (ICF)	H24	H24	
APP	Waddington Approach	345.075 (ICF) 362.300*	HO	HO	*NATO Common Frequency. Available on request only.
ZONE	Waddington Zone	232.700 (L)(M) 119.500 (L)(M)	HO	HO	(L) = LARS Frequency For timings see REF AD 2.17.6 (M) = MATZ Crossing Frequency
DIR	Waddington Director	280.175 123.300*	HO	HO	*NATO Common Frequency. Available on request only.
PAR	Waddington Talkdown	344.200 376.200	HO	HO	
TWR	Waddington Tower	241.325 257.800* 121.300 122.100*	HO	HO	*NATO Common Frequency. Available on request only.
GND	Waddington Ground	342.125	HO	HO	
ATIS	Waddington Information	291.675	HO	HO	Answer phone 95771 7305 01522 727305
OPS	Vulcan Ops	369.400	HO	HO	

EGXW 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
TACAN*	WAD	117.100 Ch 118X	H24	H24	N53 09 55.27 W000 31 36.17	231ft	MP monthly, †0830-0900 2nd Wed.
UDF/VDF			HO	HO			Available
ILS/DME Rwy 20	I-WA	110.700 Ch 44X	H24	H24	N53 10 29.36 W000 31 12.02	242ft	Rwy 20 only. QFU 202°.
Glidepath		330.200	H24	H24	N53 10 29.42 W000 31 12.16		RDH 43ft.
Localizer		110.700	H24	H24	N53 09 26.67 W000 31 54.41		Offset 2° left of rwy centreline.
Remarks: *Restricted as an Area Aid: Azimuth unlocks may be observed in Sectors 001°-064°, 198°-205° and 320°-335°.							

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EGXW AD 2.20 - LOCAL TRAFFIC REGULATIONS	
1	<p>Airport regulations</p> <p>When aerobatics are taking place within EG R313, routine instrument approaches to Rwy 20 are not permitted. Air Systems should be prepared to hold for up to 30 mins or execute visual or radar to visual recoveries.</p>
2	<p>Ground Movement</p> <p>Nil.</p>
3	<p>CAT II/III Operations</p> <p>Nil.</p>
4	<p>Warnings</p> <p>a. SRA Runway 02 RH incorporates a minimum safe altitude at 3nm. Do not descend below 730 (500) until cleared by ATC.</p> <p>b. A busy public road crosses the Runway 20 undershoot, pilots are to be aware of the possibility of high sided vehicles not complying with traffic lights or a traffic light failure.</p> <p>c. There is a 6ft high perimeter fence in the Runway 20 undershoot.</p>
5	<p>Helicopter Operations</p> <p>Departures and arrivals are to except route via the East or West aerodrome boundary at 500ft QFE (730ft QNH). Helicopters are to land on the runway or available taxiway as directed by ATC.</p>
6	<p>Use of Runways</p> <p>The runway is grooved marshall asphalt with concrete ends.</p>
7	<p>Training</p> <p>None specified.</p>

EGXW AD 2.21 - NOISE ABATEMENT PROCEDURES	
See TAP Charts.	

EGXW AD 2.22 - FLIGHT PROCEDURES			
1	<table border="1"> <tr> <td>Procedures for in bound aircraft:</td> <td>Routine recoveries to RWY 20 are restricted by activity within EG R313. Air Systems may be required to hold off for up to 30 mins for an instrument approach or be positioned for visual join.</td> </tr> </table>	Procedures for in bound aircraft:	Routine recoveries to RWY 20 are restricted by activity within EG R313. Air Systems may be required to hold off for up to 30 mins for an instrument approach or be positioned for visual join.
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3	<table border="1"> <tr> <td>Radio Communication Failure:</td> <td>See TAP Charts</td> </tr> </table>	Radio Communication Failure:	See TAP Charts
Radio Communication Failure:	See TAP Charts		
4	<table border="1"> <tr> <td>Missed Approach Procedure:</td> <td>See TAP Charts</td> </tr> </table>	Missed Approach Procedure:	See TAP Charts
Missed Approach Procedure:	See TAP Charts		
5	<table border="1"> <tr> <td>Aerodrome Operating Minima:</td> <td>See TAP Charts</td> </tr> </table>	Aerodrome Operating Minima:	See TAP Charts
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6	Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace.		

EGXW AD 2.23 - ADDITIONAL INFORMATION	
→	<p>Inbound aircraft contact Approach at least 20nm before MATZ boundary.</p> <p>Lincs & Notts Air Ambulance operations are given high priority on movements.</p> <p>Remotely Piloted Air Sytems are operated on the Aerodrome; procedures are summarized, and ATC Order referenced, at Annex TT: RAF Waddington Flying Order Book Order C104.</p> <p>Due to increased bird activity during the migration season OCT - MAR, Air System commanders are not to routinely plan to depart or arrive +/- 30mins of sunrise and sunset, unless it is operationally essential and they are authorised to do so by the SOF. Practice diversions and diversion commitments may not be accepted when bird state is assessed as 'HIGH'.</p>

EGXW AD 2.24 - CHARTS RELATING TO THIS AERODROME			
Terminal Approach Procedure Charts			En-Route Charts
B1	Special Procedures	AD 2 - EGXW - 1 - 10	UK(L)1
D1	Aerodrome	AD 2 - EGXW - 1 - 11	UK(L)2
E1	Taxi	AD 2 - EGXW - 1 - 12	UK(L)5
G1	SID NE Rwy 02	AD 2 - EGXW - 1 - 13	UK(L)5 Offshore Installations
G2	SID NE Rwy 20	AD 2 - EGXW - 1 - 14	
G3	SID SE Rwy 02	AD 2 - EGXW - 1 - 15	UK(H)2
K1	Radar Procedures	AD 2 - EGXW - 1 - 16	UK(H)6
K2	PAR Rwy 02 - 3°	AD 2 - EGXW - 1 - 17	
K3	PAR Rwy 20 - 2.5°	AD 2 - EGXW - 1 - 18	EU(H)12
K4	PAR Rwy 20 - 3°	AD 2 - EGXW - 1 - 19	EU(H)SP1
K5	SRA Rwy 02	AD 2 - EGXW - 1 - 20	EU(H)SP1 - OAT
K6	SRA Rwy 20	AD 2 - EGXW - 1 - 21	
→	K7	ATC Surveillance Mnm Altitude	AD 2 - EGXW - 1 - 22
	M1	ILS/DME Rwy 20	AD 2 - EGXW - 1 - 23
←	M2	TAC to ILS/DME Rwy 20	AD 2 - EGXW - 1 - 24

25 MAR 21

SPECIAL PROCEDURES

WADDINGTON

EGXW/WTN ENGLAND

Changes: Notes

No1 AIDU Last Amended 11 FEB 21

Elev 230	Var 0°	TA 3000	TRL ATC		25 MAR 21	B1
NOISE ABATEMENT						
<p>1. a. After 2200hrs (Local) in the summer and 2100hrs (Local) in the winter, station based Air System movements are to be kept to an absolute minimum commensurate with the training or operational task.</p> <p>b. All station flying, except essential operational tasks, is to cease at 2359hrs (Local). However, visual circuits, touch and go's or low approaches are not permitted, after 2300hrs (Local); approaches (visual straight-in or instrument) are to culminate in a full stop landing. Any requests for dispensation are to be made to OC Ops Wg for consideration.</p> <p>c. Only straight-in approaches will be allowed for movements outside normal operating times.</p> <p>d. When Rwy 02 is in use, it is impractical to avoid overflying Coleby (202 degrees/2nm).</p> <p>e. Low Level circuits when on Rwy 02 should also be kept to an absolute minimum commensurate with the training or operational task. After 2100 (Local), low level circuits should not be conducted on Rwy 02 unless there is an urgent operational requirement.</p> <p>f. All AS joining or flying in the visual circuit are to avoid overflying WAD village, including base Married Quarters (303°/0.5nm) and Harmston village (221°/1.3nm) below 1000ft QFE. AS are also to avoid over flight of the following villages below 500ft QFE: Bracebridge Heath (352°/1.7nm). Branston (048°/2.5nm). Boothby Graffoe (190°/2.8nm). Coleby (202°/2nm). Navenby (185°/3.5nm). Washingborough/ Heighington (038°/3.7nm).</p> <p>g. Visiting jet AS are to be instructed to level break at 1000ft QFE into the circuit and are not to fly low level circuits without ATC approval unless in an emergency.</p>						
PRACTICE DIVERSIONS						
<p>2. All PD are to be booked in advance owing to high demand of Waddington and EGR313 activity; bookings by R/T will not normally be accepted.</p>						
DEPARTURES						
<p>3. Departures in the sector 130° - 220° will not normally be approved without prior coordination with Cranwell. Fast jets departing the airfield under VFR are not to fly below 500 QFE until clear of the CMATZ boundary. All right hand departures from Rwy 20 are to climb on Rwy Tr to WAD 3d or 1300ft QFE before commencing the turn.</p> <p>4. Non-standard IFR departures, including into the instrument pattern, are to maintain Rwy Tr to 1300ft QFE prior to turning.</p>						
AIRSPACE RESERVATIONS						
<p>5. When aerobatics are taking place in EGR313, instrument approaches to Rwy 20 are not permitted. Air Systems should be prepared to hold-off for up to 30 min or execute visual or radar to visual recoveries.</p>						
ARMED AIRCRAFT						
<p>6. Pilots of visiting and diverted Air Systems are to inform ATC on initial contact if the Air System is armed. Waddington does not have any licensed forward firing bays.</p>						
TACAN						
<p>7. All right hand departures from Rwy 20 are to climb on Rwy Tr to WAD 3d or 1300ft QFE prior to turning.</p>						

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WADDINGTON

SPECIAL PROCEDURES

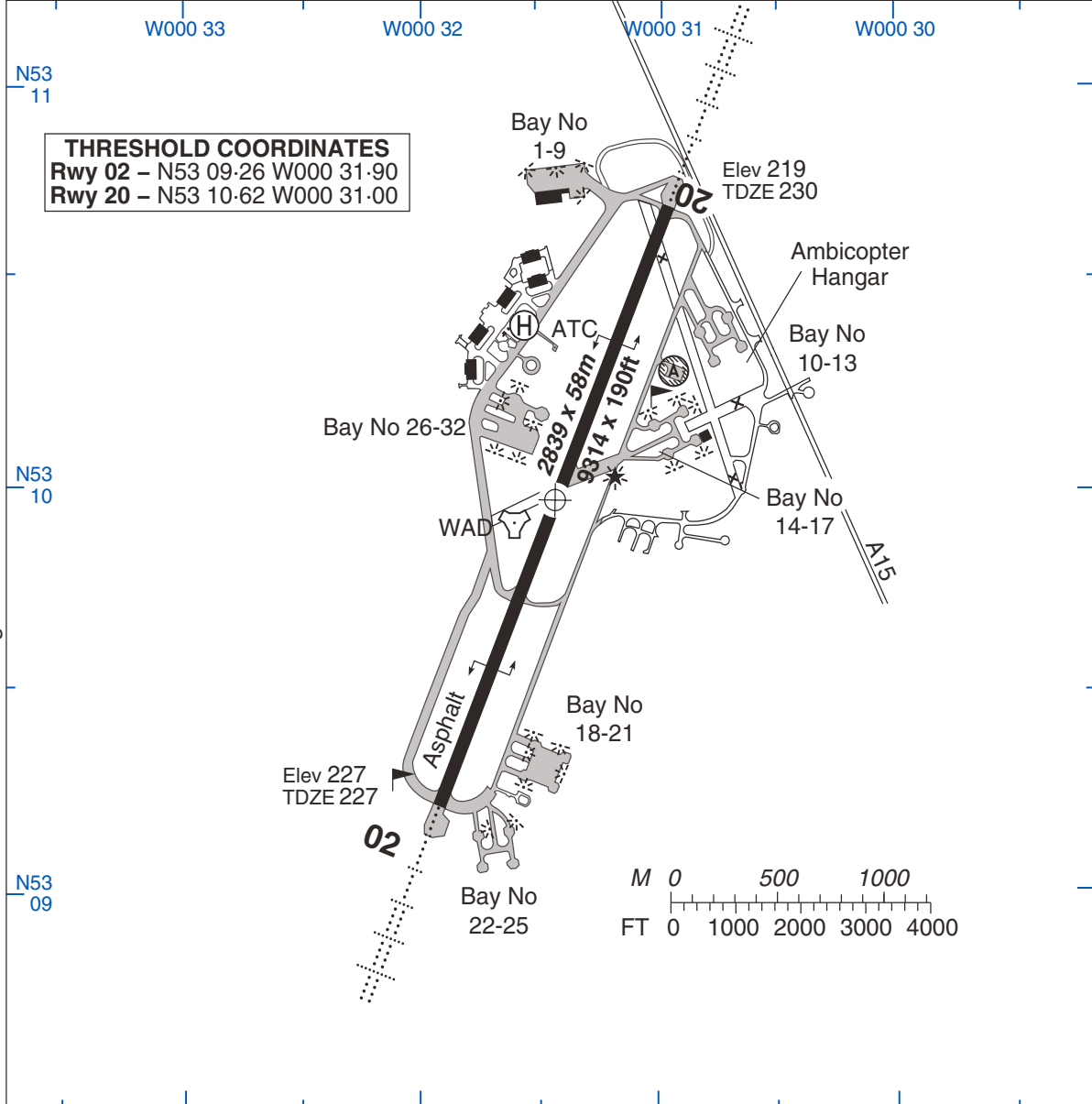
AERODROME

WADDINGTON

Elev 230	Var 0°	ARP	N53 09.97 W000 31.43 (WGS 84)		25 MAR 21	D1
WADDINGTON GROUND 342.125		TOWER 121.3 241.325		APPROACH 345.075	OPS 369.4	ATIS 291.675

EGXW/WTN ENGLAND

Changes: LDA



RWY	SLOPE	LDA m/ft	APP LGT		RWY LGT
02 (022°T)	0.08%D	2705/8875	P3° (48)	CL-5B (H)	RTHL:REDL (H):RCLL(H) 15m⑦:RENL
20 (202°T)	0.08%U		P3° (44)		

- WARNING.** Strong Westerly winds can produce unexpected turbulence in the final stages of approach to Rwy 20.
- Circuits: Normal -1200 1000.
- RHAG installations 18 inches high; 35ft from rwy edge. RHAG inset:
 - Rwy 02 - 2050ft.
 - Rwy 20 - 2000ft.
 For normal ops approach cable DERIGGED, overrun cable UP.
 20min DAY and 25min NIGHT PNR approach cable to be configured UP.
- Circ **prohibited** W of AD.
- Public road crosses approach to Rwy 20.
- NW twy has 9m wide tarmac shoulders (non-load bearing).
- ⑦ Non-standard RCLL at 15m spacing (instead of 30m) to allow LVP ops.

No1 AIDU Last Amended 09 FEB 21

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WADDINGTON

AERODROME

16 JUL 20

TAXI

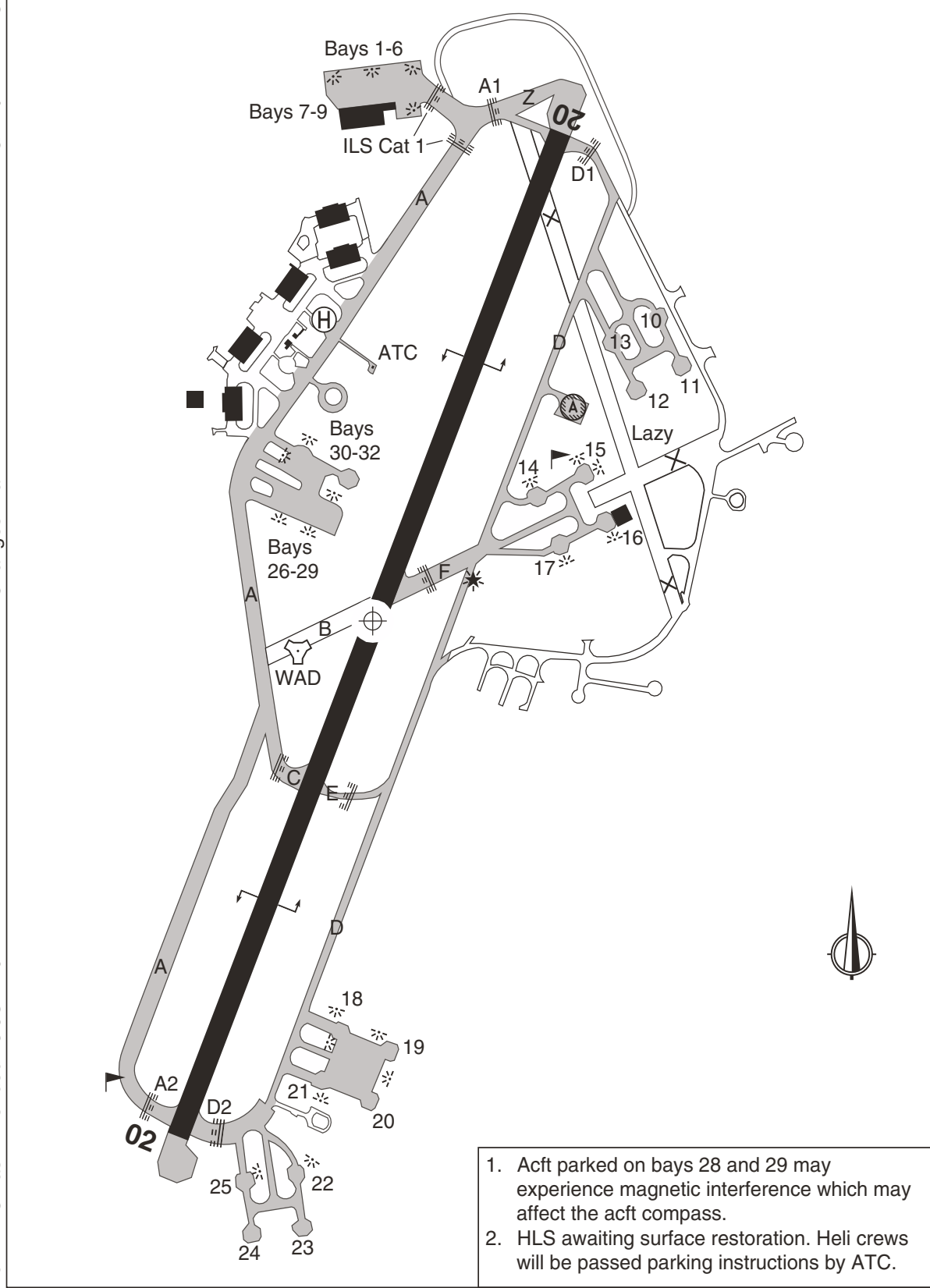
WADDINGTON

Elev 230	Var 0°	ARP	N53 09.97 W000 31.43 (WGS 84)		16 JUL 20	E1
WADDINGTON GROUND 342.125		TOWER 121.3 241.325		APPROACH 345.075	OPS 369.4	ATIS 291.675

EGXW/WTN ENGLAND

Changes: Var

No1 AIDU Last Amended 18 JUN 20



1. Acft parked on bays 28 and 29 may experience magnetic interference which may affect the acft compass.
2. HLS awaiting surface restoration. Heli crews will be passed parking instructions by ATC.



WADDINGTON

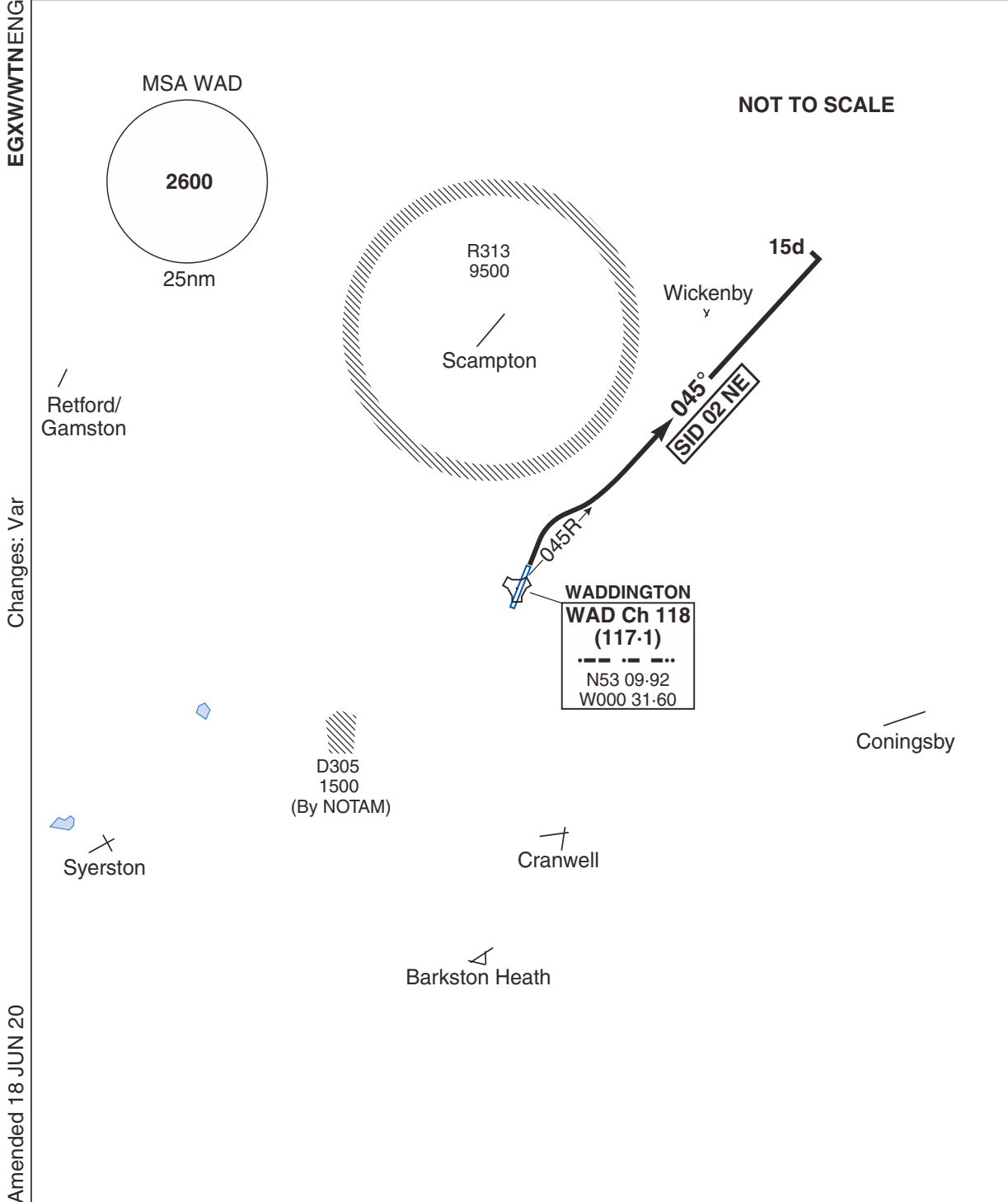
TAXI

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SID NE Rwy 02

WADDINGTON

Elev 230	Var 0°	TA 3000	TRL ATC	16 JUL 20	G1
GROUND 342.125		TOWER 121.3 241.325		APPROACH 345.075	ATIS 291.675



- 1. Close in Obst exist.
- 2. SID terminates at WAD 15d.

SID	RWY	ROUTEING (Including Mnm Noise Routes)
SID 02 NE	02 022°M	Ahead on rwy tr to 730 500, then right to intcp WAD 045R, climbing to FL150. Mnm level off 1180 950

WADDINGTON
MIPS

SID NE Rwy 02

No1 AIDU Last Amended 18 JUN 20

Changes: Var

EGXW/WTNE ENGLAND

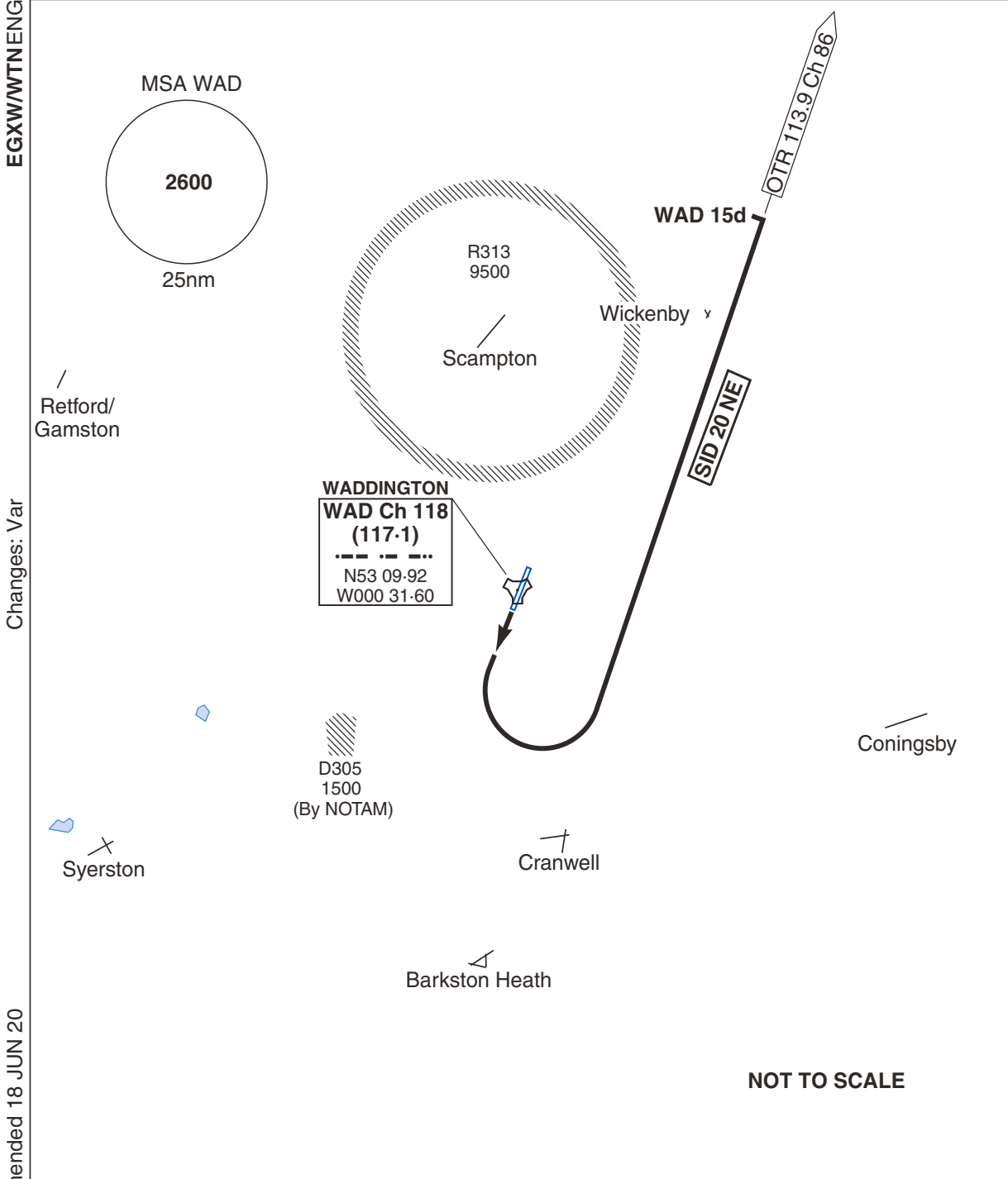
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16 JUL 20

SID NE Rwy 20

WADDINGTON

Elev 230	Var 0°	TA 3000	TRL ATC	16 JUL 20	G2
GROUND 342.125		TOWER 121.3 241.325		APPROACH 345.075	ATIS 291.675



Changes: Var

No1 AIDU Last Amended 18 JUN 20

1. Close in Obst exist.
2. If entering RTC lvl off at 2740 2500.
3. SID terminates at WAD 15d.

SID	RWY	ROUTEING (Including Mnm Noise Routes)
SID 20 NE	20 202°M	Ahead on rwy tr to 730 500 turn left direct to OTR climbing to FL150. Mnm level off 2350 2120

NOT TO SCALE

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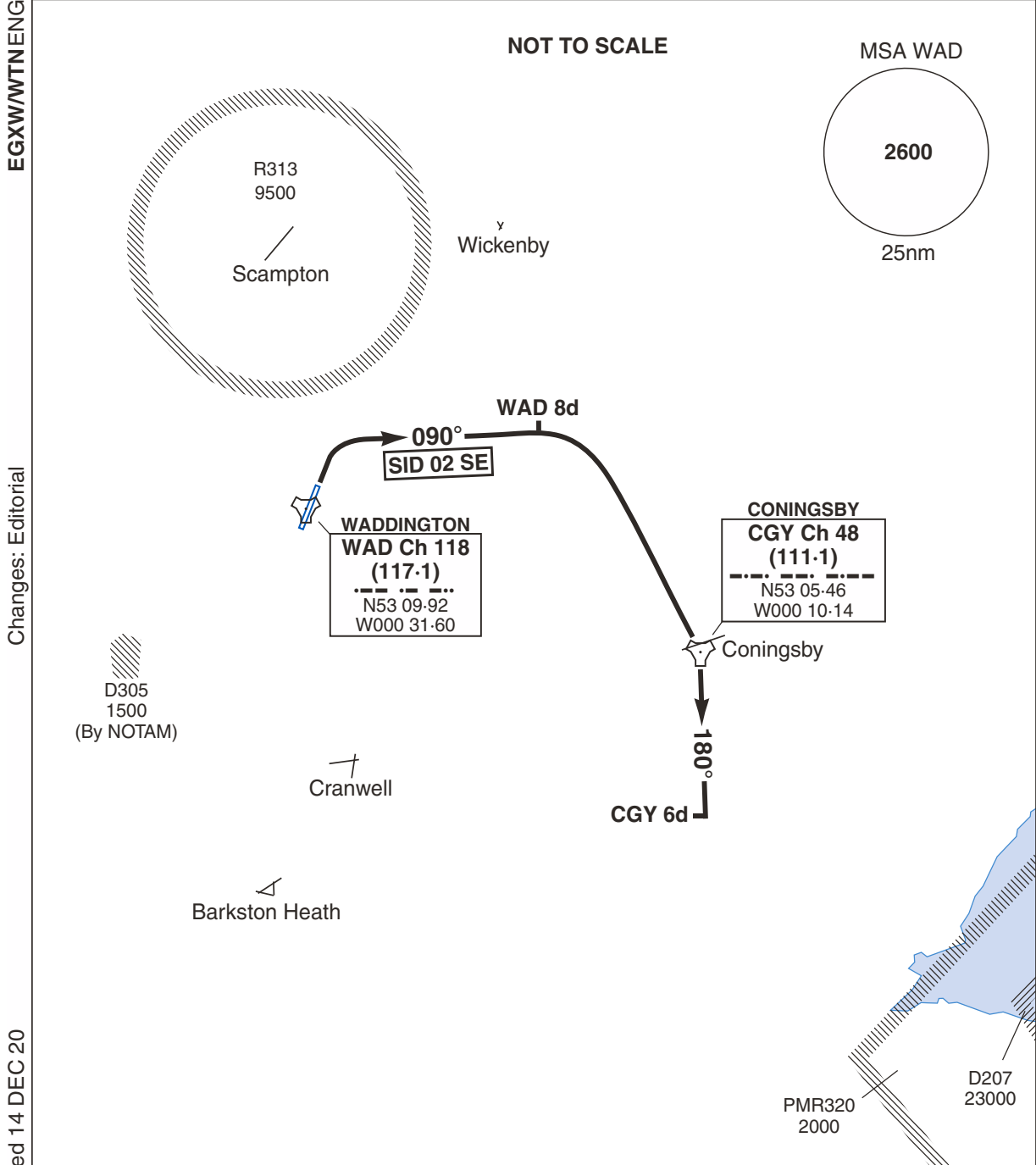
WADDINGTON
MIPS

SID NE Rwy 20

SID SE Rwy 02

WADDINGTON

Elev 230	Var 0°	TA 3000	TRL ATC	28 JAN 21	G3
GROUND 342.125		TOWER 121.3 241.325		APPROACH 345.075	ATIS 291.675



EGXW/WTN ENGLAND

Changes: Editorial

No1 AIDU Last Amended 14 DEC 20

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MNM RQRD CLIMB RATE (fpm)(Airspace)

SID	GRAD	80	120	150	180	210	250	To
SID 02 SE ②	6.3%	510	770	960	1150	1340	1600	3000

1. Close in Obst exist.

② Mnm climb gradient to clear RAF Coningsby MATZ: 6.3%

SID	RWY	ROUTING (Including Mnm Noise Routes)
SID 02 SE	02 022°M	Ahead on rwy Tr to 730 500, turn right onto Tr 090°, at WAD 8d turn direct CGY. Oubd CGY 180R to CGY 6d, climbing to FL150. Mnm level off 1400 1170.

WADDINGTON
MIPS

SID SE Rwy 02

16 JUL 20

RADAR PROCEDURES

WADDINGTON

EGXW/WTN ENGLAND	Elev 230	Var 0°	TA 3000	TRL ATC		16 JUL 20	K1						
	WADDINGTON TALKDOWN 344.2 376.2			APP 345.075	DIRECTOR 280.175	TOWER 121.3 241.325	DATIS 291.675						
	RWY QFU	PROC	GP/TCH	RTR	MAPt	CAT	DA/MDA	DH/MDH	MINIMUM VIS				
	02 022°	PAR	3°/40	-	-	A	480	250	800m ③				
						B	490	260	800m ③				
						C	500	270	1200m ①				
						D	510	280	1200m ①				
						E	520	290	1200m ①				
	SRA*	-	-	-	1nm	AB	690	460	1100m ③				
					C	690	460	1200m ③					
DE					690	460	1600m ③						
* CAUTION. Do not cross 3nm below 730 500.													
MISSED APPROACH. Ahead, on passing 1730 1500, climbing right turn on Tr 045° to 3230 3000 ; call APPROACH.													
Changes: TALKDOWN Freq, Var	20 202°	PAR	2.5°/33	-	-	A	440	220	800m ③				
						B	450	230	800m ③				
						C	460	240	800m ③				
						D	470	250	800m ③				
						E	490	270	1200m ②				
	SRA	-	-	-	1nm	AB	650	440	1100m ③				
					C	650	440	1200m ③					
					DE	650	440	1600m ③					
					3°/40								
					A	440	220	800m ③					
	B	450	230	800m ③									
	C	460	240	800m ③									
	D	470	250	800m ③									
	E	490	270	1200m ①									
	MISSED APPROACH. Ahead, on passing 1720 1500, climbing left turn on Tr 045° to 3220 3000 ; call APPROACH.												
CIRCLING MINIMA													
						MINIMUM MET VIS							
PAR - Rwy 02/Rwy20			SRA - Rwy 02			SRA - Rwy 20							
A	710	480	1600m	A	710	480	1900m	A	710	480	1900m		
B	740	510	1600m	B	740	510	1900m	B	740	510	1900m		
C	840	610	2800m	C	880	650	2800m	C	840	610	2800m		
D	920	690	3600m	D	920	690	3600m	D	920	690	3600m		
E	1020	790	4400m	E	1020	790	4400m	E	1020	790	4400m		
CAUTION. CIRC West of 02/20 extended centreline prohibited.													
GENERAL													
① When ALS inop increase vis by 400m.													
② When ALS inop increase vis by 500m.													
③ When ALS inop increase vis by 800m.													
COMMS FAILURE.													
1. If unable to continue approach, turn towards the A/D, fly at mnm 3000 QFE, try to regain contact on any WADDINGTON frequency.													

No1 AIDU Last Amended 18 JUN 20

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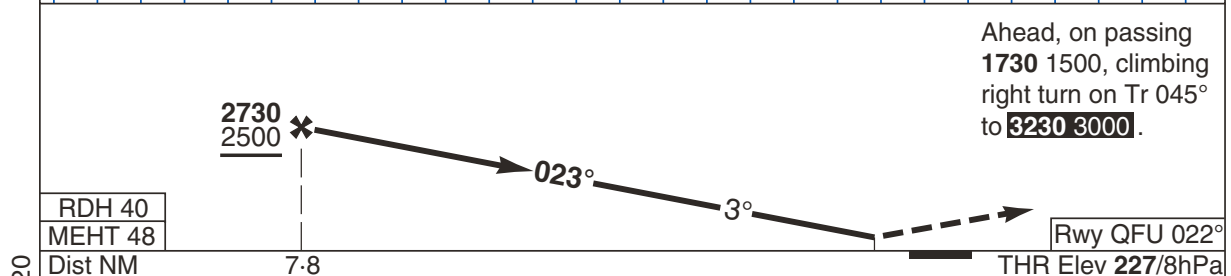
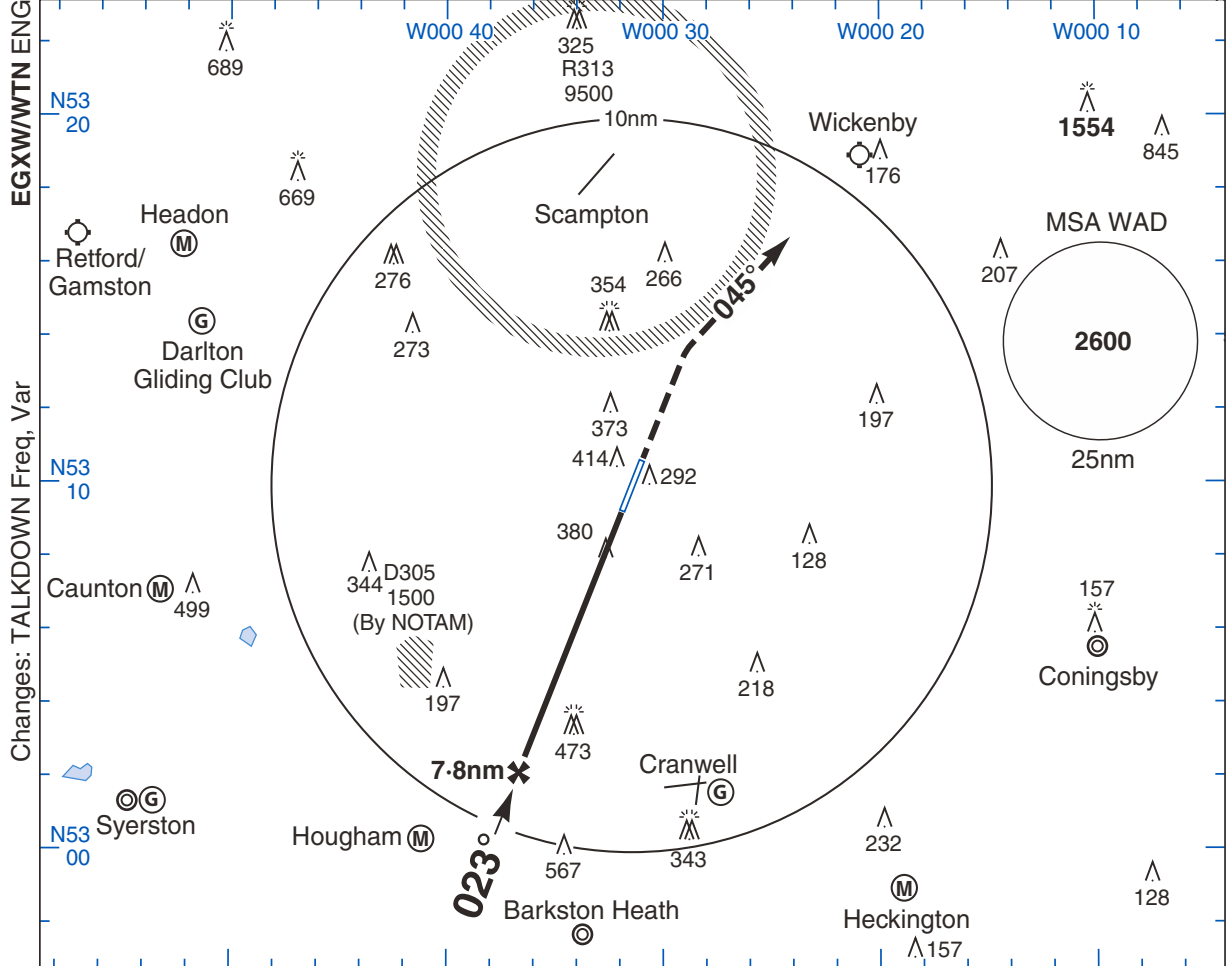
WADDINGTON
MIPS

RADAR PROCEDURES

PAR Rwy 02 - 3°

WADDINGTON

Elev 230	Var 0°	TA 3000	TRL ATC	PAR		16 JUL 20	K2
WADDINGTON TALKDOWN 344.2 376.2			APPROACH 345.075	DIRECTOR 280.175	TOWER 121.3 241.325	DATIS 291.675	



RDH 40	MEHT 48	Dist NM	7.8	THR Elev 227/8hPa		
MIPS	CAT	PAR ②	N/A	CIRC ①		
	A	480 250 800m		710 480 1600m		
	B	490 260 800m		740 510 1600m		
	C	500 270 1200m		840 610 2800m		
	D	510 280 1200m		920 690 3600m		
E	520 290 1200m	1020 790 4400m				
GS (kt)		80	120	150	180	210
FAF-THR 7.8nm		5:51	3:54	3:07	2:36	2:14
ROD (fpm)		3°	420	640	800	950 1110

No1 AIDU Last Amended 18 JUN 20

- ① CIRC prohibited W of the Rwy 02/20 extended centreline.
- ② When ALS inop increase vis Cat AB by 800m, Cat CDE by 400m.
- 3. If not under CAC; call at 20nm.
- 4. M/App assessed up to 25nm from Watchman Head.

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WADDINGTON
MIPS

PAR Rwy 02 - 3°

16 JUL 20

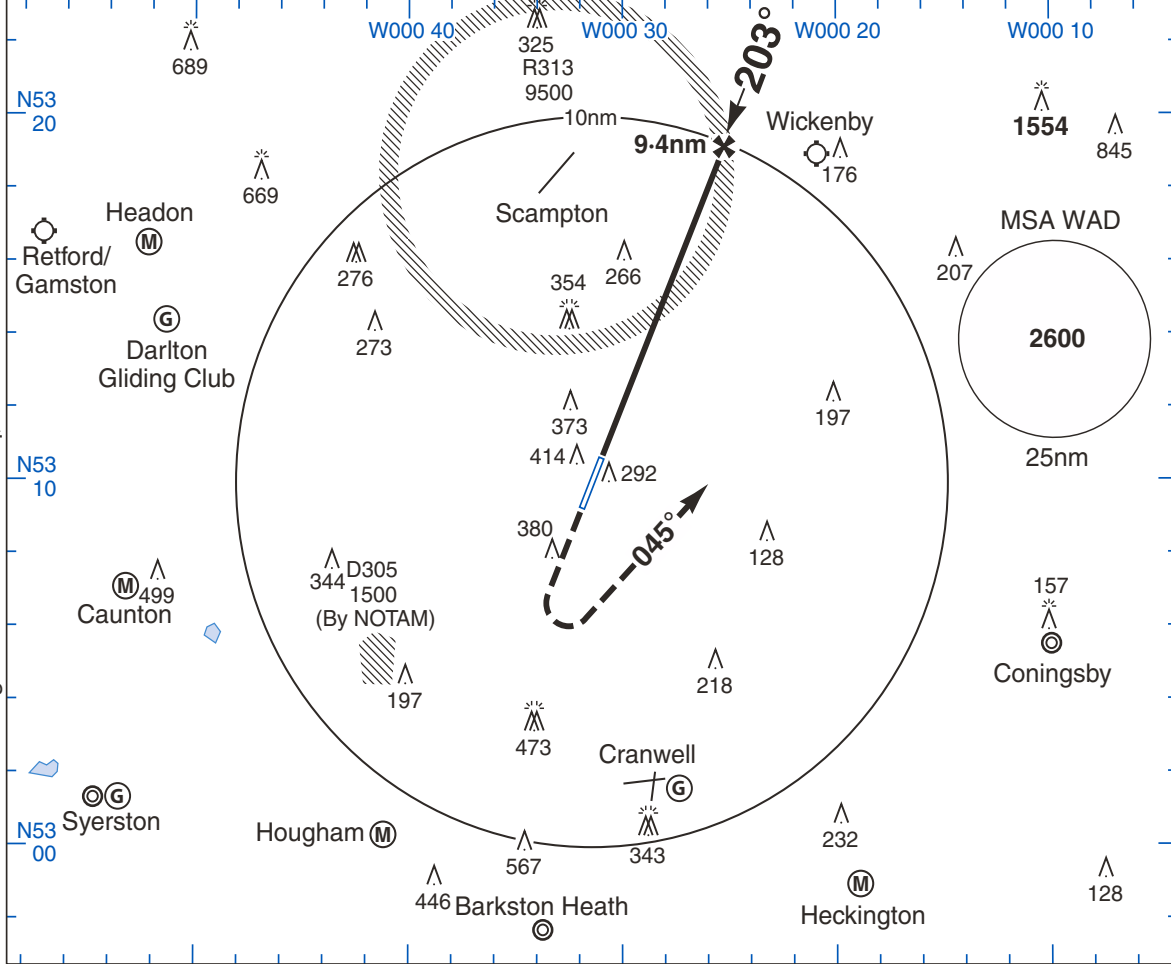
PAR Rwy 20 - 2.5°

WADDINGTON

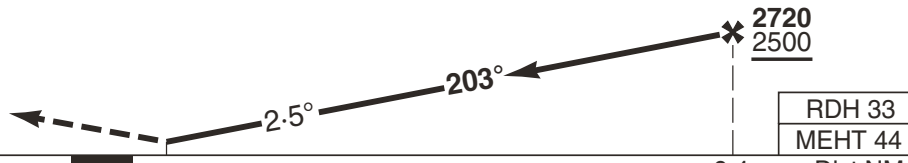
Elev 230	Var 0°	TA 3000	TRL ATC	PAR	16 JUL 20	K3
WADDINGTON TALKDOWN 344.2 376.2		APPROACH 345.075		DIRECTOR 280.175	TOWER 121.3 241.325	DATIS 291.675

EGXW/WTN ENGLAND

Changes: TALKDOWN Freq, Var



Ahead, on passing
1720 1500, climbing
left turn on Tr 045°
to **3220 3000**.



No1 AIDU Last Amended 18 JUN 20

Rwy QFU 202°		THR Elev 219/8hPa					9.4	Dist NM	
CAT	PAR ③	N/A					CIRC ②		
	A	440 220						710 480	1600m
	B	450 230						740 510	1600m
	C	460 240						840 610	2800m
	D	470 250						920 690	3600m
E	490 270						1020 790	4400m	
MIPS							1. WARNING. Rwy 20. Strong Westerly winds can cause unexpected turb on short finals.		
							② CIRC prohibited W of the Rwy 02/20 extended centreline.		
							③ When ALS inop increase vis Cat ABCD by 800m and Cat E by 500m.		
							4. If not under CAC; call at 20nm.		
							5. M/App assessed up to 25nm from Watchman Head.		
GS (kt)		80	120	150	180	210			
FAF-THR	9.4nm	7:03	4:42	3:46	3:08	2:41			
ROD (fpm)	2.5°	350	530	660	800	930			

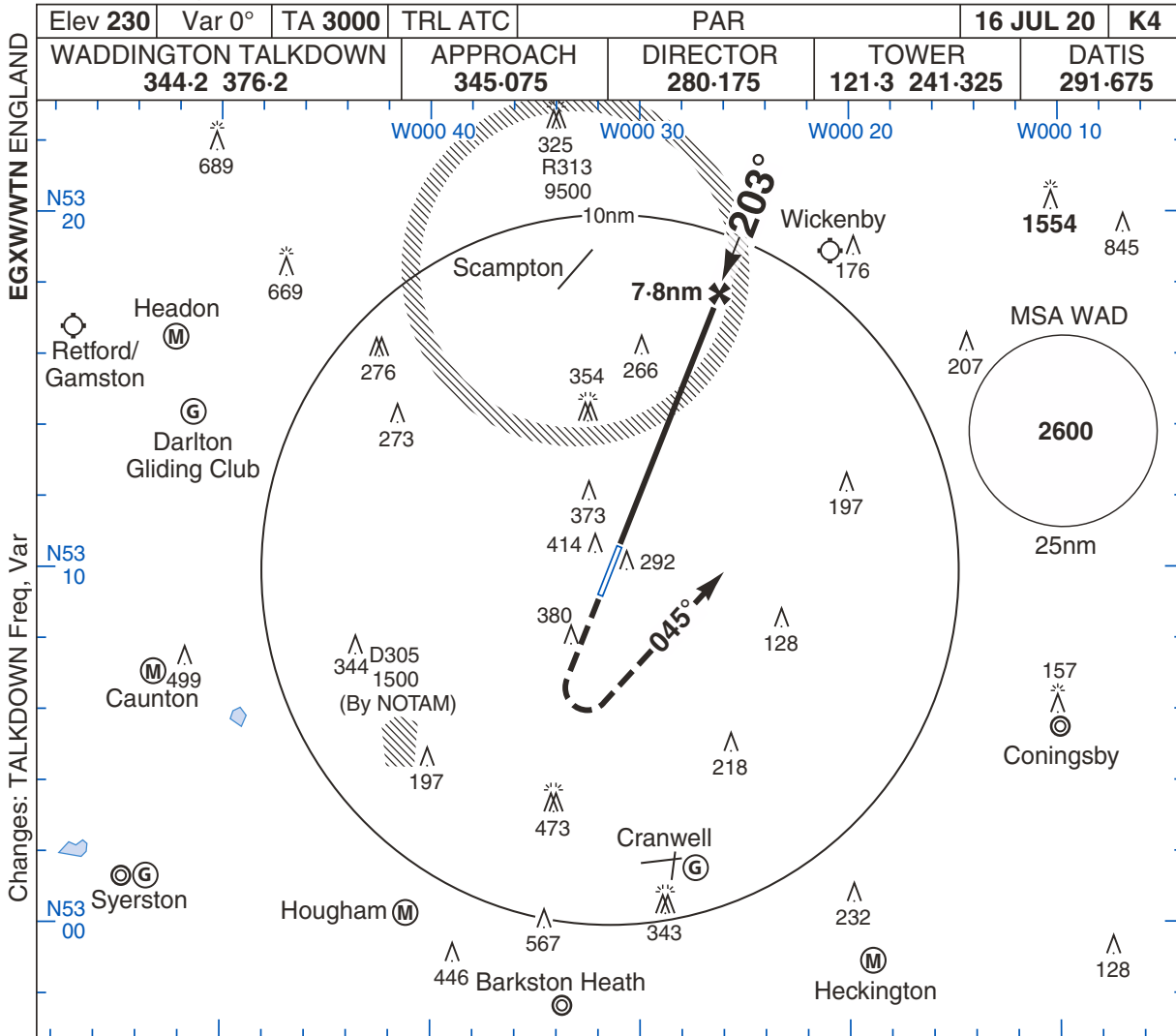
WADDINGTON
MIPS

PAR Rwy 20 - 2.5°

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PAR Rwy 20 - 3°

WADDINGTON



Ahead, on passing 1720 1500, climbing left turn on Tr 045° to **3220 3000**.

Rwy QFU 202°

THR Elev 219/8hPa

7-8 Dist NM

RDH 40

MEHT 44

No1 AIDU Last Amended 18 JUN 20

CAT	PAR ③	CIRC ②
A	440 220 800m	710 480 1600m
B	450 230 800m	740 510 1600m
C	460 240 800m	840 610 2800m
D	470 250 800m	920 690 3600m
E	490 270 1200m	1020 790 4400m

N/A

GS (kt)	80	120	150	180	210
FAF-THR 7.8nm	5:51	3:54	3:07	2:36	2:14
ROD (fpm)	3°	420	640	800	950 1110

- WARNING.** Rwy 20. Strong Westerly winds can cause unexpected turb on short finals.
- CIRC prohibited** W of the Rwy 02/20 extended centreline.
- When ALS inop increase vis Cat ABCD by 800m, and Cat E by 400m.
- If not under CAC; call at 20nm.
- M/App assessed up to 25nm from Watchman Head.

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WADDINGTON
MIPS

PAR Rwy 20 - 3°

16 JUL 20

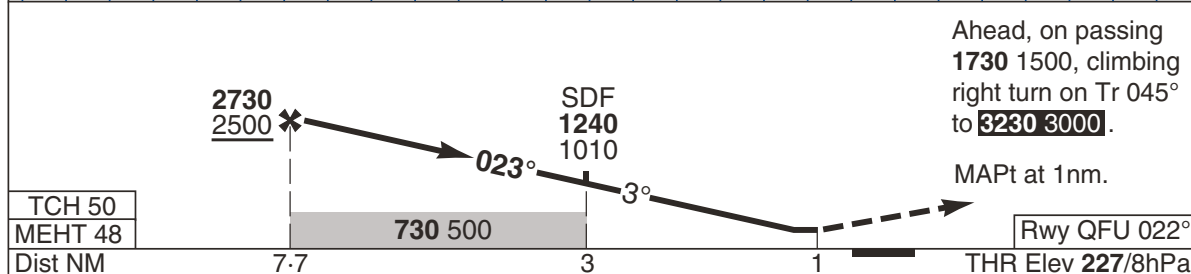
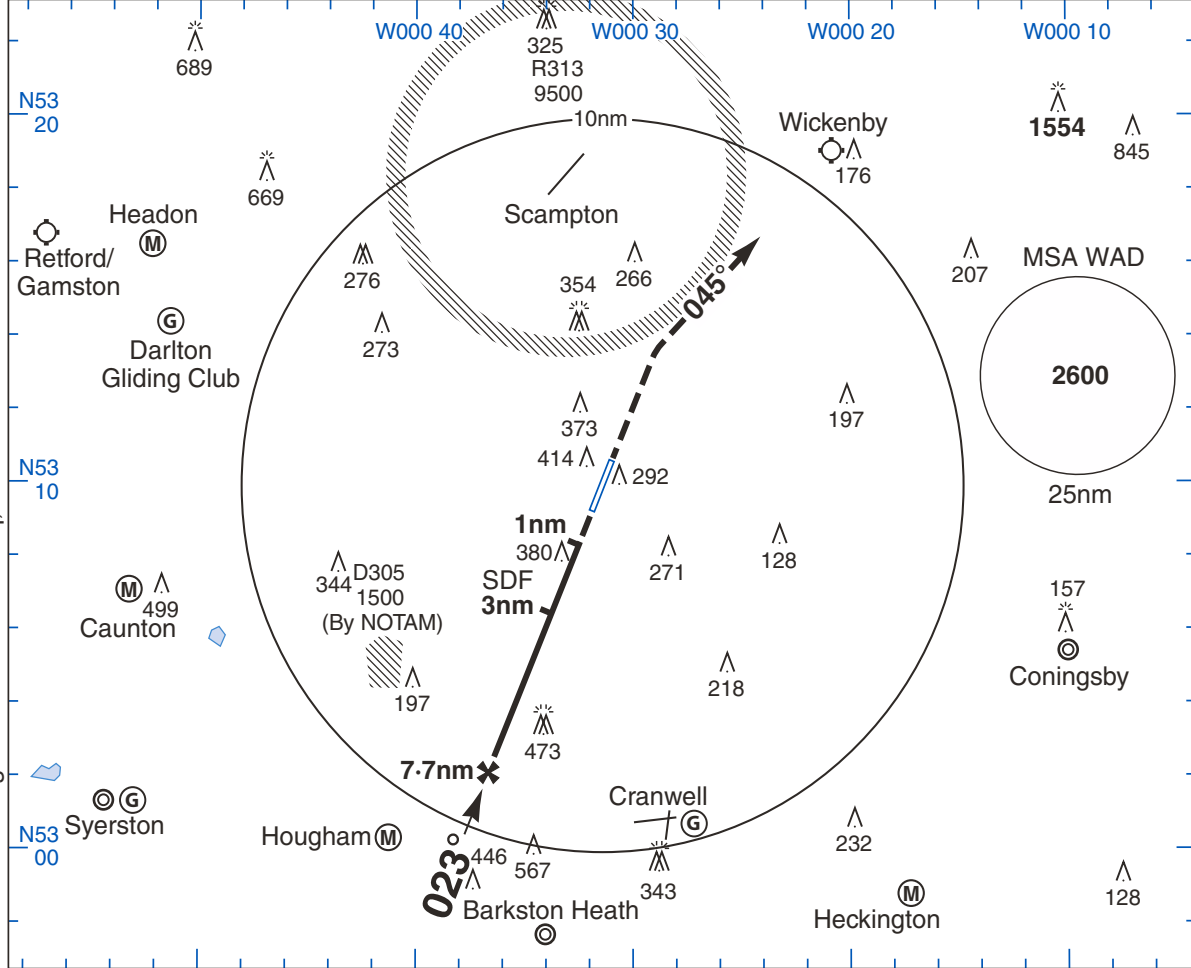
SRA Rwy 02

WADDINGTON

Elev 230	Var 0°	TA 3000	TRL ATC	SRA		16 JUL 20	K5
WADDINGTON TALKDOWN 344.2 376.2		APPROACH 345.075		DIRECTOR 280.175		TOWER 121.3 241.325	
						DATIS 291.675	

EGXW/WTN ENGLAND

Changes: TALKDOWN Freq, Var



TCH 50			730 500				Rwy QFU 022°
MEHT 48							THR Elev 227/8hPa
Dist NM	7.7		3		1		
CAT	SRA ②		CIRC ①				
	A	690 460 1100m	710 480 1900m				
	B		740 510 1900m				
	C	690 460 1200m	880 650 2800m				
	D	690 460 1600m	920 690 3600m				
E		1020 790 4400m					
GS (kt)		80	120	150	180	210	
FAF-MAPt 6-7nm		5:03	3:21	2:41	2:14	1:55	
ROD (fpm)		3°	420	640	800	960	1110

- ① CIRC prohibited W of the Rwy 02/20 extended centreline.
- ② When ALS inop increase vis by 800m.
- 3. If not under CAC; call at 20nm.
- 4. M/App assessed up to 25nm from Watchman Head.

No1 AIDU Last Amended 18 JUN 20

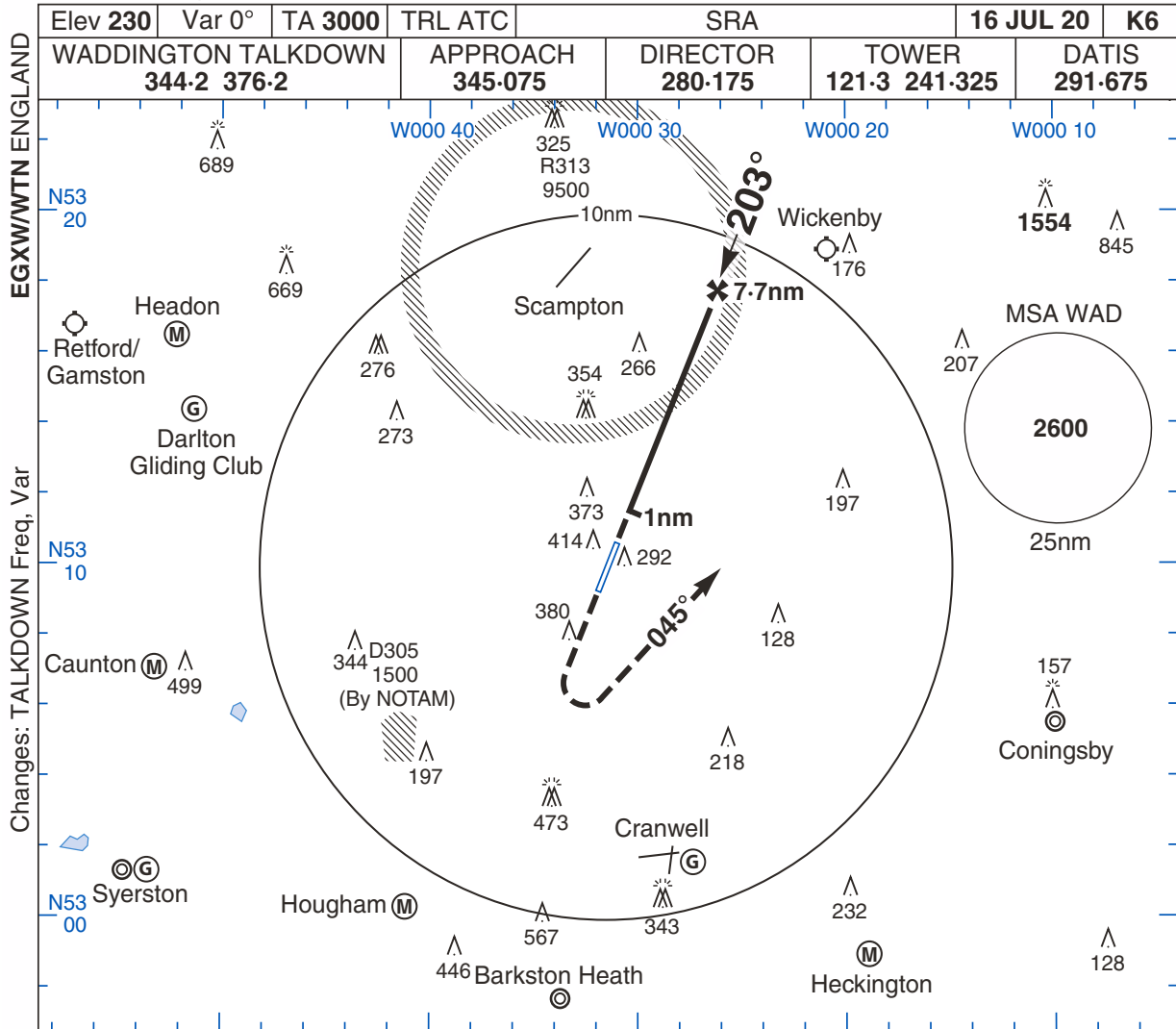
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WADDINGTON
MIPS

SRA Rwy 02

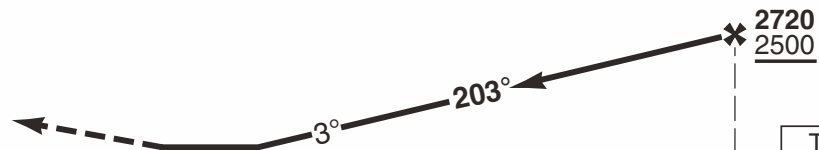
SRA Rwy 20

WADDINGTON



Ahead, on passing
1720 1500, climbing
left turn on Tr 045°
to **3220 3000**.

MAPt at 1nm.



Rwy QFU 202°

THR Elev 219/8hPa

TCH 50	Dist NM
MEHT 44	

No1 AIDU Last Amended 18 JUN 20

CAT	SRA ④	CIRC ③
A	650 440 1100m	710 480 1900m
B		740 510 1900m
C	650 440 1200m	840 610 2800m
D	650 440	920 690 3600m
E	1600m	1020 790 4400m

GS (kt)	80	120	150	180	210
FAF-MAPt 6.7nm	5:03	3:21	2:41	2:14	1:55
ROD (fpm)	3°	420	640	800	960 1110

- WARNING.** Rwy 20. Strong Westerly winds can cause unexpected turb on short finals.
- CAUTION.** Proc referenced to THR Elev.
- CIRC prohibited** W of the Rwy 02/20 extended centreline.
- When ALS inop increase vis by 800m.
- If not under CAC; call at 20nm.
- M/App assessed up to 25nm from Watchman Head.

WADDINGTON
MIPS

SRA Rwy 20

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17 JUN 21

ATC SURVEILLANCE MNM ALTITUDE

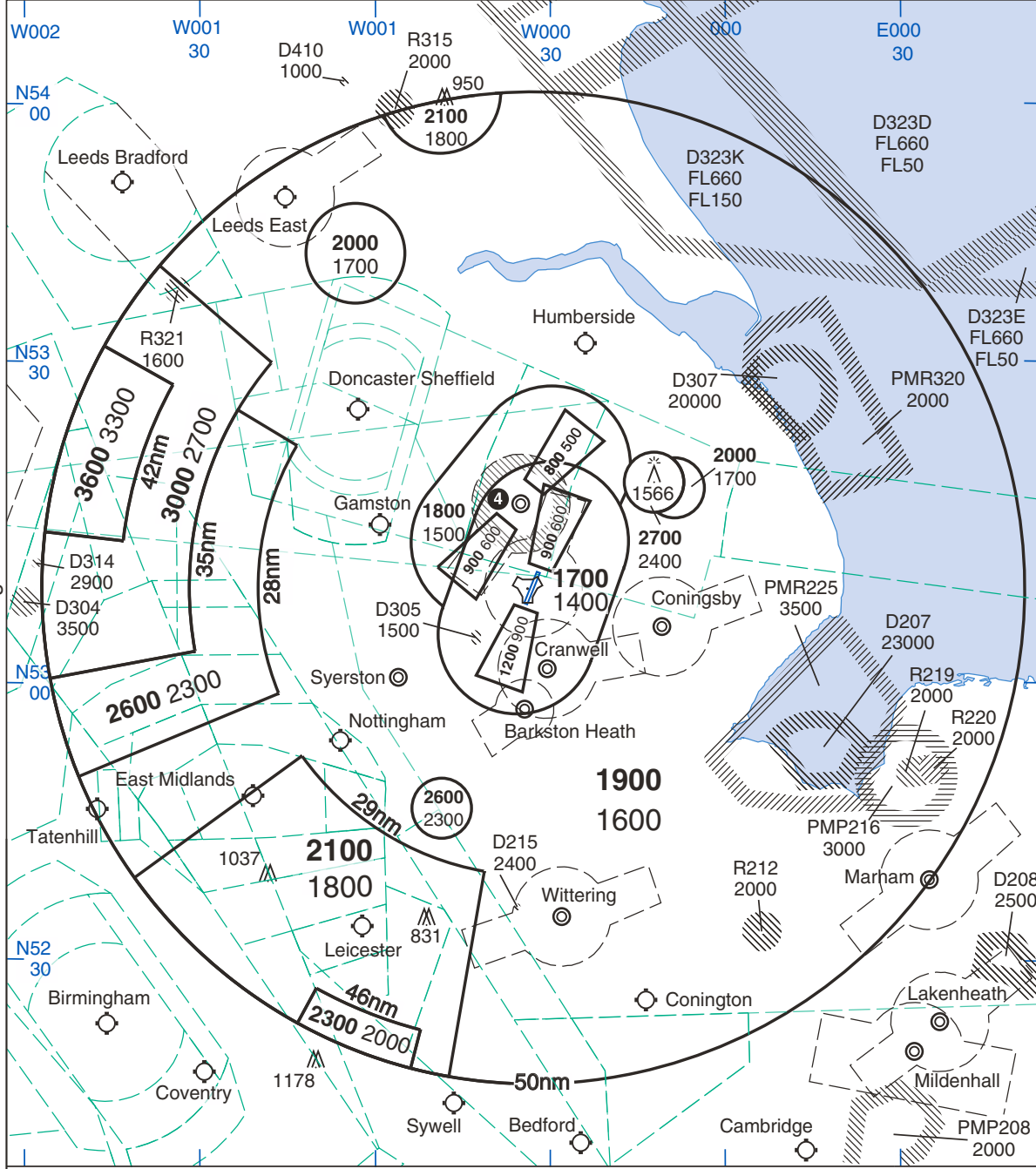
WADDINGTON

Elev 230	Var 0°	TA 3000	TRL ATC	17 JUN 21		K7
WADDINGTON TALKDOWN 344-2 376-2		APPROACH 345-075	DIRECTOR 280-175	TOWER 121-3 241-325		DATIS 291-675

EGXW/WTN ENGLAND

Changes: New

No1 AIDU Last Amended 17 MAY 21



- CAUTION.** Chart should only be used for cross check of alts whilst in receipt of an ATC surveillance service.
- Comms Failure.** In the event of complete radio comms failure in an aircraft, the pilot is to adopt the appropriate procedures described in the UK Mil AIP EGXW AD 2.22 FLIGHT PROCEDURES.
- 227ft used as QFE datum.
- Scampton R313, SFC-9500.

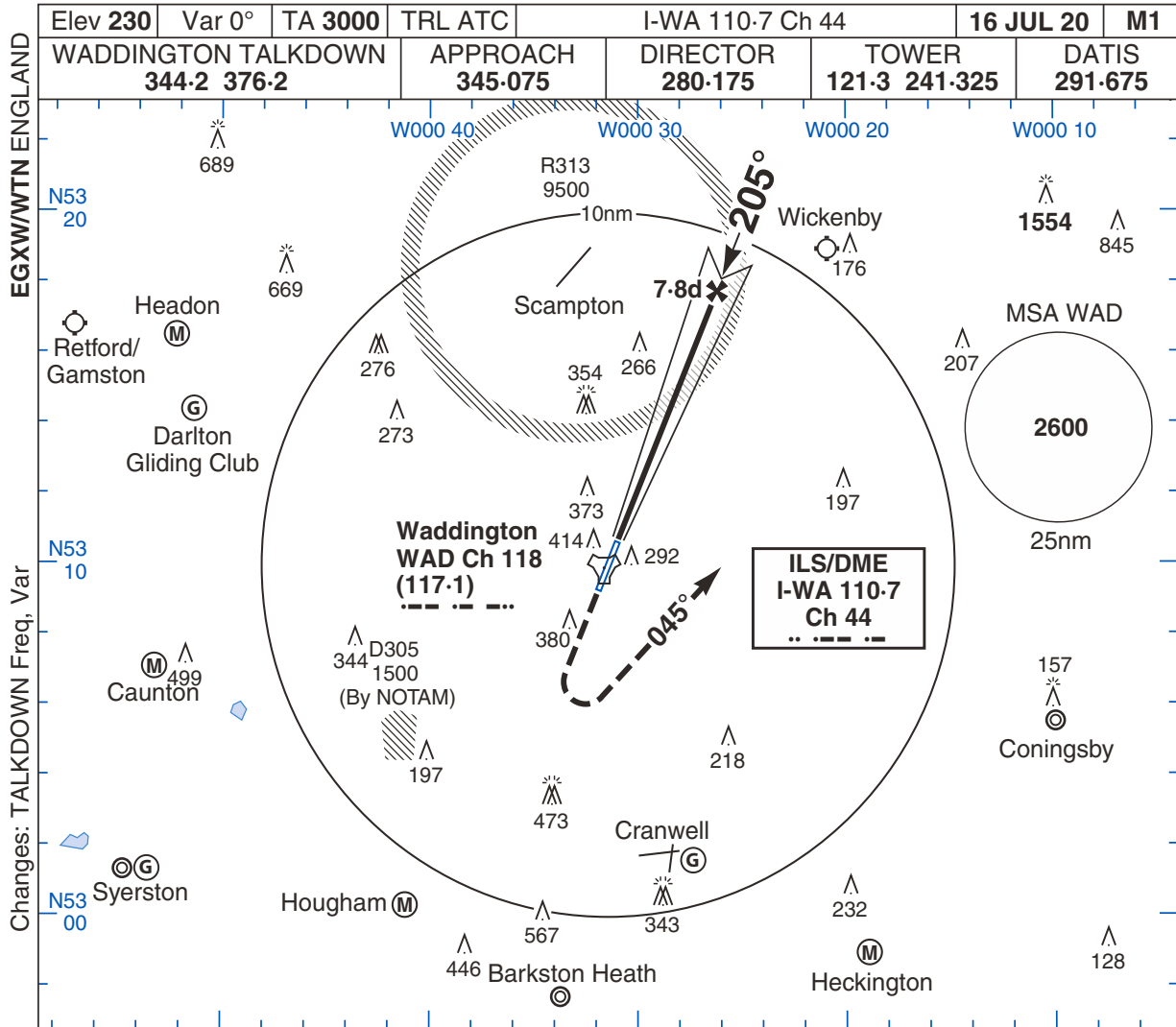
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WADDINGTON
PANS-OPS (ICAO)

ATC SURVEILLANCE MNM ALTITUDE

ILS/DME Rwy 20

WADDINGTON



Ahead, on passing 1720 1500, climbing left turn on Tr 045° to **3220 3000**.
 LOC MAPt at 0.8d
 Rwy QFU 202°
 THR Elev 219/8hPa 0.8 7.8 DME I-WA
 RDH 43
 MEHT 44

No1 AIDU Last Amended 18 JUN 20

CAT	ILS/DME ④	LOC/DME ⑤	CIRC ③	1. WARNING. Rwy 20. Strong westerly winds can cause unexpected turb on short finals.	DME I-WA	ALT HGT
A	480 260 800m	530 320 800m	710 480 1600m	2. LOC I-WA offset by 3° left of centreline.	7	2490
			740 510 1600m			2270
B	480 260 1200m	530 320 1200m	840 610 2800m	③ CIRC prohibited W of the Rwy 02/20 extended centreline.	6	2180
			920 690 3600m			1960
C	480 260 1200m	530 320 1200m	1020 790 4400m	④ When ALS inop increase Cat AB vis by 800m, Cat CDE by 400m.	5	1860
			1020 790 4400m			1640
D	480 260 1200m	530 320 1200m	1020 790 4400m	⑤ When ALS inop increase Cat AB vis by 800m, Cat CDE vis by 400m.	4	1540
			1020 790 4400m			1320
E	490 270 1200m	530 320 1200m	1020 790 4400m	6. If not under CAC; call at 20nm.	3	1220
			1020 790 4400m			1000
GS (kt)		80 120 150	180 210	7. M/App assessed up to 25nm from WAD.	2	900
FAF-THR 7.8nm	5:51 3:54 3:07	2:36 2:14		8. DME I-WA reads zero at THR.		680
ROD (fpm)	3°	420 640 800	960 1110	9. Timing not authorised for defining the MAPt.		

WADDINGTON
MIPS

ILS/DME Rwy 20

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17 JUN 21

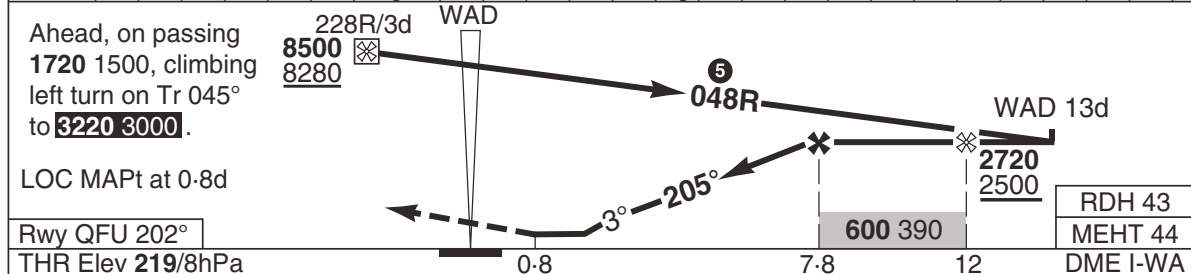
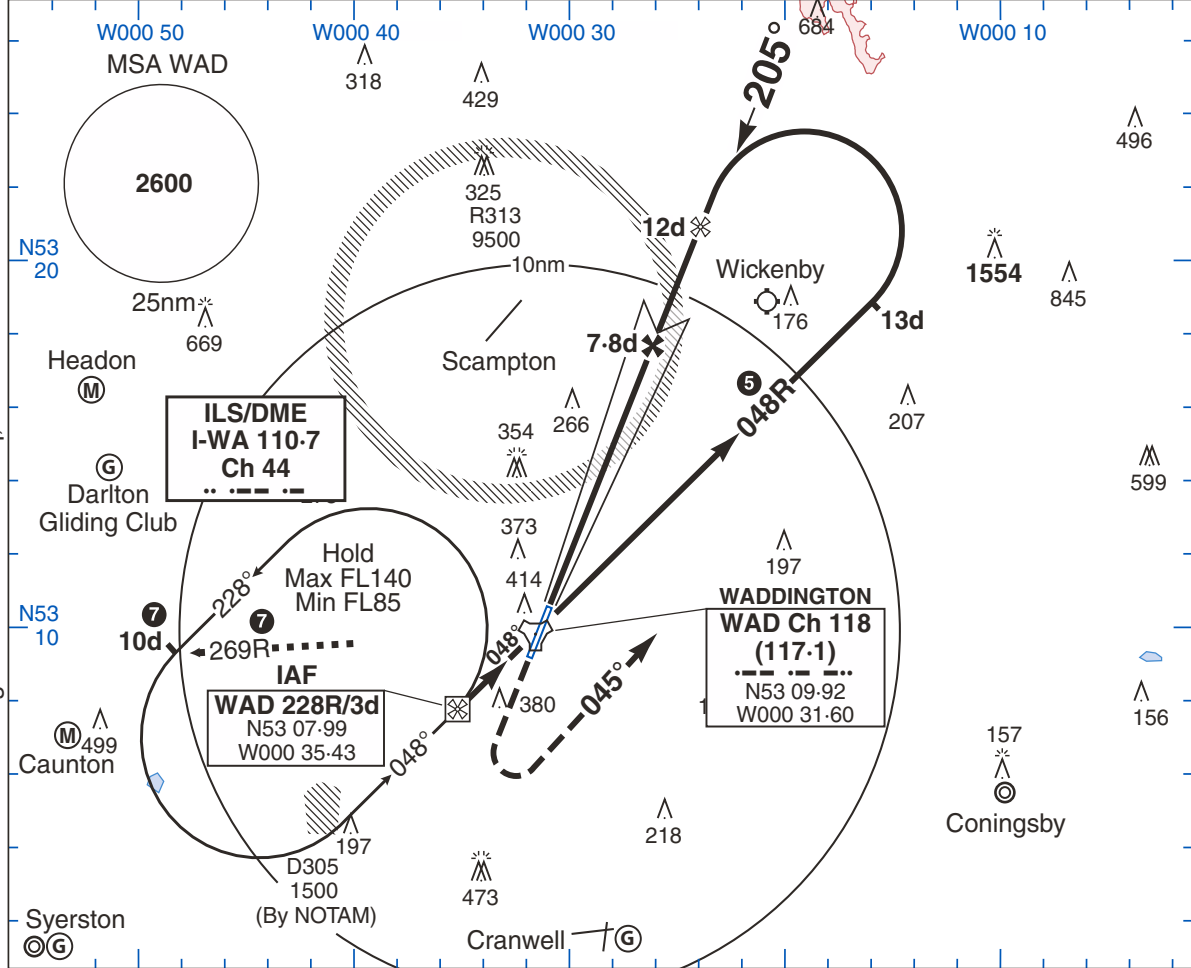
TAC to ILS/DME Rwy 20

WADDINGTON

Elev 230	Var 0°	TA 3000	TRL ATC	I-WA 110.7 Ch 44	16 JUL 20	M2
WADDINGTON TALKDOWN 344.2 376.2		APPROACH 345.075		DIRECTOR 280.175	TOWER 121.3 241.325	DATIS 291.675

EGXW/WTN ENGLAND

Changes: TALKDOWN Freq, Var



Ahead, on passing 1720 1500, climbing left turn on Tr 045° to 3220 3000 .		LOC MAPt at 0-8d		Rwy QFU 202°		THR Elev 219/8hPa		0-8		7-8		12		DME I-WA		
MIPS	CAT	ILS/DME ④	LOC/DME ④	CIRC ③		<ol style="list-style-type: none"> WARNING. Rwy 20. Strong westerly winds can cause unexpected turb on short finals. LOC I-WA offset by 3° left of centreline. CIRC prohibited W of the Rwy 02/20 extended centreline. When ALS inop increase Cat AB vis by 800m, Cat CDE by 400m. Cat AB oudb 033R. If not under CAC; call at 20nm. Hold Entries permitted: inbd to WAD 228R or oudbd Cat AB WAD 256R/7d, Cat CDE WAD 269R/10d. DME I-WA reads zero at THR M/App assessed up to 25nm from WAD. Timing not authorised for defining the MAPt. 										
	A	480 260 800m	530 320 800m	710 480 1600m	740 510 1600m	DME I-WA	ALT HGT	7	2490	2270						
	B	480 260 1200m	530 320 1200m	840 610 2800m	920 690 3600m	6	2180	1960								
	C	490 270 1200m	530 320 1200m	1020 790 4400m	3	1220	1000									
	D	490 270 1200m	530 320 1200m	1020 790 4400m	2	900	680									
GS (kt)		80	120	150	180	210										
FAF-THR		7-8nm	5:51	3:54	3:07	2:36	2:14									
ROD (fpm)		3°	420	640	800	960	1110									

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WADDINGTON MIPS

TAC to ILS/DME Rwy 20