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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: | 01°E (NOV 24) / 00.20°E |
| 5 | Geoid Undulation at AD Elev Position: | 154ft |
| 6 | AD Administration: Address: Telephone: E-mail: Web site: | Royal Air Force Waddington Lincoln LN5 9NB. Mil: 95771 6532 (Ops). Civ: (01522) 726532. Mil: 95771 7451 (ATC SWB) Civ: (01522) 727451 Wad-StationOps@mod.gov.uk wadops@outlook.com https://www.raf.mod.uk/our-organisation/stations/raf-waddington/ |
| 7 | Types of Traffic Permitted (IFR/VFR): | IFR/VFR |
| 8 | Remarks: | Nil |

EGXW AD 2.3 - OPERATIONAL HOURS

| | | |
|----|-----------------------------|--|
| 1 | AD: | Extended Hours Aerodrome as defined in MAA RA3263. Routine opening hours: 0800-1800L Mon-Fri. Extension of opening hours to 2359L Mon-Thur available on request. If no planned activity, aerodrome will close at 1200L on Friday. |
| 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, 1900 Sun - 1900 Fri (OOH see AD 2.11.9 below) |
| 7 | ATS: | HO. |
| 8 | Fuelling: | Self refuelling only (Gravity/Pressure). |
| 9 | Handling: | VAHS operating hours in line with AD opening hours, as per AD 2.3.1. |
| 10 | Security: | H24. |
| 11 | De-Icing: | H24. |
| 12 | Remarks: | Prior Permission to LAND (PPR) must be requested no later than 48 hours prior to ETA for flights from overseas & 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 & meet the 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 OC OSW, RAF Waddington. LARS available 0800-1800A Mon-Thur, Fri 0800-1300A subject to Stn-based Op requirements, see NOTAMs. Outside of LARS operating hours, pilots requiring transit of the Waddington MATZ are to call Waddington Zone on frequency 232.70MHz or 119.505MHz. No reply will indicate that the Waddington MATZ can be crossed avoiding the Waddington ATZ. On activation of D324, ATC and TATCC will be staffed. Waddington Flying School (WFS) operate uncontrolled outside of published hours. For information on WFS operating times contact wfsmanager99@gmail.com |

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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 /Hydraulic Types: | 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: | Generic GPUs available, limited Air Start facility, with no guarantee of connectability. |
| 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, which is rested to ICAO 5 for pre-agreed periods of the day; and will revert to domestic cover during the periods when flying has ceased with ability to generate ICAO 3 at 1 hours readiness. Station Operations will automatically arrange for an appropriate crash category uplift to be in place 60 minutes prior to ETD or ETA 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 (see Annex 0). |
| 2 | Rescue Equipment: | 1x OSHKOSH STRIKER/HRET water tank capacity: 9,500 litres, foam tank capacity: 1,140 litres. 1x MULTI-PURPOSE RESPONSE VEHICLE water tank capacity: 4,500 litres, foam tank capacity: 650 litres. |
| 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, ADT. |
| 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 | |
| | | Bay 1R-11R (RAFAT Bays) | Concrete | PCN 40/R/B/W/T | |
| | | Bay 5-6 | Concrete | PCN 40/R/B/W/T | |
| | | Bay 7 | Concrete | PCN 20/R/B/W/T | |
| | | Bay 8-9 | 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) | Asphalt | PCN 40/F/A/W/T | |
| | | Bays 22-25 | Concrete | PCN 25/R/B/W/T | |
| | | Bays 26-29 (see remark) | Concrete and Asphalt | PCN 40/R/B/W/T | |
| | | Bays 26A-27A-28A (Protector Bays) | Concrete and Asphalt | 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 | |
| | | Bay 33 | Asphalt | PCN 20/F/A/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 | Asphalt | 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 | Asphalt with concrete ends | PCN 40/F/A/W/T |
| | | Delta (20 Turn Out) | 23 | Concrete | PCN 45/R/A/W/T |
| | | Bravo | 46 | Asphalt | PCN 45/F/A/W/T |
| | | Charlie | 18 | Concrete | PCN 65/F/A/W/T |
| | | Echo | 18 | Asphalt | PCN 47/F/A/W/T |
| | | Foxtrot | 45 | Asphalt | PCN 45/F/A/X/T |
| | | Lazy | 49 | Asphalt | PCN 15/F/A/W/T |
| | | Zulu | 18 | Concrete | PCN 45/R/A/W/T |
| 3 | Altimeter Check Location and Elevation: | N/A | | | |
| 4 | VOR Check-points: INS Checkpoints: | Nil. Nil. | | | |
| 5 | Remarks: | <p>a. RAF Waddington is a Code 4C aerodrome iaw MAA RA 3510.</p> <p>b. WAD based Cat D aircraft authorised to operate under authority of their DDH. Non-stn based Cat D aircraft can be accepted (PPR) with the authority of the visiting crew's DDH.</p> <p>c. Aircraft parked on Bays 28 and 29 may experience magnetic interference which may affect the aircraft compass.</p> <p>d. The PCNs for Bays 30 and 31 were designed as above.</p> <p>e. The latest AMIR (Feb 21) does not provide PCN assessment.</p> <p>f. Hangars 2, 3, 4 and 5 are assessed on historical evidence.</p> <p>g. Taxiway PCN strength values are for the centrelines. Taxiway edges have significantly lower PCN values.</p> <p>h. Unstable slurry seal on Northern entrance to Bay 26-29 during periods of high temperatures.</p> <p>i. Bravo and Foxtrot taxiway closed due to surface degradation.</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 1R-11R (RAFAT Bays), 5-7 and Bays 26-32. Bays 26A-27A-28A (Protector Bays) Yellow taxiway markings & parking slot guidance with ground marshallers. |
| 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: | No Stop Bars; Runway Guard Lights 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 (OOH 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: Syerston, Digby and Lincs TATCC. Weekend and PH: Forecaster on call 1900 Fri to 1900 Sun. |
| 10 | Additional information (limitation of services etc): | Nil. |
| 11 | Remarks: | Nil. |

| EGXW 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 |
| 02 RH | 021.69° | 2939 x 58 | PCN 52/F/A/W/T Blacktop. Concrete ends PCN 61/R/A/W/T | N53 09 15-66 W000 31 54-02 | 227-30ft TDZE 227-30 |
| 20 | 201.70° | 2939 x 58 | PCN 52/F/A/W/T Blacktop Concrete ends PCN 61/R/A/W/T | N53 10 36-99 W000 31 00-19 | 218-70ft TDZE 229-90ft |
| 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 | 139 x 150 | 2960 x 280 | - | 93.6m |
| 20 - 0-08%U | 0 x 60 | 139 x 150 | 2960 x 280 | - | 84.6m |
| 12 Arresting Systems | | | | | |
| Rwy 02 RH | RHAG(B) _____ | | | RHAG(B) | Rwy 20 |
| | | (2050ft) | | (2000ft) | |
| 13 | Remarks | <p>The runway is grooved marshall asphalt with concrete ends. Both concrete ends of the runway are liable to be slippery when wet.</p> <p>Painted surfaces are slippery during icy conditions.</p> <p>237m/777 feet of brushed concrete from Rwy 20 threshold and 275m/902 feet of brushed concrete from 02 threshold are exhibiting friction levels at or below the Minimum Friction Level of 0.5Mu. RA3590(2) refers.</p> <p>Standard configuration - Approach cable de-rigged, overrun up.</p> <p>Cable dimensions: 28-575mm (made up of 7 wires each containing 18 strands).</p> <p>Grommet Dimensions: 52mm x 152mm (W x H)</p> <p>Pilots should check their Air System Release to Service/appropriate manual before trampling.</p> | | | |

| 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 | 2903 | 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. Runway 02 departure data assumes use of the turnpad for line-up keeping with runway markings. |
| 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 50.52ft | Aiming Point Marker 345m | Red / White HI 15m | White Bi-directional HI - 30m sp Omni-directional LOW - 90m D Thld RED to approaching ac | Red Uni HI | Nil |
| 20 | CL5B 900m HI | Green HI | PAPI 3° Port 327m Sboard 314m 54.92ft | Aiming Point Marker 320m | Red / White HI 15m | White Bi-directional HI - 30m sp Omni LOW - 90m D Thld RED to approaching ac | Red Uni HI | Nil |
| 10 | Remarks: Additional red lights are provided from end of LDA to Runway End Lights. | | | | | | | |

| 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. |

| EGXW AD 2.17 - ATS AIRSPACE | |
|---|--|
| Waddington MATZ. Please refer to the Civ AIP, ENR 2.2, Para 2.4. https://nats-uk.ead-it.com/cms-nats/opencms/en/Publications/AIP/ | |
| Waddington ATZ. Please refer to the Civ AIP, ENR 2.2. https://nats-uk.ead-it.com/cms-nats/opencms/en/Publications/AIP/ | |

| EGXW AD 2.18 - ATS COMMUNICATION FACILITIES | | | | | |
|---|----------|---------------|--------------------|--------|---------|
| Service Designation | Callsign | Frequency MHz | Hours of Operation | | Remarks |
| | | | Winter | Summer | |
| | | | | | |

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| EGXW AD 2.18 - ATS COMMUNICATION FACILITIES | | | | | |
|---|---------------------|--|-----|-----|--|
| 1 | 2 | 3 | 4 | | 5 |
| SWK | Swanwick Mil | 259-60 (ICF) | H24 | H24 | |
| APP | Waddington App | 345-075 (ICF) 362-300* 128.955 | HO | HO | *NATO Common Frequency. Available on request only. |
| MISC | Waddington Zone | 232-700 (L)(M) 119-505 (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 | 121.305 241-325 257-800* 122-100* | HO | HO | 121.300 is to be used as the primary Tower Frequency. *NATO Common Frequency. Available on request only. |
| GND | Waddington Ground | 342-125 | HO | HO | |
| ATIS | Waddington ATIS | 291-675 | HO | HO | Answer phone 95771 7305 01522 727305 |
| OPS | Vulcan Ops | 369-400 | HO | HO | |
| RAFAT | Waddington | 125.355 | | | |

| 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 201°. |
| Glidepath | | 330-200 | H24 | H24 | N53 10 29-42 W000 31 12-16 | | 3° ILS RDH 43ft. |
| Localizer | | 110-700 | H24 | H24 | N53 09 26-67 W000 31 54-41 | | Offset 3° left of rwy centreline. LOC 203° |
| RNP 02/20 | | | H24 | H24 | Nil | | Internal Aids Procedure |
| <p>Remarks:</p> <p>It is known that operational capability of the TACAN is affected by environmental related issues and that unlocks (and excessive bearing errors) may be experienced within the following specified areas: 010° - 050°, 190° - 205° and 290° - 330°. Minor unlocks between IAF and FAF for the TAC to ILS/DME RWY 20 may be experienced.</p> | | | | | | | |

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EGXW AD 2.20 - LOCAL TRAFFIC REGULATIONS

| | |
|---|---|
| 1 | Airport regulations When aerobatics are taking place within EGD 324A, routine instrument approaches are not permitted. Air Systems should be prepared to hold for up to 30 mins or execute visual or radar to visual recoveries. |
| 2 | Ground Movement Nil. |
| 3 | CAT II/III Operations Nil. |
| 4 | Warnings a. 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. b. There is a 6ft high perimeter fence in the Runway 20 undershoot. c. All pilots are advised that there is an additional risk associated with over flight of the Explosives Storage Area (ESA), due to storage of co-located explosives. Over flight of the ESA is to be avoided. If overflight unavoidable, then FJ/FW are not to overfly below 500ft QFE & RW not below 2000ft QFE. |
| 5 | Helicopter Operations Departures and arrivals are to expect to 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. |
| 6 | Use of Runways Nil. |
| 7 | Training None specified. |

EGXW AD 2.21 - NOISE ABATEMENT PROCEDURES

See TAP Charts.

EGXW 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. | |

EGXW AD 2.23 - ADDITIONAL INFORMATION

Inbound aircraft contact Approach at least 20nm before MATZ boundary.
Lincs & Notts Air Ambulance operations are given high priority on movements.
Remotely Piloted Air Systems are operated on the Aerodrome; procedures are summarized, and ATC Order referenced at Waddington DAM Annex JJ.
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'.
MQ-9B operating out of RAF Waddington.
Mixed pressure settings in the visual circuit are not permitted.

EGXW AD 2.24 - CHARTS RELATING TO THIS AERODROME

Terminal Approach Procedure Charts

| | | |
|----|-------------------------------|----------------------|
| B1 | Special Procedures | AD 2 - EGXW - 1 - 11 |
| D1 | Aerodrome | AD 2 - EGXW - 1 - 12 |
| E1 | Taxi | AD 2 - EGXW - 1 - 13 |
| G1 | MID NE Rwy 02 | AD 2 - EGXW - 1 - 14 |
| G2 | MID NE Rwy 20 | AD 2 - EGXW - 1 - 15 |
| G3 | MID SE Rwy 02 | AD 2 - EGXW - 1 - 16 |
| K1 | Radar Procedures | AD 2 - EGXW - 1 - 17 |
| K2 | PAR Rwy 02 | AD 2 - EGXW - 1 - 18 |
| K4 | PAR Rwy 20 | AD 2 - EGXW - 1 - 19 |
| K5 | SRA Rwy 02 | AD 2 - EGXW - 1 - 20 |
| K6 | SRA Rwy 20 | AD 2 - EGXW - 1 - 21 |
| K7 | ATC Surveillance Mnm Altitude | AD 2 - EGXW - 1 - 22 |
| L1 | RNP Rwy 02 | AD 2 - EGXW - 1 - 23 |
| L2 | RNP Rwy 20 | AD 2 - EGXW - 1 - 24 |
| L3 | IAP Coding Tables Rwy 02 | AD 2 - EGXW - 1 - 25 |
| L4 | IAP Coding Tables Rwy 20 | AD 2 - EGXW - 1 - 26 |
| M1 | ILS/DME Rwy 20 | AD 2 - EGXW - 1 - 27 |
| M2 | TAC to ILS/DME Rwy 20 | AD 2 - EGXW - 1 - 28 |

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