

EGTO AD 2.6 – RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting:	RFF Category 1/H1.
3	Capability for removal of disabled aircraft:	

EGTO AD 2.10 – AERODROME OBSTACLES

In Approach/Take-off areas				In circling area and at aerodrome			
1				2			
Runway/Area affected	Obstacle type Elevation Markings/lighting	Co-ordinates		Obstacle type Elevation Markings/lighting	Co-ordinates		
a	b		c	a	b		
		ft amsl			ft amsl		
02/Approach 20/Take-off	Telegraph pole	455	*512051.80N 0003012.42E	Mast	794	*511926.51N 0003116.11E	
				Mast	758	*511933.12N 0003133.13E	
				Water tank	676	*511954.84N 0003007.83E	
20/Approach 02/Take-off	Lamp post	404	*512124.70N 0003023.77E	Mast	444	*512114.50N 0003012.53E	
	Tree	397	*512127.39N 0003031.72E	Hangar	479	*512051.33N 0003014.02E	
	Tree	407	*512122.83N 0003030.43E				
16/Approach 34/Take-off	Tree	401	*512124.33N 0003001.36E				
34/Approach 16/Take-off	Parked aircraft	439	*512050.22N 0003018.29E				
	Building	471	*512048.50N 0003024.69E				
	Trees	491	*512043.99N 0003029.56E				
3	Remarks:						

EGTO AD 2.12 – RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and stopway	THR co-ordinates RWY end co-ordinates THR Geoid undulation	THR elevation Highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
16	158.79°	963 x 35	Grass	*512119.06N 0003002.73E — GUND	THR 389 ft
34	338.79°	963 x 35	Grass	*512057.75N 0003015.95E — GUND	THR 415 ft
02L	021.32°	827 x 32	Grass	*512057.57N 0003010.34E — GUND	THR 418 ft
20R	201.32°	827 x 32	Grass	*512122.52N 0003025.89E — GUND	THR 390 ft
† 02R	021.15°	690 x 21	Grass	*512056.15N 0003011.34E — GUND	THR 420 ft
† 20L	201.15°	690 x 21	Grass	*512117.26N 0003024.38E — GUND	THR 394 ft

EGTO AD 2.12 – RUNWAY PHYSICAL CHARACTERISTICS (continued)				
Slope of RWY/SWY	Stopway Dimensions (m)	Clearway Dimensions (m)	Strip Dimensions (m)	OFZ
7	8	9	10	11
12	Remarks: Runway 16 threshold displaced by 75 m † Used when main Runway 02L/20R is undergoing maintenance.		Runway 34 thresholdR displaced by 190 m	

EGTO AD 2.13 – DECLARED DISTANCES					
Runway Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
02L 20R	827 827	827 827	827 827	827 827	† An additional 35 m is available on request.
16 34	773 963	773 963	923 963	808 773	
02R 20L	690† 690	690 690	690† 690	690 690	

EGTO AD 2.17 – ATS AIRSPACE				
Designation and lateral limits			Vertical limits	Airspace Classification
1			2	3
Rochester Aerodrome Traffic Zone (ATZ) Circle radius 2 nm centred on longest notified runway (16/34) 512107N 0003010E.			2000 ft aal SFC	G †
4	ATS unit callsign: Language:	Rochester Information. English.		
5	Transition Altitude:			
6	Remarks:	ATZ Hours: See AD 2.18. † Refer to Section ENR 1.4 for Notifications.		

EGTO AD 2.18 – ATS COMMUNICATION FACILITIES					
Service Designation	Callsign	Frequency MHz	Hours of Operation		Remarks
1	2	3	Winter	Summer	5
AFIS	Rochester Information	122.250	0800-1800	0700-1700	ATZ hours co-incident with AFIS hours.

EGTO AD 2.19 – RADIO NAVIGATION AND LANDING AIDS							
Type of Aid MAG VAR CAT of ILS/MLS	IDENT	Frequency	Hours of Operation		Position of transmitting antenna co-ordinates	Elevation of DME transmitting antenna	Remarks
			Winter	Summer			
1	2	3	4		5	6	7
NDB	RCH	369 kHz	H24	H24	*512114.50N 0003012.53E		On AD. Range 10 nm.

EGTO AD 2.20 – LOCAL TRAFFIC REGULATIONS

1 Aerodrome Regulations

- a Not available at night to aircraft requiring to use a licensed runway when relief Runway 02R/20L is in operation.
- b Aircraft using this aerodrome are required to have third party liability insurance in the sum of at least £1,000,000. Proof of this insurance should be available for inspection at any time whilst the aircraft is at Rochester aerodrome.
- c Use of the aerodrome is restricted to published hours unless prior permission has been obtained from the aerodrome authority.
- d Practice Engine Failure at take-off should not be attempted from Runways 02 and 16 due to the flight paths over built up areas.
- e Air training flights, intending to request circuit training, solo students and microlight aircraft are required to obtain prior permission by telephone.
- f Aerobatic manoeuvres are not permitted unless authorised by the aerodrome director.
- g Home based aircraft may be active outside the published hours. Non-home based aircraft should remain clear of the ATZ. Overflights may listen out on frequency and prefix position reports with 'Rochester Traffic'.
- h No circuits are permitted outside of published hours.

2 Ground Movement

- a Fixed wing aircraft are to taxi with caution on prepared and marked areas only.
- b Pilots must avoid the use of excessive power on the main apron due to poor surface conditions and pedestrian traffic in the vicinity.

4 Warnings

- a A road used by vehicular traffic runs east/west immediately to the south of the take-off threshold of Runway 34.
- b Runway 20R APAPI signals are visible to the east of the extended runway centre-line where normal obstacle clearance is not guaranteed. They should not be used until the aircraft is aligned with the runway extended centre-line.
- c Runway 16 non-standard markings. Runway designator located before the landing threshold.
- d The proximity of large buildings and topography may cause turbulence and windshear in some wind conditions.
- e Runway 34 has the main access road in the undershoot preceded by parked aircraft. Pilots must use the displaced threshold to avoid obstacles on the approach undershoot area and main entrance road.
- f Pilots are advised that the aerodrome is situated beneath the LTMR of 2500 ft QNH.

5 Helicopter Operations

- a Helicopters air taxiing should avoid low flight over the runway maker boards and parked aircraft due to high energy downwash from rotors.
- b Helicopters landing and taxiing in the northern manoeuvring areas are advised of the close proximity of the main car park and pedestrians.
- c Rescue and Police helicopter flights may take place outside of published hours day and night without notice.

7 Training

- a Circuit training is restricted at weekends, Public Holidays and at other times that the aerodrome authority consider appropriate.
- b Circuit training is prohibited on Runway 02 during weekends, Public Holidays and at other times that the aerodrome authority consider appropriate.

EGTO AD 2.21 – NOISE ABATEMENT PROCEDURES

- a All aircraft inbound to or outbound from Rochester are required to conform to the following procedures, notwithstanding that these may at any time be departed from to the extent necessary for avoiding immediate danger.
- b Aircraft should not join the circuit or final approach path below 1000 ft QFE.
- c Circuit patterns should be flown to the west avoiding the large built up area to the east.
- d Aircraft taking off should use the full length of the runway, applying take-off power prior to releasing the brakes whenever surface conditions permit.
- e Aircraft fitted with VP propellers must endeavour to reduce RPM consistent with manufacturers noise abatement advice.
- f Aircraft departing from Runway 02 and 34 to the east are expected to depart via the overhead unless requesting a right hand turn after passing 1500 ft QNH.
- g Unless making an approach on the PAPIs installed on Runway 02/20 aircraft should adjust their visual approach to maintain a 5° approach angle to the runway threshold.
- h Circuits variable to avoid flying over built up areas: Runways 16 and 20R/L - RH; Runways 02L/R and 34 - LH.

EGTO AD 2.22 – FLIGHT PROCEDURES

a Standard Departure Routes - via Airways

Departure to	Designator	Via	Route and Altitudes
North	Brookmans Park 3 (BPK 3)	L10/N57	Direct BPK. Cross 20 DME BPK above 3000 ft climbing to 4000 ft.
Northeast	Clacton 3 (CLN 3)	L620	DET - SND - CLN. Cross DET RDL 017° DME 7 at 5000 ft.
Southeast	Dover 3 (DVR 3)	L9/L10	Direct DVR. Climbing to 4000 ft.
South	Lydd 3 (LYD 3)	G27	DET - LYD. (R803) Climbing to 4000 ft.
Southwest	Southampton 3 (SAM 3)	R8	DET - LYD - G27 - WAFFU - Y8 - GWC - SAM. Climbing to 4000 ft.
West	Compton 3 (CPT 3)	L9	BPK - HEN - CPT. Cross 20 DME BPK above 3000 ft climbing to 4000 ft.

b Standard Arrival Routes. The standard routes for inbound aircraft are detailed in the Standard Arrival Routes (STAR) shown at AD 2-EGLC-7-1/2/3.

c Radio Communication Failure Procedures

i Inbound Aircraft. In the event of complete radio communication failure in an aircraft, the pilot is to adopt the appropriate procedure described at ENR 1.1.3 until:

1 SPEAR STAR (AD 2-EGLC-7-1). Descend in the SPEAR hold to leave Controlled Airspace and proceed to Rochester.

2 ALKIN STAR via SANDY (AD 2-EGLC-7-2). Leave SANDY at FL 70 and route to BONDY - DET. Descend to maintain FL 60 to be level before BONDY. At BONDY descend to leave Controlled Airspace and proceed to Rochester.

Note: Non-RNAV equipped aircraft will be routed via LYD and are to leave LYD at FL 60 and route to DET. At 12 DME DET descend to leave Controlled Airspace and proceed to Rochester.

ii Outbound Aircraft. For the purposes of radio failure, the climb to flight planned level should be commenced after the last position shown in the Standard Departure Routes where an altitude or flight level is specified.

d VFR Flight Procedures

i A standard overhead join is preferred but other joins may be requested.

ii Departing Runways 02 and 34 to the east via the overhead is preferred but a right turn after passing 1500 ft QFE can be requested.

iii Departing Runways 16 and 20 to the east, aircraft should depart overhead or climb ahead on runway heading until clear of the built up area to the east.

iv Circuit height is 1000 ft QNE, always flown to the west.

v A standard circuit pattern should be flown within the ATZ which is geographically marked to the north and west by the River Medway, turning on to finals at 2 nm.



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