

AIRFIELD NAME AND ICAO	LYDD		EGMD	
CALLSIGN (RADIO)	Lydd Tower		128.520	
CALLSIGN (ES/VATSIM)	EGMD_TWR		APP. 120.700	
LOCATION	Lat N050.57.22.000	Long E000.56.21.000	Elev. 13ft	
LOCATION GEOGRAPHIC	1.2nm NE of Lydd. 12nm S of Ashford		Conspicuity 7066	
CHART SOURCE	NATS		APP 120.700	
METAR AIRPORT	EGMD 129.220		My QFE= QNH(METAR) - 0 HPscIs	
NAV AIDS (FSX / PLANG3)	NDB/ LZD	397kHz	ILS/ I-LDY	108.150mHz
			VOR/ LYD	108.20mHz is 3nm NNE
RUNWAYS	Headings	Dimension	Surface & notes	
	03 / 21	1505m x 32m	Asphalt	
AIRSPACE/TRANS ALT QNH	CLASS G	Transition level 6000ft	Airspace above is Class A Base Alt 5500 London TMA	
CIRCUITS HEIGHT QFE / DIRS	1000ftQNH	A/C < 5700kg, 21LH. 03 RH, unless instructed by ATC A/C > 5700kg, 21RH. 03 LH,		
NO FLY AREAS	ALL A/C to remain AT LEAST 1.5nm CLEAR of Dungerness power station.			
LOCAL HAZARDS	If ATC reports LYYD and or HYTHE Ranges are active, REMAIN WELL CLEAR			
HELICOPTER OPERATIONS	Circuit Training SE of 03/21 up to 600ft QNH, parallel to fixed wing circuit. Unless instructed otherwise, small helicopters up to B06,AS55,GAZL, joining from the West should rout to the NW of the A/D to land Taxi Bravo and park on Bravo apron. They may also depart to the NW direct from apron Bravo Clearance to cross 03/21 is ALWAYS required. During Low Visibility Operations, Helicopters will arrive and depart using the runway. Avoid overflying ALL built up areas.			
SPECIAL RULES	Apron Charlie available for GA A/C parking. Taxiways Alpha and Charlie available ONLY to GA A/C. Taxiway Alpha restricted to A/C maximum wingspan of 15M The number of A/C in the VFR circuit will be regulated by ATC.			
REMARKS	Runway 03 departures . Climb straight ahead to 500ft or the end of the runway, whichever is later, before turning, or as instructed by ATC. Runway 21 departures . Climb straight ahead to 500ft or the end of the runway, whichever is later, before turning, or as instructed by ATC. A/C turning LEFT to remain well clear of Dungerness Power Station. "OUTBOUND"= landing away. "LOCAL"= out & return."Circuits"=circuits. ALL arriving VFR A/C . Should make initial call BEFORE reaching; From the West, Rye (9 DME). From the North West, Tenterden (15 DME). From theNorth, Ashford (12DME). From theNorth East, Folkestone (12DME). From the Sea, (10DME). ALL VFR A/C should report 4DME to the A/D overhead. UNLESS instructed otherwise, ALL inbounds from W, NW, NE & N . JOIN OH at 1500ft QNH. Descend ON CROSSWIND, to be downwind at 1000ft QNH. DO NOT DESCEND ON THE DEAD SIDE Inbounds from S, SE or E, Report 4DME , expect downwind or base leg join, dependant on traffic.			

ALL PILOTS:

WHEN RECEIVING A SERVICE VIA CIX TEAMSPEAK PLEASE PUT YOUR A/C CALLSIGN AFTER YOUR NAME.