

**TOWN AND COUNTRY PLANNING ACT 1990 - SECTION 77 AND TOWN
AND COUNTRY PLANNING (INQUIRIES PROCEDURE) (ENGLAND)
RULES 2000**

APPLICATIONS BY LONDON ASHFORD AIRPORT LTD

**SITE AT LONDON ASHFORD AIRPORT LIMITED, LYDD, ROMNEY
MARSH, TN29 9QL**

**APPENDICES TO
SECOND SUPPLEMENTARY PROOF OF
EVIDENCE OF
MALCOLM SPAVEN MA (Hons) MSc
on behalf of Lydd Airport Action Group
on
AVIATION OPERATIONAL ISSUES**

PLANNING INSPECTORATE REFERENCE: APP/L2250/V/10/2131934

LPA REFERENCES: Y06/1647/SH and Y06/1648/SH

INQUIRY DOCUMENT REFERENCE: LAAG/10/I

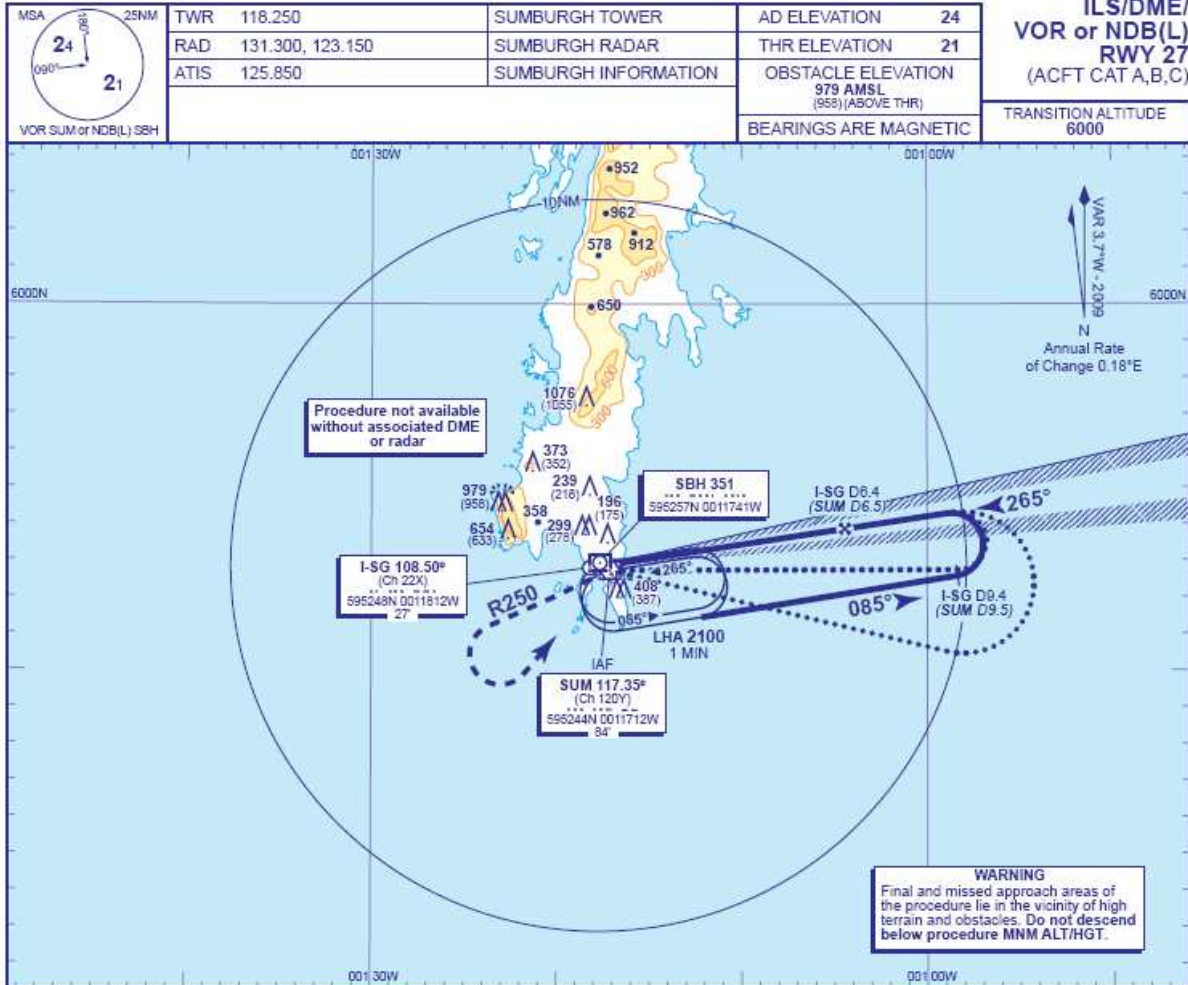
DATE: 25 February 2011

APPENDICES

- 1 Instrument approach chart – Sumburgh runway 27 ILS procedure
- 2 Dimensions of components of an offset Instrument Landing System
- 3 Analysis of figures in LAA-3-E Appendix 1
- 4 Annotated excerpt from CD 1.24c, Appendix 7 (runway 21)
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INSTRUMENT APPROACH CHART - ICAO

SUMBURGH
ILS/DME/
VOR or NDB(L)
RWY 27
(ACFT CAT A,B,C)

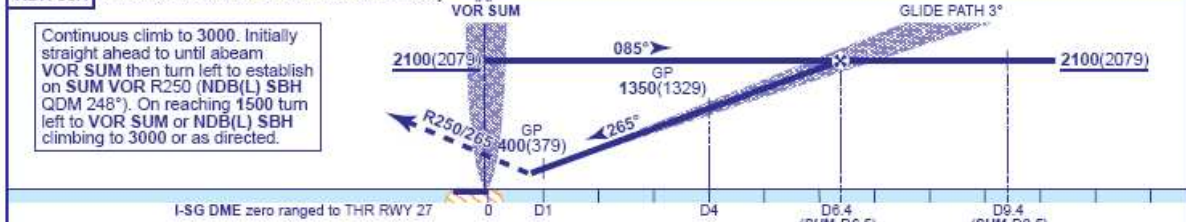


RECOMMENDED PROFILE GLIDE PATH 3°, 318FT/NM

I-SG DME	6	5	4	3	2	1
ALT(HGT)	1990(1969)	1670(1649)	1350(1329)	1030(1009)	710(689)	400(379)

RDH 56.1

Arrival not below MSA. Shuttle in hold as necessary.



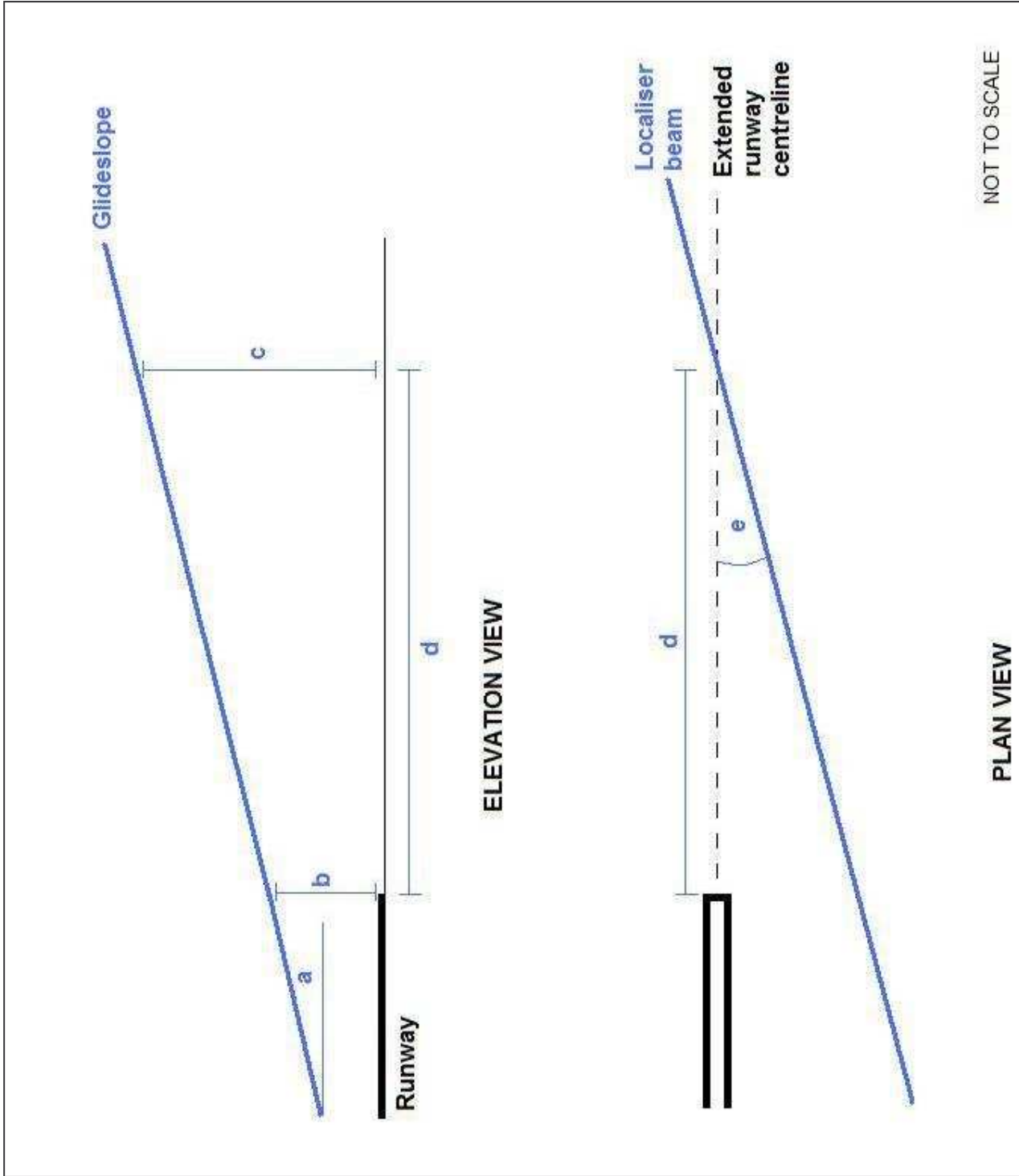
Aircraft Category	A	B	C	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	CAT I	267(246)	267(246)		267(246)	FT/MIN	850	740	640	530
VM(C)OCA (OCH AAL)	Total Area	800(776)	1200(1176)	1400(1376)						
	Restricted (See Note 3)	800(776)	800(776)	1100(1076)						

ALTERNATIVE PROCEDURES
From NDB(L) SBH hold: As for main procedure except fly outbound on extended outbound leg of the NDB(L) SBH hold.
From overhead VOR SUM or NDB(L) SBH: From the overhead not below 2100(2079) fly outbound on SUM VOR R094/NDB(L) SBH QDR 094° (CAT A,B), SUM VOR R108/NDB(L) SBH QDR 108° (CAT C) not below 2100(2079). At I-SG DME 9.4 (SUM DME 9.5) base turn left to establish on the LOC. Once established continue as for main procedure.

AIRCRAFT UNABLE TO RECEIVE DME I-SG
Advise ATC. Equivalent radar ranges will be provided at 9.4NM outbound and inbound at 7NM approaching the FAP and at 4NM.

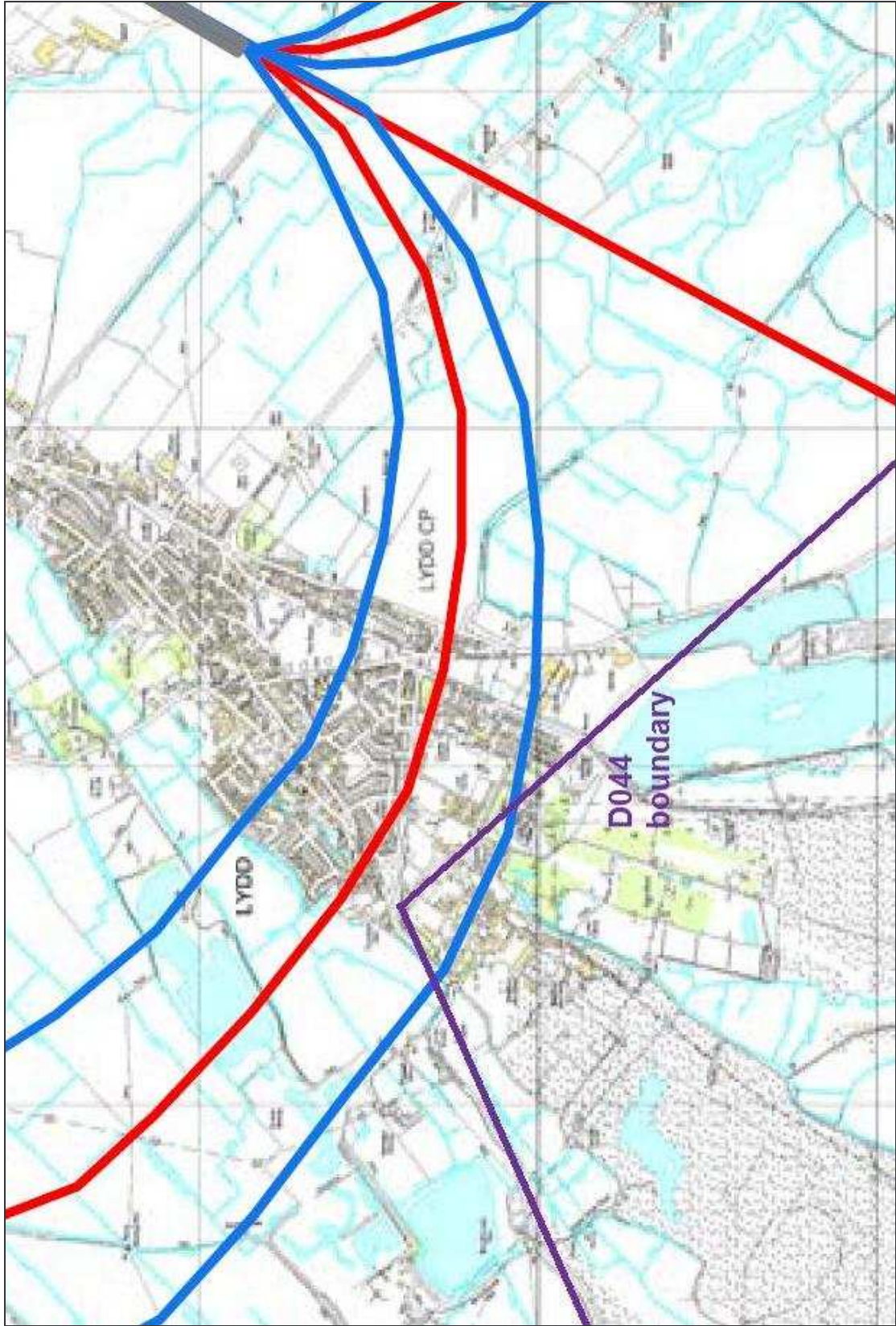
NOTE 1 LOC is offset 2.6° north of the extended RWY C/L and intercepts the RWY C/L 0.4NM from the THR.
2 Due to the relative position of VOR/DME and the THR of RWY 27, DME SUM does not provide reliable ranges to the THR.
3 Reduced VM(C) minima applies to aircraft which manoeuvre outside the quadrant north of RWY 09/27 C/L and west of RWY 15/33 C/L.

CHANGE: MAG VAR, OBSTACLES, MISSED APPROACH ALTITUDE, VM(C) OCA TOTAL AREA, I-SG DME ELEVATION.
AERO INFO DATE 29 OCT 08

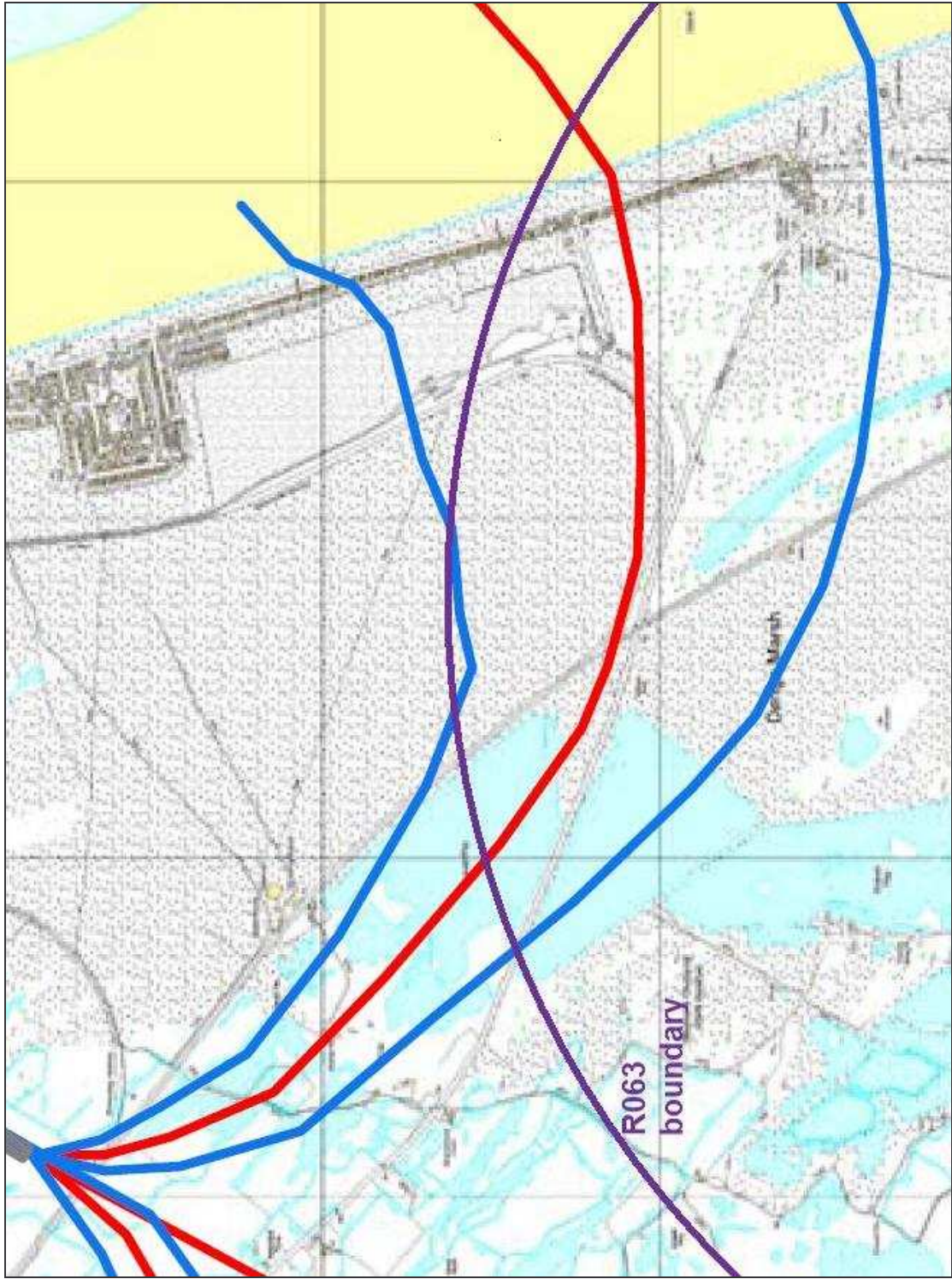


Dimensions of components of an offset Instrument Landing System

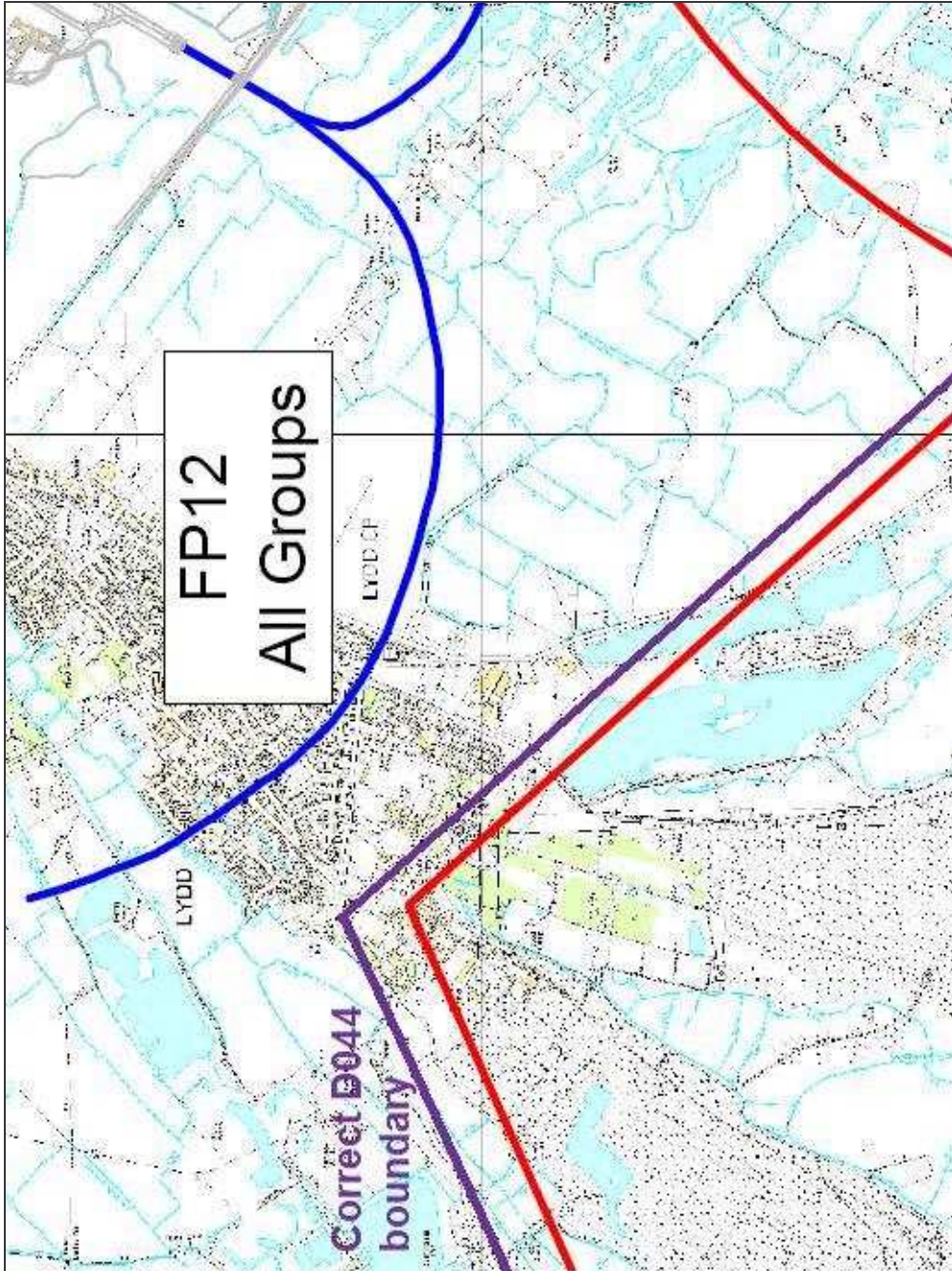
ANALYSIS OF FIGURES IN LAA-3-E APPENDIX 1			
<i>Category</i>	<i>2009</i>	<i>2010</i>	<i>% change</i>
AD	2	4	100%
AI	45	39	-13%
BD	8	6	-25%
BI	12	62	417%
MIL	52	56	8%
OFD	5	6	20%
PC	20	38	90%
PS	75	319	325%
S	2	0	-100%
T	13	56	331%
Total	234	586	150%
All except PS	159	267	68%
	% of increase	PS	69%
		BI	14%
		T	12%



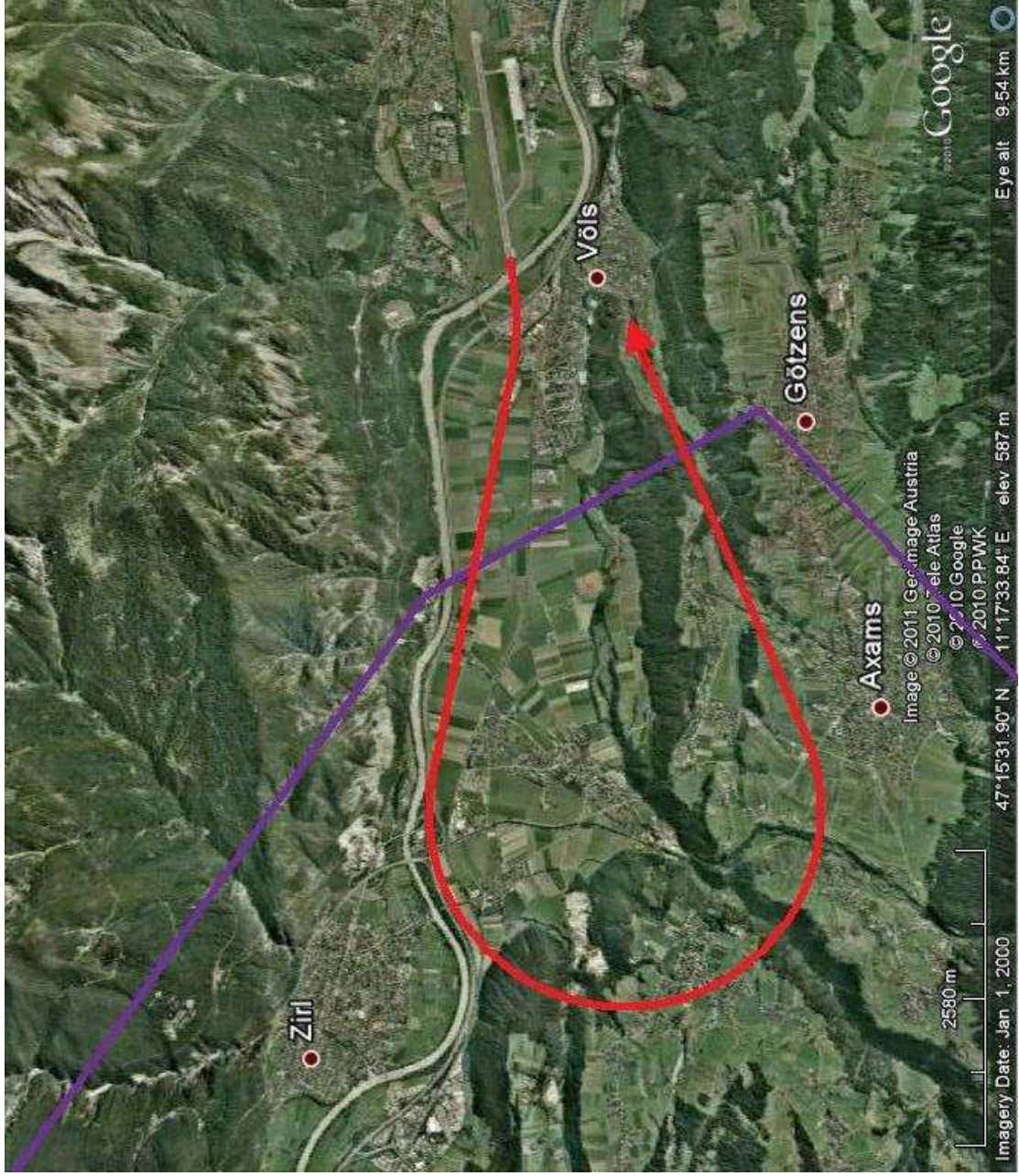
Annotated excerpt from CD 1.24c, Appendix 7 (runway 21)



Annotated excerpt from CD 1.24c, Appendix 7 (runway 03)



Annotated excerpt from LAA/5/C, Figure NV02



Innsbruck runway 26 departure procedure with relative location of D044 superimposed.

DISTANCES BETWEEN LYDD AIRPORT, THE DUNGENESS POWER STATIONS AND THE LYDD RANGE DANGER AREA

<i>To:</i>	<i>From</i>	
	<i>Lydd Airport Aerodrome Reference Point (ARP)</i>	<i>Threshold of runway 03</i>
Boundary of Lydd Range Danger Area D044 along runway 21 extended centreline	3133 metres	2380 metres
Closest point of boundary of Lydd Range Danger Area D044	2950 metres	2250 metres
Centre of Dungeness power station Restricted Area R063	4853 metres	4368 metres
Closest point of 2nm radius boundary of Restricted Area R063	1149 metres	664 metres
Closest point of reduced 1.5nm radius boundary of Restricted Area R063	2075 metres	1590 metres