

09 JUL 26

EGQL AD 2.1 - LOCATION INDICATOR AND NAME

EGQL - LEUCHARS

EGQL AD 2.2 - AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP Co-ordinates and site at AD:	N56 22 21-60 W002 52 06-60 Centred on Historical Point.
2	Direction and distance from City:	9nm S of Dundee. 5nm NW of St Andrews.
3	Elevation/Reference Temperature:	38ft / 19°C
4	Magnetic Variation / Annual Change:	0.8°W (SEP 23) / 0.22°E
5	Geoid Undulation at AD Elev Position:	----
6	AD Administration: Address: Telephone: Fax: E-mail: Web site:	Air Traffic Control, Leuchars Diversion Airfield, Leuchars, St Andrews, Fife KY16 0JX Mil: 95151 x 7282 (ATC), 2145 (SSS). Civ: 01334 85 x 7282 (ATC/Ops/Met), 2145. --- --- ---
7	Types of Traffic Permitted (IFR/VFR):	VFR
8	Remarks:	IFR Recoveries for ADPF and pre-booked Diversion Commitments only.

EGQL AD 2.3 - OPERATIONAL HOURS

1	AD:	0900(A) - 1700(A) Mon-Fri. PPR 24hrs.
2	Customs and Immigration:	Nil.
3	Health and Sanitation:	Nil.
4	AIS Briefing Office:	0900(A) - 1700(A) Mon-Sun.
5	ATS Reporting Office (ARO):	0900(A) - 1700(A) Mon-Sun.
6	MET Briefing Office:	Nil.
7	ATS:	0900(A) - 1700(A) ATZ H24.
8	Fuelling:	No bulk fuel available; F34 very limited.
9	Handling:	0900(A)-1700(A) Mon-Fri (subject to available work force). Acft captain responsible for own turn round.
10	Security:	Nil.
11	De-Icing:	Nil.
12	Remarks:	PPR. Crews wishing to transit the MATZ should contact Leuchars Tower 119-230. ESUAS & No. 12AEF operate Mon-Fri. Area 20nm radius of Leuchars Airfield up to 8000ft. Contact 95151 x 6395 (OC) or x6390 (Ops).

EGQL AD 2.4 - HANDLING SERVICES AND FACILITIES

1	Cargo Handling Facilities:	Nil.
2	Fuel/Oil /HydraulicTypes:	100LL, F34.
3	Fuelling Facilities/Capacity:	Open line and pressure Bowsers. Hot-Pit Refuelling is permitted for Typhoon aircraft only. Rotors Running Refuels permitted for SAR / Ops. APU Running Refuelling may be available for helicopters with pressure refuelling systems.
4	Oxygen:	Nil.
5	De-Icing Facilities:	Nil.
6	Starting Units:	E12.
7	Hangar space for visiting aircraft:	Nil.
8	Repair facilities for visiting aircraft:	Nil.
9	Remarks:	Nil.

EGQL AD 2.5 - PASSENGER FACILITIES

1	Accommodation:	Limited accommodation available for service personnel only in Service messes. Local HOTAC. Nil for passengers.
2	Medical Facilities:	Medical Centre - Military only. No airfield medical cover is provided. Initial Response is provided by Capita Crash Crews; their personnel are First Response Emergency Care (FREC) trained.
3	Remarks:	Limited. Nearest railway station in Leuchars village or Dundee.

EGQL AD 2.6 - RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for Fire Fighting:	ICAO 5. ICAO 6 maybe be achieved on recieved on request. Up to ICAO 8 24H PNR.
2	Rescue Equipment:	2x MPRV and 2x Striker. An increase in ICAO requires additional personnel.
3	Capability for removal of disabled aircraft:	Yes. Capita Crash Crews may be able to manually remove a light aircraft. Heavier aircraft will likely require to be towed by VAHS.

EGQL AD 2.7 - SEASONAL AVAILABILITY - CLEARING

1	Type of Clearing equipment:	1X Schmidt ASCV, 1x Rwy Sweeper, 1x LADS, 1x ADT, 1x MATT Plough
2	Remarks:	Braking action assessment by Meter. Latest available information from ATC.

EGQL AD 2.8 - APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surfaces:	Apron	Surface	Strength	
		HAS	Concrete	PCN 40 R/C/W/T	
2	Taxiway width, surface and strength:	Taxiway	Width	Surface	Strength
		Alpha taxiway	30m	Blacktop/ Concrete	PCN 35 R/C/W/T
		Bravo 5 to old de-tuner	23m	Blacktop/ Concrete	PCN 35 R/C/W/T
		South HAS site	15m	Blacktop	PCN 35 F/C/W/T
3	Altimeter Check Location and Elevation:	N/A			
4	VOR Checkpoints: INS Checkpoints:	Nil. Nil.			
5	Remarks:	Restricted wing tip clearance on Bravo, Charlie, and Delta taxiways including Southern HAS.			

EGQL 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:	Nil. Nil.
2	Runway & taxiway markings & lighting:	Runway: Standard markings. White Airfield Retro-Reflector Marker System (ARMS) on Runway edge. Taxiway: Standard markings. Blue Airfield Retro-Reflector Marker System (ARMS) on Taxiways and manoeuvring areas.
3	Stop Bars and runway guard lights:	Yes. Non-Standard.
4	Other runway protection measures:	Runway Marker Boards. Traffic lights on Delta taxiway holding positions.
5	Remarks:	ASP Stadium lights. Undercarriage inspection lights south of Alpha taxiway adjacent to Tower. Windsock serving Rwy 08 illuminated. Rwy 26RH not illuminated.

EGQL AD 2.10 - AERODROME OBSTACLES

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

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EGQL AD 2.11 - METEOROLOGICAL INFORMATION

1	Associated MET Office:	RAF Lossiemouth.
2	Hours of service: MET Office outside hours:	H24. -----
3	Office responsible for TAF information: Periods of validity:	RAF Lossiemouth. 18 hours.
4	Type of landing forecast: Interval of issuance:	TAF 3 Hourly.
5	Briefing/consultation provided:	Self-briefing / telephone.
6	Flight documentation: Language(s) used:	Charts / TAFs / METARs. Abbreviated plain language text.
7	Charts and other information available for briefing or consultation:	Actual / Forecast surface analyses and upper wind charts, rainfall radar, tephigrams, satellite imagery, thunderstorm location.
8	Supplementary equipment available for providing information:	PC Data display - ODS / NIMBUS, MAVIS
9	ATS units provided with information:	Nil.
10	Additional information (limitation of services etc):	Nil.
11	Remarks:	Observational actual available from ATC on request.

EGQL 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
08	081.76°	2586 x 45	PCN 60 F/C/W/T Blacktop/Concrete	N56 22 24-24 W002 52 38-41	31-89ft TDZE 31-89ft
26	261.79°	2586 x 45	PCN 60 F/C/W/T Blacktop/Concrete	N56 22 34-96 W002 50 24-81	21-59ft TDZE 21-59ft
Desig & Slope of Rwy/Swy	Stopway Dimensions (m)	Clearway Dimensions (m)	Strip Dimensions (m)	OFZ	
7	8	9	10	11	
08 - 0-12%D	182 x 46	237 x 150	2929 x 280	-	
26 - 0-12%U	42 x 46	42 x 150	2929 x 280	-	12
13	Arresting Systems				
Rwy 08	RHAG B (400ft)			RHAG B (1300ft)	Rwy 26
14	Remarks	Arresting Systems: Normal operation: App cable down, overrun cable down. Caution: Pilots intending to make an approach-end engagement Rwy 08 should note that PAPIs / Touchdown point coincides with RHAG cable due to 882ft/269m displaced threshold. Due to the reduced distance between the displaced threshold and the approach end RHAG, a VFR aiming point has been positioned in the sterile area west of the threshold. This is a solid horizontal white line located 750ft west of the approach end RHAG. See Leuchars DAM Chapter 3 Paragraph 3.5.11 for further guidance.			

EGQL AD 2.13 - DECLARED DISTANCES

Runway	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
08	2586	2823	2768	2317	D THR, inset by 269m. TORA = CL stop light to Thr 26. TODA = CL stop light to Bushes. LDA = Thr 08 to Thr 26. ASDA = CL stop light to End of runoff.
26	2586	2628	2628	2586	TORA = Thr 26 to CL stop light. TODA = Thr 26 to Old arrester. LDA = Thr 26 to CL stop light. ASDA = Thr 26 to Old arrester.

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EGQL 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
08	CL2B 1,500ft/457m HI	Green Uni HI	PAPI 3-5° 152m (27ft)	---	---	Elevated but flush at ORP, intersection and RHAG run out points White HI Uni, 30m White LI Omni, 90m	Red Uni HI	---
26	CL5B 2,979ft/908m HI	Green Uni HI	PAPI 3° 305m (46ft)	---	---	Elevated but flush at ORP, intersection and RHAG run out points White HI Uni, 30m White LI Omni, 90m	Red Uni HI	---
10	Remarks:	Nil.						

EGQL AD 2.15 - OTHER LIGHTING, SECONDARY POWER SUPPLY

1	A Bn/I Bn location, characteristics and hours of operation:	
2	Anemometer location and lighting:	N56 22 30-64 W002 51 49-54. Mid-point Northside of Rwy 08/26. Red Obstruction light.
3	Taxiway edge and centreline lighting:	Green centreline lighting on Alpha taxiway from Rwy 26 threshold to Rwy 08 threshold. All other taxiways have Blue edge lighting.
4	Secondary power supply: Switch-over time:	Yes. Max 10 seconds.
5	Remarks:	Nil.

EGQL AD 2.16 - HELICOPTER LANDING AREA

1	Location:	None designated - directions will be given by ATC.
2	Elevation:	N/A
3	Lighting:	Nil.
4	Remarks:	Movements only normally accepted Mon-Fri 0900-1700.

EGQL AD 2.17 - ATS AIRSPACE

Leuchars 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/	
Leuchars ATZ.	
Please refer to the Civ AIP, ENR 2.2. https://nats-uk.ead-it.com/cms-nats/opencms/en/Publications/AIP/	

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EGQL AD 2.18 - ATS COMMUNICATION FACILITIES

Service Designation	Callsign	Frequency MHz	Hours of Operation		Remarks
			Winter	Summer	
1	2	3	4		5
APP	Leuchars Approach	278-7000(ICF) 292-3500 126-505 (ICF) 123-300* 362-300*	HO	HO	* NATO Common Frequency. Available on request only.
ZONE	Leuchars Zone	292-3500 (L) 126-505 (L)(M)	24/7	24/7	* NATO Common Frequency. Available on request only.
TWR	Leuchars Tower	119-230	0900-1700	0800-1600z	* NATO Common Frequency. Available on request only.
PAR	Leuchars Talkdown	309-6000 299-7500 123-300*	HO	HO	* NATO Common Frequency. Available on request only.
GND	Leuchars Ground	275-375	0900-1700	0800z-1600z	* NATO Common Frequency. Available on request only.
ATIS	Leuchars Information	368-8500	HO	HO	* NATO Common Frequency. Available on request only.
DIR	Leuchars Director	372-7500 123-300*	HO	HO	* NATO Common Frequency. Available on request only.

EGQL 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
UDF/ VDF		292-350 278-700 372-750 275-375 362-300* 293-825* 126-505 123-300* 122-100*	H24	H24	N56 22 16-78 W002 52 12-38		* NATO Common Frequency. Available on request only.
ILS/DME Rwy 26	I-LU	108-550 Ch 22Y	H24	H24	N56 22 29-82 W002 50 41-07	21-654ft	QFU 262° DME reads 0d at Thld
Glidepath		329-750			N56 22 29-70 W002 50 40-99	21-654ft	3° ILS. Ref Datum Height 53ft
Localizer		108-550			N56 22 21-57 W002 53 11-61	50-853ft	LOC 262°.

Remarks:

'CAT ONE ONLY'. Subject to the appropriate visual references being achieved at DA, the ILS beam structure is suitable for Auto-coupled approaches to the Rwy threshold below minimum CAT ONE DA.

DME identification coding is not correctly synchronised with that of the Localiser.

Acft captains are to be aware that Leuchars Aerodrome is non-radar equipped, therefore limited traffic information will be provided.

09 JUL 26

EGQL AD 2.20 - LOCAL TRAFFIC REGULATIONS

1	Airport regulations None specified.
2	Ground Movement As directed.
3	CAT II/III Operations Nil.
4	Warnings a. Rwy 26 wind shear on finals when surface wind 210°-240° / 15kts+. b. Helicopter auto rotation / engine off area South of Rwy 08 threshold grass area. c. Light aircraft join crosswind 900ft. d. CAUTION: Light aircraft go around 'live' side. e. CAUTION: Between 2000ft and 2500ft from the Threshold, Northern side of Rwy 26 there is a significant dip in the runway. f. Increased bird hazard 30min either side of sunset (Sep-Mar).
5	Helicopter Operations a. Four gate system operates at Leuchars: North gate at Tayport, West gate at Parbroath, Cupar gate at Cupar and South gate at Cameron Reservoir. VFR inbound via a gate entry to and from visual circuit area at 600ft. Visiting Helicopters should use Helicopter gates for arrivals & departures. b. Helicopters are not to operate below 600ft AGL within the MATZ unless operationally necessary.
6	Use of Runways a. Rwy 08 Displaced Threshold 900ft (Sterile for landing). b. At night, due to the illumination of the Displaced Threshold, crews are reminded that the Approach RHAG on Rwy 08 is only 400ft from the Displaced Threshold.
7	Training Training is carried out constantly and lights out operations may be used.

EGQL AD 2.21 - NOISE ABATEMENT PROCEDURES

1. Practice Diversions Accepted Mon-Fri 0900-1700L unless NOTAM'd. Also accepted during additional NOTAM'd hours.
2. Weekends and Public Holidays:- All fixed-wing aircraft, except light aircraft, are to land off a straight-in approach.
3. Sunday Ops - No light ac visual circuits before 1200L. Pilots are to avoid overflying churches and other built up areas.
4. No jet movements before 1200(A) on Sundays without AO's approval.
5. The use of reheat is prohibited unless operationally necessary 2100-0630(S) +1(W). Local area noise abatement procedures and regulatory avoids apply as follows (See C1) a. Dundee and St Andrews should be avoided by 2000ft/0.5nm. b. Balmullo Quarry (N56 22.52 W002 56.37) should be avoided by 3000ft/0.5nm when notified by ATC. c. Kinshaldy Stables (N56 24.13 W002 49.87) and Edenside Stables (N56 21.35 W002 52.35) should be avoided by 2000ft/0.25nm. Light Aircraft best effort to avoid direct overflight below 2000ft. d. Best effort to avoid direct overflight below 2000ft of all local towns and villages depicted below (noise sensitive locations). e. St Andrews Links should not be overflown below 2000ft when notified by ATC. At all other times, best effort to avoid direct overflight below 2000ft.
6. The Eden Estuary is a Site of Special Scientific Interest (SSSI) and a bird hazard. Overflight is to be minimised as far as possible. In particularly, heavy rotary are not to overfly the Estuary unless essential for recovery. Flight over the estuary is not to be below 500ft unless absolutely necessary.
7. Visiting FJ ac and Detachments - FJ ac are not to conduct reheat climbs after 2200(L) or at weekends/public holidays unless essential. When flying at weekends or public holidays, fixed wing ac (except light ac and rotary) are to make a straight in approach to land. Over-flight of built up areas is to be avoided. No PDs will be accepted out of hours or at weekends.

02 OCT 25

EGQL 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.	

EGQL AD 2.23 - ADDITIONAL INFORMATION

1. Altimeter Setting. Leuchars uses QNH as the primary datum. QFE visual/instrument approaches may be flown on request.
2. Embargoes - As Per the LEU DAM Annex H.
3. Ground Runs - Max Power: 80% on ASP, 85% inside HAS & 100% at A1.
4. Break Heights - The break height for FJ AS is 1200ft QNH with a maximum speed of 400kts.
5. Low Breaks - Not allowed for Fast Jets. All other AS not below 600ft QNH upon request.
6. Re-Heat - The use of reheat or thrust reverse is prohibited unless operationally necessary after 2200L, weekends and public holidays.
7. Performance Departures - All pilots requesting performance departures and/or unrestricted climbs are to notify ATC on warn-out. Pilots must ensure that performance climbs off RWY 26 do not infringe P600 to the west.
8. Low Level Visual Circuits are not permitted for fast jet and turboprop AS: after 1700L, on RWY 08 at night, if light A/S or Heli are in the Visual Circuit at 800ft QNH or if AS are recovering visually from the North.

EGQL AD 2.24 - CHARTS RELATING TO THIS AERODROME

Terminal Approach Procedure Charts

B1	Special Procedures	AD 2 - EGQL - 1 - 9
C1	Noise Abatement	AD 2 - EGQL - 1 - 10
D1	Aerodrome	AD 2 - EGQL - 1 - 11
E1	Taxi	AD 2 - EGQL - 1 - 12
G1	Rwy 08 MID	AD 2 - EGQL - 1 - 13
G2	Rwy 26 MID	AD 2 - EGQL - 1 - 14
K1	Radar Procedures	AD 2 - EGQL - 1 - 15
K6	SRA Rwy 08	AD 2 - EGQL - 1 - 16
K7	SRA Rwy 26	AD 2 - EGQL - 1 - 17
K8	ATC Surveillance MNM Alt	AD 2 - EGQL - 1 - 18
M1	RDR to ILS/DME Rwy 26	AD 2 - EGQL - 1 - 19

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SPECIAL PROCEDURES

LEUCHARS

Elev 38	Var 0°	TA 3000	TRL ATC		02 OCT 25	B1
EGQL/ADX SCOTLAND GENERAL 1. Altimeter setting. Leuchars uses QNH as the primary datum. QFE visual/instrument approaches may be available on request. 2. All visiting or diverted aircraft are to call App at 40nm, unless prior approval has been obtained. Any aircraft which are armed (including Chaffs and/or Flares) or carrying Dangerous Air Cargo are to inform ATC at 40nm or on handover to Leuchars. 3. Avoidance Area. Acft are to avoid St. Andrews (SE/3·5nm) by 2000ft/0·5nm. 4. High Ground. Obstruction 668ft AMSL 291°/2·5nm. 5. The South side of Rwy 08/26 is designated the 'fast' lane. Acft are to move to the North side of Rwy 08/26 when speed is under control. Brake chutes are to be dropped on the overshoot ORP. 6. Reduced surveillance derived traffic information available within 10nm of the Leuchars radar overhead in accordance with conventional radar limitations. Similarly, due to terrain masking and known poor radar performance, radar services will be reduced in the sector 210°-315° Mag from Leuchars out to 30nm, up to 3000ft. 7. Use of Runways a. Rwy 08 Displaced Threshold 900ft (Sterile for landing). b. At night, due to the illumination of the Displaced Threshold, crews are reminded that the Approach RHAG on Rwy 08 is only 400ft from the Displaced Threshold. NOISE ABATEMENT 8. The use of reheat or reverse thrust is prohibited unless operationally necessary 2100-0630(S) +1(W). 9. Local area noise abatement procedures and regulatory avoids apply as follows (See C1): a. Dundee and St. Andrews should be avoided by 2000ft/0·5nm. b. Balmullo Quarry (N56 22·53 W002 56·37) should be avoided by 3000ft/0·5nm when notified by ATC. c. Kinshaldy Stables (N56 24·13 W002 49·87) and Edenside Stables (N56 21·35 W002 52·35) should be avoided by 2000ft/0·25nm. Light Aircraft every effort to avoid direct overflight below 2000ft. d. Every effort to avoid direct overflight below 2000ft of all local towns and villages depicted on C1 chart (noise sensitive locations). e. St. Andrews Links should not be overflown below 2000ft when notified by ATC. At all other times, every effort to avoid direct overflight below 2000ft. VFR PROCEDURES 10. Visual Circuits: a. Direction: (i) Rwy 26 RHC. b. Altitude/Height: (i) Jet acft: 1200ft QNH. (ii) Light acft: 900ft QNH. (iii) Low Level: 600ft QNH. 11. Helicopter Operations a. RADHAZ. Helicopters are not to hover or taxi within the vicinity of the Watchman Radar tower above 20m AGL. b. Four gate system operates at Leuchars: North gate at Tayport, West gate at Wormit, Cupar gate at Cupar and South gate at Cameron Reservoir. VFR inbound via a gate entry to and from visual circuit area at or below 600ft AMSL. c. Helicopters are not to operate below 600ft AMSL within the MATZ unless operationally necessary.						

Changes: Mag Var, Note 10.b.(ii)

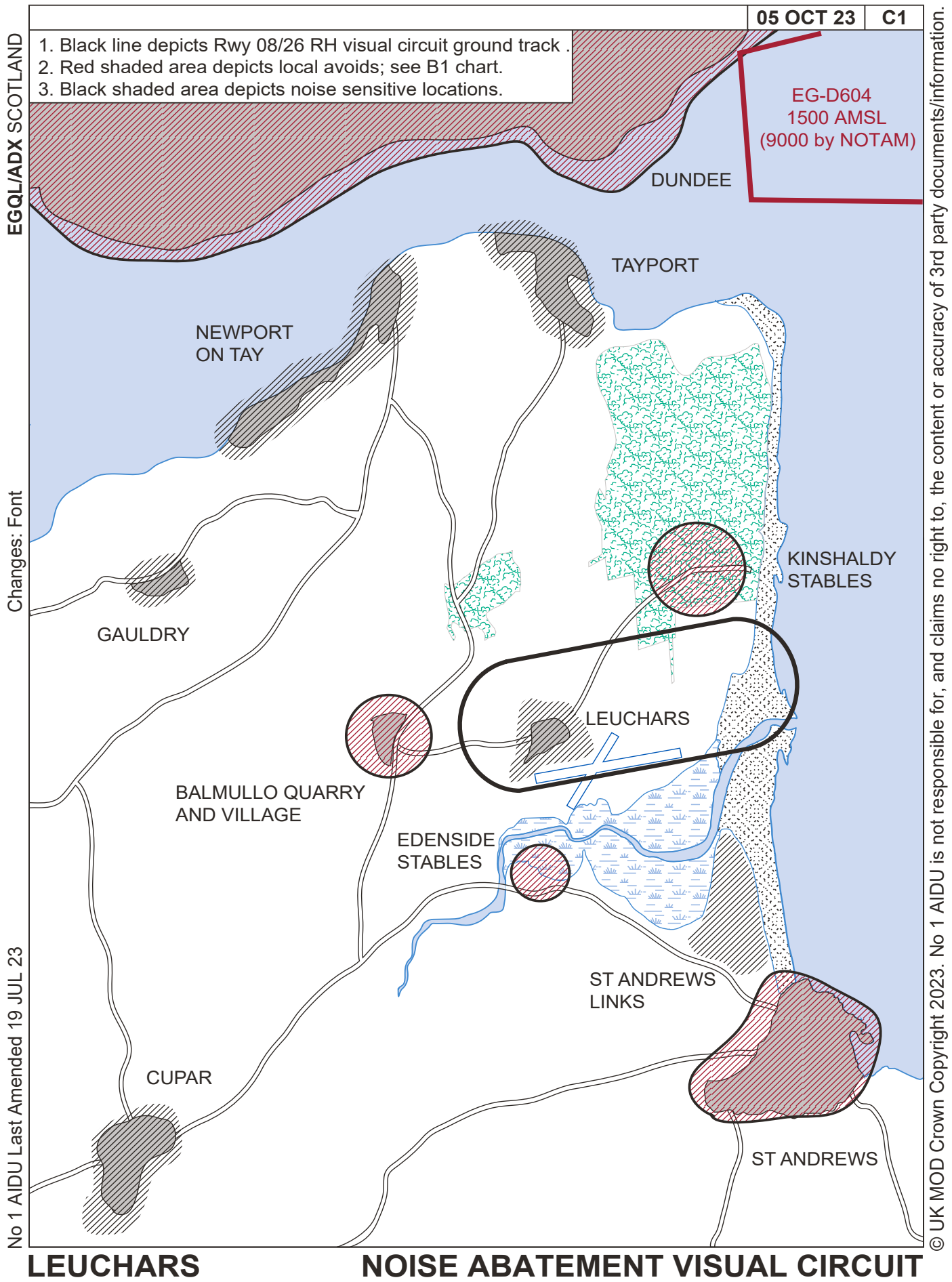
No 1 AIDU Last Amended 28 JUL 25

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05 OCT 23

NOISE ABATEMENT VISUAL CIRCUIT

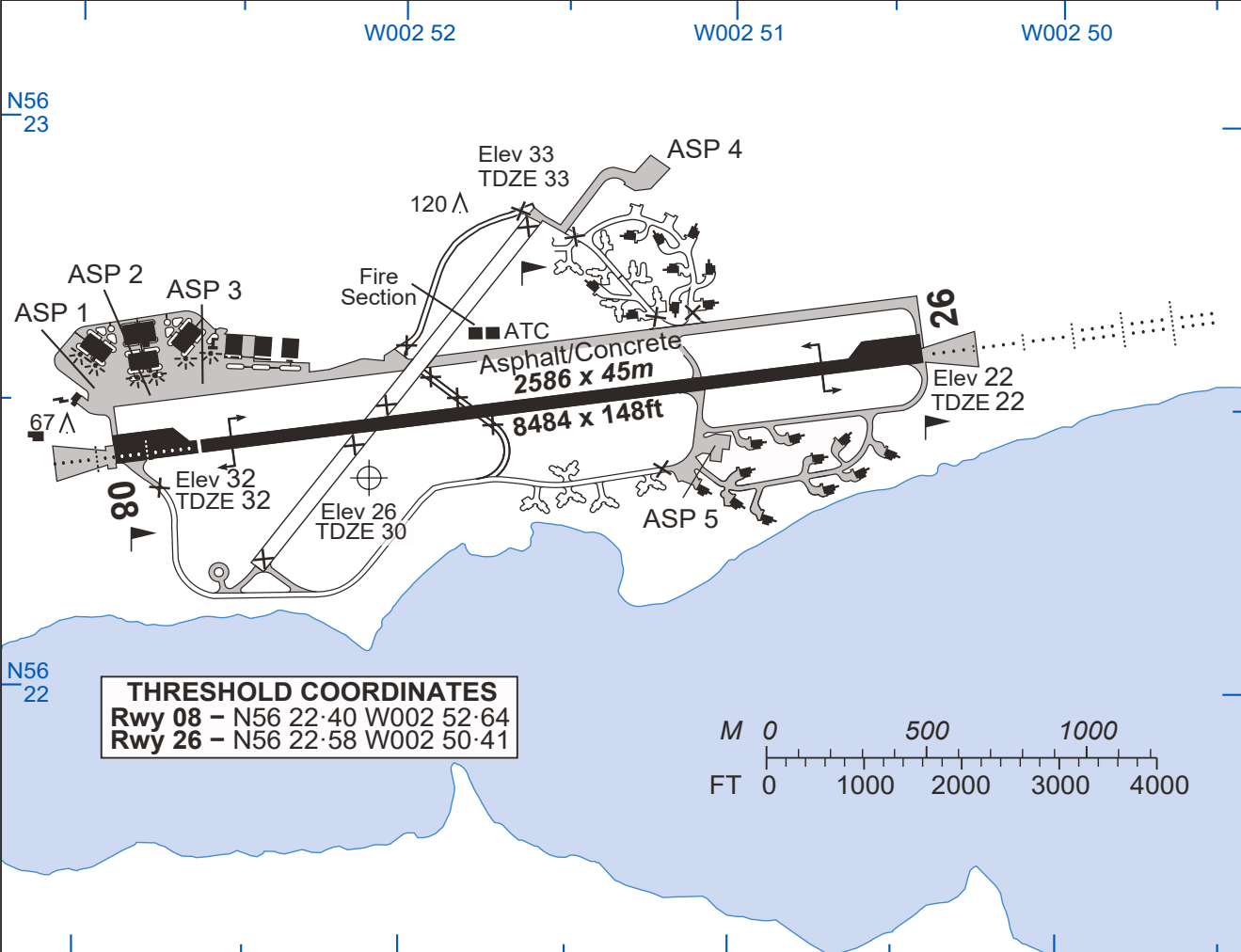
LEUCHARS



AERODROME

LEUCHARS

Elev 38	Var 0°	ARP N56 22·36 W002 52·11 (WGS 84)		02 OCT 25	D1
LEUCHARS GROUND 275·375 122·1		TOWER 119·230		DEPS/LARS 292·35 126·505	
				ATIS 368·85	



RWY	SLOPE	LDA m/ft	APP LGT		RWY LGT
08 (082°T)	0·12%D	2317/7602	P3·5° (27)	CL-2B(H)	RTHL:REDL(H):RENL
26 (262°T)	0·12%U	2586/8484	P3° (46)	CL-5B(H)	

1. **CAUTION.** Obstruction **668ft** AMSL-291°/2·5nm.
2. **CAUTION.** Pilots intending to make an approach-end engagement Rwy 08 should note that PAPI/PAR TD point coincides with RHAG cable (due to 269m/882ft D THR).
3. **Circuits:**

a. Altitude/Height:

(i) Jet **1200ft** QNH.

(ii) Light Acft **900ft** QNH, glide circuit **1600ft** QNH.

(iii) Low Level: **600ft** QNH.

b. Direction: Rwy 26 RHC.

Light acft fly non-standard circuits, go around live side and join crosswind at **900ft** QNH. Light acft hold flown at **900ft** QNH.
4. **RHAG inset:**

a. Rwy 08 – 400ft from D THR. RHAG aiming point is a solid white horizontal line within the Sterile Area W of the D THR and 750ft from cable.

b. Rwy 26 – 1300ft from THR.
5. **Normal ops – both cables down.**

D THR Rwy 08. The first 269m/882ft of Rwy 08 is sterile for landings. D THR is permanent, marked and lit.

LEUCHARS

AERODROME

TAXI

LEUCHARS



LEUCHARS

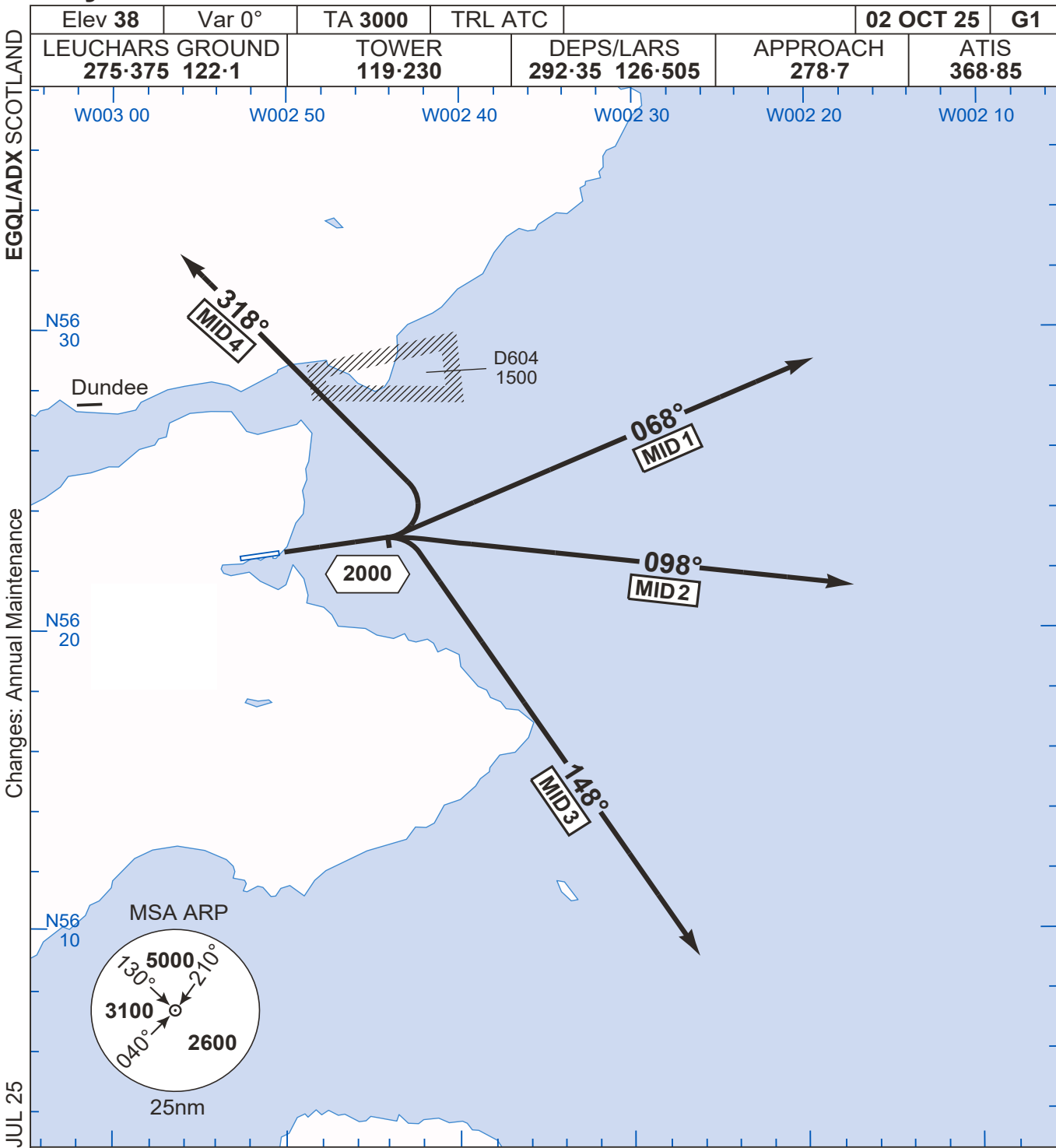
TAXI

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02 OCT 25

Rwy 08 MID

LEUCHARS



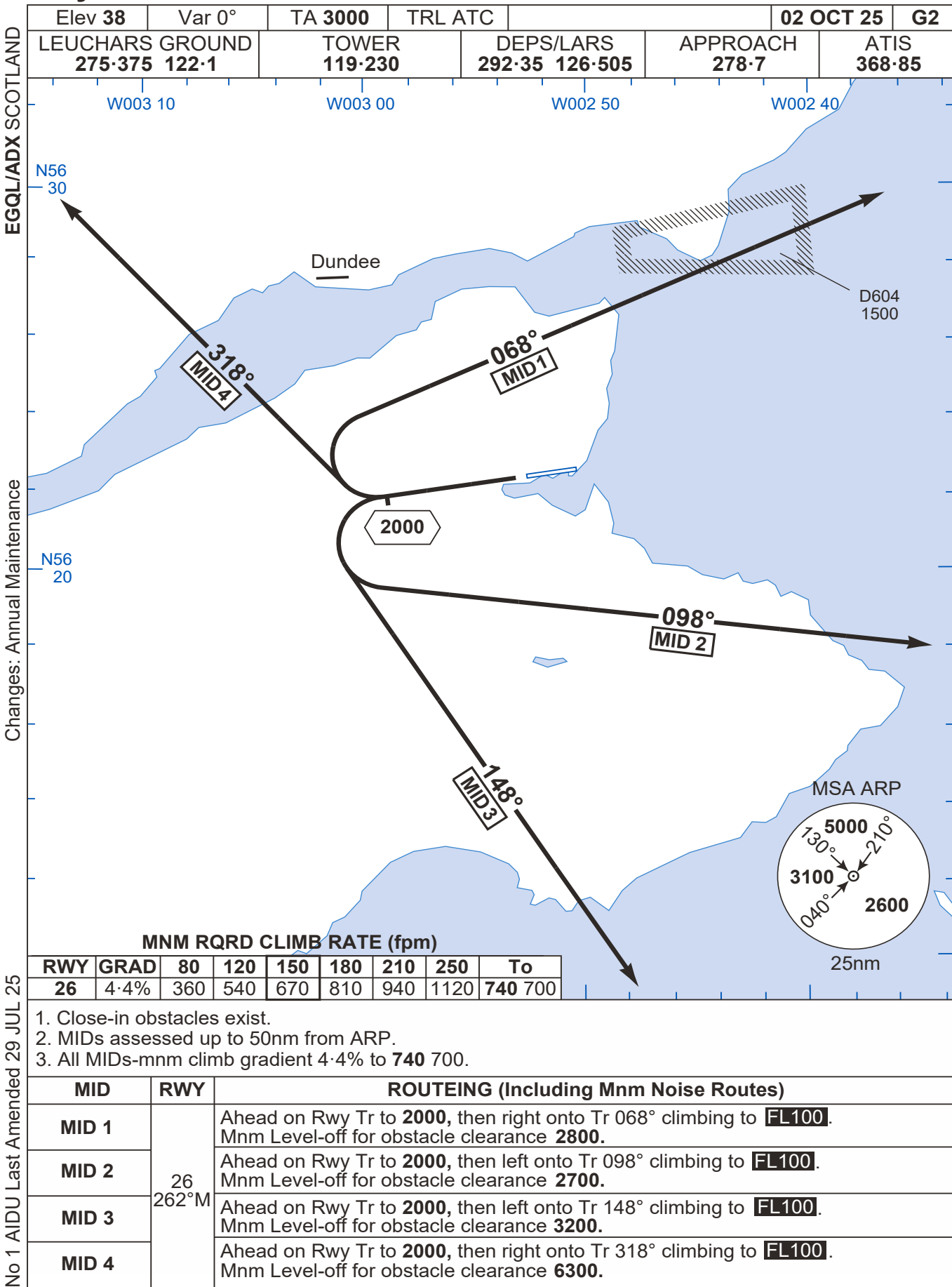
1. Close-in obstacles exist.
2. MIDs assessed up to 50nm from ARP.

MID	RWY	ROUTEING (Including Mnm Noise Routes)
MID 1	08 082°M	Ahead on Rwy Tr to 2000 , then left onto Tr 068° climbing to FL100 . Mnm Level-off for obstacle clearance 2000 .
MID 2		Ahead on Rwy Tr to 2000 , then right onto Tr 098° climbing to FL100 . Mnm Level-off for obstacle clearance 2000 .
MID 3		Ahead on Rwy Tr to 2000 , then right onto Tr 148° climbing to FL100 . Mnm Level-off for obstacle clearance 3000 .
MID 4		Ahead on Rwy Tr to 2000 , then left onto Tr 318° climbing to FL100 . Mnm Level-off for obstacle clearance 6300 .

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Rwy 26 MID

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RADAR PROCEDURES

LEUCHARS

EGQL/ADX SCOTLAND

Changes: Annual Maintenance

No 1 AIDU Last Amended 29 JUL 25

Elev 38		Var 0°		TA 3000		TRL ATC				02 OCT 25		K1
LEUCHARS DCTR 372·75				APPROACH 278·7 123·3		TOWER 119·230		TALKDOWN 309·6 123·3			ATIS 368·85	
RWY QFU	PROC	GP/RDH	RTR	MAPt	CAT		DA/ MDA		DH/ MDH	MINIMUM VIS		
08 082°	SRA	-	-	1·5nm	AB		920		890	1500m ❶		
					CDE		920			2400m ❶		
MISSED APPROACH. Ahead on Rwy Tr to 3600 3570, call DEPS/LARS/APP.												
26 262°	SRA	-	-	1nm	ABCDE		430		410	1200m ❷		
MISSED APPROACH. After passing MAPt, left on Tr 252° climbing to 3600 3580, call DEPS/LARS/APP.												
CIRCLING MINIMA						See individual charts						
Notes												
❶ When ALS inop increase vis to 4000m.												
❷ When ALS inop increase vis to 1900m.												
COMMS FAILURE												
1. Squawk 7600, continue visually or using a pilot-interpreted instrument approach aid. If not possible, turn towards the airfield climbing to 3600. Try to regain contact on any LEUCHARS frequency.												

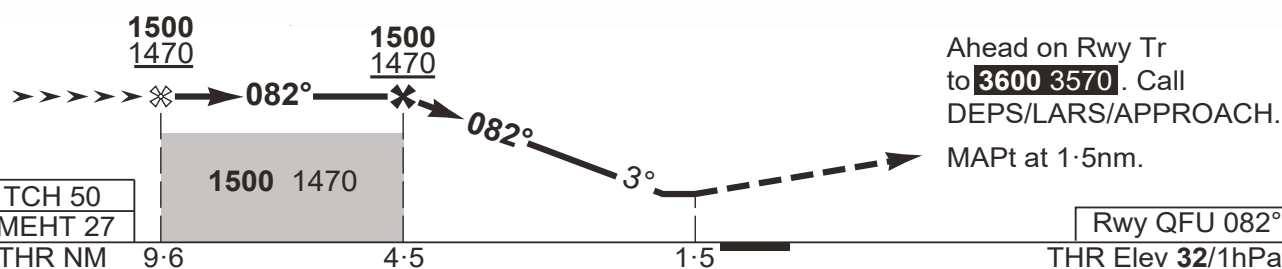
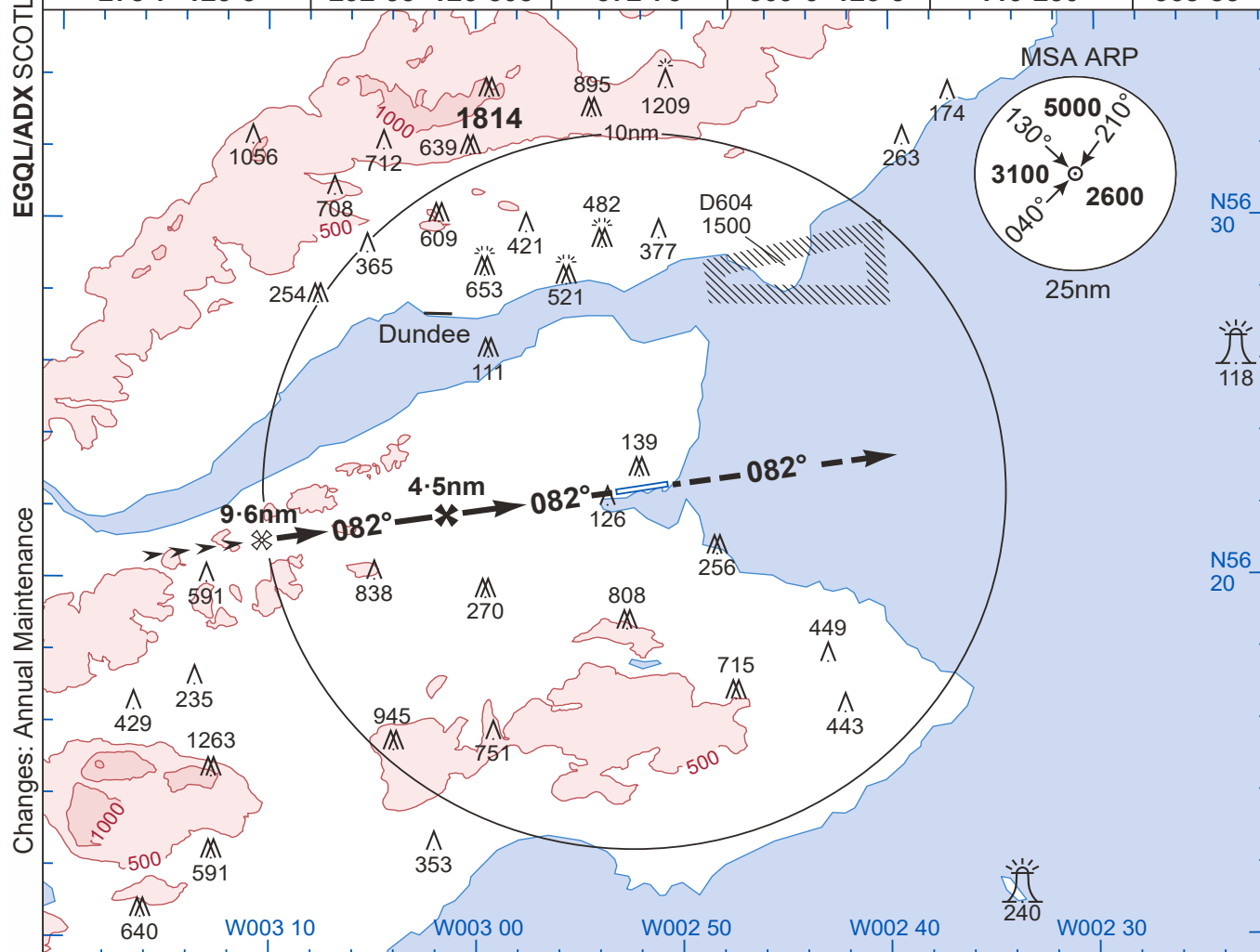
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SRA Rwy 08

LEUCHARS

Elev 38	Var 0°	TA 3000	TRL ATC	SRA		02 OCT 25	K6
LEUCHARS APP 278.7 123.3		DEPS/LARS 292.35 126.505	DIRECTOR 372.75	TALKDOWN 309.6 123.3		TOWER 119.230	ATIS 368.85



CAT		SRA ①				CIRC ②	
MIPS	A	920 890 1500m	N/A	930 900 4000m			
	B			970 940 4000m			
	C	1070 1040 4000m					
	D						
	E	1220 1190 4000m					
GS (kt)		80	120	150	180	210	
ROD (fpm) 3°		420	640	800	950	1110	

① When ALS inop increase vis to 4000m.

② **CIRC prohibited S of Rwy 08/26.**

3. PAPIs set to 3.5°.

Ahead on Rwy Tr
to **3600 3570**. Call
DEPS/LARS/APPROACH.
MAPt at 1.5nm.

Rwy QFU 082°

THR Elev **32**/1hPa

No 1 AIDU Last Amended 29 JUL 25

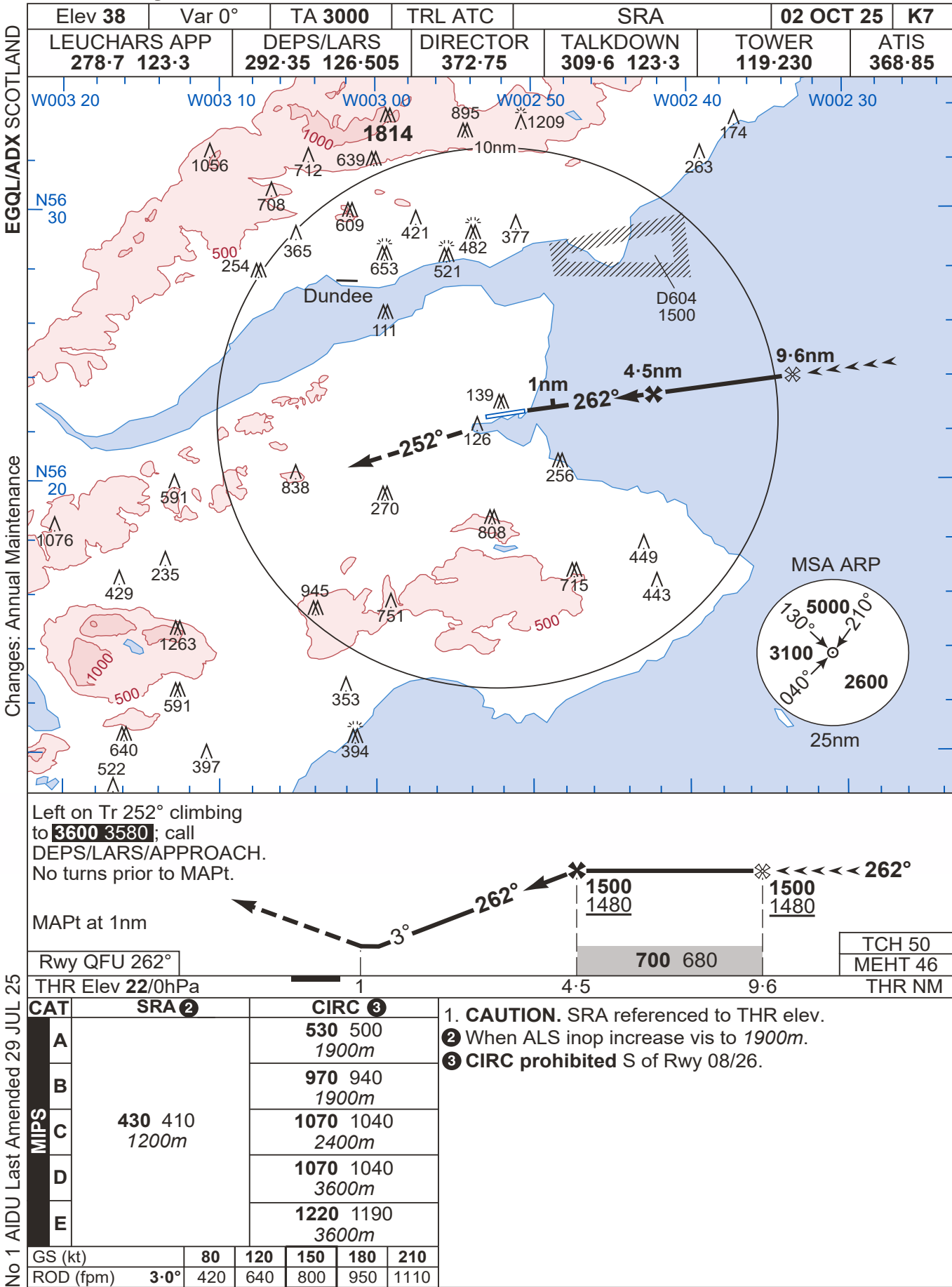
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LEUCHARS
MIPS

SRA Rwy 08

SRA Rwy 26

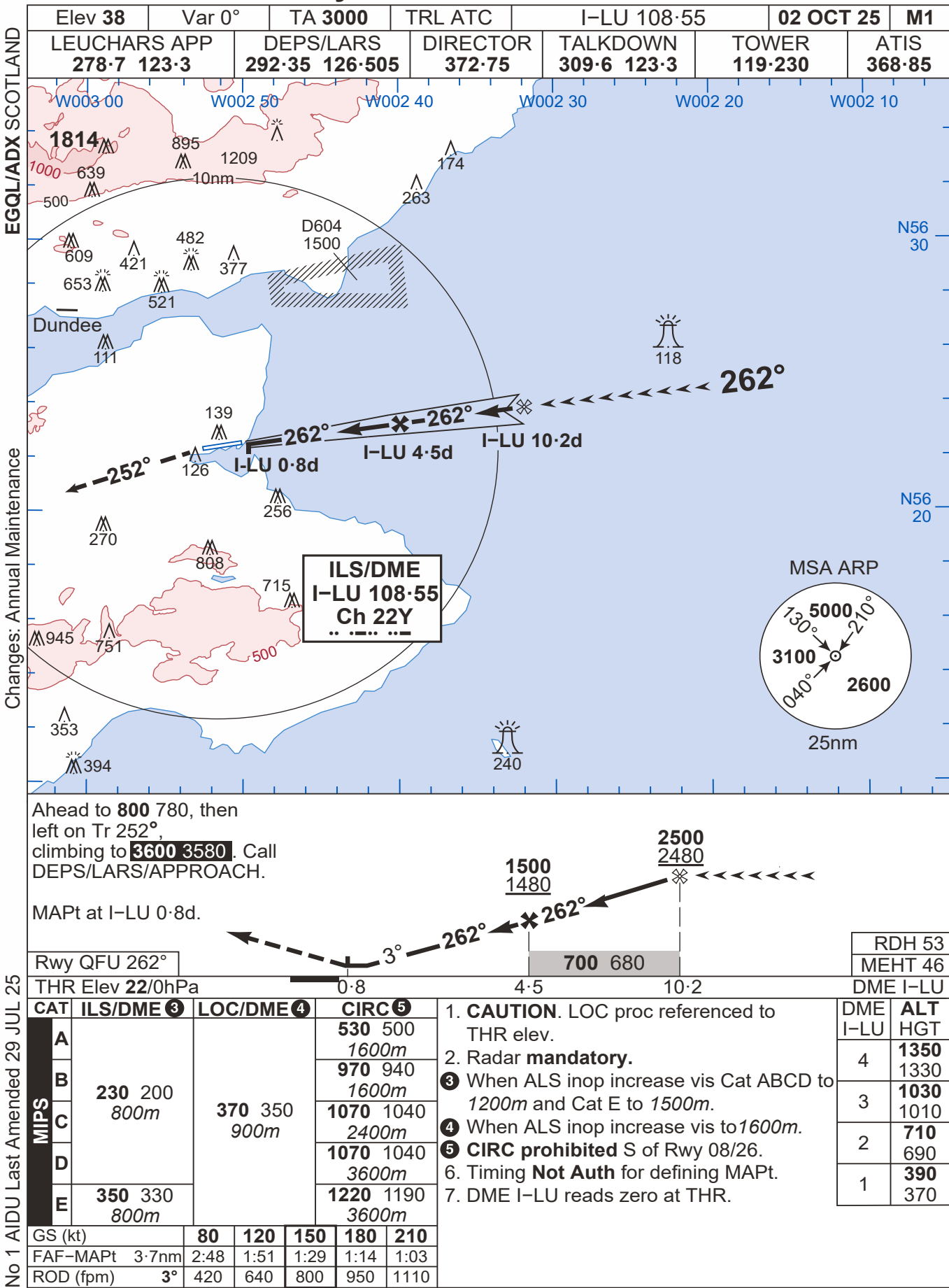
LEUCHARS



02 OCT 25

RDR to ILS/DME Rwy 26

LEUCHARS



LEUCHARS

RDR to ILS/DME Rwy 26

MIPS

05 OCT 23

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