

30 DEC 21

EGUW AD 2.1 - LOCATION INDICATOR AND NAME

EGUW - WATTISHAM

EGUW AD 2.2 - AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP Co-ordinates and site at AD:	N52 07 37-30 E000 57 19-50 Centred on mid-point of Rwy 05/23.
2	Direction and distance from City:	4nm SSW of Stowmarket.
3	Elevation/Reference Temperature:	283ft/21° C.
4	Magnetic Variation / Annual Change:	0° 39' E (JUL 21) / 0° 12 decreasing
5	Geoid Undulation at AD Elev Position:	----
6	AD Administration: Address: Telephone: Fax: E-mail: Web site:	Army Air Corps Wattisham Ipswich Suffolk IP7 7RA 94674 8240 (Ops), 8234 (ATC). Civ: (01449) 728241 (Ops), 728234 (ATC). 94674 8232 (ATC). Civ: (01449) 728232 (ATC). --- ---
7	Types of Traffic Permitted (IFR/VFR):	IFR/VFR
8	Remarks:	Nil

EGUW AD 2.3 - OPERATIONAL HOURS

1	AD:	Strictly 24hr PPR - See Remarks. HO Mon - Fri.
2	Customs and Immigration:	HO by arrangement.
3	Health and Sanitation:	Nil.
4	AIS Briefing Office:	HO Mon - Fri. Self Briefing H24.
5	ATS Reporting Office (ARO):	HO Mon - Fri. Self Briefing H24.
6	MET Briefing Office:	HO.
7	ATS:	HO - service available to meet operational requirements.
8	Fuelling:	HO.
9	Handling:	HO.
10	Security:	H24.
11	De-Icing:	No de-icing services available. During icy conditions airfield open to rotor ops only.
12	Remarks:	PPR: Tel: 94674 x 8241. PNR for Military aircraft. PPR for Civil aircraft.

EGUW AD 2.4 - HANDLING SERVICES AND FACILITIES

1	Cargo Handling Facilities:	Nil.
2	Fuel/Oil /HydraulicTypes:	F34.
3	Fuelling Facilities/Capacity:	Bowser.
4	Oxygen:	Nil.
5	De-Icing Facilities:	Nil.
6	Starting Units:	By arrangement.
7	Hangar space for visiting aircraft:	Nil.
8	Repair facilities for visiting aircraft:	Nil.
9	Remarks:	Nil.

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EGUW AD 2.5 - PASSENGER FACILITIES

1	Accommodation:	Accommodation only in Service Messes.
2	Medical Facilities:	Medical Centre. *H24.
3	Remarks:	*Full cover available during the following hours: Summer 0800 - 1630L Winter 0800 - 1600L.

EGUW AD 2.6 - RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for Fire Fighting:	Category H3 during operational hours. Category H2 when ATC is closed.
2	Rescue Equipment:	As required for H3.
3	Capability for removal of disabled aircraft:	Nil.

EGUW AD 2.7 - SEASONAL AVAILABILITY - CLEARING

1	Type of Clearing equipment:	Limited facilities.
2	Remarks:	Nil.

EGUW AD 2.8 - APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surfaces:	Apron	Surface	Strength	
		Hangars 2, 3, 4 & 5	Concrete	LCG V	
2	Taxiway width, surface and strength:	Taxiway	Width	Surface	Strength
		Apron	163	Concrete	LCG IV
		Northern	17	Asphalt	LCG III
		Southern	17	Asphalt	LCG IV
		Q Track	17	Asphalt	LCG V
3	Altimeter Check Location and Elevation:	N/A			
4	VOR Checkpoints: INS Checkpoints:	Nil. Nil.			
5	Remarks:	Northern taxiway surface has deteriorated. Only suitable for use by light a/c and helicopters.			

EGUW 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:	Spot Numbers. Taxiway centreline painted. Marshallers on request.
2	Runway & taxiway markings & lighting:	Runway: Standard runway markings plus E, M and W primarily for use by station based aircraft. Dummy deck markings on the Runway 23 ORP. Taxiway: Standard taxiway markings with blue edge taxiway lighting. Green wingbars.
3	Stop Bars and runway guard lights:	Nil.
4	Other runway protection measures:	Nil.
5	Remarks:	Normally self parking on Apron, Marshallers on request. All visiting aircrew must wear Hi-Visibility vests on the apron. Rwy centreline markings in poor condition.

EGUW AD 2.10 - AERODROME OBSTACLESPlease refer to the "Measured Height Survey" data on the UK Mil AIP website www.aidu.mod.uk/aip.

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EGUW AD 2.11 - METEOROLOGICAL INFORMATION

1	Associated MET Office:	Wattisham.
2	Hours of service: MET Office outside hours:	HO. Odiham 96770 1332.
3	Office responsible for TAF information: Periods of validity:	Wattisham. 9 hours.
4	Type of landing forecast: Interval of issuance:	TREND. Hourly.
5	Briefing/consultation provided:	Self-briefing / personal / telephone / fax.
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, MOMIDS.
9	ATS units provided with information:	Nil.
10	Additional information (limitation of services etc):	Nil.
11	Remarks:	Non standard, short weather format transmitted regardless of colour code, and also avbl on 01449 72 8234 or DFTS 94674 8234. Full weather avbl from App.

EGUW 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
05	047.88°	2423 x 45	LCG III Asphalt/Concrete	N52 07 14-03 E000 56 37-68	282.05ft TDZE 283.40ft
23	227.90°	2285 x 45	LCG III Asphalt/Concrete	N52 08 03-57 E000 58 06-71	278.02ft TDZE 282.19ft
Desig & Slope of Rwy/Swy	Stopway Dimensions (m)	Clearway Dimensions (m)	Strip Dimensions (m)	OFZ	
7	8	9	10	11	
05 - 0.05%D	Nil	12 x 150	2484 x 300	-	
23 - 0.05%U	Nil	3 x 150	2484 x 300	-	
12	Arresting Systems				
	Nil.				
13	Remarks	Concrete threshold Rwy 05, LCG IV. NB: difference in Rwy lengths is due to displaced Rwy 05 THR Lgts being omni-directional and also being Stop Lgts for Rwy 23. See also AD 2.20 (6) Rwy 05/23 ALS Isocandela characteristics below those detailed in RA 3500 series.			

EGUW AD 2.13 - DECLARED DISTANCES

Runway	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
05	2423	2425	2423	2283	TORA = End 05 to Thr 23. TODA = End 05 to End Clearway. LDA = Thr 05 to Thr 23. ASDA = End 05 to Thr 23.
23	2285	2501	2285	2283	TORA = End 23 to Thr 05. TODA = End 23 to End Clearway. LDA = Thr 23 to Thr 05. ASDA = End 23 to Thr 05.

EGUW 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
05	CL2B 1,500ft/457m HI	Green wingbars	PAPI 3° --- (41ft)	---	---	30m White HI Uni 90m White LI Omni	Red	---
23	CL5B 3,000ft/914m HI	Green wingbars	PAPI 3° --- (48ft)	---	---	30m White HI Uni 90m White LI Omni	Red	---
10	Remarks:	Runway lighting along full length. Distances stated are spaces between lights. Waivers for App lighting & wingbars not IAW MADS.						

EGUW AD 2.15 - OTHER LIGHTING, SECONDARY POWER SUPPLY		
1	A Bn/I Bn location, characteristics and hours of operation:	I Bn: N W "WT" • - - - Red. HO.
2	Anemometer location and lighting:	N52 07 10:20 E000 57 16:20. Red obstruction light.
3	Taxiway edge and centreline lighting:	Blue edge lighting on taxiways.
4	Secondary power supply: Switch-over time:	Station standby generator / 20 seconds. (This will not supply power for a local B-centre power failure).
5	Remarks:	Floodlights on edge of main apron. If required, standard light signals will originate from the ATC Tower.

EGUW AD 2.16 - HELICOPTER LANDING AREA	
1	Location: North and South of the Main runway with Arrival and Departure spots marked.
2	Elevation: ---
3	Lighting: Nil.
4	Remarks: 2 Holds at runway mid-point, X-ray and Yankee.

EGUW AD 2.17 - ATS AIRSPACE	
Wattisham 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/	
Wattisham ATZ.	
Please refer to the Civ AIP, ENR 2.2. https://nats-uk.ead-it.com/cms-nats/opencms/en/Publications/AIP/	

EGUW AD 2.18 - ATS COMMUNICATION FACILITIES					
Service Designation	Callsign	Frequency MHz	Hours of Operation		Remarks
			Winter	Summer	
1	2	3	4		5
APP	Wattisham Approach	389.225 125-805 (ICF)	HO	HO	
DIR	Wattisham Director	398.050	HO	HO	
PAR	Wattisham Talkdown	265.675 386.725	HO	HO	
TWR	Wattisham Tower.	118.210 388.350	HO	HO	
A/G Stn	Anglia Base	125.805	HO	HO	Out of ATC hours, W/Ends and PH.
ATIS	Wattisham Info	277.925	HO	HO	

EGUW 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	WTZ	Ch 30X	HO	HO	N52 07 18-959 E000 56 25-703		Rwy 05: DME WTZ reads 0-15d at Thld. Rwy 23: DME WTZ reads 1-3d at Thld.
HRDF			HO	HO	N52 08 00-112 E000 57 47-992		
ILS/DME Rwy 23	I-WAT	109-950 Ch 36Y	HO	HO	N52 08 00-252 E000 57 50-514	275ft	QFU 228°
	Glidepath	333-650			N52 08 00-001 E000 57 50-846		3° ILS Ref Datum Height 56ft
	Localizer	109-950			N52 07 30-469 E000 56 56-509		LOC 232°
Remarks: 1. TACAN: Area aid. Unlocks might be experienced between 254°-256° and 259°-263°. 2. ILS is not suitable for auto-coupled approaches.							

EGUW AD 2.20 - LOCAL TRAFFIC REGULATIONS

1	Airport regulations a. Aerodrome strictly PPR. Address all Flight Plans to EGUWZGZX and EGUWYWYO. b. All aircraft operating from / to and in the local circuit area, and those conducting Instrument Departures and Approaches, should use the aerodrome QNH. Wattisham Flying Station has been issued an exemption against RA 3302 to operate from QFE to aerodrome QNH. QFE available on request.
2	Ground Movement a. Subject to permission from / as directed by ATC. b. Spot numbers on Apron. c. The Southern Taxiway and lazy lane are the only permanently available Taxiways.
3	CAT II/III Operations Nil.
4	Warnings a. Pilots are to avoid overflying the following airfields; Elmsett (by 2nm or 1000ft), Crowfield, Rattlesden (when notified as active with gliding). b. ATS provided to operational requirement only; ATC may close at indeterminate times. When ATC closed all traffic to make blind calls on 125-805. If gliding in progress request Anglia Base (125-805) cease launching prior to arr / dep. c. BCU available during published BCU hours only. Limited bird scaring available outside these times when ATC manned. d. Gliding out of ATC hours, weekends and Public Holidays. (3,000ft cables). e. Caution: No Deadside. Variable circuits. f. Laser hazards exist on the main apron when Apache helicopters are running. Personnel are warned to avoid an arc measured around the nose, 10m from stub wing to stub wing. g. Wake turbulence separation requirements are detailed in RA3277. When aircraft are operating VFR and it appears that the appropriate separation minima for the final approach phase of flight is unlikely to exist, controllers should advise the pilot 'Caution wake turbulence; the recommended distance is (number) miles'. In order to reduce RT, this transmission will be omitted between military aircraft of the same wake turbulence category. (The recommended distance between two aircraft in the 'Small' wake turbulence category is 3nm.)
5	Helicopter Operations a. Arrival and Departure spots marked. b. Holding Points abeam runway mid-point, XRay (south side) and Yankee (north side) marked by cones.
6	Use of Runways The largely PFC surface has considerably exceeded its design life (DIO AD maintenance inspection, April 2016) and the integrity of the surface cannot be guaranteed. The following restrictions apply: 1. No take-off, landing or touch-and-go by fast jet or heavy lift (eg C17, AN24 etc). Low approach to go around accepted. 2. Caution: Due to degradation of rwy surface a heightened risk of FOD from runway debris exists. 3. Operators of types other than light a/c and rotary wing traffic should contact Station Ops/ATC for further advice on use of the Rwy. a. Non-standard markings W, M, & E on runway surfaces and charts for use by station-based a/c. b. Displaced threshold Rwy 05. c. Chevrons in Stopway at either end of runway. d. Rwy 05/23 centreline markings in poor condition. e. May be slippery when wet
7	Training a. Intense Helicopter activity at all times. b. Requests for (ILS / PAR) training approaches may be accepted subject to traffic.

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EGUW AD 2.21 - NOISE ABATEMENT PROCEDURES

Visual joining altitude is 1,300ft QNH unless forced lower by weather.

EGUW 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):	ILS GP Rwy 23 - Flags may be experienced when crossing from extreme left whilst below glidepath.

EGUW AD 2.23 - ADDITIONAL INFORMATION

- a. Hi-Vis vests to be worn by all aircrew when airside.

EGUW AD 2.24 - CHARTS RELATING TO THIS AERODROME

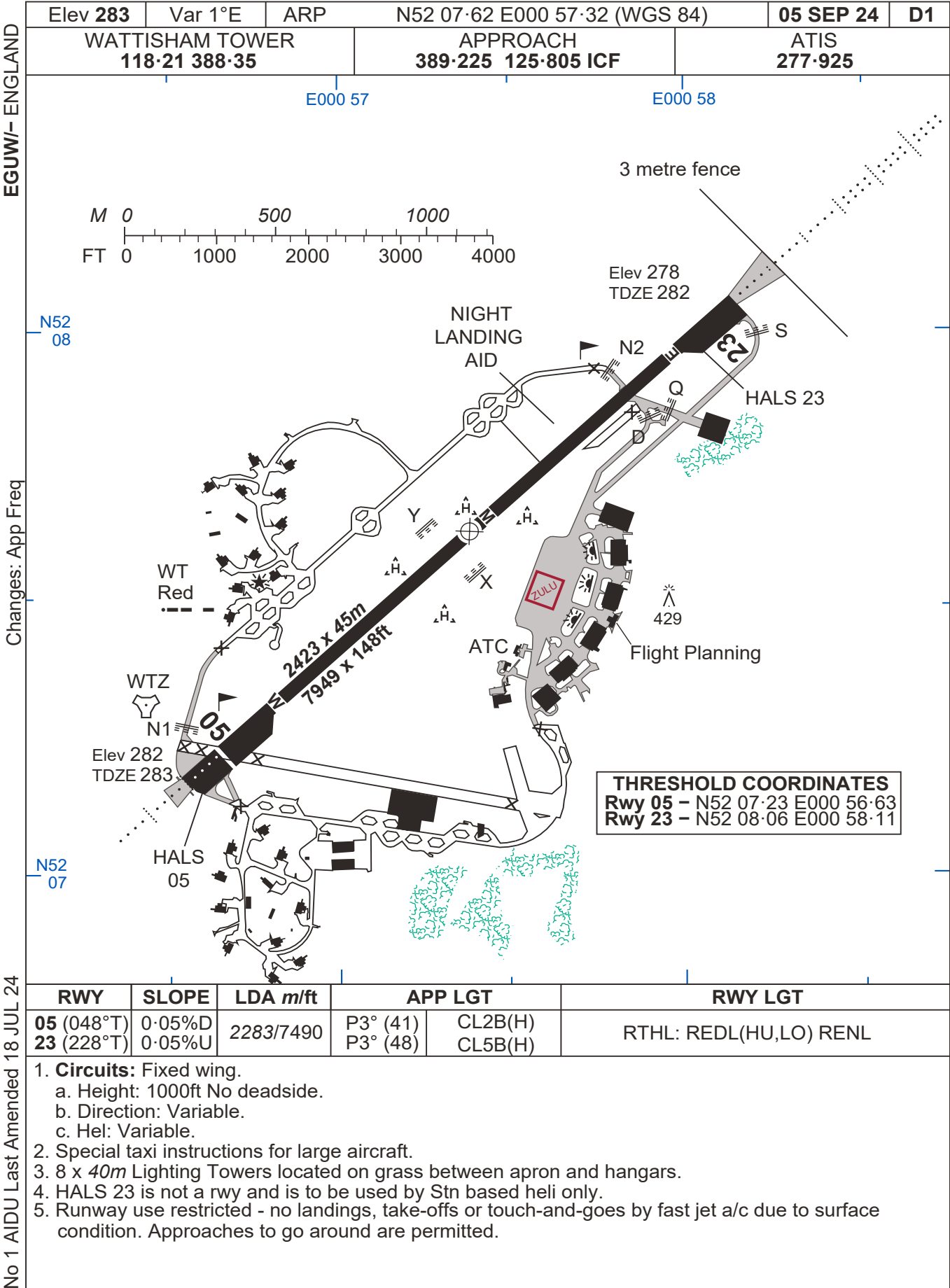
Terminal Approach Procedure Charts

D1	Aerodrome	AD 2 - EGUW - 1 - 9
F1	Ramp	AD 2 - EGUW - 1 - 10
K1	Radar Procedures	AD 2 - EGUW - 1 - 11
K3	PAR Rwy 05	AD 2 - EGUW - 1 - 12
K5	PAR Rwy 23	AD 2 - EGUW - 1 - 13
K6	ATC Surveillance MNM Alt	AD 2 - EGUW - 1 - 14
L1	RNP Rwy 05 (Cat A, B)	AD 2 - EGUW - 1 - 15
L2	RNP047 (Cat H)	AD 2 - EGUW - 1 - 16
L3	RNP Rwy 23 (Cat A, B)	AD 2 - EGUW - 1 - 17
L4	RNP227 (Cat H)	AD 2 - EGUW - 1 - 18
L5	IAP Coding Tables Rwy 05 (Cat A, B)	AD 2 - EGUW - 1 - 19
L6	IAP Coding Tables RNP047 (Cat H)	AD 2 - EGUW - 1 - 20
L7	IAP Coding Tables Rwy 23 (Cat A, B)	AD 2 - EGUW - 1 - 21
L8	IAP Coding Tables RNP227 (Cat H)	AD 2 - EGUW - 1 - 22
M1	ILS/DME Rwy 23	AD 2 - EGUW - 1 - 23
M3	VOR/DME/TAC to ILS/DME Rwy 23	AD 2 - EGUW - 1 - 24
R1	TAC Rwy 05	AD 2 - EGUW - 1 - 25
R2	TAC Rwy 02	AD 2 - EGUW - 1 - 26

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AERODROME

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AERODROME

05 SEP 24

RAMP

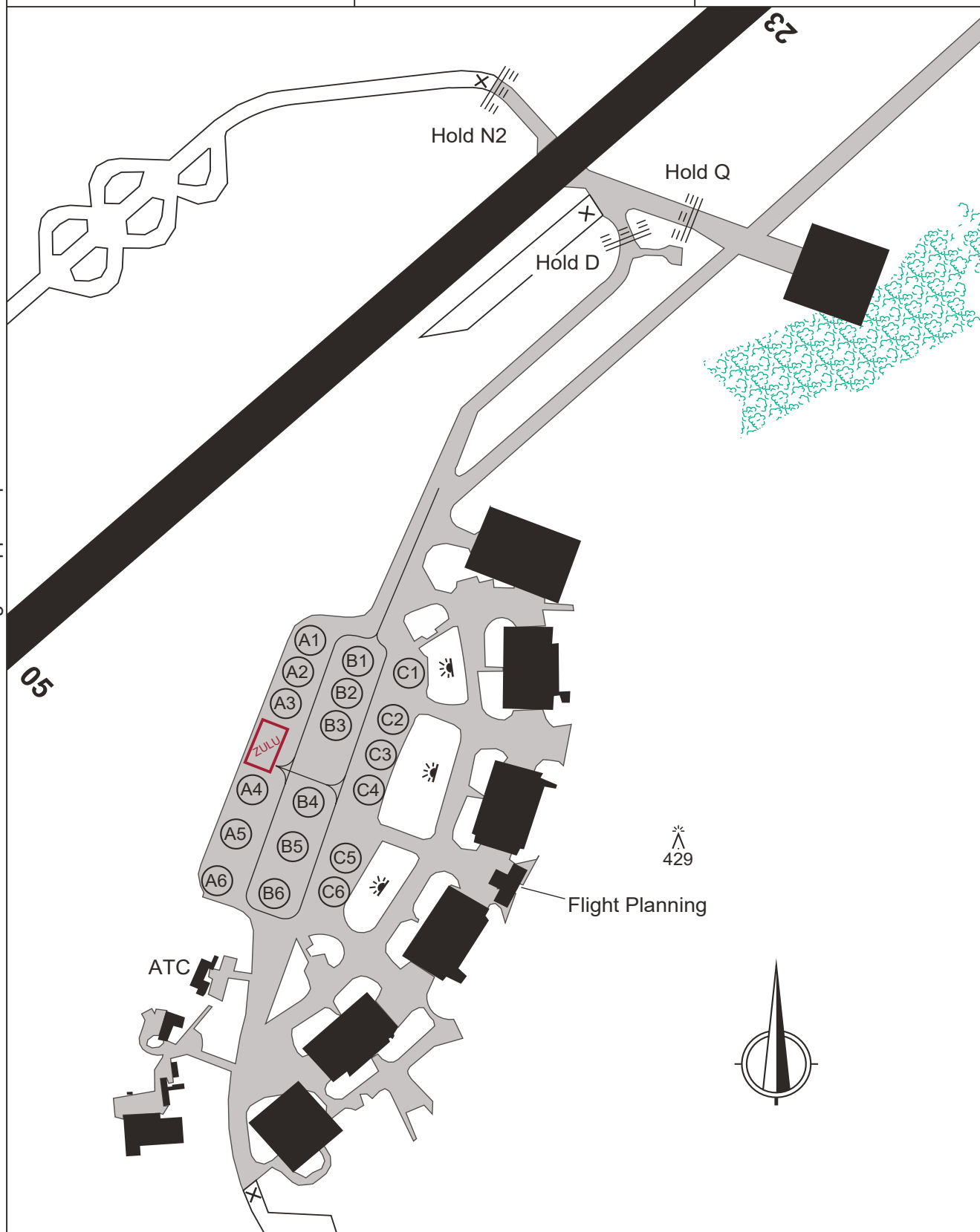
WATTISHAM

Elev 283	Var 1°E	ARP	N52 07.62 E000 57.32 (WGS 84)	05 SEP 24	F1
WATTISHAM TOWER 118.21 388.35			APPROACH 389.225 125.805 ICF	ATIS 277.925	

EGUW/- ENGLAND

Changes: App Freq

No 1 AIDU Last Amended 18 JUL 24



1. Vehicles and pedestrians on apron not under control of ATC.
2. No marshallers or ground power available unless by prior arrangement.

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RADAR PROCEDURES

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EGUW/ - ENGLAND

Changes: ALS inop VIS

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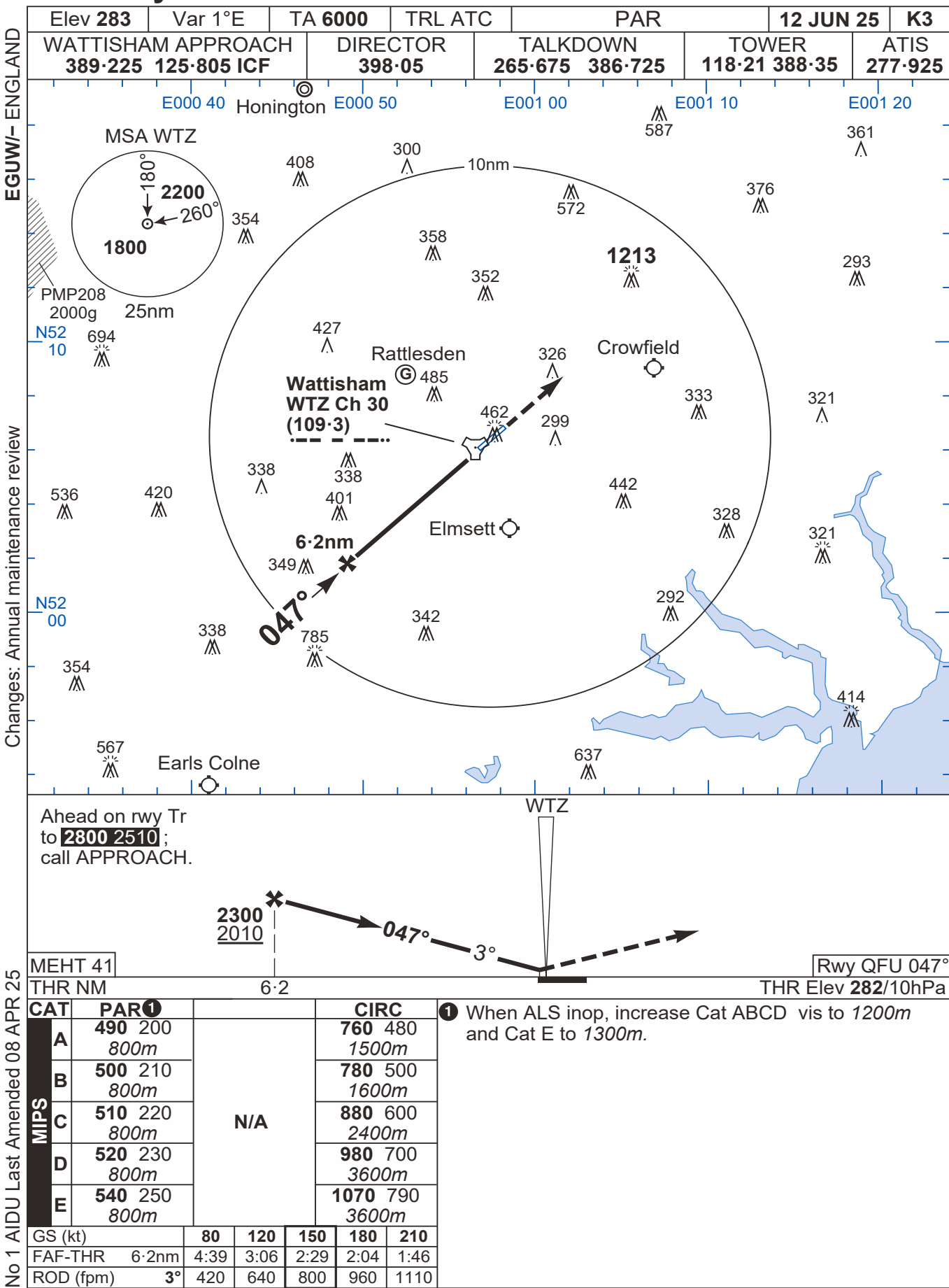
Elev 283		Var 1°E		TA 6000		TRL ATC		10 JUL 25		K1					
WATTISHAM DIRECTOR 398·05				APPROACH 389·225 125·805 ICF				TALKDOWN 265·675 386·725		TOWER 118·21 388·35					
RWY QFU	PROC	GP/TCH	RTR	MAPt	CAT	DA/ MDA	DH/ MDH	MINIMUM VIS							
05 047°	PAR	3°/45	-	-	A	490	200	800m ②							
			-	-	B	500	210	800m ②							
			-	-	C	510	220	800m ②							
			-	-	D	520	230	800m ②							
			-	-	E	540	250	800m ②							
MISSED APPROACH. Ahead on Rwy Tr to 2800 2510; call APPROACH.															
23 227°	PAR	3°/51	-	-	A	510	230	800m ③							
			-	-	B	520	240	800m ③							
			-	-	C	530	250	800m ③							
			-	-	D	540	260	800m ③							
			-	-	E	560	280	800m ③							
MISSED APPROACH. Ahead on Rwy Tr to 2800 2520; call APPROACH.															
COMMS FAILURE															
1. If unable to continue to the approach, carry out Missed Approach procedure, try to regain contact on any WATTISHAM frequency.															
05 047° ①	SRA	3°/45	-	1nm	ABCD	970	690	3400m ④							
					E	970	690	3600m ④							
23 227° ①	SRA	3°/51	-	1nm	ABCD	970	690	3000m ⑤							
					E	970	690	3200m ⑤							
CIRCLING MINIMA															
05 047°	SRA				ABC	970	690	3400m							
					D	980	700	3600m							
					E	1070	790	4400m							
	PAR				A	760	480	1500m							
					B	780	500	1600m							
					C	880	600	2400m							
					D	980	700	3600m							
					E	1070	790	3600m							
					23 227°	SRA	AB	970	690	3000m					
	C						970	690	3200m						
	D						980	700	3600m						
	E					1070	790	4400m							
PAR	A					760	480	1500m							
	B					780	500	1600m							
	C					880	600	2400m							
	D					980	700	3600m							
	E					1070	790	4400m							
	NOTES														
	① Published SRA minima are only to be used for PAR azimuth only approaches IAW MAA RA 3291. SRA's are not available.														
② When ALS inop, increase vis Cat ABCD to 1200m and Cat E to 1300m.															
③ When ALS inop, increase vis Cat AB to 1200m and Cat CDE to 1300m.															
④ When ALS inop, increase vis Cat ABCD to 3800m and Cat E to 4000m.															
⑤ When ALS inop, increase vis Cat ABCD to 3800m and Cat E to 4000m.															

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PAR Rwy 05

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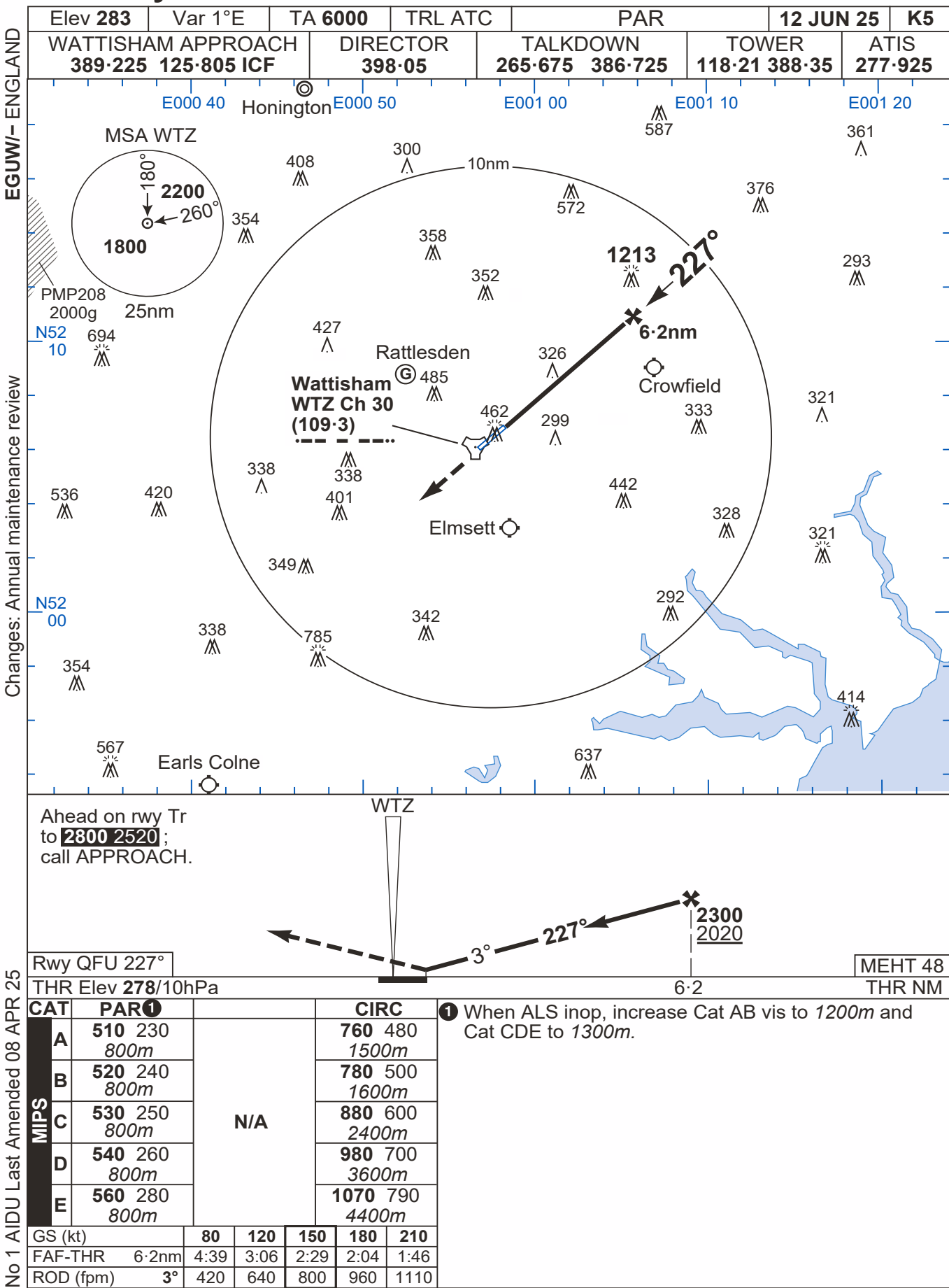
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12 JUN 25

PAR Rwy 23

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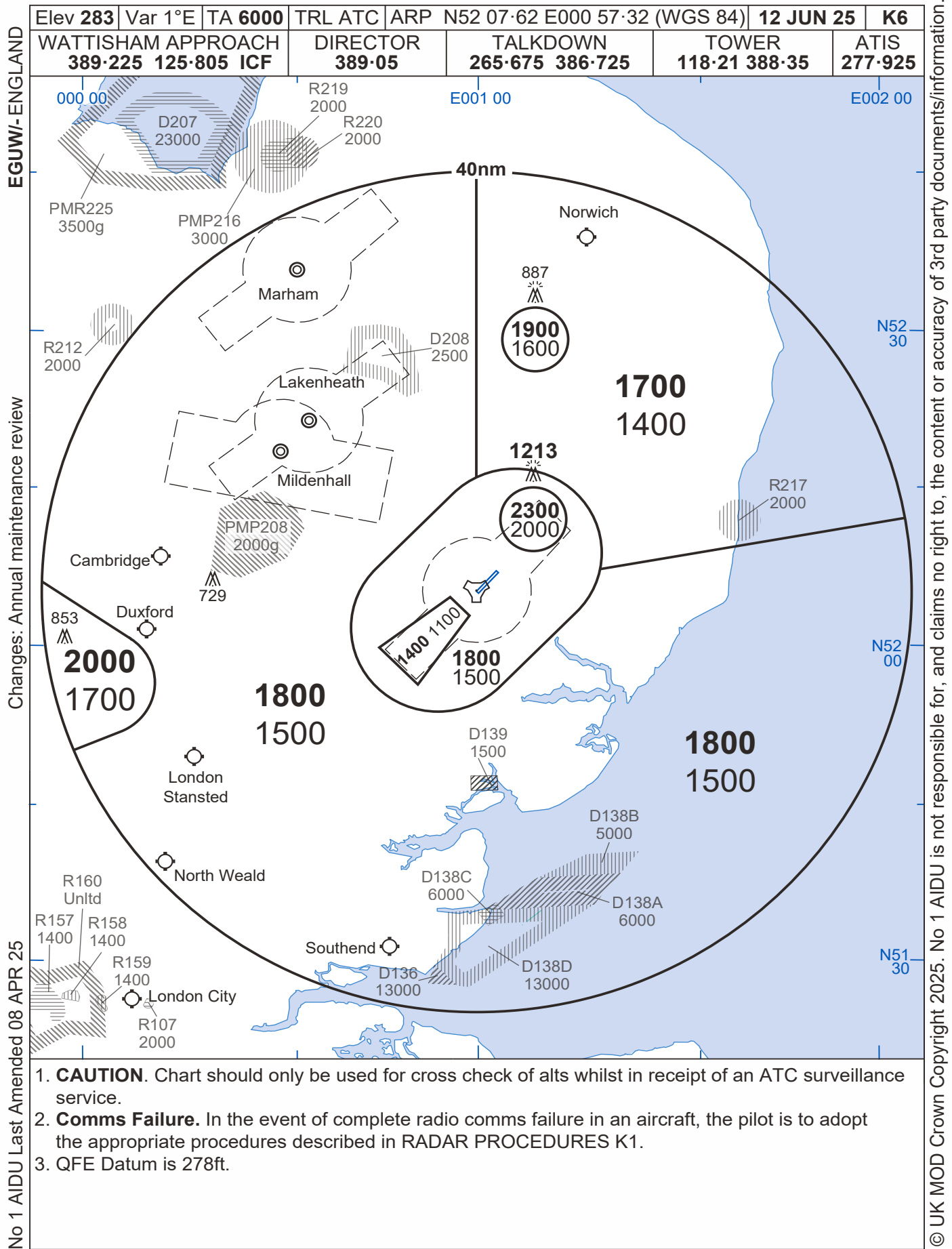


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12 JUN 25

ATC SURVEILLANCE MNM ALTITUDE

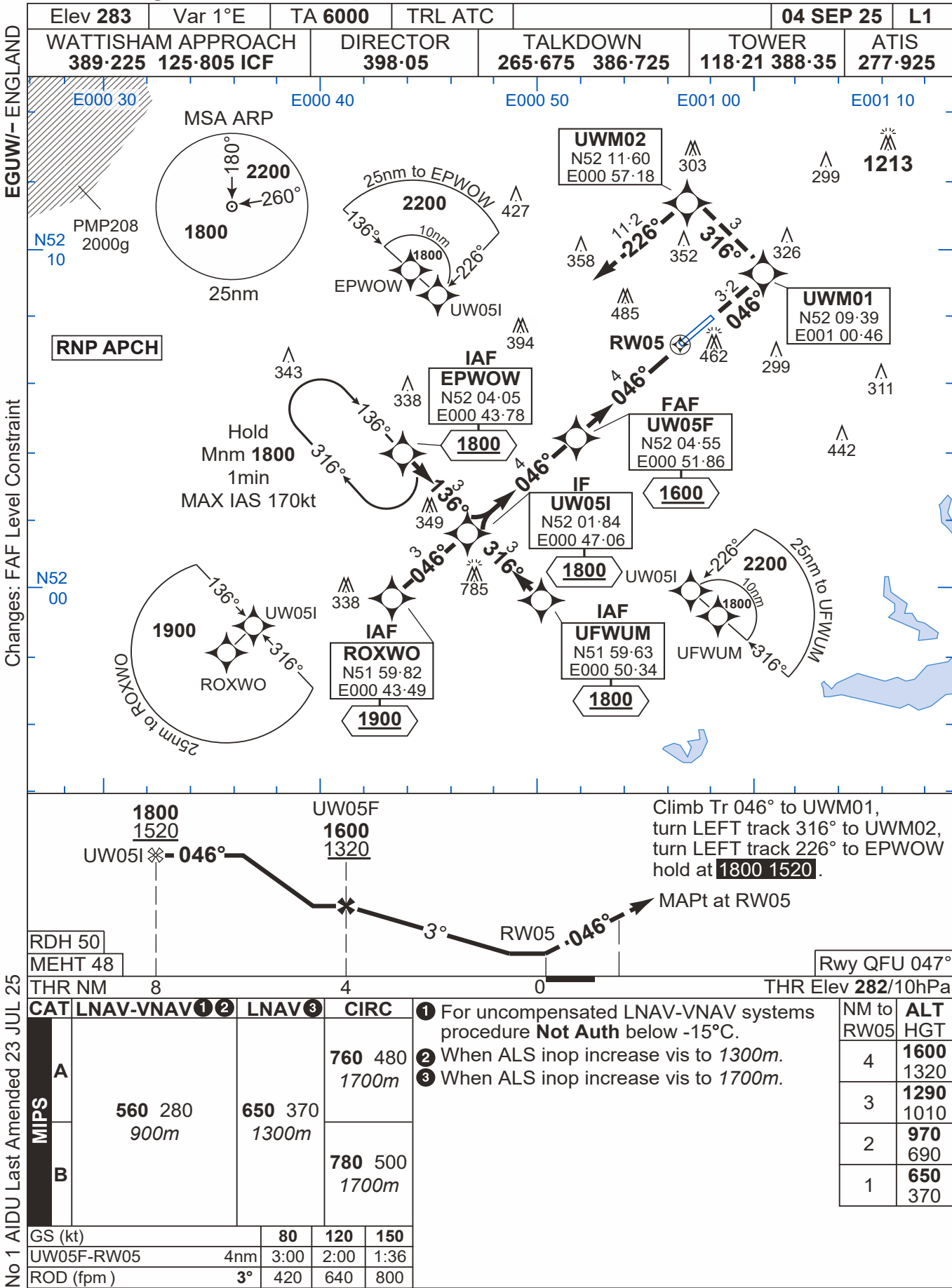
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RNP Rwy 05 (Cat A,B)

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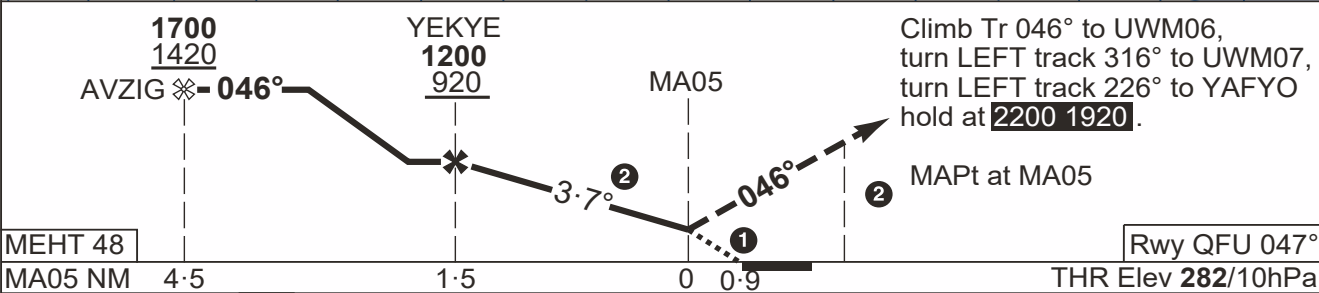
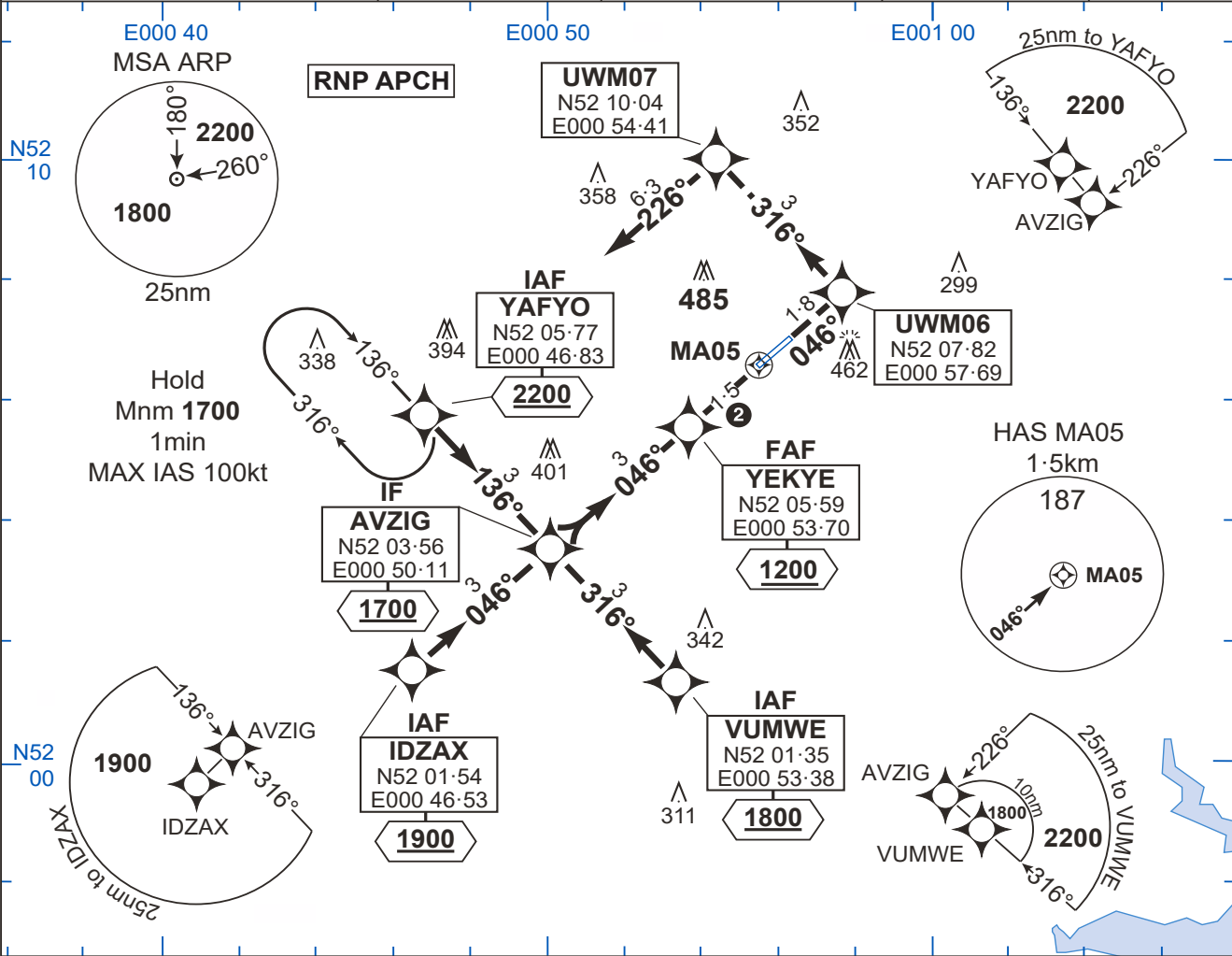


07 AUG 25

RNP046 (Cat H)

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Elev 283	Var 1°E	TA 6000	TRL ATC		07 AUG 25	L2
WATTISHAM APPROACH		DIRECTOR	TALKDOWN	TOWER	ATIS	
389.225 125.805 ICF		398.05	265.675 386.725	118.21 388.35	277.925	



CAT		LNAV						1 Proceed VFR 046°/0.9nm from MA05.		2 Final and M/App - Max IAS 90kt.		NM to	ALT
MIPS		590 310										MA05	HGT
		1700m										2.5	1600
												1.5	1200
												1	990
												MA05	MDA
GS (kt)		50	60	70	80	90	100						
YEKYE-MA05 1.5nm		1:48	1:30	1:17	1:08	1:00	0:54						
ROD (fpm)		3.7°	330	390	460	530	660						

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RNP046 (Cat H)

MIPS

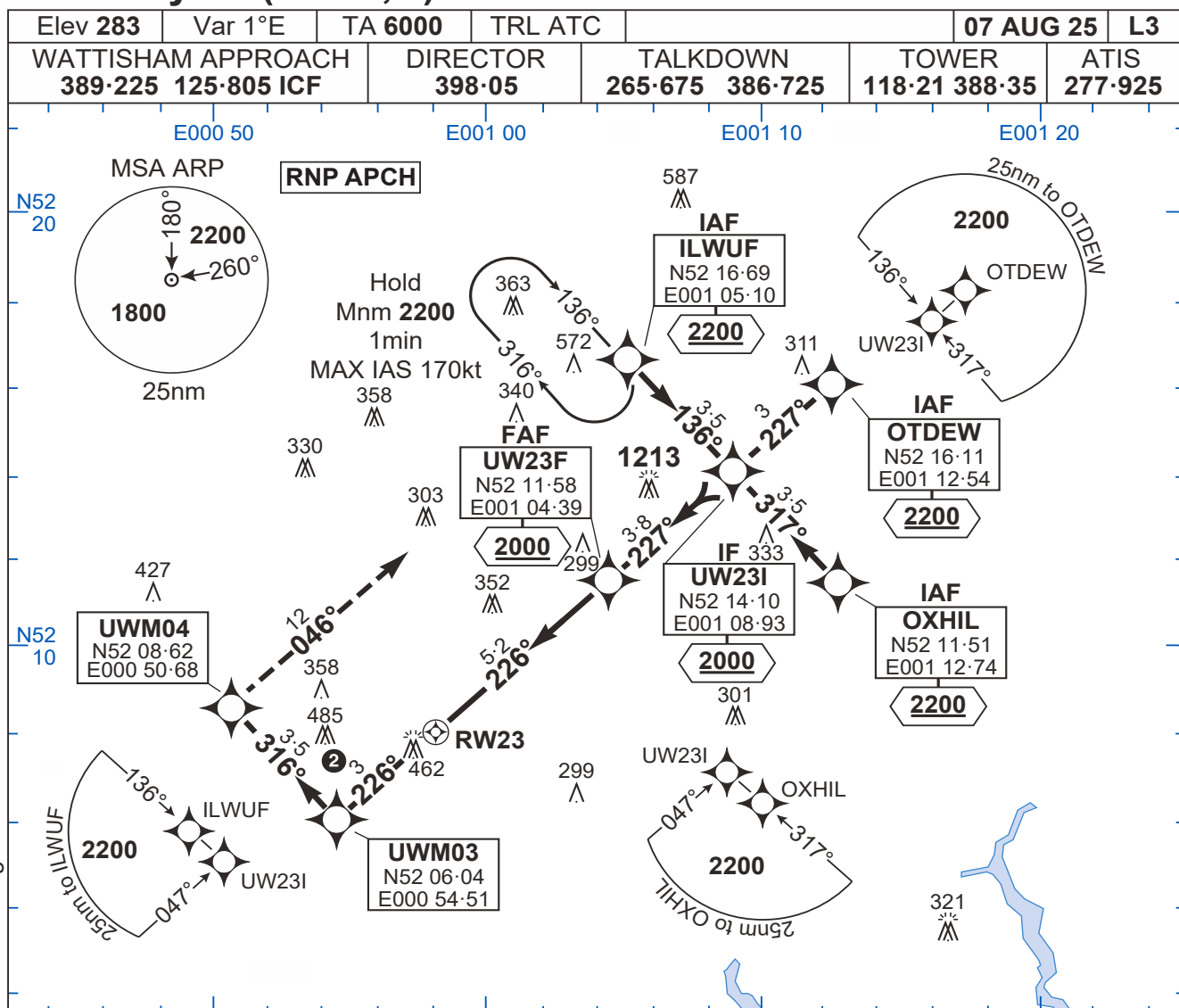
07 AUG 25

RNP Rwy 23 (Cat A,B)

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EGUW/- ENGLAND

Changes: Annual maintenance review



Climb Tr 226° to UWM03,
turn RIGHT track 316° to UWM04,
turn RIGHT track 046° to ILWUF
hold at **2200 1920**.

MAPt at RW23

②

226° RW23

UW23F
2000
1720

UW23I
2000
1720

227°

RDH 56

MEHT 48

Rwy QFU 227°

THR Elev 278/10hPa

0

5.2

9.0

THR NM

CAT LNAV-VNAV①③ LNAV④ CIRC

MIPS	A	560 280 800m	630 350 900m	760 480 1600m
B				780 500 1600m

GS (kt)	80	120	150
UW23F-RW23	5.2nm	3:54	2:36
ROD (fpm)	3°	420	640
		800	

- ① For uncompensated LNAV-VNAV systems procedure **Not Auth** below -15°C. Mnm 530 250 for Missed Approach gradient 3.3%. (200ft/nm).
- ② Max IAS 140kt until turn at UWM03 complete.
- ③ When ALS inop increase vis to 1300m.
- ④ When ALS inop increase vis to 1600m.

NM to RW05	ALT HGT
5.2	2000 1720
5	1930 1650
4	1610 1330
3	1290 1010
2	970 690
1	650 370

WATTISHAM
MIPS

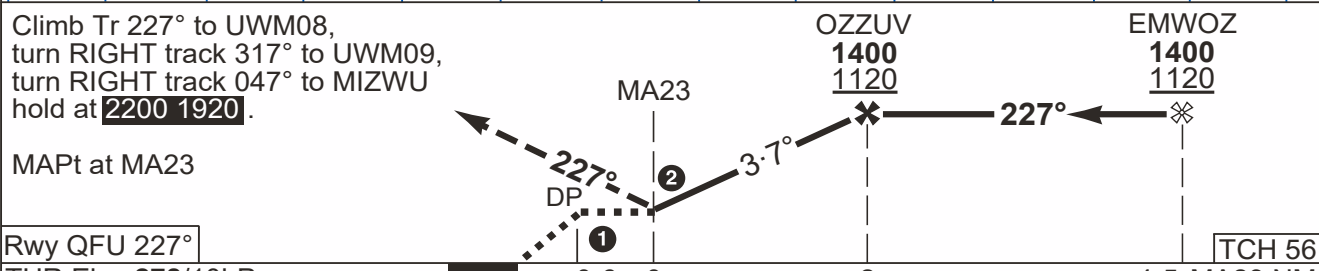
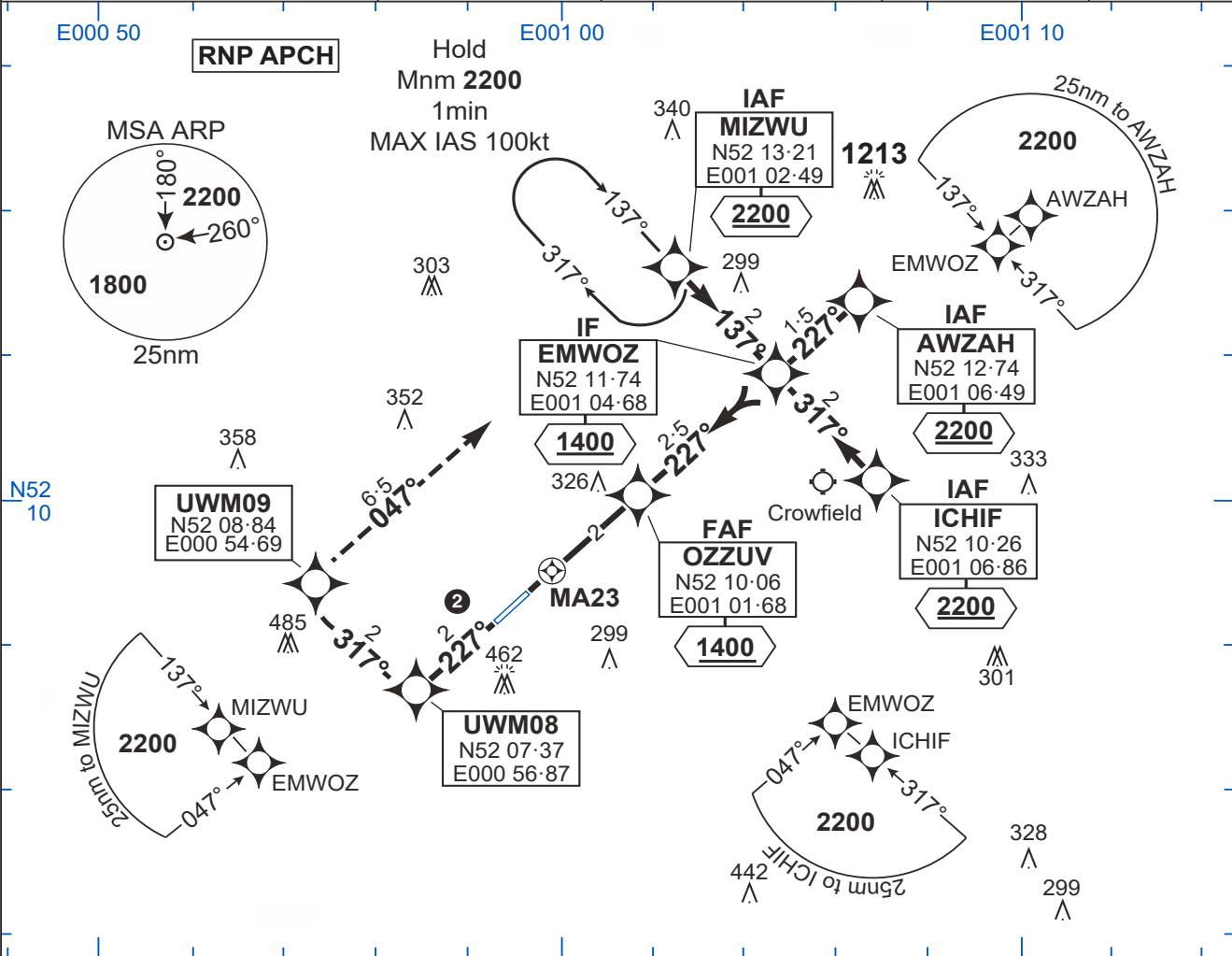
RNP Rwy 23 (Cat A,B)

07 AUG 25

RNP227 (Cat H)

WATTISHAM

Elev 283	Var 1°E	TA 6000	TRL ATC		07 AUG 25	L4
WATTISHAM APPROACH 389-225 125-805 ICF		DIRECTOR 398-05	TALKDOWN 265-675 386-725		TOWER 118-21 388-35	ATIS 277-925



THR Elev 278/10hPa										0.6 0 2		4.5 MA23 NM	
CAT		LNAV								1 Proceed visually from MA23 227°/1nm via the DP (Descent Point) 227°/0.6nm after MA23. Visual Slope Descent Angle after DP is 8.3°/14.6%. 2 Final and M/App - Max IAS 90kt.			
MPS H		610 330 1900m											
GS (kt)		50	60	70	80	90	100	NM to MA23		ALT HGT			
OZZUV-MA23 2nm		2:24	2:00	1:43	1:30	1:20	1:12	4.5		1400 1120			
ROD (fpm)		3.7°	330	390	460	530	590	660	2		1400 1120		
									1		1000 720		
									MA23		MDA		

IAP CODING TABLES RWY 05 (Cat A,B)

WATTISHAM

EGUW/- ENGLAND	Elev 283		Var 1°E							12 JUN 25	L5
	WATTISHAM RNP RWY 05 - Instrument Approach Procedure via UFWUM										
	Desig	Seq Nbr	Path Terminator	WPt Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Rmks and Dist to MAPt
	RW05R	001	IF	UFWUM	-	-	-	1800	-	N51 59 38.06 E000 50 20.29	IAF
	RW05R	002	TF	UW05I	-	316° (317.56°)	RIGHT	1800	-	N52 01 50.63 E000 47 03.72	IF/ 8nm
	RW05R	003	TF	UW05F	-	046° (047.52°)	-	1600	-	N52 04 33.04 E000 51 51.76	FAF/ 4nm
	RW05R	004	TF	RW05	Y	046° (047.53°)	-	-	-	N52 07 14.03 E000 56 37.68	MAPt
	RW05R	005	TF	UWM01	-	046° (047.53°)	LEFT	-	-	N52 09 23.42 E001 00 27.65	-
	RW05R	006	TF	UWM02	-	316° (317.67°)	LEFT	-	-	N52 11 36.07 E000 57 10.98	-
	RW05R	007	TF	EPWOW	Y	226° (227.62°)	-	1800	-	N52 04 03.10 E000 43 46.83	HOLD
Changes: Annual maintenance review	WATTISHAM RNP RWY 05 - Instrument Approach Procedure via ROXWO										
	Desig	Seq Nbr	Path Terminator	WPt Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Rmks and Dist to MAPt
	RW05C	001	IF	ROXWO	-	-	-	1900	-	N51 59 49.22 E000 43 29.03	IAF
	RW05C	002	TF	UW05I	-	046° (047.47°)	-	1800	-	N52 01 50.63 E000 47 03.72	IF/ 8nm
	RW05C	003	TF	UW05F	-	046° (047.52°)	-	1600	-	N52 04 33.04 E000 51 51.76	FAF/ 4nm
	RW05C	004	TF	RW05	Y	046° (047.53°)	-	-	-	N52 07 14.03 E000 56 37.68	MAPt
	RW05C	005	TF	UWM01	-	046° (047.53°)	LEFT	-	-	N52 09 23.42 E001 00 27.65	-
	RW05C	006	TF	UWM02	-	316° (317.67°)	LEFT	-	-	N52 11 36.07 E000 57 10.98	-
	RW05C	007	TF	EPWOW	Y	226° (227.62°)	-	1800	-	N52 04 03.10 E000 43 46.83	HOLD
	WATTISHAM RNP RWY 05 - Instrument Approach Procedure via EPWOW										
No 1 AIDU Last Amended 08 APR 25	Desig	Seq Nbr	Path Terminator	WPt Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Rmks and Dist to MAPt
	RW05L	001	IF	EPWOW	-	-	-	1800	-	N52 04 03.10 E000 43 46.83	IAF
	RW05L	002	TF	UW05I	-	136° (137.48°)	LEFT	1800	-	N52 01 50.63 E000 47 03.72	IF/ 8nm
	RW05L	003	TF	UW05F	-	046° (047.52°)	-	1600	-	N52 04 33.04 E000 51 51.76	FAF/ 4nm
	RW05L	004	TF	RW05	Y	046° (047.53°)	-	-	-	N52 07 14.03 E000 56 37.68	MAPt
	RW05L	005	TF	UWM01	-	046° (047.53°)	LEFT	-	-	N52 09 23.42 E001 00 27.65	-
	RW05L	006	TF	UWM02	-	316° (317.67°)	LEFT	-	-	N52 11 36.07 E000 57 10.98	-
	RW05L	007	TF	EPWOW	Y	226° (227.62°)	-	1800	-	N52 04 03.10 E000 43 46.83	HOLD

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IAP CODING TABLES RNP046 (Cat H)

WATTISHAM

EGUW/- ENGLAND	Elev 283		Var 1°E							10 JUL 25	L6
	WATTISHAM RNP046 - Instrument Approach Procedure via VUMWE										
	Desig	Seq Nbr	Path Terminator	WPt Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Rmks and Dist to MAPt
	046R	001	IF	VUMWE	-	-	-	<u>1800</u>	-	N52 01 21·07 E000 53 22·97	IAF
	046R	002	TF	AVZIG	-	316° (317·6°)	RIGHT	<u>1700</u>	-	N52 03 33·72 E000 50 06·44	IF/ 4·5nm
	046R	003	TF	YEKYE	-	046° (047·56°)	-	<u>1200</u>	-	N52 05 34·90 E000 53 41·72	FAF/ 1·5nm
	046R	004	TF	MA05	Y	046° (047·61°)	-	-	-	N52 06 36·76 E000 55 31·81	MAPt
	046R	005	TF	UWM06	-	046° (047·61°)	LEFT	-	-	N52 07 49·45 E000 57 41·25	-
	046R	006	TF	UWM07	-	316° (317·65°)	LEFT	-	-	N52 10 02·15 E000 54 24·46	-
	046R	007	TF	YAFYO	Y	226° (227·62°)	-	2200	-	N52 05 46·28 E000 46 49·58	HOLD
Changes: Annual maintenance review	WATTISHAM RNP046 - Instrument Approach Procedure via IDZAX										
	Desig	Seq Nbr	Path Terminator	WPt Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Rmks and Dist to MAPt
	046C	001	IF	IDZAX	-	-	-	<u>1900</u>	-	N52 01 32·41 E000 46 31·48	IAF
	046C	002	TF	AVZIG	-	046° (047·51°)	-	<u>1700</u>	-	N52 03 33·72 E000 50 06·44	IF/ 4·5nm
	046C	003	TF	YEKYE	-	046° (047·56°)	-	<u>1200</u>	-	N52 05 34·90 E000 53 41·72	FAF/ 1·5nm
	046C	004	TF	MA05	Y	046° (047·61°)	-	-	-	N52 06 36·76 E000 55 31·81	MAPt
	046C	005	TF	UWM06	-	046° (047·61°)	LEFT	-	-	N52 07 49·45 E000 57 41·25	-
	046C	006	TF	UWM07	-	316° (317·65°)	LEFT	-	-	N52 10 02·15 E000 54 24·46	-
	046C	007	TF	YAFYO	Y	226° (227·62°)	-	2200	-	N52 05 46·28 E000 46 49·58	HOLD
	WATTISHAM RNP046 - Instrument Approach Procedure via YAFYO										
No 1 AIDU Last Amended 30 MAY 25	Desig	Seq Nbr	Path Terminator	WPt Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Rmks and Dist to MAPt
	046L	001	IF	YAFYO	-	-	-	<u>2200</u>	-	N52 05 46·28 E000 46 49·58	IAF
	046L	002	TF	AVZIG	-	136° (137·52°)	LEFT	<u>1700</u>	-	N52 03 33·72 E000 50 06·44	IF/ 4·5nm
	046L	003	TF	YEKYE	-	046° (047·56°)	-	<u>1200</u>	-	N52 05 34·90 E000 53 41·72	FAF/ 1·5nm
	046L	004	TF	MA05	Y	046° (047·61°)	-	-	-	N52 06 36·76 E000 55 31·81	MAPt
	046L	005	TF	UWM06	-	046° (047·61°)	LEFT	-	-	N52 07 49·45 E000 57 41·25	-
	046L	006	TF	UWM07	-	316° (317·65°)	LEFT	-	-	N52 10 02·15 E000 54 24·46	-
	046L	007	TF	YAFYO	Y	226° (227·62°)	-	2200	-	N52 05 46·28 E000 46 49·58	HOLD

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IAP CODING TABLES RWY 23 (Cat A,B)

WATTISHAM

EGUW/- ENGLAND	Elev 283		Var 1°E							12 JUN 25	L7
	WATTISHAM RNP RWY 23 - Instrument Approach Procedure via ILWUF										
	Desig	Seq Nbr	Path Terminator	WPt Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Rmks and Dist to MAPt
	RW23R	001	IF	ILWUF	-	-	-	2200	-	N52 16 41·28 E001 05 06·15	IAF
	RW23R	002	TF	UW23I	-	136° (137·77°)	RIGHT	2000	-	N52 14 06·03 E001 08 55·60	IF/ 9nm
	RW23R	003	TF	UW23F	-	227° (227·82°)	-	2000	-	N52 11 34·42 E001 04 23·52	FAF/ 5·2nm
	RW23R	004	TF	RW23	Y	226° (227·74°)	-	-	-	N52 08 03·57 E000 58 06·71	MAPt
	RW23R	005	TF	UWM03	-	226° (227·74°)	RIGHT	-	140	N52 06 02·63 E000 54 30·68	-
	RW23R	006	TF	UWM04	-	316° (317·58°)	RIGHT	-	-	N52 08 37·30 E000 50 40·83	-
	RW23R	007	TF	ILWUF	Y	046° (047·59°)	-	2200	-	N52 16 41·28 E001 05 06·15	HOLD
Changes: Annual maintenance review	WATTISHAM RNP RWY 23 - Instrument Approach Procedure via OTDEW										
	Desig	Seq Nbr	Path Terminator	WPt Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Rmks and Dist to MAPt
	RW23C	001	IF	OTDEW	-	-	-	2200	-	N52 16 06·61 E001 12 32·58	IAF
	RW23C	002	TF	UW23I	-	227° (227·87°)	-	2000	-	N52 14 06·03 E001 08 55·60	IF/ 9nm
	RW23C	003	TF	UW23F	-	227° (227·82°)	-	2000	-	N52 11 34·42 E001 04 23·52	FAF/ 5·2nm
	RW23C	004	TF	RW23	Y	226° (227·74°)	-	-	-	N52 08 03·57 E000 58 06·71	MAPt
	RW23C	005	TF	UWM03	-	226° (227·74°)	RIGHT	-	140	N52 06 02·63 E000 54 30·68	-
	RW23C	006	TF	UWM04	-	316° (317·58°)	RIGHT	-	-	N52 08 37·30 E000 50 40·83	-
	RW23C	007	TF	ILWUF	Y	046° (047·59°)	-	2200	-	N52 16 41·28 E001 05 06·15	HOLD
	WATTISHAM RNP RWY 23 - Instrument Approach Procedure via OXHIL										
No 1 AIDU Last Amended 08 APR 25	Desig	Seq Nbr	Path Terminator	WPt Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Rmks and Dist to MAPt
	RW23L	001	IF	OXHIL	-	-	-	2200	-	N52 11 30·66 E001 12 44·60	IAF
	RW23L	002	TF	UW23I	-	317° (317·87°)	LEFT	2000	-	N52 14 06·03 E001 08 55·60	IF/ 9nm
	RW23L	003	TF	UW23F	-	227° (227·82°)	-	2000	-	N52 11 34·42 E001 04 23·52	FAF/ 5·2nm
	RW23L	004	TF	RW23	Y	226° (227·74°)	-	-	-	N52 08 03·57 E000 58 06·71	MAPt
	RW23L	005	TF	UWM03	-	226° (227·74°)	RIGHT	-	140	N52 06 02·63 E000 54 30·68	-
	RW23L	006	TF	UWM04	-	316° (317·58°)	RIGHT	-	-	N52 08 37·30 E000 50 40·83	-
	RW23L	007	TF	ILWUF	Y	046° (047·59°)	-	2200	-	N52 16 41·28 E001 05 06·15	HOLD

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IAP CODING TABLES RNP227 (Cat H)

WATTISHAM

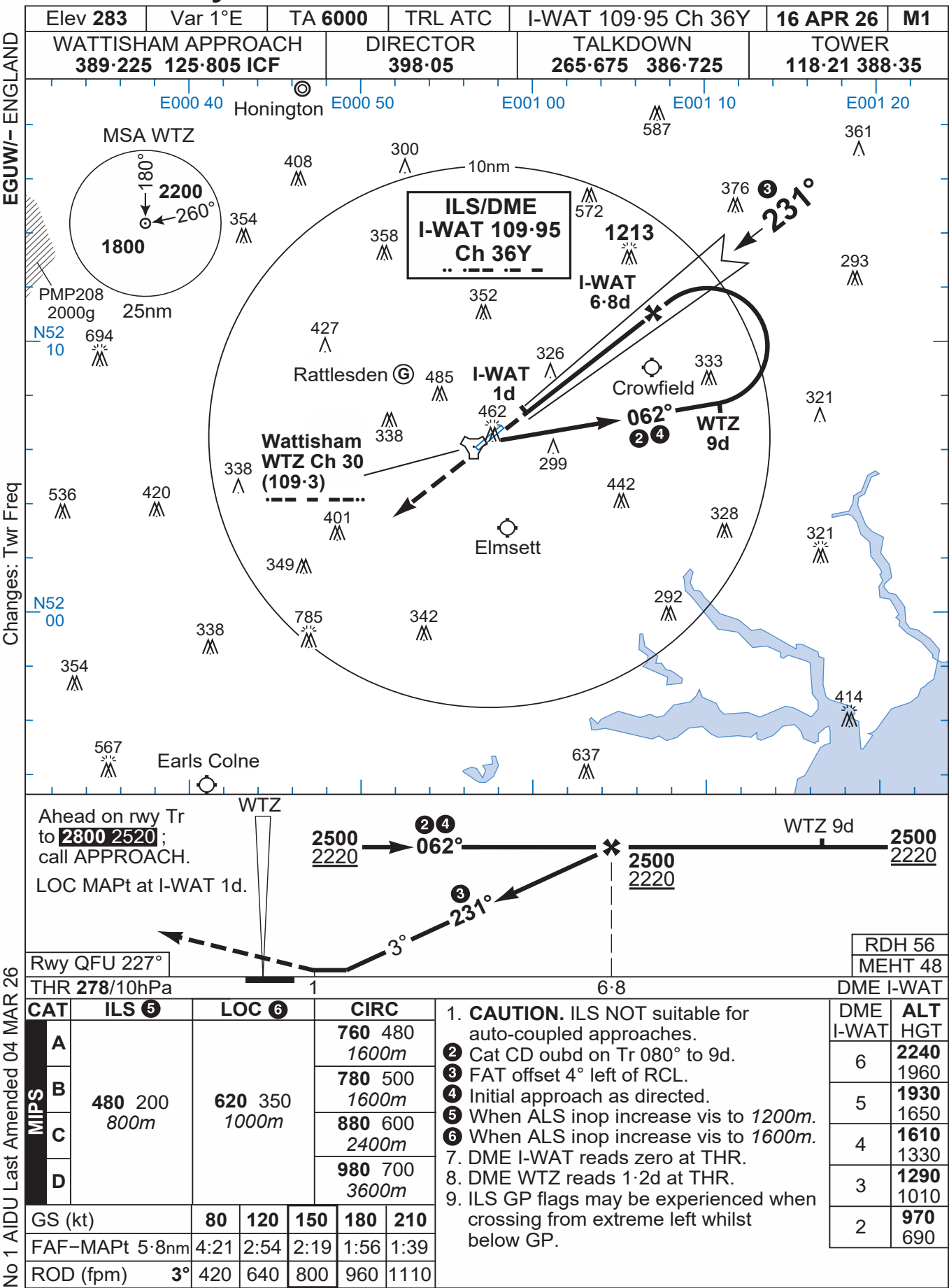
EGUW/- ENGLAND	Elev 283		Var 1°E							12 JUN 25	L8
	WATTISHAM RNP227 - Instrument Approach Procedure via MIZWU										
	Desig	Seq Nbr	Path Terminator	WPt Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Rmks and Dist to MAPt
	227R	001	IF	MIZWU	-	-	-	2200	-	N52 13 12·69 E001 02 29·66	IAF
	227R	002	TF	EMWOZ	-	137° (137·73°)	RIGHT	1400	-	N52 11 44·04 E001 04 40·75	IF/ 4·5nm
	227R	003	TF	OZZUV	-	227° (227·76°)	-	1400	-	N52 10 03·36 E001 01 40·50	FAF/ 2nm
	227R	004	TF	MA23	Y	227° (227·72°)	-	-	-	N52 08 42·75 E000 59 16·46	MAPt
	227R	005	TF	UWM08	-	227° (227·72°)	RIGHT	-	-	N52 07 22·10 E000 56 52·42	-
	227R	006	TF	UWM09	-	317° (317·63°)	RIGHT	-	-	N52 08 50·62 E000 54 41·13	-
	227R	007	TF	MIZWU	Y	047° (047·65°)	-	2200	-	N52 13 12·69 E001 02 29·66	HOLD
Changes: Annual maintenance review	WATTISHAM RNP227 - Instrument Approach Procedure via AWZAH										
	Desig	Seq Nbr	Path Terminator	WPt Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Rmks and Dist to MAPt
	227C	001	IF	AWZAH	-	-	-	2200	-	N52 12 44·41 E001 06 29·01	IAF
	227C	002	TF	EMWOZ	-	227° (227·78°)	-	1400	-	N52 11 44·04 E001 04 40·75	IF/ 4·5nm
	227C	003	TF	OZZUV	-	227° (227·76°)	-	1400	-	N52 10 03·36 E001 01 40·50	FAF/ 2nm
	227C	004	TF	MA23	Y	227° (227·72°)	-	-	-	N52 08 42·75 E000 59 16·46	MAPt
	227C	005	TF	UWM08	-	227° (227·72°)	RIGHT	-	-	N52 07 22·10 E000 56 52·42	-
	227C	006	TF	UWM09	-	317° (317·63°)	RIGHT	-	-	N52 08 50·62 E000 54 41·13	-
	227C	007	TF	MIZWU	Y	047° (047·65°)	-	2200	-	N52 13 12·69 E001 02 29·66	HOLD
	WATTISHAM RNP227 - Instrument Approach Procedure via ICHIF										
No 1 AIDU Last Amended 08 APR 25	Desig	Seq Nbr	Path Terminator	WPt Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Rmks and Dist to MAPt
	227L	001	IF	ICHIF	-	-	-	2200	-	N52 10 15·35 E001 06 51·70	IAF
	227L	002	TF	EMWOZ	-	317° (317·79°)	LEFT	1400	-	N52 11 44·04 E001 04 40·75	IF/ 4·5nm
	227L	003	TF	OZZUV	-	227° (227·76°)	-	1400	-	N52 10 03·36 E001 01 40·50	FAF/ 2nm
	227L	004	TF	MA23	Y	227° (227·72°)	-	-	-	N52 08 42·75 E000 59 16·46	MAPt
	227L	005	TF	UWM08	-	227° (227·72°)	RIGHT	-	-	N52 07 22·10 E000 56 52·42	-
	227L	006	TF	UWM09	-	317° (317·63°)	RIGHT	-	-	N52 08 50·62 E000 54 41·13	-
	227L	007	TF	MIZWU	Y	047° (047·65°)	-	2200	-	N52 13 12·69 E001 02 29·66	HOLD

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16 APR 26

ILS/DME Rwy 23

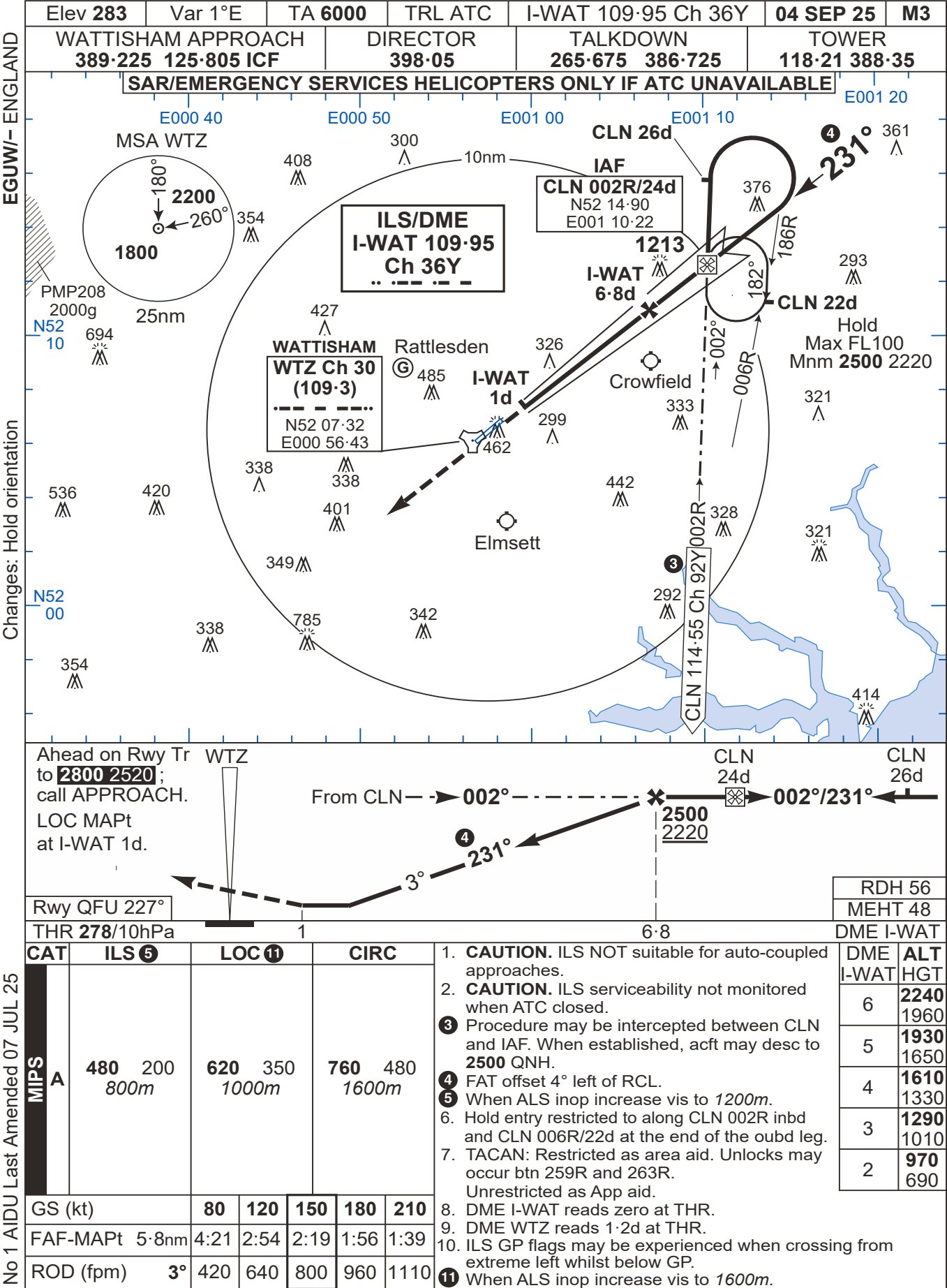
WATTISHAM



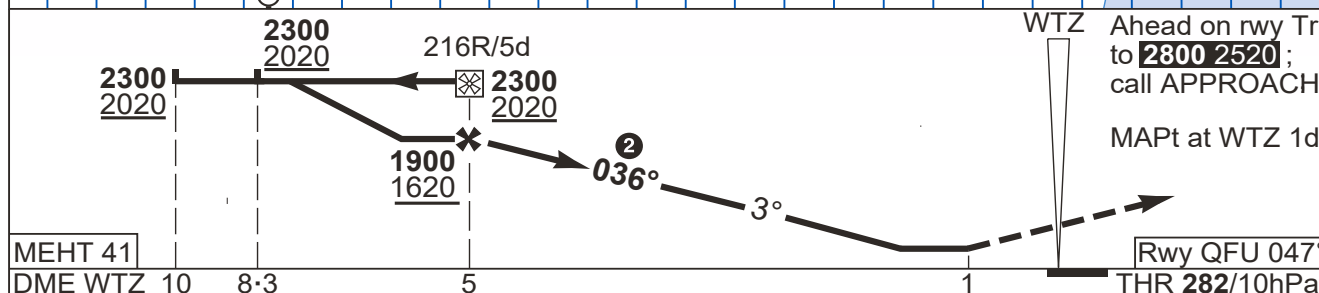
04 SEP 25

VOR/DME/TAC to ILS/DME Rwy 23

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[illegible]

CAT	TAC ③						CIRC			DME	ALT	
MIPS	A	710 430 1500m	N/A						760 480 2000m	① To start procedure: desc in hold. ② FAT offset 11° right of RCL. ③ When ALS inop increase Cat ABCD vis to 2000m and Cat E vis is to 2300m. ④ Hold entries restricted to along 216R inbd and along 230R/8-3d for Cat AB and 239R/10d for Cat CDE oubd to the end of the oubd leg. 5. TACAN: restricted as area aid. Unlocks may occur b/n 259R and 263R Unrestricted as App aid. 6. DME WTZ reads 0-14d at THR. ⑦ Max 170kt IAS for Cat AB.	DME WTZ	ALT HGT
	B			780 500 2000m	4	1590 1310						
	C			710 430 1600m	880 600 2400m	3	1280 1000					
	D			720 440 1600m	980 700 3600m	2	960 680					
	E			770 490 1800m	1070 790 3600m							
GS (kt)		80	120	150	180	210						
FAF-MAPt 4nm		3:00	2:00	1:36	1:20	1:09						
ROD (fpm) 3°		420	640	800	960	1110						

No 1 AIDU Last Amended 13 JUN 25

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TAC Rwy 23

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