Cambridge City Airport	Cambridge City Airport Aerodrome Manual					Risk Rating	High – Reviewed Annually	
Reference:	EGSC-M-AOPS-001	**Issue:**	9	**Owner:**	Airport Operations Manager	**Department:**	Airside Operations	

AERODROME MANUAL

Issue 9

Review by
1st Mar 27

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DOCUMENT INFORMATION

Department	Airport Operations
Document Title	Cambridge City Airport Aerodrome Manual
Document Owner	Cambridge City Airport
Author	David Rowe
Address	Cambridge City Airport Newmarket Road Cambridge CB5 8RX
Contact Details	Telephone: 01223 373710 E-mail: david.rowe@cambridgeairport.com
Document Reference	EGSC-M-AOPS-001

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PART A

GENERAL

INTRODUCTION

PREFACE BY LICENSEE AND DECLARATION OF COMPLIANCE

The Cambridge City Airport Aerodrome Manual describes the systematic approach to ensuring that the aerodrome and airspace associated with it are safe for use by aircraft. It demonstrates our commitment to managing the aerodrome safely and efficiently. The manual forms part of the aerodrome's Safety Managemement documentation. This manual itself will comply with all applicable requirements and the terms of the Aerodrome Certificate.

To achieve the above aim the Aerodrome Manual will contain, or give reference to:

a) Manuals, procedures and instructions from the aerodrome management containing either mandatory requirements or guidance, for operational staff.

b) Details of persons responsible for safety management, their safety accountabilities and responsibilities.

c) A record of the physical characteristics of the aerodrome, of significant differences from the standards specified in CAA regulations, if any, and of agreements reached between the certificate holder and the CAA concerning these differences.

d) Identification of Aerodrome Operating Policies

The Aerodrome Manual is available to all Cambridge City Airport departments that have a role in the safe operation of the aerodrome. The holder is responsible for keeping it available for immediate reference, amended to date and in a clean, legible condition as well as ensuring that all members of their departments are familiar with its contents. The manual is also widely distributed to our aircraft operators and based tenants with instructions as to Cambridge City Airport policies and guidance on the use of the airfield.

Chris Platt
Airport Director / Accountable Manager
Cambridge City Airport

Declaration of Compliance of Aerodrome Operator

In accordance with Assimilated Regulation UK (EU) No 139/2014 on aerodrome design and operation

Aerodrome name and location indicator
Name of Aerodrome operator: Marshall of Cambridge Aerospace Ltd Name: Cambridge City Airport (EGSC) Address: Newmarket Road, Cambridge, CB5 8RX Accountable Manager: Chris Platt, Airport Director, chris.platt@marshalladg.com
Statements
In accordance with requirements of UK Reg (EU) 139/2014, the aerodrome operator declares that it is in compliance with ADR.OR.B.025 Demonstration of compliance (a) (1)
The aerodrome operator confirms that the information disclosed in this declaration is correct.
Signature of accountable manager:  Print: Chris Platt Date: 17/02/2026
FALSE REPRESENTATION STATEMENT **It is an offence under Article 256 of the Air Navigation Order 2016 to make, with intent to deceive, any false representation for the purpose of procuring the grant, issue, renewal or variation of any certificate, licence, approval, permission or other document. This offence is punishable on summary conviction by a fine up to £5000, and on conviction on indictment with an unlimited fine or up to two years imprisonment or both.**

GENERAL ENQUIRIES

Any enquiries should be addressed to the **AIRPORT OPERATIONS MANAGER** on **01223 373710.**

Issued By: **David Rowe**
Position: Airport Operations Manager

1. PURPOSE AND SCOPE OF THE MANUAL

The Aerodrome Manual contains details of the characteristics, policies, operational procedures for the safe operation of Cambridge City Airport in accordance with the Air Navigation Order, the Aerodrome Certificate and Assimilated Regulation (EU) No. 139/2014.

The manual also contains details of the airport's Safety Management System (SMS). The SMS sets out details of the safety accountabilities of key personnel and the policies and methodology for managing aviation safety risks.

2. AERODROME MANUAL STRUCTURE

The Authority, Organisation and Operations Requirements for Aerodromes, Subpart E identifies the required content of the Aerodrome Manual. A large part of the requirement is provided in this document, but to avoid duplication of information, where other Cambridge City Airport documents provide the required information, then this manual will merely cross-refer to such other documents. These are listed in the Bibliography, at Part A, Section 14.

The Aerodrome Manual is divided into five sections, (Part B Safety Management System is held as a separate document). These remaining four are as follows:

Part A	General
Part C	Particulars of the Aerodrome Site
Part D	Particulars of the Aerodrome required to be reported to the Aeronautical Information Service
Part E	Aerodrome Operating Policies and Procedures

Any errors identified in the manual should be notified to the document owner via david.rowe@cambridgeairport.com.

3. PROCEDURE FOR AMENDMENT AND REVISION

3.1. Process

The Airport Operations Manager (AOM), as the responsible manager for airside operations, shall be responsible for identifying and producing any additions or amendments to this manual during its annual review.

The content of this manual will be kept under constant review and will be amended as necessary in the light of legislative changes, in operational procedures and best practise. All airport staff are invited to make suggestions for amendments as a result of experience in aerodrome safety, in response to an accident or incident or if a particular requirement cannot be complied with.

Throughout the year, any additions or amendments will be issued in the form of a Supplementary Airfield Instruction (SAI), which will remain valid until such time that

the amendment is incorporated into the next version of the Aerodrome Manual. An SAI will be sent to all required recipients via email.

Operational changes involving significant alterations to work practises that are permanent, will trigger a re-issue of the entire document as a new version. When this happens, an advisory email message will be sent to the distribution list, informing that the Aerodrome Manual has received an update. Changes to contents from the preceding edition will be highlighted with an alternative font colour. Upon receipt of a notification that the document has been updated, the recipient must ensure that any hard copies which are held are updated. They must also send confirmation that they have received the notification.

3.2. Temporary Amendments

Temporary amendments to facilities and procedures contained within this manual will be promulgated by a Temporary Airside Instruction (TAI). A TAI will be sent to all required recipients via email.

3.3. Handwritten Amendments

Handwritten amendments to any edition of this manual are strictly prohibited. The company Value Stream Visualisation (VSV) will always carry the current version.

3.4. Responsibilities

Departmental managers and safety representatives of third parties have a responsibility to:

- Ensure that the latest copy of the manual is available to their staff
- Identify all parts of the manual which are relevant to their staff
- Ensure that any operating procedures that the department or company have reflect or refer to the requirements detailed in this manual

3.5. Compliance

Internal departments and third parties will be audited to ensure that they are complying with the requirements of this manual, as well as all Aerodrome Operating Procedures, Instructions and Notices.

4. DISTRIBUTION POLICY AND PROCEDURE

The Aerodrome Manual will be reviewed and published at least once annually. It is controlled in Q Pulse and distributed electronically to a list of recipients representing organisations involved with the operation of aircraft and supporting services at Cambridge City Airport. This list will be updated periodically when tenants, aircraft operators or service providers change.

Hard copies are not produced by Cambridge City Airport for distribution but may be printed for internal office use subject to strict control measures. Any hard copies

printed by recipients of the electronic distribution are not controlled. Care must be taken to ensure that paper copies are disposed of or fully amended once a version has been superseded or amended.

A controlled electronic copy of the manual is also available on the company VSV for access by Cambridge City Airport staff, and on the Cambridge City Airport web site for external users.

5. OBLIGATIONS OF THE AERODROME OPERATOR

Cambridge City Airport is certificated by the UK Civil Aviation Authority under UK Reg (EU) No.139/2014

The certificate reference is UKEGSC – 002 and the original issue date is 9th March 2017.

As the certificate holder, Cambridge City Airport will take all reasonable steps to secure that the aerodrome and the airspace within which its visual traffic pattern is normally contained are safe at all times for use by aircraft.

The CAA Aerodrome Inspectors are authorised by the CAA to access all areas of the aerodrome for the purposes of inspection, audit and oversight. Subject to presentation of a valid ID, Cambridge City Airport personnel will at all times facilitate such visits by authorised CAA compliance authority personnel, and provide access to documents, records, data, procedures and other relevant material.

As a certificated aerodrome, Cambridge City Airport is required to demonstrate compliance with UK Reg (EU) No.139/2014 , ADR.OR.C.020 Findings and Corrective Actions.

After receipt of notification of audit findings from the CAA Aerodrome Inspector, Cambridge City Airport will:

a) Take appropriate containment action
b) Identify the root cause of the non-compliance
c) Define a corrective action plan
d) Demonstrate the corrective action implementation to the satisfaction of the C.A.A.

The corrective action plan defined by Cambridge City Airport will address the effects of the non-compliance, as well as its root cause. Audit findings and their corrective action plan, including the identified root cause, will be recorded via Q-Pulse.

The above actions will be completed by the Airport Director or the Airport Operations Manager.

In case of intended termination of the operation of the aerodrome, the Accountable Manager will notify the CAA and the Aeronautical Information Service in writing and apply other measures as required by the CAA.

Should there be an amendment of the certification specifications, acceptable means of compliance or guidance material set/issued by the CAA, the Airport Operations Manager will perform a review to identify if it is applicable to Cambridge City Airport.

Cambridge City Airport will implement any safety measures, including safety directives, mandated by the CAA as an immediate reaction to a serious safety problem.

6. CONDITIONS OF USE OF THE AERODROME

The Terms and Conditions for using Cambridge City Airport are set out in the document 'Cambridge City Airport Conditions of Use available on the following webpage: https://cambridgeairport.com/airport-information/publications/

7. GLOSSARY OF TERMS

AERODROME OPERATIONS	
Term:	**Definition:**
Aerodrome	Any area of land or water designed, equipped, set apart or commonly used to afford facilities for the landing and departure of aircraft and includes any area or space, whether on the ground, on the roof of a building or elsewhere, which is designed, equipped or set apart to afford facilities for the landing and departure of aircraft capable of descending or climbing vertically, but shall not include any area the use of which for affording facilities for the landing and departure of aircraft has been abandoned and has not been resumed.
Aerodrome Elevation	The elevation of the highest point of the landing area.
Aerodrome Reference Point	The aerodrome reference point is the geographical location of the aerodrome and the centre of its traffic zone where an ATZ is established.
Apron	A defined area on a land aerodrome provided for the stationing of aircraft for the embarkation and disembarkation of passengers, the loading and unloading of cargo and for parking.
Category 1 (CAT 1) Operation	A precision Instrument Approach and Landing with a decision height not lower than 200 feet and a runway visual range (IRVR) not less than 550m.
Clear and Graded Area	An area within a runway strip free from obstacles.
Clearway	An area at the end of the take-off run available and under the control of the aerodrome licensee, elected or prepared as a suitable area over which an aircraft may make a portion of its initial climb to a specified height.
Instrument Approach Runway	A runway intended for the operation of aircraft using non-visual aids providing at least directional guidance in azimuth adequate for a straight-in approach.
Intermediate Holding Position	A designated position at which taxiing aircraft and vehicles may be required to hold in order for the expeditious and safe movement of aircraft and vehicles.
Manoeuvring Area	That part of an aerodrome provided for the take-off and landing of aircraft and for the movement of aircraft on the surface, excluding the apron and any part of the aerodrome provided for the maintenance of aircraft.
Movement Area	That part of an aerodrome intended for the surface movement of aircraft including the manoeuvring area, aprons and any part of the aerodrome provided for the maintenance of aircraft.
Non-Instrument Runway	A runway intended for the operation of aircraft using visual approach procedures.
Obstacle	All fixed (whether temporary or permanent) and mobile objects, or parts thereof, that are located on an area intended for the surface movement of aircraft or that extend above a defined surface intended to protect aircraft in flight.
Obstacle Free Zone	A volume of airspace extending upwards and outwards from an inner portion of the strip to specified upper limits which is kept clear of all obstructions except for minor specified items.

Precision Approach Runway	A runway intended for the operation of aircraft using visual and non-visual aids providing guidance in both pitch and azimuth adequate for a straight-in approach.
Runway	A defined rectangular area, on a land aerodrome prepared for the landing and take-off run of aircraft along its length.
Runway End Safety Area (RESA)	An area symmetrical about the extended runway centreline and adjacent to the end of the strip primarily intended to reduce the risk of damage to an aeroplane undershooting or overrunning the runway.
Runway Holding Position	A designated position at which taxiing aircraft and vehicles will be required to hold in order to provide adequate clearance from a runway.
Shoulder	An area adjacent to the edge of a paved surface so prepared as to provide a transition between the pavement and the adjacent surface for aircraft running off the pavement, and to avoid engine ingestion of FOD or loose particles on the edge of the paved surface.
Stopway	A defined rectangular area at the end of the take-off run available, prepared and designated as suitable area in which an aircraft can be stopped in the case of a discontinued take-off.
Strip	An area of specified dimensions enclosing a runway and taxiway to provide for the safety of aircraft operations.
Taxiway	A defined path, usually paved, on a land aerodrome established for the taxiing of aircraft and intended to provide a link between one part of the aerodrome and another.
Taxiway Intersection	A junction of two or more taxiways.
Threshold	The beginning of that portion of the runway usable for landing.

SAFETY MANAGEMENT	
Term:	**Definition:**
Accident	An occurrence which results in harm, injury, damage or loss as a result of safety shortfalls.
Accountable Manager	The individual who is designated as the person responsible to a Regulatory Authority in respect of the functions which are subject to regulation and carried out by Cambridge City Airport. He/she has corporate authority for ensuring that all operations activities can be financed and carried out to the standard required by the Regulator.
Incident	An occurrence, other than an Accident, which affects or could affect the safety of Airport Operations.
Reporting Culture	A culture developer whereby employees feel comfortable reporting accidents, incidents and hazards without the fear of disciplinary action or penalties, except for when there has been gross negligence. Reports may be made in confidentiality.
Risk Assessment	The determination of a quantitative and qualitative value of risk following identification of hazardous activities or scenarios.
Safety Audit	Safety auditing is a core safety management activity, providing a means of identifying potential problems before they have an impact on safety.
Safety Culture	Safety Culture is the way safety is perceived, valued and prioritised in an organisation. It reflects the real commitment to safety at all levels in the organisation. A Safety Culture can be positive, negative or neutral. Its essence is in what people believe about the importance of safety, including what they think their peers, superiors and leaders really believe about safety as a priority.
Safety Management	Safety management is an organisational function, which ensures that all safety risks have been identified, assessed and satisfactorily mitigated. The objective of safety management in the aviation industry is to prevent human injury or loss of life, and to avoid damage to the environment and to property.
Safety Management System	A systematic approach to managing safety, including the necessary organisational structures, accountabilities, policies and procedures.
Safety Policy	Sets out the general approach, objectives and arrangements put in place for managing health and safety of airside operations.
Safety Survey	Surveys examine particular elements or procedures of an operation such as problem areas or areas of confusion. Verification of findings may be needed before corrective action can be taken as surveys are subjective.
So far as is reasonably practicable	The degree of risk in a particular job or workplace needs to be balanced against the time, trouble, cost and financial difficulty.

8. ACRONYMS

AM	Accountable Manager
ADM	Airport Duty Manager
ADP	Airside Driving Permit
AOPS	Aerodrome Operating Procedure
AGL	Aeronautical Ground Lighting
AIP	Aeronautical Information Publication
AIS	Aeronautical Information Service
ALARP	As Low As Reasonably Practicable
ANO	Air Navigation Order
ANSP	Air Navigation Service Provider
AOI	Airside Operational Instruction
AOM	Airport Operations Manager
AOO	Airport Operations Officer
ARP	Aerodrome Reference Point
ASAG	Aerodrome Safety Action Group
ASB	Airside Safety Bulletin
ASDA	Accelerate Stop Distance Available
ATC	Air Traffic Control
ATCO	Air Traffic Control Officer
ATE	Air Traffic Engineering
ATIS	Air Traffic Information Service
ATS	Air Traffic Services
ATSA	Air Traffic Services Assistant
ATZ	Aerodrome Traffic Zone
AVP	Airside Vehicle Permit
AWN	Airside Works Notice
CAA	Civil Aviation Authority (UK)
CAP	Civil Aviation Publication
CAT	Category
CS	Certification Specification
FBO	Fixed Base Operator
FOD	Foreign Object Debris
FRRC	Friends and Relatives Reception Centre
GM	Guidance Material
GRE	Ground Running Enclosure

ICAO	International Civil Aviation Organisation
IFR	Instrument Flight Rules
IHS	Inner Horizontal Surface
ILS	Instrument Landing System
JIG	Joint Inspection Group
LDA	Landing Distance Available
LVO	Low Visibility Operations
LVP	Low Visibility Procedure
MAFS	manager Airport Fire Service
MATE	Manager of Air Traffic Engineering
MATS	Manager of Air Traffic Services or Manual of Air Traffic Services
METAR	Meteorological Aerodrome Report
Met Office	Meteorological Office
MOR	Mandatory Occurrence Report
NATS	National Air Traffic Services
NOTAM	Notice to Aviation
OIC	Officer in Charge (AFS)
OLS	Obstacle Limitation Surface
PAPI	Precision Approach Path Indicator
PCL	Pilot Controlled Lighting
PPE	Personal Protective Equipment
RESA	Runway End Safety Area
RFFS	Rescue and Fire-Fighting Service
RTF	Radio Telephony
RVP	Emergency Services Rendezvous Point
RVR	Runway Visual Range
RWY	Runway
SARG	CAA Safety and Airspace Regulation Group
SM	AFS Station Manager
SMS	Safety Management System
SNOWTAM	Notice to Aviation concerning Snow and Ice conditions
SRC	Survivor Reception Centre
TCP	Temporary Critical Part
THR	Threshold
TODA	Take-off Distance Available
TORA	Take-off Run Available
VFR	Visual Flight Rules

TECHNICAL ADMINISTRATION

9. NAME AND ADDRESS OF AERODROME

Aerodrome Name: Cambridge City Airport

Address: Cambridge City Airport
Newmarket Road
Cambridge
CB5 8RX

10. NAME AND ADDRESS OF CERTIFICATE HOLDER

Holder: Marshall of Cambridge Aerospace Ltd

Address: Airport House
Cambridge Airport
Newmarket Road
Cambridge
CB5 8RX

The Airport Director has overall responsibility for the safe operation of the airport and holds the post of 'Accountable Manager', for the purposes of the aerodrome certificate.

11. LEGAL REQUIREMENTS

11.1. Licensing Requirement

The Air Navigation Order requires that certain flights, in particular Public Transport flights and Flying Training take place at a Certificated Aerodrome.

The Aerodrome Certificate, issued by UK CAA under UK Reg (EU) No.139/2014, provides for Public Transport use of the Aerodrome.

Cambridge City Airport is required by the CAA under UK Reg (EU) No.139/2014, which states that the compliance of aerodromes, aerodrome equipment and the operation of aerodromes shall be established in accordance with the following:

a) A certificate shall be required in respect of each aerodrome. The certificate and certification of changes to that certificate shall be issued when the applicant has shown that the aerodrome complies with the aerodrome certification basis set out in point (b), and that the aerodrome has no feature or characteristic making it unsafe for operation. The certificate shall cover the aerodrome, its operation and its safety-related equipment.

b) The aerodrome operator shall develop an aerodrome manual and operate in accordance with that manual. Such manuals shall contain all necessary instructions, information and procedures for the aerodrome, the management system and for operations personnel to perform their duties.

Marshall of Cambridge Ltd t/a Cambridge City Airport is a certified provider of Air Traffic Communication, Navigation Surveillance and Meteorological Services Certificate Number UK/2022/00007/001.

11.2. Certificate Compliance

The AD is responsible for ensuring that Cambridge City Airport complies with the conditions of the Aerodrome Certificate.

11.3. Use of the Airport

Subject to the conditions of the licence, nothing shall be taken to confer on any person the right to use the aerodrome without the consent of the certificate holder. The AD shall inform the CAA of the times during which the aerodrome is to be generally available for the take-off and landing of aircraft, and of any changes in those times.

12. AUTHORISATION FOR DETAINING AIRCRAFT

The following persons are authorised under Article 257 of the Air Navigation Order (as amended) to detain aircraft at Cambridge City Airport for safety reasons:

- Airport Director
- Airport Operations Manager

13. BIBLIOGRAPHY

ICAO Annex 14
Regulation (UK) No. 139/2014

CAP393	Air Navigation Order
CAP032	UK Aeronautical Information Publications
CAP637	Visual Aids Handbook
CAP670	ATS Safety Requirements
CAP738	Safeguarding of Aerodromes
CAP1168	Guidance Material for Organisations, Operations and Design Requirements for Aerodromes.
CAP1732	Aerodrome Survey Guidance
CAP1054	Aeronautical Information Management
JIG 4	Fuel Industry Joint Inspection Group, Aviation Fuel Quality Control & Operating Standards for Smaller Airports

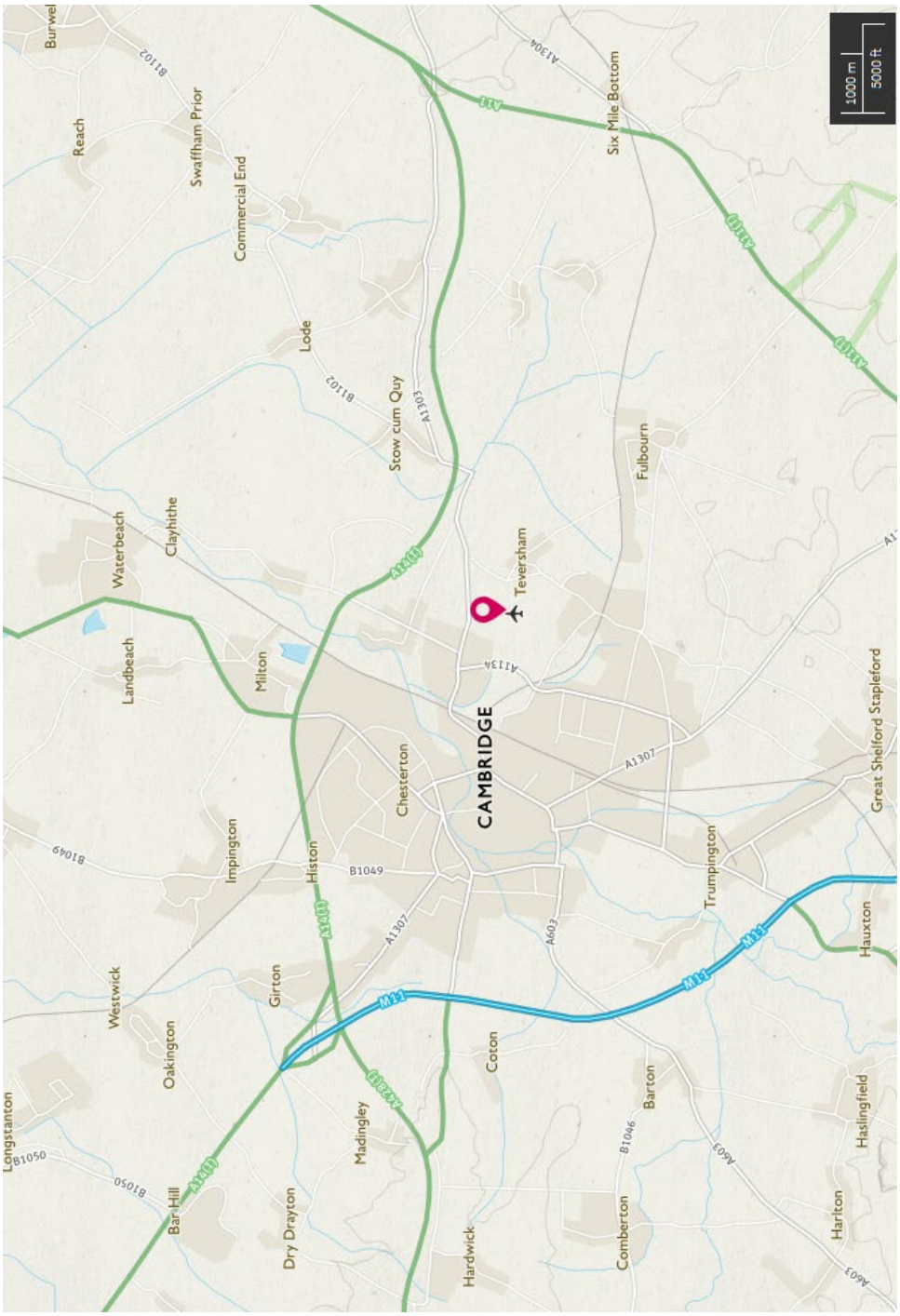
EGSC-M-AOPS-003	Snow and Ice plan
EGSC-M-AOPS-004	Pavement Management Plan
EGSC-M-AOPS-006	Control of Airside Work in Progress
EGSC-M-AOPS-007	Airside Driving and Vehicle Operations Manual
EGSC-P-AOPS-002	Management of Aeronautical Data and Aeronautical Information
EGSC-P-AOPS-003	Aerodrome Inspection Procedures
EGSC-P-AOPS-004	Aircraft Engine Ground Runs
EGSC-P-AOPS-006	Runway Declared Distances
EGSC-P-AOPS-007	Runway Surface Friction Assessment
EGSC-P-AOPS-008	Apron Safety Management and Turnround Plan
EGSC-P-AOPS-009	FOD and Airfield Sweeping
EGSC-P-AOPS-010	Leader Escorts
EGSC-P-AOPS-011	Wind and Adverse Weather Plan
EGSC-P-AOPS-012	Low Visibility Operations Procedures
EGSC-P-AOPS-013	Out of Code Aircraft Operations
EGSC-P-AOPS-015	Airside Works and Development
EGSC-P-AOPS-016	Airfield Markings Maintenance Plan
EGSC-P-AOPS-017	Illuminated Windsleeve Maintenance Plan
EGSC-P-AOPS-018	AGL Maintenance Plan
EGSC-P-AOPS-020	Aerodrome Safeguarding
EGSC-P-AOPS-021	Approval To Handle International Waste
EGSC-P-AOPS-022	Adverse Weather Operations
EGSC-P-AOPS-023	Stopbar Failure Procedure
EGSC-I-AOPS-009	Removal of Disabled Aircraft
EGSC-I-AOPS-011	Maintenance Aircraft Movements Out of Hours
EGSC-D-AOPS-008	Airside Safety Booklet
EGSC-M-ATC-002	MATS Part 2
EGSC-M-ATE-001	MATS Part 4
EGSC-M-AFS-001	Airport Fire Service Operational Manual
EGSC-M-AFS-002	Airport Fire Service Training Manual
EGSC-M-AFS-004	Wildlife Hazard Control Management Plan
EGSC-P-FUE-015	Aviation Fuel Management
SP.011	Cambridge Airport Emergency Plan

PART C

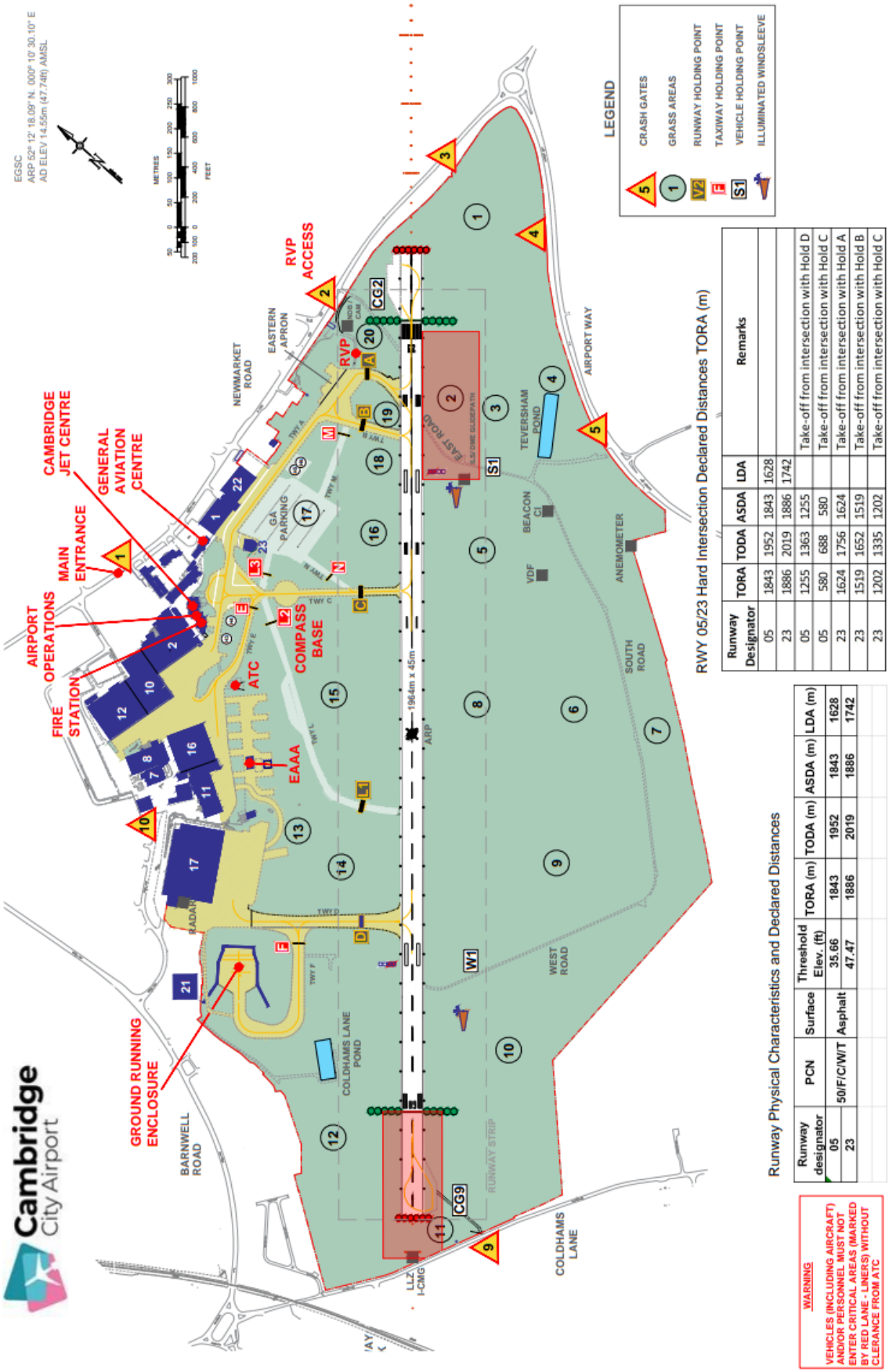
PARTICULARS OF AERODROME SITE

1. AERODROME CHARTS AND MAPS

1.1. Location of Aerodrome from nearest Populated Areas



1.2. Aerodrome Chart



RWY 05/23 Hard Intersection Declared Distances TORA (m)

Runway Designator	TORA	TODA	ASDA	LDA	Remarks
05	1843	1952	1843	1628	
23	1886	2019	1886	1742	
05	1255	1363	1255		Take-off from intersection with Hold D
05	580	688	580		Take-off from intersection with Hold C
23	1624	1756	1624		Take-off from intersection with Hold A
23	1519	1652	1519		Take-off from intersection with Hold B
23	1202	1335	1202		Take-off from intersection with Hold C

Runway Physical Characteristics and Declared Distances

Runway designator	PCN	Surface	Threshold Elev. (ft)	TORA (m)	TODA (m)	ASDA (m)	LDA (m)
05	50/F/C/W/T	Asphalt	35.66	1843	1952	1843	1628
23			47.47	1886	2019	1886	1742

1.3. Aircraft Parking/Docking Chart

For the current Aircraft Parking and Docking Chart please refer to:
UK AIP EGSC AD 2.EGSC-2-2

The current copy is available via this link
https://nats-uk.ead-it.com/cms-nats/opencms/en/Publications/AIP/

2. LOCATION AND ELEVATION

Aerodrome Reference Point:	Lat. 52° 12' 18.09"N
(Mid-point of Runway 05-23)	Long. 00° 10' 30.10"E
Aerodrome Elevation:	48 ft. AMSL
Apron 16 Elevation:	49 ft. AMSL

3. AERODROME REFERENCE TEMPERATURE

The Aerodrome Reference Temperature is 19°C.

4. TYPES OF OPERATIONS

Cambridge City Airport is approved for the types of operations as stated on the Aerodrome Certificate, 'conditions to operate'.

5. AERODROME SURVEY

A 1:2500 scale Aerodrome Plan showing the layout of the runways, taxiways and apron and aerodrome markings and lighting, is produced by an approved supplier. The survey is conducted annually or as requested by the AOM. A copy is lodged with NATS.
The latest aerodrome survey is located in the Airport Operations office in the Airport Operations building. An electronic copy also exists on the company shared drive for all staff to refer to.
The survey plans will be maintained and updated on an annual basis in accordance with CAP 1732 *Aerodrome Survey Guidance*. It is the responsibility of the AOM to arrange for survey checks.

6. OBSTACLES INFRINGING STANDARD PROTECTED SURFACES

Specific details of the obstacle limitation surfaces, protected areas and physical safeguarding requirements associated with these are contained in the CS and GM for Aerodrome Design (CS-ADR-DSN).

For the current Aerodrome Obstacles please refer to:
UK AIP EGSC AD 2.EGSC-2-2

The current copy is available via this link
https://nats-uk.ead-it.com/cms-nats/opencms/en/Publications/AIP/

7. MOVEMENT AREA SURFACES

7.1. Runways

RUNWAY	05	23
ICAO Code	4E	4E
Hdg °(True)	049	229
Type	Non-Precision	CAT I Precision
Length (m)	1964	1964
Width (m)	45	45
Threshold Elevation	36 feet	47 feet
Surface	Asphalt	
Slope Overall	0.14% up	0.83% down (first 400m)
PCN	50/F/C/W/T	
Shoulders	None	
TORA	1843	1886
TODA	1952	2019
ASDA	1843	1886
LDA	1628	1742
Clearway	109 x 150	133 x 150
Stopway	0	0

Runway 05-23 (Main) Intersection Departure Declared Distances TORA (m)				
Runway	**Hold Alpha**	**Hold Bravo**	**Hold Charlie**	**Hold Delta**
05	-	-	580	1255
23	1624	1519	1202	-

Runway Strip and Runway End Safety Areas (RESA - Ref GM1 ADR-DSN.C.210)						
RUNWAY	**05 (Main)**	**23 (Main)**				
Undershoot RESA Distance (Landing)	226m	112m				
Overrun RESA Distance (Landing)	90m	90m				
Overrun RESA Distance (Take-off)	90m	90m				
RESA Slopes	1.3%	0.7%				
Navaids in RESA	ILS NFM	Single Approach Light Masts				
Delethalisation in Cleared and Graded Area	Yes	Yes				
Runway Strip Dimensions	300m wide 60m beyond threshold	300m wide 60m beyond threshold				
Cleared and Graded Dimensions	105m width either side of C/L between thresholds except for first 150m where width is 75m and increases uniformly to 105m over the next 150m					

7.1.1. Illustration of Declared Distances – Runway 05-23

RWY 05-23 Intersection Declared Distances					
RWY Designator	**TORA**	**TODA**	**ASDA**	**LDA**	**REMARKS**
1	2	3	4	5	6
05	1843	1952	1843	1628	
23	1886	2019	1886	1742	
05	1255	1363	580		Take-off from intersection with Hold D
05	1025	1133	1205		Take-off from intersection with Hold L1
05	580	688	580		Take-off from intersection with Hold C
23	1624	1756	1624		Take-off from intersection with Hold A
23	1519	1652	1519		Take-off from intersection with Hold B
23	1202	1335	1202		Take-off from intersection with Hold C

7.2. Taxiways

Designator	Code	Width	PCN	Centreline to Object Clearance	Amplifying Comments
Alpha (from RWY to B)	D	20m	42/R/C/X/T	37m	
Alpha (from B to C)	B	15m	14/R/C/X/T	20m	
Alpha (from C to Apron 2)	A	15m	14/R/C/X/T	15.5m	Access to maintenance area
Bravo	D	20m	15/R/C/X/T	37m	-
Charlie	C	15m	24/F/C/X/U	26m	-
Echo	B	12m	11/R/C/W/T	23m	-
Delta	E	23m	50/R/C/W/T	43.5m	-
Foxtrot	E	23m	39R/C/W/T	43.5m	Taxilane Access to GRE
Lima	A	7.5m	n/a	n/a	Grass taxiway
Mike	A	7.5m	n/a	n/a	Grass taxiway
November	A	7.5m	n/a	n/a	Grass taxiway

7.3. Vehicle Runway Access Point (VRAP)

Vehicle holding points have been established on roadways leading directly onto a runway at several locations. Each has a unique designator relating to the name of the roadway or a nearby landmark. They are shown on the Airfield Drivers Map. Signage at each of these points will show the unique designator in every case. The ground marking is a double white line. There are no runway guard lights installed as the holds will not be used if the RVR / met visibility is less than 550m.

7.4. Aprons

Apron dimensions, slopes and strength meet the requirements of CS.ADR-DSN Chapter E.

Apron Designation	Surface	PCN	Remarks
1	Asphalt	14/F/C/X/T	Only available for aircraft accessing Hangar 1, unless authorised by Airport Operations.
2	Concrete	22/R/C/W/T	-
12	Concrete	8/R/C/W/T	Aircraft wash facility – use through prior arrangement with Marshall Production.
16	Concrete	23/R/C/W/T	Aircraft maintenance apron – use through prior arrangement with Marshall Production.
17	Concrete	50/R/C/W/T	Aircraft maintenance apron – use through prior arrangement with Marshall Production.
Eastern Apron	Concrete	14/R/C/X/T	-
Stands 1-3	Concrete	17/R/C/W/T	-
Stands 4-6	Concrete	23/R/C/X/T	Stand 6 only for light aircraft
Fingers	Asphalt	-	Aircraft parking only under tow. No access to aircraft under power.
GA Grass Parking Area	Grass	-	All aircraft will self-park in this area.
Engine Ground Running Enclosure	Concrete	42/R/C/X/T	Use of this facility is only through prior arrangement with Airport Operations.
Compass Base	Asphalt	24/F/C/X/U	Use of this facility is only through prior arrangement with Airport Operations.

7.5. Aircraft Stands

Cambridge City Airport has a variety of aircraft parking areas on the aprons listed above. Due to the airfield layout and types of aircraft handled, there are no conventional full-size aircraft stands. Apron areas are largely unmarked, with parking guidance provided by a marshaller. Visiting aircraft being handled by the FBO or General Aviation facility will normally be parked on Stands 1-6, Hangar 2 apron or on taxiway alpha (short stops only). Aircraft arriving for maintenance will be parked on the Hangar 12/16/17 aprons, but may be required to shut down prior and tow into position.

Further instructions and guidance can be found in EGSC-P-AOPS-008 Apron Safety Management and Turnround Plan.

7.6. Aircraft Parking and Docking

Parking guidance for aircraft is by use of hand marshalling signals and is the responsibility of the ramp team or the AFS as directed by Airport Operations.

Parking of an aircraft under tow is the responsibility of the ramp team / AFS or the handling agent towing the aircraft.

8. VISUAL AIDS

This section describes the physical characteristics of the visual aids provided at Cambridge City Airport. Details of visual aids can be found in the UK AIP Aerodromes (AD2-EGSC Cambridge).

All aerodrome markings are in accordance with UK Reg (EU) No.139/2014

An AGL Remote Control and Monitoring System is installed in the ATC tower to provide control and real time status information to the Duty ATCO. Procedures for the operation of electronic visual aids are contained in the MATS Part 2.
Pilot Controlled Lighting (PCL) is available for the sole use of the East Anglian Air Ambulance.

8.1. General

- All visual aids will comply with the requirements of ICAO Annex 14, AMC/GM and CAP 637.
- Lighting will be operated in accordance with the requirements of AMC/GM using control systems that comply with CAP 670.
- All visual aids are subject to inspection for damage, deterioration and serviceability requirements as described in this Manual.
- All visual aids are maintained, repaired and replaced in accordance with the requirements of the AMC/GM.
- The failure of any visual aid will be promulgated by NOTAM, ATIS or RTF as appropriate. CAA approved temporary visual aids may be used if required.
- Comments made by operators and operational staff concerning the location, operation and effectiveness of visual aids will be considered.
- The impact on the effectiveness of visual aids will be considered whenever there are new airfield developments.
- Burn lines have been installed to clearly mark all cleared and graded areas plus ILS critical areas.
- All Customs Apron parking spots are accessible using uncontrolled crossings

9. SIGNALS

There are two illuminated wind sleeves which are visible from all runway thresholds. The characteristics of wind sleeves will comply with CS ADR-DSN.K.490 (c).

Cambridge City Airport does not have a landing direction indicator.

Marshalling signals provided will comply with ICAO Annex 2 - Rules of the Air and CAP 637.

10. RUNWAYS

10.1. Runway 05

MARKINGS
White painted centreline
White painted edge markings
White painted runway designator numbers
White painted arrows indicating the runway before threshold available for take-off
White painted displaced threshold markings (transverse and longitudinal stripes)
Yellow lead-off markings at each taxiway intersection
Yellow runway turn pad markings at the 05 threshold
LIGHTING
High-intensity approach centreline with 1-bar (420m)
High-intensity bi-directional runway edge lights at 60m spacing
High-intensity unidirectional green inset threshold lights
High-intensity unidirectional green wing bar threshold lights x 10 (5 each side)
High-intensity unidirectional red edge lights before displaced threshold
High-intensity unidirectional red runway end lights
Medium-intensity blue turn pad edge lights
High-intensity PAPI (4 x 3 lamps) on LHS of runway 3.0° G.P. 296m from 05 threshold MEHT 44.00ft
Stopbars at holding points Alpha, Bravo, Charlie and Delta
Runway guard lights at all holding points
SIGNAGE
Illuminated runway mandatory holding position signs at Alpha, Bravo, Charlie and Delta
Non-illuminated runway mandatory holding position signs at Lima 1
Non-illuminated vehicle runway access point sign at Crash Gate 2, Crash Gate 9 Sierra 1 and Whiskey 1

10.2. Runway 23

MARKINGS
White painted centreline
White painted edge markings
White painted runway designator numbers
White painted arrows indicating the runway before threshold available for take-off
White painted displaced threshold markings (transverse and longitudinal stripes)
White aiming point and touchdown zone markings for a precision instrument runway
Yellow lead-off markings at each taxiway intersection
Yellow runway turn pad markings at the 23 threshold
LIGHTING
High-intensity approach 5-bar ILS Cat 1 lighting (900m)
High-intensity bi-directional runway edge lights at 60m spacing
High-intensity unidirectional green inset threshold lights
High-intensity unidirectional green wing bar threshold lights x 10 (5 each side)
High-intensity unidirectional red edge lights before displaced threshold
High-intensity unidirectional red runway end lights
Medium-intensity blue turn pad edge lights
High-intensity PAPI (4 x 3 lamps) on LHS of runway 3.0° G.P. 303m from 23 threshold MEHT 39.00ft
Stopbars at holding points Alpha, Bravo, Charlie and Delta
Runway guard lights at holding points Alpha, Bravo, Charlie and Delta
SIGNAGE
Illuminated runway mandatory holding position signs at Alpha, Bravo, Charlie and Delta
Non-illuminated runway mandatory holding position signs at Lima 1
Non-illuminated vehicle runway access point sign at Crash Gate 2, Crash Gate 9, Sierra 1 and Whiskey 1.

11. TAXIWAYS

11.1. Taxiway A (Alpha)

MARKINGS
Yellow painted centreline (with enhanced markings prior to hold A)
Yellow runway holding point at hold A
Runway ahead and runway designator (mandatory instruction) markings
LIGHTING
Blue reflective edge markers
Directional red stopbar lighting at hold A
SIGNAGE
Nil (except for runway hold as stated above)

11.2. Taxiway B (Bravo)

MARKINGS
Yellow painted centreline (with enhanced markings prior to hold B)
Yellow runway holding point at hold B
Runway ahead and runway designator (mandatory instruction) markings
LIGHTING
Blue reflective edge markers
Green reflective centreline markers
Directional red stopbar lighting at hold B
SIGNAGE
Nil (except for runway hold as stated above)

11.3. Taxiway C (Charlie)

MARKINGS
Yellow painted centreline (with enhanced markings prior to hold C)
Yellow runway holding point at hold C
Runway ahead and runway designator (mandatory instruction) markings
LIGHTING
Blue edge lighting between runway and taxiway A
Green reflective centreline markers
Directional red stopbar lighting at hold C
SIGNAGE
Nil (except for runway hold as stated above)

11.4. Taxiway D (Delta)

MARKINGS
Yellow painted centreline (with enhanced markings prior to hold D)
Yellow runway holding point at hold D
Runway ahead and runway designator (mandatory instruction) markings
LIGHTING
Blue edge lighting
Directional red stopbar lighting at hold D
SIGNAGE
Nil (except for runway hold as stated above)

11.5. Taxiway E (Echo)

MARKINGS
Yellow painted centreline
Yellow intermediate holding point at hold E
LIGHTING
Green reflective centreline markers
SIGNAGE
Non-illuminated intermediate holding position sign at hold E
Taxiway location signage at both ends of taxiway E

11.6. Taxilane F (Foxtrot)

MARKINGS
Yellow painted centreline
Yellow intermediate holding point at hold F
LIGHTING
Blue reflective edge markers
SIGNAGE
Non-illuminated intermediate holding position sign at hold F
Taxiway location signage at the intersection with Taxiway Delta

11.7. Grass Taxiways (Lima, Mike and November)

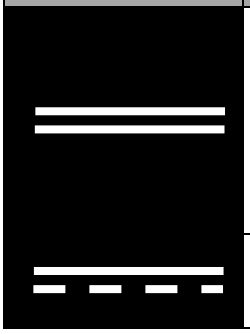
Grass taxiways are unmarked. Runway holds are equipped with runway mandatory holding position signs and taxiways have intermediate holds where required.

11.8. Disused Taxiways

There are no disused taxiways at Cambridge.

12. APRON MARKINGS

The designation between the manoeuvring area (taxiway/taxi-lane) and the apron is an unbroken double white line.

VIEW	MARKING	MEANING
	Double white line	Taxiway Alpha: indicates limit of Code A strip
		Taxiway Charlie: indicates limit of Code B strip
		Taxiway Delta: indicates the start of the taxiway from Hangar 17 Apron
		Taxilane Foxtrot: indicates the start of the maneuvering area.
	Single white line with parallel single dashed white line	Indicates ‘give way’ at the boundary between maintenance area and apron available for maneuvering aircraft at Aprons 2 and 16

Note: Aircraft up to Code B are permitted to taxi under power on taxiway alpha with Code A strip clearance between the taxiway and adjacent apron areas. Aircraft up to Code C are permitted to taxi under power on Taxiway Charlie with Code B strip clearance between the taxiway and adjacent apron areas.

Surface markings for stand entry guidance include a yellow painted stand number with yellow centreline. Due to the wide variety of aircraft types accommodated, aircraft parking is under marshaller guidance.

Passenger walkways are designated with parallel green lines edged in white.

13. MARKING OF WORK IN PROGRESS

All work in progress will be suitably marked with the most appropriate boundary fencing which, if on or close to the manoeuvring/movement area will be white and red/orange highly visible barriers, marker boards or cones, sufficiently weighted to resist wind and jet blast, and lit for night operations. Cones will be a minimum of 500mm high and marker boards or barriers a minimum of 500mm high and 900mm in length.

Lights will be steady red lights that are conspicuous, with an intensity greater than 10 Candela. Unserviceable parts of the movement area will be delineated with lights spaced at intervals of not more than 7.5m, reduced to 3m for sections of the runway or taxiways.

Work inside the ILS critical or sensitive area will be marked with non-metallic and frangible fencing. This will be taken into account as part of the Permit to Work system.

14. NON-VISUAL AIDS

Details of all non-visual aids to navigation are contained in the UK AIP Aerodromes (AD2-EGSC Cambridge). The following instrument approach procedures are available at Cambridge:

- ILS RWY 23
- LOC/DME/NDB RWY 23
- RNAV (GNSS) RWY 05-23
- NDB/DME RWY 05-23

15. RESCUE AND FIRE-FIGHTING LEVEL OF PROTECTION

See Part D, Section 18 of this manual.

16. EXEMPTIONS, DEROGATIONS, ELOS, SC AND OPERATING LIMITATIONS

See Part D, Section 19 of this manual.

PART D

PARTICULARS OF THE AERODROME REQUIRED TO BE REPORTED TO THE AERONAUTICAL INFORMATION SERVICE

1. NAME AND ADDRESS OF AERODROME

Aerodrome Name: Cambridge City Airport

Address: Cambridge City Airport
Newmarket Road
Cambridge
CB5 8RX

Cambridge City Airport is located 1.5nm east of Cambridge city. A plan of the aerodrome location is shown at Part C, Section 1 of this Manual.

2. GEOGRAPHICAL CO-ORDINATES OF THE AERODROME REFERENCE POINT

In terms of the World Geodetic System – 1984 (WGS-84)

Aerodrome Reference Point: Lat. 52° 12' 18.09"N
(Mid-point of Runway 05-23) Long. 00° 10' 30.10"E

3. AERODROME ELEVATION AND GEOID UNDULATION

Aerodrome Elevation: 48 ft. AMSL
Geoid Undulation: 151 ft.

3.1. Runway Elevations

RUNWAY	THRESHOLD ELEVATION	RUNWAY END ELEVATION	GEOID UNDULATION
05	36 ft	39 ft	151 ft
23	47 ft	46 ft	151 ft

3.2. Significant High and Low Points along the Runway

Runway 05-23 has no significant high or low points.

4. AERODROME REFERENCE TEMPERATURE

The Aerodrome Reference Temperature is 19°C.

5. AERODROME BEACON

There is a location beacon at Cambridge City Airport; flashing green (code 'CI'), located to the south-east of runway 05-23. Details are promulgated in the UK AIP.

6. NAME OF THE AERODROME OPERATOR AND CONTACT DETAILS

Marshall of Cambridge Aerospace Ltd

Airport House
The Airport
Cambridge
CB5 8RY

Telephone No. 01223 373535 (Airport Operations)
E-mail: airport.dutymanager@cambridgeairport.com

7. RUNWAYS

7.1. True Bearing

Runway 05-23 049.87" / 229.89°

7.2. Runway Designation

Runway designated numbers are 05-23

7.3. Length and Width

Runway 05-23 is 1964m long and 45m wide.

7.4. Displaced Threshold Location

Runway 05

Location:	52° 12' 02.12"N	000° 09' 59.26"E
Elevation:	36 ft.	
Distance from Runway Start:	216m	

Runway 23

Location:	52° 12' 35.55"N	000° 11' 03.83"E
Elevation:	47 ft.	
Distance from Runway Start:	145m	

7.5. Runway Slope

See Part C, Section 7.1 of this manual.

7.6. Surface Type

See Part C, Section 7.1 of this manual.

7.7. Type of Runway and Precision Approach Runway

See Part C, Section 7.1 of this manual. Runway 23 has an Obstacle Free Zone appropriate for a Cat I precision approach runway.

7.8. Length, Width and Surface Type of Runway Strip

Runway 05-23 has a runway strip for a Code 4E instrument runway established in accordance with CS ADR-DSN.B.150 to CS.ADR-DSN.B.175 inclusive. The runway strip surface is grassland except for where manoeuvring area surfaces intercept. The runway strip for runway 05-23 is 300m in width and extends 60m before the threshold and 60m beyond the end of TORA. The Cleared and Graded Area (CGA) extends to a distance of 105m either side of the runway centreline between the thresholds, except that the distance is gradually reduced to 75m from the centreline at both ends of the strip, for a length of 150m from the runway threshold.

7.9. Runway End Safety Areas

RESAs are provided for both ends of runway 05-23. The RESA lengths at least meet the minimum regulatory requirements as required by CS.ADR-DSN.C.215.

For runway 05-23 RESA data see Part C of this manual, section 7.1.

7.10. Stopways

No stopways are provided for any runway at Cambridge City Airport.

7.11. Clearway Length and Ground Profile

Clearways are provided for Runway 05 and 23.

- Runway 05: 109m length x 150m width (widening to 180m)
- Runway 23: 133m length x 150m width (widening to 180m)

The ground profile beneath both clearways is essentially flat and graded and clear of obstacles.

8. TAXIWAYS

8.1. Length, Width and Surface Type of Taxiways

Full details of taxiways at Cambridge City Airport are in Part C, Section 7.2 of this manual.

9. APRONS

9.1. Apron Surface Type and Aircraft Stands

Full details of aprons at Cambridge City Airport are in Part C, Section 7.4 and 7.5 of this manual.

10. VISUAL AIDS FOR APPROACH

10.1. Approach Lighting

Lighting at Cambridge City Airport supports CAT I ILS approach on runway 23 and non-precision approach operations on runway 05.

Full details of approach lighting are in Part C, Section 10 of this manual.

10.2. Approach Slope Indicator

Runways 05 and 23 are equipped with a PAPI system, both set at 3.0° .

10.3. Marking and Lighting of Runways

Runway 05-23 is equipped with elevated white edge lights which are bi-directional. Both runways have green threshold and wingbar lights and red runway end lights.

Full details of runway lighting at Cambridge City Airport are in Part C, Section 10.

10.4. Marking and Lighting of Taxiways

Full details of taxiway markings and lighting at Cambridge City Airport are in Part C, Section 11.

10.5. Apron Floodlighting

Apron / Stand Designation	Lighting Mast	Adjacent Hangar / Mast Lighting
Taxiway Alpha (outside FBO)	Yes	Yes
Stand 1 – 3	Yes	-
Stand 4 – 5	-	-
Stand 6	-	-
Stand 11 – 15 (Apron 2)	-	Yes
Apron 12	-	Yes
Apron 16	-	Yes
Apron 17	-	Yes
Hangar 22	Yes	Yes
Fingers	-	Yes
GA Grass Parking Area	-	-
Ground Running Enclosure	Yes	-
Compass Base	-	-

10.6. Visual Docking Guidance System

Not applicable.

10.7. Light Intensity Control

Runway and taxiway lighting have several intensity levels which may be selected by ATC. Default settings apply for various ambient weather conditions and times of day and night. Control of lighting intensity is explained in MATS Part 2.

10.8. Power Supplies for Aeronautical Ground Lighting

Primary power for airfield lighting is provided from the mains. Auto-start diesel fuel generators are provided in case there is a fault or failure with the primary supply. These generators supply the aerodrome lighting and navaids. During Low Visibility Operations the generators are activated by ATC during LVO1 and visibility ≤1000m, generators run on full load.

11. LOCATION AND RADIO FREQUENCY OF VOR AERODROME CHECKPOINTS

Not applicable.

12. LOCATION AND DESIGNATION OF STANDARD TAXI ROUTES

Location and designation of Standard Taxi Routes are illustrated on the plans shown in Part C, Section 1.2 and 1.3 of this manual.

13. LOCATION AND DESIGNATION OF STANDARD TAXI ROUTES

13.1. Threshold Runway Points

		WGS84 Coordinates		WGS85 Height		Lit	OS Grid		Height AMSL	
Description	Identifier	Latitude	Longitude	m	Ft.	Y/N	Easting	Northing	m	ft.
THR	05	521202.12N	0000959.26E	56.90	186.67	N	548153.46	258027.73	10.87	35.66
THR	23	521235.55N	0001103.83E	60.49	198.44	N	549348.08	259097.27	14.47	47.47

13.2. Taxiway Locations

		WGS84 Coordinates		WGS85 Height		Lit	OS Grid		Height AMSL	
Description	Identifier	Latitude	Longitude	m	ft.	Y/N	Easting	Northing	m	ft.
HOLD	A	521235.64N	0001056.38E	60.30	197.83	Y	549206.63	259095.72	14.28	46.85
HOLD	B	521233.70N	0001051.89E	58.59	192.22	Y	549123.10	259033.32	12.57	41.24
HOLD	C	521226.75N	0001038.06E	58.53	192.03	Y	548867.25	258810.53	12.51	41.04
HOLD	D	521212.80N	0001011.16E	56.11	184.08	Y	548369.47	258364.22	10.08	33.07

HOLD	E	521231.49N	0001029.43E	60.16	197.36	N	548698.99	258952.25	14.13	46.36
HOLD	F	521214.94N	0001005.18E	56.85	186.53	N	548254.14	258427.15	10.83	35.12
HOLD	L1	521217.66N	0001020.66E	59.22	194.31	N	548545.43	258520.00	13.20	43.31
HOLD	L2	521229.85N	0001029.54E	60.39	198.15	N	548702.69	258901.74	14.37	47.14
HOLD	L3	521232.25N	0001033.09E	59.72	195.95	N	548767.90	258977.70E	13/70	44.94
HOLD	M	TBC	TBC	TBC	TBC	N	TBC	TBC	TBC	TBC
HOLD	N	521228.87N	0001037.43	58.73	192.69	N	548853.31	258875.82	12.71	41.71

13.3. Obstacle Charts

For the current Obstacle Charts please refer to:

UK AIP EGSC 2.10

14. PAVEMENT SURFACE TYPE AND BEARING STRENGTH USING ACN – PCN METHOD

The Pavement Classification Numbers (PCN), for runways and taxiways only, are shown in Part C, Sections 7.1 and 7.2 of this manual.

15. PRE-FLIGHT ALTIMETER CHECK LOCATIONS AND THEIR ELEVATION

The designated altimeter check location is Apron 16 – 49ft AMSL.

16. RUNWAY AND RUNWAY INTERSECTION DECLARED DISTANCES

Runway and Runway Intersection Declared Distances are calculated in accordance with GM1.ADR-DSN.B.035. Details are illustrated/described in Part C, Section 7.1 of this manual. The ADM is responsible in an emergency for the calculation of reduced runway declared distances. The decision to reduce the declared distances must be approved by the AOM or AD in consultation with the Senior Air Traffic Control Officer on duty. The calculations must be checked by a second competent person before any operations on reduced declared distances are permitted. Re-declaration of distances will be calculated using the procedures referenced in EGSC-P-AOPS-006 Runway Declared Distances.

17. CONTACT DETAILS FOR REMOVAL OF DISABLED AIRCRAFT

The person responsible for co-ordinating the removal of disabled aircraft is the ADM. They can be contacted via the Airport Operations number on 01223 373535. Procedures relating to disabled aircraft removal are contained in EGSC-I-AOPS-009 Removal of Disabled Aircraft.

18. RESCUE AND FIRE-FIGHTING

18.1. Category of Cover Provided

Cambridge City Airport provides Rescue and Fire Fighting Services to CAT 4 as published in the UK AIP, with the ability to upgrade to CAT 8 on request.

Where available facilities fall below the level required as a minimum under the aerodrome license/certificate, no aircraft shall take off or land at the aerodrome. Such services and equipment shall at all times, when the aerodrome is available for the take-off and landing of aircraft, be kept fit and ready for immediate turnout.

The published category is provided at all times that the airport is open for use by aircraft required to use a licensed airport, except when a decrease is promulgated by NOTAM. All fire category cover will be provided for a minimum of fifteen minutes after the actual time of departure or landing of an aircraft.

The AFS will provide fire cover for aircraft which do not require a licensed facility. This is provided on a scale appropriate to the aerodrome's AFS category based on the aircraft length or fuselage width.

Active monitoring of movement rates and types to ensure that the minimum licensing requirements are not compromised is the responsibility of the AFS OIC.

The minimum number of personnel shall be deployed within the immediate vicinity of the AFS equipment to ensure an instantaneous response in order that the response objectives shall be achieved and that a continuous agent application at the appropriate rate shall be maintained.

18.1.1. Reduced Level of Cover

The level of protection provided for all-cargo, mail, ferry, training, test and end-of-life aircraft operations may be reduced to a lower category, subject to prior approval of use of 'remission' from the CAA. This will be in accordance with AMC2 ADR.OPS.B.010(a)(2), and the reclassification of categories in Table 2 therein.

18.2. AFS Appliances and Extinguishing Media

	CRASH 1	**CRASH 2**	**CRASH 3**
Vehicle Type	Scania P500	Scania P500	Cobra 2
Water Capacity (litres)	10,000	10,000	12,500
Foam Capacity (litres)	1400	1400	1,600
Discharge Rate (litres/min)	4,500	4,500	4,500
Secondary Media	250kg Purple 'K' 1 x 5kg CO2	250kg Purple 'K' 1 x 5kg CO2	200kg Monnex 1 x 5kg CO2

19. CASES OF EQUIVALENT LEVEL OF SAFETY, SPECIAL CONDITIONS AND ACCEPTED DEVIATIONS

SAFETY ASSURANCE DOCUMENT REF	RELEVANT CERTIFICATION SPECIFICATION	DESCRIPTION	TYPE	DATE GRANTED
N/A	A.005	Aerodrome Reference Code number is derived from the greater value of TODA or ASDA and not Airplane Reference Field Length.	SC	13/06/2016
N/A	B.065	Longitudinal slope changes on runway 05/23 exceed the 1.5% maximum stated in CS ADR-DSN.B.065(b)(1). Longitudinal slope of three transitional curves on runway 05/23 fall below the minimum curve of 30,000m as required by CS ADR-DSN.B.065(c)(1).	SC	09/03/2017
N/A	B.080	The transverse slope on one side of runway 05-23 does not meet the minimum cross-fall of less than 1% as required'. Between runway 05-23 chainage 800 to 950 the surface profile changes from a crown to camber – section <1%.	SC	09/03/2017
Special Condition Safety Case 01	B.095	Code D aircraft and above require maximum nose wheel steering while using the runway turn pads. However asymmetric thrust or differential braking is not required.	SC	12/08/2025
Special Condition Safety Case 02	L.565	Turn pad centreline is in place but exceeds the 45 degree radius. Code D aircraft and above require maximum nose wheel steering while using the runway turn pads Asymmetric thrust or differential braking is not required.	SC	12/08/2025
Special Condition Safety Case 03	M.626	Runway 05 simple approach lights cross bar is set at 285m from the threshold as per the pre-existing CAP 168 requirements of 300m (+/-15m), as there is insufficient space to fit the full 300m between the RWY 23 threshold and the airfield boundary.	SC	12/08/2025
Special Condition Safety Case 04	S.800	Illumination of apron areas over which passengers may walk is not connected to a secondary power supply. Portable temporary lighting towers currently used as a backup for illumination if primary power supply fails.	SC	12/08/2025

PART E

AERODROME OPERATING POLICIES AND PROCEDURES

POLICIES

1. AERONAUTICAL INFORMATION AND DATA SURVEYING

The provision of accurate and timely aeronautical information to pilots and aircraft operators is important to Cambridge City Airport. The aeronautical data which is in the public domain, primarily the UK AIP, will be regularly updated to ensure accuracy and currency.

Aerodrome surveys are required to fulfil a number of regulatory requirements. CAP 1732 sets out the required specification for topographical and obstacle limitation surveys. Cambridge City Airport has these surveys completed annually by a CAA-approved provider. In addition to meeting the basic requirements of CAP 1732, Cambridge City Airport will use information and obstacle data sourced from the survey to manage and control the risks and limitations posed to aircraft operations.

Refer to: EGSC-P-AOPS-002 Management of Aeronautical Data and Aeronautical Information.

2. ACCESS TO THE MOVEMENT AREA

Access to operational areas is strictly controlled by legislation and additionally by local procedures in order to maintain security and safety of airport operations. As well as complying with statutory requirements, Cambridge City Airport will operate procedures to ensure that access to the aircraft movement area and various sub-areas within it are denied to all but those parties specifically requiring to do so in the course of their duties, and to ensure that such parties are adequately trained, briefed, and equipped to enter those areas safely.

Refer to: Cambridge City Airport Aerodrome Security Plan
EGSC-P-SEC-002 Access Control – Airside and TCP
EGSC-D-AOPS-008 Airside Safety Booklet

3. AERODROME MOVEMENT AREA INSPECTIONS

Inspections of the aircraft movement area, including aprons, taxiways, the runway and other supporting infrastructure, are a key part of the airport's safety management system. The frequency and nature of inspections will meet minimum CAA requirements, as well as providing safety assurance to Cambridge City Airport staff and airport users that the surfaces are being monitored and that any safety hazards are removed or controlled.

Refer to: EGSC-P-AOPS-003 Aerodrome Inspections

4. INSPECTION AND MAINTENANCE OF VISUAL AND NON-VISUAL AIDS

The inspection of visual and non-visual aids, and routine and emergency maintenance, is vital in ensuring that the aids are fit for use by aircraft and other

aerodrome users. The inspections will check that the aids meet design and operating criteria. Robust maintenance procedures will aim to minimise unserviceability and increase reliability.

Refer to: EGSC-P-AOPS-003 Aerodrome Inspections
EGSCP-AOPS-016 Airfield Markings Maintenance Plan
EGSC-P-AOPS-017 Illuminated Windsleeve Maintenance Plan
EGSCP-AOPS-018 AGL Maintenance Plan
EGSC-M-ATE-001 Manual of Air Traffic Services Part 4

5. MAINTENANCE AND REPAIR OF AERODROME EQUIPMENT

The company asset register lists all items of equipment that are required to operate the aerodrome. The register includes servicing and inspection frequencies for a preventative maintenance programme. Asset owners are responsible for the availability of operating, maintenance and repair instructions.

6. MAINTENANCE OF THE MOVEMENT AREA

Cambridge City Airport recognises that the components that make up the aircraft movement area, including the runway, aprons, taxiways, paved and associated graded areas, are the airport's most critical assets. In accordance with CAP139 ADR.OPS.C.005 (A-F), Cambridge City Airport will adopt robust procedures which describe the assessment process, identify deficiencies, determine maintenance and rehabilitation needs and make sustainable and realistic decisions for funding.

Procedures for pavement overload operations are contained in the pavement management plan.

Refer to: EGSC-P-AOPS-003 Aerodrome Inspections
EGSC-M-AOPS-004 Pavement Management Plan
EGSC-P-AOPS-007 Runway Surface Friction Assessment
EGSC-P-AOPS-015 Airside Works and Developments
EGSC-M-ATE-001 Manual of Air Traffic Services Part 4
EGSC-M-SEC-001 Airport Security Programme
EGSC-P-SEC-001 Surveillance and Patrols

7. AERODROME WORKS

In order to satisfy its duty to comply with the Health and Safety at Work Act (1974) and the airport's own procedures, Cambridge City Airport will take all necessary steps to maintain a safe and healthy working environment. This will include risk assessing and promulgating works to take place on the airfield movement area and informing contractors of the hazards they may encounter and rules by which they must abide.

Cambridge City Airport will follow the guidance in CAP 791 as a basis for managing airside development and changes to infrastructure. Any proposed new airfield

infrastructure will be assessed for impact and follow the change management process.

Refer to: EGSC-M-AOPS-006 Control of Airside Work in Progress
EGSC-P-AOPS-015 Airside Works and Development

8. APRON SAFETY MANAGEMENT

The apron has the potential to be a very hazardous environment due to the complexity of operations taking place. Cambridge City Airport has a number of procedures to ensure these hazards are controlled and mitigated against. Apron management is provided by Airport Operations. No other companies are authorised to provide this service at Cambridge City Airport. Separate procedures contain further information on allocation of parking positions, engine start, marshalling, ramp safety, ramp cleaning/sweeping and compliance monitoring.

Refer to:

Transfer of aircraft between ATC and Ramp Operations – EGSC-P-AOPS-008
Allocation of aircraft parking – EGSC-P-AOPS-008
Aircraft engine start – EGSC-P-AOPS-008
Aircraft marshalling – EGSC-P-AOPS-008
Aircraft follow-me service / leader escorts – EGSC-P-AOPS-010
Protection from jet blast – EGSC-P-AOPS-008
Safety during aircraft refuelling – EGSC-P-FUE-015 Aviation Fuel Management
Sweeping / FOD control – EGSC-P-AOPS-009
Marshall MRO Safety Plan SP.012

9. AIRSIDE DRIVING AND VEHICLE OPERATIONS

Driving in airside areas presents many specific challenges requiring different knowledge and skills to those required for public roads. Furthermore, poor discipline and lack of competence by airside drivers has one of the greatest potentials for hazard to aircraft operations. Holding a UK or International driving licence does not in itself make a person competent to be in charge of a vehicle in an airside area.

Cambridge City Airport has established minimum standards for vehicles, equipment and personnel operating in airside areas; these standards are contained within the Airside Driving and Vehicle Operations Manual (ADVOM) and other associated documents referenced within it. The ADVOM is available as a separate document and contains information on:

- Airside driving permits
- Airside vehicle permits
- Airside safety practises
- Incident and accident reporting
- Airside traffic rules
- Driving on the manoeuvring area

- Radio procedures
- Airside driving monitoring scheme

Refer to: EGSC-M-AOPS-007 Airside Driving and Vehicle Operations Manual

10. WILDLIFE HAZARD MANAGEMENT

Aerodromes attract bird and wildlife for a variety of different reasons, which contributes to one of the most severe safety hazards at the airport. The reasons include the large areas of open space, grass and vegetation as sources of food, hard standing which are ideal loafing areas and the clear view of potential predators. It is therefore essential that careful consideration is given to the management of the landscape such that habitat attractive to wildlife is discouraged.

It must be realised however that despite efforts to discourage birds and wildlife, the hazard will never completely disappear. For this reason, the problem must be constantly monitored collectively by those on the ground and those in the air. Effective wildlife control is an important aspect of airport operations.

A Wildlife Hazard Control Management Plan is available as a separate document which contains information on:

- Roles and Responsibilities
- Risk Identification and Monitoring
- Safety Performance
- Local Wildlife Identification
- Methods and Frequency of Wildlife Control
- Grass Management
- Safeguarding
- Bird strike Reporting
- Training Requirements
- Records and Documentation

Refer to: EGSC-M-AFS-004 Wildlife Control Hazard Management Plan

11. AERODROME SAFEGUARDING

The potential impacts of developments on or close to the aerodrome, or under the airspace of Cambridge City Airport, could have significant impacts on operational safety and capability. In common with other certificated aerodromes, Cambridge City Airport is responsible for its own safeguarding process, for both technical (as mandated in CAP 670 Part B Section4 Gen 02) and physical safeguarding, in accordance with CAP 738 and ADR.OPS.B.075. The priority in responding to safeguarding consultations will be to protect the safety and operating interests of Cambridge City Airport, both at the present time and in the future. However, consideration will always be given to allowing appropriate developments to take place for the benefit of the local community and of the environment. Cambridge City Airport

will, where possible, work with local planning authorities and developers to reach mutually satisfactory outcomes.

Refer to: EGSC-P-AOPS-020 Aerodrome Safeguarding
EGSC-M-ATE001 Manual of Air Traffic Services Part 4
EGSC-M-ATE-003 Technical Safeguarding Manual

12. AERODROME EMERGENCY PLAN

Dealing with emergencies at the aerodrome or in its surroundings is initially the responsibility of the AFS, supported by external emergency agencies. The AFS frequently hold training exercises in support of emergency response, in line with their training programme.

A separate Emergency Orders document contains specific emergency response instructions for each airport department with emergency responsibilities, for various emergency scenarios. The Emergency Orders are tested with a full-scale emergency exercise every 2 years, with a partial smaller-scale exercise in the intervening year if required.

Refer to: Aerodrome Emergency Plan; VSV SP.011

13. RESCUE AND FIRE-FIGHTING

The principle objective of the rescue and fire-fighting service will be to save lives. In order to do this, Cambridge City Airport will ensure that the AFS complies with the minimum requirements of AMC/GM to Annex IV – PART-AD-OPS, including the minimum number of appliances, extinguishing agents, equipment and personnel according to the Cambridge City Airport Task and Resource Analysis.

Refer to: EGSC-M-AFS-001 Airport Fire Service Operational Manual
EGSC-M-AFS-002 Airport Fire Service Training Manual
Part D, Section 18 of this Manual

14. REMOVAL OF DISABLED AIRCRAFT

A disabled aircraft on the aircraft manoeuvring area or in the vicinity of navigational aids could have a detrimental effect on the safety and continuity of flight operations at Cambridge City Airport. It is therefore important that Cambridge City Airport and aircraft operators using the airport have contingency plans to remove a disabled aircraft as quickly as possible.

The responsibility for the recovery of a disabled aircraft ultimately lies with the aircraft operator, and as such they should provide an aircraft recovery plan. Cambridge City Airport will have its own recovery arrangements in place to support or supplement the plans of an aircraft operator. Cambridge City Airport will also provide a co-ordinator for the safe and expeditious removal of a disabled aircraft.

Refer to: EGSC-I-AOPS-009 Removal of Disabled Aircraft

15. AVIATION FUEL MANAGEMENT

Responsibility for the maintenance of the aviation fuel installation at Cambridge City Airport, including fuel storage, distribution to aircraft and its quality and fitness for use rests with the Fuel Supervisor. Responsibility for the quality of fuel delivered to site rests with the fuels supplier.

Fuelling activities at Cambridge City Airport are undertaken by the airport fuel department in accordance with JIG 4 requirements in conjunction with Explosive Atmospheres (ATEX) and Dangerous Substances Explosive Atmosphere Regulations (DSEAR).

Refer to: EGSC-P-FUE-015 Aviation Fuel Management

16. LOW VISIBILITY PROCEDURES

Cambridge City Airport is committed to providing facilities and procedures to enable the airport to remain open for safe operations during low visibility conditions. It must be accepted that such conditions may limit air traffic capacity and ground movements of vehicles and aircraft. Cambridge City Airport aims to draw on experience from the industry to further review actions taken during low visibility operations with a view to enhancing safety and capacity. There will be a strong on-going emphasis on training and competency to ensure staff carry out procedures correctly and efficiently.

Refer to: EGSC-P-AOPS-012 Low Visibility Procedures

17. WINTER OPERATIONS

Winter conditions on the airfield can inevitably introduce potential hazards to aircraft operations and activity on the aprons. Snowfall can impose significant restrictions on the availability of the runways and taxiways for use and can be expected to lead to disruption of normal aircraft operations.

A Snow and Ice Control Plan has been developed to detail the measures that Cambridge City Airport will take to enable safe aircraft operations to continue during periods of snow and/or ice conditions. This plan focuses primarily on the safe return to operation of the runway and primary taxiway(s) however also outlines plans for the treatment of other airside and landside areas. This document has been produced using information contained in CAP 1168 *Guidance Material for Organisations, Operations and Design Requirements for Aerodromes,* CAP 1032 *UK Aeronautical Publication* and other relevant supplementary CAA publications.

The Snow and Ice Control Plan is available as a separate document and contains information on:

- Policy, Procedure and Objectives
- Planning
- Implementation
- Roles and Responsibilities
- Response Initiation
- Surface Inspection Regime
- Snow close
- Policy
- Clearance Priority Areas
- Runway and Surface De-icing
- Incident Reporting and Investigation

Refer to: EGSC-M-AOPS-003 Snow and Ice Control Plan

18. OPERATIONS IN ADVERSE WEATHER CONDITIONS

Adverse weather, including thunderstorms, strong winds, ice and snow, and low visibility, have the potential to severely disrupt operations and affect aviation safety. Cambridge City Airport will aim to distribute accurate and timely adverse weather information to airfield users, primarily using the forecast services of the Met. Office but also using on-site weather data and staff experience.

Refer to: EGSC-P-AOPS-011 Strong Wind and Gale Plan

19. NIGHT OPERATIONS

Cambridge City Airport will provide adequate facilities for aircraft, vehicles and aerodrome users to operate safely at night. This will include infrastructure such as AGL, floodlighting, airfield signage and aircraft navigation aids.

Refer to: Parts C and D of this Manual
EGSC-M-ATC-002 MATS Part 2
EGSC-P-AOPS-010 Leader Escorts

20. OUT OF CODE AIRCRAFT OPERATIONS

Cambridge City Airport accommodates a wide variety of aircraft spanning most of the aircraft codes. Cambridge City Airport accepts larger types of aircraft (Code D and E) for aircraft Maintenance, Repair and Overhaul (MRO) which place larger demands on the airfield infrastructure. Due to the airfield layout and design, some aircraft may need to transit parts of the movement area which were originally built for aircraft of a lower code. A procedure has therefore been created to ensure that, during aircraft ground movements, safety margins are maintained for all codes of aircraft in all airfield locations, with regards to pavement dimensions, mobile and fixed obstacles.

Refer to: EGSC-P-AOPS-013 Out of Code Aircraft Operations

21. PREVENTION OF FIRE

Cambridge City Airport ensures that all reasonable measures are taken to prevent a fire from starting. This includes the control of contractors and hot works on the airfield and restrictions on smoking airside. Smoking is prohibited in airside areas.

Refer to: EGSC-M-AOPS-006 Control of Airside Work in Progress

22. MAINTENANCE AIRCRAFT GROUND MOVEMENTS OUT OF HOURS

Cambridge City Airport accommodates a variety of General Aviation aircraft which have indemnity to operate out of normal Airport hours. To ensure a safe integration of these movements with any possible maintenance aircraft towing a Prior Notification procedure is in place.

Refer to: EGSC-I-AOPS-011 Maintenance Aircraft Ground Movements out of Hours

23. ENGINE GROUND RUNS AND COMPASS CALIBRATION

Engine Ground Runs

Cambridge City Airport recognises that the ground running of aircraft engines for maintenance purposes is a necessary activity in the operation of the airport. However, this activity creates noise and jet blast, both of which are potentially hazardous and disruptive to the surrounding community if not carefully controlled. The Airport will operate procedures to allow aircraft ground running to take place under the supervision of competent persons, at times and at locations which take due regard of the need to protect persons working at the airport from noise and jet blast hazard, and the local community from unreasonable and avoidable disturbance.

Compass Calibrations

Cambridge City Airport recognises the need for on-site maintenance activities in support of commercial operations and will provide such engineering support infrastructure as can be reasonably accommodated within the airport site. Presently, this policy extends to provision of a Compass Swing Base for the calibration of aircraft compasses to Class 1 standard. The siting of the facility is within one of the principal taxiways and its use is therefore restricted to certain times.

Refer to: EGSC-P-AOPS-004 Aircraft Engine Ground Runs
EGSC-I-AOPS-010 Aircraft Compass Calibration

24. NOISE ABATEMENT

Cambridge City Airport will endeavour to limit, and reduce where possible, the number of people affected by noise as a result of the Airport's operation and development.

Refer to: Cambridge City Airport Noise Action Plan

UK AIP EGSC AD 2.21 Noise Abatement Procedures.

25. DETENTION OF AIRCRAFT

Where Airport Charges have not been paid to Cambridge City Airport, the Airport may detain the aircraft in respect of which the charges are due, or any other aircraft operated by the person/company in default, by virtue of Section 88 of the Civil Aviation Act 1982.

The power to detain aircraft may be exercised whether on the occasion when the charges have been incurred or at any time when the aircraft is on the aerodrome. However, the Airport shall not detain or continue to detain an aircraft for unpaid charges if the operator of the aircraft or any other person claiming an interest in the aircraft:
Disputes that the charges, or any of them, are due or that the charges in question were incurred in respect of that; and
Gives to the Airport, pending determination of the dispute, sufficient security for payment of the charges that are alleged to be due

Refer to: Part A, Section 13 of this manual, Authorisation for Detaining Aircraft.

26. Drugs and Alcohol Policy

Cambridge City Airport operates a strict drugs and alcohol policy under the Marshall Aerospace company policy.

Refer to: VSV0661 Drug and Alcohol Policy