

01 OCT 26

EGUB AD 2.1 - LOCATION INDICATOR AND NAME

EGUB - BENSON

EGUB AD 2.2 - AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP Co-ordinates and site at AD:	N51 36 54.14 W001 05 45.05
2	Direction and distance from City:	1.5nm NE of Wallingford.
3	Elevation/Reference Temperature:	203ft / 22°C
4	Magnetic Variation / Annual Change:	0.18°E (JUN 22) / 0.20°E
5	Geoid Undulation at AD Elev Position:	----
6	AD Administration: Address: Telephone: Fax: E-mail: Web site:	Royal Air Force Royal Air Force Benson Wallingford Oxfordshire OX10 6AA Mil: 95261 7017/8 (ATC) 7038 (Station Ops) 7015 (DOC) Civ: 01491 827017/8 (ATC) 827038 (Station Ops) 827015 (DOC) Nil. BEN-OPSWG-StnOps@mod.gov.uk http://www.raf.mod.uk/our-organisation/stations/raf-benson
7	Types of Traffic Permitted (IFR/VFR):	IFR/VFR
8	Remarks:	Nil.

EGUB AD 2.3 - OPERATIONAL HOURS

1	AD:	Mon to Fri: 0900L – 1700L. Night flying based on Stn programme: Mon to Thu 1700L – 0300L. Benson Flying Club, NPAS and TVAA autonomous operations when ATC is closed. ATZ is H24.
2	Customs and Immigration:	HO.
3	Health and Sanitation:	Nil.
4	AIS Briefing Office:	EGUBYWYO.
5	ATS Reporting Office (ARO):	EGUBZGZX.
6	MET Briefing Office:	Mon-Thu 0700-0300L, Fri 0700-1700L, (or end of flying if earlier).
7	ATS:	HO.
8	Fuelling:	HO.
9	Handling:	0900-1700L.
10	Security:	H24.
11	De-Icing:	Nil.
12	Remarks:	48hrs PPR for military and civilian aircraft. National Police Air Service, Thames Valley Air Ambulance, Benson Flying Club and National Standby may operate autonomously outside of published hours.

EGUB AD 2.4 - HANDLING SERVICES AND FACILITIES

1	Cargo Handling Facilities:	Fork Lifts.
2	Fuel/Oil /HydraulicTypes:	100LL, F34. O-149. H-515, OX-7.
3	Fuelling Facilities/Capacity:	All Helicopters requesting a rotors running refuel are to provide a qualified crewman to operate the refuelling hose due to Bowser Operators not being permitted to enter the rotor disk area.
4	Oxygen:	Nil.
5	De-Icing Facilities:	Nil.
6	Starting Units:	E4, 12, 17, 18.
7	Hangar space for visiting aircraft:	Limited. Subject to prior arrangement.
8	Repair facilities for visiting aircraft:	Limited. Subject to rotary type.
9	Remarks:	VAHS available from 0900-1700(L) Mon-Fri only. Ltd facilities available. Fuel capacity subject to bowser availability.

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EGUB AD 2.5 - PASSENGER FACILITIES

1	Accommodation:	Limited on base accommodation available for service personnel and entitled passengers only.
2	Medical Facilities:	Medical Centre for emergencies only.
3	Remarks:	Nil.

EGUB AD 2.6 - RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for Fire Fighting:	ICAO ARFF Category H3.
2	Rescue Equipment:	As required for ICAO ARFF Category H3.
3	Capability for removal of disabled aircraft:	Depending on situation, a solution using JARTS or civilian crane hire will be utilised.

EGUB AD 2.7 - SEASONAL AVAILABILITY - CLEARING

1	Type of Clearing equipment:	3 x 2000 litre Airfield De-icer Trailers (ADT); 4 x Medium Aircraft Towing Tractor (MATT) Blades; 2 x Airfield Sweeper 900 (AS900) Blades (1x based at Benson, 1x Command Spare).
2	Remarks:	Braking action assessment by Mu-Meter. Latest available information from ATC.

EGUB AD 2.8 - APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surfaces:	Apron	Surface	Strength	
		Main ASP	Concrete Block Paving	25 R/C/X/T	
		Main ASP	Pavement Quality Concrete	30 R/C/W/T	
		Compass Swing	Blacktop Surface	30 R/C/Y/T	
		Aircraft Wash	Pavement Quality Concrete	10 R/C/Y/T	
		Patio	Concrete Block Paving	30 F/C/X/T	
		Hanger Aprons (A West)	Blacktop Surface	15 F/C/X/T	
		Hanger Aprons (C South West)	Blacktop Surface	10 R/C/Y/T	
		Hanger Aprons (D North and South)	Concrete Block Paving	30 F/C/X/T	
		Hanger Aprons (Between A & B)	Concrete Block Paving	10 F/C/X/T	
2	Taxiway width, surface and strength:	Taxiway	Width	Surface	Strength
		A	15.5m	Blacktop Surface	50 F/C/X/T
		B	10.5m	Pavement Quality Concrete	20 R/C/W/T
		D	15.4m	Blacktop Surface	20 F/C/X/T
		E	15.1m	Pavement Quality Concrete	25 R/C/W/T
		F	14m	Pavement Quality Concrete	25 R/C/W/T
3	Altimeter Check Location and Elevation:	N/A			
4	VOR Checkpoints: INS Checkpoints:	N/A N/A			
5	Remarks:	Adverse camber warnings for all taxiways/ASP. Aircraft with a wing/rotor span greater than 21.3m are not permitted to taxi along Taxiway A past parked aircraft. Aircraft with a wing/rotor span greater than 22.6m are not permitted to taxi along Taxiway B past parked aircraft.			

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EGUB AD 2.9 - SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM MARKINGS

1	Use of aircraft stand ID signs: Taxiway guide lines & visual docking/parking guidance system of aircraft stands:	Nil. Yellow taxiway markings and numbered dispersals with ground marshalls.
2	Runway & taxiway markings & lighting:	Runway: Standard Rwy markings with the following exceptions: 1. No aiming point, touchdown zone or runway side stripe markings. 2. The runway centreline marking plus gap to the next centreline marking should be greater than 50m; they are currently 48m. Taxiway: Standard taxiway markings with the following exceptions: 1. No taxiway edge markings on D and E taxiways. 2. No taxiways have Runway Ahead markings. 3. Safe heading ground marking on Echo taxiway is too short.
3	Stop Bars and runway guard lights:	Nil.
4	Other runway protection measures:	Nil.
5	Remarks:	Nil.

EGUB AD 2.10 - AERODROME OBSTACLES

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

Any additional obstacles affecting the aerodrome at RAF Benson will be published in NOTAMs as required.

EGUB AD 2.11 - METEOROLOGICAL INFORMATION

1	Associated MET Office:	Benson 01491 837766 7418 or 7731 or Mil network 95261 7418 or 7731.
2	Hours of service: MET Office outside hours:	Mon-Thu 0700-0300L, Fri 0700-1700L (or end of flying if earlier). Defence Guidance Unit (DGU): Mil 96770 1332 / Civ 03067 701 332.
3	Office responsible for TAF information: Periods of validity:	Benson 9 hours
4	Type of landing forecast: Interval of issuance:	TREND Every 30 minutes as routine.
5	Briefing/consultation provided:	Squadron / personal / telephone
6	Flight documentation: Language(s) used:	Charts / TAFs / METARs / Cross section / Route Packs. Abbreviated plain language text
7	Charts and other information available for briefing or consultation:	Actual / Forecast surface analysis. Cross section / Upper winds / Real time observations: rainfall radar/satellite imagery/colour states/thunderstorm location/Meteorologist expertise.
8	Supplementary equipment available for providing information:	PC Data display - MOMIDS/MORTy
9	ATS units provided with information:	Benson ATC.
10	Additional information (limitation of services etc):	Nil.
11	Remarks:	Nil.

EGUB 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
01RH	007.83 ^o	1825 x 45	25/F/C/W/T Blacktop Surface	N51 36 24.93 W001 05 51.50	179ft TDZE 185ft
19	187.83 ^o	1825 x 45	25/F/C/W/T Blacktop Surface	N51 37 23.36 W001 05 38.60	203ft TDZE 202.9ft
Desig & Slope of Rwy/Swy	Stopway Dimensions (m)	Clearway Dimensions (m)	Strip Dimensions (m)	OFZ	RESA
7	8	9	10	11	12
01 - 0.40%U	Nil	108 x 150	1945 x 280	Nil	59
19 - 0.40%D	Nil	36 x 150	1945 x 280	Nil	See Remarks
13	Arresting Systems				
Nil.					
14	Remarks		Rwy 01RH/19 Touchdown Zone Markings and Runway End Safe Area (RESA) at 01RH Threshold are not compliant with MAA RA3500 series. Obstructions in the RESA, undershoots and overshoots may present a risk to life. High sided vehicles may be encountered on approach to Rwy 19 with civilian road located 150m north of Rwy 19 Threshold. A 2m hedge is located 36m south of Rwy 01RH Threshold. Rwy 06/24 is a disused rwy and operations using Rwy 06/24 are not permitted due to the hazard presented by the extremely poor surface.		

EGUB AD 2.13 - DECLARED DISTANCES					
Runway	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
01RH	1825	1933	1825	1824	Nil
19	1825	1861	1825	1824	Nil

EGUB 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
01RH	CL1B 1312ft/400m HI	White HI Uni Green Wingbars	PAPI 3° ---- (52ft)	Nil	Nil	Elevated but flush at intersection White LI Omni, 90m	Red HI Uni Thld Bar	Nil
19	CL5B 3000ft/915m HI	White HI Uni Green Wingbars	PAPI 3° ---- (46ft)	Nil	Nil	Elevated but flush at intersection White HI Uni, 30m White LI Omni, 90m	Red HI Uni Thld Bar	Nil
10	Remarks:		Nil.					

EGUB AD 2.15 - OTHER LIGHTING, SECONDARY POWER SUPPLY		
1	A Bn/I Bn location, characteristics and hours of operation:	I Bn: N51° 36' 50".85 W001° 06' 22".17 "BO" – • • • – – – HO. Red.
2	Anemometer location and lighting:	150m north of ATC tower.
3	Taxiway edge and centreline lighting:	Blue edge lighting on all taxiways, green centreline.
4	Secondary power supply: Switch-over time:	Yes. No break.
5	Remarks:	Nil.

EGUB AD 2.16 - HELICOPTER LANDING AREA		
1	Location:	Northern edge, mid point of the ASP at OS grid ref SU633915.
2	Elevation:	203ft AMSL
3	Lighting:	The 'H' is encircled by red omni-directional lighting with blue taxiway edge.
4	Remarks:	Nil

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

EGUB AD 2.18 - ATS COMMUNICATION FACILITIES					
Service Designation	Callsign	Frequency MHz	Hours of Operation		Remarks
			Winter	Summer	
1	2	3	4		5
RADAR	Southern Mil	343.52	HO	HO	
ZONE	Southern Mil	120.905(M)	HO	HO	(M) = MATZ Cross Frequency.
APP	Benson APP	342.100 136.455			Available on request only.
→ ALLOCATOR	Southern Mil	134.035 (ICF) 245.62 (ICF)			
TALKDOWN	Benson Talkdown	246.65 277.675 136.455 123.3	HO	HO	
ATIS	Benson Information	397.575	HO	HO	
GND	Benson Ground	121.805 343.575	HO	HO	
TWR	Benson Tower	233.95 127.155P	HO	HO	
→ Remarks:	SOUTHERN MIL RADAR SERVICES ARE PROVIDED BY TATCC(S)				

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EGUB 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	BSO	Ch 37X 110-000	HO	HO	N51 37-28 W001 05 -89	243ft	Possible loss of TACAN signal 090° - 135°. Possible azimuth swings between 280° and 305°.
UDF/ VDF		356-125 120-900 376-650 136-450	HO	HO			
ILS/DME Rwy 19	I-BO	110-950 Ch 46Y	HO	HO	N51 37 13-23 W001 05 33-87	223ft	QFU 187°
	Glidepath	330.65			N51 37 13-17 W001 05 33-64		3° ILS Ref Datum Height 46ft
	Localizer	110-950 Ch 46Y			N51 36 07-89 W001 05 55-26		LOC 187°. Localizer may not be received below 3000ft at extreme left (eastern) edge of coverage.

Remarks:

1. ILS Glidepath potential to increase to 3-11 degrees.
2. Aircraft may experience Glidepath unlocks.
3. ILS guidance is NOT suitable to support auto-coupled approaches to Cat 1 decision height.
4. Glidepath flags may be experienced when 8° Left and Right of Centreline and well below Glidepath.
5. Due to the above limitations, the full ILS approach is only available to aircraft where the relevant DDH/AM/risk owner has received a full brief and is content with the limitations. ILS approaches are also to be radar monitored by ATC. If both criteria are not met, approach is limited to LOC/DME only.

EGUB AD 2.20 - LOCAL TRAFFIC REGULATIONS

1	Airport regulations
	1. Fast jet and multi-engine aircraft circuits to be flown at 1500ft QNH. 2. Light fixed wing aircraft circuits to be flown at 1000ft QNH. 3. Light fixed wing aircraft low level circuits to be flown at 800ft QNH (not available when underslung load circuits are in progress). 4. Light fixed wing aircraft glide circuits to be flown at 1700ft QNH. 5. Fixed wing initial point is at 2000ft QNH. 6. PFL high key is at 3000ft QNH. 7. Rotary wing aircraft circuits to be flown at 1200ft QNH. 8. Underslung load circuits to be flown at 700ft QNH in the day and 1200ft QNH after ECT.
2	Ground Movement
	None specified.
3	CAT II/III Operations
	Nil.
4	Warnings
	1. Rotary wing aircraft operate live and deadside up to 1200ft QNH. 2. No overflight of the villages of Benson, Ewelme and Wallingford. 3. Visiting crews are to be aware that fixed wing run in and breaks are undertaken by Tutor/light fixed wing aircraft not below 800ft QNH. 4. No taxiway west of the runway, this is now the Western Loop vehicle track. 5. Responsibility for wake turbulence separation should rest with the pilot when operating VFR or IFR making a visual approach. The recommended distance between small wake turbulence aircraft is 3 nm. To reduce RTF, verbal warning transmissions will be omitted between aircraft of the same wake turbulence category. 6. There is a high susceptibility HIRTA (High Intensity Radio Transmission Area) around the Star-NG radar, which is to be avoided. This does not impact any UK fixed or rotary wing aircraft taking off, landing or overflying any runway. The safe distance from the radar is 376m and the minimum safe height is 357ft AGL. Crews are to avoid the HIRTA when safe to do so, and deconflict with other traffic in consultation with ATC where required.
5	Helicopter Operations
	1. Rotary wing aircraft circuits can also be flown to the runway, the Load Park or at night, to the Eastern or Western NATO T's. 2. Standard arrival/departure points for rotary wing aircraft are Points East and West, not above 700ft QNH, and runway 01RH/19. For noise abatement reasons, Chinook aircraft are not permitted to use Point East except in an emergency.

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EGUB AD 2.20 - LOCAL TRAFFIC REGULATIONS

6	Use of Runways
	None specified.
7	Training
	None specified.

EGUB AD 2.21 - NOISE ABATEMENT PROCEDURES

1. Avoid overflight of the villages of Benson, Crowmarsh Gifford, Ewelme, and Wallingford below 1,500ft AGL.
2. Avoid overflight of the villages of Berrick Salome, Chalgrove, Drayton and Sutton Courtenay below 500ft AGL.
3. Rotary wing aircraft normal night circuit has a shallower departure/final turn than rotary wing aircraft normal day circuit.
4. Underslung load night circuit is 1,200ft QNH at night compared to 700ft QNH in the day.

EGUB AD 2.22 - FLIGHT PROCEDURES

1	Procedures for in bound aircraft:	See TAP Charts
2	Departures:	See TAP Charts
3	Radio Communication Failure:	See TAP Charts
4	Missed Approach Procedure:	See TAP Charts
5	Aerodrome Operating Minima:	See TAP Charts
6	Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace.	

EGUB AD 2.23 - ADDITIONAL INFORMATION

Nil.

EGUB AD 2.24 - CHARTS RELATING TO THIS AERODROME

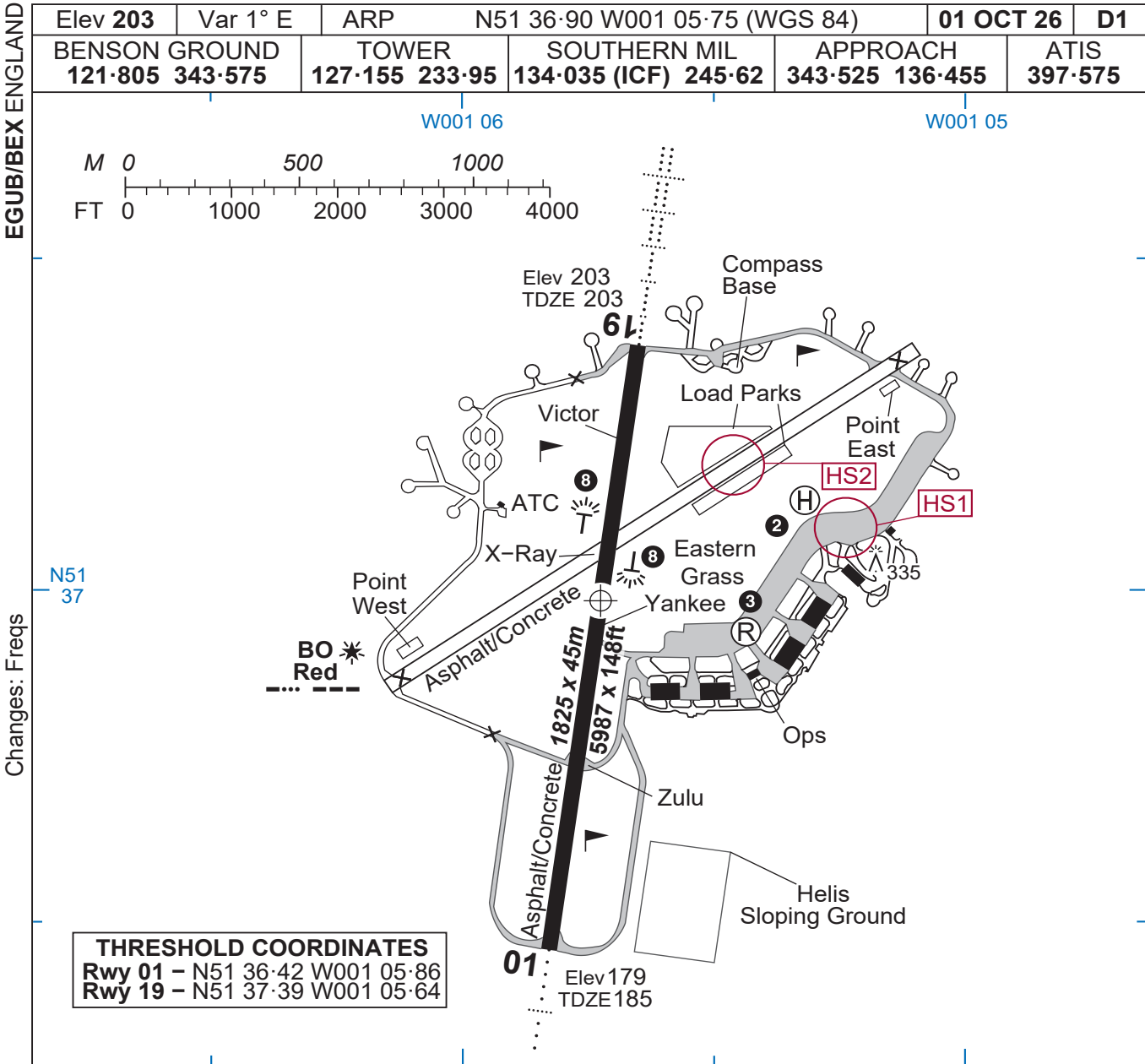
Terminal Approach Procedure Charts

D1	Aerodrome Chart	AD 2 - EGUB - 1 - 9
E1	Taxi	AD 2 - EGUB - 1 - 10
F1	Ramp	AD 2 - EGUB - 1 - 11
F2	Ramp INS Co-ordinates	AD 2 - EGUB - 1 - 12
G2	Compton MID	AD 2 - EGUB - 1 - 13
G3	Vale MID	AD 2 - EGUB - 1 - 14
K1	Radar Procedures	AD 2 - EGUB - 1 - 15
K2	PAR Rwy 01 - 3.5°	AD 2 - EGUB - 1 - 16
K3	PAR Rwy 19 - 3°	AD 2 - EGUB - 1 - 17
K4	PAR Rwy 19 - 3.5°	AD 2 - EGUB - 1 - 18
K5	SRA Rwy 01	AD 2 - EGUB - 1 - 19
K6	SRA Rwy 19	AD 2 - EGUB - 1 - 20
K7	ATC Surveillance MNM Alt	AD 2 - EGUB - 1 - 21
L1	RNP Rwy 01	AD 2 - EGUB - 1 - 22
L2	RNP Rwy 19	AD 2 - EGUB - 1 - 23
L3	IAP CODING TABLES Rwy 01	AD 2 - EGUB - 1 - 24
L4	IAP CODING TABLES Rwy 19	AD 2 - EGUB - 1 - 25
M1	VOR to ILS/DME Rwy 19	AD 2 - EGUB - 1 - 26
M2	TAC to ILS/DME Rwy 19	AD 2 - EGUB - 1 - 27
R1	TAC Rwy 01	AD 2 - EGUB - 1 - 28
R2	TAC Rwy 19	AD 2 - EGUB - 1 - 29

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AERODROME

BENSON



- No 1 AIDU Last Amended 11 AUG 26
1. **CAUTION.** Rwy 01RH/19 TDZ Markings and RESA at 01RH THR are not compliant with MAA RA 3500 series. Obstructions in the RESA, undershoots and overshoots may present risk to life. High sided vehicles may be encountered on approach to Rwy 19 with a civilian road located 150m North of Rwy 19 THR. A 2m hedge is located 36m South of Rwy 01RH THR.

2. Unless otherwise directed, helis are to approach dispersal via point HOTEL (H).

3. Rotors Running Refuel Point: (R) available subject to booking.

4. **Circuits:** a. **Directions.** Rwy 01 RHC, Rwy 19. b. **Altitude.** (i) Fast Jet and multi-engine 1500 QNH. (ii) Helis: Operate live and deadside up to 1200 QNH. (iii) Light AS 1000 QNH. (iv) Low-Level 800 QNH. (v) Helis: Load circuits 700 QNH. (vi) Light AS glide circuit 1700 QNH. (vii) Fixed wing initial points 2000 QNH. (viii) PFL high key 3000 QNH. (ix) Underslung Load 700 QNH day; 1200 QNH after ECT. Run and Break not below 800 QNH.

5. Fixed wing acft may be required to backtrack rwy.

6. No overflight of villages Benson, Ewelme and Wallingford.

7. Rwy 06/24 is a disused rwy and operations using Rwy 06/24 are not permitted due to the hazard presented by the extremely poor surface.

8. Multidirectional use, depending on rwy in use.

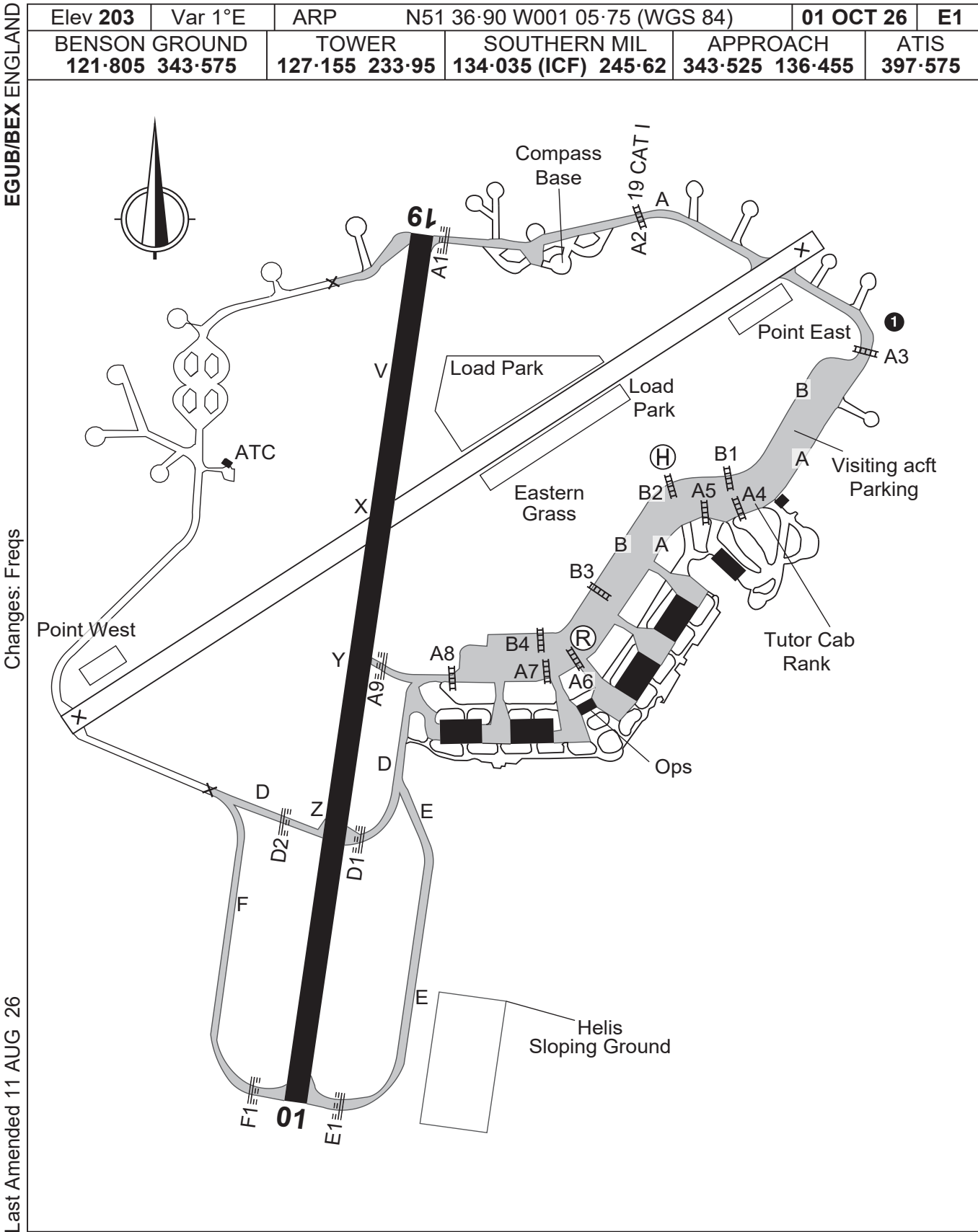
9. Hotspot 1: No acft are to use Alpha Twy btn slots 16-20, when tutors are parked on the ASP or the cab rank. (Chart F1)

Hotspot 2: Acft are to ensure that they do not land on the disused rwy inside the Load Park.

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TAXI

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- 1

CAUTION. 90° bend with adverse camber. Braking action poor in wet weather.
2.

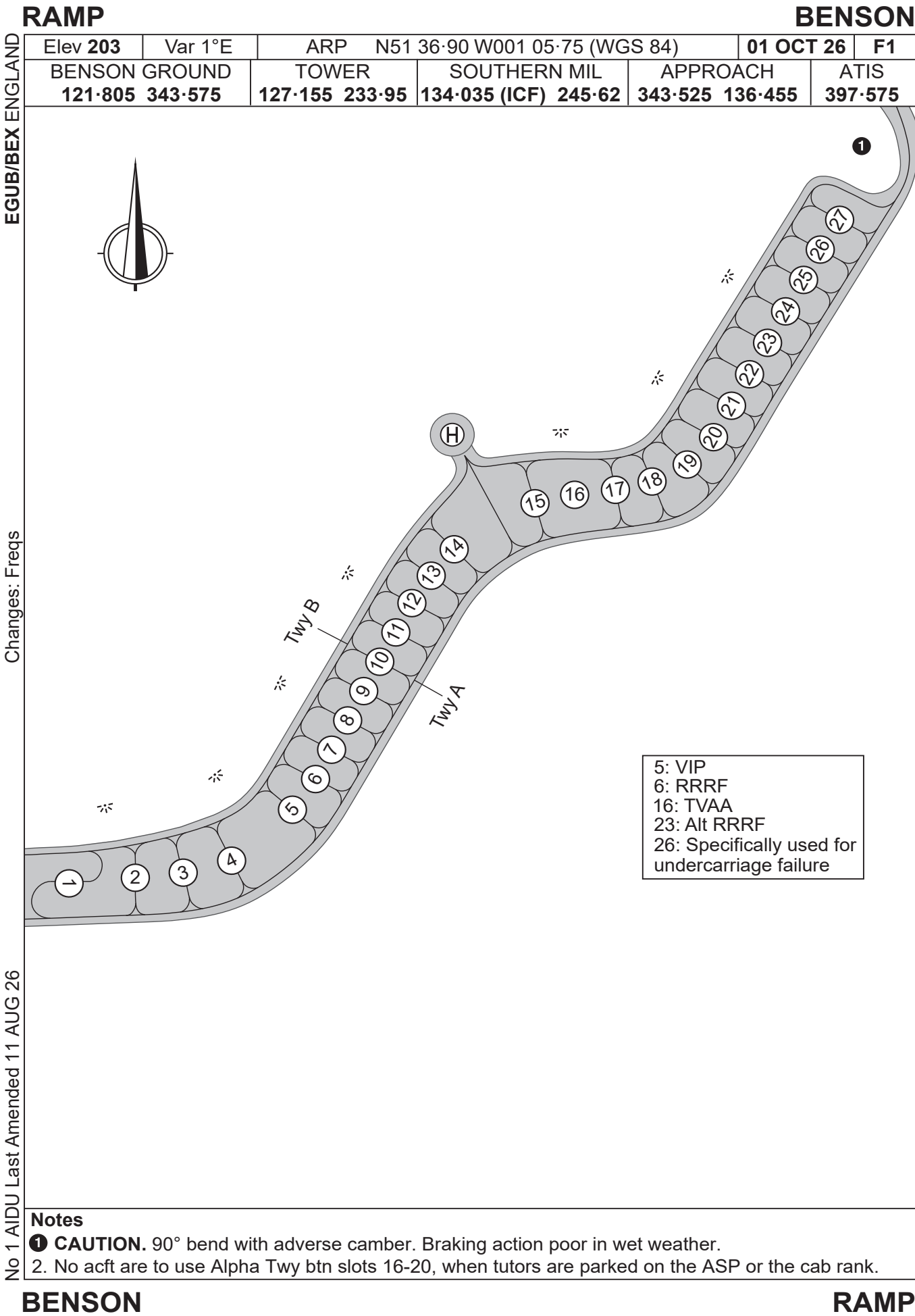
Eastern Taxiway abeam T2 Hangar to Tutor Patio used as directed by ATC.
3.

V, X, Y and Z are helicopter landing/departure points marked with a white circle on the runway.
4.

Non-standard taxiway and holding point markings on all taxiways.

BENSON

TAXI



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RAMP INS CO-ORDINATES				BENSON					
Elev 203		Var 1°E		ARP N51 36·90 W001 05·75 (WGS 84)		15 MAY 25		F2	
STAND Nr		CO-ORDINATES		STAND Nr		CO-ORDINATES			
1		TO BE SURVEYED							
2		TO BE SURVEYED							
3		TO BE SURVEYED							
4		N51 36·92 W001 05·42							
Police Access		N51 36·93 W001 05·39							
5		N51 36·94 W001 05·37							
6		N51 36·96 W001 05·35							
7		N51 36·97 W001 05·34							
8		N51 36·99 W001 05·33							
9		N51 37·01 W001 05·31							
10		N51 37·02 W001 05·30							
11		N51 37·03 W001 05·28							
12		N51 37·05 W001 05·27							
13		N51 37·06 W001 05·25							
14		N51 37·07 W001 05·23							
15		N51 37·10 W001 05·17							
Ambulance A/C		N51 37·10 W001 05·14							
17		N51 37·10 W001 05·11							
18		N51 37·10 W001 05·08							
19		N51 37·11 W001 05·05							
20		N51 37·13 W001 05·03							
21		N51 37·15 W001 05·02							
22		N51 37·16 W001 05·01							
23		N51 37·18 W001 04·99							
24		N51 37·19 W001 04·97							
25		N51 37·21 W001 04·96							
26		N51 37·22 W001 04·96							
27		N51 37·24 W001 04·93							

EGUB/BEX ENGLAND

Changes: Mag Var

No 1 AIDU Last Amended 24 MAR 25

BENSON

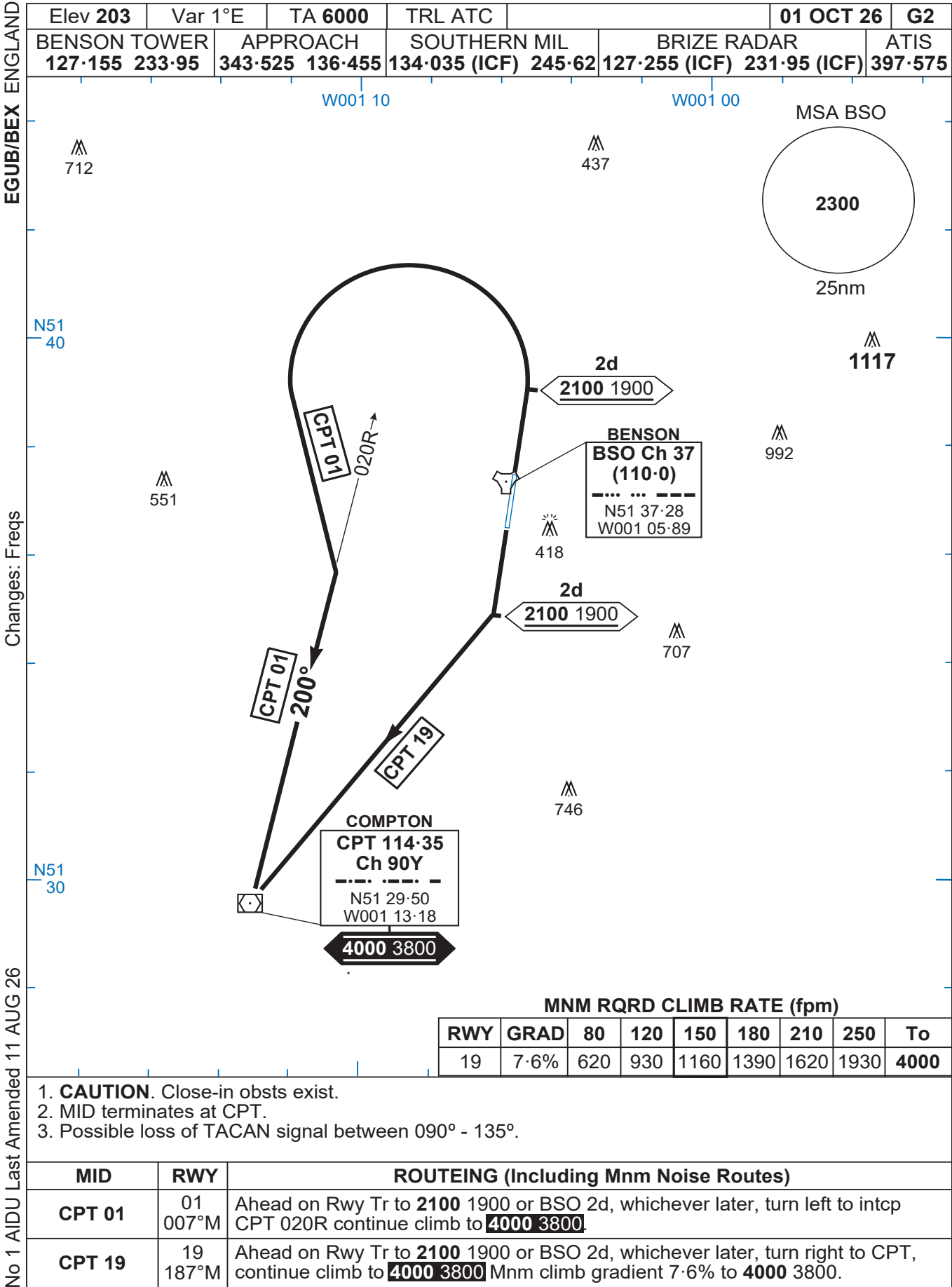
RAMP INS CO-ORDINATES

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COMPTON MID

BENSON

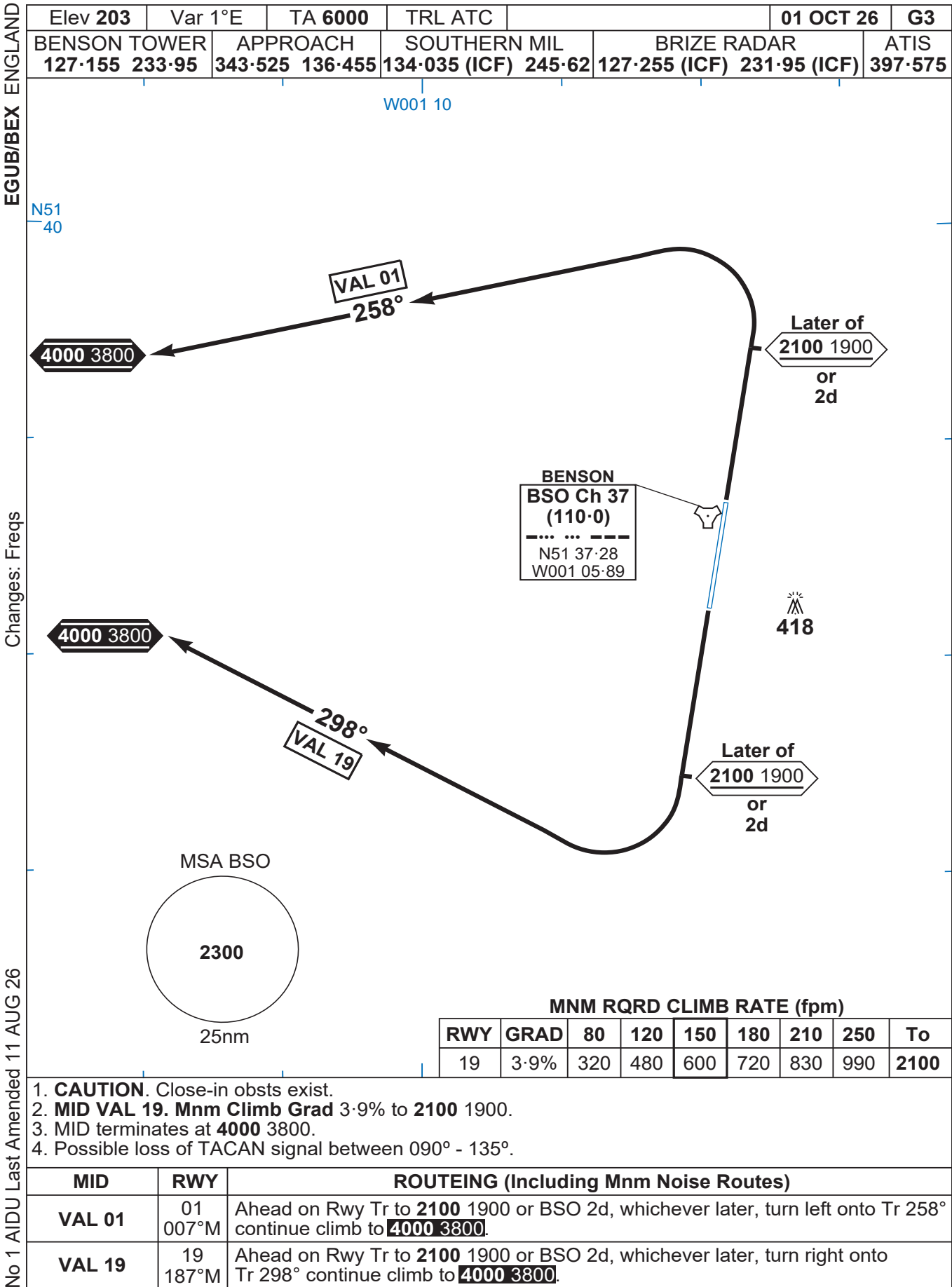


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VALE MID

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RADAR PROCEDURES

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EGUB/BEX ENGLAND

Changes: Freqs

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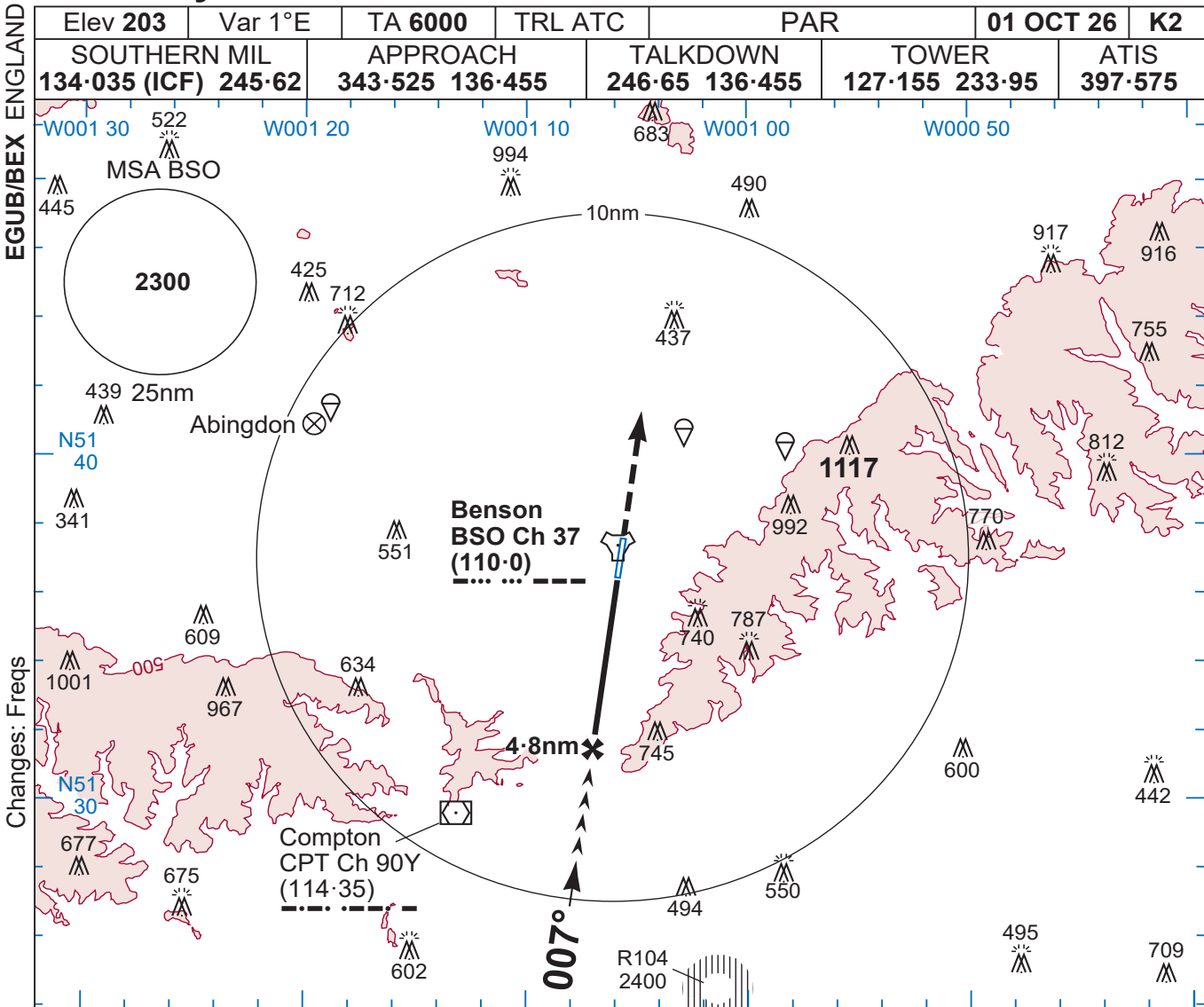
Elev 203		Var 1°E		TA 6000		TRL ATC		01 OCT 26		K1	
SOUTHERN MIL 134·035 (ICF) 245·62				BENSON APP 343·525 136·455		DCTR 342·1	TLKDWN 246·65 136·455		TWR 127·155 233·95		
							BRIZE RDR 127·255 231·95 (ICF)		ATIS 397·575		
RWY QFU	PROC	GP/TCH	RTR	MAPt	CAT	DA/MDA	DH/ MDH	MINIMUM VIS			
01 007°	PAR	3·5°/56	-	-	A	500	330	1300m ❶			
					B	510	340	1300m ❶			
					C	530	360	1400m ❷			
					D	540	370	1500m ❸			
					E	560	390	1600m ❹			
	SRA ❹	3°/50	-	1nm	AB	770	600	1500m ❺			
					CDE	770	600	2400m ❺			
					❶ When ALS inop increase vis to 1500m.						
					❷ When ALS inop increase vis to 1600m.						
					❸ When ALS inop increase vis to 1700m.						
❹ When ALS inop increase vis to 1800m.											
❺ When ALS inop increase vis to 2700m.											
❻ CAUTION. Do not cross 2·5nm below 1020 850.											
19 187°	PAR	3°/46	-	-	A	420	220	800m ❷			
					B	430	230	800m ❷			
					C	440	240	800m ❷			
					D	450	250	800m ❷			
					E	470	270	800m ❸			
	PAR	3·5°/46	-	-	A	430	230	800m ❷			
					B	440	240	800m ❷			
					C	460	260	800m ❸			
					D	470	270	800m ❸			
					E	490	290	800m ❹			
	SRA	3°/50	-	1nm	ABCDE	690	490	1500m ❿			
					❷ When ALS inop increase vis to 1200m.						
	❸ When ALS inop increase vis to 1300m.										
	❹ When ALS inop increase vis to 1400m.										
	❺ When ALS inop increase vis to 2300m.										
❻ MISSED APPROACH. Ahead on Rwy Tr to 2100 1900, call APPROACH.											
CIRCLING MINIMA											
Rwy 01 - PAR 3·5°		MINIMUM MET VIS		Rwy 01 - SRA		MINIMUM MET VIS					
A	680	480	1500m	A	820	620	2700m				
B	700	500	1600m	B	830	630	2700m				
C	890	690	2400m	C	1040	840	2700m				
D	1040	840	3600m	D	1040	840	3600m				
E	1330	1130	3600m	E	1330	1130	3600m				
Rwy 19 - PAR 3° & 3·5°				Rwy 19 - SRA							
A	680	480	1500m	A	820	620	2300m				
B	700	500	1600m	B	960	760	2300m				
C	900	690	2400m	C	1130	930	2400m				
D	1040	840	3600m	D	1150	950	3600m				
E	1330	1130	3600m	E	1330	1130	3600m				
CIRC E of Rwy 01/19 prohibited. For PAR AZI only refer to SRA minima.											
COMMS FAILURE											
a. VMC. Basic ICAO Procedure.											
b. IMC. UK Basic Procedure.											

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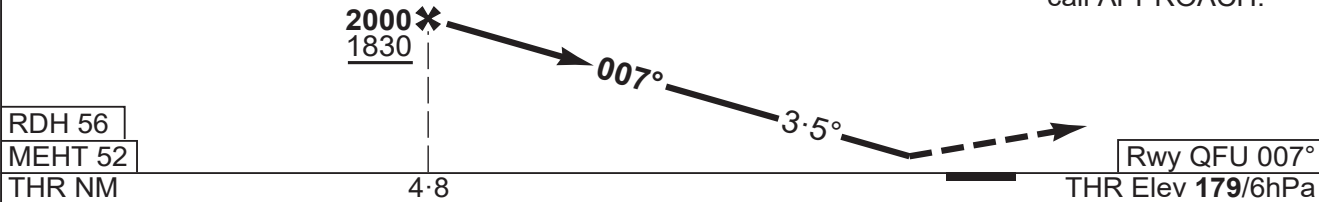
01 OCT 26

PAR Rwy 01 - 3·5°

BENSON



Ahead on Rwy Tr to
2100 1930;
call APPROACH.



No 1 AIDU Last Amended 11 AUG 26

CAT	PAR ③	N/A					CIRC ①
A	500 330 1300m						680 480 1500m
B	510 340 1300m						700 500 1600m
C	530 360 1400m						890 690 2400m
D	540 370 1500m						1040 840 3600m
E	560 390 1600m						1330 1130 3600m
GS (kt)		80	120	150	180	210	
FAF-THR 4·8nm		3:36	2:24	1:55	1:36	1:22	
ROD (fpm) 3·5°		500	740	930	1110	1300	

- ① CIRC prohibited E of Rwy 01/19.
2. PAPIs set at 3°. Not coincident with PAR GP.
- ③ When ALS inop increases vis Cat AB to 1500m, Cat C to 1600m, Cat D to 1700m, Cat E to 1800m.

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PAR Rwy 19 - 3°

BENSON

Elev 203 **Var 1°E** **TA 6000** **TRL ATC** **PAR** **01 OCT 26** **K3**

SOUTHERN MIL
134.035 (ICF) 245.62

APPROACH
343.525 136.455

TALKDOWN
246.65 136.455

TOWER
127.155 233.95

ATIS
397.575

W001 30 **522** **W001 20** **W001 10** **683** **W001 00** **W000 50**

445 **MSA BSO** **425** **712** **994** **490** **917** **916** **755** **812** **770** **600** **442** **709**

2300 **25nm** **Abingdon** **439** **N51 40** **341** **609** **1001** **009** **967** **634** **677** **675** **602** **494** **550** **495**

Benson BSO Ch 37 (110.0)
.... ..

Compton CPT Ch 90Y (114.35)
-.-.-.-.-

R104 2400

10nm **5.5nm** **187°**

Changes: Freqs

Ahead on Rwy Tr to
2100 1900;
call APPROACH.

A diagram showing a path with two segments. The first segment is labeled 3° and the second segment is labeled 187° . A dashed line extends from the end of the second segment. To the right, there is a vertical dashed line and a horizontal line segment labeled $\frac{2000}{1800}$.

RDH 46

MEHT 46

THR NM

Rwv QFU 187°

THR Elev **203**/7hPa
$$\frac{\quad}{5.5}$$

CAT	PAR ②
-----	-------

CAT		PAR ②			CIRC ①		
MIPS	A	420 220 800m	N/A			680 480 1500m	
	B	430 230 800m				700 500 1600m	
	C	440 240 800m				900 690 2400m	
	D	450 250 800m				1040 840 3600m	
	E	470 270 800m				1330 1130 3600m	
GS (kt)		80	120	150	180	210	
FAF-THR 5.5nm		4:08	2:45	2:12	1:50	1:34	
ROD (fom) 3°		420	640	800	960	1110	

1 CIRC prohibited E of Rwy 01/19.

② When ALS inop increase vis Cat ABCD to 1200m and Cat E to 1300m.

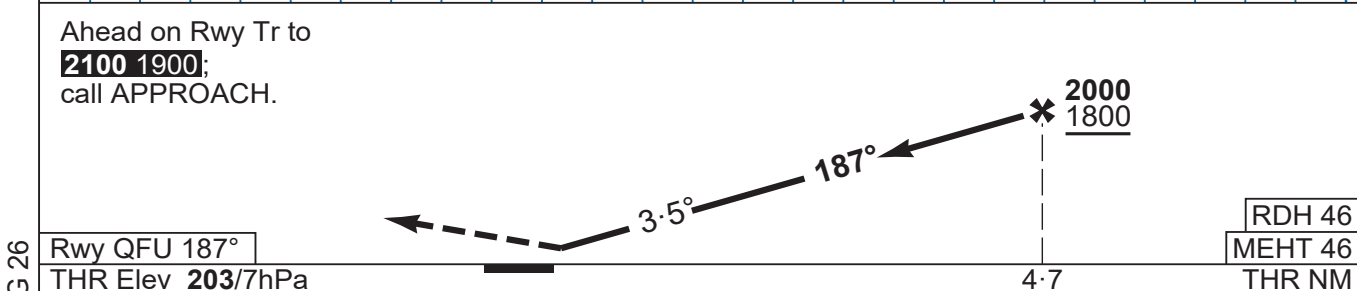
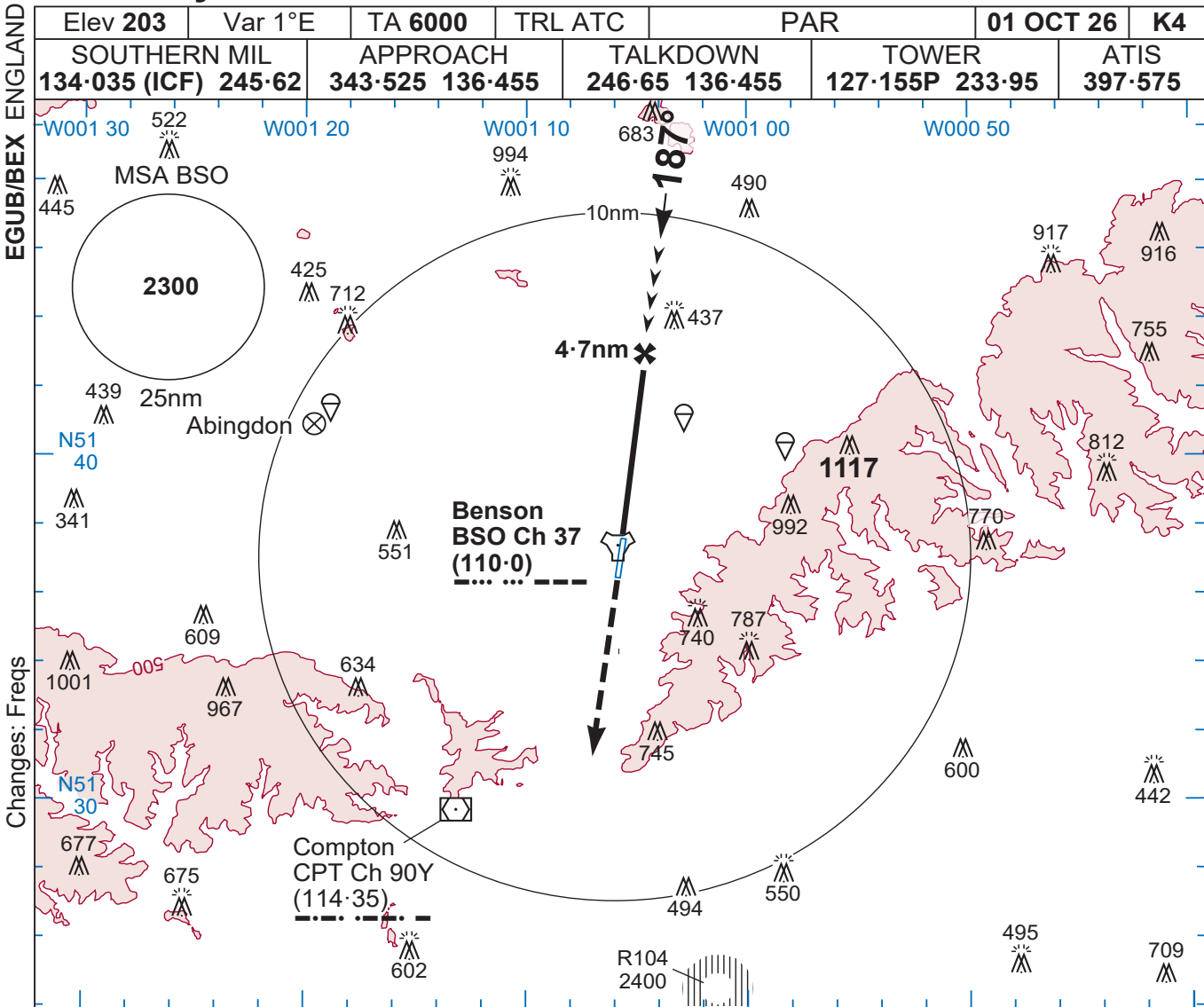
BENSON
PANS-OPS (ICAO)

PAR Rwy 19 - 3°

01 OCT 26

PAR Rwy 19 - 3·5°

BENSON



No 1 AIDU Last Amended 11 AUG 26

CAT		PAR ②		CIRC ①	
MIPS	A	430	230	680	480
	B	440	240	700	500
	C	460	260	900	690
	D	470	270	1040	840
	E	490	290	1330	1130
GS (kt)		80	120	150	180
FAF-THR		4·7nm	3:32	2:21	1:53
ROD (fpm)		3·5°	500	740	930

① CIRC prohibited E of Rwy 01/19.

② When ALS inop increase vis Cat AB to 1200m, Cat CD to 1300m and Cat E to 1400m.

3. PAPIs set at 3°. Not coincident with PAR GP.

SRA Rwy 01

BENSON

EGUB/BEX ENGLAND

Elev 203 Var 1°E TA 6000 TRL ATC SRA 01 OCT 26 K5

SOUTHERN MIL 134·035 (ICF) 245·62 APPROACH 343·525 136·455 TALKDOWN 246·65 136·455 TOWER 127·155 233·95 ATIS 397·575

Changes: Freqs

Abingdon

Benson BSO Ch 37 (110·0)

Compton CPT Ch 90Y (114·35)

MSA BSO 2300

25nm

1nm

2·5nm

5·6nm

007°

3°

2000x1830 SDF 1020 850

Ahead on Rwy Tr to 2100 1930 ; call APPROACH.

MAPt at 1nm.

CAT	SRA ③	CIRC ②
A	770 600	820 620
B	1500m	2700m
C	770 600 2400m	830 630
D		2700m
E		1040 840
		2700m
		1040 840
		3600m
		1330 1130
		3600m

GS (kt)	80	120	150	180	210
FAF-MAPt 4·6nm	3:27	2:18	1:50	1:32	1:19
ROD (fpm)	3°	420	640	800	960
				1110	

1. CAUTION. Procedure hghts are referenced to THR Elev. Circ hghts are referenced to AD elev.
② CIRC prohibited E of Rwy 01/19.
③ When ALS inop increase vis to 2700m.

Rwy QFU 007°

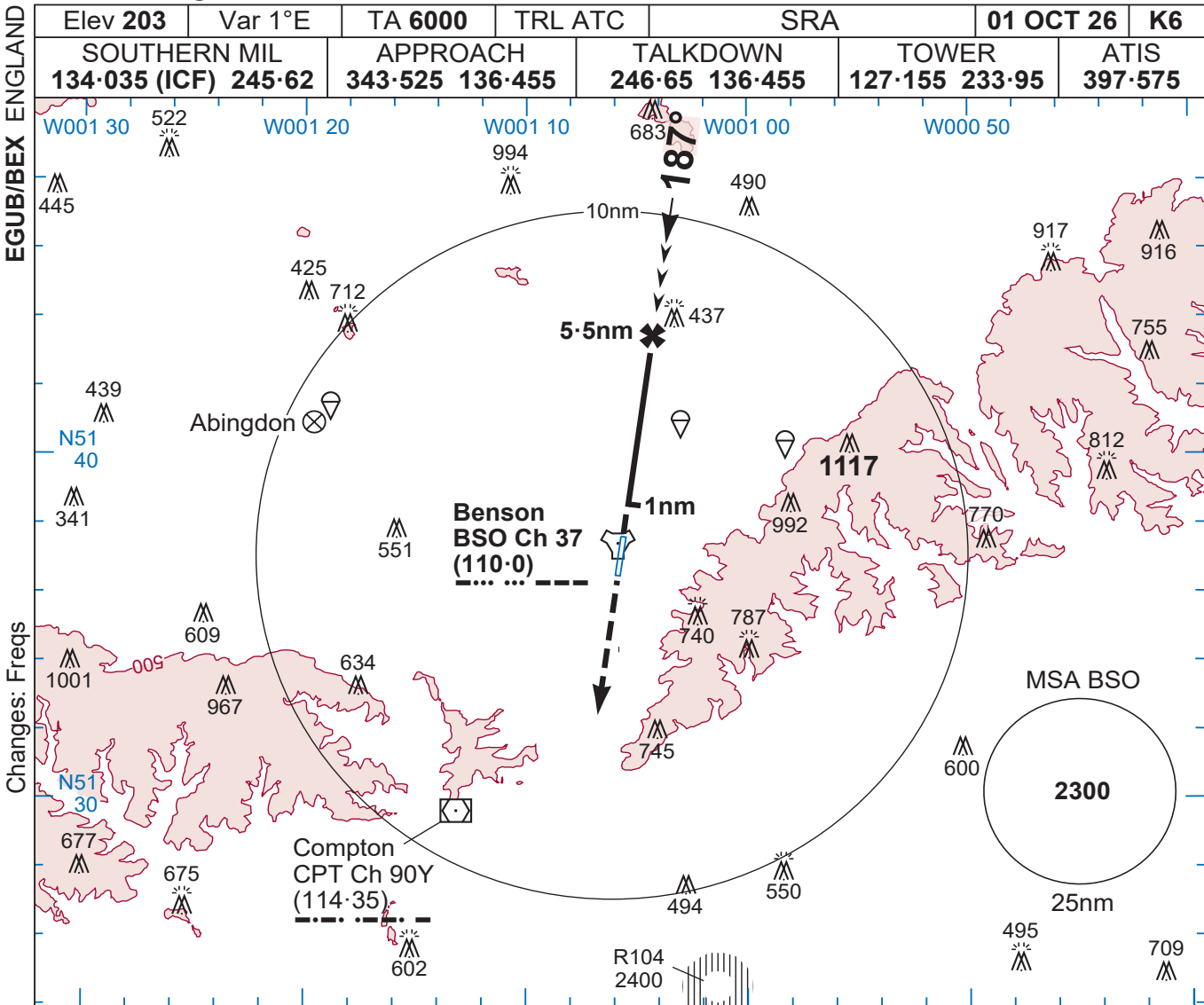
THR Elev 179/6hPa

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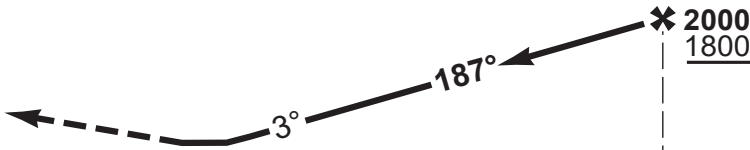
SRA Rwy 19

BENSON



Ahead on Rwy Tr to
2100 1900;
call APPROACH.

MAPt at 1nm.



TCH 50

MEHT 46

THR NM

Rwy QFU 187°

THR Elev **203/7hPa**

CAT	SRA ①	CIRC ②
A	690 490 1500m	820 620 2300m
B		960 760 2300m
C		1130 930 2400m
D		1150 950 3600m
E		1330 1130 3600m
GS (kt)	80 120 150 180 210	
FAF-MAPt 4·5nm	3:23 2:15 1:48 1:30 1:17	
ROD (fpm)	3° 420 640 800 960 1110	

- ① When ALS inop increase vis to 2300m.
② CIRC prohibited E of Rwy 01/19.

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PANS-OPS (ICAO)

SRA Rwy 19

ATC SURVEILLANCE MNM ALTITUDE

BENSON

Elev 203 Var 1°E TA 6000 TRL ATC ARP N51 36.90 W001 05.75 (WGS 84) 01 OCT 26 K7

APPROACH	SOUTHERN MIL	TOWER	ATIS
342.1 136.455	134.035 (ICF) 245.62	233.95 127.155	397.575

EGUB/BEX ENGLAND

Changes: Freqs

Amended 11 AUG 26

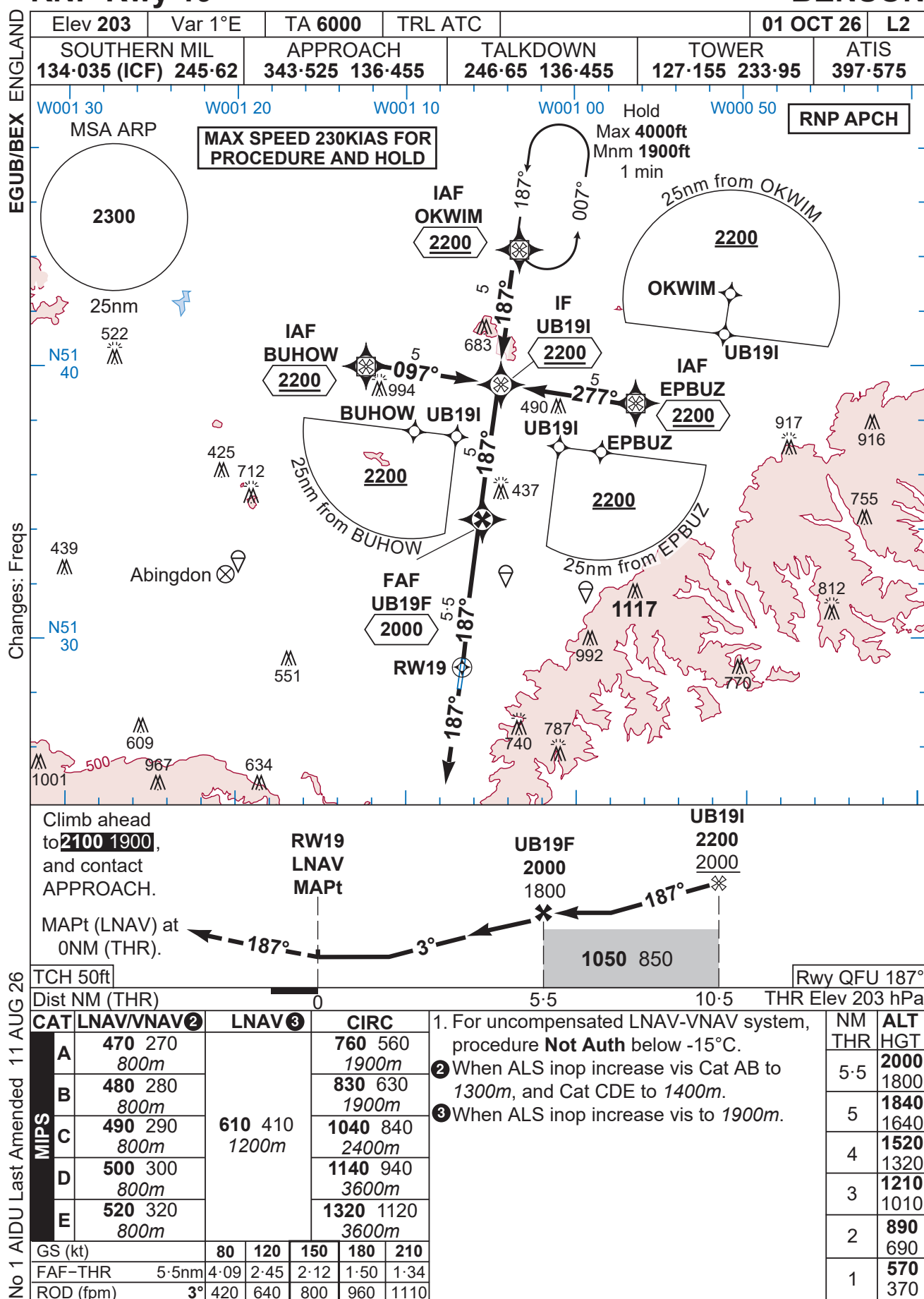
1. **CAUTION.** Chart should only be used for cross check of alts whilst in receipt of an ATC surveillance service.
2. **Comms Failure.** In the event of complete radio comms failure in an aircraft, the pilot is to adopt the appropriate procedures described in RADAR PROCEDURES K1.
3. Levels shown are based on QNH

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ATC SURVEILLANCE MNM ALTITUDE

RNP Rwy 19

BENSON



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PANS-OPS (ICAO)

RNP Rwy 19

09 JUL 26

IAP CODING TABLES Rwy 01

BENSON

EGUB/- ENGLAND

Changes: OSFEL coordinates

No 1 AIDU Last Amended 27 MAY 26

Elev 203		Var 1°E							09 JUL 26	L3
BENSON RNP RWY 01 - Instrument Approach Procedure via EZTUH										
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
RW01R	001	IF	EZTUH	-	-	-	2400	230	N51 25 16·91 W001 00 14·52	IAF
RW01R	002	TF	UB01I	-	277° (277·89°)	RIGHT	2200	230	N51 25 57·77 W001 08 09·44	IF/ 10·6nm
RW01R	003	TF	UB01F	-	007° (007·80°)	-	2000	230	N51 30 54·68 W001 07 04·26	FAF/ 5·6nm
RW01R	004	TF	RW01	Y	007° (007·81°)	-	-	230	N51 36 24·93 W001 05 51·50	MAPt
RW01R	005	CA	-	-	007° (007·83°)	-	2100	230	-	-
BENSON RNP RWY 01 - Instrument Approach Procedure via OSFEL										
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
RW01C	001	IF	OSFEL	-	-	-	2400	230	N51 21 00·84 W001 09 14·35	IAF
RW01C	002	TF	UB01I	-	007° (007·79°)	-	2200	230	N51 25 57·77 W001 08 09·44	IF/ 10·6nm
RW01C	003	TF	UB01F	-	007° (007·80°)	-	2000	230	N51 30 54·68 W001 07 04·26	FAF/ 5·6nm
RW01C	004	TF	RW01	Y	007° (007·81°)	-	-	230	N51 36 24·93 W001 05 51·50	MAPt
RW01C	005	CA	-	-	007° (007·83°)	-	2100	230	-	-
BENSON RNP RWY 01 - Instrument Approach Procedure via UMDEF										
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
RW01L	001	IF	UMDEF	-	-	-	2200	230	N51 26 38·10 W001 16 04·59	IAF
RW01L	002	TF	UB01I	-	097° (097·68°)	LEFT	2200	230	N51 25 57·77 W001 08 09·44	IF/ 10·6nm
RW01L	003	TF	UB01F	-	007° (007·80°)	-	2000	230	N51 30 54·68 W001 07 04·26	FAF/ 5·6nm
RW01L	004	TF	RW01	Y	007° (007·81°)	-	-	230	N51 36 24·93 W001 05 51·50	MAPt
RW01L	005	CA	-	-	007° (007·83°)	-	2100	230	-	-

BENSON

IAP CODING TABLES Rwy 01

IAP CODING TABLES Rwy 19

BENSON

EGUB/- ENGLAND

Changes: New Chart

No 1 AIDU Last Amended 17 APR 26

Elev 203		Var 1°E								11 JUN 26	L4
BENSON RNP RWY 19 - Instrument Approach Procedure via BUHOW											
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	
RW19R	001	IF	BUHOW	-	-	-	2200	230	N51 48 26.73 W001 11 19.70	IAF	
RW19R	002	TF	UB19I	-	097° (097.76°)	RIGHT	2200	230	N51 47 45.99 W001 03 20.52	IF/ 10.5nm	
RW19R	003	TF	UB19F	-	187° (187.86°)	-	2000	230	N51 42 49.13 W001 04 26.49	FAF/ 5.5nm	
RW19R	004	TF	RW19	Y	187° (187.83°)	-	-	230	N51 37 23.36 W001 05 38.60	MAPt	
RW19R	005	CA	-	-	187° (187.83°)	-	2100	230	-	-	
BENSON RNP RWY 19 - Instrument Approach Procedure via OKWIM											
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	
RW19C	001	IF	OKWIM	-	-	-	2200	230	N51 52 42.83 W001 02 14.29	IAF	
RW19C	002	TF	UB19I	-	187° (187.88°)	-	2200	230	N51 47 45.99 W001 03 20.52	IF/ 10.5nm	
RW19C	003	TF	UB19F	-	187° (187.86°)	-	2000	230	N51 42 49.13 W001 04 26.49	FAF/ 5.5nm	
RW19C	004	TF	RW19	Y	187° (187.83°)	-	-	230	N51 37 23.36 W001 05 38.60	MAPt	
RW19C	005	CA	-	-	187° (187.83°)	-	2100	230	-	-	
BENSON RNP RWY 19 - Instrument Approach Procedure via EPBUZ											
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	
RW19L	001	IF	EPBUZ	-	-	-	2200	230	N51 47 04.76 W000 55 22.21	IAF	
RW19L	002	TF	UB19I	-	277° (277.97°)	LEFT	2200	230	N51 47 45.99 W001 03 20.52	IF/ 10.5nm	
RW19L	003	TF	UB19F	-	187° (187.86°)	-	2000	230	N51 42 49.13 W001 04 26.49	FAF/ 5.5nm	
RW19L	004	TF	RW19	Y	187° (187.83°)	-	-	230	N51 37 23.36 W001 05 38.60	MAPt	
RW19L	005	CA	-	-	187° (187.83°)	-	2100	230	-	-	

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IAP CODING TABLES Rwy 19

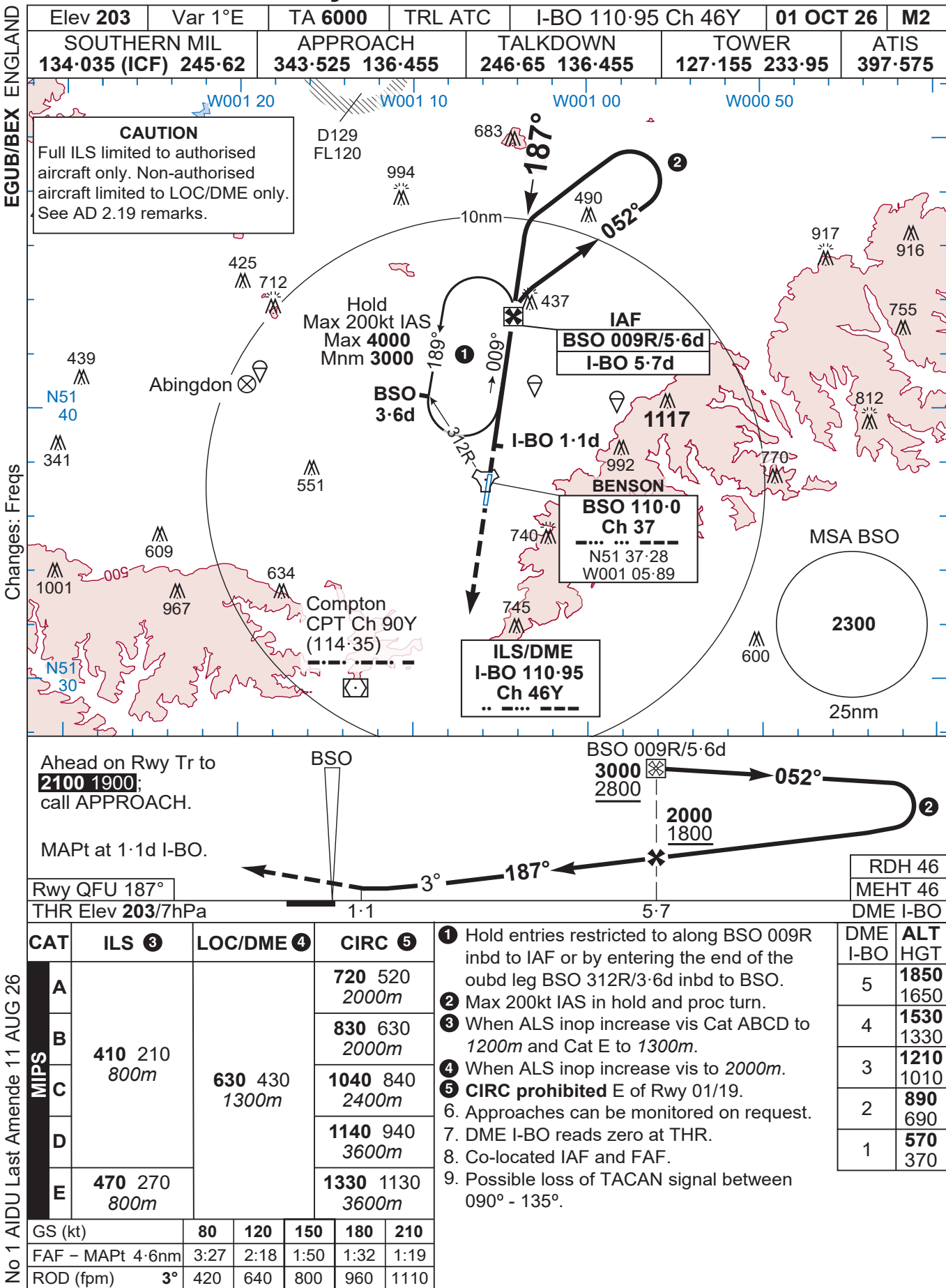
VOR to ILS/DME Rwy 19

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TAC to ILS/DME Rwy 19

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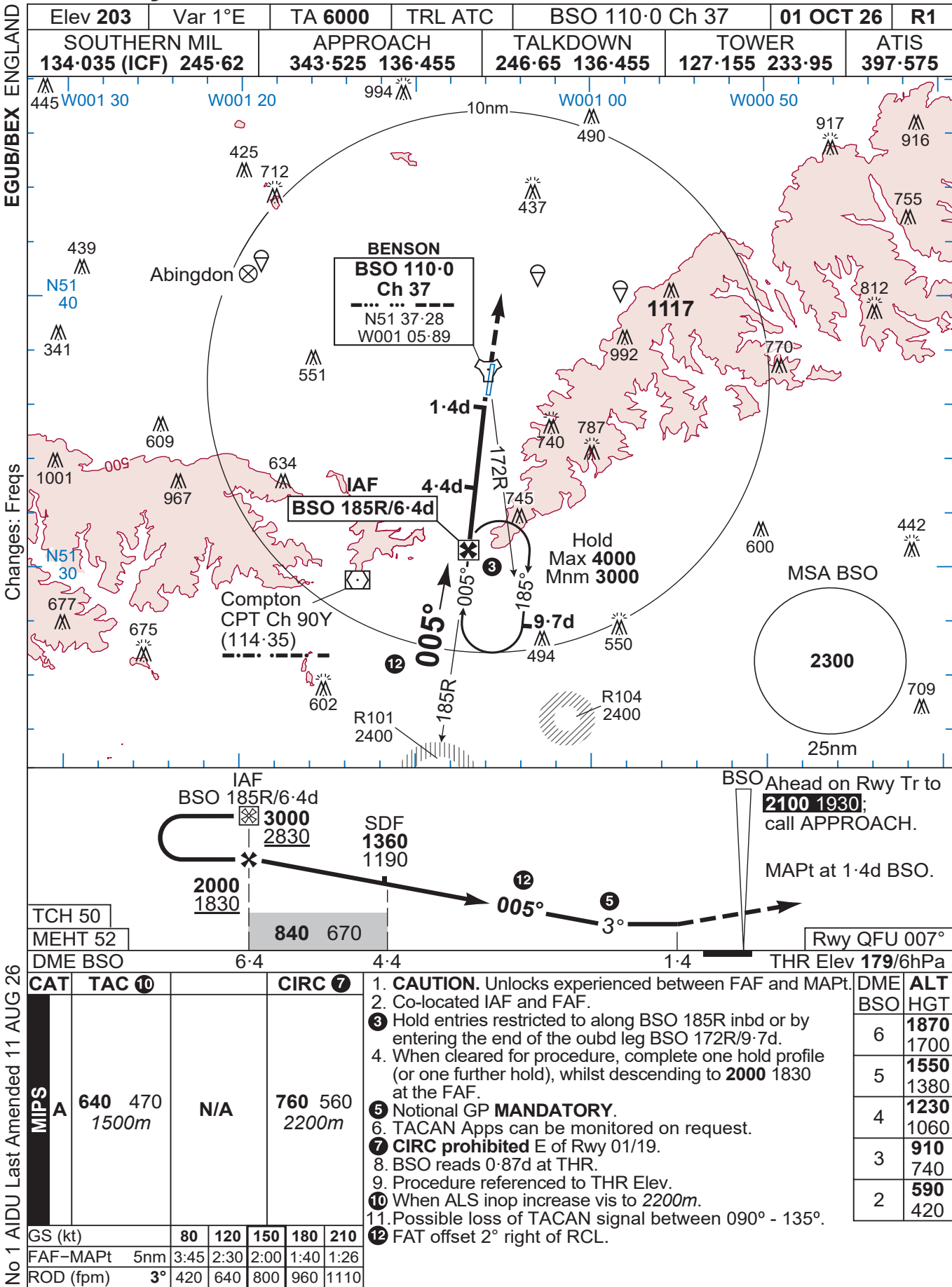
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TAC to ILS/DME Rwy 19

TAC Rwy 01

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BENSON

TAC Rwy 01

TAC Rwy 19

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EGUB/BEX ENGLAND

Elev 203 Var 1°E TA 6000 TRL ATC BSO 110.0 Ch 37 01 OCT 26 R2

SOUTHERN MIL 134.035 (ICF) 245.62 APPROACH 343.525 136.455 TALKDOWN 246.65 136.455 TOWER 127.155 233.95 ATIS 397.575

W001 30 W001 20 W001 10 W001 00 W000 50

445 522 994 490 437 917 916 755 812 770 992 1117 740 787 745 494 550 600 442 709

10nm 191° 056° 191° 011° 3.3d 0.6d

Hold Max 4000 Mnm 3000

BSO 110.0 Ch 37 N51 37.28 W001 05.89

Abingdon

Compton CPT Ch 90Y (114.35)

MSA BSO 2300 25nm

R101 2400 R104 2400

Ahead on Rwy Tr to 2100 1900; call APPROACH. MAPt at 0.6d BSO.

BSO IAF BSO 011R/5.6d 3000 2800 2000 1800 056° 191° 3°

Rwy QFU 187° THR Elev 203/7hPa 0.6 5.6

TCH 50 MEHT 46 DME BSO

MIPS		TAC 7		CIRC 3	
A	650 450 1400m	N/A	800 600 2100m		

- Hold entries restricted to along BSO 011R inbd to IAF or by entering the end of the oubd leg BSO 331R/3.3d inbd BSO.
- Notional GP mandatory.
- CIRC prohibited E of Rwy 01/19.
- Co-located IAF and FAF.
- TACAN Apps can be monitored on request.
- BSO reads 0.19d at THR.
- When ALS inop increase vis to 2100m.
- FAT offset 4° left of RCL.
- Possible loss of TACAN signal between 090° - 135°.

DME BSO	ALT HGT
5	1800 1600
4	1480 1280
3	1170 970
2	850 650

GS (kt)	80	120	150	180	210
FAF-MAPt 5nm	3:45	2:30	2:00	1:40	1:26
ROD (fpm)	3° 420	640	800	960	1110

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AIRAC 10/26

11 JUN 26

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