

27 NOV 25

EGDR AD 2.1 - LOCATION INDICATOR AND NAME

EGDR - CULDROSE

EGDR AD 2.2 - AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP Co-ordinates and site at AD:	50 05 07.43N 005 15 14.66W	Mid-point of Runway 11/29
2	Direction and distance from City:	1nm SE of Helston	
3	Elevation/Reference Temperature:	268ft / 19°C	
4	Magnetic Variation / Annual Change:	1° 41'W (SEP 19) / 0° 11' decreasing	
5	Geoid Undulation at AD Elev Position:	----	
6	AD Administration: Address: Telephone: Fax: E-mail: Web site:	Royal Navy Royal Naval Air Station Culdrose Helston Cornwall TR12 7RH Mil: 93781 2415 Civ: 01326 55 x2415 Mil: 93781 2538 (Ops) Civ: 01326 573589 (Ops)	
7	Types of Traffic Permitted (IFR/VFR):	IFR/VFR	
8	Remarks:	Nil	

EGDR AD 2.3 - OPERATIONAL HOURS

1	AD:	1000-1700L (1100-1930L) Mon – Thu. 0830-1400L Fri. Modified by NOTAM. PPR for civ visiting aircraft. 24 hour PPR for mil visiting aircraft. Operational night flying may take place outside of these hours. Note 1: (British Summer Time)
2	Customs and Immigration:	By arrangement
3	Health and Sanitation:	By arrangement
4	AIS Briefing Office:	HO
5	ATS Reporting Office (ARO):	H24
6	MET Briefing Office:	H24
7	ATS:	1000-1700L (1100-1700L) Mon – Thu. 0830-1400L Fri. Note 1: (British Summer Time)
8	Fuelling:	HO
9	Handling:	HO
10	Security:	H24
11	De-Icing:	HO (01 Nov-30 Apr)
12	Remarks:	Military gliding takes place SR-SS at weekends and public holidays. Launch height SFC to 2,000ft AGL. Activity information is available on 118.685 MHz (Culdrose Gliding).

EGDR AD 2.4 - HANDLING SERVICES AND FACILITIES

1	Cargo Handling Facilities:	Fork Lift Trucks - (Counter Balance & Side Lifter), Hi Ab Lorry Mounted Crane, Crane.
2	Fuel/Oil /HydraulicTypes:	F44. O-123, 134, 135, 142, 147, 149, 155, 156, 160, 176. H-515.
3	Fuelling Facilities/Capacity:	13x Refuel bowsers - 8x 9000L, 5x 20,000L.
4	Oxygen:	LHOX.
5	De-Icing Facilities:	S-737, 745.
6	Starting Units:	E3, 4, 11, 12. C1, 5, 6.
7	Hangar space for visiting aircraft:	Limited. Subject to prior arrangement.
8	Repair facilities for visiting aircraft:	Limited. Subject to aircraft type.
9	Remarks:	F44 subject to availability, 2x Knight Sprayers, 2x Team 600 De-icers aval.

EGDR AD 2.5 - PASSENGER FACILITIES

1	Accommodation:	Accommodation only in Service messes.
2	Medical Facilities:	Sick Bay.
3	Remarks:	Nil.

EGDR AD 2.6 - RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for Fire Fighting:	Crash Category ICAO 5. Category ICAO 6 available with 48hrs prior arrangement.
2	Rescue Equipment:	As required for Crash Category ICAO 5.
3	Capability for removal of disabled aircraft:	30 ton crane. Tractors and trucks. Columbus sledge and caterpillar truck.

EGDR AD 2.7 - SEASONAL AVAILABILITY - CLEARING

1	Type of Clearing equipment:	2x AS900 Sweepers converted to snow plough or fitted with brushes, 1x Gritter with Buffers, 1x MAT Tractor with plough.
2	Remarks:	Braking action assesment by Mu- Meter. Latest available information from ATC.

EGDR AD 2.8 - APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surfaces:	Apron	Surface	Strength	
		A Site	Asphalt/ Concrete	PCN21 R/C/X/T	
		B, C and D Sites	Asphalt/ Concrete	Various	
		E Site	Concrete	PCN17 R/C/X/T	
		F Site	Concrete	PCN25 F/C/X/T	
		G and H Site	Not maintained		
2	Taxiway width, surface and strength:	Taxiway	Width	Surface	Strength
		G, H, Z, A, B	14.5m	Asphalt	PCN13 F/C/X/T
		F, E, D, Y, V, C	14.5m	Asphalt	PCN25 F/C/X/T
		T, L	14.5m	Concrete	PCN13 F/C/W/T
		Hangar Floors			LCG IV
3	Altimeter Check Location and Elevation:	N/A			
4	VOR Checkpoints: INS Checkpoints:	N/A N/A			
5	Remarks:	TWY B and F slippage possible due to non-compliant gradients. D site marking paint non-compliant.			

EGDR 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:	E Site only. Yellow taxiway markings & parking slot guidance with ground marshallars.
2	Runway & taxiway markings & lighting:	Runway: Standard markings and lighting Taxiway: Standard markings and centreline lighting
3	Stop Bars and runway guard lights:	9 red lights.
4	Other runway protection measures:	Nil.
5	Remarks:	Visiting aircraft parking available E site.

EGDR AD 2.10 - AERODROME OBSTACLES

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

26 DEC 24

EGDR AD 2.11 - METEOROLOGICAL INFORMATION		
1	Associated MET Office:	Culdrose
2	Hours of service: MET Office outside hours:	H24 -----
3	Office responsible for TAF information: Periods of validity:	Culdrose 9 hours
4	Type of landing forecast: Interval of issuance:	TAF 3 hourly during operational hours.
5	Briefing/consultation provided:	Personal / Telephone / Fax
6	Flight documentation: Language(s) used:	Charts / TAFs / METARs Abbreviated plain language text
7	Charts and other information available for briefing or consultation:	Actual / Forecast surface analyses and upper wind charts, rainfall radar, tephigrams, satellite imagery, thunderstorm location
8	Supplementary equipment available for providing information:	PC Data display - ODS / NIMBUS, MOMIDS
9	ATS units provided with information:	RNAS Predannack
10	Additional information (limitation of services etc):	Nil.
11	Remarks:	Nil.

EGDR 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
11RHC	112.83°	1830 x 45	PCN 25/F/B/X/T Asphalt	N50 05 18.91 W005 15 57.07	257.71ft TDZE 257.71ft
29LHC	292.84°	1830 x 45	PCN 25/F/B/X/T Asphalt	N50 04 55.93 W005 14 32.25	267.52ft TDZE 267.52ft
06RHC	063.01°	1045 x 45	PCN 13/F/B/X/T Asphalt	N50 05 06.81 W005 15 48.29	252.4ft TDZE 258.4ft
24LHC	243.02°	1045 x 45	PCN 13/F/B/X/T Asphalt	N50 05 22.12 W005 15 01.56	264.57ft TDZE 264.57ft
18LHC	178.48°	1056 x 45	PCN 13/F/B/X/T Asphalt	N50 05 24.00 W005 15 06.53	260.6ft TDZE 267.16ft
36RHC	358.48°	1056 x 45	PCN 13/F/B/X/T Asphalt	N50 04 49.94 W005 15 05.12	253.9ft TDZE 263.88ft
Desig & Slope of Rwy/Swy	Stopway Dimensions (m)	Clearway Dimensions (m)	Strip Dimensions (m)	OFZ	
7	8	9	10	11	
11 - 0.16%U	Nil	39 x 150	1890 x 300	-	
29 - 0.16%D	Nil	31 x 150	1890 x 300	-	
06 - 0.35%U	Nil	2 x 150	1103 x 150	-	
24 - 0.35%D	Nil	2 x 150	1103 x 150	-	
18 - 0.21%D	Nil	2 x 150	1113 x 150	-	
36 - 0.21%U	Nil	2 x 150	1113 x 150	-	
12	Arresting Systems				
	Nil.				
13	Remarks	a. RESAs to RWY 06/24, 18/36 and 29 are non compliant due to perimeter fence proximity. b. FW IFR apps to 18/36 not permitted. c. Runway Condition Report for runways in use for fixed wing aircraft is to be assumed as 6,6,6, dry, dry, dry unless informed otherwise on Culdrose ATIS or by Culdrose ATC.			

EGDR AD 2.13 - DECLARED DISTANCES

Runway	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
11	1,830	1,868	1,830	1,830	TORA = Thr 11 to Thr 29 TODA = End to End LDA = Thr 11 to Thr 29 ASDA = Thr 11 to Thr 29
29	1,830	1,860	1,830	1,830	TORA = Thr 29 to Thr 11 TODA = End to End LDA = Thr 29 to Thr 11 ASDA = Thr 29 to Thr 11
06	1,045	1,045	1,045	1,043	TORA = End to End TODA = End to End LDA = Thr 06 to End ASDA = End to End
24	1,045	1,045	1,045	1,044	TORA = End to End TODA = End to End LDA = Thr 24 to End ASDA = End to End
18	1,056	1,056	1,056	1,055	TORA = End to End TODA = End to End LDA = Thr 18 to End ASDA = End to End
36	1,056	1,056	1,056	1,053	TORA = End to End TODA = End to End LDA = Thr 36 to End ASDA = End to End

EGDR 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
11	CL2B 1,283ft/391m HI	Green HI Uni Elevated Green Wingbars	PAPI 3° 145m (26ft)	Nil	Nil	Elevated but flush at intersection White HI Uni, 30m White LI Omni, 90m	Red	Red
29	CL5B 2,992ft/912m HI	Green HI Uni Elevated Green Wingbars	PAPI 3° 145m (26ft)	Nil	Nil	Elevated but flush at intersection White HI Uni, 30m White LI Omni, 90m	Red	Red
06	CL2B 1,096ft/334m	Green & Red Filters LI Bi	PAPI 3° 155m (31ft)	Nil	Nil	Elevated but flush at intersection White LI Omni, 60m	Red	Nil
24	CL2B 1,161ft/354m	Green & Red Filters LI Bi	PAPI 3° 158m (33ft)	Nil	Nil	Elevated but flush at intersection White LI Omni, 60m	Red	Nil
18	CL2B 1,168ft/356m	Green & Red Filters LI Bi	PAPI 3° 148m (36ft)	Nil	Nil	Elevated but flush at intersection White LI Omni, 60m	Red	Nil
36	Flight Path Alignment Guidance System 197ft/60m Low Intensity - Omni	Green & Red Filters LI Bi	PAPI 3° 136m (32ft)	Nil	Nil	Elevated but flush at intersection White LI Omni, 60m	Nil	Nil
10	Remarks:		a. All approach lighting non compliant due to installation prior to introduction of MADS. b. RWY 18/36 and 06/24 non compliant for precision approach due to spacing and no high intensity side lighting. c. AD chart not updated to reflect Rwy 36 FPAG lighting.					

17 APR 25

EGDR AD 2.15 - OTHER LIGHTING, SECONDARY POWER SUPPLY

1	A Bn/I Bn location, characteristics and hours of operation:	I Bn: 'CU' - • - • • - HO. Red.
2	Anemometer location and lighting:	ATC Tower. Red Obstruction light.
3	Taxiway edge and centreline lighting:	Green centreline lighting.
4	Secondary power supply: Switch-over time:	Yes. Uninterrupted power supply system.
5	Remarks:	Nil.

EGDR AD 2.16 - HELICOPTER LANDING AREA

1	Location:	Left and right of all runways and all open grass areas. Helicopter landing areas are established in the vicinity of compass bases at W and E.
2	Elevation:	268ft.
3	Lighting:	Nil.
4	Remarks:	During night flying Helo standard glims are used for helos operating to the field.

EGDR AD 2.17 - ATS AIRSPACE

Culdrose 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/>

Culdrose ATZ.

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

EGDR AD 2.18 - ATS COMMUNICATION FACILITIES

Service Designation	Callsign	Frequency MHz	Hours of Operation		Remarks
			Winter	Summer	
1	2	3	4		5
APP	Culdrose Approach	282-575(L)(M) 134-055(L)(M)	HO	HO	(L) LARS Frequency. (M) MATZ Crossing Frequency.
RAD	Culdrose Radar	279-700 375-700	HO	HO	
DIR	Culdrose Director	231-775 123-300*			* NATO Common Frequency. Available on request only.
PAR	Culdrose Talkdown	336-300 336-525 123-300*	HO	HO	* NATO Common Frequency. Available on request only.
TWR	Culdrose Tower	370-650 122-100*	HO	HO	* NATO Common Frequency. Available on request only.
GND	Culdrose Ground	241-925	HO	HO	
ATIS	Culdrose Information	278-900	HO	HO	
A / G Stn	Station Ops	5696	HO	HO	

30 OCT 25

EGDR 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
U/VDF		378-550 313-600 241-400 243-000 134-055 123-300 121-500	HO	HO			
NDB	CUL	370-000	HO	HO	N50 04 56-95 W005 14 55-04		
ILS/DME Rwy 29	I-CUL	109-750 Ch34Y	HO	HO	N50 04 55-73 W005 14 40-74	268ft	QFU 293° DME reads 0d at THR
Glidepath		333-050			N50 04 55-64 W005 14 40-81		3° ILS Ref Datum Height 22ft
Localiser		109-750			N50 05 20-98 W005 16 04-75		LOC 293°
Remarks:	ILS Reference Datum Height of 22ft AGL does not conform with ICAO recommendation of 50ft/15m. ILS usable with no restrictions. ILS Rwy 29, DME & LOC identifications are not synchronized. Remote Light Signal capable of displaying red, green and white signals (white lamp may appear yellow) are in operation, affixed to the Aircraft Last Look Check (ALLC) Digital Camera which is displaced to the right of the threshold of rwy 11RH/29. Pyrotechnics are no longer in use.						

EGDR AD 2.20 - LOCAL TRAFFIC REGULATIONS

1	Airport regulations a. PPR 24 hours ext 2620. b. Not available to non-RT aircraft.
2	Ground Movement a. Dedicated Ground Frequency. b. All aircraft to use hard surfaces only.
3	CAT II/III Operations Nil.
4	Warnings a. Rotary wing circuits are flown to the left and right of rwy in use, more than one rwy may be in use at the same time. b. Helicopters not above 500ft QFE when operating within 2nm of the AD. c. SRA approaches to Runways incorporate step-down fixes. Mandatory 3° glideslope to SRAs to Rwy 36 and 29. d. All SRA approaches will terminate at 1nm, due to equipment limitations. RA3293(1) refers. e. Increasing numbers of Canada Geese nesting in local area and transiting the main instrument runway, approach and climbout. Aircrew are requested to report significant sightings of Canada Geese to ATC. g. Aircraft recovering to the circuit suffering an RT or Total Electrics failure will now receive all downwind lamp signals iaw RA3279 from the VCP. All clearances will be from the Remote Light Signal.
5	Helicopter Operations a. Helicopter circuits at 1,000ft QFE. b. Landing clearance valid for whole of Rwy.
6	Use of Runways Runway 11/29 primary runway for fixed-wing / heavy and fast-jets.
7	Training a. Aerodrome used extensively for Helicopter aircrew training. b. Visiting aircraft should book in advance. Acceptance may be cancelled at short notice due to traffic density.

10 JUL 25

EGDR AD 2.21 - NOISE ABATEMENT PROCEDURES

- a. Night circuits orientated away from Helston.
- b. Use of Re-heat to be minimised.
- c. Fixed-wing run and breaks not below 1,000ft QFE.
- d. Visual circuits to be approved.

EGDR AD 2.22 - FLIGHT PROCEDURES

1	Procedures for in bound aircraft:	a. Visiting aircraft to contact APP before range 20nm. b. Radar recovery MANDATORY. c. SRA procedures terminate at 1nm for all runways.
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	a. All precision approaches have a TCH of less than 32ft, non compliant with STANAG.	

EGDR AD 2.23 - ADDITIONAL INFORMATION

Visiting aircraft requiring a refuel must provide a qualified crew member to connect/disconnect hose to/from aircraft.
 Deadside: North of Rwy 11RH/29 at 1000ft QFE.
 Routine pressure setting used at Culdrose is QFE. QNH instrument approaches are available on request.

EGDR AD 2.24 - CHARTS RELATING TO THIS AERODROME

Terminal Approach Procedure Charts

B1	Special Procedures	AD 2 - EGDR - 1 - 9
D1	Aerodrome Chart	AD 2 - EGDR - 1 - 10
E1	Taxi Chart	AD 2 - EGDR - 1 - 11
F1	Ramp Chart	AD 2 - EGDR - 1 - 12
G1	MIDs	AD 2 - EGDR - 1 - 13
K1	Radar Procedures (1)	AD 2 - EGDR - 1 - 14
K2	Radar Procedures (2)	AD 2 - EGDR - 1 - 15
K3	PAR Rwy 06	AD 2 - EGDR - 1 - 16
K4	PAR Rwy 11	AD 2 - EGDR - 1 - 17
K5	PAR Rwy 18	AD 2 - EGDR - 1 - 18
K6	PAR Rwy 24	AD 2 - EGDR - 1 - 19
K7	PAR Rwy 29	AD 2 - EGDR - 1 - 20
K8	SRA Rwy 06	AD 2 - EGDR - 1 - 21
K9	SRA Rwy 11	AD 2 - EGDR - 1 - 22
K10	SRA Rwy 18	AD 2 - EGDR - 1 - 23
K11	SRA Rwy 24	AD 2 - EGDR - 1 - 24
K12	SRA Rwy 29	AD 2 - EGDR - 1 - 25
K13	SRA Rwy 36	AD 2 - EGDR - 1 - 26
K14	ATC Surveillance MNM Alt	AD 2 - EGDR - 1 - 27
M1	ILS/DME Rwy 29	AD 2 - EGDR - 1 - 28
M2	NDB/ILS/DME Rwy 29	AD 2 - EGDR - 1 - 29
P1	NDB/DME Rwy 06	AD 2 - EGDR - 1 - 30
P2	NDB/DME Rwy 24	AD 2 - EGDR - 1 - 31
P3	NDB/DME Rwy 11	AD 2 - EGDR - 1 - 32
P4	NDB/DME Rwy 36	AD 2 - EGDR - 1 - 33
P5	NDB/DME Rwy 18	AD 2 - EGDR - 1 - 34
P6	NDB/DME Rwy 29	AD 2 - EGDR - 1 - 35

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SPECIAL PROCEDURES

CULDROSE

Elev 268	Var 1°W	TA 3000	TRL ATC		10 JUL 25	B1
GENERAL						
1. High intensity Heli Ops at CULDROSE and PREDANNACK (5nm South). 2. DEADSIDE. N of Rwy 11RH/29 at 1000ft QFE. Rotary wing circuits are flown to the left and right of rwy in use, more than one rwy may be in use at the same time. 3. Possible simultaneous 2-rwy Ops. 4. Rwys 11, 06/24 and 18 have non-compliant approach lighting for Cat 1 precision approaches; precision approaches can continue. 5. Rwy condition report for rwys in use for fixed-wing acft assumed to be 6,6,6, dry, dry, dry unless informed otherwise on ATIS or by ATC. 6. Remote light signal capable of displaying red, green and white signals (white lamp may appear yellow) are in operation, affixed to the Acft Last Look Check (ALLC) digital camera which is displaced to the right of the THR of rwy 11RH/29. Pyrotechnics are no longer in use. 7. Acft recovering to the cct suffering an RCF or total electrics failure will now receive all downwind lamp signals from the VCP. All clearances will be from the ALLC remote light signal.						
NOISE ABATEMENT						
GENERAL						
8. Published noise abatement procedures are mandatory, however, they may be departed from, at any time, to the extent necessary for avoiding immediate danger or for complying with ATC instruction. 9. Pilots are reminded to conduct their flights in a manner calculated to cause the least practicable disturbance in areas surrounding the AD.						
PRACTICE DIVERSIONS						
10. Prior permission required for all practice diversions. Approaches will not normally be permitted after 2200hr (local). Any acft carrying out a practice diversion is to follow a published instrument approach.						
CIRCUIT FLYING-FIXED-WING						
11. Direction: a. Rwys 18, 24 and 29 - LHC. b. Rwys 06, 11 and 36 - RHC. Note. Where possible acft are to avoid overflying Helston.						
VISITING AIRCRAFT						
12. ARRIVALS. Visiting fixed-wing acft are to call CULDROSE APPROACH at least 20nm from Culdrose. Pilots are to carry out an instrument approach or a Radar-to-visual Straight-In-Approach. VFR joins are not normally permitted. Visiting rotary-wing acft are to avoid built up areas, particularly Helston, Porthleven and Mullion. 13. DEPARTURES. Fixed-wing: On departure maintain runway track in the climb to height 2500ft QFE (unless otherwise directed) and once clear of the visual circuit continue with CULDROSE APPROACH. Rotary-wing: Depart at 500ft QFE. Once clear of CULDROSE ATZ climb to 1000ft QFE, calling CULDROSE APPROACH at the MATZ boundary, remaining clear of the climb-out and approach lanes of the Duty Rwy and Rwy 11/29.						

EGDR/- ENGLAND

Changes: New notes

No 1 AIDU Last Amended 11 APR 25

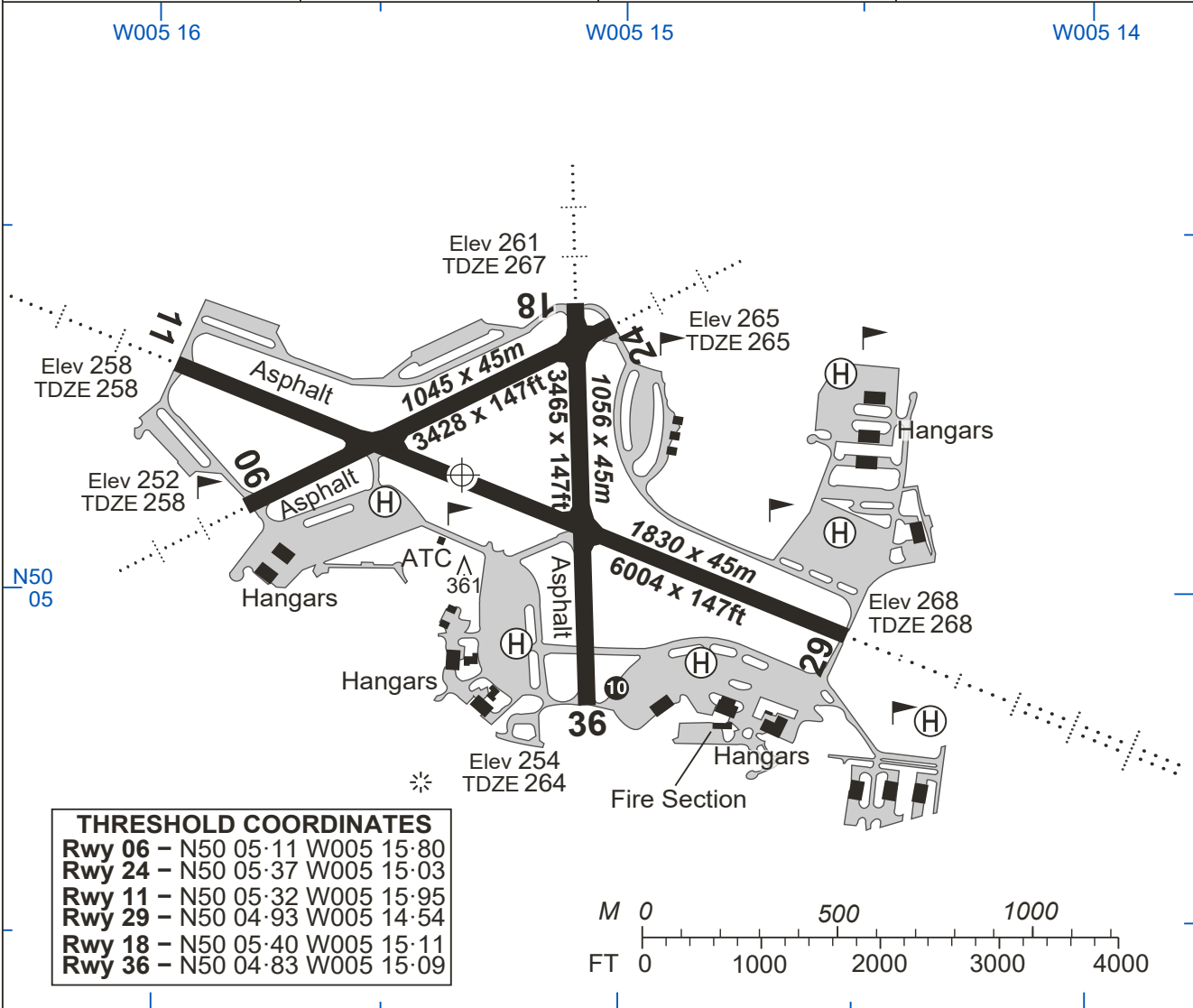
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10 JUL 25

AERODROME

CULDROSE

Elev 268	Var 1°W	ARP N50 05·12 W005 15·24 (WGS 84)			10 JUL 25	D1
CULDROSE TOWER 370·65 122·1		GROUND 241·925		APP 282·575 134·055	ATIS 278·9	



RWY	SLOPE	LDA m/ft	APP LGT		RWY LGT
06(063°T) 24(243°T)	0·35%U 0·35%D	1043/3422 1044/3425	P3° (31) P3° (33)	CL2B	RTHL:REDL:RENL
11(113°T) 29(293°T)	0·16%U 0·16%D	1830/6004	P3° (26)	CL2B (H) CL5B (H)	RTHL(H)+WB:REDL(H):RENL:STWL
18(178°T) 36(358°T)	0·21%D 0·21%U	1055/3461 1053/3455	P3° (36) P3° (32)	CL2B 10	RTHL:REDL:RENL RTHL:REDL

- WARNING.** RESAs Rwy 06/24, 18/36 and 29 are non compliant due to perimeter fence proximity.
- WARNING.** FW IFR approaches to Rwy 18/36 not permitted.
- WARNING.** All approach lighting non compliant due to installation prior to MADS.
- WARNING.** Rwy 18/36 and 06/24 non compliant for precision approach due to spacing and no high intensity side lighting.
- Intensive Heli Ops, inbd acft call CULDROSE APPROACH by 20nm from AD.
- Simultaneous LHC and RHC.
- More than one rwy may be in use.
- Circuits – 1000ft QFE.
- Helis not above 500ft QFE when within 2nm of the AD.
- 10 Rwy 36 FPAG app lgt, length 60m.
- Military gliding takes place SR-SS at wkends and PH. Launch height SFC to 2000ft AGL. Info avbl on 118·685 (Culdrose Gliding).

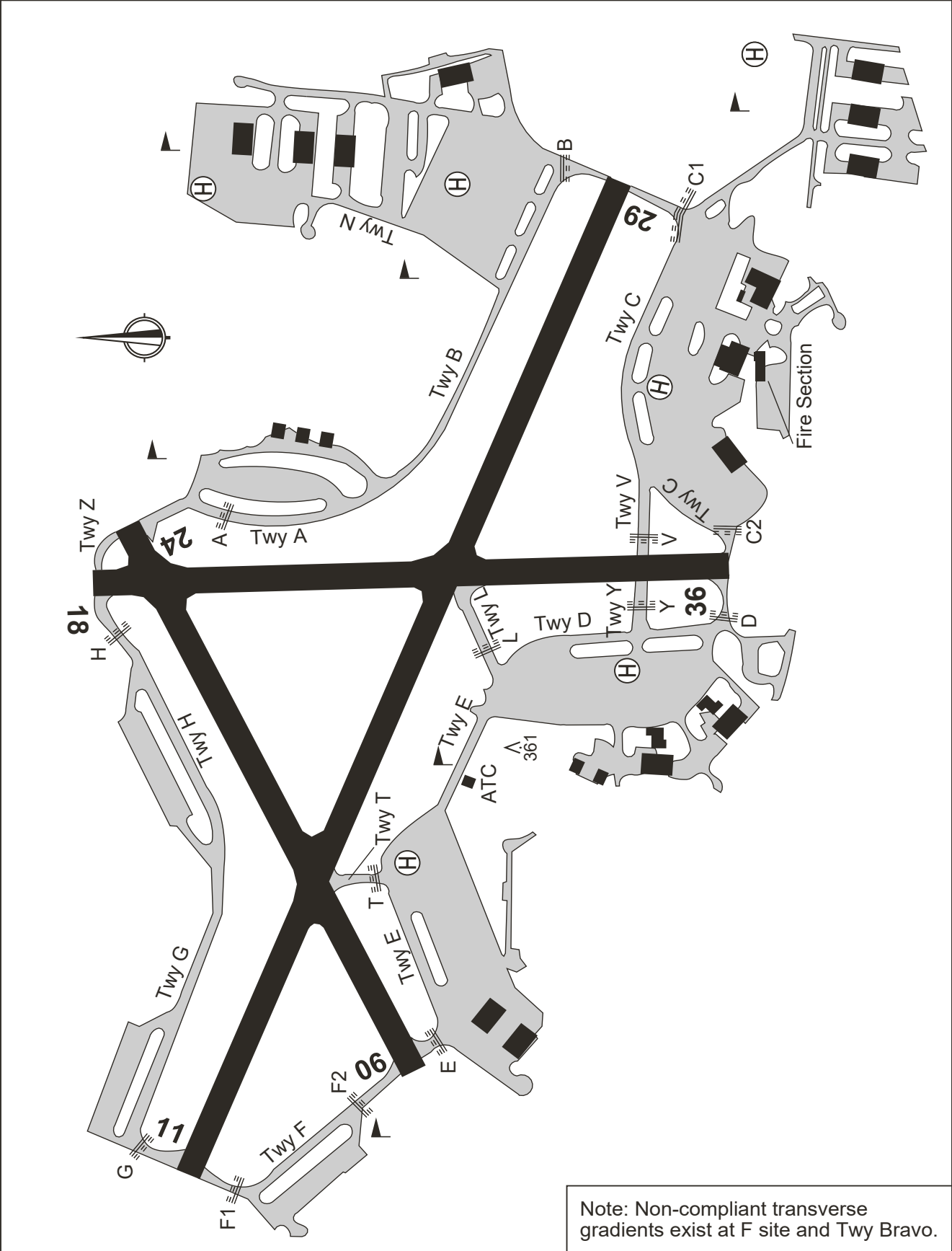
CULDROSE

AERODROME

TAXI

CULDROSE

Elev 268	Var 1°W	ARP	N50 05.12 W005 15.24 (WGS 84)		05 SEP 24	E1
GROUND 241.925		CULDROSE TOWER 370.65 122.1		APP 282.575 134.055	DIRECTOR 231.775 123.3	ATIS 278.9



CULDROSE

TAXI

EGDR/- ENGLAND

Changes: Var

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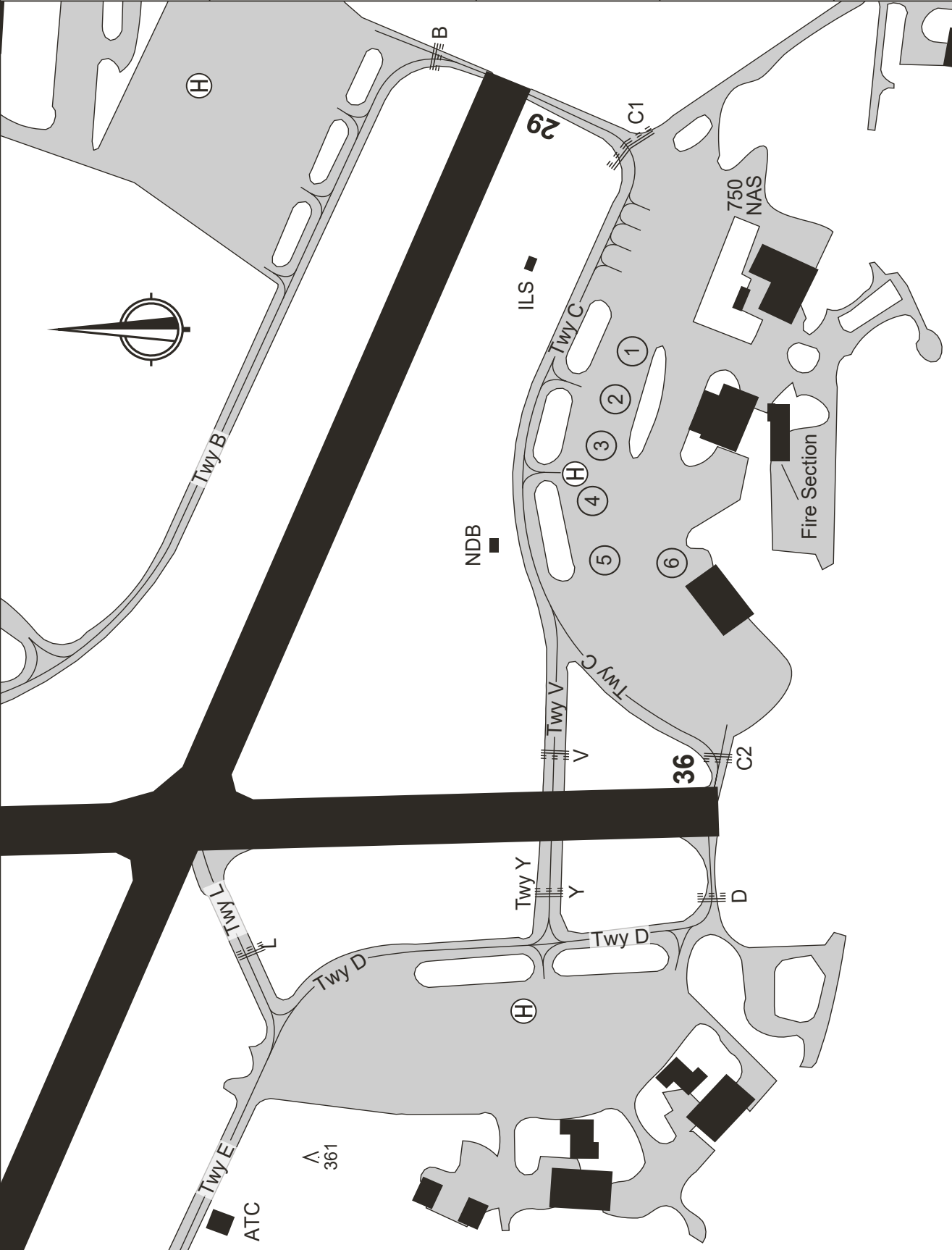
CULDROSE

Elev 268	Var 1°W	ARP	N50 05.12 W005 15.24 (WGS 84)		05 SEP 24	F1
GROUND 241.925		CULDROSE TOWER 370.65 122.1		APP 282.575 134.055	DIRECTOR 231.775 123.3	ATIS 278.9

EGDR/- ENGLAND

Changes: Var

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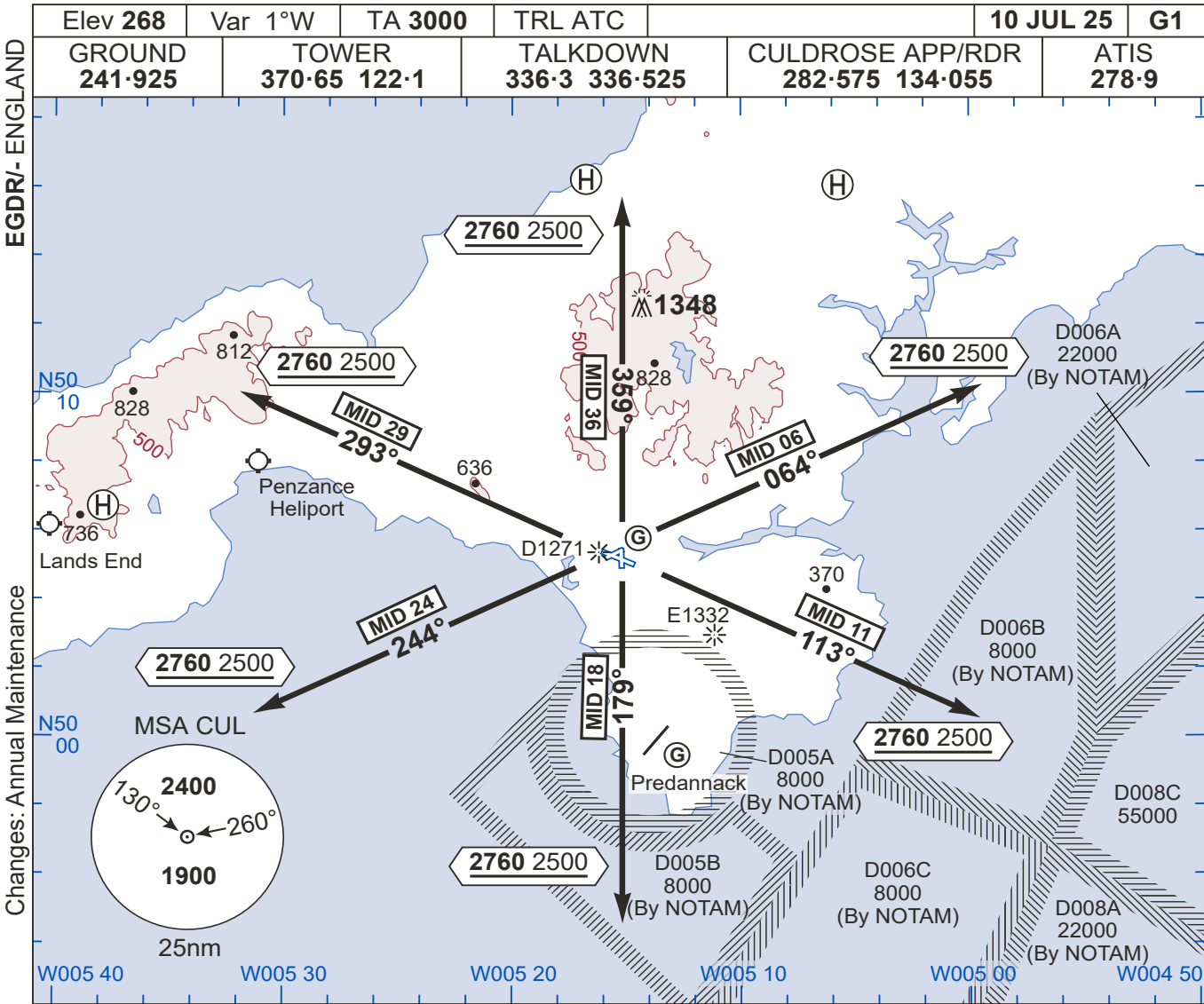
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MIDs

CULDROSE



1. **CAUTION.** Close-in Obstacles.
2. Expect Radar Vectors.
3. Military Instrument Departures terminate at **2760 2500**.
4. Turns before Departure End Runway (DER) prohibited.

No 1 AIDU Last Amended 11 APR 25

MID	RWY	ROUTEING (Including Mnm Noise Routes)
MID 06	06 064°M	Climb ahead on Rwy Tr to 2760 2500 then as directed by ATC and contact Culdrose Approach.
MID 11	11 113°M	
MID 18	18 179°M	
MID 24	24 244°M	
MID 29	29 293°M	
MID 36	36 359°M	

RADAR PROCEDURES (1)

CULDROSE

EGDR/- ENGLAND	Elev 268	Var 1°W	TA 3000	TRL	ATC			10 JUL 25	K1			
	CULDROSE APPROACH 282·575 134·055		DIRECTOR 231·775 123·3		TALKDOWN 336·3 336·525		TOWER 370·65 122·1					
Changes: Annual Maintenance	RWY	PROC	GP/RDH	RTR	MAPt	CAT	DA/MDA	DH/MDH	MINIMUM VIS			
	QFU											
	06 064°	PAR	3°/30ft	-	-	AB	460	200	1000m ①			
						C	470	210	1000m ①			
						D	480	220	1000m ①			
						E	500	240	1000m ①			
	SRA	-	-	1nm	AB	650	400	1500m ②				
					CDE	650	400	1600m ②				
	MISSED APPROACH. Ahead on Rwy Tr to 2760 2500 , call APPROACH.											
	No 1 AIDU Last Amended 11 APR 25	11 113°	PAR	3°/24ft	-	-	A	500	240	1000m ①		
B							510	250	1000m ③			
C							520	260	1100m ③			
D							530	270	1100m ③			
SRA		-	-	1nm	ABCDE	630	380	1500m ⑤				
MISSED APPROACH. Ahead on Rwy Tr to 2760 2500 , call APPROACH.												
18 179°		PAR	3°/31ft	-	-	A	510	240	1000m ①			
						B	520	250	1000m ③			
						C	530	260	1100m ③			
	D					540	270	1100m ③				
	E					560	290	1200m ④				
	SRA					-	-	1nm	AB	930	670	1500m ⑥
CDE		930	670	2400m ⑥								
MISSED APPROACH. Ahead on Rwy Tr to 2770 2500 , call APPROACH.												
24 244°	PAR	3°/26ft			ABC	470	200	1000m ①				
					D	480	210	1000m ①				
					E	500	230	1000m ①				
					SRA	-	-	1nm	AB	660	400	1500m ②
									CDE	660	400	1600m ②
					MISSED APPROACH. Ahead on Rwy Tr to 2770 2500 , call APPROACH.							
Notes												
① If ALS inop increase vis to 1200m.												
② If ALS inop increase vis to 1800m.												
③ If ALS inop increase vis to 1300m.												
④ If ALS inop increase vis to 1400m.												
⑤ If ALS inop increase vis to 1700m.												
⑥ If ALS inop increase vis to 3100m.												

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RADAR PROCEDURES (2)

CULDROSE

EGDR/- ENGLAND	Elev 268	Var 1°W	TA 3000	TRL	ATC			10 JUL 25	K2		
	CULDROSE APPROACH 282·575 134·055			DIRECTOR 231·775 123·3		TALKDOWN 336·3 336·525		TOWER 370·65 122·1			
	RWY QFU	PROC	GP/RDH	RTR	MAPt	CAT	DA/MDA	DH/ MDH	MINIMUM VIS		
	29 293°	PAR	3°/24ft	-	-	AB	470	200	800m ①		
						C	480	210	800m ①		
						D	500	230	800m ①		
						E	520	250	800m ②		
		SRA	-	-	1nm	ABCDE	660	400	1100m ③		
	① If ALS inop, increase vis to 1200m. ② If ALS inop, increase vis to 1300m. ③ If ALS inop, increase vis to 1800m. MISSED APPROACH. Ahead on Rwy Tr to 2770 2500 , call APPROACH.										
	36 359°	SRA	-	-	1nm	ABCDE	620	370	1800m		
	MISSED APPROACH. Ahead on Rwy Tr to 2760 2500 , call APPROACH.										
	CIRCLING MINIMA (PAR ONLY)								MINIMUM		
MET VIS											
A									690	430	1500m
B									970	710	1600m
C									1100	840	2400m
				D	1190	930	3600m				
				E	1470	1210	3600m				
CAUTION. See individual approach charts for SRA circling minima.											
COMMS FAILURE											
1. Climb on last assigned hdg to 3770 3500 ; try to regain contact on any CULDROSE frequency.											

Changes: Annual Maintenance

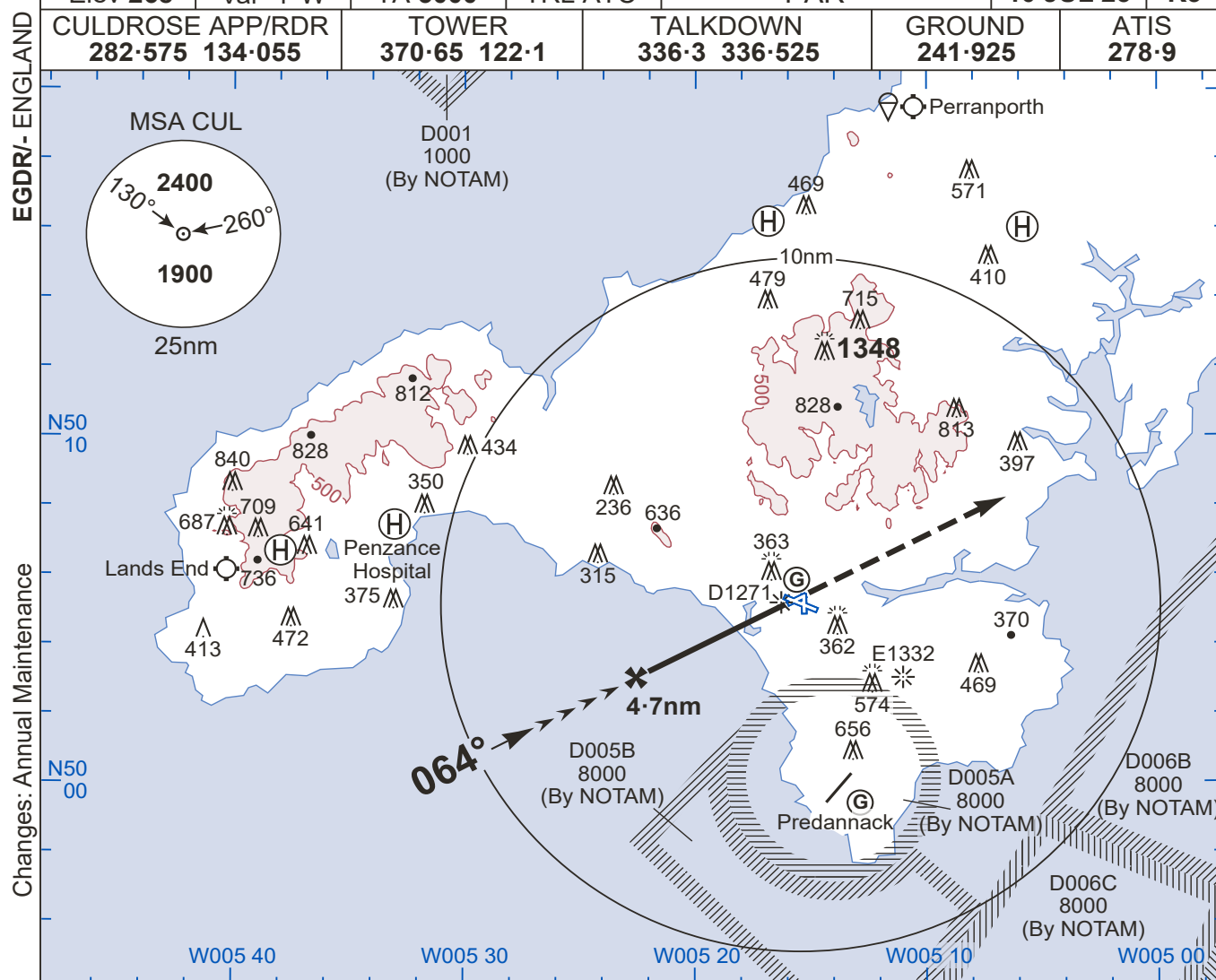
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PAR Rwy 06

CULDROSE

Elev 268	Var 1°W	TA 3000	TRL ATC	PAR	10 JUL 25	K3
CULDROSE APP/RDR 282·575 134·055		TOWER 370·65 122·1	TALKDOWN 336·3 336·525	GROUND 241·925	ATIS 278·9	



Ahead on Rwy Tr
to **2760 2500**.
Call App.

RDH 30							Rwy QFU 064°	
THR NM		4.7					THR Elev 252 /9hPa	
CAT	PAR ②				CIRC		1. WARNING. RDH 30ft.	
MPS	A	N/A				690 430	② If ALS inop increase vis to 1200m.	
						1500m	3. M/App assessed to 25nm from ARP.	
	B					970 710	4. Intensive heli ops. Inbd acft call APPROACH at 20nm.	
						1600m	5. Simultaneous LHC and RHC.	
	C					1100 840		
	470 210							
	1000m							
D	480 220							
	1000m							
E	500 240							
	1000m							
GS (kt)		80	120	150	180	210		
FAF-THR 4.7nm		3:33	2:21	1:53	1:34	1:21		
ROD (fpm) 3°		420	640	800	950	1110		

CULDROSE
MIPS

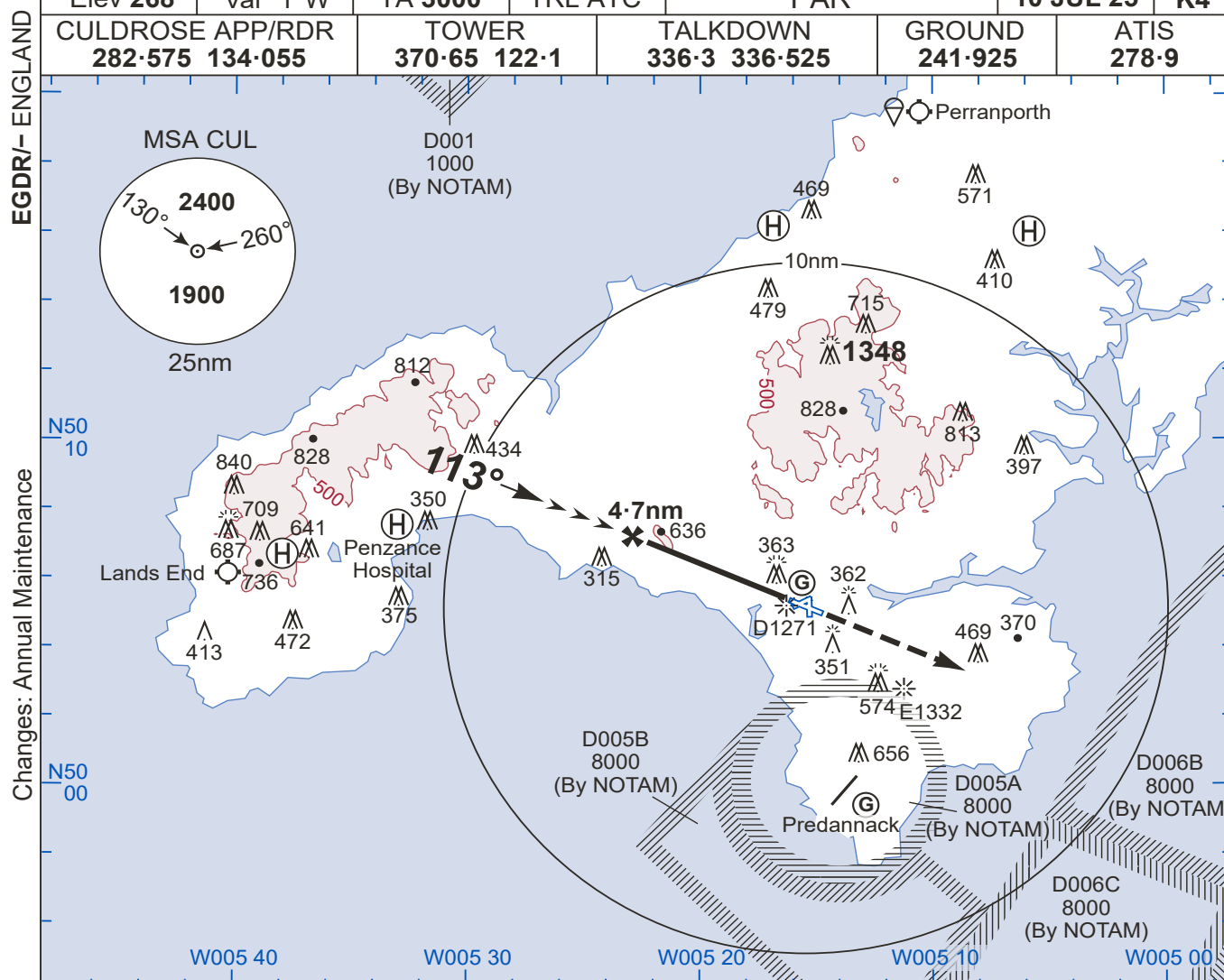
PAR Rwy 06

10 JUL 25

PAR Rwy 11

CULDROSE

Elev 268	Var 1°W	TA 3000	TRL ATC	PAR		10 JUL 25	K4
CULDROSE APP/RDR 282.575 134.055		TOWER 370.65 122.1		TALKDOWN 336.3 336.525		GROUND 241.925	ATIS 278.9



The diagram shows a flight path starting from a point on the ground. It rises at an angle of 113° to a point marked with an 'x'. From there, it continues horizontally at an altitude of 1760 and then descends at an angle of 3° to another point on the ground. The horizontal distance of the cruise is labeled as 1500.

Ahead on Rwy Tr
to **2760 2500**.
Call App.

Rwy QFU 113°

THR Elev **258**/9hPa

CAT		PAR ②				CIRC	
MIPS	A	500 240 1000m	N/A			690 430 1500m	
	B	510 250 1000m				970 710 1600m	
	C	520 260 1100m				1100 840 2400m	
	D	530 270 1100m				1190 930 3600m	
	E	550 290 1200m				1470 1210 3600m	
GS (kt)			80	120	150	180	210
FAF-THR 4:7nm			3:33	2:21	1:53	1:34	1:21
ROD (fom) 3°			420	640	800	950	1110

1. **WARNING.** RDH 24ft.
2. If ALS inop increase vis Cat A to 1200m, Cat BCD to 1300m and Cat E to 1400m.
3. M/App assessed to 25nm from ARP.
4. Intensive heli ops. Inbd acft call APPROACH at 20nm.
5. Simultaneous LHC and RHC.

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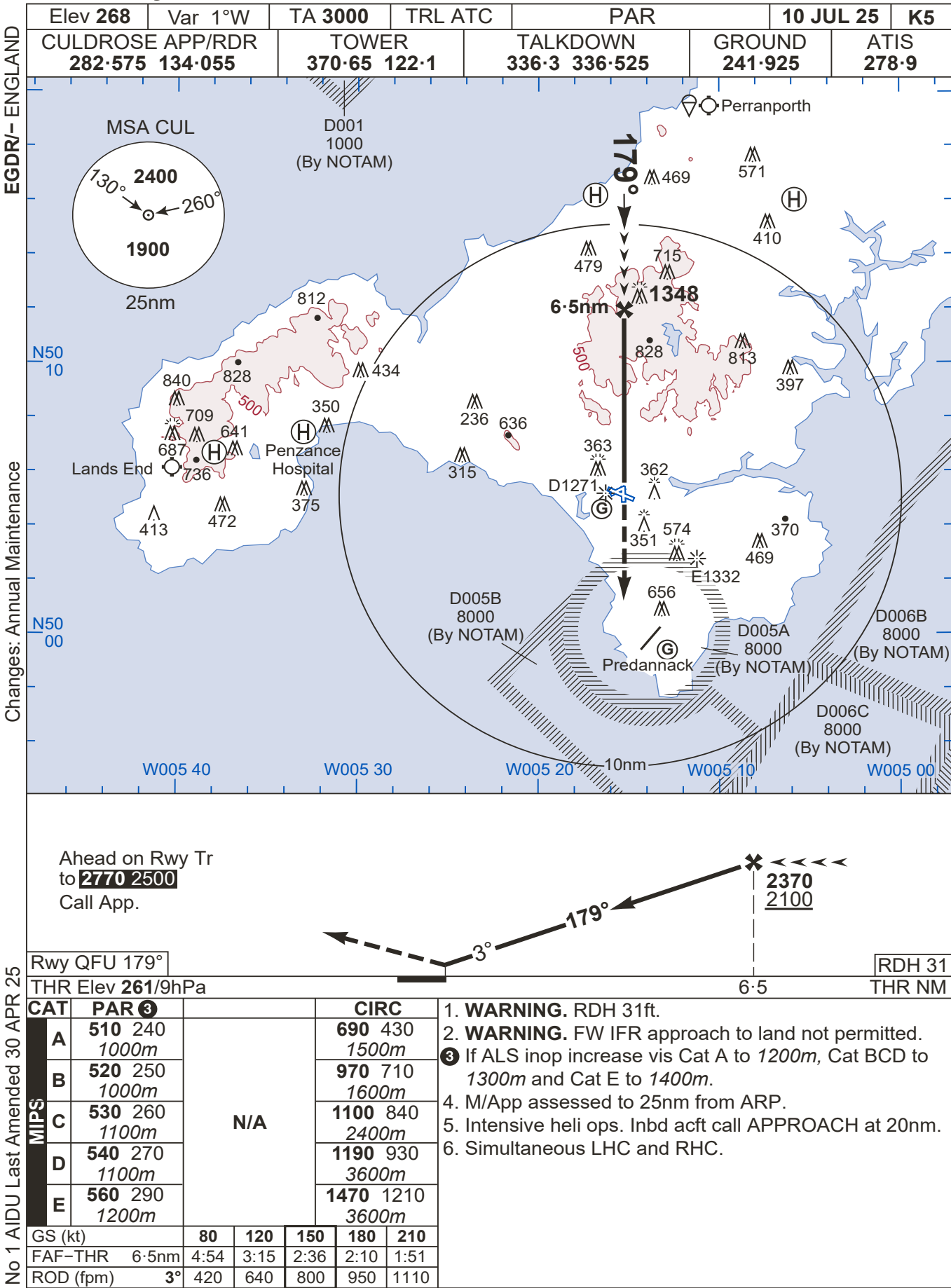
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CULDROSE
MIPS

PAR Rwy 11

PAR Rwy 18

CULDROSE



PAR Rwy 24

CULDROSE

EGDR/- ENGLAND

Changes: Annual Maintenance

No 1 AIDU Last Amended 30 APR 25

Elev 268	Var 1°W	TA 3000	TRL ATC	PAR	10 JUL 25	K6
CULDROSE APP/RDR 282-575 134-055		TOWER 370-65 122-1		TALKDOWN 336-3 336-525	GROUND 241-925	ATIS 278-9

MSA CUL

730° 2400

1900

25nm

N50 10

N50 00

W005 40

W005 30

W005 20

W005 10

W005 00

Perranporth

469

571

410

715

1348

828

813

397

244°

4.7nm

363

362

574

351

656

E1332

Predannack

D005B 8000 (By NOTAM)

D005A 8000 (By NOTAM)

D006B 8000 (By NOTAM)

D006C 8000 (By NOTAM)

Lands End

840

828

709

641

687

736

350

434

315

636

479

472

375

Penzance Hospital

D001 1000 (By NOTAM)

Ahead on Rwy Tr to **2770 2500**.
Call App.

Rwy QFU 244°

THR Elev **265/9hPa**

4.7

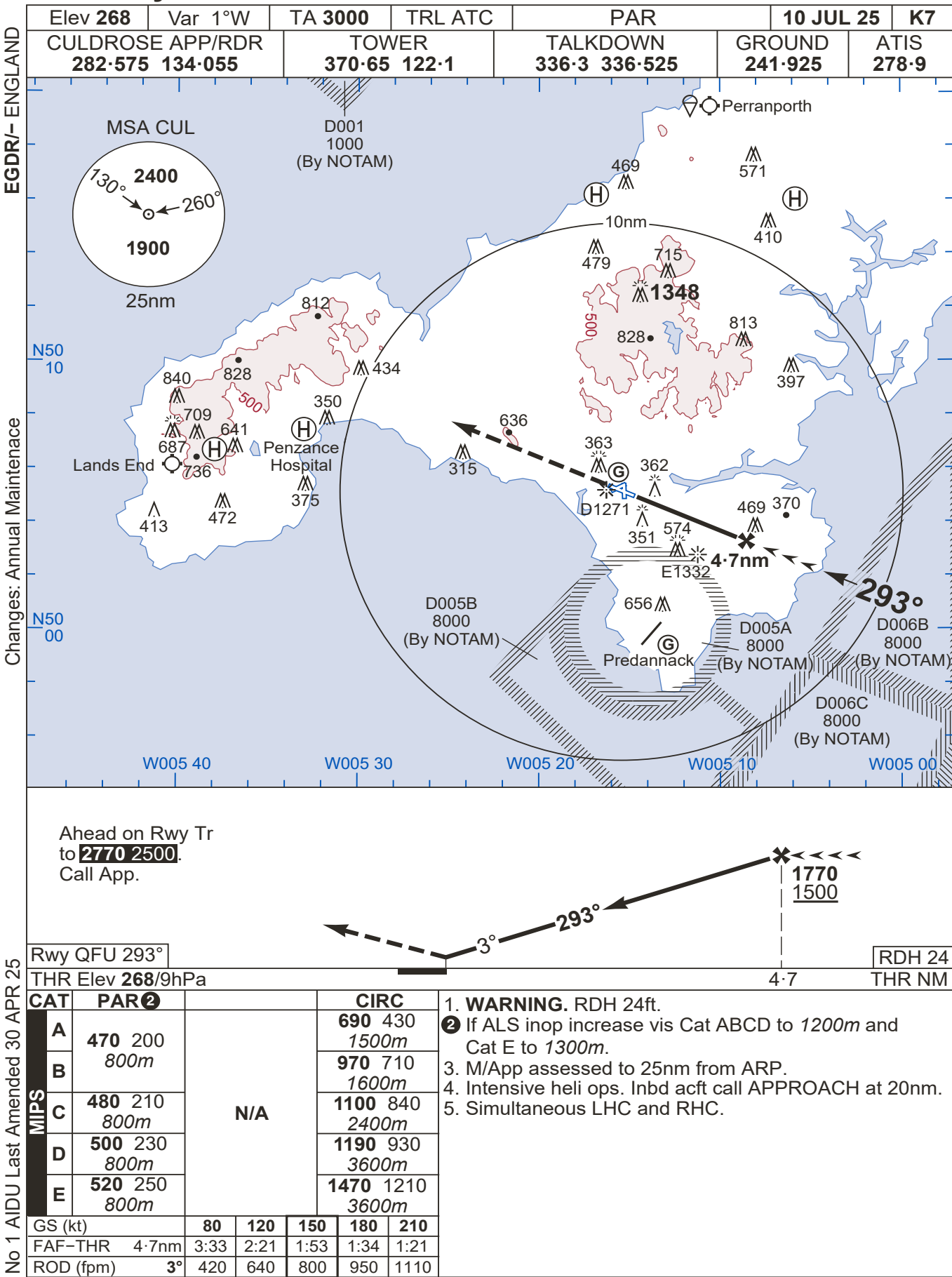
RDH 26

THR NM

CAT	PAR ②	CIRC	1. WARNING. RDH 26ft. ② If ALS inop increase vis to 1200m. 3. M/App assessed to 25m from ARP. 4. Intensive heli ops. Inbd acft call APPROACH at 20nm. 5. Simultaneous LHC and RHC.				
A		690 430 1500m					
B	470 200 1000m	970 710 1600m					
C		1100 840 2400m					
D	480 210 1000m	1190 930 3600m					
E	500 230 1000m	1470 1210 3600m					
GS (kt)		80	120	150	180	210	
FAF-THR 4.7nm		3:33	2:21	1:53	1:34	1:21	
ROD (fpm) 3°		420	640	800	950	1110	

PAR Rwy 29

CULDROSE



10 JUL 25

SRA Rwy 06

CULDROSE

Elev 268	Var 1°W	TA 3000	TRL ATC	SRA		10 JUL 25	K8
CULDROSE APP/RDR 282-575 134-055		TOWER 370-65 122-1		TALKDOWN 336-3 336-525		GROUND 241-925	ATIS 278-9

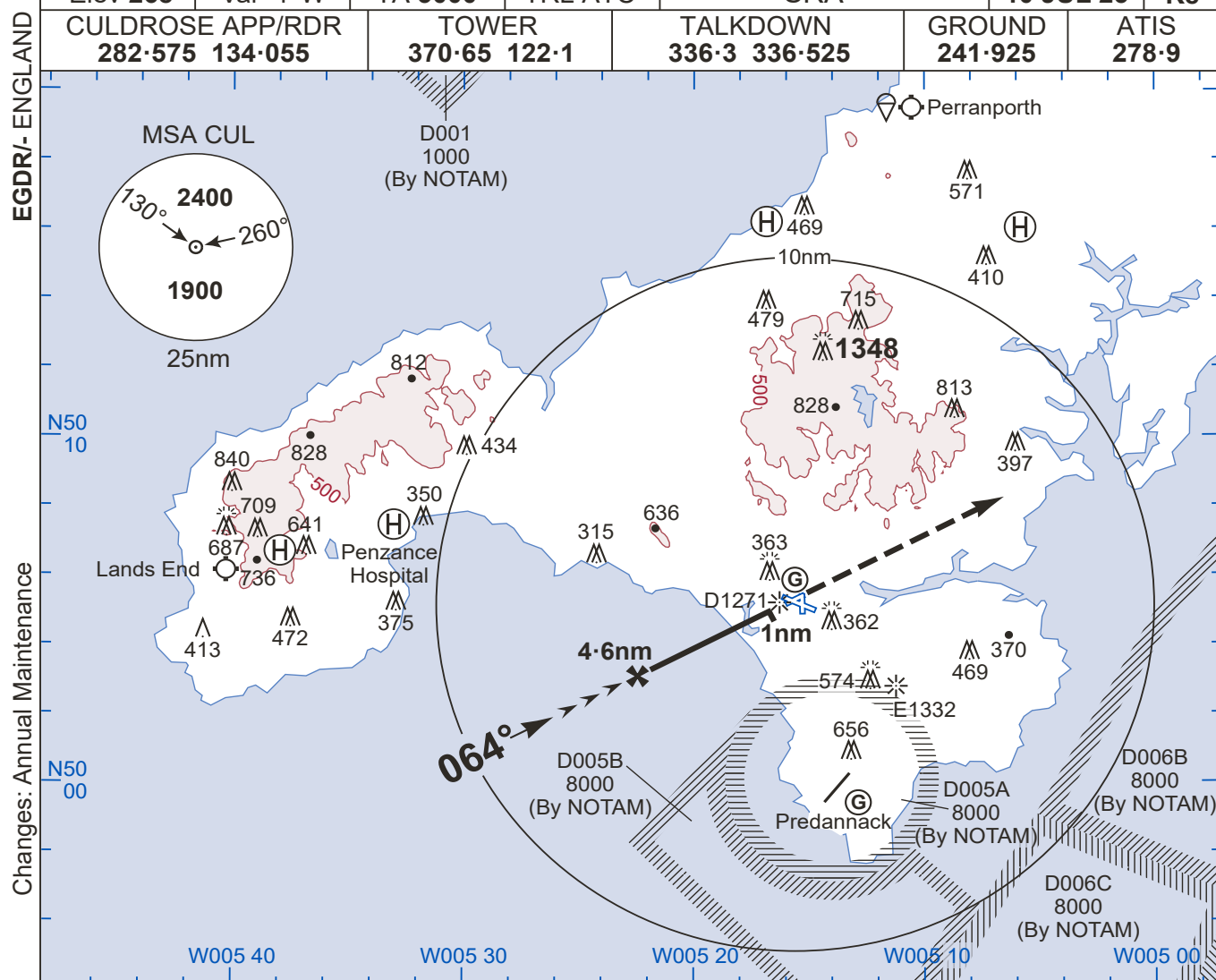


Diagram illustrating a line of sight problem. A horizontal line of sight is drawn from a point on the ground to a point on a hill. The horizontal distance is 1760 ft, and the vertical height is 1500 ft. The angle of depression from the horizontal line of sight is 064° , and the angle of elevation from the ground is 3° .

Ahead on Rwy Tr
to **2760 2500**.
Call App.
MAPt at 1nm.

TCH 50		650 400					Rwy QFU 064°	
THR NM		4.6			1		THR Elev 252/9hPa	
CAT		SRA①				CIRC		① If ALS inop increase vis to 1800m. 2. M/App assessed to 25nm from ARP. 3. Intensive heli ops. Inbd acft call APPROACH at 20nm. 4. Simultaneous LHC and RHC. 5. Procedure hgt with ref to THR Elev. 6. Timing Not Auth for defining MAPt.
MPS	A	650 400 1500m		N/A		690 430 1800m		
	B					970 710 1800m		
	C	650 400 1600m				1100 840 2400m		
	D					1190 930 3600m		
	E					1470 1210 3600m		
GS (kt)		80	120	150	180	210		
FAF-MAPt 3.6nm		2:42	1:48	1:26	1:12	1:01		
ROD (fpm) 3°		420	640	800	950	1110		

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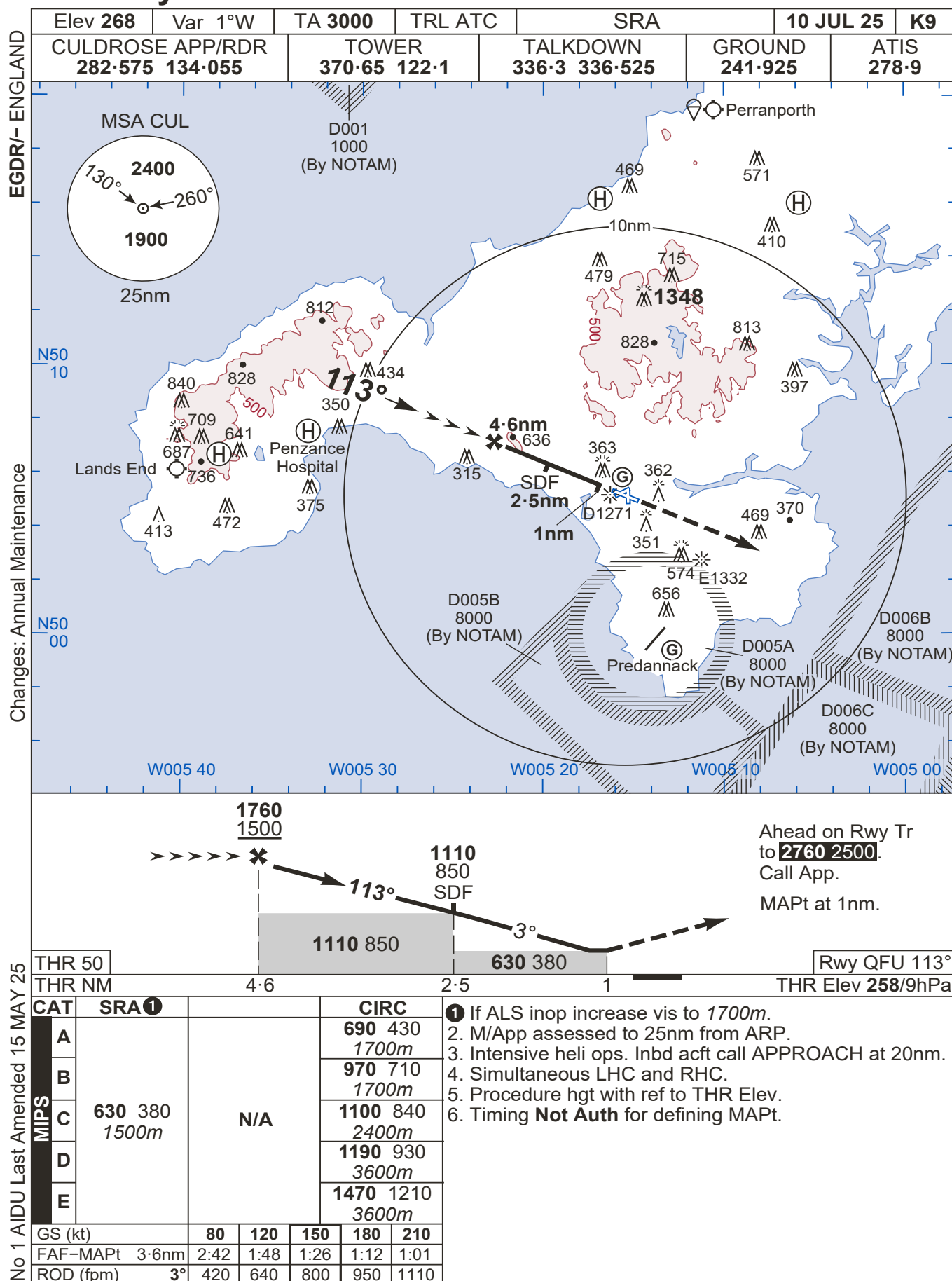
CULDROSE
MIPS

SRA Rwy 06

10 JUL 25

SRA Rwy 11

CULDROSE



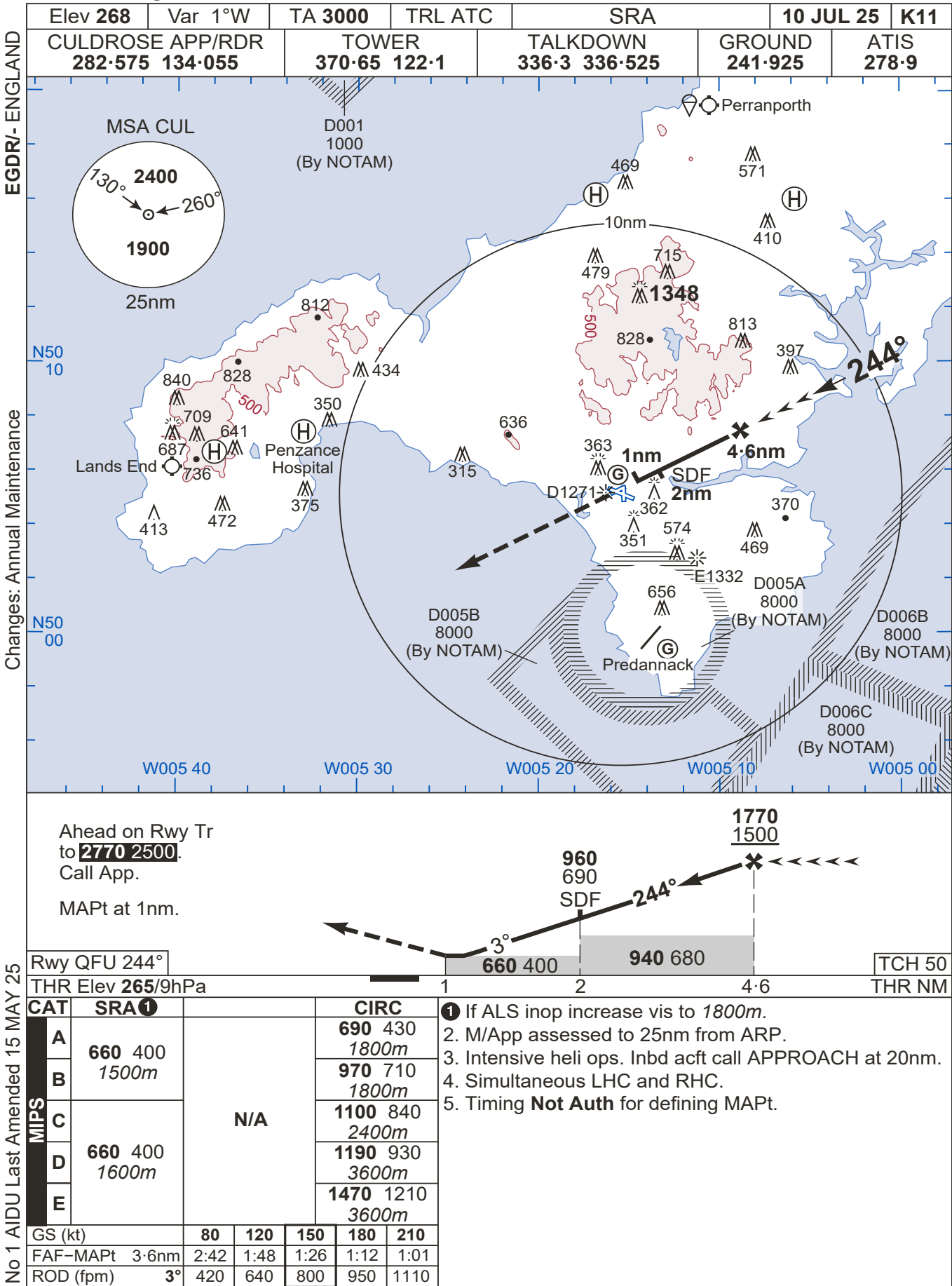
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CULDROSE
MIPS

SRA Rwy 11

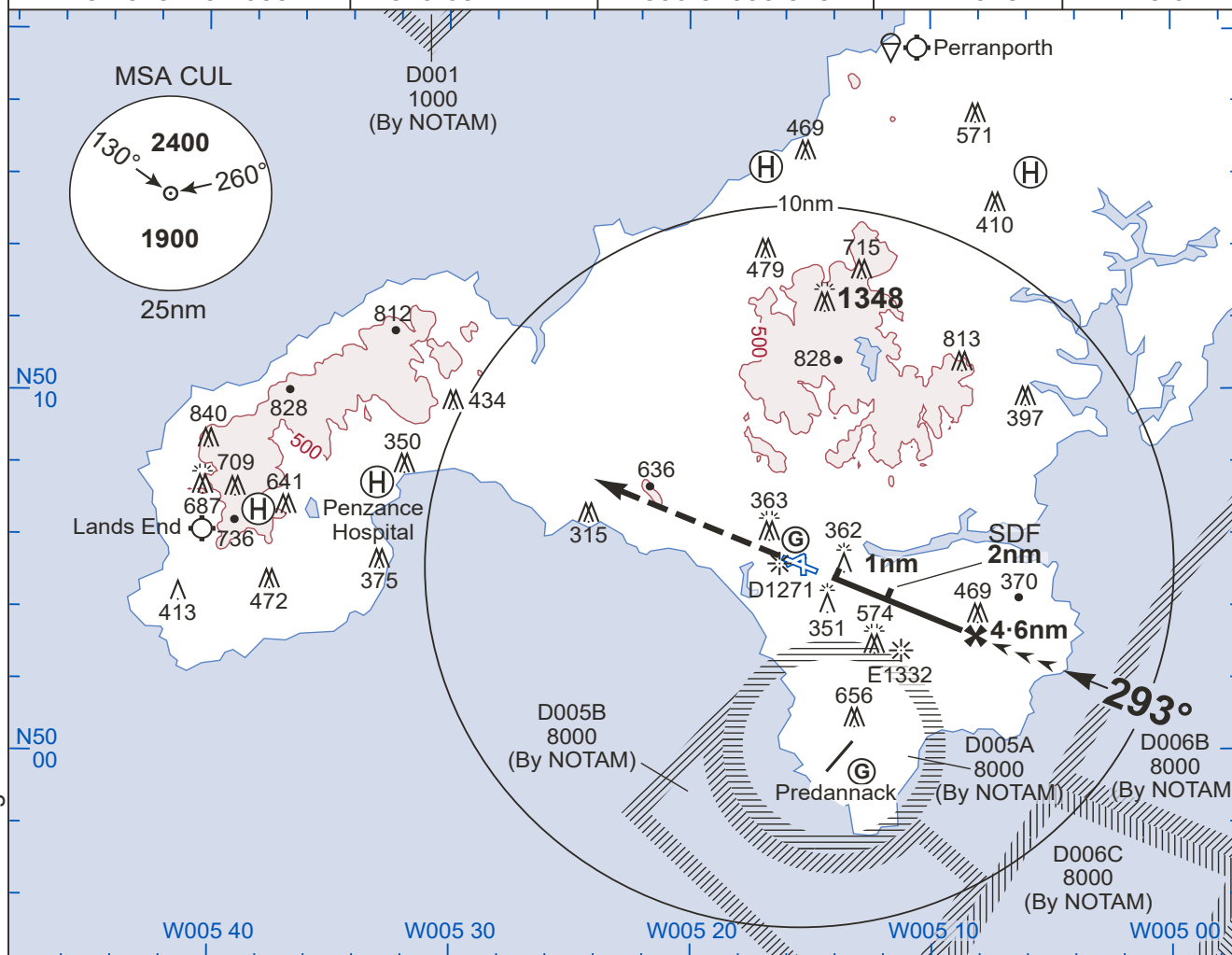
SRA Rwy 24

CULDROSE

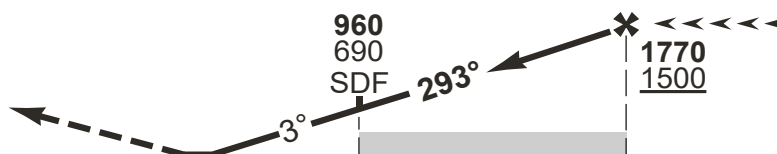


CULDROSE

Elev 268	Var 1°W	TA 3000	TRL ATC	SRA	10 JUL 25	K12
CULDROSE APP/RDR 282-575 134-055		TOWER 370-65 122-1	TALKDOWN 336-3 336-525	GROUND 241-925	ATIS 278-9	



MAPt at 1nm.



Rwy QFU 293°		660 400	920 660	TCH 50
THR Elev 268 /9hPa	1	2	4.6	THR NM

CAT		SRA ①				CIRC	① If ALS inop increase vis to 1800m. 2. M/App assessed to 25nm from ARP. 3. Intensive heli ops. Inbd acft call APPROACH at 20nm. 4. Simultaneous LHC and RHC. 5. Timing Not Auth for defining MAPt.
MIPS	A	660 400 1100m	N/A	690 430 1800m			
	B			970 710 1800m			
	C			1100 840 2400m			
	D			1190 930 3600m			
	E			1470 1210 3600m			
GS (kt)			80	120	150	180	210
FAF-MAPt 3·6nm			2:42	1:48	1:26	1:12	1:01
ROD (fpm) 3°			420	640	800	950	1110

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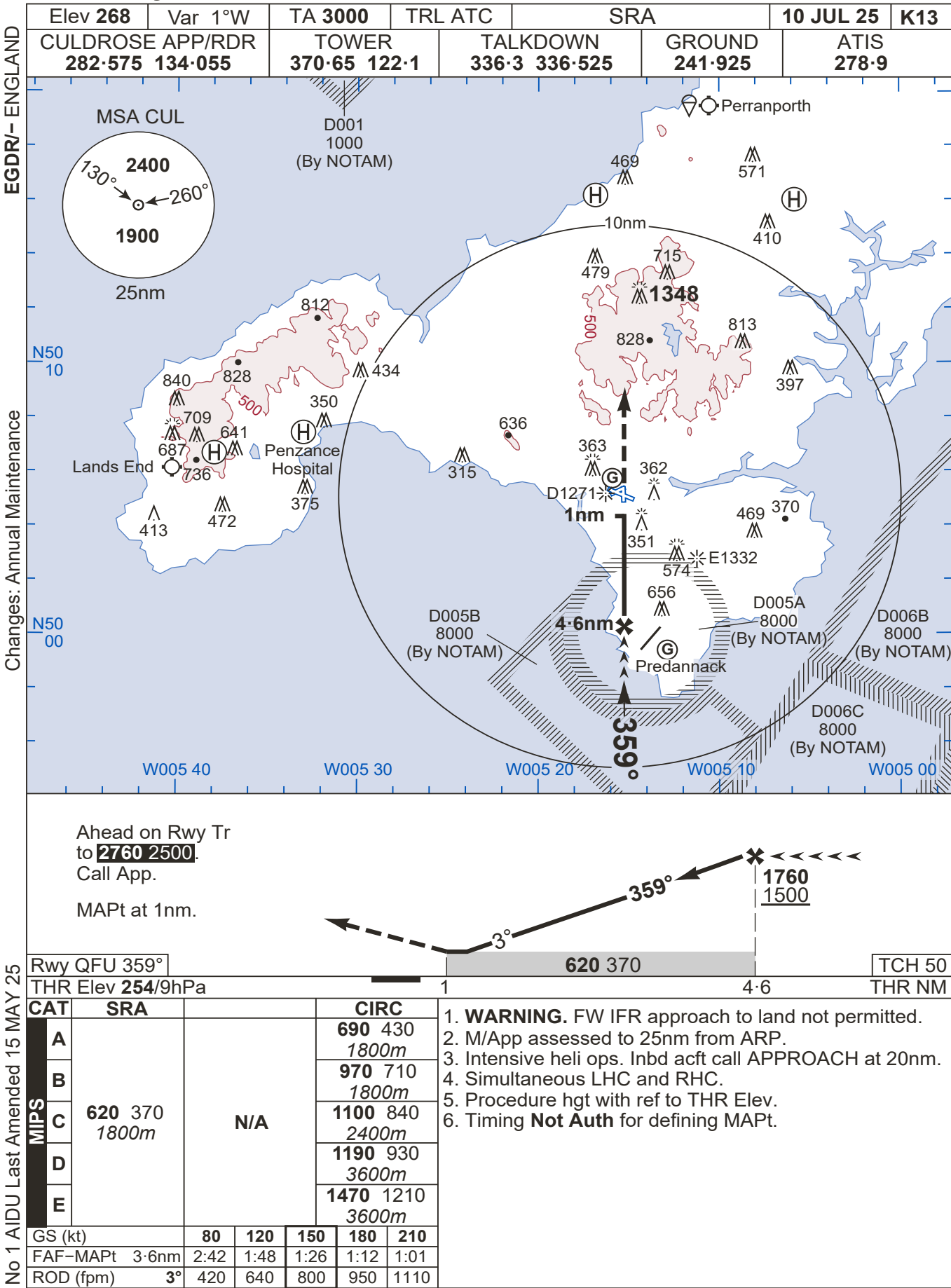
CULDROSE
MIPS

SRA Rwy 29

No 1 AIDU Last Amended 15 MAY 25

SRA Rwy 36

CULDROSE

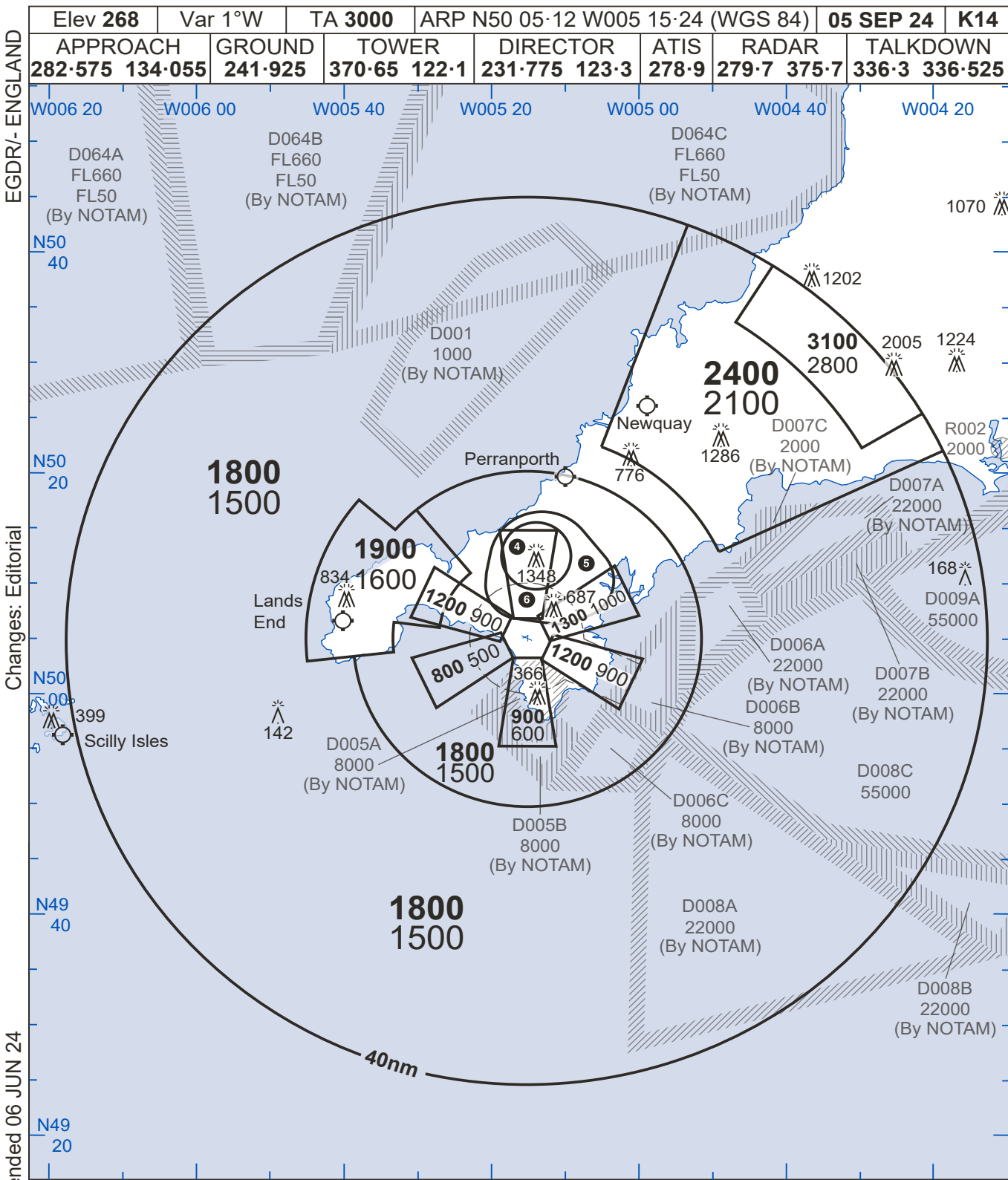


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ATC SURVEILLANCE MNM ALTITUDE

CULDROSE



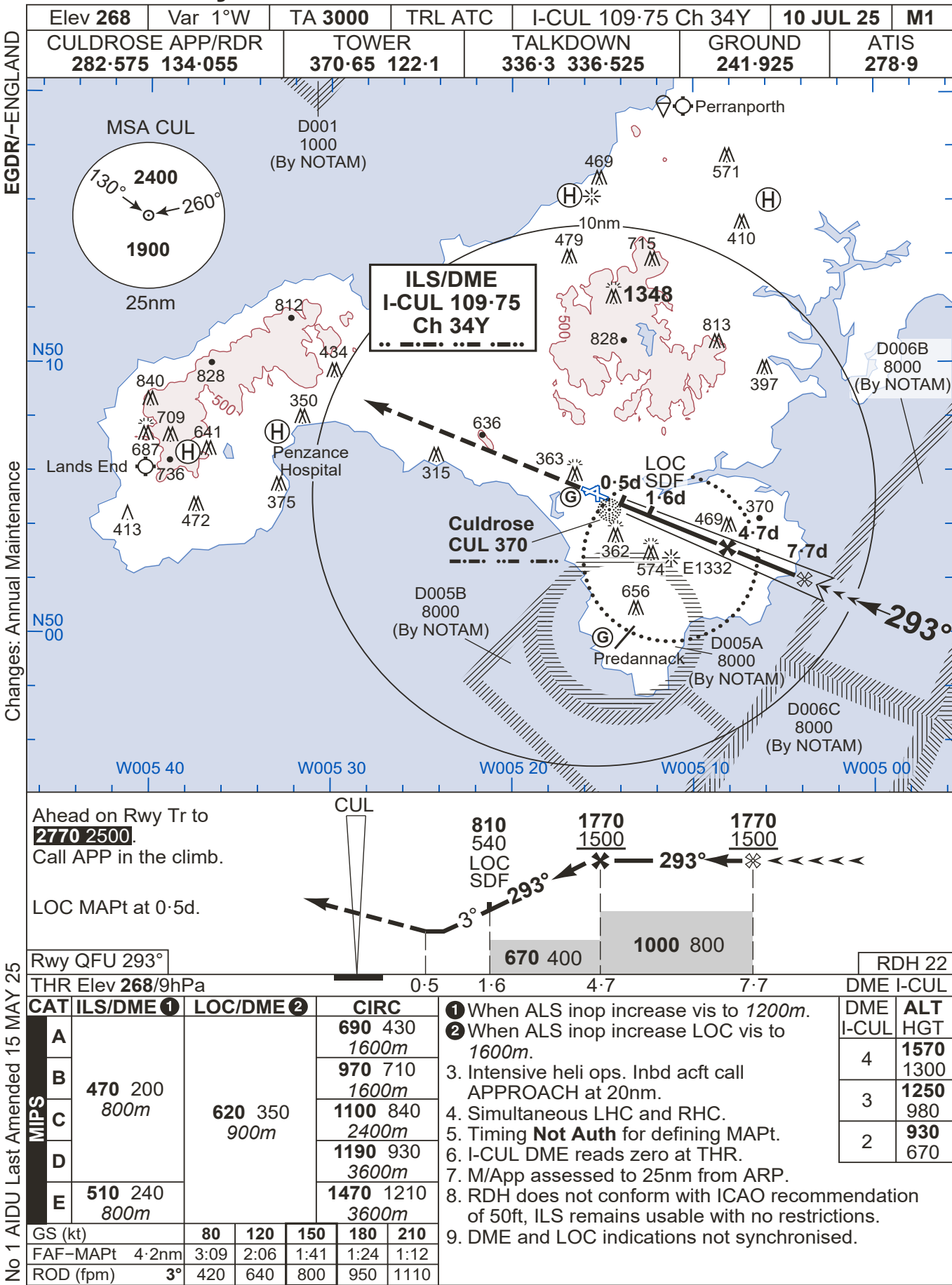
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1. **CAUTION.** Chart should only be used for cross check of alts whilst in receipt of an ATC surveillance service.
2. **Comms Failure.** In the event of complete radio comms failure in an aircraft, the pilot is to adopt the appropriate procedures described in **RADAR PROCEDURES (2) K2**.
3. QFE Datum 268ft.
- ④ 2400 2100
- ⑤ 2000 1700
- ⑥ 1900 1600

10 JUL 25

ILS/DME Rwy 29

CULDROSE

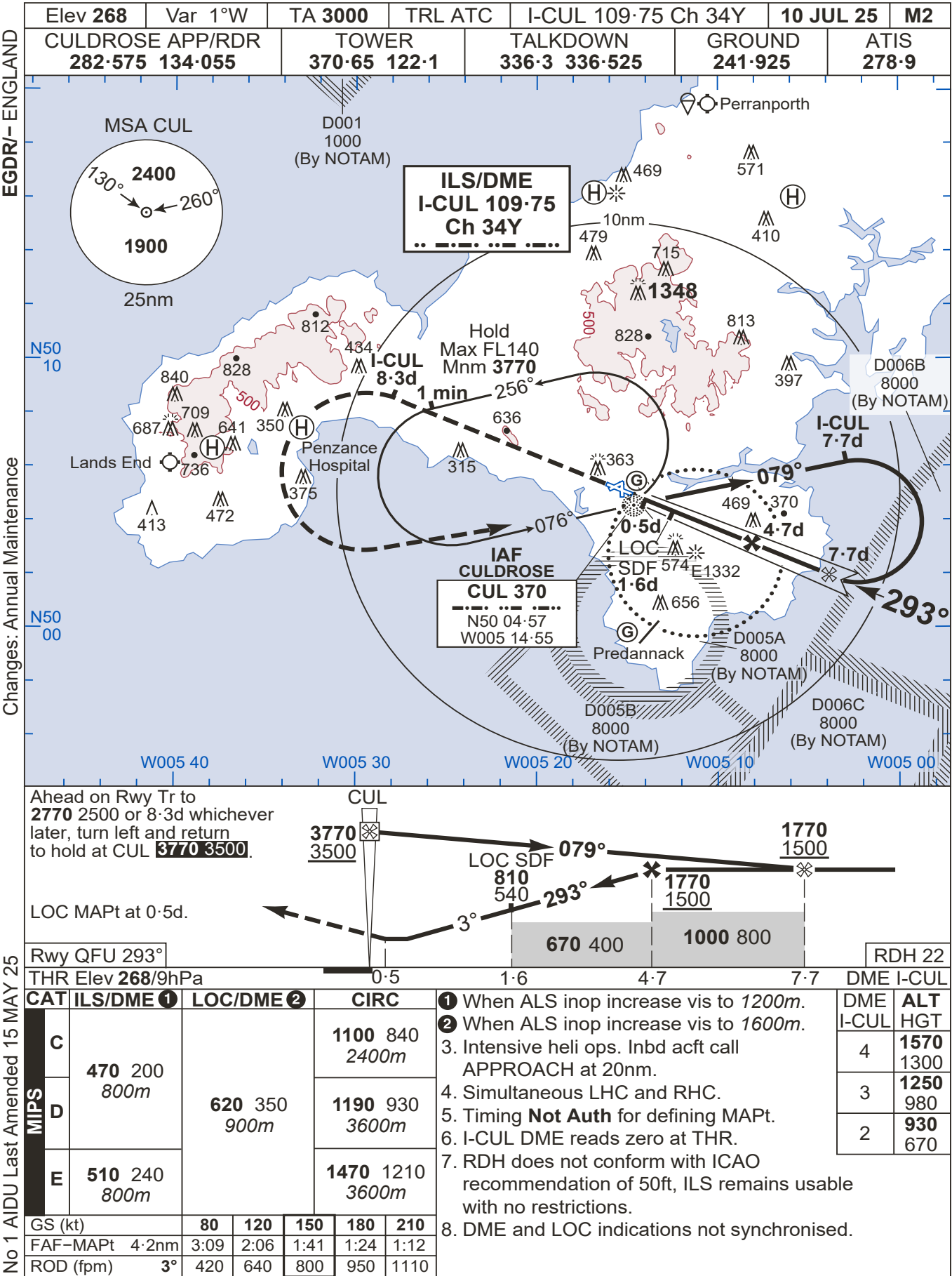


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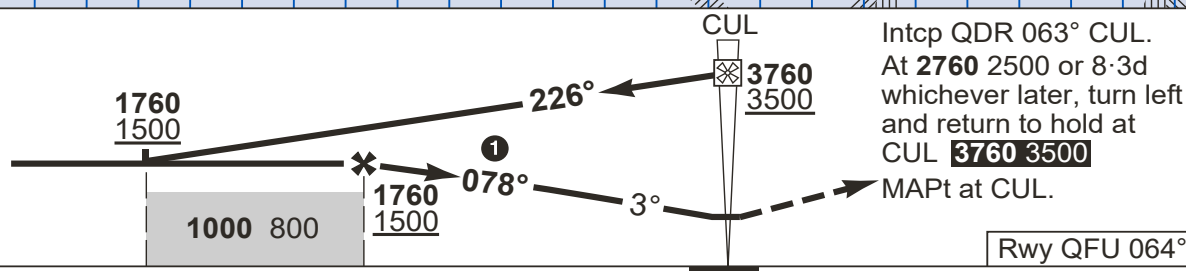
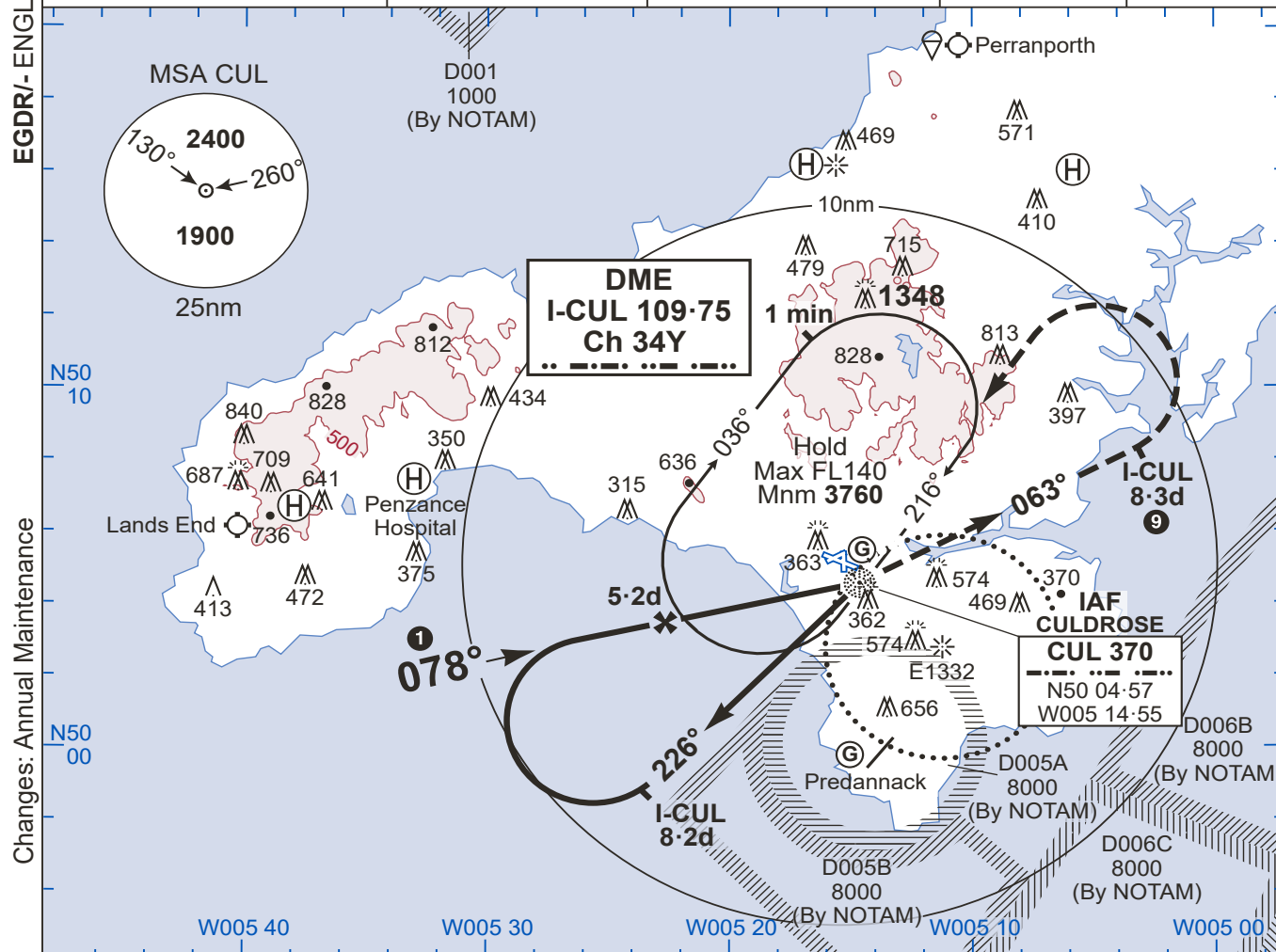
NDB to ILS/DME Rwy 29 (Cat C, D, E)

CULDROSE



CULDROSE

Elev 268	Var 1°W	TA 3000	TRL ATC	I-CUL 109.75 Ch34Y	10 JUL 25	P1
CULDROSE APP/RDR 282.575 134.055		TOWER 370.65 122.1		TALKDOWN 336.3 336.525	GROUND 241.925	ATIS 278.9



TCH 50

1000 800

1500

Rwy QFU 064°

DME I-CUL

8.2

5.2

THR Elev 252/9hPa

CAT

NDB ②

CIRC

①

FAT offset 14° left of RCL.

②

When ALS inop increase vis Cat C to 1900m, Cat D to 2000m and Cat E to 2300m.

3.

Intensive heli ops. Inbd acft call APPROACH at 20nm.

4.

Simultaneous LHC and RHC.

5.

Procedure hgt with ref to THR Elev.

6.

I-CUL DME reads 0.7d at THR.

7.

Turn before MAPt prohibited.

8.

Timing Not Auth for defining MAPt.

⑨

Or 2760 2500, whichever is later.

MPS

C

670 420
1700m

N/A

1100 840
2400m

D

690 440
1800m

1190 930
3600m

E

740 490
2100m

1470 1210
3600m

GS (kt)

80

120

150

180

210

FAF-MAPt 5.2nm

3:54

2:36

2:05

1:44

1:29

ROD (fpm)

3°

420

640

800

950

1110

DME I-CUL

ALT HGT

5

1730
1470

4

1410
1160

3

1090
840

2

770
520

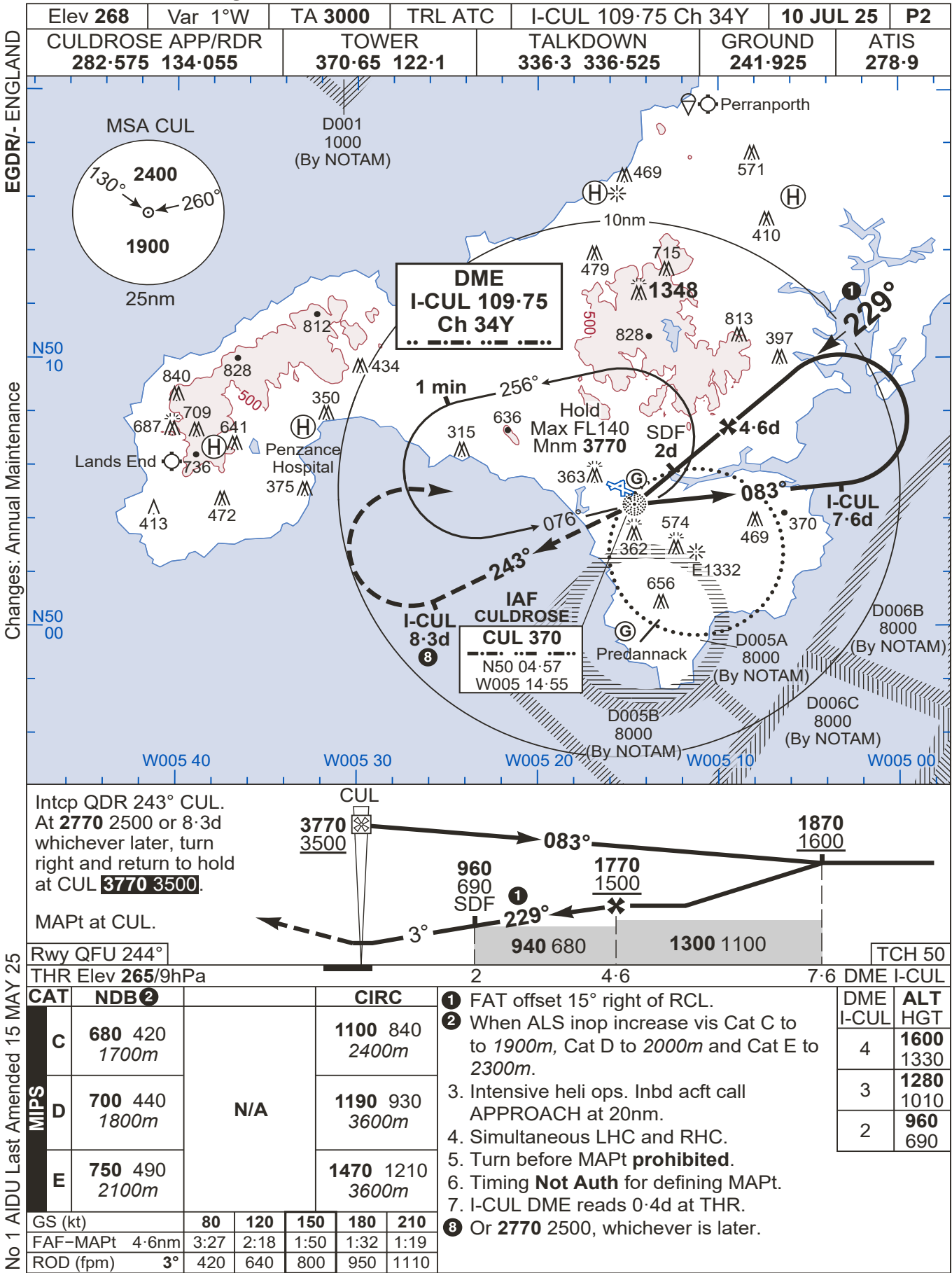
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CULDROSE
MIPS

NDB/DME Rwy 06 (Cat C, D, E)

NDB/DME Rwy 24 (Cat C, D, E)

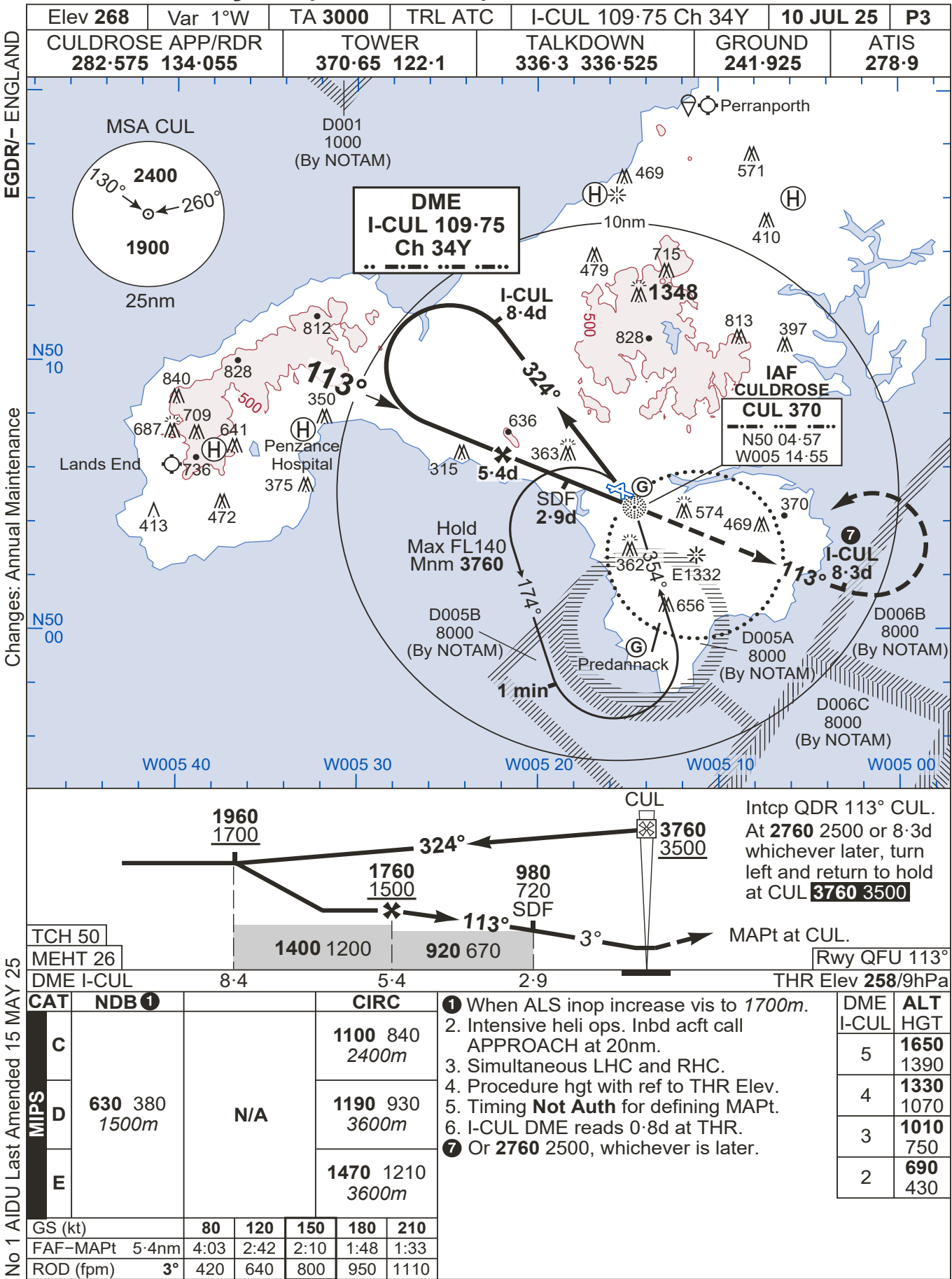
CULDROSE



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NDB/DME Rwy 11 (Cat C, D, E)

CULDROSE



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CULDROSE

Changes: Annual Maintenance

Rwy QFU 359°

1. **WARNING.** FW IFR approach to land not permitted.
- ② **FAT** offset 6° left of RCL.
3. Intensive heli ops. Inbd acft call **APPROACH** at 20nm.
4. Simultaneous LHC and RHC.
5. Due to close proximity of windfarm do not descend before the FAF.
6. Procedure hgt with ref to THR Elev.
7. Turn before MAPt **prohibited**.
8. Timing **Not Auth** for defining MAPt.
9. I-CUL DME reads 0·2d at THR.
- ⑩ Or **2760** 2500, whichever is later.

DME I-CUL	ALT HGT
4	1570 1320
3	1260 1000
2	940 680

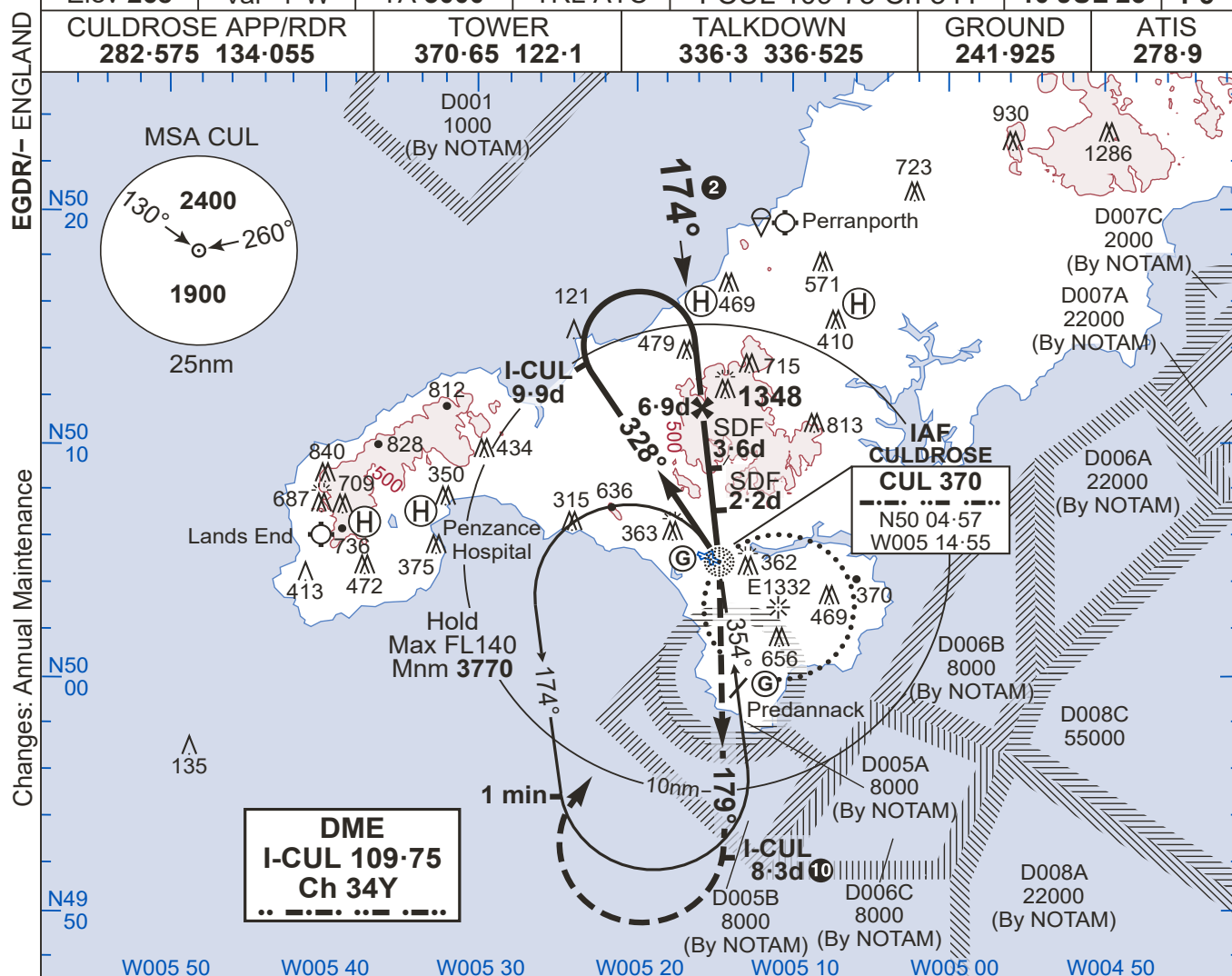
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NDB/DME Rwy 36 (Cat C, D, E)

NDB/DME Rwy 18 (Cat C, D, E)

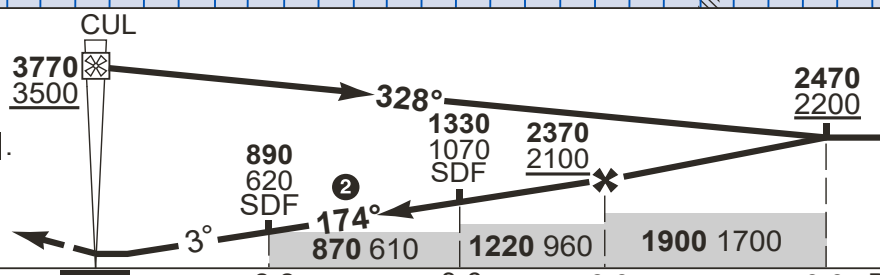
CULDROSE

Elev 268	Var 1°W	TA 3000	TRL ATC	I-CUL 109-75 Ch 34Y	10 JUL 25	P5
CULDROSE APP/RDR 282-575 134-055		TOWER 370-65 122-1	TALKDOWN 336-3 336-525		GROUND 241-925	ATIS 278-9



Ahead on QDR 179°
CUL. At **2770** 2500 or
8·3d whichever later,
turn right and return to
hold at CUL **3770** 3500.

MAPt at CUL.



Rwv QFU 179°

THR Elev **261**/9hPa

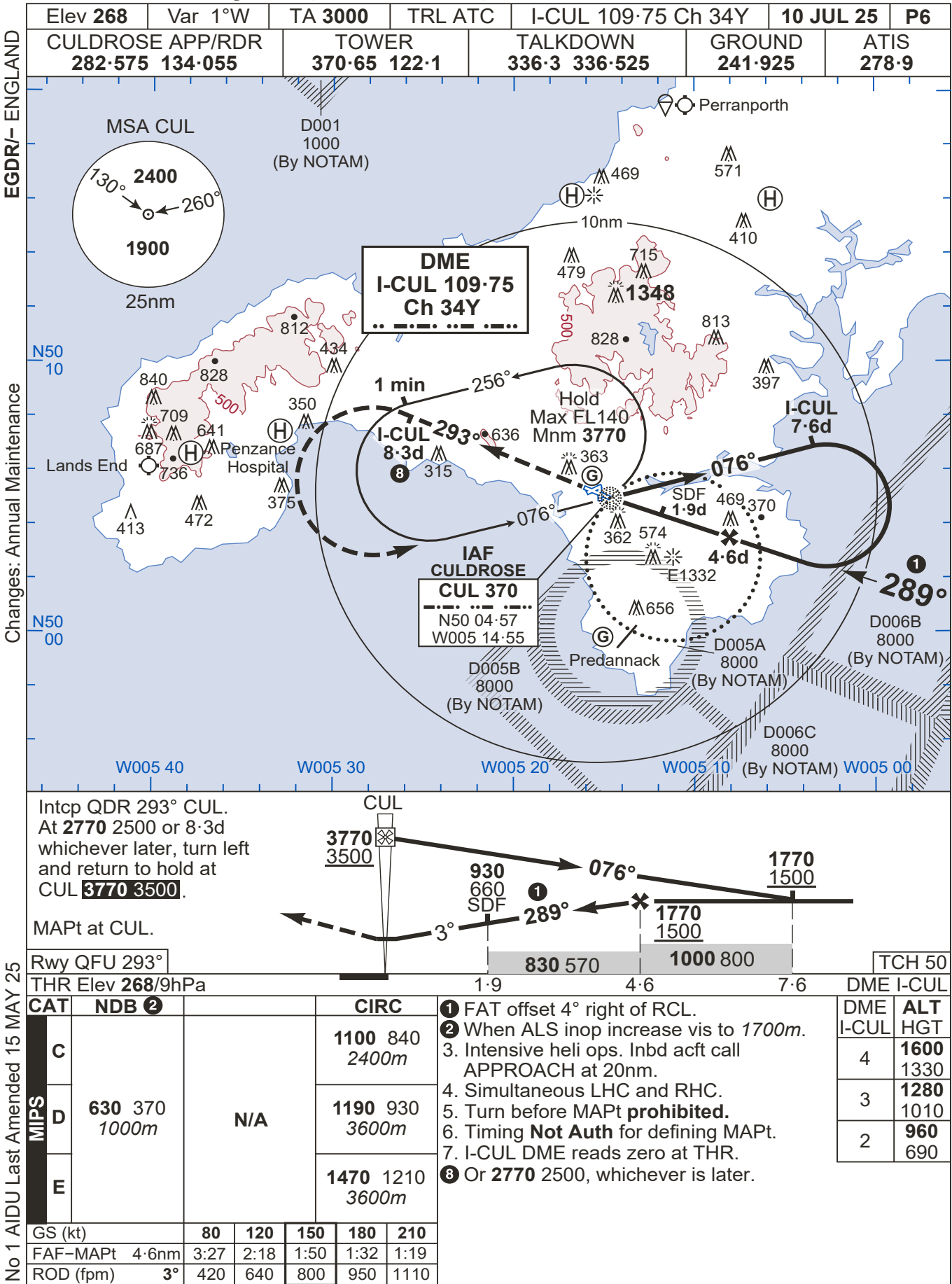
CAT	NDB	CIRC						1. WARNING. FW IFR approach to land not permitted. 2. FAT offset 5° right of RCL. 3. When ALS inop increase vis to 1800m. 4. Intensive heli ops. Inbd acft call APPROACH at 20nm. 5. Simultaneous LHC and RHC. 6. Close proximity to terrain over high ground. 7. Turn before MAPt prohibited. 8. Timing Not Auth for defining MAPt. 9. I-CUL DME reads 0-5d at THR. 10. Or 2770 2500, whichever is later.	DME I-CUL	ALT HGT		
MIPS	C	650 390 1600m	N/A	1100 840 2400m						6	2100 1840	
	D			1190 930 3600m						5	1780 1520	
	E			1470 1210 3600m						4	1460 1200	
GS (kt)			80	120	150	180	210					
FAF-MAPt 6-9nm			5:12	3:27	2:46	2:18	1:58					
ROD (fpm) 3°			420	640	800	950	1110					

CULDROSE
MIPS

NDB/DME Rwy 18 (Cat C, D, E)

NDB/DME Rwy 29 (Cat C, D, E)

CULDROSE



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13 JUL 23

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