EGAR Rothera (Antarctica)

Runway 18/36 (Mag)

Apt Elev: 13’  Apt Reference Point: S67 34.0 W068 07.7

Rothera Radio: VHF 118.10 HF 5080, 7775, 9106
Phone +44 1223 221670 or 671 Iridium 881 631 831 227

All Procedures VFR Use Only Not Approved

Operating Hours: 1100z to 0000z Mon-Sat Oct-Feb. Other times by arrangement all operations require prior permission

See page 2 for Warnings, Notes and Special Procedures.
Variation 20°E (2018)
Circuits: Left hand runway 18 / Right hand runway 36 / Alt 1200’

Variation 20°E (2018)

Circuits: Left hand runway 18 / Right hand runway 36 / Alt 1200’

Co-ordinates:
Rwy 18 Threshold S67 33.83 W068 07.40
Rwy 36 Threshold S67 34.27 W068 07.85

Takeoff
Rwy 36: 1100 feet Cloud Ceiling and Visibility 3000m
Rwy 18: 1500 feet Cloud Ceiling and Visibility 5000m
Warnings:

1. Weather balloons, rockets and UAV activity; contact Rothera Operations and consult the latest NOTAMs published on the AIS NOTAM system.
2. Rothera runway is NOT available during BAS DASH 7 Point of Safe Return (PSR) Operations. Aircraft captains must contact Rothera Operations by phone before departure on the day of intended flight for details.
3. Possible icebergs maximum 300 feet on the approach to both runways.
4. Severe turbulence and windshear on short finals to runway 36 & 18 associated with easterly winds greater than 10 kts.
5. Bird hazard in the vicinity of Rothera airfield November to April.
6. Occasional ships moored at the East of Rwy 36 threshold. Ships moored at the Rothera wharf may necessitate runway closure, contact Rothera Operations.
7. Steeply rising ground to the West, circuits to the East only, circuit height 1200 feet.
8. Multiple aerial arrays to the east of the runway up to 250 feet amsl.
9. Avoid overflying all local islands and all wildlife below 2000 feet except when established on the final approach track to either runway.

Notes:

1. Fuel: JET A1 available by prior permission only.
2. Runway marked with 205 lt drums and end flags.
3. Snow banks likely maximum 3m September to January contact Rothera Operations.
4. Portable runway lights (MIRL) require 30 minutes notice to deploy.
5. Inbound aircraft to call at 5nm final.
6. For current Rothera chart status and Visiting Aircraft Information consult: https://www.bas.ac.uk/polar-operations/sites-and-facilities/aircraft/pilots/

Special Operational Procedures:

BAS DASH 7 Point of Safe Return (PSR) Procedures. (NOT applicable to Rothera Skiway)

BAS procedures require a sterile runway and airspace at Rothera for all periods where the BAS DASH 7 has passed PSR until it has landed. Aircraft will NOT be allowed to takeoff, land, hold in the overhead or the vicinity of the airfield during this period. Therefore it is mandatory for visiting aircraft captains to contact Rothera Operations before takeoff. It is the sole responsibility of the aircraft captain to establish the airfield status, gain final authorisation and ensure the flight is planned to avoid times where the airfield is unavailable. If a captain becomes aware the ETA may conflict with a planned DASH 7 PSR period, or other restriction, they must inform Rothera Ops as soon as possible. Failure to adhere to these requirements may result in refusal to use the airfield and the aircraft will be directed to divert or return to the point of departure. This requirement does NOT affect aircraft able to use the skiway when conditions are suitable for its use.

Contact Information

Rothera Operations Voip +44-1223-221-670 or +44-1223-221-671
Rothera Operations Voip Aircraft Safety Calls ONLY +44-1223-748-635
Rothera Operations Iridium +881-631-831-219 rops@bas.ac.uk
Forecaster (12z to 21z) +44-1223-221-680 rforecaster@bas.ac.uk
Field Ops Manager (FOM) +44-1223-221-673 rfom@bas.ac.uk
Rothera Station Leader +44-1223-221-672 or 674 rbc@bas.ac.uk
Cambridge Ops Manager +44-1223-221-595 Cell: +44-7733-107-872 dwat@bas.ac.uk
Emergency (out of hours only) +44-1223-221-688 or 221-696

BAS Web site (Air Unit home page) For NOTAMs and Weather information: https://www.bas.ac.uk/polar-operations/sites-and-facilities/aircraft/pilots/
STANDARD DEPARTURE CHART - NOT APPROVED

Rothera Radio
118 1
Radio
5080
Rth Elevation
7775

BMS is not responsible for and claims no
right to the content accuracy of any of the
information or procedures displayed on
this chart

BEARINGS ARE MAGNETIC

Rothera
RNAV1 SID
Rwy 18
6666 & G1

EGAR Rothera (Antarctica)
18 (Mag) RNAV1 SID

Initial Climb
5.0%  659  557  456  355
Further Climb
3.70%  487  412  337  262

NOTE 1 Climb on runway heading to 800°, turn left at ROT04 and left at ROT05 to intercept 360° M track to R0210 climbing to be at or above 2500 by R0210. At R0210 continue to track 360° to IPASS climbing to be at or above 6000 by R0T26 and at or above 8000 by IPASS. From IPASS track direct to either G1 or 6666, continuing climb to be at or above 11000.
2 All tracks are magnetic
3 Weather minima: 1100ft cloud ceiling, 3000m visibility
4 In the event of an engine failure before reaching 1100ft remain VMC and return to EGAR. If engine failure occurs IMC before R0210 continue with procedure to be at R0210 at or above 2500 then turn RIGHT to RMATP to join EGAR SB approach not below 3000
5 Expect severe turbulence and mountain wave activity in strong wind conditions
6 Use course guidance from RNAV, ensure that RAIM is available throughout, and set the CDI sensitivity to the most accurate setting available until at least 11000ft
7 Minimum climb gradient is 5.0% until 800° thereafter climb at minimum 3.7% using table provided to calculate rates of climb according to groundspeed
8 Max 160kt until established on 360° M track to R0210

British Antarctic Survey & Osprey / gCAP Ltd
01 February 2019

PROCEDURE NOT FLIGHT CHECKED
USE AT PILOTS OWN RISK

TERRAIN ELEVATIONS ARE ESTIMATED

110
G
R0210
2900
MAX 160KTAS
In Turn
ROH05
R0T05

G01R09
01R09
R0T07
R0T06
R0T04

R0T03
R0T02
R0T01

EGAR Rothera (Antarctica) 36 (Mag) RNAV1 SID

STANDARD DEPARTURE CHART - NOT APPROVED

Rothera Radio

TRH ELEVATION 13

BEARINGS ARE MAGNETIC

PROCEDURE NOT FLIGHT CHECKED
USE AT PILOTS OWN RISK

TERRAIN ELEVATIONS ARE ESTIMATED

Initial Climb 6.31% 891 703 575 447
Further Climb 3.70% 487 412 337 262

NOTE
1. Climb on runway heading to 413, then turn right to intercept 022°M track to R0210 climbing to be at or above 2500 by R0210, at R0210 turn LEFT to track 360° to IPASS climbing to be at or above 6000 by R0726 and at 022°M track to IPASS. From IPASS track direct to either G1 or 6666, continuing climb to be at or above 11,000.
2. All tracks are magnetic.
3. Weather minima: 1100 ft cloud ceiling, 3000 m visibility.
4. In the event of an engine failure before reaching 1100 ft, remain VMC and return to EGAR. If engine failure occurs IMC before R0210 continue with procedure to be at R0210 or above 2500 then turn RIGH-T to RMAIF to join EGAR 36 approach not below 3300.
5. Expect severe turbulence and mountain wave activity in strong wind conditions.
6. Use course guidance from RNAV, ensure that RAIM is available throughout, and set the CDI sensitivity to the most accurate setting available until at least 11,000 ft.
7. Minimum climb gradient is 6.51% until 758° thereof climb at minimum 3.7% using table provided to calculate rates of climb according to ground speed.
8. Max 130kt until established on 022°M track to R0210.
EGAR Rothera (Antarctica) 36 (Mag) RNAV (GNSS)

**INSTRUMENT APPROACH CHART - NOT APPROVED**

**ROTHERA RNAV (GNSS) Rwy 36 (ACFT CAT A&B)**

**PROCEDURE NOT FLIGHT CHECKED USE AT PILOTS OWN RISK**

**TERAIN ELEVATIONS ARE ESTIMATED**

<table>
<thead>
<tr>
<th>NM to MAPt</th>
<th>8</th>
<th>7</th>
<th>6</th>
<th>5</th>
<th>4</th>
<th>3</th>
<th>2</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALT (Hgt)</td>
<td>3500(3077)</td>
<td>2770(2757)</td>
<td>2450(2437)</td>
<td>2130(2117)</td>
<td>1810(1797)</td>
<td>1470(1477)</td>
<td>1170(1157)</td>
</tr>
</tbody>
</table>

**Missed Approach Procedure**

Turn right immediately climbing to min 3300 and track 091°M to RMAP. Max 1300' until RMAF. Continue to REAST to Hold.

**NOTE 1:**
1. TAs. South (RIAF) join from 271°M to 070°M within 18NM. North (RMAF) join from 091°M to 271°M within 10NM
2. RMATF is a fly-over WP. In the event of a go-around, turn right without delay and intercept 091°M track to RMAF.
3. Ensure CDI sensitivity is 0.3NM by RFAF and RAIF is available.
4. Procedure not approved - not flight checked. Operators fly this procedure at their own risk.
5. Nominal final gradient is 5.26%. See RoD (rpm) vs g's (kt) for RFAF to RMAF. Minima are dependent on the climb gradient which can be achieved on the Missed Approach.
6. Multiple Masts (Unlit) up to 2500ft AMSL approx 350m East of Runway.
7. Caution: Icebergs up to approximately 3000ft on approach.

01 May 2018

British Antarctic Survey & Osprey / gCAP Ltd
### Comms:
- VHF 118.1 HF 5080, 7775, 9106
- Phone: +44 1223 221670 Iridium 881 631 831 227

### VFR Use Only
- Not Approved
- Operating hours: On request.

### Warning:
1. Daily weather balloons, and/or UAV activity; contact Rothera Operations and consult the latest BAS NOTAMS.
2. **Severe turbulence** can be expected on the approach to skiway 02 and in all direction with winds greater that 15kts.
3. Approach to skiway 02 is over steeply rising ground.
4. Skiway marked with 205 lt drums, land to the south of the drum line.

### Cautions:
1. Steeply rising ground to the west and South of the skiway.
2. Unprepared skiway.

### Notes:
1. Fuel Jet A1 available by prior arrangement only.
2. All aircraft require Prior Permission.
3. Access to the skiway from Rothera Base may be restricted January to March due to snow conditions.

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**EGAR Rothera (Antarctica)**

**Skiway Position:** S67 31.9 W068 11.0

**Comms:** VHF 118.1 HF 5080, 7775, 9106

**Phone:** +44 1223 221670 Iridium 881 631 831 227

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**02 Threshold** Approximately S67 32.400 W068 11.954 Elev 825'.

**20 Threshold** Approximately S67 31.354 W068 09.957 Elev 828'.

**02 & 20** Takeoff/Landing distance approximately 8000 feet—Surface type: Snow.

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Skiway Drum Line

Rothera Runway & Base