Rothera Radio

<table>
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<th>118.1</th>
<th>5080</th>
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</thead>
</table>

All Bearings & Tracks are Magnetic

Apt Reference Point: S67 34.0 W068 07.7
Rothera Radio: VHF 118.1 HF 5080, 7775, 9106
Phone: +44 1223 221670  Iridium +881 631 831 227 219
Operating hours: 1100z to 0000z Mon-Sat Oct-Feb. Other times by arrangement, all operations by strict prior permission.
For current Rothera chart status and Visiting aircraft information consult https://www.bas.ac.uk/polar-operations/sites-and-facilities/aircraft/pilots/

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

Avoid over flight of local islands and all wildlife below 2000ft asl, except when established on the final approach track to either runway.
### 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 up to 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 wharf to 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 200 feet AMSL.
9. RW18 4 deg APAPI approach angle does not assure terrain separation for approaching aircraft when West of Runway centreline.

### Notes:

1. Fuel: JET A1 available by prior permission only.
2. Runway marked with 205 lt drums and end flags.
3. Snow banks likely up to 3m September to January contact Rothera Operations.
4. Portable runway lights (MIRL) require 60 minutes notice to deploy.
5. Inbound aircraft to call at 5nm final.

### 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 take-off or land during this period. It is mandatory for inbound 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
- Rothera Operations Voip Aircraft Safety Calls **ONLY**: +44-1223-748-635
- Rothera Operations Iridium: +881-631-831-219
- Forecaster (12z to 21z): +44-1223-221-680
- Field Ops Manager (FOM): +44-1223-221-673
- Rothera Station Leader: +44-1223-221-672 or +44-1223-221-674
- Cambridge Ops Manager: +44-1223-221-595 or +44-7733-107-872
- Emergency (out of hours only): +44-1223-221-688 or +44-1223-221-696

### BAS Web site (Air Unit home page)

For NOTAMs and Weather information: [https://www.bas.ac.uk/polar-operations/sites-and-facilities/aircraft/pilots/](https://www.bas.ac.uk/polar-operations/sites-and-facilities/aircraft/pilots/)
ROthera Radio

Apt Elev 15’
All Bearings & Tracks are Magnetic

COORDINATES

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PROCEDURES NOT FLIGHT CHECKED

RWY18 RNAV1 SID

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RWY36 RNAV1 SID

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RNAV RWY36

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NDB/DME RWY36

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<tr>
<td>R36T</td>
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</table>
Departure Procedure: 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°M to IPASS climbing to be at or above 6000’ by ROT26 and at or above by 8000’ by IPASS. From IPASS track direct to either G1 or 6666, continuing climb to be at or above 11000’.

1. In the event of an engine failure before reaching 1100’ 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 RIGHT to RMATF to join EGAR 36 approach not below 3300’.
2. Use course guidance from RNAV, ensure RAIM is available throughout. Monitor CDI sensitivity during departure as it may not auto-scale.
3. Expect severe turbulence and mountain wave activity in strong wind conditions.
Departure Procedure: 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°M to IPASS climbing to be at or above 6000' by ROT26 and at or above 8000' by IPASS. From IPASS track direct to either G1 or 6666, continuing climb to be at or above 11000'.

1. In the event of an engine failure before reaching 1100’ 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 RMATF to join EGAR 36 approach not below 3300’.
2. Use course guidance from RNAV, ensure RAIM is available throughout. Monitor CDI sensitivity during departure as it may not auto-scale.
3. Expect severe turbulence and mountain wave activity in strong wind conditions.
Missed Approach Procedure: Turn right immediately climbing to min 3300ft and track 091°M to RMATF. Max 130kt until RMATF. Continue to REAST to hold.

1. RMATF is a fly-over WP. In the event of a go-around, turn right without delay and intercept 091°M track to RMATF.
2. Ensure CDI sensitivity is 0.3NM by RFAF and RAIM is available.
3. Multiple masts (unlit) up to 250’ AMSL approx. 350m East of Runway
4. Caution: Icebergs up to approximately 300’ on approach.
**Missed Approach Procedure:** If not visual by 740’ turn RIGHT by D1.5 climbing on a heading to intercept R165 to 5000’. Then turn RIGHT to ROT NDB not WEST of R180.

**Reversal & Hold Max 140Kts.**

**Missed App Gradient:** 2.5% 4.0% 5.0%  
**Approach Minima are based on the achievable Missed Approach climb gradient – 2.5, 4.0 or 5.0%**

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<td>MDA(MDH)</td>
<td>RoD</td>
<td>300</td>
<td>400</td>
<td>501</td>
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1. Shuttle in hold
2. Severe turbulence on short final with wind from East
3. Caution: >> Birds >> Icebergs up to approx. 300’ on approach
4. Multiple masts (unlit) up to 250’ AMSL approx. 350m East of Runway
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.
3. Birds
4. Skiway used for recreation. Possible foot/ski and skidoo activity.

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

**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 Coordinates: **S67 31.9 W068 11.0**
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