

## THE CHANNEL AIRFIELD DATA (1940-05-26)

Airport (ICAO)	Latitude		Mag. dev.	Radio channel / канал presets					
	Longitude			Surface	TILS	VHF AM	UHF AM	VHF(L) AM	HF AM
	RWY →	Mag.H	True H.	Obstacle clearance height, distance & slope			Alt (m)	Dim (m)	
RWY ←	Mag.H	True H.	Obstacle clearance height, distance & slope			Alt (ft)	Dim (ft)		
<b>Abbeville Drucat</b> (—)	N50°08.949'		+6.4°	MiG-15 [151] - MiG-21 [RSBN 7]					
	E001°50.162'			Concrete	1	118.050	250.050	38.450	3.775
	RWY 02	029°	023°T	Treeline below flight path			56m	1520x55m	
	RWY 20	209°	203°T	Trees below flight path			184'	4990x180'	
	RWY 09	096°	090°T	Treeline below flight path			56m	1495x51'	
	RWY 27	276°	270°T	Treeline below flight path			184'	4910x170'	
<b>Detling</b> (—)	N51°18.184'		+7.2°	MiG-15 [158] - MiG-21 [RSBN 3]					
	E000°35.767'			Grass	8	118.400	250.400	38.800	3.950
	RWY 05	053°	046°T	Trees 80' @ 1348' / 3.4°			190m	1125x45m	
	RWY 23	233°	226°T	Trees 55' @ 450' / 7°			623'	3690x150'	
	<b>Dunkirk Mardyck</b> (—)	N52°01.768'		+6.4°	MiG-15 [154] - MiG-21 [ARC 1-1/5]				
		E002°14.916'			Concrete	4	118.200	250.200	38.600
RWY 08		087°	081°T	Fence on threshold			5m	580x42m	
<b>Hawkinge</b> (—)	N51°06.578'		+6.9°	MiG-15 [156]					
	E001°09.591'			Grass	6	118.300	250.300	38.700	3.900
	RWY 01	187°	180°T	Fence on threshold			160m	855x44m	
	RWY 19	007°	360°T	Treeline below flight path			525'	2800x145'	
	RWY 05	048°	041°T	Trees 55' @ 850' / 3.7°			160m	1035x41m	
<b>High Halden</b> (—)	N51°07.236'		+7.1°	MiG-15 [150] - MiG-21 [RSBN 2]					
	E000°42.008'			Gravel	9	118.000	250.000	38.400	3.750
	RWY 04	038°	031°T	Treeline below flight path			32m	735x45m	
	RWY 22	218°	211°T	Forest 55' @ 600' / 5.3°			105'	2420x150'	
	RWY 11	109°	102°T	Treeline 55' @ 1300' / 2.4°			32m	1175x45m	
<b>Lympne</b> (—)	N51°04.967'		+6.9	MiG-15 [157] - MiG-21 [ARC 1-1/1]					
	E0001°01.231'			Grass	7	118.350	250.350	38.750	3.925
	RWY 02	026°	020°T	Treeline 45' @ 430' / 6.0°			107m	815x49m	
	RWY 20	206°	200°T	Treeline 45' @ 300' / 8.6°			351'	2680x160'	
	RWY 13	140°	134°T	Treeline 25' @ 700' / 2.0°			107m	1000x49m	
	RWY 31	320°	314°T	Single tree 20' @ 560' / 2.0°			351'	3290x160'	
	RWY 16	166°	160°T	Treeline 45' @ 470' / 5.5°			107m	1085x64m	
<b>Manston</b> (—)	N51°20.366'		+6.8	MiG-15 [155] - MiG-21 [RSBN 1]					
	E0001°21.864'			Concrete	5	118.250	250.250	38.650	3.875
	RWY 10	109°	102°T	Trees below flight path			49m	2750x210m	
	RWY 28	289°	282°T	Low shrubbery on threshold			161'	9030x700'	
<b>Merville Calonne</b> (—)	N50°36.762'		+6.1°	MiG-15 [152] - MiG-21 [RSBN 6]					
	E002°38.148'			Concrete	2	118.100	250.100	38.500	3.800
	RWY 03	044°	038°T	Trees and houses 45' @ 750' / 3.4°			16m	2980x51m	
	RWY 21	224°	218°T	Treelines below flight path			52'	9770x170'	
	RWY 07	084°	078°T	Tree and house 45' @ 650' / 4.0°			16m	1430x51m	
<b>Saint Omer Longuenesse</b> (—)	N50°43.726'		+6.3°	MiG-15 [153] - MiG-21 [ARC 1-1/6]					
	E002°13.668'			Concrete	3	118.150	250.150	38.550	3.825
	RWY 08	092°	087°T	Trees below flight path; fence on threshold			67m	579x42m	
RWY 26	272°	267°T	Trees below flight path			220'	1900x140'		

Landing glideslope clear of obstructions

High landing glideslope required

Glideslope obstructed

Note: by 2016, the magnetic variation has changed by roughly -6.5°