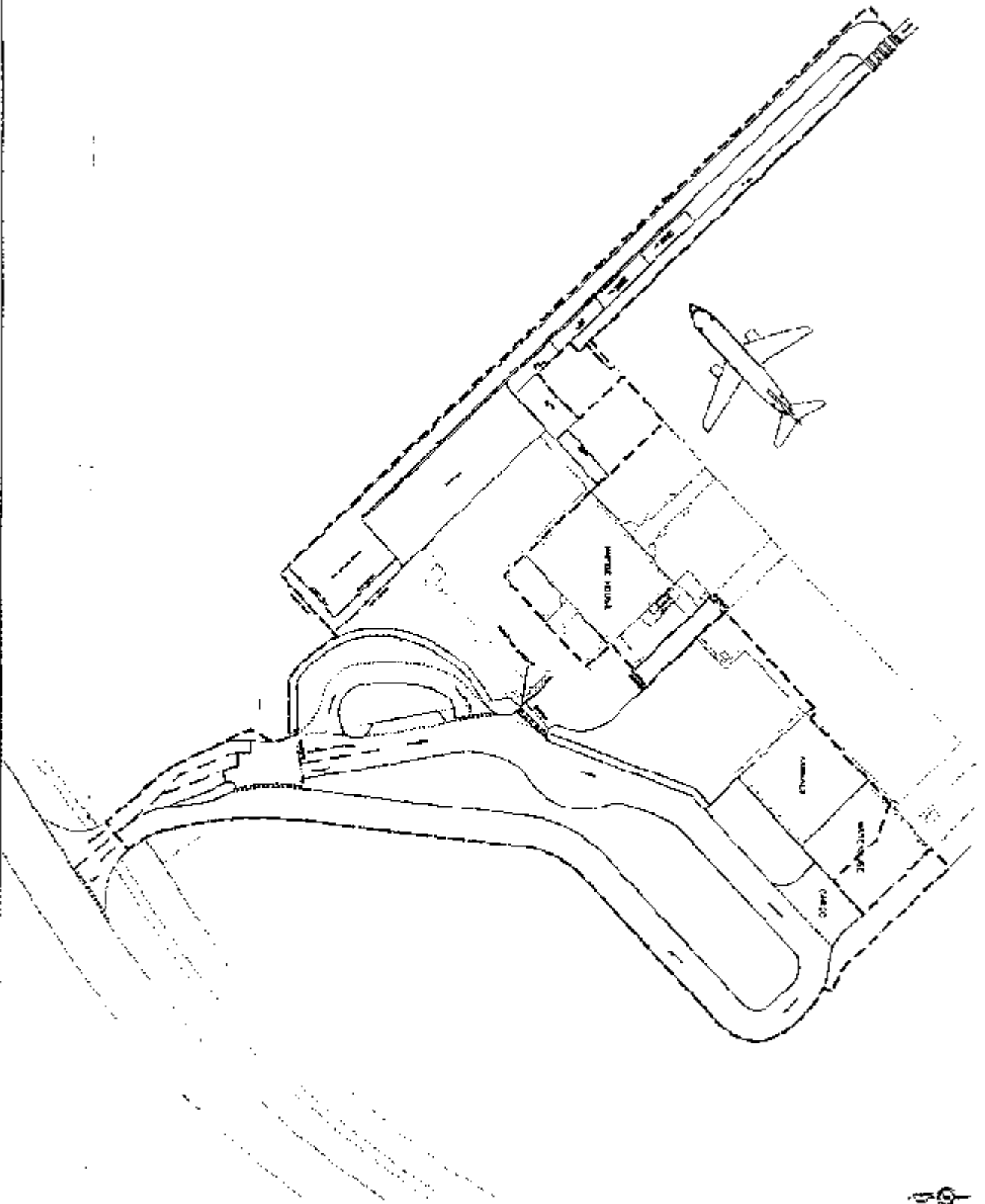


Area of Works as Indicated by WMIAL



NO.	DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
1	CONCRETE	m³	100	100	10000
2	STEEL	kg	500	500	250000
3	PAINT	litre	100	100	10000
4	LABOUR	hour	1000	1000	100000
5	EQUIPMENT	hour	100	100	10000
6	TRANSPORT	hour	100	100	10000
7	MAINTENANCE	hour	100	100	10000
8	INSURANCE	hour	100	100	10000
9	PERMIT	hour	100	100	10000
10	OTHER	hour	100	100	10000
11	TOTAL				400000

DATE: 10/10/2010
 DRAWN: 10/10/2010
 SCALE: 1:1000

10/10/2010
 10/10/2010
 10/10/2010

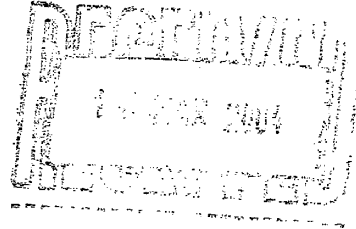


Safety Regulation Group
Aerodrome inspections Manchester

Our Ref 9/218/28/76/3A

15 March 2004

Mr P Jackson
Airport Director
Coventry Airport
Baginton
COVENTRY
CV8 3AZ



Dear Peter,

OBSTACLES WITHIN RUNWAY STRIP OR RESA

With reference to your email and the request by Warwickshire District Council to introduce frangible obstacles beyond the end of Runway 23 Stopway, I have the following comments.

The area directly beyond Runway 23 Stopway ~~is~~ part of the Runway Strip, which in the case for Coventry, extends for 60m. In accordance with CAP 168, this area should be clear of obstacles with the only exception being essential aids to air navigation.

Further beyond this area, is the Runway End Safety Area (RESA) and is governed by the same restrictions.

Therefore obstacles other than essential aids to air navigation are not allowed.

I hope this has proved useful.

Yours sincerely,

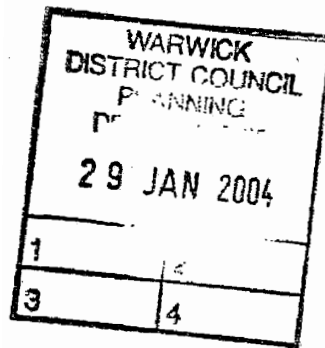
Paula Eversfield
Aerodrome Inspector (Operations)

CC
S Andrews



APPENDIX THREE

Safety Regulation Group
Aerodrome Inspections Gatwick



Mr J Archer
Head of Planning & Engineering
Warwick District Council
PO Box 2178
Riverside House, Milverton Hill
Royal Leamington Spa
Warwickshire CV32 5QH

27 January 2004

Your Ref: JA/CEG
Our Ref: 10G/28/76/02

Dear Mr Archer

COVENTRY AIRPORT - HARD SURFACE OVERRUN

Thank you for your letter, dated 21st January 2004, and associated copy of the Certificate of Lawfulness, on the above subject.

The Civil Aviation Authority (CAA) was not aware of the presence of this Certificate when Coventry Airport Management put forward their development proposals to harden the stopway. It was anticipated that the runway declared distances would be revised to take account of the additional pavement. However now that the CAA has had sight of the documentation I can confirm that there will be no changes to declared distances for either runway as a result of hardening the stopway unless the appropriate planning permission has been obtained. Any application for such a change to planning permission would, of course, be a matter for Warwick District Council to consider.

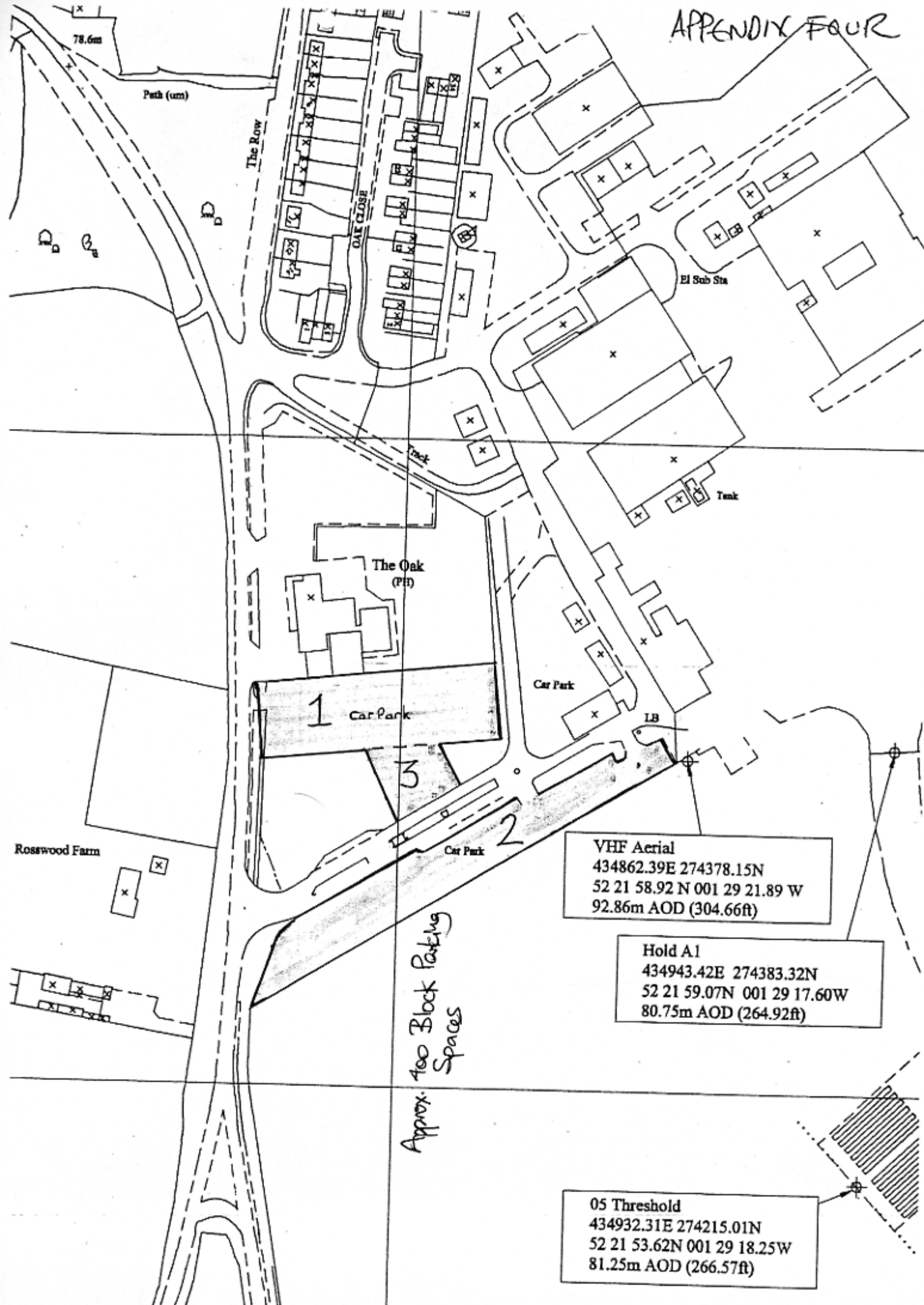
Notwithstanding the above it will be necessary to amend the overall length of paved surface quoted in official documents to reflect that the 93 metre stopway has been hardened. This is to ensure that chart producers and aircraft operators are aware of the changed nature of the stopway.

Yours sincerely

S A Andrews
Senior Aerodrome Inspector



APPENDIX FOUR



VHF Aerial
 434862.39E 274378.15N
 52 21 58.92 N 001 29 21.89 W
 92.86m AOD (304.66ft)

Hold A1
 434943.42E 274383.32N
 52 21 59.07N 001 29 17.60W
 80.75m AOD (264.92ft)

05 Threshold
 434932.31E 274215.01N
 52 21 53.62N 001 29 18.25W
 81.25m AOD (266.57ft)