

Frequencies

118.855	Approach/Radar
119.805	Tower
128.855	Director
132.375	ATIS
121.600	Fire Service
122.350	Draken Europe

Runways

Designation	05/23
Mag Bearing	48°/228°
Surface	Asphalt
Length (m)	2291 x 45
ILS	CAT I

Important Notes

The orange line denotes the new Business park road.

Be aware a lot of the airport now has parking restrictions posted.

Do Not park in front of any crash gates.

HISTORY

RAF Middleton St. George (Goosepool) was built in 1939 as the most northerly bomber command station. In 1940 the single grass runway airfield was turned into three concrete runways, a perimeter track and 40 hard standings. During WWII the station was home to Whitley's, Wellington's, Halifax's and later Canadian Air Force Lancaster's. After WWII the airfield spent most of its career training and as an operational conversion unit most notably with English Electric Lightnings from 1963 - 1964 when the airfield was decommissioned but was then saved by the council in 1966 to be developed as Teesside airport. The main runway was lengthened numerous times since its birth in 1940 to its present day 2291m (7516ft).

CURRENT USE

Today Teesside International Airport see's a wide variety of resident's & visitors, these consist of a variety of general aviation as Teesside has a whole host of residents such as flying schools, tour operators, medical flights and Draken Europe.

Airlines - Scheduled airliner flights are on the increase. KLM Cityhopper, Ryanair and TUI are the regular scheduled flights.

VIP - With Teesside's large chemical/Industrial zones as well as its close proximity to Grouse moorland, biz jets are regular visitors.

Training - The airport is also frequently used as a training ground for Easyjet and Jet2 as well as the Royal Air Force who perform overshoots and touch and go's. Usually these aircraft are A400's and C17's from RAF Brize Norton, Hawks from neighbouring Qatar Amiri Training Sqn RAF Leeming, and Typhoon's from 29 Sqn.

HOW TO GET THERE

For directions and public transport visit www.teessideinternational.com

USEFULL WEBSITES

Teesside International Airport Movements
www.teessideairportmovements.co.uk

Friends of Teesside International Airport
www.friendsoftia.co.uk

A few of the fences around the perimeter are only a few feet tall do not be tempted to climb over as trespassers are prosecuted.

Always comply with airport staff. Yes you have rights and if you genuinely think they are being infringed then act accordingly. Please don't be awkward just because you can, this just makes it more difficult for others.

My advice is always carry ID when spotting either drivers licence or passport. And do your bit, keep your eyes peeled and keep this number on your phone.

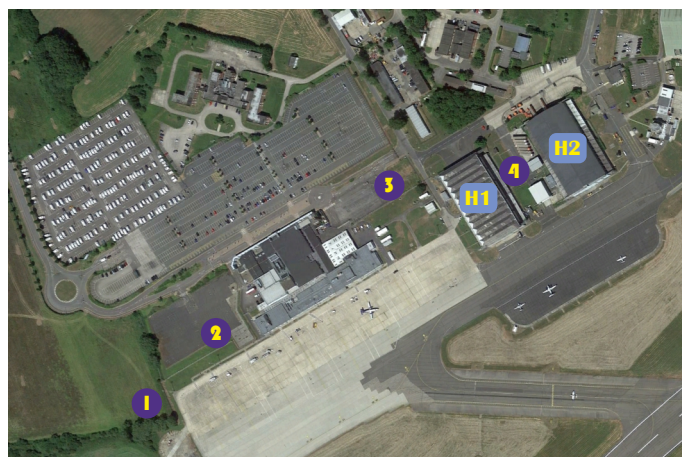
Anti-Terrorist Hotline: 0800 789 321

PARKING NOTICE

Areas 1-6 are all within a restricted parking zone with fines of £100 for unauthorised parking. Please take notice of the posted signs. Spots 1-6 all require you to park in the short stay car park (spot 2) at the side of the terminal and walk to these locations. At time of writing Free parking is available for up to 2 hrs if you spend £5 or more in the terminal. Receipt must be shown at the info desk for validation.

The following is a quick update of the spots at Teesside, due to the lack of updated maps and imagery we are currently in the process of creating custom maps so expect another update in the coming months.

- 1 From the short stay car park adjacent to the terminal, follow the road exiting the airport. Before reaching the roundabout turn left into derelict ground and fight your way through to the perimeter fence, and you'll find yourself looking side-on at any aircraft parked on the main apron.
- 2 This is currently the short stay car park at the side of the terminal useful for viewing stands 1-3 to reach this point you must park but check which car park is most suitable.
- 3 This is what used to be the bus terminus and good views of stand 5R and 5RR can be made. This location also needs you to park in a suitable car park and walk to this location.
- 4 This is between hangar 1 and 2. This is useful for viewing business jets, IAS Medical and other visitors. You must not drive into this location you must park somewhere sensible. This typically is not too good for photos due to the addition of a small hangar. A trial flight with Eden Flight Training is an excellent way to get air side here.
- 5 This is between Draken Europe and the hangar 3 West. Limited views of the main Draken ramp can be achieved here but Draken's new hangar obscures a lot.
- 6 This is the Thales entrance outside of hangar 3 East. OK views of the GA ramp area can be achieved but now has a double fence due to building works. A good way see this ramp is with an experience flight or even learn to fly with Aeroschool. Thales operate out of this end of the hangar with a couple of aircraft types.



- 7 This is a layby on the A67 an overview of most of the airport can be achieved from here as well as approaching and landing aircraft on runway 23. Depending on the position of the sun photographers may get better results on the grass verge which runs west away from the layby. Be sure to park in the layby and walk along the grass verge.
- 8 A new road to the south side business park has been opened, come out of the airport to the A67 roundabout and turn right follow the road past the end of the runway until you come to a new roundabout. Turn right at the roundabout the airfield is now visible on your right hand side, you can head down this road to the end where there is a gate. All aircraft outside can be seen from here (but not necessarily easy to read off www.teessideairportmovements.co.uk will be up to date of what is parked where (use the residents page for those based here). Park up sensibly alongside the road and photo's can be taken easily of aircraft landing rwy 23.
- 9 This spot is by the burning ground accessible by driving up the new business park road turn left and parking short of White House Farm, a walk through the farm yard will bring you to the burning ground and good views of rwy 23 short final. This spot also has access to some of the perimeter of the airfield.

10 This is at the end of a public footpath which used to run past the end of the original runway before it was extended. The footpath runs out the back of the church. Views can be made of the touchdown zone of runway 05 but there is now a large fence here. On occasion aircraft are being scrapped to the right of this path and gaps in the bushes give adequate views. Do Not Trespass in this area.

11 This is a crash gate on the south side of the threshold to 05. Viewing can be made of aircraft landing and lining up for takeoff. Of late it has become overgrown and is a less than ideal spot for photos.

12 This is an elevated area where photographs can be taken of approaching aircraft.

13 This is a farmers field next to the crash gate. (This is not a public footpath and is private land). Photography can be done in the evening.

14 This is a crash gate on the north side of the threshold to 05. Viewing can be made of aircraft taxiing past.

