



UNITED KINGDOM AERONAUTICAL INFORMATION PUBLICATION

AIRAC 04/2025 - EFFECTIVE DATE: 17 Apr 2025

This Amendment contains both 'AIRAC' and 'Non-AIRAC' information. Note that any NOTAM or AIP SUP used to announce the 'Non-AIRAC' changes will remain in force until the AIRAC date.

The changes shown on this coversheet are an abbreviated overview. See AIP pages for changes in detail.

This AIRAC AMDT contains:

GEN 0.2	
GEN 0.3	
GEN 0.4	
GEN 1.6	Isle of Man legislation revised.
GEN 2.5	Cranfield ICR LOC - Aid type updated.
GEN 3.4	Editorial - No change.
GEN 3.5	Table 3.5.3.2 Aerodromes providing METARs - Biggin Hill EGKB entry updated with new IRVR equipment.
ENR 1.6	Paragraph 2.6 UK SSR code allocation plan - Code *7300 changed from METMAN to AIRTASK146.
ENR 3.2	M604, Y312 - DET VOR radials updated.
ENR 5.1	Editorial - No change.
ENR 5.3	MET RESEARCH FLIGHTS AREA ALPHA to DELTA - Callsign updated from METMAN to AIRTASK146.
ENR 5.5	HILL TOP FARM microlight site - Contact number updated. LANGAR parachute site - Primary channel and contacts updated.
AD 2.EGPD-4	AD 2 EGPD 4-1 Heli sites added.
AD 2.EGPD-5	AD 2 EGPD 5-1 Heli sites added.
AD 2.EGJA-8	AD 2 EGJA 8-1/8-2/8-3/8-4/8-5/8-7 Charts republished due to a revised chart specification.
AD 2.EGPR	AD 2.9 Surface movement guidance and control system and markings - WDI - Editorial. AD 2.13 Declared distances - Editorial - No change. AD 2.15 Other lighting, secondary power supply - Anemometer - Editorial.
AD 2.EGPR-2	AD 2 EGPR 2-1 Chart revised due to incorporation of the latest aerodrome survey.
AD 2.EGAA	AD 2.20 Local aerodrome regulations - Ground movement.
AD 2.EGAA-5	AD 2 EGAA 5-1 Hospital heli site added.
AD 2.EGAC-5	AD 2 EGAC 5-1 Hospital heli site added.
AD 2.EGKB-5	AD 2 EGKB 5-1 Hospital heli sites added.
AD 2.EGBB-4	AD 2 EGBB 4-3 Hospital heli site added.
AD 2.EGBB-5	AD 2 EGBB 5-1 Hospital heli sites revised.
AD 2.EGBB-6	AD 2 EGBB 6-2/6-3 Update to AMA.
AD 2.EGBB-7	AD 2 EGBB 7-3 Update to AMA.
AD 2.EGLK	AD 2.9 Surface movement guidance and control system and markings - WDIs updated.
AD 2.EGLK-2	AD 2 EGLK 2-1 Chart revised due to incorporation of the latest aerodrome survey.
AD 2.EGNH	AD 2.10 Aerodrome obstacles - New crane added. (Replaces SUP 044/2024).
AD 2.EGHH-5	AD 2 EGHH 5-1 Hospital heli site added.
AD 2.EGHH-7	AD 2 EGHH 7-1/7-2 Update to AMA.
AD 2.EGGD	AD 2.20 Local aerodrome regulations - Ground movement.
AD 2.EGGD-2	AD 2 EGGD 2-1 Warning note removed.
AD 2.EGGD-4	AD 2 EGGD 4-1 Hospital heli sites added.
AD 2.EGGD-5	AD 2 EGGD 5-1 Hospital heli sites added.
AD 2.EGGD-7	AD 2 EGGD 7-3 Update to AMA.
AD 2.EGSC-5	AD 2 EGSC 5-1 Hospital heli site added.
AD 2.EGFF-4	AD 2 EGFF 4-1 Hospital heli sites added.
AD 2.EGFF-5	AD 2 EGFF 5-1 Hospital heli site added.
AD 2.EGFF-7	AD 2 EGFF 7-3 Update to AMA.
AD 2.EGHR-2	AD 2 EGHR 2-1 Editorial reprint.
AD 2.EGTC	AD 2.19 Radio navigation and landing aids - Navaid types revised.
AD 2.EGLD	AD 2.4 Handling services and facilities - Fuel types updated.
AD 2.EGPN	AD 2.22 Flight procedures - Missed approach procedure - Correction to magnetic tracks.

AD 2.EGNX	AIRAC AD 2.19 Radio navigation and landing aids - DTY and TNT remarks updated - RNAV substitution only. AD 2.22 Flight procedures - Procedures for inbound aircraft and Procedures for outbound aircraft updated. AD 2.24 Charts related to an aerodrome - Chart titles amended.
AD 2.EGNX-4	AIRAC AD 2 EGNX 4-1 TNT VOR, HON VOR and BHX NDB removed. Hospital heli sites added.
AD 2.EGNX-5	AD 2 EGNX 5-1 Hospital heli sites added.
AD 2.EGNX-6	AIRAC AD 2 EGNX 6-1/6-2 Chart title. Procedure RNAV substitution only.
AD 2.EGNX-7	AD 2 EGNX 7-4 Update to AMA. AIRAC AD 2 EGNX 7-10/7-11 Chart title. Procedure RNAV substitution only.
AD 2.EGPH	AD 2.22 Flight procedures - Addition of gliding operations at RAF Kirknewton airfield.
AD 2.EGPH-4	AD 2 EGPH 4-1 Kirknewton glider site added. Hospital site added.
AD 2.EGPH-5	AD 2 EGPH 5-1 Kirknewton glider site added.
AD 2.EGPH-8	AD 2 EGPH 8-1 to 8-6 Kirknewton glider site added.
AD 2.EGTE-5	AD 2 EGTE 5-1 Hospital heli site added.
AD 2.EGTF	AD 2.10 Aerodrome obstacles - Revised. AD 2.15 Other lighting, secondary power supply - Anemometer lighting status updated.
AD 2.EGTF-2	AD 2 EGTF 2-1 Chart revised due to incorporation of the latest aerodrome survey.
AD 2.EGLF-4	AD 2 EGLF 4-2 Hospital heli site added.
AD 2.EGLF-7	AD 2 EGLF 7-1/7-3/7-9/7-10 Update to AMA.
AD 2.EGPF-4	AD 2 EGPF 4-1 Hospital heli sites added.
AD 2.EGPF-5	AD 2 EGPF 5-1 Heli sites added.
AD 2.EGPE	AD 2.14 Approach and runway lighting - Threshold lighting updated.
AD 2.EGPE-2	AD 2 EGPE 2-1 Threshold lighting info editorial.
AD 2.EGNS	AD 2.20 Local aerodrome regulations - Warnings.
AD 2.EGHC-3	AD 2 EGHC 3-1 Hospital heli site added.
AD 2.EGNM	AD 2.20 Local aerodrome regulations - New section 'Aircraft noise restrictions' added. (Replaces SUP 005/2025).
AD 2.EGNM-5	AD 2 EGNM 5-1 Hospital heli site added.
AD 2.EGGP	AD 2.19 Radio navigation and landing aids - Editorial - No change.
AD 2.EGGP-4	AD 2 EGGP 4-1 Hospital heli sites added.
AD 2.EGGP-5	AD 2 EGGP 5-1 Hospital heli sites added.
AD 2.EGLC-4	AD 2 EGLC 4-1 Hospital heli sites added.
AD 2.EGLC-5	AD 2 EGLC 5-1 Hospital heli sites added.
AD 2.EGLC-7	AD 2 EGLC 7-2/7-4/7-5/7-7/7-8 Update to AMA.
AD 2.EGKK	AD 2.14 Approach and runway lighting - PAPI distance from THR updated for RWY 08L, 08R and 26L.
AD 2.EGKK-2	AD 2 EGKK 2-1/2-2/2-5/2-6 North terminal car park building added.
AD 2.EGKK-5	AD 2 EGKK 5-1 Hospital heli site added.
AD 2.EGKK-6	AD 2 EGKK 6-1 to 6-22 Charts republished due to a revised chart specification. AD 2 EGKK 6-8 Update to AMA.
AD 2.EGKK-7	AD 2 EGKK 7-7 Update to AMA.
AD 2.EGLL	AD 2.10 Aerodrome obstacles - New cranes 2024112668 and 2024091615 added. AD 2.20 Local aerodrome regulations - Airport regulations.
AD 2.EGLL-3	AD 2 EGLL 3-1/3-2 Hospital heli sites added.
AD 2.EGLL-5	AD 2 EGLL 5-1 Hospital heli sites added.
AD 2.EGLL-6	AD 2 EGLL 6-1/6-6 Update to AMA.
AD 2.EGLL-7	AD 2 EGLL 7-4/7-5/7-7/7-8/7-10/7-11/7-12 Update to AMA.
AD 2.EGGW	AD 2.10 Aerodrome obstacles - Crane extended until October 2026.
AD 2.EGGW-6	AD 2 EGGW 6-4 Update to AMA.
AD 2.EGGW-7	AD 2 EGGW 7-1/7-2/7-4/7-5 Update to AMA.
AD 2.EGSS-7	AD 2 EGSS 7-1/7-2/7-5/7-6/7-7 Update to AMA.
AD 2.EGAE-4	AD 2 EGAE 4-1 Hospital heli site added.
AD 2.EGCC	AD 2.19 Radio navigation and landing aids - Editorial - No change.
AD 2.EGCC-4	AD 2 EGCC 4-1 Hospital heli sites added.
AD 2.EGCC-5	AD 2 EGCC 5-1 Hospital heli sites added.
AD 2.EGNT-4	AD 2 EGNT 4-1 Hospital heli site added.
AD 2.EGNT-5	AD 2 EGNT 5-1 Hospital heli site added.
AD 2.EGHQ	AD 2.3 Operational hours - AD administration. AD 2.6 Rescue and fire fighting services - RFFS availability updated. AD 2.18 Air traffic services communication facilities - Hours of operation updated.
AD 2.EGHQ-5	AD 2 EGHQ 5-1 Bodmin parachute site removed. Hospital heli site added.
AD 2.EGSH-4	AD 2 EGSH 4-1 Hospital heli site added.
AD 2.EGSH-5	AD 2 EGSH 5-1 Hospital heli site added.

AD 2.EGBN	AD 2.6 Rescue and fire fighting services - RFFS category updated. AD 2.9 Surface movement guidance and control system and markings - WDI added.
AD 2.EGBN-2	AD 2 EGBN 2-1 WDI lighting status updated.
AD 2.EGTK-5	AD 2 EGTK 5-1 Hospital heli site added.
AD 2.EGPK	AD 2.10 Aerodrome obstacles - Revised. AD 2.15 Other lighting, secondary power supply - Anemometer removed.
AD 2.EGPK-2	AD 2 EGPK 2-1 Chart revised due to incorporation of latest aerodrome survey.
AD 2.EGKR	AD 2.3 Operational hours - Fuelling. AD 2.22 Flight procedures - General.
AD 2.EGNE-2	AD 2 EGNE 2-1 Addition of unlicensed taxiway and hold Delta.
AD 2.EGHE-3	AD 2 EGHE 3-1 Hospital heli site added.
AD 2.EGBS	AD 2.11 Meteorological information provided.
AD 2.EGHI-4	AD 2 EGHI 4-1 Hospital heli sites added.
AD 2.EGHI-5	AD 2 EGHI 5-1 Hospital heli sites added.
AD 2.EGHI-7	AD 2 EGHI 7-1/7-2 Update to AMA.
AD 2.EGMC-4	AD 2 EGMC 4-1 Hospital heli site added.
AD 2.EGMC-5	AD 2 EGMC 5-1 Hospital heli site added.
AD 2.EGMC-7	AD 2 EGMC 7-3 Update to AMA.
AD 2.EGSY-5	AD 2 EGSY 5-1 Hospital heli site added.
AD 2.EGFH	AD 2.20 Local aerodrome regulations - Ground movement.
AD 2.EGNV-4	AD 2 EGNV 4-1 Hospital heli site added.
AD 2.EGNV-5	AD 2 EGNV 5-1 Hospital heli site added.
AD 2.EGNO-4	AD 2 EGNO 4-1 Hospital heli site added.
AD 2.EGNO-5	AD 2 EGNO 5-1 Hospital heli site added.
AD 3.EGLW-2	AD 3 EGLW 2-1 Title corrected.
AD 3.EGHT	Editorial - No change.
AD 3.EGHT-2	AD 3 EGHT 2-1 Chart republished due to a revised chart specification.

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	0.3-3	20 Mar 2025		0.3-3	17 Apr 2025
	0.4-1	20 Mar 2025		0.4-1	17 Apr 2025
	0.4-2	20 Mar 2025		0.4-2	17 Apr 2025
	0.4-3	20 Mar 2025		0.4-3	17 Apr 2025
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	1.6-2	18 Jun 2020		1.6-2	17 Apr 2025
	1.6-3	23 Jan 2025		1.6-3	17 Apr 2025
	1.6-4	1 Dec 2022		1.6-4	17 Apr 2025
	1.6-5	1 Dec 2022		1.6-5	17 Apr 2025
	1.6-6	31 Oct 2024		1.6-6	17 Apr 2025
	1.6-7	31 Oct 2024		1.6-7	17 Apr 2025
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	2.5-3	20 Feb 2025		2.5-3	17 Apr 2025
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	3.4-9	28 Nov 2024		3.4-9	17 Apr 2025
	3.4-10	28 Nov 2024		3.4-10	17 Apr 2025

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	3.5-5	11 Jul 2024		3.5-5	17 Apr 2025
	3.5-6	11 Jul 2024		3.5-6	17 Apr 2025
	3.5-7	20 Mar 2025		3.5-7	17 Apr 2025
ENR	1.6-19	20 Feb 2025	ENR	1.6-19	17 Apr 2025
	3.2-91	28 Dec 2023		3.2-91	17 Apr 2025
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	5.1-77	20 Mar 2025		5.1-77	17 Apr 2025
	5.1-141	20 Mar 2025		5.1-141	17 Apr 2025
	5.3-20	31 Oct 2024		5.3-20	17 Apr 2025
	5.3-21	31 Oct 2024		5.3-21	17 Apr 2025
	5.5-9	20 Mar 2025		5.5-9	17 Apr 2025
	5.5-12	20 Mar 2025		5.5-12	17 Apr 2025
AD	2.EGPD-4-1	24 Feb 2022	AD	2.EGPD-4-1	17 Apr 2025
	2.EGPD-5-1	24 Feb 2022		2.EGPD-5-1	17 Apr 2025
	2.EGJA-8-1	28 Nov 2024		2.EGJA-8-1	17 Apr 2025
	2.EGJA-8-2	28 Nov 2024		2.EGJA-8-2	17 Apr 2025
	2.EGJA-8-3	28 Nov 2024		2.EGJA-8-3	17 Apr 2025
	2.EGJA-8-4	28 Nov 2024		2.EGJA-8-4	17 Apr 2025
	2.EGJA-8-5	28 Nov 2024		2.EGJA-8-5	17 Apr 2025
	2.EGJA-8-7	28 Nov 2024		2.EGJA-8-7	17 Apr 2025
	2.EGPR-2	29 Dec 2022		2.EGPR-2	17 Apr 2025
	2.EGPR-4	26 Jan 2023		2.EGPR-4	17 Apr 2025
	2.EGPR-2-1	26 Jan 2023		2.EGPR-2-1	17 Apr 2025
	2.EGAA-11	3 Oct 2024		2.EGAA-11	17 Apr 2025

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2.EGAA-5-1	20 Feb 2025	2.EGAA-5-1	17 Apr 2025
2.EGAC-5-1	20 Feb 2025	2.EGAC-5-1	17 Apr 2025
2.EGKB-5-1	21 Mar 2024	2.EGKB-5-1	17 Apr 2025
2.EGBB-4-3	20 Feb 2025	2.EGBB-4-3	17 Apr 2025
2.EGBB-5-1	16 Jun 2022	2.EGBB-5-1	17 Apr 2025
2.EGBB-6-2	20 Feb 2025	2.EGBB-6-2	17 Apr 2025
2.EGBB-6-3	20 Feb 2025	2.EGBB-6-3	17 Apr 2025
2.EGBB-7-3	13 Jun 2024	2.EGBB-7-3	17 Apr 2025
2.EGLK-3	31 Oct 2024	2.EGLK-3	17 Apr 2025
2.EGLK-4	31 Oct 2024	2.EGLK-4	17 Apr 2025
2.EGLK-2-1	23 Jan 2025	2.EGLK-2-1	17 Apr 2025
2.EGNH-4	20 Mar 2025	2.EGNH-4	17 Apr 2025
2.EGHH-5-1	31 Dec 2020	2.EGHH-5-1	17 Apr 2025
2.EGHH-7-1	8 Aug 2024	2.EGHH-7-1	17 Apr 2025
2.EGHH-7-2	8 Aug 2024	2.EGHH-7-2	17 Apr 2025
2.EGGD-10	23 Jan 2025	2.EGGD-10	17 Apr 2025
2.EGGD-11	23 Jan 2025	2.EGGD-11	17 Apr 2025
2.EGGD-12	23 Jan 2025	2.EGGD-12	17 Apr 2025
2.EGGD-2-1	31 Oct 2024	2.EGGD-2-1	17 Apr 2025
2.EGGD-4-1	3 Oct 2024	2.EGGD-4-1	17 Apr 2025
2.EGGD-5-1	3 Oct 2024	2.EGGD-5-1	17 Apr 2025
2.EGGD-7-3	16 May 2024	2.EGGD-7-3	17 Apr 2025
2.EGSC-5-1	3 Oct 2024	2.EGSC-5-1	17 Apr 2025
2.EGFF-4-1	13 Jun 2024	2.EGFF-4-1	17 Apr 2025
2.EGFF-5-1	13 Jun 2024	2.EGFF-5-1	17 Apr 2025
2.EGFF-7-3	16 May 2024	2.EGFF-7-3	17 Apr 2025
2.EGHR-2-1	20 Mar 2025	2.EGHR-2-1	17 Apr 2025
2.EGTC-6	13 Jun 2024	2.EGTC-6	17 Apr 2025
2.EGTC-7	20 Mar 2025	2.EGTC-7	17 Apr 2025
2.EGLD-1	25 Jan 2024	2.EGLD-1	17 Apr 2025
2.EGPN-7	8 Aug 2024	2.EGPN-7	17 Apr 2025
2.EGPN-9	31 Oct 2024	2.EGPN-9	17 Apr 2025
2.EGNX-9	20 Mar 2025	2.EGNX-9	17 Apr 2025
2.EGNX-10	20 Mar 2025	2.EGNX-10	17 Apr 2025
2.EGNX-11	20 Mar 2025	2.EGNX-11	17 Apr 2025
2.EGNX-12	20 Mar 2025	2.EGNX-12	17 Apr 2025
2.EGNX-13	20 Mar 2025	2.EGNX-13	17 Apr 2025

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2.EGNX-14	20 Mar 2025	2.EGNX-14	17 Apr 2025
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2.EGNX-16	20 Mar 2025	2.EGNX-16	17 Apr 2025
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2.EGNX-4-1	20 Mar 2025	2.EGNX-4-1	17 Apr 2025
2.EGNX-5-1	20 Mar 2025	2.EGNX-5-1	17 Apr 2025
2.EGNX-6-1	20 Mar 2025	2.EGNX-6-1	17 Apr 2025
2.EGNX-6-2	20 Mar 2025	2.EGNX-6-2	17 Apr 2025
2.EGNX-7-4	16 May 2024	2.EGNX-7-4	17 Apr 2025
2.EGNX-7-10	20 Mar 2025	2.EGNX-7-10	17 Apr 2025
2.EGNX-7-11	20 Mar 2025	2.EGNX-7-11	17 Apr 2025
2.EGPH-14	18 Apr 2024	2.EGPH-14	17 Apr 2025
2.EGPH-15	25 Jan 2024	2.EGPH-15	17 Apr 2025
2.EGPH-16	25 Jan 2024	2.EGPH-16	17 Apr 2025
2.EGPH-4-1	2 Nov 2023	2.EGPH-4-1	17 Apr 2025
2.EGPH-5-1	25 Apr 2019	2.EGPH-5-1	17 Apr 2025
2.EGPH-8-1	13 Jul 2023	2.EGPH-8-1	17 Apr 2025
2.EGPH-8-2	13 Jul 2023	2.EGPH-8-2	17 Apr 2025
2.EGPH-8-3	13 Jul 2023	2.EGPH-8-3	17 Apr 2025
2.EGPH-8-4	13 Jul 2023	2.EGPH-8-4	17 Apr 2025
2.EGPH-8-5	13 Jul 2023	2.EGPH-8-5	17 Apr 2025
2.EGPH-8-6	13 Jul 2023	2.EGPH-8-6	17 Apr 2025
2.EGTE-5-1	2 Nov 2023	2.EGTE-5-1	17 Apr 2025
2.EGTF-2	8 Aug 2024	2.EGTF-2	17 Apr 2025
2.EGTF-3	8 Aug 2024	2.EGTF-3	17 Apr 2025
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2.EGLF-7-1	28 Dec 2023	2.EGLF-7-1	17 Apr 2025
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2.EGPF-4-1	5 Oct 2023	2.EGPF-4-1	17 Apr 2025
2.EGPF-5-1	24 Feb 2022	2.EGPF-5-1	17 Apr 2025
2.EGPE-5	23 Jan 2025	2.EGPE-5	17 Apr 2025
2.EGPE-2-1	23 Jan 2025	2.EGPE-2-1	17 Apr 2025
2.EGNS-10	28 Nov 2024	2.EGNS-10	17 Apr 2025
2.EGHC-3-1	7 Sep 2023	2.EGHC-3-1	17 Apr 2025
2.EGNM-14	11 Jul 2024	2.EGNM-14	17 Apr 2025
2.EGNM-15	11 Jul 2024	2.EGNM-15	17 Apr 2025
2.EGNM-16	11 Jul 2024	2.EGNM-16	17 Apr 2025
2.EGNM-17	11 Jul 2024	2.EGNM-17	17 Apr 2025
2.EGNM-5-1	22 Apr 2021	2.EGNM-5-1	17 Apr 2025
2.EGGP-11	31 Oct 2024	2.EGGP-11	17 Apr 2025
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2.EGGP-5-1	20 Feb 2025	2.EGGP-5-1	17 Apr 2025
2.EGLC-4-1	23 Mar 2023	2.EGLC-4-1	17 Apr 2025
2.EGLC-5-1	21 Mar 2024	2.EGLC-5-1	17 Apr 2025
2.EGLC-7-2	5 Sep 2024	2.EGLC-7-2	17 Apr 2025
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2.EGLC-7-8	5 Sep 2024	2.EGLC-7-8	17 Apr 2025
2.EGKK-8	20 Feb 2025	2.EGKK-8	17 Apr 2025
2.EGKK-9	3 Oct 2024	2.EGKK-9	17 Apr 2025
2.EGKK-27	3 Oct 2024	2.EGKK-27	17 Apr 2025
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2.EGKK-6-1	26 Dec 2024	2.EGKK-6-1	17 Apr 2025
2.EGKK-6-2	26 Dec 2024	2.EGKK-6-2	17 Apr 2025
2.EGKK-6-3	3 Dec 2020	2.EGKK-6-3	17 Apr 2025
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2.EGKK-6-8	25 Jan 2024	2.EGKK-6-8	17 Apr 2025
2.EGKK-6-9	25 Feb 2021	2.EGKK-6-9	17 Apr 2025
2.EGKK-6-10	5 Oct 2023	2.EGKK-6-10	17 Apr 2025
2.EGKK-6-11	25 Feb 2021	2.EGKK-6-11	17 Apr 2025
2.EGKK-6-12	5 Oct 2023	2.EGKK-6-12	17 Apr 2025
2.EGKK-6-13	29 Dec 2022	2.EGKK-6-13	17 Apr 2025
2.EGKK-6-14	26 Dec 2024	2.EGKK-6-14	17 Apr 2025
2.EGKK-6-15	29 Dec 2022	2.EGKK-6-15	17 Apr 2025
2.EGKK-6-16	25 Jan 2024	2.EGKK-6-16	17 Apr 2025
2.EGKK-6-17	29 Dec 2022	2.EGKK-6-17	17 Apr 2025
2.EGKK-6-18	25 Feb 2021	2.EGKK-6-18	17 Apr 2025
2.EGKK-6-19	25 Feb 2021	2.EGKK-6-19	17 Apr 2025
2.EGKK-6-20	25 Feb 2021	2.EGKK-6-20	17 Apr 2025
2.EGKK-6-21	25 Feb 2021	2.EGKK-6-21	17 Apr 2025
2.EGKK-6-22	25 Feb 2021	2.EGKK-6-22	17 Apr 2025
2.EGKK-7-7	16 May 2024	2.EGKK-7-7	17 Apr 2025
2.EGLL-8	20 Mar 2025	2.EGLL-8	17 Apr 2025
2.EGLL-9	20 Mar 2025	2.EGLL-9	17 Apr 2025
2.EGLL-10	20 Mar 2025	2.EGLL-10	17 Apr 2025
2.EGLL-11	20 Mar 2025	2.EGLL-11	17 Apr 2025
2.EGLL-12	23 Jan 2025	2.EGLL-12	17 Apr 2025
2.EGLL-13	28 Nov 2024	2.EGLL-13	17 Apr 2025
2.EGLL-19	28 Nov 2024	2.EGLL-19	17 Apr 2025
2.EGLL-3-1	19 May 2022	2.EGLL-3-1	17 Apr 2025
2.EGLL-3-2	23 Mar 2023	2.EGLL-3-2	17 Apr 2025
2.EGLL-5-1	27 Jan 2022	2.EGLL-5-1	17 Apr 2025
2.EGLL-6-1	25 Jan 2024	2.EGLL-6-1	17 Apr 2025
2.EGLL-6-6	28 Dec 2023	2.EGLL-6-6	17 Apr 2025
2.EGLL-7-4	28 Nov 2024	2.EGLL-7-4	17 Apr 2025
2.EGLL-7-5	28 Nov 2024	2.EGLL-7-5	17 Apr 2025
2.EGLL-7-7	28 Nov 2024	2.EGLL-7-7	17 Apr 2025

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Page No	Date	Page No	Date
2.EGLL-7-8	28 Nov 2024	2.EGLL-7-8	17 Apr 2025
2.EGLL-7-10	28 Nov 2024	2.EGLL-7-10	17 Apr 2025
2.EGLL-7-11	28 Nov 2024	2.EGLL-7-11	17 Apr 2025
2.EGLL-7-12	28 Nov 2024	2.EGLL-7-12	17 Apr 2025
2.EGGW-4	26 Dec 2024	2.EGGW-4	17 Apr 2025
2.EGGW-6-4	7 Sep 2023	2.EGGW-6-4	17 Apr 2025
2.EGGW-7-1	16 May 2024	2.EGGW-7-1	17 Apr 2025
2.EGGW-7-2	16 May 2024	2.EGGW-7-2	17 Apr 2025
2.EGGW-7-4	20 Apr 2023	2.EGGW-7-4	17 Apr 2025
2.EGGW-7-5	16 May 2024	2.EGGW-7-5	17 Apr 2025
2.EGSS-7-1	16 May 2024	2.EGSS-7-1	17 Apr 2025
2.EGSS-7-2	16 May 2024	2.EGSS-7-2	17 Apr 2025
2.EGSS-7-5	25 Jan 2024	2.EGSS-7-5	17 Apr 2025
2.EGSS-7-6	25 Jan 2024	2.EGSS-7-6	17 Apr 2025
2.EGSS-7-7	16 May 2024	2.EGSS-7-7	17 Apr 2025
2.EGAE-4-1	20 Apr 2023	2.EGAE-4-1	17 Apr 2025
2.EGCC-13	25 Jan 2024	2.EGCC-13	17 Apr 2025
2.EGCC-4-1	20 Feb 2025	2.EGCC-4-1	17 Apr 2025
2.EGCC-5-1	20 Feb 2025	2.EGCC-5-1	17 Apr 2025
2-EGNT-4-1	22 Feb 2024	2-EGNT-4-1	17 Apr 2025
2-EGNT-5-1	25 Jan 2024	2-EGNT-5-1	17 Apr 2025
2.EGHQ-1	23 Jan 2025	2.EGHQ-1	17 Apr 2025
2.EGHQ-2	23 Jan 2025	2.EGHQ-2	17 Apr 2025
2.EGHQ-7	23 Jan 2025	2.EGHQ-7	17 Apr 2025
2.EGHQ-8	28 Nov 2024	2.EGHQ-8	17 Apr 2025
2.EGHQ-9	28 Nov 2024	2.EGHQ-9	17 Apr 2025
2.EGHQ-10	28 Nov 2024	2.EGHQ-10	17 Apr 2025
2.EGHQ-11	28 Nov 2024	-	-
2.EGHQ-5-1	7 Sep 2023	2.EGHQ-5-1	17 Apr 2025
2.EGSH-4-1	23 Mar 2023	2.EGSH-4-1	17 Apr 2025
2.EGSH-5-1	20 Feb 2025	2.EGSH-5-1	17 Apr 2025
2.EGBN-2	23 Apr 2020	2.EGBN-2	17 Apr 2025
2.EGBN-3	14 Jul 2022	2.EGBN-3	17 Apr 2025
2.EGBN-4	24 May 2018	2.EGBN-4	17 Apr 2025

Remove		Insert	
Page No	Date	Page No	Date
2.EGBN-2-1	2 Jan 2020	2.EGBN-2-1	17 Apr 2025
2.EGTK-5-1	20 Mar 2025	2.EGTK-5-1	17 Apr 2025
2.EGPK-4	20 Feb 2025	2.EGPK-4	17 Apr 2025
2.EGPK-5	3 Oct 2024	2.EGPK-5	17 Apr 2025
2.EGPK-8	3 Oct 2024	2.EGPK-8	17 Apr 2025
2.EGPK-9	20 Apr 2023	2.EGPK-9	17 Apr 2025
2.EGPK-10	5 Oct 2023	2.EGPK-10	17 Apr 2025
2.EGPK-11	3 Oct 2024	2.EGPK-11	17 Apr 2025
2.EGPK-12	20 Mar 2025	2.EGPK-12	17 Apr 2025
2.EGPK-13	20 Mar 2025	2.EGPK-13	17 Apr 2025
2.EGPK-14	20 Mar 2025	2.EGPK-14	17 Apr 2025
2.EGPK-15	20 Mar 2025	2.EGPK-15	17 Apr 2025
2.EGPK-16	20 Mar 2025	2.EGPK-16	17 Apr 2025
2.EGPK-2-1	20 Feb 2025	2.EGPK-2-1	17 Apr 2025
2.EGKR-1	1 Dec 2022	2.EGKR-1	17 Apr 2025
2.EGKR-7	20 Mar 2025	2.EGKR-7	17 Apr 2025
2.EGKR-8	20 Mar 2025	2.EGKR-8	17 Apr 2025
2.EGNE-2-1	26 Dec 2024	2.EGNE-2-1	17 Apr 2025
2.EGHE-3-1	7 Sep 2023	2.EGHE-3-1	17 Apr 2025
2.EGBS-3	5 Oct 2023	2.EGBS-3	17 Apr 2025
2.EGHI-4-1	23 Mar 2023	2.EGHI-4-1	17 Apr 2025
2.EGHI-5-1	23 Mar 2023	2.EGHI-5-1	17 Apr 2025
2.EGHI-7-1	8 Aug 2024	2.EGHI-7-1	17 Apr 2025
2.EGHI-7-2	8 Aug 2024	2.EGHI-7-2	17 Apr 2025
2.EGMC-4-1	8 Sep 2022	2.EGMC-4-1	17 Apr 2025
2.EGMC-5-1	20 Feb 2025	2.EGMC-5-1	17 Apr 2025
2.EGMC-7-3	20 Mar 2025	2.EGMC-7-3	17 Apr 2025
2.EGSY-5-1	13 Jun 2024	2.EGSY-5-1	17 Apr 2025
2.EGFH-5	26 Dec 2024	2.EGFH-5	17 Apr 2025
2.EGNV-4-1	20 Apr 2023	2.EGNV-4-1	17 Apr 2025
2.EGNV-5-1	3 Dec 2020	2.EGNV-5-1	17 Apr 2025
2.EGNO-4-1	20 Feb 2025	2.EGNO-4-1	17 Apr 2025
2.EGNO-5-1	26 Dec 2024	2.EGNO-5-1	17 Apr 2025
3.EGLW-2-1	20 Mar 2025	3.EGLW-2-1	17 Apr 2025
3.EGHT-5	5 Sep 2024	3.EGHT-5	17 Apr 2025
3.EGHT-2-1	26 Dec 2024	3.EGHT-2-1	17 Apr 2025

Record entry of AIRAC AMDT on the page GEN 0.2-1.

The following publications have been incorporated in this AIRAC AMDT:

AIP SUP	044/2024, 005/2025
AIC	NIL
NOTAM	A9044/24, A9185/24, A0489/25 B0047/25 C0239/25, C0373/25, C0460/25, C0939/25 L0219/25, L0353/25

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GEN 0.2 RECORD OF AIP AMENDMENTS (continued)

NR/Year	Publication Date	Effective Date	Inserted By	Date Inserted
AIRAC 02/2022	13 Jan 2022	24 Feb 2022		
AIRAC 03/2022	10 Feb 2022	24 Mar 2022		
AIRAC 04/2022	10 Mar 2022	21 Apr 2022		
AIRAC 05/2022	07 Apr 2022	19 May 2022		
AIRAC 06/2022	05 May 2022	16 Jun 2022		
AIRAC 07/2022	02 Jun 2022	14 Jul 2022		
AIRAC 08/2022	30 Jun 2022	11 Aug 2022		
AIRAC 09/2022	28 Jul 2022	08 Sep 2022		
AIRAC 10/2022	25 Aug 2022	06 Oct 2022		
AIRAC 11/2022	22 Sep 2022	03 Nov 2022		
AIRAC 12/2022	20 Oct 2022	01 Dec 2022		
AIRAC 13/2022	17 Nov 2022	29 Dec 2022		
AIRAC 01/2023	15 Dec 2022	26 Jan 2023		
AIRAC 02/2023	12 Jan 2023	23 Feb 2023		
AIRAC 03/2023	09 Feb 2023	23 Mar 2023		
AIRAC 04/2023	09 Mar 2023	20 Apr 2023		
AIRAC 05/2023	06 Apr 2023	18 May 2023		
AIRAC 06/2023	04 May 2023	15 Jun 2023		
AIRAC 07/2023	01 Jun 2023	13 Jul 2023		
AIRAC 08/2023	29 Jun 2023	10 Aug 2023		
AIRAC 09/2023	27 Jul 2023	07 Sep 2023		
AIRAC 10/2023	24 Aug 2023	05 Oct 2023		
AIRAC 11/2023	21 Sep 2023	02 Nov 2023		
AIRAC 12/2023	19 Oct 2023	30 Nov 2023		
AIRAC 13/2023	16 Nov 2023	28 Dec 2023		
AIRAC 01/2024	14 Dec 2023	25 Jan 2024		
AIRAC 02/2024	11 Jan 2024	22 Feb 2024		
AIRAC 03/2024	08 Feb 2024	21 Mar 2024		
AIRAC 04/2024	07 Mar 2024	18 Apr 2024		
AIRAC 05/2024	04 Apr 2024	16 May 2024		
AIRAC 06/2024	02 May 2024	13 Jun 2024		
AIRAC 07/2024	30 May 2024	11 Jul 2024		
AIRAC 08/2024	27 Jun 2024	08 Aug 2024		
AIRAC 09/2024	25 Jul 2024	05 Sep 2024		
AIRAC 10/2024	22 Aug 2024	03 Oct 2024		
AIRAC 11/2024	19 Sep 2024	31 Oct 2024		
AIRAC 12/2024	17 Oct 2024	28 Nov 2024		
AIRAC 13/2024	14 Nov 2024	26 Dec 2024		
AIRAC 01/2025	12 Dec 2024	23 Jan 2025		
AIRAC 02/2025	09 Jan 2025	20 Feb 2025		
AIRAC 03/2025	06 Feb 2025	20 Mar 2025		
AIRAC 04/2025	06 Mar 2025	17 Apr 2025		

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GEN 0.3 RECORD OF AIP SUPPLEMENTS

NR/Year	Subject	AIP section(s) affected	Period of validity
019/2020	EGMC - SOUTHEND AIRPORT LARS AVAILABILITY	NIL	09 APR 2020 - PERM
031/2020	EGGW - NDB (L) LUT 345.000 KHZ UNAVAILABLE UNTIL FURTHER NOTICE	NIL	27 AUG 2020 - PERM
048/2020	ABERDEEN AIRPORT RUNWAY 34 INSTRUMENT FLIGHT PROCEDURE LIMITATION	NIL	17 DEC 2020 - PERM
020/2022	SOUTHEND (EGMC): GRF RUNWAY CONDITION REPORT NOT AVAILABLE VIA ATIS	NIL	07 APR 2022 - PERM
045/2022	UK STANDARD ARRIVAL ROUTES (STARS)	NIL	28 JUL 2022 - PERM
032/2023	SOUTHEND (EGMC) - SOUTHEND OPERATIONAL HOURS	AD	01 JUN 2023 - UFN
039/2023	BLACKPOOL AIRPORT (EGNH) - DIRECT ARRIVAL APPROACHES RWY 28 FROM VOR/DME POL NOT AVAILABLE	AD	29 JUN 2023 - UFN
043/2023	BELFAST ALDERGROVE AIRPORT (EGAA) - ATC SURVEILLANCE MINIMUM ALTITUDE CHART - MINIMUM ALT INCREASE	AD	29 JUN 2023 - UFN
064/2023	SCILLY ISLES/ST MARY'S (EGHE) - RUNWAY LIGHTING UNSERVICEABLE	AD	21 SEP 2023 - UFN
005/2024	SOUTHEND AIRPORT (EGMC) - THE CENTRALISED DE-ICING FACILITY (CDF) CLOSURE	AD	11 JAN 2024 - UFN
010/2024	ABERDEEN INTERNATIONAL AIRPORT (EGPD) - CRANE OPERATIONS IN THE VICINITY OF THE AIRPORT - REPLACES SUP 14/2022	AD	08 FEB 2024 - UFN
017/2024	DONCASTER SHEFFIELD (EGCN) - CTA/CTR/ ATZ/FRZ DEACTIVATED	AD	08 FEB 2024 - UFN
034/2024	LONDON GATWICK AIRPORT (EGKK) - NEW TAXIWAY ECHO - REPLACES SUP 012/2024	AD	04 APR 2024 - UFN
041/2024	MANCHESTER AIRPORT (EGCC) - MAJOR CONSTRUCTION WORKS 2023 - 2025 - REPLACES SUP 014/2023	AD	02 MAY 2024 - UFN
044/2024	BLACKPOOL AIRPORT (EGNH) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT UNTIL JANUARY 2025	AD	02 MAY 2024 - UFN
046/2024	SOUTHAMPTON AIRPORT (EGHI) - STAND CLOSURE	AD	02 MAY 2024 - UFN
053/2024	BIGGIN HILL AIRPORT (EGKB) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	30 MAY 2024 - UFN
056/2024	BOURNEMOUTH AIRPORT (EGHH) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	27 JUN 2024 - UFN
065/2024	MANCHESTER AIRPORT (EGCC) - TAXIWAY CHARLIE CLOSURE	AD	25 JUL 2024 - UFN
066/2024	SOUTHEND AIRPORT (EGMC) - CHIMNEY OBSTRUCTION LIGHT U/S	AD	25 JUL 2024 - UFN
073/2024	BIRMINGHAM AIRPORT (EGBB) - METAL PLATE ON TWY U	AD	22 AUG 2024 - UFN
078/2024	PAPA WESTRAY AIRPORT (EGEP) - TEMPORARY CLOSURE TO GA TRAFFIC AND WARNING TO HELICOPTER OPERATIONS	AD	19 SEP 2024 - UFN
079/2024	STRONSAY AIRPORT (EGER) - TEMPORARY CLOSURE OF AD TO ALL GA TRAFFIC AND WARNING TO HELICOPTER OPERATIONS	AD	19 SEP 2024 - UFN
080/2024	EDINBURGH AIRPORT (EGPH) - STEEL PLATE ON TAXIWAY ECHO	AD	19 SEP 2024 - UFN
083/2024	OLD BUCKENHAM AIRPORT (EGSV) - WINTER GRASS AREA CLOSURE FROM 11 NOVEMBER 2024 to 31 MARCH 2025	AD	19 SEP 2024 - UFN
086/2024	PRESTWICK AIRPORT (EGPK) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	17 OCT 2024 - UFN
087/2024	EDINBURGH AIRPORT (EGPH) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	17 OCT 2024 - UFN
090/2024	BIRMINGHAM AIRPORT (EGBB) - METAL PLATE ON TWY Y	AD	17 OCT 2024 - UFN



GEN 0.3 RECORD OF AIP SUPPLEMENTS (continued)

NR/Year	Subject	AIP section(s) affected	Period of validity
091/2024	IRISH SEA - OFFSHORE WIND TURBINE LIGHTING OUTAGES - REPLACES SUP 024/2024	ENR	17 OCT 2024 - UFN
092/2024	BELFAST CITY AIRPORT (EGAC) - PRIMARY SURVEILLANCE RADAR SERVICE UNAVAILABLE	AD	17 OCT 2024 - UFN
093/2024	TRAFFIC DISTRIBUTION RULES 1991 FOR AIRPORTS SERVING THE LONDON AREA	AD	17 OCT 2024 - UFN
094/2024	DUNDEE AIRPORT (EGPN) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	17 OCT 2024 - UFN
095/2024	EXETER AIRPORT (EGTE) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT UNTIL FEBRUARY 2025	AD	17 OCT 2024 - UFN
096/2024	EXETER AIRPORT (EGTE) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT UNTIL JUNE 2025	AD	17 OCT 2024 - UFN
097/2024	LYDD AIRPORT (EGMD) - NDB LZD UNRELIABLE	AD	17 OCT 2024 - UFN
101/2024	NEWCASTLE AIRPORT (EGNT) - RUNWAY REHABILITATION - REPLACES SUP 084/2024	AD	14 NOV 2024 - UFN
102/2024	EXETER AIRPORT (EGTE) - RUNWAY 08 APPROACH LIGHTS NOT FULLY SERVICEABLE	AD	14 NOV 2024 - UFN
104/2024	SUMBURGH AIRPORT (EGPB) - DRDF UNSERVICEABLE	AD	14 NOV 2024 - UFN
107/2024	UKRAINE CRISIS - AIRSPACE RESTRICTION - REPLACES SUP 016/2024	AD	14 NOV 2024 - UFN
108/2024	LONDON HEATHROW, LONDON GATWICK AND LONDON STANSTED AIRPORTS NOISE RESTRICTIONS NOTICE (NO. 2) (AMENDED) 2024 - REPLACES SUP 077/2024	AD	14 NOV 2024 - UFN
111/2024	MANCHESTER AIRPORT (EGCC) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	12 DEC 2024 - UFN
112/2024	GLOUCESTERSHIRE AIRPORT (EGBJ) - RADAR SERVICES NOT AVAILABLE - REPLACES SUP 088/2024	AD	12 DEC 2024 - UFN
114/2024	SOUTHEND AIRPORT (EGMC) - CRANES OPERATING IN THE VICINITY OF THE AIRPORT	AD	12 DEC 2024 - UFN
115/2024	BRISTOL AIRPORT (EGGD) - AERODROME WINTER CLOSURE INFORMATION - REPLACES SUP 105/2024	AD	12 DEC 2024 - UFN
003/2025	BLACKPOOL AIRPORT (EGNH) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT UNTIL JUNE 2025 - REPLACES SUP 043/2024	AD	09 JAN 2025 - UFN
005/2025	LEEDS BRADFORD AIRPORT (EGNM) - AIRCRAFT NOISE RESTRICTIONS	AD	06 FEB 2025 - UFN
006/2025	LONDON GATWICK AIRPORT (EGKK) - INTRODUCTION OF TIME BASED SEPARATION (TBS) - ADVANCED MIXED MODE (AMM)	AD	06 FEB 2025 - UFN
007/2025	LONDON HEATHROW, LONDON GATWICK AND LONDON STANSTED AIRPORTS NOISE RESTRICTIONS NOTICE 2025 - REPLACES SUP 108/2024 AS OF 30 MARCH 2025	AD	06 FEB 2025 - UFN
008/2025	LONDON LUTON (EGGW) - TAXIWAY FOXTROT, AD-HOC PARKING CLOSURES	AD	06 FEB 2025 - UFN
009/2025	BOURNEMOUTH AIRPORT (EGHH) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	06 FEB 2025 - UFN
011/2025	EDINBURGH AIRPORT (EGPH) - STEEL PLATES ON TAXIWAY FOXTROT	AD	06 MAR 2025 - UFN
012/2025	BIRMINGHAM AIRPORT (EGBB) - TAXIWAY ECHO 7 AREA CLOSED	AD	06 MAR 2025 - UFN
013/2025	LONDON GATWICK AIRPORT (EGKK) - REMOTE HOLDING ON STANDS 64L, 64R, 65, 66L AND 66R - REPLACES SUP 082/2024	AD	06 MAR 2025 - UFN
014/2025	BRISTOL AIRPORT (EGGD) - WEST APRON CONSTRUCTION WORKS	AD	06 MAR 2025 - UFN

GEN 0.3 RECORD OF AIP SUPPLEMENTS (continued)

NR/Year	Subject	AIP section(s) affected	Period of validity
015/2025	SOUTHEND AIRPORT (EGMC) - SOUTHEND OPERATIONAL HOURS - REPLACES SUP 032/2023 AS OF 30 MARCH 2025	AD	06 MAR 2025 - UFN
016/2025	LONDON HEATHROW AIRPORT (EGLL) - TAXI-WAY SIERRA AT HOLDING POINT NESSY CLOSED DUE TO WIP	AD	06 MAR 2025 - UFN
017/2025	SWANSEA AIRPORT (EGFH) - UNLICENSED STATUS	AD	06 MAR 2025 - UFN
018/2025	LONDON HEATHROW AIRPORT (EGLL) - RUNWAY 09L/27R REHABILITATION	AD	06 MAR 2025 - UFN
019/2025	SOUTHAMPTON AIRPORT (EGHI) - STAND 5 CLOSURE	AD	06 MAR 2025 - UFN

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GEN 0.4 CHECKLIST OF AIP PAGES

The pages amended by this AIRAC are indicated by a star * and by the AIRAC effective date.

Page	Effective Date	Page	Effective Date	Page	Effective Date	Page	Effective Date
GEN		GEN		GEN		GEN	
0.1-1	23 Jan 2025	1.3-4	16 Jun 2022	1.7-22	7 Sep 2023	2.3-1	23 Jan 2025
0.1-2	7 Oct 2021	1.4-1	24 May 2018	1.7-23	7 Sep 2023	2.3-2	23 Jan 2025
0.1-3	23 Jan 2025	1.4-2	21 Jun 2018	1.7-24	7 Sep 2023	2.3-3	23 Jan 2025
0.1-4	23 Jan 2025	1.4-3	21 Jun 2018	1.7-25	13 Jun 2024	2.3-4	23 Jan 2025
0.2-1	24 May 2018	1.5-1	28 Nov 2024	1.7-26	13 Jun 2024	2.3-5	23 Jan 2025
0.2-2	27 Jan 2022	1.5-2	24 May 2018	1.7-27	13 Jun 2024	2.3-6	23 Jan 2025
* 0.2-3	17 Apr 2025	1.5-3	20 Feb 2025	1.7-28	13 Jun 2024	2.3-7	23 Jan 2025
* 0.3-1	17 Apr 2025	1.5-4	20 Feb 2025	1.7-29	13 Jun 2024	2.4-1	5 Sep 2024
* 0.3-2	17 Apr 2025	1.5-5	27 Feb 2020	1.7-30	13 Jun 2024	2.4-2	28 Nov 2024
* 0.3-3	17 Apr 2025	1.5-6	27 Feb 2020	1.7-31	13 Jun 2024	2.4-3	28 Nov 2024
* 0.4-1	17 Apr 2025	1.5-7	27 Feb 2020	1.7-32	13 Jun 2024	2.4-4	5 Sep 2024
* 0.4-2	17 Apr 2025	1.5-8	24 Mar 2022	1.7-33	13 Jun 2024	2.4-5	5 Sep 2024
* 0.4-3	17 Apr 2025	1.5-9	24 Mar 2022	1.7-34	13 Jun 2024	2.4-6	5 Sep 2024
* 0.4-4	17 Apr 2025	1.5-10	24 Mar 2022	1.7-35	13 Jun 2024	2.5-1	20 Feb 2025
* 0.4-5	17 Apr 2025	1.5-11	4 Nov 2021	1.7-36	13 Jun 2024	* 2.5-2	17 Apr 2025
* 0.4-6	17 Apr 2025	1.5-12	25 Feb 2021	1.7-37	13 Jun 2024	* 2.5-3	17 Apr 2025
* 0.4-7	17 Apr 2025	1.5-13	24 Feb 2022	1.7-38	13 Jun 2024	2.5-4	20 Feb 2025
* 0.4-8	17 Apr 2025	1.5-14	20 Feb 2025	1.7-39	13 Jun 2024	2.5-5	20 Feb 2025
* 0.4-9	17 Apr 2025	1.5-15	20 Feb 2025	1.7-40	20 Feb 2025	2.5-6	20 Feb 2025
* 0.4-10	17 Apr 2025	1.5-16	20 Feb 2025	1.7-41	20 Feb 2025	2.5-7	20 Feb 2025
* 0.4-11	17 Apr 2025	1.5-17	20 Feb 2025	1.7-42	20 Feb 2025	2.6-1	28 Dec 2023
* 0.4-12	17 Apr 2025	1.5-18	20 Feb 2025	1.7-43	20 Feb 2025	2.6-2	24 May 2018
* 0.4-13	17 Apr 2025	1.5-19	20 Feb 2025	1.7-44	20 Feb 2025	2.7-1	24 May 2018
* 0.4-14	17 Apr 2025	1.5-20	24 Feb 2022	1.7-45	20 Feb 2025	3.1-1	23 Jan 2025
* 0.4-15	17 Apr 2025	1.5-21	28 Nov 2024	1.7-46	20 Feb 2025	3.1-2	23 Jan 2025
* 0.4-16	17 Apr 2025	1.6-1	30 Dec 2021	1.7-47	20 Feb 2025	3.1-3	23 Jan 2025
* 0.4-17	17 Apr 2025	* 1.6-2	17 Apr 2025	1.7-48	20 Feb 2025	3.1-4	23 Jan 2025
* 0.4-18	17 Apr 2025	* 1.6-3	17 Apr 2025	1.7-49	20 Feb 2025	3.1-5	23 Jan 2025
0.5-1	24 May 2018	* 1.6-4	17 Apr 2025	1.7-50	20 Feb 2025	3.1-6	23 Jan 2025
0.6-1	23 Apr 2020	* 1.6-5	17 Apr 2025	1.7-51	20 Feb 2025	3.2-1	23 Jan 2025
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2.EGTE-8-9	2 Nov 2023	* 2.EGLF-7-1	17 Apr 2025	2.EGPF-6-7	28 Dec 2023	2.EGJB-8	11 Jul 2024
2.EGTE-8-10	2 Nov 2023	2.EGLF-7-2	28 Dec 2023	2.EGPF-6-8	13 Jul 2023	2.EGJB-9	11 Jul 2024
2.EGTE-8-11	2 Nov 2023	* 2.EGLF-7-3	17 Apr 2025	2.EGPF-6-9	28 Dec 2023	2.EGJB-10	11 Jul 2024
2.EGTE-8-12	2 Nov 2023	2.EGLF-7-4	28 Dec 2023	2.EGPF-7-1	5 Sep 2024	2.EGJB-11	11 Jul 2024
2.EGTE-8-13	15 Jul 2021	2.EGLF-7-5	28 Dec 2023	2.EGPF-7-2	5 Sep 2024	2.EGJB-12	31 Oct 2024
2.EGTE-8-14	2 Nov 2023	2.EGLF-7-6	28 Dec 2023	2.EGPF-7-3	5 Sep 2024	2.EGJB-13	11 Jul 2024
2.EGEF-1	26 Dec 2024	2.EGLF-7-7	28 Dec 2023	2.EGPF-7-4	5 Sep 2024	2.EGJB-2-1	11 Jul 2024
2.EGEF-2	11 Jul 2024	2.EGLF-7-8	28 Dec 2023	2.EGPF-7-5	5 Sep 2024	2.EGJB-2-2	11 Jul 2024
2.EGEF-3	11 Jul 2024	* 2.EGLF-7-9	17 Apr 2025	2.EGPF-7-6	5 Sep 2024	2.EGJB-5-1	5 Oct 2023
2.EGEF-4	11 Jul 2024	* 2.EGLF-7-10	17 Apr 2025	2.EGPF-7-7	5 Sep 2024	2.EGJB-6-1	8 Aug 2024
2.EGEF-5	11 Jul 2024	2.EGLF-8-1	18 Apr 2024	2.EGPF-7-8	5 Sep 2024	2.EGJB-6-2	8 Aug 2024
2.EGEF-2-1	11 Jul 2024	2.EGLF-8-2	18 Apr 2024	2.EGPF-7-9	5 Sep 2024	2.EGJB-6-3	8 Aug 2024
2.EGTF-1	18 Apr 2024	2.EGLF-8-3	8 Aug 2024	2.EGPF-8-1	13 Jul 2023	2.EGJB-6-4	8 Aug 2024
* 2.EGTF-2	17 Apr 2025	2.EGLF-8-4	18 Apr 2024	2.EGPF-8-2	13 Jul 2023	2.EGJB-6-5	8 Aug 2024
* 2.EGTF-3	17 Apr 2025	2.EGLF-8-5	18 Apr 2024	2.EGPF-8-3	13 Jul 2023	2.EGJB-6-6	8 Aug 2024
* 2.EGTF-4	17 Apr 2025	2.EGLF-8-6	18 Apr 2024	2.EGPF-8-4	13 Jul 2023	2.EGJB-6-7	8 Aug 2024

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2.EGJB-7-1	11 Jul 2024	2.EGNJ-2-1	3 Oct 2024	2.EGPI-8-4	20 Feb 2025	2.EGJJ-7-2	11 Jul 2024
2.EGJB-7-2	11 Jul 2024	2.EGNJ-2-2	11 Jul 2024	2.EGNS-1	8 Aug 2024	2.EGJJ-7-3	24 Mar 2022
2.EGJB-8-1	11 Jul 2024	2.EGNJ-5-1	20 Mar 2025	2.EGNS-2	26 Dec 2024	2.EGJJ-7-4	11 Jul 2024
2.EGJB-8-2	11 Jul 2024	2.EGNJ-8-1	11 Jul 2024	2.EGNS-3	28 Nov 2024	2.EGJJ-7-5	27 Jan 2022
2.EGJB-8-3	11 Jul 2024	2.EGNJ-8-2	16 May 2024	2.EGNS-4	28 Nov 2024	2.EGJJ-8-1	18 May 2023
2.EGJB-8-4	11 Jul 2024	2.EGNJ-8-3	20 Feb 2025	2.EGNS-5	28 Nov 2024	2.EGJJ-8-2	18 May 2023
2.EGJB-8-5	11 Jul 2024	2.EGNJ-8-4	20 Feb 2025	2.EGNS-6	28 Nov 2024	2.EGJJ-8-3	22 Apr 2021
2.EGJB-8-6	11 Jul 2024	2.EGNJ-8-5	20 Feb 2025	2.EGNS-7	28 Nov 2024	2.EGJJ-8-4	27 Jan 2022
2.EGJB-8-7	11 Jul 2024	2.EGNJ-8-6	16 May 2024	2.EGNS-8	28 Nov 2024	2.EGJJ-8-5	18 May 2023
2.EGJB-8-8	11 Jul 2024	2.EGNJ-8-7	16 May 2024	2.EGNS-9	28 Nov 2024	2.EGJJ-8-6	18 May 2023
2.EGJB-8-9	8 Oct 2020	2.EGNJ-8-8	20 Feb 2025	* 2.EGNS-10	17 Apr 2025	2.EGJJ-8-7	18 May 2023
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2.EGJB-8-11	14 Jul 2022	2.EGNJ-8-10	2 Dec 2021	2.EGNS-12	28 Nov 2024	2.EGJJ-8-9	27 Jan 2022
2.EGJB-8-12	8 Oct 2020	2.EGPE-1	23 Jan 2025	2.EGNS-13	30 Nov 2023	2.EGJJ-8-10	18 May 2023
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2.EGFE-2	15 Jun 2023	2.EGPE-3	23 Jan 2025	2.EGNS-2-2	28 Nov 2024	2.EGJJ-8-12	8 Oct 2020
2.EGFE-3	15 Jun 2023	2.EGPE-4	23 Jan 2025	2.EGNS-5-1	5 Sep 2024	2.EGJJ-8-13	8 Oct 2020
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2.EGNR-1	6 Oct 2022	2.EGPE-9	23 Jan 2025	2.EGNS-8-5	5 Sep 2024	2.EGBP-4	20 Feb 2025
2.EGNR-2	21 Mar 2024	2.EGPE-10	23 Jan 2025	2.EGNS-8-6	5 Sep 2024	2.EGBP-5	20 Feb 2025
2.EGNR-3	31 Oct 2024	2.EGPE-11	23 Jan 2025	2.EGNS-8-7	5 Sep 2024	2.EGBP-6	20 Feb 2025
2.EGNR-4	31 Oct 2024	* 2.EGPE-2-1	17 Apr 2025	2.EGNS-8-8	5 Sep 2024	2.EGBP-7	20 Feb 2025
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2.EGNR-6	31 Oct 2024	2.EGPE-5-1	8 Sep 2022	2.EGNS-8-10	5 Sep 2024	2.EGBP-2-1	20 Feb 2025
2.EGNR-7	31 Oct 2024	2.EGPE-8-1	26 Dec 2024	2.EGJJ-1	20 Apr 2023	2.EGBP-2-2	20 Feb 2025
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2.EGNR-9	31 Oct 2024	2.EGPE-8-3	26 Dec 2024	2.EGJJ-3	20 Feb 2025	2.EGBP-8-2	20 Feb 2025
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2.EGNR-8-4	20 Feb 2025	2.EGPE-8-12	26 Dec 2024	2.EGJJ-12	8 Aug 2024	2.EGPA-7	26 Dec 2024
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2.EGNJ-4	11 Jul 2024	2.EGPI-4	18 Apr 2024	2.EGJJ-5-1	26 Jan 2023	2.EGPA-8-4	25 Jan 2024
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2.EGNJ-7	3 Oct 2024	2.EGPI-7	18 Apr 2024	2.EGJJ-6-3	11 Jul 2024	2.EGPA-8-7	25 Jan 2024
2.EGNJ-8	14 Jul 2022	2.EGPI-2-1	21 Mar 2024	2.EGJJ-6-4	11 Jul 2024	2.EGPA-8-8	25 Jan 2024
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2.EGPA-8-12	25 Jan 2024	* 2.EGNM-15	17 Apr 2025	2.EGGP-10	15 Jun 2023	* 2.EGLC-4-1	17 Apr 2025
2.EGPA-8-13	25 Jan 2024	* 2.EGNM-16	17 Apr 2025	* 2.EGGP-11	17 Apr 2025	* 2.EGLC-5-1	17 Apr 2025
2.EGPA-8-14	25 Jan 2024	* 2.EGNM-17	17 Apr 2025	2.EGGP-12	31 Oct 2024	2.EGLC-6-1	2 Nov 2023
2.EGPA-8-15	12 Aug 2021	2.EGNM-2-1	31 Oct 2024	2.EGGP-13	31 Oct 2024	2.EGLC-6-2	29 Dec 2022
2.EGPA-8-16	2 Dec 2021	2.EGNM-2-2	5 Sep 2024	2.EGGP-14	31 Oct 2024	2.EGLC-6-3	2 Nov 2023
2.EGHC-1	14 Jul 2022	* 2.EGNM-5-1	17 Apr 2025	2.EGGP-15	31 Oct 2024	2.EGLC-6-4	2 Nov 2023
2.EGHC-2	11 Jul 2024	2.EGNM-6-1	22 Feb 2024	2.EGGP-16	31 Oct 2024	2.EGLC-6-5	29 Dec 2022
2.EGHC-3	31 Oct 2024	2.EGNM-6-2	20 Mar 2025	2.EGGP-17	31 Oct 2024	2.EGLC-6-6	29 Dec 2022
2.EGHC-4	31 Oct 2024	2.EGNM-8-1	23 Jan 2025	2.EGGP-18	20 Feb 2025	2.EGLC-6-7	29 Dec 2022
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2.EGHC-6	31 Oct 2024	2.EGNM-8-3	23 Jan 2025	2.EGGP-2-1	28 Nov 2024	2.EGLC-7-1	5 Sep 2024
2.EGHC-7	31 Oct 2024	2.EGNM-8-4	23 Jan 2025	2.EGGP-2-2	20 Mar 2025	* 2.EGLC-7-2	17 Apr 2025
2.EGHC-8	31 Oct 2024	2.EGNM-8-5	13 Jul 2023	* 2.EGGP-4-1	17 Apr 2025	2.EGLC-7-3	5 Sep 2024
2.EGHC-9	31 Oct 2024	2.EGNM-8-6	13 Jul 2023	* 2.EGGP-5-1	17 Apr 2025	* 2.EGLC-7-4	17 Apr 2025
2.EGHC-10	31 Oct 2024	2.EGNM-8-7	5 Sep 2024	2.EGGP-6-1	20 Feb 2025	* 2.EGLC-7-5	17 Apr 2025
2.EGHC-2-1	11 Jul 2024	2.EGNM-8-8	13 Jul 2023	2.EGGP-6-2	20 Feb 2025	2.EGLC-7-6	5 Sep 2024
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* 2.EGHC-3-1	17 Apr 2025	2.EGCM-1	30 Nov 2023	2.EGGP-6-4	20 Feb 2025	* 2.EGLC-7-8	17 Apr 2025
2.EGHC-8-1	22 Feb 2024	2.EGCM-2	30 Nov 2023	2.EGGP-6-5	20 Feb 2025	2.EGLC-7-9	5 Sep 2024
2.EGHC-8-2	22 Feb 2024	2.EGCM-3	10 Aug 2023	2.EGGP-7-1	20 Mar 2025	2.EGLC-7-10	5 Sep 2024
2.EGHC-8-3	22 Feb 2024	2.EGCM-4	10 Aug 2023	2.EGGP-7-2	23 Mar 2023	2.EGLC-7-11	5 Sep 2024
2.EGHC-8-4	22 Feb 2024	2.EGCM-5	10 Aug 2023	2.EGGP-7-3	20 Feb 2025	2.EGLC-7-12	5 Sep 2024
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2.EGHC-8-6	30 Dec 2021	2.EGCM-7	31 Oct 2024	2.EGGP-7-5	23 Mar 2023	2.EGLC-7-14	5 Sep 2024
2.EGHC-8-7	30 Dec 2021	2.EGCM-8	31 Oct 2024	2.EGGP-7-6	23 Mar 2023	2.EGLC-7-15	5 Sep 2024
2.EGHC-8-8	30 Dec 2021	2.EGCM-2-1	7 Sep 2023	2.EGGP-7-7	23 Mar 2023	2.EGLC-7-16	5 Sep 2024
2.EGKH-1	23 Jan 2025	2.EGCM-8-1	28 Dec 2023	2.EGGP-8-1	20 Feb 2025	2.EGLC-7-17	28 Dec 2023
2.EGKH-2	26 Dec 2024	2.EGCM-8-2	28 Dec 2023	2.EGGP-8-2	20 Feb 2025	2.EGLC-7-18	28 Dec 2023
2.EGKH-3	14 Jul 2022	2.EGCM-8-3	10 Aug 2023	2.EGGP-8-3	20 Feb 2025	2.EGLC-7-19	28 Dec 2023
2.EGKH-4	23 Jan 2025	2.EGCM-8-4	10 Aug 2023	2.EGGP-8-4	20 Feb 2025	2.EGLC-8-1	3 Oct 2024
2.EGKH-5	14 Jul 2022	2.EGBG-1	14 Jul 2022	2.EGGP-8-5	20 Feb 2025	2.EGLC-8-2	3 Oct 2024
2.EGKH-2-1	11 Jul 2024	2.EGBG-2	14 Jul 2022	2.EGGP-8-6	20 Feb 2025	2.EGLC-8-3	13 Jul 2023
2.EGHF-1	15 Jun 2023	2.EGBG-3	14 Jul 2022	2.EGGP-8-7	20 Feb 2025	2.EGLC-8-4	3 Oct 2024
2.EGHF-2	22 Apr 2021	2.EGBG-4	14 Jul 2022	2.EGGP-8-8	20 Feb 2025	2.EGLC-8-5	3 Oct 2024
2.EGHF-3	31 Oct 2024	2.EGBG-5	18 May 2023	2.EGGP-8-9	20 Feb 2025	2.EGLC-8-6	13 Jul 2023
2.EGHF-4	2 Nov 2023	2.EGBG-6	14 Jul 2022	2.EGGP-8-10	17 Jun 2021	2.EGKK-1	13 Jun 2024
2.EGHF-5	25 Jan 2024	2.EGBG-2-1	25 Apr 2019	2.EGGP-8-11	17 Jun 2021	2.EGKK-2	8 Aug 2024
2.EGHF-6	13 Jun 2024	2.EGET-1	5 Sep 2024	2.EGLC-1	3 Oct 2024	2.EGKK-3	20 Feb 2025
2.EGHF-7	25 Jan 2024	2.EGET-2	5 Sep 2024	2.EGLC-2	28 Nov 2024	2.EGKK-4	3 Oct 2024
2.EGHF-2-1	2 Nov 2023	2.EGET-3	3 Oct 2024	2.EGLC-3	20 Mar 2025	2.EGKK-5	3 Oct 2024
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2.EGNM-2	8 Sep 2022	2.EGET-5	3 Oct 2024	2.EGLC-5	20 Feb 2025	2.EGKK-7	20 Feb 2025
2.EGNM-3	19 May 2022	2.EGET-6	3 Oct 2024	2.EGLC-6	20 Feb 2025	* 2.EGKK-8	17 Apr 2025
2.EGNM-4	28 Nov 2024	2.EGET-7	3 Oct 2024	2.EGLC-7	20 Feb 2025	* 2.EGKK-9	17 Apr 2025
2.EGNM-5	31 Oct 2024	2.EGET-2-1	3 Oct 2024	2.EGLC-8	20 Feb 2025	2.EGKK-10	3 Oct 2024
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2.EGNM-11	11 Jul 2024	2.EGGP-6	31 Oct 2024	2.EGLC-14	20 Feb 2025	2.EGKK-16	28 Nov 2024
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2.EGNM-13	11 Jul 2024	2.EGGP-8	31 Oct 2024	2.EGLC-2-1	28 Nov 2024	2.EGKK-18	20 Feb 2025

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2.EGKK-20	3 Oct 2024	2.EGKK-7-15	25 Jan 2024	2.EGLL-42	23 Jan 2025	2.EGLL-8-2	11 Jul 2024
2.EGKK-21	3 Oct 2024	2.EGKK-7-16	25 Jan 2024	2.EGLL-43	23 Jan 2025	2.EGLL-8-3	11 Jul 2024
2.EGKK-22	3 Oct 2024	2.EGKK-7-17	25 Jan 2024	2.EGLL-44	23 Jan 2025	2.EGLL-8-4	11 Jul 2024
2.EGKK-23	3 Oct 2024	2.EGKK-7-18	25 Jan 2024	2.EGLL-45	23 Jan 2025	2.EGLL-8-5	11 Jul 2024
2.EGKK-24	3 Oct 2024	2.EGKK-8-1	5 Oct 2023	2.EGLL-2-1	28 Nov 2024	2.EGLL-8-6	11 Jul 2024
2.EGKK-25	3 Oct 2024	2.EGKK-8-2	5 Oct 2023	2.EGLL-2-2	13 Jun 2024	2.EGLL-8-7	11 Jul 2024
2.EGKK-26	3 Oct 2024	2.EGKK-8-3	5 Oct 2023	2.EGLL-2-3	13 Jun 2024	2.EGLL-8-8	11 Jul 2024
* 2.EGKK-27	17 Apr 2025	2.EGKK-8-4	5 Oct 2023	2.EGLL-2-4	28 Nov 2024	2.EGLL-8-9	11 Jul 2024
2.EGKK-28	3 Oct 2024	2.EGKK-8-5	5 Oct 2023	2.EGLL-2-5	28 Nov 2024	2.EGLL-8-10	11 Jul 2024
* 2.EGKK-2-1	17 Apr 2025	2.EGKK-8-6	5 Oct 2023	2.EGLL-2-6	28 Nov 2024	2.EGLL-8-11	11 Jul 2024
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* 2.EGKK-2-5	17 Apr 2025	2.EGLL-1	31 Oct 2024	2.EGLL-2-10	13 Jun 2024	2.EGGW-2	5 Sep 2024
* 2.EGKK-2-6	17 Apr 2025	2.EGLL-2	28 Nov 2024	2.EGLL-2-11	24 May 2018	2.EGGW-3	25 Jan 2024
2.EGKK-4-1	28 Nov 2024	2.EGLL-3	28 Nov 2024	2.EGLL-2-12	13 Sep 2018	* 2.EGGW-4	17 Apr 2025
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* 2.EGKK-6-3	17 Apr 2025	* 2.EGLL-8	17 Apr 2025	2.EGLL-5-2	31 Dec 2020	2.EGGW-9	26 Dec 2024
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* 2.EGKR-8	17 Apr 2025	2.EGCJ-2-1	7 Sep 2023	* 2.EGHI-7-2	17 Apr 2025	2.EGSY-4	16 May 2024
2.EGKR-9	20 Mar 2025	2.EGCJ-8-1	28 Dec 2023	2.EGHI-7-3	8 Aug 2024	2.EGSY-5	11 Jul 2024
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2.EGKR-4-1	23 Mar 2023	2.EGCJ-8-3	15 Jun 2023	2.EGHI-7-5	8 Aug 2024	2.EGSY-7	11 Jul 2024
2.EGNE-1	10 Aug 2023	2.EGCJ-8-4	15 Jun 2023	2.EGHI-7-6	8 Aug 2024	2.EGSY-8	11 Jul 2024
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2.EGNE-3	10 Aug 2023	2.EGBS-2	27 Jan 2022	2.EGHI-8-1	6 Oct 2022	2.EGSY-10	11 Jul 2024
2.EGNE-4	5 Sep 2024	* 2.EGBS-3	17 Apr 2025	2.EGHI-8-2	28 Nov 2024	2.EGSY-11	11 Jul 2024
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2.EGNE-6	10 Aug 2023	2.EGBS-5	20 Mar 2025	2.EGHI-8-4	28 Nov 2024	2.EGSY-13	31 Oct 2024
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* 2.EGNE-2-1	17 Apr 2025	2.EGBS-2-1	5 Sep 2024	2.EGHI-8-6	6 Oct 2022	2.EGSY-4-1	20 Apr 2023
2.EGTO-1	23 Jan 2025	2.EGKA-1	14 Jul 2022	2.EGHI-8-7	6 Oct 2022	* 2.EGSY-5-1	17 Apr 2025
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2.EGTO-3	23 Jan 2025	2.EGKA-3	22 Feb 2024	2.EGHI-8-9	6 Oct 2022	2.EGSY-8-2	12 Aug 2021
2.EGTO-4	23 Jan 2025	2.EGKA-4	31 Oct 2024	2.EGHI-8-10	28 Nov 2024	2.EGSG-1	14 Jul 2022
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2.EGTO-6	23 Jan 2025	2.EGKA-6	16 May 2024	2.EGMC-1	31 Oct 2024	2.EGSG-3	7 Oct 2021
2.EGTO-7	23 Jan 2025	2.EGKA-7	16 May 2024	2.EGMC-2	20 Feb 2025	2.EGSG-4	14 Jul 2022
2.EGTO-8	23 Jan 2025	2.EGKA-8	8 Aug 2024	2.EGMC-3	8 Sep 2022	2.EGSG-5	7 Sep 2023
2.EGTO-2-1	23 Jan 2025	2.EGKA-9	8 Aug 2024	2.EGMC-4	20 Feb 2025	2.EGSG-6	14 Jul 2022
2.EGES-1	14 Jul 2022	2.EGKA-10	8 Aug 2024	2.EGMC-5	20 Feb 2025	2.EGSG-2-1	23 May 2019
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2.EGES-6	14 Jul 2022	2.EGKA-8-3	26 Dec 2024	2.EGMC-10	20 Feb 2025	2.EGPO-5	20 Feb 2025
2.EGES-2-1	20 May 2021	2.EGKA-8-4	26 Dec 2024	2.EGMC-11	8 Aug 2024	2.EGPO-6	18 May 2023
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2.EGCF-4	20 Mar 2025	2.EGCV-4	13 Jun 2024	2.EGMC-15	8 Aug 2024	2.EGPO-10	20 Feb 2025
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2.EGCF-2-1	20 Feb 2025	2.EGCV-2-1	8 Aug 2024	* 2.EGMC-4-1	17 Apr 2025	2.EGPO-8-1	11 Aug 2022
2.EGHE-1	25 Jan 2024	2.EGHI-1	23 Jan 2025	* 2.EGMC-5-1	17 Apr 2025	2.EGPO-8-2	11 Aug 2022
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2.EGHE-3	23 Feb 2023	2.EGHI-3	8 Aug 2024	2.EGMC-7-2	16 May 2024	2.EGPO-8-4	18 May 2023
2.EGHE-4	23 Feb 2023	2.EGHI-4	13 Jun 2024	* 2.EGMC-7-3	17 Apr 2025	2.EGPO-8-5	11 Aug 2022
2.EGHE-5	3 Oct 2024	2.EGHI-5	22 Feb 2024	2.EGMC-7-4	20 May 2021	2.EGPO-8-6	18 May 2023
2.EGHE-6	18 May 2023	2.EGHI-6	3 Oct 2024	2.EGMC-7-5	20 May 2021	2.EGPO-8-7	11 Aug 2022
2.EGHE-7	3 Oct 2024	2.EGHI-7	8 Aug 2024	2.EGMC-7-6	20 May 2021	2.EGPO-8-8	18 May 2023
2.EGHE-8	18 May 2023	2.EGHI-8	13 Jun 2024	2.EGMC-7-7	20 May 2021	2.EGPO-8-9	18 May 2023
2.EGHE-2-1	3 Oct 2024	2.EGHI-9	23 Jan 2025	2.EGMC-8-1	23 Jan 2025	2.EGPO-8-10	18 May 2023
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2.EGHE-8-2	30 Dec 2021	2.EGHI-12	28 Nov 2024	2.EGMC-8-4	23 Jan 2025	2.EGER-3	14 Jul 2022
2.EGCJ-1	10 Aug 2023	2.EGHI-13	13 Jun 2024	2.EGMC-8-5	18 Apr 2024	2.EGER-4	14 Jul 2022
2.EGCJ-2	7 Sep 2023	2.EGHI-14	28 Nov 2024	2.EGMC-8-6	23 Jan 2025	2.EGER-5	14 Jul 2022
2.EGCJ-3	7 Sep 2023	2.EGHI-2-1	8 Aug 2024	2.EGMC-8-7	23 Jan 2025	2.EGER-6	14 Jul 2022
2.EGCJ-4	7 Sep 2023	2.EGHI-2-2	20 Feb 2025	2.EGMC-8-8	18 Apr 2024	2.EGER-2-1	20 Mar 2025
2.EGCJ-5	7 Sep 2023	* 2.EGHI-4-1	17 Apr 2025	2.EGSY-1	16 May 2024	2.EGPB-1	20 Feb 2025
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2.EGPB-4	20 Feb 2025	* 2.EGNV-4-1	17 Apr 2025	2.EGNO-8	23 Jan 2025	2.EGPC-2-1	28 Nov 2024
2.EGPB-5	20 Feb 2025	* 2.EGNV-5-1	17 Apr 2025	2.EGNO-9	23 Jan 2025	2.EGPC-8-1	10 Aug 2023
2.EGPB-6	20 Feb 2025	2.EGNV-8-1	16 May 2024	2.EGNO-10	23 Jan 2025	2.EGPC-8-2	10 Aug 2023
2.EGPB-7	20 Mar 2025	2.EGNV-8-2	16 May 2024	2.EGNO-11	23 Jan 2025	2.EGPC-8-3	10 Aug 2023
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2.EGPB-9	20 Feb 2025	2.EGNV-8-4	16 May 2024	2.EGNO-2-1	3 Oct 2024	2.EGPC-8-5	10 Aug 2023
2.EGPB-10	20 Feb 2025	2.EGNV-8-5	16 May 2024	* 2.EGNO-4-1	17 Apr 2025	2.EGPC-8-6	10 Aug 2023
2.EGPB-11	20 Feb 2025	2.EGNV-8-6	16 May 2024	* 2.EGNO-5-1	17 Apr 2025	2.EGPC-8-7	10 Aug 2023
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2.EGPB-8-1	28 Dec 2023	2.EGHO-5	23 Jan 2025	2.EGBW-6	20 Feb 2025	2.EGNW-2	9 Sep 2021
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2.EGPB-8-6	28 Dec 2023	2.EGPU-2	28 Nov 2024	2.EGCW-4	23 Jan 2025	2.EGBO-1	5 Sep 2024
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2.EGPB-8-8	28 Dec 2023	2.EGPU-4	23 Jan 2025	2.EGCW-6	23 Jan 2025	2.EGBO-3	26 Dec 2024
2.EGPB-8-9	28 Dec 2023	2.EGPU-5	20 Feb 2025	2.EGCW-2-1	23 Jan 2025	2.EGBO-4	26 Dec 2024
2.EGPB-8-10	28 Dec 2023	2.EGPU-6	28 Nov 2024	2.EGFA-1	25 Jan 2024	2.EGBO-5	26 Dec 2024
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2.EGPB-8-12	28 Dec 2023	2.EGPU-2-1	20 Feb 2025	2.EGFA-3	28 Dec 2023	2.EGBO-7	5 Sep 2024
2.EGPB-8-13	20 May 2021	2.EGPU-8-1	23 Jan 2025	2.EGFA-4	18 May 2023	2.EGBO-8	5 Sep 2024
2.EGPB-8-14	2 Dec 2021	2.EGPU-8-2	23 Jan 2025	2.EGFA-5	25 Jan 2024	2.EGBO-2-1	26 Dec 2024
2.EGPB-8-15	2 Dec 2021	2.EGPU-8-3	23 Jan 2025	2.EGFA-6	25 Jan 2024	2.EGTB-1	13 Jun 2024
2.EGFH-1	23 Jan 2025	2.EGPU-8-4	23 Jan 2025	2.EGFA-2-1	15 Jun 2023	2.EGTB-2	20 Feb 2025
2.EGFH-2	23 Jan 2025	2.EGNL-1	18 Apr 2024	2.EGEW-1	14 Jul 2022	2.EGTB-3	20 Feb 2025
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2.EGBM-2	3 Oct 2024	2.EGNL-8	31 Oct 2024	2.EGLM-1	20 Mar 2025	2.EGHG-2	28 Nov 2024
2.EGBM-3	3 Oct 2024	2.EGNL-9	31 Oct 2024	2.EGLM-2	20 Mar 2025	2.EGHG-3	11 Jul 2024
2.EGBM-4	3 Oct 2024	2.EGNL-2-1	31 Oct 2024	2.EGLM-3	20 Mar 2025	2.EGHG-4	11 Jul 2024
2.EGBM-5	3 Oct 2024	2.EGNL-8-1	23 Jan 2025	2.EGLM-4	20 Mar 2025	2.EGHG-5	11 Jul 2024
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2.EGNV-1	21 Mar 2024	2.EGNL-8-4	23 Jan 2025	2.EGLM-2-1	20 Mar 2025	2.EGHG-8	11 Jul 2024
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2.EGNV-5	26 Dec 2024	2.EGNL-8-8	8 Sep 2022	2.EGPC-3	28 Nov 2024	2.EGHG-8-3	20 Apr 2023
2.EGNV-6	20 Mar 2025	2.EGNO-1	23 Jan 2025	2.EGPC-4	28 Nov 2024	2.EGHG-8-4	11 Jul 2024
2.EGNV-7	20 Mar 2025	2.EGNO-2	3 Oct 2024	2.EGPC-5	28 Nov 2024	2.EGHG-8-5	11 Jul 2024
2.EGNV-8	18 Apr 2024	2.EGNO-3	3 Oct 2024	2.EGPC-6	21 Mar 2024	2.EGHG-8-6	20 Apr 2023
2.EGNV-9	18 Apr 2024	2.EGNO-4	3 Oct 2024	2.EGPC-7	28 Nov 2024	2.EGHG-8-7	25 Feb 2021
2.EGNV-10	18 Apr 2024	2.EGNO-5	3 Oct 2024	2.EGPC-8	28 Nov 2024	2.EGHG-8-8	2 Dec 2021
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3.EGHK-1	11 Jul 2024
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3.EGHK-3	14 Jul 2022
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* 3.EGHT-5	17 Apr 2025
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GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS

- 1 The following list of titles and references of regulations affecting air navigation in the United Kingdom, Channel Islands and the Isle of Man, together with International Agreements/Conventions ratified by the United Kingdom. It is essential that anyone engaged in air operations be acquainted with the relevant regulations. The UK applies EU aviation safety legislation. Copies of these documents may be obtained from:

The Stationery Office UK.

Phone: 0870-600 5522

Http: <http://www.tso.co.uk>

European Union Aviation Safety Agency (EASA) regulation website.

Http: <https://www.easa.europa.eu/regulations>

A reference to a legal instrument, such as the Air Navigation Order 2009, is a reference to that instrument as amended. The various amending instruments are not shown separately.

Title	Main Subjects (where not self evident)
Aeroplane Noise Regulations 1999 (1999/1452)	
Air Navigation Order 2016 (2016/765) as amended	Registration, Airworthiness and Operation of Aircraft, Air Traffic Control, Aircrew and Aerodrome Licensing.
Air Navigation (General) Regulations 2006 (2006/601)	Load Sheets, Weight and performance of Public Transport Aircraft, Noise and vibration caused by aircraft, Maintenance, Landing facilities at aerodromes, Mandatory Reporting and Radio Navigation appliances to be carried on aircraft.
Air Navigation Aircraft (Wreck and Salvage) Order 1938 (1938/136)	
Air Navigation (Dangerous Goods) Regulations 2002 (2002/2786)	
Air Navigation (Environmental Standards) Order 2002 (2002/798)	
Air Navigation (Overseas Territories) Order 2013 (2013/2870) Air Navigation (Overseas Territories) (Environmental Standards) Order 2019	These Orders apply to Territories listed in the relevant schedule.
Air Navigation (Restriction of Flying) (City of London) Regulations 2004 (2004/2092) (Highgrove House) Regulations 1991 (1991/44) (Hyde Park) Regulations 2004 (2004/2090) (Isle of Dogs) Regulations 2004 (2004/2091) (Nuclear Installations) Regulations 2007 (2007/1929) (Prisons) Regulations 2001 (2001/1657) (Scampton Airfield) Regulations 2000 (2000/3390) (Scottish Highlands) Regulations 2008 (2008/1239) (Specified Area) Regulations 2005 (2005/964)	
Airports Slot Allocation Regulation 2006 (2006/2665)	
Aviation Security Act 1982	
Aviation Security (Air Cargo Agents) Regulations 1993 (1993/1073)	
Aviation and Maritime Security Act 1990 (c. 31)	
Carriage by Air Act 1961 (c. 27)	Gives effect to the Warsaw Convention as amended at The Hague, 1955.
Carriage by Air Acts (Application of Provisions) Order 1967 (1967/480)	Applies the principles of the Warsaw Convention as amended, and the Guadalajara Convention to carriage of mail and to non-international carriage within the meaning of those conventions to which those conventions do not themselves apply.
Carriage by Air Acts (Application of Provisions) (Overseas Territories) Order 1967 (1967/810)	
Carriage by Air (Convention) Order 1967 (c. 8) (1967/479)	
Carriage by Air Acts (Implementation of Protocol No 4 of Montreal 1975) Order 1999 (1999/1312)	
Carriage by Air (Parties to Convention) Order 1999 (1999/1313)	
Carriage by Air (Sterling Equivalents) Order 1999 (1999/2881)	Specifies the sterling equivalents of amounts, expressed in gold francs, in the Warsaw Convention and in the provisions relating to other carriage by air.
Carriage by Air (Supplementary Provisions) Act 1962 (c. 43)	To give effect to the Guadalajara Convention, supplementary to the Warsaw Convention, for the unification of certain rules relating to carriage by air by a person other than the contracting carrier; for the connected purposes.

GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS (continued)

Title	Main Subjects (where not self evident)
Carriage by Air and Road Act 1979 (c. 28) (Commencement No 1) Order 1980 (1980/1966) (Commencement No 2) Order 1997 (1997/2565) (Commencement No 3) Order 1998 (1998/2562)	
Civil Aviation Act 1982 (c. 16)	Establishment and functions of CAA. Power to make Air Navigation Order
Civil Aviation Act 2006 (c. 34) (Commencement No.1) Order 2007 (2007/598)	
Civil Aviation Act 2012 (c. 19)	
Civil Aviation (Air Carrier Liability) Order 1998 (1998/1751)	
Civil Aviation (Air Travel Organisers' Licensing) Regulations 2012 (2012/1017)	
Civil Aviation (Contributions to the Air Travel Trust) Regulations 2007 (2007/2999)	
Civil Aviation (Customs and Excise Airports) Order 1985 (1985/1643)	This Order designates aerodromes to be places for the landing and departure of aircraft for the purpose of the enactments for the time being in force relating to Customs.
Civil Aviation (Designation of Aerodromes) Order 1981 (1981/651)	
Civil Aviation (Documentary Evidence) Regulations 1972 (1972/187)	These regulations designate the authorities and persons who may certify the documents referred to in Section 6 of the Tokyo Convention Act 1967,
Civil Aviation (Eurocontrol) Act 1983 (c. 11) Civil Aviation (Eurocontrol) Act 1983 (Commencement No. 1) Order 1983 (1983/1886) (c. 50) Civil Aviation (Eurocontrol) Act 1983 (Commencement No. 2) Order 1985 (1985/1915) (c. 46)	The Convention, the organiser and status of Eurocontrol.
Civil Aviation (Insurance) Regulations 2005 (2005/1089)	
Civil Aviation (Investigation of Accidents) Regulations 1996 (1996/76)	
Civil Aviation (Investigation of Air Accidents and Incidents) Regulations 1996 (1996/2798)	
Civil Aviation (Investigation of Military Air Accidents at Civil Aerodromes) Regulations 2005 (2005/2693)	
Civil Aviation (Notices) Regulations 1978 (1978/1303)	
Civil Aviation (Personnel Licences) Order 1992 (1992/2673)	
Civil Aviation (Safety of Third-Country Aircraft) Regulations 2006 (2006/1384)	
Commission Regulation (EU) No 73/2010 (ADQ)	Requirements for the quality of aeronautical data and aeronautical information for the Single European Sky (see GEN 1.6 paragraph 5).
Commission Implementing Regulation (EU) No 923/2012 (Standardised European Rules of the Air (SERA)) as amended	Flight over the high seas; protection of persons and property; avoidance of collisions; signals; time; flight plans; visual meteorological conditions; visual flight rules, special VFR and instrument flight rules; airspace classification and air traffic services.
Commission Regulation (EU) 1178/2011 as amended	EASA Aircrew Regulation (Aircrew Licensing)
Immigration Act 1971 (c. 77)	
Military Lands Act 1892 (c. 43)	Bye Laws which prohibit entry to Danger Areas.
Rules of the Air Regulations 2015 (2015/840)	Lights and other Signals; General and Special Flight Rules; Aerodrome Traffic Rules; Aerodrome Markings; Air Traffic Control; Miscellaneous Special Rules.
Summer Time Act 1972 (c. 6) Summer Time Order 1997 (1997/2982)	
Terrorism Act 2000	See GEN 1.2.1.1 Paragraph 5
Tokyo Convention Act 1967 (c. 52)	To give effect to the provisions of the Tokyo Convention, 1963, relating to offences etc. committed on board aircraft.
Tokyo Convention (Certification of Countries) Order 1977 (1977/1258) (Supplementary) Order 1978 (1978/1534)	This order certifies in which countries the Convention on Offences and certain other acts committed on board aircraft, is for the time being in force.
Note: Formal Exemptions to Legislation listed on these pages may also be published	

GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS (continued)

Title	Main Subjects (where not self evident)
CHANNEL ISLANDS	
Civil Aviation Act (Channel Islands) Order 1953 (1953/393)	
Civil Aviation Act (Channel Islands) Order 1966 (1966/688)	Extension to the Channel Islands to certain provisions of the Civil Aviation Act
Civil Aviation Act 1971 (Channel Islands) Order 1972 (1972/450)	Enables His Majesty to confer power on certain authorities in the Channel islands to make regulations.
ALDERNEY	
Air Transport Licensing (Alderney) Law 1996	Notifies the requirements for application to be made to the States of Alderney for a licence to operate Scheduled or Charter Flights between Alderney and the UK, Isle of Man and other Channel Islands
Airport Ordinance 1950	General Regulations for the use of Alderney Airport
Airports Fees Ordinance 1987	Regulations under which fees and charges are determined for the use of Alderney Airport.
GUERNSEY	
Air Navigation (Guernsey) Order 1981 (1981/1805)	This Order extends the provisions of the ANO, subject to modifications set out in the Schedule, to Guernsey.
Air Navigation (General) (Guernsey) Regulations 1972 (1972/486)	These Regulations apply to the UK Air Navigation (General) Regulations as amended, to Guernsey.
Air Navigation (Restriction of Flying) (Guernsey) Regulations 1985 (Guernsey 1985/21)	Notifies the Sark Restricted Area (R 095).
Air Transport Licensing (Guernsey) Law 1995	
Airport Ordinance 1950	General Regulations for the use of Guernsey Airport
Airport Fees Ordinance 1987	Regulations under which fees and charges are determined for the use of Guernsey Airport.
Aviation Security (Guernsey) Order 1997 (1997/2989)	Extension to Guernsey of certain provisions of the UK Aviation Security Act 1982, and the Aviation and Maritime Security Act 1990.
Carriage by Air (Guernsey) Order 1967 (1967/804) Carriage by Air (Application of Provisions) (Guernsey) Order 1967 (1967/807)	
Civil Aviation Act 1980 (Guernsey) Order 1984 (1984/130)	
Civil Aviation Act 1982 (Guernsey) Order 1986 (1986/1162)	Extension to Guernsey of certain provisions of the Civil Aviation Act.
Civil Aviation (Investigation of Air Accidents and Incidents) (Guernsey) Order 1998 (1998/1503)	The Order extends the provision of the UK Order, subject to modifications set out in the schedule, to Guernsey
Detention of Aircraft (Guernsey and Alderney) Law 1994	
Firearms Ordinance 1987	Notifies Fort Le Marchant Small Arms range
Terrorism and Crime (Bailiwick of Guernsey) Law 2002	
Public Health (Aircraft) (Guernsey) Order 1974 (Guernsey 1974/47)	
Rules of the Air and Air Traffic Control (Guernsey) Regulations 1985 (1985/23)	Regulations as UK Legislation, but made under the Air Navigation (Guernsey) Order 1981 and applying to the Bailiwick of Guernsey.
JERSEY	
Aerodromes Administration (Jersey) Law 1952	
Aerodromes (Jersey) Regulations 1965	
Air Navigation (Jersey) Law 2014	
Airport Dues (Jersey) Law 1956	
Aviation Security (Jersey) Order 1993	
Carriage by Air (Jersey) Order 1967	
Carriage by Air (Application of Provisions) (Jersey) Order 1967	
Civil Aviation Act 1982 (Jersey) Order 1990	Extension to Jersey of certain provisions of the Civil Aviation Act.
Terrorism (Jersey) Law 2002	
Public Health (Aircraft) (Jersey) Order 1971	
Air Navigation (Rules of the Air) (Jersey) Regulations 2017	Regulations as per Standardised European Rules of the Air (SERA), but made under the Air Navigation (Jersey) Law 2014.
Civil Aviation (Jersey) Law 2008	
Note: Copies of the Legislation listed for Channel Islands, Alderney and Guernsey can be obtained from: The Greffe Office, St Peter Port, Guernsey.	
Note: Copies of the Legislation listed for Jersey can be obtained from the Jersey Legal Information Board website. www.jerseylaw.je	
Note: Formal Exemptions to Legislation listed on these pages may also be published.	

GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS (continued)

Title	Main Subjects (where not self evident)
ISLE OF MAN	
Civil Aviation Legislation	
Civil Aviation Act 1982	As amended and applied to the Isle of Man by the following: Civil Aviation (Isle of Man) Order 2007 (SI 2007/614); Civil Aviation (Application) Order 2006; Civil Aviation Acts (Application)(Amendment) Order 2017; Civil Aviation Acts (Application)(Amendment) Order 2019; Civil Aviation Acts (Application) (Amendment) Order 2023. Extends to the Isle of Man the Civil Aviation Act 1982 in part.
Airports and Civil Aviation Act 1987	
Aviation Safety	
Air Navigation (Isle of Man) Order 2015	Airworthiness; operation of aircraft; personnel licensing.
Civil Aviation (Miscellaneous Provisions) Order 2020	Common interpretations used Statutory Documents made under the Airports and Civil Aviation Act 1987. Conduct of the Department.
Civil Aviation (Aerodromes) Order 2022	
Civil Aviation (Air Traffic Services) Order 2020	
Civil Aviation (Aircraft Registration and Marking) Order 2022	
Civil Aviation (Investigation of Air Accidents and Incidents) Order 2019	including EC Regulations No. 996/2010 on the investigation and prevention of accidents and incidents in civil aviation on the Island.
Civil Aviation (Occurrence Reporting) Order 2020	
Civil Aviation (Ramp Inspection) Order 2024	
Civil Aviation (Rules of the Air) Order 2021	
Civil Aviation (Safe Transport of Dangerous Goods) Order 2020	
Civil Aviation (Small Unmanned Aircraft) Order 2020	
Railways and Transport Safety Act 2003	As amended and applied by SD 0232/13 and 2018/0279, in part.
Aviation Security	
Aviation Security Act 1982	As applied and amended.
Aviation and Maritime Security Act 1990	As applied and amended.
Anti-Terrorism, Crime and Security Act 2001	As applied and amended.
Aviation Security Regulations 2010	As applied and amended.
Aviation Security Act 1982 (Civil Penalties) Regulations 2015	As applied and amended.
Civil Aviation (Aviation Security) (Application) 2024	Regulation EC No 300/2008; Regulation EC No 272/2009; Regulation EU No 18/2010; Regulation EU No 297/2010; Regulation EU No 720/2011; Regulation EU No 1141/2011; Regulation EU No 245/2013; as applied and amended.
Miscellaneous Aviation Legislation	
Civil Aviation (Carbon Offsetting and Reduction Scheme For International Aviation) Order 2024	CORSIA
Civil Aviation (Charges) Scheme 2024	Updated annually from 01 April.
International Interests in Aircraft Equipment (Cape Town Convention) Regulations 2015	
Air Navigation (General) Regulations 2006	Navigation performance and equipment; Noise and vibration caused by aircraft on aerodromes.
Civil Aviation (Insurance) Regulations 2005	
(EC) Regulations No. 785/2004	Insurance requirements for air carriers and aircraft operators.
Civil Aviation (Aircraft Noise Certification) Order 2024	
Air Carrier Liability Order 1998	
Civil Aviation (Aerial Advertising) Regulations 1995	
Civil Aviation (Procedure) Regulations 1991	Also refer to Miscellaneous Provisions Order 2020.
Civil Aviation (Documentary Evidence) Regulations 1972	
Civil Aviation (Births, Deaths and Missing Persons) Regulations 1948	
Note: Copies of the Legislation with consolidated 'as amended and applied' versions can be obtained from www.gov.im/caa .	

GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS (continued)**2 Landing and Taking Off Near Open Air Assemblies**

2.1 When an event involving an organised open-air assembly of more than 1000 people takes place within 1000 metres of an unlicensed aerodrome or helicopter landing site, compliance with the following procedures is required under Standardised European Rules of the Air SERA.3105 Minimum Heights.

2.2 Procedures applicable at a pre-existing unlicensed aerodrome:

- a) Landing and take-off shall only be performed with the permission of the person in charge of the aerodrome;
- b) Aircraft shall not fly over any area occupied by spectators or car parks below a height of 1000 FT AGL unless at such a height as will permit, in the event of an emergency arising, a landing to be made without undue hazard to persons or property on the surface; and
- c) The person in charge of the aerodrome shall ensure that on the ground, aircraft and members of the public are segregated from each other.

2.3 Procedures applicable at a temporary helicopter landing site:

- a) The helicopter commander or operator shall obtain the written permission of the person in charge of the event prior to using the landing site;
- b) The person in charge of the event should convey to helicopter commanders written details pertaining to the location and layout of the landing site and the procedures to be employed;
- c) The person in charge of the event should inform the local police authority a minimum of 24 hours in advance of the commencement of operations;
- d) The person in charge of the event shall ensure that on the ground, aircraft and members of the public are segregated from each other;
- e) Landing and take-off shall only be performed:
 - i. During daylight hours;
 - ii. When the cloud ceiling is higher than 600 FT AGL and the flight visibility is more than 3 KM;
- f) Helicopters shall not fly over any area occupied by spectators or car parks below a height of 1000 FT AGL or such height as will permit the helicopter, in the event of a power unit failure, to alight clear of the assembly, whichever is the higher;
- g) Landing and take-off shall be made in an area which has been set aside for the purpose and helicopters which are landing and taking off shall maintain a safe distance from persons located outside the area, of at least 30 metres; and
- h) Approach and departure shall be made over clear areas so that a safe forced landing can be achieved in the event of engine failure.

2.4 Procedures applicable to aeroplane operations at a temporary aerodrome:

- a) Operations should be conducted in accordance with the guidance contained in CAP 793;
- b) The aircraft commander or operator shall obtain the written permission of the person in charge of the event prior to using the aerodrome;
- c) The person in charge of the event should convey to aircraft commanders written details pertaining to the location and layout of the aerodrome and the procedures to be employed;
- d) Aircraft shall not fly over any area occupied by spectators or car parks below a height of 1000 FT AGL or such height as will permit the aircraft, in the event of a power unit failure, to alight clear of the assembly, whichever is the higher.

2.5 CAP 793 contains guidance on safety standards at unlicensed aerodromes and CAP 789 contains guidance to operators who hold AOCs (both available at www.caa.co.uk). Further advice concerning operations at unlicensed aerodromes (for non-public transport operations) may be obtained from the Flight Operations Inspectorate (General Aviation) of the Civil Aviation Authority, Tel: 01293-573525. Further advice concerning operations at heliports or landing sites (for helicopter public transport operations) may be obtained from the Flight Operations Inspectorate (Helicopters) of the Civil Aviation Authority, Tel: 01293-573443.

3 Designation of Hostile Environment for Helicopter Operations, including Offshore Operations, in accordance with Commission Regulation (EU) No 965/2012 – Air Operations

3.1 Annex 1 to Commission Regulation (EU) 965/2012 (EASA Air Operations Regulation) contains the definition of Hostile Environment with regards to helicopter operations. (See also Air Navigation Order).

3.2 This designation and/or interpretation of a hostile environment applies only in relation to the EASA Air Operations Regulation and has no bearing on the circumstances in which the equipment requirements of the ANO apply.

3.3 Hostile environment means:

- a) an area in which:
 - i. a safe forced landing cannot be accomplished because the surface is inadequate; or
 - ii. the helicopter occupants cannot be adequately protected from the elements;
 - iii. search and rescue response/capability is not provided consistent with anticipated exposure; or
 - iv. there is an unacceptable risk of endangering persons or property on the ground;
- b) in any case, the following areas shall be considered hostile:

GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS (continued)

- i. for over-water operations, the open sea areas North of 45N and South of 45S unless any part is designated as non-hostile by the responsible authority of the State' in which the operations take place; and
 - ii. those parts of a congested area without adequate safe forced landing areas.
- 3.4 For the purposes of operations under 3.3(b)(i) above, the UK does not designate any of the open sea areas North of 45N and South of 45S as a non-hostile environment.
- 3.5 For the purposes of operations in Performance Class 3 under CAT.POL.H.420 and in accordance with ARO.OPS.215, the UK has not designated any area where helicopter operations may be conducted without a safe forced landing capability.
- 3.6 When conducting offshore operations under an Offshore Specific Approval (SPA.HOFO), flights shall only be planned and commenced when the significant wave height of the sea over which the flight is intended to be conducted to or from an offshore location:
- a) is 6 metres or less; and
 - b) does not exceed the certificated ditching performance of the helicopter.

Once the flight has been commenced and a deterioration in sea conditions beyond the limits in (a) or (b) above is experienced, the flight may be continued in accordance with procedures detailed in the operator's operations manual.

- 3.7 Interpretation of terms for use with paragraphs 3.3, 3.4 and 3.6:
- a) 'Open Sea Area': The area of water to seaward of the seaward edge of the Coastal Corridor, where one exists, or the coastline where a Coastal Corridor does not exist.
 - b) 'Coastline' is deemed to include stretches of water such as river mouths and estuaries where the over water distance between the contiguous land mass does not exceed 8 NM.

Where used to define to airspace boundaries, 'Coastline' is defined as a generalisation of the geographic feature; operators must not use this as a definitive boundary and are responsible for applying appropriate measures to ensure they operate within or outside of the airspace structure.
 - c) 'Offshore operation' means a helicopter operation that has a substantial proportion of any flight conducted over open sea areas to or from an offshore location.
 - d) 'Offshore location' means a facility intended to be used for helicopter operations on either a fixed or floating offshore structure or vessel including an offshore installation or a renewable energy installation as defined in the **Civil Aviation Act 1982**.
 - e) 'Significant wave height' means the average value of the height (vertical distance between trough and crest) of the largest one-third of the waves present.
 - f) 'Coastal Corridor' from GM1 CAT.OP.MPA.137(b) is used for helicopters operating as Commercial Air Transport in Performance Class 3 and means:

'A variable distance from the coastline to a maximum distance corresponding to three minutes flying at normal cruising speed.'
 - For the United Kingdom (including Northern Ireland), and from the coastline of islands surrounding it, the maximum distance from the coastline corresponds to three minutes flying at normal cruising speed, but to no greater than 6 NM, where conditions are suitable for coastal transit.
 - g) 'Coastal Transit' from GM1 CAT.OP.MPA.137(b) in relation to helicopters operating as Commercial Air Transport in Performance Class 3 means:

'The conduct of operations over-water within the Coastal Corridor in conditions where there is a reasonable expectation that:
 - i. the flight can be conducted safely in the conditions prevailing;
 - ii. following an engine failure, a safe forced landing and successful evacuation can be achieved; and
 - iii. survival of the crew and passengers can be assured until rescue is effected.'

4 Designation of the London and Scottish Flight Information Regions as the area within which certain documents may be retained at the aerodrome or operating site in accordance with Commission Regulation (EU) No. 965/2012 – Air Operations

- 4.1 Annexes VII (Part-NCO) and VII (Part-SPO) to Commission Regulation (EU) No. 965/2012 (EASA Ops) contains the option for the competent authority to designate an area within which certain documents may be retained at the aerodrome or operating site.
- 4.2 The CAA, as the competent authority in the UK, and in accordance with NCO.GEN.135(b)(2) and SPO.GEN.140(b)(2) and ARO.OPS.210, has determined that the London and Scottish Flight Information Regions (FIR) are the designated areas for the purpose of these regulations.
- 4.3 For details of the documents which shall be carried on all flights reference should be made to the relevant Annex of the EASA Air Operations Regulations.

5 Data quality requirements - Commission Regulation (EU) 73/2010

- 5.1 Commission Regulation (EU) No 73/2010 lays down 'requirements for the quality of aeronautical data and aeronautical information for the Single European Sky'. The purpose of this regulation is to strengthen and enhance the Standards for Aeronautical

GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS (continued)

Information Services described in (ICAO) Annex 15.

- 5.2 Aeronautical Data and Information in the UK IAIP is not currently compliant with this regulation.
- 5.3 CAA is working to ensure that the requirements of this regulation will be met. As the UK IAIP transitions towards full compliance, data not meeting the requirements of Commission Regulation (EU) No 73/2010, will be suitably identified as such.

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GEN 2.5 LIST OF RADIO NAVIGATION AIDS

ID	Station name	Aid	Purpose	Station name	Aid	ID	Purpose
ADN	ABERDEEN	DME	AE	ABERDEEN	DME	ADN	AE
ADN	ABERDEEN	VOR	AE	ABERDEEN	VOR	ADN	AE
ALD	ALDERNEY	NDB	A	ABERDEEN/DYCE	NDB	ATF	A
ATF	ABERDEEN/DYCE	NDB	A	ABERDEEN/DYCE	DME	IABD	A
BBA	BENBECULA	NDB	A	ABERDEEN/DYCE 34 CAT I	ILS	IABD	A
BCL	BENBECULA	DME	A	ABERDEEN/DYCE	DME	IAX	A
BCN	BRECON	DME	E	ABERDEEN/DYCE 16 CAT I	ILS	IAX	A
BCN	BRECON	DME	A	ALDERNEY	NDB	ALD	A
BCN	BRECON	VOR	A	BARKWAY	DME	BKY	E
BEL	BELFAST	DME	AE	BARKWAY	DME	BKY	A
BEL	BELFAST	VOR	AE	BARKWAY	VOR	BKY	A
BEN	BENBECULA	DME	A	BARRA	NDB	BRR	A
BEN	BENBECULA	DME	E	BELFAST	DME	BEL	AE
BEN	BENBECULA	VOR	A	BELFAST	VOR	BEL	AE
BHD	BERRY HEAD	DME	E	BELFAST ALDERGROVE	DME	IAG	A
BHD	BERRY HEAD	VOR	E	BELFAST ALDERGROVE 25 CAT III	ILS	IAG	A
BHX	BIRMINGHAM	NDB	A	BELFAST ALDERGROVE	DME	IFT	A
BIA	BOURNEMOUTH	NDB	A	BELFAST ALDERGROVE 17 CAT I	ILS	IFT	A
BIG	BIGGIN	DME	A	BELFAST/CITY	NDB	HB	A
BIG	BIGGIN	DME	E	BELFAST/CITY	DME	IBFH	A
BIG	BIGGIN	VOR	A	BELFAST/CITY 22 CAT I	ILS	IBFH	A
BKY	BARKWAY	DME	E	BELFAST/CITY	DME	IHBD	A
BKY	BARKWAY	DME	A	BELFAST/CITY 04 CAT I	ILS	IHBD	A
BKY	BARKWAY	VOR	A	BENBECULA	NDB	BBA	A
BLK	BLACKBUSHE	NDB	A	BENBECULA	DME	BCL	A
BNN	BOVINGDON	DME	A	BENBECULA	DME	BEN	E
BNN	BOVINGDON	DME	E	BENBECULA	DME	BEN	A
BNN	BOVINGDON	VOR	A	BENBECULA	VOR	BEN	A
BPK	BROOKMANS PARK	DME	A	BERRY HEAD	DME	BHD	E
BPK	BROOKMANS PARK	DME	E	BERRY HEAD	VOR	BHD	E
BPK	BROOKMANS PARK	VOR	A	BIGGIN	DME	BIG	E
BPL	BLACKPOOL	NDB	A	BIGGIN	DME	BIG	A
BRI	BRISTOL	NDB	A	BIGGIN	VOR	BIG	A
BRR	BARRA	NDB	A	BIGGIN HILL	DME	IBGH	A
BUR	BURNHAM	NDB	A	BIGGIN HILL 21 CAT I	ILS	IBGH	A
CAM	CAMBRIDGE	NDB	A	BIRMINGHAM	NDB	BHX	A
CBL	CAMPBELTOWN	NDB	A	BIRMINGHAM	DME	IBIR	A
CDF	CARDIFF	NDB	A	BIRMINGHAM 15 CAT III	ILS	IBIR	A
CHT	CHILTERN	NDB	A	BIRMINGHAM	DME	IBM	A
CIT	CRANFIELD	NDB	A	BIRMINGHAM 33 CAT III	ILS	IBM	A
CLN	CLACTON	DME	E	BLACKBUSHE	NDB	BLK	A
CLN	CLACTON	VOR	E	BLACKPOOL	NDB	BPL	A
CPT	COMPTON	DME	E	BLACKPOOL	DME	IBPL	A
CPT	COMPTON	VOR	E	BLACKPOOL 28 CAT I	ILS	IBPL	A
DCS	DEAN CROSS	DME	E	BOURNEMOUTH	NDB	BIA	A
DET	DETLING	DME	E	BOURNEMOUTH	DME	IBH	A
DET	DETLING	DME	A	BOURNEMOUTH 26 CAT III	ILS	IBH	A
DET	DETLING	VOR	A	BOURNEMOUTH	DME	IBMH	A
DFO	MADFORD	DME	E	BOURNEMOUTH 08 CAT I	ILS	IBMH	A
DND	DUNDEE	NDB	A	BOVINGDON	DME	BNN	E
DTY	DAVENTRY	DME	E	BOVINGDON	DME	BNN	A
DTY	DAVENTRY	DME	A	BOVINGDON	VOR	BNN	A
DTY	DAVENTRY	VOR	A	BRECON	DME	BCN	A
DUD	DUNDONALD	DME	E	BRECON	DME	BCN	E
DUF	GREAT DUN FELL	DME	E	BRECON	VOR	BCN	A
DVR	DOVER	DME	E	BRISTOL	NDB	BRI	A
DVR	DOVER	DME	A	BRISTOL	DME	IBON	A

GEN 2.5 LIST OF RADIO NAVIGATION AIDS (continued)

ID	Station name	Aid	Purpose	Station name	Aid	ID	Purpose
DVR	DOVER	VOR	A	BRISTOL 09 CAT I	ILS	IBON	A
EAS	SOUTHAMPTON	NDB	A	BRISTOL	DME	IBTS	A
EDN	EDINBURGH	NDB	A	BRISTOL 27 CAT III	ILS	IBTS	A
EGT	LONDONDERRY/EGLINTON	NDB	A	BROOKMANS PARK	DME	BPK	A
EME	EAST MIDLANDS	NDB	A	BROOKMANS PARK	DME	BPK	E
EMW	EAST MIDLANDS	NDB	A	BROOKMANS PARK	VOR	BPK	A
EPM	EPSOM	NDB	A	BURNHAM	NDB	BUR	A
EX	EXETER	NDB	A	CAMBRIDGE	NDB	CAM	A
FNY	DONCASTER SHEFFIELD	NDB	A	CAMBRIDGE	DME	ICMG	A
GAM	GAMSTON	DME	A	CAMBRIDGE 23 CAT I	ILS	ICMG	A
GAM	GAMSTON	DME	AE	CAMPBELTOWN	NDB	CBL	A
GAM	GAMSTON	VOR	A	CARDIFF	NDB	CDF	A
GLO	GREEN LOWTHER	DME	E	CARDIFF	DME	ICDF	A
GLW	GLASGOW	NDB	A	CARDIFF 12 CAT I	ILS	ICDF	A
GOW	GLASGOW	DME	A	CARDIFF	DME	ICWA	A
GOW	GLASGOW	DME	E	CARDIFF 30 CAT I	ILS	ICWA	A
GOW	GLASGOW	VOR	A	CHILTERN	NDB	CHT	A
GST	GLOUCESTERSHIRE	NDB	A	CLACTON	DME	CLN	E
GUR	GUERNSEY	DME	A	CLACTON	VOR	CLN	E
GUR	GUERNSEY	VOR	A	COMPTON	DME	CPT	E
GWC	GOODWOOD	DME	E	COMPTON	VOR	CPT	E
GWC	GOODWOOD	DME	A	CRANFIELD	NDB	CIT	A
GWC	GOODWOOD	VOR	A	CRANFIELD	DME	ICR	A
HAW	HAWARDEN	NDB	A	CRANFIELD	LOC	ICR	A
HB	BELFAST/CITY	NDB	A	DAVENTRY	DME	DTY	A
HEN	HENTON	NDB	AE	DAVENTRY	DME	DTY	E
HLS	LASHENDEN/HEADCORN	DME	A	DAVENTRY	VOR	DTY	A
HON	HONILEY	DME	E	DEAN CROSS	DME	DCS	E
HON	HONILEY	DME	AE	DETLING	DME	DET	E
HON	HONILEY	VOR	AE	DETLING	DME	DET	A
IAA	LONDON HEATHROW	DME	A	DETLING	VOR	DET	A
IAA	LONDON HEATHROW 09L CAT III	ILS	A	DONCASTER SHEFFIELD	NDB	FNY	A
IABD	ABERDEEN/DYCE	DME	A	DONCASTER SHEFFIELD	DME	IFIN	A
IABD	ABERDEEN/DYCE 34 CAT I	ILS	A	DONCASTER SHEFFIELD 02 CAT I	ILS	IFIN	A
IAG	BELFAST ALDERGROVE	DME	A	DONCASTER SHEFFIELD	DME	IFNL	A
IAG	BELFAST ALDERGROVE 25 CAT III	ILS	A	DONCASTER SHEFFIELD 20 CAT III	ILS	IFNL	A
IAX	ABERDEEN/DYCE	DME	A	DOVER	DME	DVR	E
IAX	ABERDEEN/DYCE 16 CAT I	ILS	A	DOVER	DME	DVR	A
IBB	LONDON HEATHROW	DME	A	DOVER	VOR	DVR	A
IBB	LONDON HEATHROW 09R CAT III	ILS	A	DUNDEE	NDB	DND	A
IBFH	BELFAST/CITY	DME	A	DUNDEE	DME	IDDE	A
IBFH	BELFAST/CITY 22 CAT I	ILS	A	DUNDEE 09 CAT I	ILS	IDDE	A
IBGH	BIGGIN HILL	DME	A	DUNDONALD	DME	DUD	E
IBGH	BIGGIN HILL 21 CAT I	ILS	A	EAST MIDLANDS	NDB	EME	A
IBH	BOURNEMOUTH	DME	A	EAST MIDLANDS	NDB	EMW	A
IBH	BOURNEMOUTH 26 CAT III	ILS	A	EAST MIDLANDS	DME	IEME	A
IBIR	BIRMINGHAM	DME	A	EAST MIDLANDS 27 CAT III	ILS	IEME	A
IBIR	BIRMINGHAM 15 CAT III	ILS	A	EAST MIDLANDS	DME	IEMW	A
IBM	BIRMINGHAM	DME	A	EAST MIDLANDS 09 CAT I	ILS	IEMW	A
IBM	BIRMINGHAM 33 CAT III	ILS	A	EDINBURGH	NDB	EDN	A
IBMH	BOURNEMOUTH	DME	A	EDINBURGH	DME	ITH	A
IBMH	BOURNEMOUTH 08 CAT I	ILS	A	EDINBURGH 24 CAT III	ILS	ITH	A
IBON	BRISTOL	DME	A	EDINBURGH	DME	IVG	A
IBON	BRISTOL 09 CAT I	ILS	A	EDINBURGH 06 CAT III	ILS	IVG	A
IBPL	BLACKPOOL	DME	A	EDINBURGH	NDB	UW	A
IBPL	BLACKPOOL 28 CAT I	ILS	A	EPSOM	NDB	EPM	A
IBTS	BRISTOL	DME	A	EXETER	NDB	EX	A

GEN 2.5 LIST OF RADIO NAVIGATION AIDS (continued)

ID	Station name	Aid	Purpose	Station name	Aid	ID	Purpose
IBTS	BRISTOL 27 CAT III	ILS	A	EXETER	DME	IET	A
ICDF	CARDIFF	DME	A	EXETER 08 CAT I	ILS	IET	A
ICDF	CARDIFF 12 CAT I	ILS	A	EXETER	DME	IXR	A
ICMG	CAMBRIDGE	DME	A	EXETER 26 CAT I	ILS	IXR	A
ICMG	CAMBRIDGE 23 CAT I	ILS	A	FARNBOROUGH	DME	IFNB	A
ICR	CRANFIELD	DME	A	FARNBOROUGH 24 CAT I	ILS	IFNB	A
ICR	CRANFIELD	LOC	A	FARNBOROUGH	DME	IFRG	A
ICWA	CARDIFF	DME	A	FARNBOROUGH 06 CAT I	ILS	IFRG	A
ICWA	CARDIFF 30 CAT I	ILS	A	GAMSTON	DME	GAM	AE
IDD	JERSEY	DME	A	GAMSTON	DME	GAM	A
IDD	JERSEY 26 CAT I	ILS	A	GAMSTON	VOR	GAM	A
IDDE	DUNDEE	DME	A	GLASGOW	NDB	GLW	A
IDDE	DUNDEE 09 CAT I	ILS	A	GLASGOW	DME	GOW	A
IDX	INVERNESS	DME	A	GLASGOW	DME	GOW	E
IDX	INVERNESS 23 CAT I	ILS	A	GLASGOW	VOR	GOW	A
IEGN	LONDONDERRY/EGLINTON	DME	A	GLASGOW	DME	IOO	A
IEGN	LONDONDERRY/EGLINTON 08 CAT I	ILS	A	GLASGOW 23 CAT III	ILS	IOO	A
IEGT	LONDONDERRY/EGLINTON	DME	A	GLASGOW	DME	IUU	A
IEGT	LONDONDERRY/EGLINTON 26 CAT I	ILS	A	GLASGOW 05 CAT III	ILS	IUU	A
IEME	EAST MIDLANDS	DME	A	GLOUCESTERSHIRE	NDB	GST	A
IEME	EAST MIDLANDS 27 CAT III	ILS	A	GLOUCESTERSHIRE	DME	IGOS	A
IEMW	EAST MIDLANDS	DME	A	GLOUCESTERSHIRE 27 CAT I	ILS	IGOS	A
IEMW	EAST MIDLANDS 09 CAT I	ILS	A	GOODWOOD	DME	GWC	A
IET	EXETER	DME	A	GOODWOOD	DME	GWC	E
IET	EXETER 08 CAT I	ILS	A	GOODWOOD	VOR	GWC	A
IFIN	DONCASTER SHEFFIELD	DME	A	GREAT DUN FELL	DME	DUF	E
IFIN	DONCASTER SHEFFIELD 02 CAT I	ILS	A	GREEN LOWTHER	DME	GLO	E
IFNB	FARNBOROUGH	DME	A	GUERNSEY	DME	GUR	A
IFNB	FARNBOROUGH 24 CAT I	ILS	A	GUERNSEY	VOR	GUR	A
IFNL	DONCASTER SHEFFIELD	DME	A	GUERNSEY	DME	IGH	A
IFNL	DONCASTER SHEFFIELD 20 CAT III	ILS	A	GUERNSEY 27 CAT I	ILS	IGH	A
IFRG	FARNBOROUGH	DME	A	GUERNSEY	DME	IUY	A
IFRG	FARNBOROUGH 06 CAT I	ILS	A	GUERNSEY 09 CAT I	ILS	IUY	A
IFT	BELFAST ALDERGROVE	DME	A	HAWARDEN	NDB	HAW	A
IFT	BELFAST ALDERGROVE 17 CAT I	ILS	A	HAWARDEN	DME	IHDN	A
IGG	LONDON GATWICK	DME	A	HAWARDEN 22 CAT I	ILS	IHDN	A
IGG	LONDON GATWICK 08R CAT III	ILS	A	HAWARDEN	DME	IHWD	A
IGH	GUERNSEY	DME	A	HAWARDEN 04 CAT I	ILS	IHWD	A
IGH	GUERNSEY 27 CAT I	ILS	A	HENTON	NDB	HEN	AE
IGOS	GLOUCESTERSHIRE	DME	A	HONILEY	DME	HON	E
IGOS	GLOUCESTERSHIRE 27 CAT I	ILS	A	HONILEY	DME	HON	AE
IHBD	BELFAST/CITY	DME	A	HONILEY	VOR	HON	AE
IHBD	BELFAST/CITY 04 CAT I	ILS	A	HUMBERSIDE	DME	IHS	A
IHDN	HAWARDEN	DME	A	HUMBERSIDE 20 CAT I	ILS	IHS	A
IHDN	HAWARDEN 22 CAT I	ILS	A	HUMBERSIDE	NDB	KIM	A
IHS	HUMBERSIDE	DME	A	INVERNESS	DME	IDX	A
IHS	HUMBERSIDE 20 CAT I	ILS	A	INVERNESS 23 CAT I	ILS	IDX	A
IHWD	HAWARDEN	DME	A	INVERNESS	DME	ILN	A
IHWD	HAWARDEN 04 CAT I	ILS	A	INVERNESS 05 CAT I	ILS	ILN	A
IJJ	JERSEY	DME	A	INVERNESS	DME	INS	A
IJJ	JERSEY 08 CAT I	ILS	A	INVERNESS	VOR	INS	A
IKIR	KIRKWALL	DME	A	INVERNESS	NDB	IVR	A
IKIR	KIRKWALL 27 CAT I	ILS	A	ISLAY	DME	ISY	A
IKK	PRESTWICK	DME	A	ISLAY	NDB	LAY	A
IKK	PRESTWICK 30 CAT I	ILS	A	ISLE OF MAN	DME	IOM	AE
ILBF	LEEDS BRADFORD	DME	A	ISLE OF MAN	VOR	IOM	AE

GEN 2.5 LIST OF RADIO NAVIGATION AIDS (continued)

ID	Station name	Aid	Purpose	Station name	Aid	ID	Purpose
ILBF	LEEDS BRADFORD 14 CAT I	ILS	A	ISLE OF MAN	DME	IRH	A
ILDY	LYDD	DME	A	ISLE OF MAN 08 CAT I	ILS	IRH	A
ILDY	LYDD 21 CAT I	ILS	A	ISLE OF MAN	DME	IRY	A
ILF	LEEDS BRADFORD	DME	A	ISLE OF MAN 26 CAT I	ILS	IRY	A
ILF	LEEDS BRADFORD 32 CAT III	ILS	A	ISLE OF MAN	NDB	RWY	A
ILJ	LONDON LUTON	DME	A	JERSEY	DME	IDD	A
ILJ	LONDON LUTON 25 CAT III	ILS	A	JERSEY 26 CAT I	ILS	IDD	A
ILL	LONDON HEATHROW	DME	A	JERSEY	DME	IJJ	A
ILL	LONDON HEATHROW 27L CAT III	ILS	A	JERSEY 08 CAT I	ILS	IJJ	A
ILN	INVERNESS	DME	A	JERSEY	DME	JSY	AE
ILN	INVERNESS 05 CAT I	ILS	A	JERSEY	VOR	JSY	AE
ILQ	LIVERPOOL	DME	A	JERSEY	NDB	JW	A
ILQ	LIVERPOOL 27 CAT III	ILS	A	KIRKWALL	DME	IKIR	A
ILSR	LONDON CITY	DME	A	KIRKWALL 27 CAT I	ILS	IKIR	A
ILSR	LONDON CITY 27 CAT I	ILS	A	KIRKWALL	DME	IORK	A
ILST	LONDON CITY	DME	A	KIRKWALL 09 CAT I	ILS	IORK	A
ILST	LONDON CITY 09 CAT I	ILS	A	KIRKWALL	NDB	KW	A
ILTN	LONDON LUTON	DME	A	KIRKWALL	DME	KWL	A
ILTN	LONDON LUTON 07 CAT III	ILS	A	KIRKWALL	VOR	KWL	A
ILVR	LIVERPOOL	DME	A	LAMBOURNE	DME	LAM	A
ILVR	LIVERPOOL 09 CAT I	ILS	A	LAMBOURNE	DME	LAM	E
IMC	MANCHESTER	DME	A	LAMBOURNE	VOR	LAM	A
IMC	MANCHESTER 05R CAT I	ILS	A	LAND'S END	DME	LND	E
IMM	MANCHESTER	DME	A	LAND'S END	VOR	LND	E
IMM	MANCHESTER 05L CAT III	ILS	A	LASHENDEN/HEADCORN	DME	HLS	A
INC	NEWCASTLE	DME	A	LEEDS BRADFORD	DME	ILBF	A
INC	NEWCASTLE 07 CAT III	ILS	A	LEEDS BRADFORD 14 CAT I	ILS	ILBF	A
IND	SOUTHEND	DME	A	LEEDS BRADFORD	DME	ILF	A
IND	SOUTHEND 23 CAT I	ILS	A	LEEDS BRADFORD 32 CAT III	ILS	ILF	A
INEW	NEWQUAY	DME	A	LEEDS BRADFORD	NDB	LBA	A
INEW	NEWQUAY 12 CAT I	ILS	A	LEICESTER	NDB	LE	A
INH	NORWICH	DME	A	LIVERPOOL	DME	ILQ	A
INH	NORWICH 27 CAT I	ILS	A	LIVERPOOL 27 CAT III	ILS	ILQ	A
INN	MANCHESTER	DME	A	LIVERPOOL	DME	ILVR	A
INN	MANCHESTER 23R CAT III	ILS	A	LIVERPOOL 09 CAT I	ILS	ILVR	A
INS	INVERNESS	DME	A	LIVERPOOL	NDB	LPL	A
INS	INVERNESS	VOR	A	LONDON	DME	LON	A
INWC	NEWCASTLE	DME	A	LONDON	DME	LON	E
INWC	NEWCASTLE 25 CAT III	ILS	A	LONDON	VOR	LON	A
INWQ	NEWQUAY	DME	A	LONDON CITY	DME	ILSR	A
INWQ	NEWQUAY 30 CAT III	ILS	A	LONDON CITY 27 CAT I	ILS	ILSR	A
IOM	ISLE OF MAN	DME	AE	LONDON CITY	DME	ILST	A
IOM	ISLE OF MAN	VOR	AE	LONDON CITY 09 CAT I	ILS	ILST	A
IOO	GLASGOW	DME	A	LONDON CITY	NDB	LCY	A
IOO	GLASGOW 23 CAT III	ILS	A	LONDON GATWICK	DME	IGG	A
IORK	KIRKWALL	DME	A	LONDON GATWICK 08R CAT III	ILS	IGG	A
IORK	KIRKWALL 09 CAT I	ILS	A	LONDON GATWICK	DME	IWW	A
IOXF	OXFORD	DME	A	LONDON GATWICK 26L CAT III	ILS	IWW	A
IOXF	OXFORD 19 CAT I	ILS	A	LONDON HEATHROW	DME	IAA	A
IPP	PRESTWICK	DME	A	LONDON HEATHROW 09L CAT III	ILS	IAA	A
IPP	PRESTWICK 12 CAT I	ILS	A	LONDON HEATHROW	DME	IBB	A
IRH	ISLE OF MAN	DME	A	LONDON HEATHROW 09R CAT III	ILS	IBB	A
IRH	ISLE OF MAN 08 CAT I	ILS	A	LONDON HEATHROW	DME	ILL	A
IRR	LONDON HEATHROW	DME	A	LONDON HEATHROW 27L CAT III	ILS	ILL	A
IRR	LONDON HEATHROW 27R CAT III	ILS	A	LONDON HEATHROW	DME	IRR	A
IRY	ISLE OF MAN	DME	A	LONDON HEATHROW 27R CAT III	ILS	IRR	A
IRY	ISLE OF MAN 26 CAT I	ILS	A	LONDON LUTON	DME	ILJ	A

GEN 3.4 COMMUNICATION AND NAVIGATION SERVICES (continued)

3.2.10 Pilot Controlled Lighting (PCL)

Pilot Controlled Lighting is used at certain aerodromes for pilots to remotely turn on Aeronautical Ground Lighting outside operating hours, normally using an existing ATS or AGCS VHF channel.

Pilots or organisations using PCL must seek agreement from the relevant aerodrome authority.

3.3 Aeronautical Fixed Services

3.3.1 In the United Kingdom the following Aeronautical Fixed Services are provided:

- a) The Operational Telephone Network for use by ATC and supporting operational services;
- b) the Administrative Telephone Network for use by authorised agencies connected with air traffic operations;
- c) the Aeronautical Fixed Telecommunications Network (AFTN), for the exchange of messages between aeronautical fixed stations within the network.

Note: Messages of authorised categories can be accepted at designated stations for transmission on the AFS. The rules and procedures for handling of communications on the AFS are contained in Annex 10, Vol II Chapters 3-4.

3.4 Aeronautical Broadcast Service

- a) The Aeronautical Broadcast Service provides broadcasts which contain meteorological, navigation and aerodrome information.
- b) Details of these broadcasts are listed under the name of the controlling aerodrome or Air Traffic Control Unit in the AD section at 2.18/3.17 and in GEN 3.5, paragraph 7.

4 Requirements and Conditions**4.1 Approval and Licensing of Aircraft Radio Stations****4.1.1 General**

4.1.1.1 The Civil Aviation Authority must approve in writing the design and installation of radio equipment in aircraft and the station must be licensed by the Ofcom, Aeronautical Licensing Section before such radio equipment may be operated in an aircraft. The regulations governing the compulsory carriage of radio equipment are contained in Part III of the UK Air Navigation Order.

4.1.2 Approval and Licensing Procedure

4.1.2.1 Full details of the procedure governing the approval and licensing of aircraft radio stations, together with information regarding modifications to such stations, are contained in Assimilated Regulation (EU) 2018/1139 (the UK Basic Regulation) and its delegated and implementing act.

The approval of an aircraft radio station is based, among other things, upon the results of radio tests in flight; details of the associated procedures are given below.

4.1.3 Carriage of Radio and Radar Equipment

4.1.3.1 The requirements for the carriage of radio and radar equipment are contained in the UK Air Navigation Order and the Air Navigation (General) Regulations 1993 as amended. The main provisions are published at GEN 1.5 paragraph 5.

4.1.4 Radio Tests in Flight

4.1.4.1 The CAA only expects Radio Tests in flight to be carried out in exceptional circumstances.

4.1.4.2 Tests of VHF RTF communications equipment may be carried out with one of the Air Traffic Service Units listed below. Such tests may only be carried out on the frequency stated and when the aircraft is within the Designated Operational Coverage (DOC) of the station as described in the table below.

Air Traffic Service Unit	RTF Call sign	Channel/ Frequency (MHz)	DOC (based upon ARP unless otherwise stated)
Aberdeen/Dyce	Aberdeen Approach / Aberdeen Radar	119.055	55 NM / FL 250
Belfast Aldergrove	Aldergrove Approach / Aldergrove Radar	133.125	60 NM / FL 245
Birmingham	Birmingham Radar	123.980	40 NM / FL 200
Bournemouth	Bournemouth Approach / Bournemouth Radar	119.480	50 NM / FL 120
Cambridge	Cambridge Approach	120.965	40 NM / FL 200
Cardiff	Cardiff Approach / Cardiff Radar	125.855	50 NM / FL 190
East Midlands	East Midlands Radar	134.180	60 NM / FL 150
Edinburgh	Edinburgh Approach /Edinburgh Radar	121.205	40 NM / FL 100

GEN 3.4 COMMUNICATION AND NAVIGATION SERVICES (continued)

Air Traffic Service Unit	RTF Call sign	Channel/ Frequency (MHz)	DOC (based upon ARP unless otherwise stated)
Exeter	Exeter Approach / Exeter Radar	128.980	40 NM / FL 160
Glasgow	Glasgow Approach / Glasgow Radar	119.100	25 NM / FL 100
Isle of Man	Ronaldsway Approach / Ronaldsway Radar	120.855	40 NM / FL 100
Leeds Bradford	Leeds Approach / Leeds Radar	134.580	40 NM / FL 100
Liverpool	Liverpool Approach / Liverpool Radar	119.855	40 NM / FL 100
London Terminal Control	Stansted Radar	120.625	Within the operational area of Stansted Radar.
Newcastle	Newcastle Approach / Newcastle Radar	124.380	60 NM / FL 250
Norwich	Norwich Approach / Norwich Radar	119.355	40 NM / FL 70
Prestwick	Prestwick Approach / Prestwick Radar	129.450	40 NM / FL 195
Shoreham	Shoreham Approach / Shoreham Tower / Shoreham Radio	123.155	25 NM / FL 100
Southend	Southend Approach / Southend Radar	130.780	40 NM / FL 100
Sumburgh	Sumburgh Tower	118.255	25 NM / FL 40

- 4.1.4.3 Please note that not all these aeronautical radio stations operate H24, for hours of operation refer to the relevant aerodrome's AIP entry.
- 4.1.4.4 Prior arrangement with these aeronautical radio stations is not required, however, when radio traffic conditions are unfavourable it may not be possible for tests to be carried out. Where possible prior arrangements with the ATSU concerned should be made.
- 4.1.4.5 Test of HF RTF communications equipment may be carried out with any ATSU that is suitably equipped, it should be noted that the UK does not have any ATSU that operate HF for this purpose.
- 4.1.4.6 Radio tests in flight of other radio equipment, including the testing of all prototype radio equipment, shall only be carried out with the prior agreement of the Safety Regulation Group of the Civil Aviation Authority.
- 4.1.4.7 **Conditions for Tests**
- 4.1.4.7.1 Except where problems are suspected to have developed during the current flight, RTF equipment tests in flight shall only be made following satisfactory ground testing.
- 4.1.4.7.2 VHF RTF test transmission may only be made with the following emission characteristics.
- 4.1.4.7.2.1 6K80A3EJN for 25 kHz frequency assignments.
- 4.1.4.7.2.2 5K00A3EJN for 8.33 Channel assignments.
- 4.1.4.7.3 HF RTF test transmissions may only be made, using fixed or trailing antenna, with either 2K70J3EJN or 6K00A3EJN emission characteristics as appropriate to the radio station that the communications is with.
- 4.1.4.8 **Priority of Messages**
- 4.1.4.8.1 Communications concerning safety or flight regularity will always be given priority over messages transmitted for test purposes.
- 4.1.4.9 **Radio Test in Flight Procedure**
- 4.1.4.9.1 Aircraft must meet minimum airworthiness requirements before commencing any flight for radio test in flight purposes.
- 4.1.4.9.2 Aircraft must comply with the Air Traffic Service rules applicable to the area within which they are flying.
- 4.1.4.9.3 All radio transmissions for test in flight purposes shall be of the minimum duration necessary for the test and shall not continue for more than 10 seconds. The recurrence of such transmissions shall be kept to the minimum necessary for the test.
- 4.1.4.9.4 The nature of the test transmission shall be such that it is identifiable as a test transmission and can not be confused with other communications. To achieve this the following format shall be used:
- 'the call sign' of the aeronautical radio station being called, followed by the words 'THIS IS';
 - 'the aircraft identification';
 - the words 'RADIO CHECK ON';
 - 'the channel (or frequency (MHz))' being used for the test;
 - 'the aircraft identification'.
- 4.1.4.9.5 The operator of the aeronautical radio station being called will assess the transmission and will advise the aircraft making the test

GEN 3.4 COMMUNICATION AND NAVIGATION SERVICES (continued)

transmission in terms of the readability scale below, together with a comment on the nature of any abnormality noted (ie excessive noise) using the following format:

- a) 'the aircraft identification' followed by the words 'THIS IS';
- b) 'the call sign' of the aeronautical radio station replying;
- c) information regarding the readability of the aircraft transmission using the words 'READABILITY x' where 'x' is a number taken from the table below that equates to the assessment of the transmission;
- d) additional concise and unambiguous information with respect to the noted abnormality may be given;
- e) 'the call sign' of the aeronautical radio station replying;
- f) for practical reasons it may be necessary for the operator of an aeronautical radio station to reply with 'THIS IS' followed by 'the call sign' of the aeronautical radio station 'STATION CALLING ON' state 'the channel (or 8.33 frequency (MHz)) UNREADABLE'

Quality	Scale
Unreadable	1
Readable now and then	2
Readable but with difficulty	3
Readable	4
Perfectly Readable	5

4.1.4.9.6 The test transmission and reply thereto are recorded at the ATSU.

4.1.4.9.7 The operator of the airborne station shall complete a 'Flight Test Report' based upon the assessment information conveyed to them, this should be recorded in the aircraft maintenance records. Action should be taken to rectify any identified problems before further test or use.

4.2 Approval and Licensing of Ground Radio Stations

4.2.1 General

4.2.1.1 The Civil Aviation Authority must approve in writing the operation of a ground radio station and the station must be licensed by Ofcom under the terms of the Wireless Telegraphy Act before it may be operated.

4.2.2 Approval and Licensing Procedure

4.2.2.1 Full details of the procedures governing the approval and licensing of ground radio stations are obtainable from:

Post: Civil Aviation Authority, ATM Oversight Team, Aviation House, Gatwick Road, Gatwick Airport South, West Sussex RH6 0YR
 Phone: 03301-382036/03301-382883
 Email: Approvals.RCS@caa.co.uk

4.2.2.2 Full details of the procedures governing the Wireless Telegraphy Act, aeronautical licensing are obtainable from:

Http: www.ofcom.org.uk/manage-your-licence/radiocommunication-licences/aeronautical-licensing

4.3 Malfunctions, Maintenance and Test Transmissions

4.3.1 During periods of malfunction or maintenance of navigational aids, the promulgated identification signal is suppressed as a means of warning users that the transmission cannot be safely used for navigation purposes. The identification signal will be suppressed in one of two ways:

- a) by complete removal;
- b) by radiating a continuous tone.

4.3.2 Any transmission using the identification 'TST' is radiating for test purposes only and must not be used for operational purposes.

4.4 Interference from High Powered Transmitters

4.4.1 Pilots are advised that interference may be experienced in aircraft flying in the vicinity of high power broadcast stations. If such interference is troublesome or is experienced well beyond the vicinity of the ground transmitter, pilots are requested to report concerns to the Civil Aviation Authority.

4.4.2 The CAA coordinates through Ofcom to ensure that any changes or additions to the FM broadcasting service in the UK and adjacent states do not have any impact on FM immune ILS/VOR navigation and VHF communications receivers. Older receivers

GEN 3.4 COMMUNICATION AND NAVIGATION SERVICES (continued)

that do not meet the FM immune standard may suffer interference.

4.4.2.1 Since 1 Jan 2001, the use of FM-immune ILS/VOR navigation and VHF communications receivers is required for IFR operations within the London and Scottish FIRs. Further details of FM immunity requirements are listed in GEN 1.5.

4.4.3 Safety concerns can be reported to the CAA marked for the attention of 'CNS and Spectrum Team' using the details below:

Post: Civil Aviation Authority, CNS and Spectrum Team, Aviation House, Gatwick Road, Gatwick Airport South, West Sussex RH6 0YR

Http: www.caa.co.uk/Our-work/Make-a-report-or-complaint/Report-a-safety-concern/

Reports should include the following information:

- a) Frequency on which interference occurred;
- b) Approximate position and height of aircraft;
- c) aircraft registration letters;
- d) date and time of interference;
- e) description of interfering signal e.g. music, speech, language, etc.

4.4.4 Other sources of High Intensity Radio Transmission (HIRTA) are listed in the ENR Section. Pilots are warned that within the areas defined, interference or damage to aircraft electronic equipment may occur. Navigation information from equipment may be unreliable.

5 Miscellaneous

5.1 To be developed.

GEN 3.5 METEOROLOGICAL SERVICES (continued)

The aerodromes are so classified at Table 3.5.3.2.

3.6.1 Climatological statistics for routes and areas in the United Kingdom are not available. However, global climatology of upper wind and temperature data is held by the Met Office.

3.6.2 Climatological data related to sites for new aerodromes (or additional runways at existing aerodromes) are available from the Met Office.

Table 3.5.3.2 —Aerodromes providing METARs								
Aerodrome/ Location Indicator	Observations			Surface Wind	RVR		Obs Hours	Climatological Data
	Type	Freq	Warnings		Sites	Eqpt		
Aberdeen/Dyce EGPD	METAR ‡*	h	AW	Average	16 TDZ/END 34 TDZ/END	BIRAL FSM BIRAL FSM	H24	A, C
Alderney EGJA	METAR	h	AW	Average	08/26 TDZ	OBS	HO	C
Belfast Aldergrove EGAA	METAR ‡	h	AW	Average	07 TDZ/MID/END 25 TDZ/MID/END 07 TDZ 17 TDZ 25 TDZ/MID 35 TDZ	AGIVIS AGIVIS OBS OBS OBS OBS	H24	A
Belfast City EGAC	METAR ‡	h	AW	Average	04/22 TDZ/END	AGIVIS FSM	HO	C
Benbecula EGPL	METAR ‡	h	AW	Average	06/24 TDZ	OBS	HO	A
Biggin Hill EGKB	METAR	h	AW	Average	03/21 TDZ/MID/END 03/21 TDZ	Vaisala FSM OBS	HO	C
Birmingham EGBB	METAR	h	AW	Average	15 TDZ/MID/END 33 TDZ/MID/END	AGIVIS AGIVIS	H24	C
Blackpool EGNH	METAR	h	AW	Average	10/28 TDZ	OBS	HO	A, C
Bournemouth EGHH	METAR	h	AW	Average	08/26 TDZ/MID/END	AGIVIS	HO	A
Bristol EGGD	METAR ‡	h	AW	Average	09/27 TDZ/MID/END	AGIVIS	H24	C
Caernarfon EGCK	METAR ‡	h	AW	Average			HO	D
Cambridge EGSC	METAR	h	AW	Average	05/23 TDZ	Vaisala FSM	HO	C
Campbeltown EGEC	METAR	h	AW	Average			HO	B
Cardiff EGFF	METAR ‡	h	AW	Average	12/30 TDZ/END	AGIVIS	H24	C
Cranfield EGTC	METAR	h	AW	Average			HO	C
Dundee EGPN	METAR	h	AW	Average			HO	D
East Midlands EGNX	METAR	h	AW	Average	09 TDZ/MID/END 27 TDZ/MID/END	AGIVIS AGIVIS	H24	C
Edinburgh EGPH	METAR	h	AW	Average	06 TDZ/MID/END 24 TDZ/MID/END	AGIVIS AGIVIS	H24	A
Exeter EGTE	METAR	h	AW	Average	08 TDZ/MID/END 26 TDZ/MID/END	CS FSM	HO	A, C
Farnborough EGLF	METAR ‡	h	AW	Average	06/24 TDZ/END	AGIVIS	HO	B
Glasgow EGPF	METAR ‡	h	AW	Average	05 TDZ/MID/END 23 TDZ/MID/END	AGIVIS AGIVIS	H24	A
Gloucestershire EGBJ	METAR	h	AW	Average	09/27 TDZ	OBS	HO	C
Guernsey EGJB	METAR	h	AW	Average	09/27 TDZ/END	AGIVIS	HO+	A

GEN 3.5 METEOROLOGICAL SERVICES (continued)

Table 3.5.3.2 —Aerodromes providing METARs								
Aerodrome/ Location Indicator	Observations			Surface Wind	RVR		Obs Hours	Climatological Data
	Type	Freq	Warnings		Sites	Eqpt		
Hawarden EGNR	METAR	h	AW	Average			HO	D
Humberside EGNJ	METAR ¶	h	AW	Average	02/20 TDZ	OBS	HO	C
Inverness EGPE	METAR ¶	h	AW	Average	05/23 TDZ/END	AGIVIS	HO	D
Islay EGPI	METAR ¶	h	AW	Average			HO	D
Isle of Man EGNS	METAR	h/H	AW	Average			H24	A
Jersey EGJJ	METAR ¶	h	AW	Average	08/26 TDZ/MID/END	Biral FSM	HO+	A
Kirkwall EGPA	METAR ¶	h	AW	Average	09/27 TDZ	AGIVIS	HO+	A
Land's End EGHC	METAR	h	AW	Average			HO	D
Leeds Bradford EGNM	METAR	h	AW	Average	14 TDZ/MID/END 32 TDZ/MID/END	AGIVIS	H24	C
Liverpool EGGP	METAR #	h	AW	Average	09 TDZ/MID/END 27 TDZ/MID/END	Telvent Telvent	H24	A, C
London/City EGLC	METAR ¶	h	AW Windshear	Average	09 TDZ/MID/END 27 TDZ/MID/END	AGIVIS AGIVIS	HO+	C
London Gatwick EGKK	METAR #	h	AW	Average	08R TDZ/MID/END 26L TDZ/MID/END 08L TDZ/MID 26R TDZ/END	AGIVIS AGIVIS AGIVIS AGIVIS	H24	A
London Heathrow EGLL	METAR ‡*	h	AW Windshear	Average	09L TDZ/MID/END 09R TDZ/MID/END 27L TDZ/MID/END 27R TDZ/MID/END	AGIVIS AGIVIS AGIVIS AGIVIS	H24	A
London Luton EGGW	METAR ‡	h	AW	Average	07 TDZ/MID/END 25 TDZ/MID/END	AGIVIS AGIVIS	H24	C
London Stansted EGSS	METAR ‡	h	AW	Average	04 TDZ/MID/END 22 TDZ/MID/END	AGIVIS AGIVIS	H24	A
Londonderry/Eglinton EGAE	METAR	h	AW	Average	08/26 TDZ	OBS	HO	C
Lydd EGMD	METAR ¶#	h	AW	Average	03/21 TDZ	OBS	HO	C
Manchester EGCC	METAR ‡*	h	AW	Average	05 TDZ/MID/END 23 TDZ/MID/END	AGIVIS Biral FSM	H24	A, C
Newcastle EGNT	METAR #	h	AW	Average	07 TDZ/MID/END 25 TDZ/MID/END	AGIVIS Biral FSM	H24	C
Newquay EGHQ	METAR ¶	h	AW	Average	12/30 TDZ/MID/END	Campbell Scientific	HO	A
Norwich EGSH	METAR ¶*	h	AW	Average	09/27 TDZ/END	AGIVIS Biral FSM	HO	C
Oban EGEO	METAR	h	AW	Average			HO	D
Oxford EGTK	METAR	h	AW	Average	19 TDZ	Vaisala FSM	HO	C
Prestwick EGPK	METAR #	h	AW	Average	12/30 TDZ	OBS	H24	A
Scilly Isles/St Mary's EGHE	METAR	h	AW	Average			HO	A, C
Shoreham EGKA	METAR	h	AW	Average			HO	C
Southampton EGHI	METAR	h	AW	Average	02/20 TDZ	Biral FSM OBS	HO	C

GEN 3.5 METEOROLOGICAL SERVICES (continued)

Aerodrome/ Location Indicator	Observations			Surface Wind	RVR		Obs Hours	Climatological Data
	Type	Freq	Warnings		Sites	Eqpt		
Southend EGMC	METAR	h	AW	Average	05/23 TDZ/END	Biral FSM	HO	C
St Athan EGSY	METAR ¶	h	AW	Average			HO	A
Stornoway EGPO	METAR ¶	h	AW	Average	18/36 TDZ	OBS	HO	A
Sumburgh EGPB	METAR ¶*	h	AW	Average	09/27 TDZ	OBS	HO+	A
Teesside International EGNV	METAR ¶#	h	AW	Average	05/23 TDZ	OBS	HO	C
Tiree EGPU	METAR ¶	h	AW	Average			HO	A
Warton EGNO	METAR	h	AW	Average	07/25 TDZ	OBS	HO	D
Wick EGPC	METAR ¶	h	AW	Average			HO	A

Observation Type (column 2)	METAR METAR ‡ METAR ¶ METAR # METAR *	Aviation Routine Weather Report (actual) AUTO METAR produced during aerodrome opening hours (AUTO METARs produced during aerodrome opening hours are overseen by a certificated Met Observer) AUTO METAR produced outside aerodrome opening hours AUTO METAR issued during agreed observer duty breaks overnight Trend Forecast appended to METAR
Observation Frequency (column 3)	h h/H	half-hourly half-hourly during operational hours/Hourly overnight
Observation Warnings (column 4)	AW Windshear	Aerodrome warning includes warning of Marked Temperature Inversion. Aerodrome warning includes warning of windshear.
Surface Wind (column 5)		See paragraphs 3.1 and 3.2.
RVR (columns 6 and 7)	TDZ MID END OBS AGIVIS, Biral, CS, MET-1, Telvent & Vaisala FSM	touchdown zone mid-point stop end human observer types of IRVR system Forward Scatter Meter
Observing hours (column 8)	HO HO+ H24	available to meet operational requirements (ie during aerodrome opening hours) more than HO but not H24 24 hours
Climatological data (column 9)	A, B, C, D	See Table 3.5.3.1
Note: Table 3.5.3.2 lists only those aerodromes with accredited observers that produce METARs. Observations from other aerodromes not listed shall be regarded as unofficial.		

3.7 The following aerodromes are certified to provide local meteorological observations:

Aerodrome / Location Indicator

Barra EGPR, Blackbushe EGLK, Chichester Goodwood EGHR, Coventry EGBE, Duxford EGSU, Elstree EGTR, Fairoaks EGTF, Kemble EGBP, Lerwick/Tingwall EGET, Llanbedr EGFD, London Heliport EGLW, Manchester Barton EGCB, Old Warden EGTH, Penzance Heliport EGHK, Redhill EGKR, Shobdon EGBS, Solent EGHF, Walney EGNL, Warton EGNO, Wellesbourne Mountford EGBW, West Wales/Aberporth EGFA, Wolverhampton/Halfpenny Green EGBO, Wycombe Air Park/Booker EGTB, Yeovil/Westland EGHG

GEN 3.5 METEOROLOGICAL SERVICES (continued)

3.8 Aerodrome Weather Report Codes (Actuals)

3.8.1 The content and format of an actual weather report is as shown in the following table:

Report Type	Location Identifier	Date/Time	Automatic Observation	Wind	Visibility	RVR	Present weather
METAR	EGZZ	231020Z	AUTO	31015G30KT 280V350	6000 2500SW	R24/P1500	SHRA

Cloud	Temp/ Dewpoint	QNH	Recent Weather	Windshear	Sea Surface Temperature and Sea State	TREND
FEW005 SCT010CB BKN025	10/03	Q0995	RETS	WS RWY 24	W07/S4	NOSIG

Note: UK Aerodromes should not insert windshear groups in METAR since these are passed to pilots by the ATS unit.

3.8.2 Identifier

3.8.2.1 The identifier has three components as shown below:

a) Report type

- i. METAR - Aviation routine weather report. These are compiled half-hourly at fixed times while the aeronautical station is open;
- ii. SPECI - Aviation selected special weather report. Special reports are prepared to supplement routine reports when improvements or deteriorations through certain criteria occur. However, by ICAO Regional Air Navigation agreement, they are not disseminated in Europe.

b) Location indicator

ICAO four-letter code letters (for UK aerodromes, see GEN 2.4)

c) Date/Time

The date and time of observation, specified as the day of the month, hours and minutes UTC, followed by the letter Z. Example: METAR EGSS 231020Z.

d) AUTO

At aerodromes where a Met observing system is installed that can be operated automatically, it may be possible for the system to generate fully automated weather reports in the form of AUTO METARs. Should an aerodrome wish to provide AUTO METARs then the permission of the CAA is required. Where a report contains fully automated observations with no human intervention, it will be indicated by the code word 'AUTO', inserted immediately before the wind group. Users are reminded that in particular reports of visibility, present weather and cloud from automated systems should be treated with caution due to the limitations of the sensors themselves, the spatial area sampled by the sensors and the associated algorithms employed by the observing system. AUTO METAR shall indicate the limitations of the observing equipment through the use of additional codes, where applicable, given in paragraph 3.8.16.

3.8.3 Wind

3.8.3.1 The mean wind direction is given in degrees True (three digits) rounded to the nearest 10 degrees, followed by the mean windspeed (two digits, exceptionally three). The mean is usually calculated from the ten minute period immediately preceding the time of observation. These are followed without a space by one of the abbreviations KT, KMH or MPS, to specify the unit used for reporting the windspeed.

Example: 31015KT

3.8.3.2 A further two or three digits preceded by a G gives the maximum gust speed in knots when it exceeds the mean speed by 10 KT or more

Example: 31015G30KT.

3.8.3.3 Calm is indicated by '00000', followed by the units abbreviation, and variable wind direction by the abbreviation 'VRB' followed by the speed and unit.

3.8.3.4 If, during the 10 minute period preceding the time of the observation, the total variation in wind direction is 60° or more, the observed two extreme directions between which the wind has varied will be given in clockwise order, separated by the indicator letter V but only when the mean speed is 3 KT or more.

Example: 31015G30KT 280V350.

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

Codes / Series	Controlling Authority / Function
7020 — 7027	Assigned by CCAMS
* 7030	RNAS Culdrose Conspicuity
7030 — 7044	Aldergrove Approach
7030 — 7046	TC Thames/TC Heathrow
7030 — 7066	Teesside International Airport
7030 — 7077	Aberdeen (Northern North Sea Off-shore) (See note 3)
7031 — 7077	RNAS Culdrose
* 7045	This code may be used when flying in the vicinity of Belfast Aldergrove, operating outside of Belfast Aldergrove CTR/ Belfast TMA and monitoring Aldergrove Approach frequency (Refer to ENR 1.6, para 2.2.5)
7046 — 7047	Aldergrove Approach
* 7047	TC Thames (Biggin Hill Airport Conspicuity)
* 7047	RNAS Culdrose Conspicuity
7050 — 7056	TC Thames/TC Heathrow
* 7057	TC Thames (London City Airport Conspicuity)
* 7066	Lydd Approach VFR
* 7067	Teesside International Airport Conspicuity
* 7067	Lydd Approach IFR
7070 — 7076	TC Thames/TC Heathrow
* 7077	TC Thames (London Heliport Conspicuity)
* 7100	SSR Code Saturation
7101 — 7167	Transit (ORCAM) Brussels
7170 — 7177	Transit (ORCAM) Luxembourg
* 7200	RN Ships Conspicuity
7201 — 7267	Allocated to NATS as CCAMS redundancy
7270 — 7277	Assigned by CCAMS
* 7300	MPA/DEFRA/Fishery Protection/AIRTASK146
* 7300	(Civil Contingency) Conspicuity
7301 — 7327	Assigned by CCAMS
7330 — 7347	Transit (ORCAM) Netherlands
* 7350	Norwich Frequency Monitoring Code - This code may be used when flying in the vicinity of Norwich, operating outside of Norwich CTR/Norwich CTA and monitoring Norwich Radar Frequency (Refer to ENR 1.6, paragraph 2.2.5)
7350 — 7353	RNAS Culdrose
7350 — 7361	MoD Ops in EGD701 (Hebrides)
7350 — 7363	Manchester Approach
7350 — 7376	Bournemouth Approach/LARS
7351 — 7377	Norwich Approach
* 7354 — *7355	RNAS Culdrose Conspicuity
* 7356	RNAS Culdrose Conspicuity Code utilised by Penzance Heliport iaw local orders
* 7357	RNAS Culdrose Conspicuity
7360 — 7367	RNAS Culdrose
* 7362	MoD Ops in EGD702 (Fort George)
* 7365	Manchester Barton Conspicuity
* 7366 (or 7367 for students flying solo)	This code may be used when flying in the vicinity of Manchester Airport and monitoring Manchester Radar frequency (Refer to ENR 1.6, paragraph 2.2.5)
7367 — 7373	Manchester Approach
* 7374	Dundee Airport IFR Procedural Approach
* 7375	Manchester TMA and Woodvale Local Area (Woodvale UAS and VGS Conspicuity)
* 7376	Dundee Airport VFR Conspicuity
* 7377	Bournemouth Radar Conspicuity

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

Codes / Series	Controlling Authority / Function
* 7400	UAS/RPA Lost Link (See note 12)
* 7401	Scottish FIS (Refer to ENR 1.6, paragraph 2.2.2.2)
* 7402	RAF Leuchars Conspicuity
7402 — 7414	TC Stansted/TC Luton
7402 — 7417	RAF Shawbury
7402 — 7436	RNAS Yeovilton
7402 — 7437	Anglia Radar
7403 — 7427	RAF Leuchars
* 7417	Cranfield Airport - IFR Conspicuity Purposes
* 7420	RAF Shawbury Conspicuity
7421 — 7425	RAF Shawbury
* 7426	RAF Shawbury Conspicuity
* 7427	RAF Shawbury
7430 — 7437	RAF Shawbury
* 7437	RNAS Yeovilton Conspicuity
7440 — 7477	Transit (ORCAM) France
* 7500	Special Purpose Code - Hi-Jacking
7501 — 7507	Assigned by CCAMS
7510 — 7535	Transit (ORCAM) Switzerland
7536 — 7537	Assigned by CCAMS
7540 — 7547	Transit (ORCAM) Germany
7550 — 7567	Transit (ORCAM) Paris
7570 — 7577	Assigned by CCAMS
* 7600	Special Purpose Code - Radio Failure
7601 — 7617	Allocated to NATS as CCAMS Redundancy (Prestwick Upper)
7620 — 7677	Assigned by CCAMS
* 7700	Special Purpose Code - Emergency
7701 — 7775	Assigned by CCAMS
* 7776 — 7777	SSR Monitors (Refer to ENR 1.6, paragraph 2.2.4)

2.7 Centralised Code Assignment and Management System (CCAMS)

2.7.1 The UK is part of the Centralised Code Assignment and Management System (CCAMS). CCAMS optimises the efficiency of European SSR code management by centrally selecting a SSR Mode A code for each flight based on its area of applicability and distributing it to the appropriate ATS unit. The Originating Region Code Assignment Method (ORCAM) will continue to be used by those nations which are not participating in CCAMS for international flights. For participating nations CCAMS will allocate ORCAM compatible codes.

2.7.2 To mitigate against the risk of CCAMS failure or in the event of a potential conflict with a CCAMS allocated code, states are allocated blocks of codes that can be used in place of CCAMS if necessary. In the UK, these blocks of codes are managed by NATS and are articulated in Section 2.6 as "Allocated to NATS as CCAMS redundancy".

3 Automatic Dependent Surveillance - Broadcast (ADS-B)

3.1 Commission Regulation (EU) No. 1207/2011, as amended, requires aircraft with a maximum certified take-off mass exceeding 5,700 KG or having a maximum cruising true airspeed capability greater than 250 KT, operating as GAT under IFR, to be equipped with ADS-B version 2, typically pairing of a 1090 MHz Mode S "Extended Squitter" (ES) Level 2 transponder with an approved GNSS navigation source to provide the required data items as per Annex II Part B of that regulation. This applies to transport-type State aircraft (military, customs or police fixed-wing aircraft operated for the purpose of transporting persons and/or cargo) unless notified to the UK CAA.

3.2 Aircraft that are unable to transmit ADS-B for technical or operational reasons will be accommodated by UK ANSPs through conventional surveillance e.g. Mode S. See section GEN 1.5.3.

3.3 The UK's preferred national system to improve electronic conspicuity for general aviation is ADS-B using 1090 MHz. It is also likely

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator		Route Usage Notes				Remarks
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna		
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
				↓	↑	
△	REDFA	520652.75N 0022916.81E				FIR/UIR Boundary. Extremity of M197. Intersection with L620 (see AIP Netherlands).

Route Designator		Route Usage Notes				Remarks
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna		
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
				↓	↑	

Route Designator		Route Usage Notes				Remarks
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna		
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
				↓	↑	
M604						
△	LYDD DME (LYD)	505958.87N 0005243.18E				Eastbound route only. Intersection with M189. Extremity of M604.
(RNAV 5)	- /149°	21.1 NM	FL 460 / FL 85		odd FL 450 / FL 90	FL 460/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 275); Freq: 134.905 (Below FL 275 to FL 195); Freq: 120.530 (Below FL 195).
△	DETLING DME (DET)	511814.41N 0003550.19E				
(RNAV 5)	012° / -	5.0 NM	FL 460 / FL 85		odd FL 450 / FL 90	FL 460/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 275); Freq: 134.905 (Below FL 275 to FL 195); Freq: 120.530 (Below FL 195).
△	FRANE	512306.00N 0003739.40E		DET R012 5.0 NM 645 FT		
(RNAV 5)	013° / -	11.8 NM	FL 460 / FL 85		odd FL 450 / FL 90	FL 460/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 245); Freq: 129.605 (Below FL 245 to FL 175); Freq: 123.905 (Below FL 175).
△	SPEAR	513433.79N 0004200.57E		DET R012 16.8 NM 645 FT		
(RNAV 5)	013° / -	9.8 NM	FL 460 / FL 85		odd FL 450 / FL 90	FL 460/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 128.160 (FL 245 and above); Freq: 129.605 (Below FL 245 to FL 175); Freq: 123.905 (Below FL 175).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator		Route Usage Notes					Remarks
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min			
					↓	↑	
△	TOVGU	514403.18N 0004537.55E					
(RNAV 5)		013° / -	5.4 NM	FL 460 / FL 85	odd FL 450 / FL 90		FL 460/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 133.940 (FL 245 and above); Freq: 124.930 (Below FL 245 to FL 155); Freq: 118.825 (Below FL 155).
△	DAGGA	514919.37N 0004739.00E		CLN R262 13.2 NM 100 FT			Intersection with P44.
(RNAV 5)		041° / -	1.1 NM	FL 460 / FL 105	odd FL 450 / FL 110		FL 460/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 133.940 (FL 245 and above); Freq: 124.930 (Below FL 245 to FL 155); Freq: 118.825 (Below FL 155).
△	GASBA	515010.40N 0004852.85E					Intersection with M197.
(RNAV 5)		041° / -	2.2 NM	FL 460 / FL 105	odd FL 450 / FL 110		FL 460/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 133.940 (FL 245 and above); Freq: 124.930 (Below FL 245 to FL 155); Freq: 121.230 (Below FL 155).
△	PAAVO	515149.03N 0005115.76E					Intersection with Q295.
(RNAV 5)		041° / -	15.1 NM	FL 460 / FL 105	odd FL 450 / FL 110		FL 460/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 133.940 (FL 245 and above); Freq: 124.930 (Below FL 245 to FL 155); Freq: 121.230 (Below FL 155).
△	TEDSA	520303.10N 0010739.03E					Intersection with M183.
(RNAV 5)		036° / -	5.1 NM	FL 460 / FL 105	odd FL 450 / FL 110		FL 460/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 133.940 (FL 215 and above); Freq: 121.230 (Below FL 215).
△	LAPRA	520707.18N 0011236.45E					
(RNAV 5)		039° / -	17.0 NM	FL 460 / FL 245	odd FL 450 / FL 250		Class C. London ACC Freq: 133.940 (All Levels).
△	BANEM	522008.11N 0013019.26E					
(RNAV 5)		045° / -	20.1 NM	FL 460 / FL 245	odd FL 450 / FL 250		Class C. London ACC Freq: 133.940 (All Levels).
△	EFMIH	523406.42N 0015353.84E					
(RNAV 5)		044° / -	36.3 NM	FL 460 / FL 245	odd FL 450 / FL 250		Class C. London ACC Freq: 126.780 (FL 355 and above); Freq: 128.130 (Below FL 355).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator		Route Usage Notes					Remarks
Significant Point Name	Significant Point Coordinates	Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			IFR cruising levels max/min		
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit			Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations	
Y250							
△	DAVENTRY DME (DTY)	521048.51N 0010649.64W					Westbound route only btn DTY and MAMUL. Extremity of Y250.
(RNAV 5)	002° / -	18.4 NM	FL 245 / FL 105	even FL 240 / FL 120		FL 245/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 129.205 (Above FL 195); Freq: 130.925 (FL 195 and below).	
△	AKUPA	522911.57N 0010528.03W					Intersection with T420.
(RNAV 5)	003° / -	15.3 NM	FL 245 / FL 105	even FL 240 / FL 120		FL 245/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 129.205 (Above FL 195); Freq: 130.925 (FL 195 and below).	
△	LESTA	524427.09N 0010419.42W					Intersection with N601.
(RNAV 5)	350° / -	41.4 NM	FL 245 / FL 195	even FL 240 / FL 200		Class C. London ACC Freq: 129.205 (Above FL 195).	
△	MAMUL	532505.20N 0011648.45W		GAM R304 14.5 NM 115 FT			Intersection with L60 and L603.
(RNAV 5)	356°/176°	10.2 NM	FL 245 / FL 125	even FL 240 / FL 140	odd FL 230 / FL 130	FL 245/FL 195 Class C, FL 195/FL 125 Class A. Scottish ACC Freq: 133.800 (All Levels).	
△	UPTON	533513.00N 0011802.58W		GAM R325 22.3 NM 115 FT			
(RNAV 5)	329°/149°	4.1 NM	FL 245 / FL 125	even FL 240 / FL 140	odd FL 230 / FL 130	FL 245/FL 195 Class C, FL 195/FL 125 Class A. Scottish ACC Freq: 133.800 (All Levels).	
△	BATLI	533845.07N 0012136.90W					
(RNAV 5)	329°/149°	5.0 NM	FL 245 / FL 125	even FL 240 / FL 140	odd FL 230 / FL 130	FL 245/FL 195 Class C, FL 195/FL 125 Class A. Scottish ACC Freq: 133.800 (All Levels).	
△	RIMTO	534303.25N 0012558.78W					
(RNAV 5)	329°/149°	32.3 NM	FL 245 / FL 125	even FL 240 / FL 140	odd FL 230 / FL 130	FL 245/FL 195 Class C, FL 195/FL 125 Class A. Scottish ACC Freq: 133.800 (All Levels).	
△	OBOXA	541035.55N 0015420.13W					
(RNAV 5)	329°/149°	3.4 NM	FL 245 / FL 125	even FL 240 / FL 140	odd FL 230 / FL 130	FL 245/FL 195 Class C, FL 195/FL 125 Class A. Scottish ACC Freq: 133.800 (All Levels).	
△	GASKO	541328.97N 0015721.30W		POL R010 29.4 NM 1438 FT			Extremity of Y250. Intersection with P18.
Route Remarks: Due to ATC operational requirements, the cruising level allocation between DTY and LESTA is inappropriate to the MAG Track.							

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator		Route Usage Notes				Remarks
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
				↓	↑	
Y311						
△	DOVER DME (DVR)	510945.44N 0012132.71E				Eastbound route only. Extremity of Y311. Intersection with (U)L9, L10, and L18.
(RNAV 5)	- /089°	33.0 NM	FL 460 / FL 85		odd FL 450 / FL 90	FL 460/FL 195 Class C, FL 195/FL 85 Class A. London ACC Freq: 127.430 (FL 305 and above); Freq: 134.905 (Below FL 305).
△	ODVIK	510957.40N 0002909.33E				Extremity of Y311.

Route Designator		Route Usage Notes				Remarks
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
				↓	↑	
Y312						
△	DOVER DME (DVR)	510945.44N 0012132.71E				Eastbound route only. Extremity of Y312. Intersection with (U)L9, L10 and L18.
(RNAV 5)	- /096°	33.0 NM	FL 460 / FL 75		odd FL 450 / FL 90	FL 460/FL 195 Class C, FL 195/FL 75 Class A. London ACC Freq: 127.430 (FL 305 and above); Freq: 134.905 (Below FL 305).
△	MIMFO	511358.23N 0002930.43E		DET R222 5.8 NM 645 FT		Extremity of Y312.

Route Designator		Route Usage Notes				Remarks
Significant Point Name	Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			
(RNP/RNAV Type & Accuracy)	MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min		Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
				↓	↑	
Y321						
△	EXARO	510003.26N 0012249.54W				Westbound route only except for specified aerodrome arriving tfc; See DNM RAD Annex EG. Extremity of Y321. Intersection with N514.
(RNAV 1)	- /204°	12.8 NM	FL 460 / FL 195		even FL 430 / FL 200	Class C. London ACC Freq: 132.840 (FL 305 and above); Freq: 129.430 (Below FL 305).

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGD902H SAXAVORD 610000N 0002500W following the line of latitude to - 610000N 0000000E - 604600N 0002500W - 610000N 0002500W	Upper limit: UNL Lower limit: SFC	Activity: Spaceflight Activities / Ordnance Munitions and Explosives. Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com. SUA Authority: SaxaVord Spaceport. Hours: Activated by NOTAM.
EGD902HZ SAXAVORD FBZ 610000N 0002704W following the line of latitude to - 610000N 0000000E - 605828N 0000000E - 604505N 0002353W - 604500N 0002449W - 604500N 0002605W - 604541N 0002704W - 610000N 0002704W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
Prohibited Area		
EGP611 COULPORT / FASLANE A circle, 2 NM radius, centred at 560331N 0045159W	Upper limit: 2200 FT ALT Lower limit: SFC	SI 1003/2016. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGP813 DOUNREAY A circle, 2 NM radius, centred at 583435N 0034434W	Upper limit: 2100 FT ALT Lower limit: SFC	SI 1003/2016. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
Restricted Area		
EGR002 DEVONPORT A circle, 1 NM radius, centred at 502317N 0041114W	Upper limit: 2000 FT ALT Lower limit: SFC	Flight permitted by helicopter for the purpose of landing or taking off from Kinterbury Point (KP) Helicopter Landing Site (HLS) and Ships within HM Naval Base with the permission of FOST / Plymouth Military Radar and in accordance with any conditions to which permission is subject. SI 1003/2016. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR063 DUNGENESS A circle, 2 NM radius, centred at 505449N 0005717E	Upper limit: 2000 FT ALT Lower limit: SFC	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Dungeness, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject. Flight permitted by an aircraft which has taken off from or intends to land at London Ashford (Lydd) Airport flying in accordance with normal aviation practice which remains at least 1.5 NM from the position given at column 1 for Dungeness. SI 1003/2016. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR095 SARK A circle, 3 NM radius, centred at 492546N 0022145W	Upper limit: 2374 FT ALT Lower limit: SFC	Flight is not permitted except in conformity with any permission granted by or on behalf of the Channel Islands Director of Civil Aviation. The Island of Sark is within Bailiwick of Guernsey territorial waters although within the Brest FIR. Guernsey SI 1985/21. Contact: Refer to Statutory Instrument.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGR101 ALDERMASTON A circle, 1.5 NM radius, centred at 512203N 0010847W	Upper limit: 2400 FT ALT Lower limit: SFC	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Aldermaston, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject. SI 1003/2016. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR104 BURGHFIELD A circle, 1 NM radius, centred at 512424N 0010125W	Upper limit: 2400 FT ALT Lower limit: SFC	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Burghfield, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject. SI 1003/2016. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR105 HIGHGROVE HOUSE A circle, 1.5 NM radius, centred at 513720N 0021050W	Upper limit: 2000 FT ALT Lower limit: SFC	Flight permitted by: any aircraft in the service of National Police Air Service; any aircraft flying in the service of the Helicopter Emergency Medical Service; any aircraft flying in the service of the Maritime and Coastguard Agency; any aircraft flying in the service of The King's Helicopter Flight; any aircraft flying in accordance with a permission issued by the Gloucestershire Constabulary Royalty Household Protection Group; any aircraft either operated by a member of the Royal Family, or landing in the grounds of Highgrove House at the invitation of the person in charge of the household there, provided that the Gloucestershire Constabulary Royalty Household Protection Group has been informed in advance of such intended flight or landing. SI 907/2018. Contact: Refer to Statutory Instrument.
EGR106 RAYMILL HOUSE, LACOCK A circle, 1 NM radius, centred at 512523N 0020646W	Upper limit: 1600 FT ALT Lower limit: SFC	Flight permitted by: any aircraft in the service of National Police Air Service; any aircraft flying in the service of the Helicopter Emergency Medical Services; any aircraft flying in the service of Maritime and Coastguard Agency; any aircraft flying in the service of The King's Helicopter Flight. Flying in accordance with an agreed exemption issued by, or with the permission of, the Wiltshire Police Constabulary Royalty Protection Department. SI 703/2021. Contact: Refer to Statutory Instrument.
EGR107 BELMARSH 513020N 0000529E thence clockwise by the arc of a circle radius 0.5 NM centred on 512951N 0000541E to 512943N 0000454E - 513020N 0000529E	Upper limit: 2000 FT ALT Lower limit: SFC	The Restricted Area applies only to helicopters. Flight permitted by any helicopter for the purpose of carrying out an IFR approach to London/City Airport for cloud break purposes. Flight permitted by any helicopter operated by or on behalf of a police force for any area of the United Kingdom. SI 1989/2118 as amended by SI 1993/2123. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU334 HMP HULL 534518N 0001815W - 534518N 0001708W - 534458N 0001709W - 534439N 0001732W - 534439N 0001817W - 534518N 0001815W	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 17 FT AMSL
EGRU335 HMP HUMBER 534633N 0003818W - 534627N 0003753W - 534605N 0003727W - 534549N 0003759W - 534550N 0003846W - 534617N 0003904W - 534633N 0003818W	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 71 FT AMSL
EGRU336 HMP LEEDS 534805N 0013438W - 534758N 0013410W - 534733N 0013407W - 534727N 0013438W - 534739N 0013509W - 534801N 0013501W - 534805N 0013438W	Upper limit: 700 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 245 FT AMSL
EGRU337 HMP LINCOLN 531426N 0003115W - 531422N 0003038W - 531400N 0003032W - 531350N 0003046W - 531353N 0003122W - 531401N 0003132W - 531415N 0003132W - 531426N 0003115W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk EGRU337 is contained within EGD324A (activated by NOTAM) SI 2023/1101 Site elevation: 163 FT AMSL
EGRU338 HMP LINDHOLME/MOORLAND 533313N 0005850W - 533311N 0005732W - 533254N 0005713W - 533214N 0005733W - 533219N 0005853W - 533313N 0005850W	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 29 FT AMSL
EGRU339 HMP LIVERPOOL 532740N 0025848W - 532750N 0025753W - 532742N 0025741W - 532719N 0025731W - 532706N 0025834W - 532740N 0025848W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 117 FT AMSL
EGRU340 HMP LOWDHAM GRANGE 530115N 0010219W - 530110N 0010156W - 530055N 0010149W - 530039N 0010203W - 530035N 0010234W - 530052N 0010258W - 530108N 0010247W - 530115N 0010219W	Upper limit: 700 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 281 FT AMSL
EGRU341 HMP MANCHESTER 533000N 0021509W - 532957N 0021446W - 532943N 0021414W - 532929N 0021413W - 532919N 0021435W - 532916N 0021448W - 532920N 0021507W - 532937N 0021520W - 533000N 0021509W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 153 FT AMSL
EGRU342 HMP MORTON HALL 531026N 0004128W - 531021N 0004043W - 530946N 0004034W - 530938N 0004054W - 530942N 0004135W - 531008N 0004144W - 531026N 0004128W	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 79 FT AMSL
EGRU343 HMP NEW HALL 533826N 0013700W - 533826N 0013620W - 533811N 0013613W - 533753N 0013618W - 533752N 0013640W - 533800N 0013716W - 533818N 0013719W - 533826N 0013700W	Upper limit: 900 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 458 FT AMSL

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
EGRU344 HMP PRESTON 534606N 0024105W - 534537N 0024043W - 534525N 0024124W - 534538N 0024149W - 534555N 0024139W - 534606N 0024105W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 147 FT AMSL
EGRU345 HMP RANBY 531943N 0005946W - 531922N 0005920W - 531858N 0005925W - 531903N 0010035W - 531926N 0010034W - 531943N 0005946W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 153 FT AMSL
EGRU346 HMP RISLEY 532638N 0023135W - 532635N 0023109W - 532624N 0023059W - 532602N 0023050W - 532558N 0023204W - 532625N 0023154W - 532638N 0023135W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 126 FT AMSL
EGRU347 HMP STYAL 532043N 0021412W - 532031N 0021342W - 532010N 0021357W - 532005N 0021442W - 532019N 0021500W - 532038N 0021441W - 532043N 0021412W	Upper limit: 700 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by Non-Standard Flight Applications (NSF NATS) and HMPPS. NSF: Online Application: https://nsf.nats.aero/drones-and-model-aircraft/ HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 271 FT AMSL
EGRU348 HMP WAKEFIELD 534112N 0013105W - 534118N 0013027W - 534051N 0012947W - 534035N 0013042W - 534054N 0013104W - 534112N 0013105W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 117 FT AMSL
EGRU349 HMP WEALSTUN 535520N 0011957W - 535515N 0011917W - 535456N 0011909W - 535432N 0011932W - 535432N 0011955W - 535443N 0012021W - 535454N 0012018W - 535506N 0012011W - 535520N 0011957W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 104 FT AMSL
EGRU350 HMP WERRINGTON 530135N 0020538W - 530140N 0020507W - 530131N 0020450W - 530108N 0020437W - 530100N 0020530W - 530118N 0020540W - 530135N 0020538W	Upper limit: 1300 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 834 FT AMSL
EGRU351 HMP WETHERBY 535628N 0012218W - 535633N 0012138W - 535557N 0012124W - 535551N 0012229W - 535616N 0012241W - 535623N 0012221W - 535628N 0012218W	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 89 FT AMSL
EGRU401A ENNISKILLEN/ST ANGELO A circle, 2 NM radius, centred at 542355N 0073907W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU401B ENNISKILLEN/ST ANGELO RWY 14 542602N 0074247W - 542623N 0074205W - 542536N 0074057W thence anti-clockwise by the arc of a circle radius 2 NM centred on 542355N 0073907W to 542515N 0074139W - 542602N 0074247W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS (continued)

Name Lateral Limits	Vertical Limits	Advisory Measures	Authority responsible for information	Remarks Activity times
1	2	3	4	5
UK ORBIT AREA 11 LOBE 02 A circle, 20 NM radius, centred at 593800N 0070000W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	
UK ORBIT AREA 11 LOBE 03 A circle, 20 NM radius, centred at 584400N 0090000W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	
UK ORBIT AREA 11 LOBE 04 A circle, 20 NM radius, centred at 584400N 0070000W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	
UK ORBIT AREA 12 605000N 0060000W - 605000N 0002948W - 604329N 0002000W - 593000N 0002000W - 593000N 0060000W - 605000N 0060000W	Upper limit: FL330 Lower limit: FL290		Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	Remarks: Swanwick (Mil) is the ATS provider for this area, crews are strongly encouraged to file a Flight Plan; Swanwick (Mil) Flight Plan address EGZYOATT. Failure to file a Flight Plan may result in delays. Hours: H24 Permanently available.
UK ORBIT AREA 12 LOBE 01 A circle, 20 NM radius, centred at 602500N 0051500W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	
UK ORBIT AREA 12 LOBE 02 A circle, 20 NM radius, centred at 602600N 0031000W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	
UK ORBIT AREA 12 LOBE 03 A circle, 20 NM radius, centred at 602500N 0010500W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	
UK ORBIT AREA 12 LOBE 04 A circle, 20 NM radius, centred at 595500N 0051500W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	
UK ORBIT AREA 12 LOBE 05 A circle, 20 NM radius, centred at 595600N 0031000W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	
UK ORBIT AREA 12 LOBE 06 A circle, 20 NM radius, centred at 595500N 0010500W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	
UK ORBIT AREA 13 554200N 0012900E - 551000N 0020000E - 544500N 0020000E - 542800N 0002000E - 544300N 0000800W - 554200N 0005000E - 554200N 0012900E	Upper limit: FL350 Lower limit: FL270		Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	Remarks: Swanwick (Mil) is the ATS provider for this area, crews are strongly encouraged to file a Flight Plan; Swanwick (Mil) Flight Plan address EGZYOATT. Failure to file a Flight Plan may result in delays. Hours: H24 Permanently available.
UK ORBIT AREA 13 LOBE 01 A circle, 15 NM radius, centred at 552500N 0010800E			Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	
UK ORBIT AREA 13 LOBE 02 A circle, 15 NM radius, centred at 544700N 0003000E			Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	
UK ORBIT AREA 13 LOBE 03 A circle, 15 NM radius, centred at 545700N 0012700E			Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	

**ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER
POTENTIAL HAZARDS (continued)**

Name Lateral Limits	Vertical Limits	Advisory Measures	Authority responsible for information	Remarks Activity times
1	2	3	4	5
NORTHERN OSA 590000N 0013755E - then along the North Sea Median Line (eastern limit of published Aberdeen Sector) to 560510N 0031455E - 560441N 0024328E - 571227N 0015238W then anti-clockwise around eastern boundary of the Aberdeen CTR/CTZ - 571948N 0015717W - (HACKLEY HD) then along the coastline anti-clockwise to 574044N 0015652W - 590000N 0013930W - 590000N 0013755E	Upper limit: FL100 Lower limit: SFC	Aberdeen Radar.	SARG - Airspace Regulation.	Off-shore helicopter CAT. This coastline definition is a generalisation of the geographic feature; operators must not use this as a definitive boundary and are responsible for applying appropriate measures to ensure they operate within or outside of the airspace structure.
SOUTHERN OSA 533544N 0015732E - 533328N 0021621E - 532200N 0023900E - 531143N 0025505E - 523612N 0014423E - then along the coastline to 525242N 0012618E - 532132N 0013545E - 532838N 0014150E - 533544N 0015732E	Upper limit: 3500 FT ALT Lower limit: SFC	Anglia Radar.	SARG - Airspace Regulation.	Off-shore helicopter CAT. This coastline definition is a generalisation of the geographic feature; operators must not use this as a definitive boundary and are responsible for applying appropriate measures to ensure they operate within or outside of the airspace structure.
MET RESEARCH FLIGHTS AREA ALPHA 533000N 0010000W - 500000N 0010000W following the line of latitude to - 500000N 0020000W - 485000N 0080000W - 510000N 0080000W - 522000N 0053000W - 533000N 0053000W - 533000N 0010000W	Upper limit: FL350 Lower limit: SFC	Activity areas, dates and times will be the subject of a NOTAM issued 24 hours in advance.	Directflight Ltd, Tel: 01234-817930, Fax: 01234-480701, Mobile: 07464-549161, E-mail: ara-ops@airtask.com.	The research flight aircraft will be BAe 146-301. Reg: G-LUXE. Callsign: AIRTASK146. Flights may include ultra-low level flying (down to 100 FT AGL) and the dispensing of small, lightweight, parachute assisted, drop sondes. Sorties will be mainly conducted under Military ATC services. Hours: Activated by NOTAM.
MET RESEARCH FLIGHTS AREA BRAVO 533000N 0030000W following the line of latitude to - 533000N 0053000W - 535500N 0053000W - 542500N 0081000W - 552000N 0065500W - 552600N 0072000W - 552000N 0081600W - 544500N 0090000W - 543500N 0100000W - 610000N 0100000W following the line of latitude to - 610000N 0030000W - 533000N 0030000W	Upper limit: FL350 Lower limit: SFC	Activity areas, dates and times will be the subject of a NOTAM issued 24 hours in advance.	Directflight Ltd, Tel: 01234-817930, Fax: 01234-480701, Mobile: 07464-549161, E-mail: ara-ops@airtask.com.	The research flight aircraft will be BAe 146-301. Reg: G-LUXE. Callsign: AIRTASK146. Flights may include ultra-low level flying (down to 100 FT AGL) and the dispensing of small, lightweight, parachute assisted, drop sondes. Sorties will be mainly conducted under Military ATC services. Hours: Activated by NOTAM.

ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS (continued)

Name Lateral Limits	Vertical Limits	Advisory Measures	Authority responsible for information	Remarks Activity times
1	2	3	4	5
MET RESEARCH FLIGHTS AREA CHARLIE 533000N 003000W - 610000N 003000W following the line of latitude to - 610000N 000000E - 600000N 000000E - 570000N 005000E - 550000N 005000E - 533000N 003400E - 533000N 003000W	Upper limit: FL350 Lower limit: SFC	Activity areas, dates and times will be the subject of a NOTAM issued 24 hours in advance.	Directflight Ltd, Tel: 01234-817930, Fax: 01234-480701, Mobile: 07464-549161, E-mail: ara-ops@airtask.com.	The research flight aircraft will be BAe 146- 301. Reg: G-LUXE. Callsign: AIRTASK146. Flights may include ultra-low level flying (down to 100 FT AGL) and the dispensing of small, lightweight, parachute assisted, drop sondes. Sorties will be mainly conducted under Military ATC services. Hours: Activated by NOTAM.
MET RESEARCH FLIGHTS AREA DELTA 533000N 001000W following the line of latitude to - 533000N 003400E - 513000N 002000E - 510700N 002000E - 510000N 001300E - 504000N 001300E - 500000N 000150W following the line of latitude to - 500000N 001000W - 533000N 001000W	Upper limit: FL350 Lower limit: SFC	Activity areas, dates and times will be the subject of a NOTAM issued 24 hours in advance.	Directflight Ltd, Tel: 01234-817930, Fax: 01234-480701, Mobile: 07464-549161, E-mail: ara-ops@airtask.com.	The research flight aircraft will be BAe 146- 301. Reg: G-LUXE. Callsign: AIRTASK146. Flights may include ultra-low level flying (down to 100 FT AGL) and the dispensing of small, lightweight, parachute assisted, drop sondes. Sorties will be mainly conducted under Military ATC services. Hours: Activated by NOTAM.

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ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

Designation Lateral limits	Vertical Limits	Operator/User Tel No	Remarks Activity times
1	2	3	4
HALWELL MICROLIGHT SITE, SOUTH DEVON 502155N 0034235W			Site elevation: 623 FT AMSL.
HARRINGE COURT FARM MICROLIGHT SITE 510531N 0005918E		Phone: Kent Microlight Aircraft Club 07773- 056397, 07973-479309, 07807-169226.	Site Elevation: 279 FT AMSL. Hours: HJ
HAWKSVIEW MICROLIGHT SITE 532032N 0023133W		Phone: 07860-558707.	Strictly PPR. Site elevation: 220 FT AMSL.
HENSTRIDGE TRAINING AERODROME 505930N 0022130W		Phone: 01963-364231.	Site elevation: 184 FT AMSL. Training Aerodrome.
HIBALDSTOW PARACHUTE SITE, HUMBERSIDE A circle, 1.5 NM radius, centred at 532956N 0003048W	Upper limit: FL120 Lower limit: SFC	Phone: 01652-648837. Humberside ATC: 01652- 688456.	Activity subject to permission from Humberside ATC. Drops may be made from up to FL 150 with Scottish Control (Prestwick) permission. Alternative contact: 129.925 MHZ. Hours: Normally during daylight hours.
HIGH TREES FARM MICROLIGHT SITE 525115N 0015249W			Site Elevation: 420 FT AMSL.
HILL TOP FARM MICROLIGHT SITE 530530N 0002524W		Phone: 07838-352764.	Strictly PPR. Site elevation: 110 FT AMSL. Hours: HJ
HINTON-IN-THE-HEDGES GLIDER SITE, OXON (AD) (W AND T) 520145N 0011229W	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: Banbury Gliding Club 01295-811056.	Site elevation: 500 FT AMSL. Hours: HJ
HINTON-IN-THE-HEDGES PARACHUTE SITE, BANBURY, OXON A circle, 1.5 NM radius, centred at 520136N 0011216W	Upper limit: FL65 Lower limit: SFC	Phone: 01295-812300. Brize Norton ATC: 01993- 897785.	Activity notified on the day to Brize Norton ATC. Drops may be made from up to FL 150 with London Control (Swanwick) permission. Alternative contact: 119.455 MHz (up to 3000 FT) then 129.905 MHz. Hours: Normally during daylight hours Tue-Sun & PH.
HOGHTON MICROLIGHT SITE 534443N 0023621W		Phone: 07754-628612.	Site elevation: 207 FT AMSL.
HOLESTONE MOOR KITE FLYING SITE, NEAR ASHOVER A circle, 0.5 NM radius, centred at 530842N 0012941W	Upper limit: 1000 FT AGL Lower limit: SFC	Phone: 07860-331351.	Site elevation: 918 FT AMSL. VFR ID: K18 Hours: SR-SS.
HOLYHEAD KITE FLYING SITE, ANGLESEY A circle, 1 NM radius, centred at 531721N 0044007W	Upper limit: 2000 FT AGL Lower limit: SFC		Site elevation: 102 FT AMSL. VFR ID: K19 Hours: SR-SS. Activated by NOTAM.

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

Designation Lateral limits	Vertical Limits	Operator/User Tel No	Remarks Activity times
1	2	3	4
HONINGTON GLIDER SITE (MIL), SUFFOLK (AD) (W AND T) 522036N 0004648E	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: 611 VGS 07776-226957 (Duty Supervisor Mobile).	Strictly PPR via Honington Ops. Freq: 124.105 MHz (Honington Radio). Site elevation: 174 FT AMSL. Hours: Sat, Sun & PH, SR to SS+15 (all other times by NOTAM).
HOUGHAM MICROLIGHT SITE (GLEBE FARM) 530022N 0004114W			Site elevation: 80 FT AMSL.
HUNSDON MICROLIGHT SITE 514825N 0000416E			Site elevation: 254 FT AMSL.
HUNSTANTON KITE FLYING SITE, NORFOLK A circle, 1 NM radius, centred at 525803N 0003127E	Upper limit: 3000 FT AGL Lower limit: SFC		Site elevation: 18 FT AMSL. VFR ID: K20 Hours: SR-SS. Activated by NOTAM.
HUSBANDS BOSWORTH GLIDER SITE, LEICS (AD) (W AND T) 522626N 0010238W	Upper limit: 3000 FT AGL Lower limit: SFC	Phone: The Gliding Centre 01858-880521.	Site elevation: 505 FT AMSL. Hours: HJ
HUSTHWAITE MICROLIGHT SITE (BAXBY) 540925N 0011354W			Site elevation: 132 FT AMSL.
ICKENHAM MODEL AIRCRAFT FLYING, MIDDLESEX 513330N 0002553W	Upper limit: 400 FT AGL Lower limit: SFC	Phone: The Flying Fish 07770-852931.	Site elevation: 110 FT AMSL. Site lies within RAF Northolt ATZ. VFR ID: M25 Hours: HJ
INCE MICROLIGHT SITE 533158N 0030139W			Site elevation: 10 FT AMSL.
ISLE OF PORTLAND KITE FLYING SITE, DORSET A circle, 1 NM radius, centred at 503050N 0022722W	Upper limit: 3000 FT AGL Lower limit: SFC		Site elevation: 27 FT AMSL. VFR ID: K21 Hours: SR-SS. Activated by NOTAM.
KEEVIL GLIDER SITE, WILTS (AD) (W & T) 511850N 0020643W	Upper limit: 3000 FT AGL Lower limit: SFC	Phone: Bannerdown Gliding Club 01380-870411.	Freq: 130.290. Site elevation: 200 FT AMSL. Hours: HJ
KEEVIL PARACHUTE SITE, WILTS A circle, 2 NM radius, centred at 511851N 0020637W	Upper limit: FL150 Lower limit: SFC	Phone: Opr/User - Various. Brize Norton ATC: 01993-895521/896814/896804.	Airfield used for gliding, free-fall parachuting and heavy supply drops from military Hercules aircraft. Supply drops may take place at any time within 2 NM and below 2000 FT. Hours: Activated by NOTAM.

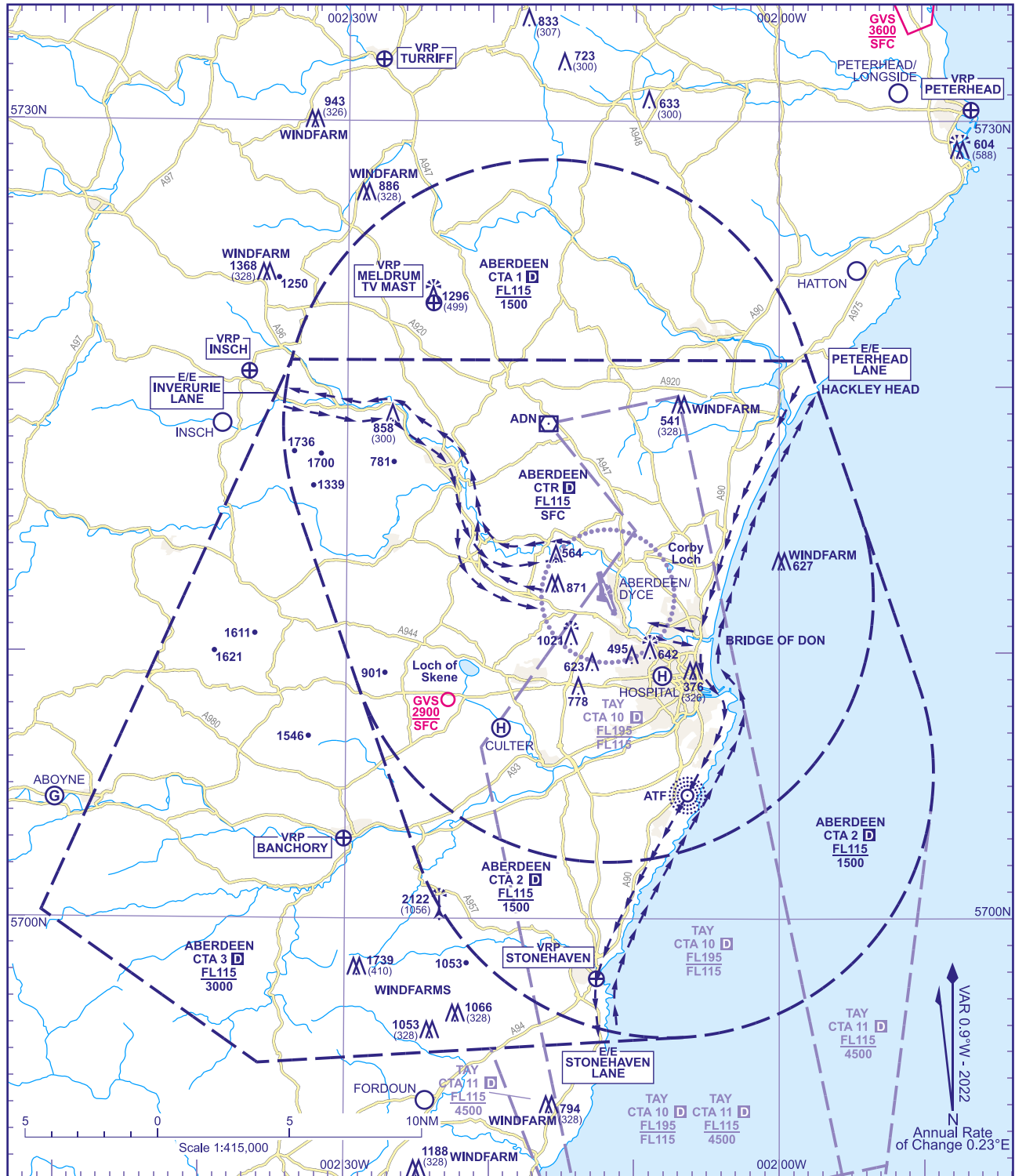
ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

Designation Lateral limits	Vertical Limits	Operator/User Tel No	Remarks Activity times
1	2	3	4
KENLEY GLIDER SITE (MIL), SURREY (AD) (W) 511821N 0000536W	Upper limit: 1700 FT AGL Lower limit: SFC	Airfield Duty Supervisor during notified hours: 615 VGS (weekends and PHs) 07920-782194. Surrey Hills Gliding Club (weekdays except PHs) 07477-878845. Aerodrome Operator Tel Syerston Ops: 01400- 264520, Email: SYE- 2FTS-HQ- OpsOC@mod.gov.uk.	Freq: 119.760 MHz. Site elevation: 565 FT AMSL. Note 1: Civ and Mil AGCS available during notified hours. Note 2: PNR for Military/Police aircraft. PPR for civil aircraft not available. Hours: 0830-SS+15 (0730- SS+15).
KENNEL FARM HANGGLIDER SITE, WARLINGHAM, SURREY A circle, 2 NM radius, centred at 511849N 0000229W	Upper limit: 500 FT AGL Lower limit: SFC		Site elevation: 590 FT AMSL. Hours: HJ
KERNAN MICROLIGHT SITE 542311N 0062359W		Phone: Kernan Aviation 07711-841492.	Site elevation: 65 FT AMSL.
KETTLE FIELD MODEL AIRCRAFT FLYING, HOLYWELL, NORTH WALES 531611N 0031823W	Upper limit: 1000 FT AGL Lower limit: SFC	Phone: Delyn Model Flying Club 07940-351819.	Site elevation: 620 FT AMSL. VFR ID: M24 Hours: SR-SS.
KEYSLEY DOWN MODEL AIRCRAFT FLYING, WILTSHIRE 510717N 0021048W	Upper limit: 1500 FT AGL Lower limit: SFC	Phone: 07962-013388.	Site elevation: 650 FT AMSL. VFR ID: M4 Hours: HJ
KILLYKERGAN PARACHUTE SITE, CO LONDONDERRY A circle, 1.5 NM radius, centred at 550103N 0063951W	Upper limit: FL150 Lower limit: SFC	Phone: 028-2955 8609. Londonderry/Eglinton ATC: 028-7181 1099. Scottish Control (Prestwick): 01294- 655300.	Activity notified on the day to Londonderry/Eglinton ATC or Scottish Control (Prestwick) outside hours of Londonderry/ Eglinton. Area overlaps Movenis drop Zone. Alternative contact: 129.905 MHz. Hours: Normally during daylight hours.
KINGS FARM MICROLIGHT SITE, RUTLAND 523702N 0003611W			Site elevation: 210 FT AMSL. Hours: HJ
KIRKBRIDE MICROLIGHT SITE 545256N 0031220W			Site elevation: 38 FT AMSL.
KIRKNEWTON GLIDER SITE (MIL), LOTHIAN (AD) (W) 555234N 0032400W	Upper limit: 3000 FT AGL Lower limit: SFC	Airfield Duty Supervisor during notified hours: 07920-782209. Aerodrome Operator Tel Syerston Ops: 01400- 264520, Email: SYE- 2FTS-HQ- OpsOC@mod.gov.uk.	Freq: 121.205 MHz (Edinburgh APP); 124.100 MHz (VGS). Site elevation: 652 FT AMSL. Note 1: PNR for Military aircraft. PPR for civil aircraft not available. Note 2: Site located within Edinburgh CTZ. Hours: Fri-Sun, & PHs, 0830- SS+15 (0730-SS+15).
KIRTON-IN-LINDSEY GLIDER SITE, LINCS (AD) (W AND T) 532745N 0003436W	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: Trent Valley Gliding Club 01652- 648777.	Site elevation: 203 FT AMSL. Hours: HJ

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

Designation Lateral limits	Vertical Limits	Operator/User Tel No	Remarks Activity times
1	2	3	4
LANGAR PARACHUTE SITE, NOTTS A circle, 1.5 NM radius, centred at 525338N 0005416W	Upper limit: FL150 Lower limit: SFC	Phone: 01949-860878. East Midlands Airport ATC: 01332-852993. London Control (Swanwick) 01489- 612420.	Activity notified on the day to East Midlands Airport EGNX and London Control (Swanwick). Langar parachuting contact: 122.240. Alternative contact: East Midlands Radar 134.180 or London Information 124.600 MHz. Hours: Normally during daylight hours.
LANGFORD KITE FLYING SITE, NEAR CULLOMPTON, DEVON A circle, 1 NM radius, centred at 505000N 0032300W	Upper limit: 800 FT AGL Lower limit: SFC	Phone: 07780-825848.	Site elevation: 210 FT AMSL. VFR ID: K22 Hours: SR-SS.
LASHAM GLIDER SITE, ALTON, HANTS (AD) (W AND T) 511112N 0010155W	Upper limit: 3000 FT AGL Lower limit: SFC	Phone: Lasham Gliding Society 01256-381322.	Site elevation: 618 FT AMSL. Hours: HJ
LASHENDEN/HEADCORN PARACHUTE SITE, KENT A circle, 1.5 NM radius, centred at 510925N 0003902E	Upper limit: 3500 FT ALT Lower limit: SFC	Phone: 01622-890862. London Control (Swanwick): 023-8040 1110.	Activity notified on the day to Headcorn Radio on 122.210 MHz or London Control (Swanwick). Drops may be made from up to FL 150 with London Control (Swanwick) permission. Hours: Normally during daylight hours.
LEYSDOWN KITE FLYING SITE, KENT A circle, 1 NM radius, centred at 512310N 0005625E	Upper limit: 3000 FT AGL Lower limit: SFC		Site elevation: 19 FT AMSL. VFR ID: K23 Hours: SR-SS. Activated by NOTAM.
LILLESHELL KITE FLYING SITE, SHROPSHIRE A circle, 0.5 NM radius, centred at 524411N 0022535W	Upper limit: 1500 FT AGL Lower limit: SFC	Phone: 07966-361181.	Site elevation: 209 FT AMSL. Active only August-February. VFR ID: K25 Hours: SR-SS.
LIMERSTONE DOWN HANGGLIDER SITE, ISLE OF WIGHT A circle, 2 NM radius, centred at 503902N 0012220W	Upper limit: 2000 FT AGL Lower limit: SFC		Site elevation: 550 FT AMSL. Hours: HJ
LINTON MICROLIGHT SITE (NR MAIDSTONE) 511217N 0003042E			Site elevation: 70 FT AMSL.
LITTLE RISSINGTON GLIDER SITE (MIL), GLOS (AD) (W AND T) 515202N 0014139W	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: RAF 2 FTS 01400- 264526. Ops 637 VGS 01451-810078, 07786- 504892 (Mobile).	Strictly PPR. Freq: 120.775 MHz (Rissington Radio). Site elevation: 722 FT AMSL. Hours: SR to SS+15 Fri, Sat, Sun & PH or as notified by NOTAM.

CLASS D AIRSPACE CHART - ENTRY/EXIT LANES & VRPs ABERDEEN/DYCE



ATS AIRSPACE VERTICAL LIMITS
Controlled airspace with an upper vertical limit of FL195 and above is not shown.

LATERAL LIMITS
Detailed description of FIR, UIR, CTA and TMA see ENR 2.1. Detailed description of air traffic services airspace organized at the aerodrome see AD 2.17.

CHANGE (4/25): HOSPITAL HELI SITE ADDED.
AERO INFO DATE 23 JAN 25

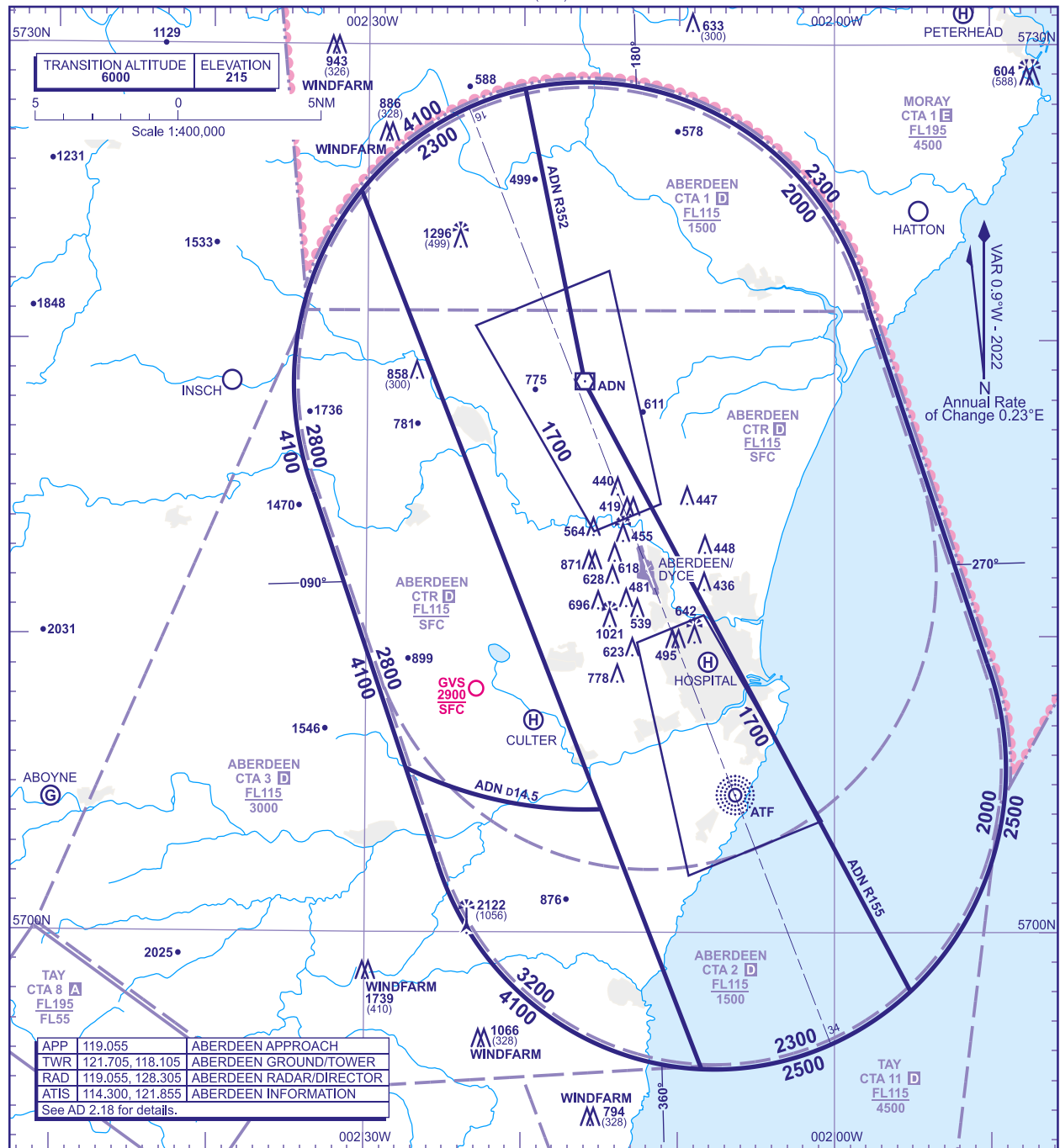
AD 2-EGPD-4-1

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ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 2122
HEIGHTS IN FEET AGL (1056)

ABERDEEN/DYCE



APP	119.055	ABERDEEN APPROACH
TWR	121.705, 118.105	ABERDEEN GROUND/TOWER
RAD	119.055, 128.305	ABERDEEN RADAR/DIRECTOR
ATIS	114.300, 121.855	ABERDEEN INFORMATION

See AD 2.18 for details.

For MINIMUM INITIAL ALTITUDE see EGPD 5-2.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or 1000 above any fixed obstacles:

- a) within 5NM of the aircraft*, and
- b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

LOSS OF COMMUNICATION PROCEDURES

Initial Approach

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at 2500, or last assigned level if higher, to **ADN VOR** or **NDB(L) ATF** as appropriate to the procedure being flown†.

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **ADN VOR** or **NDB(L) ATF** as appropriate to the procedure being flown†.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.

GENERAL INFORMATION

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of 5000 or FL55, as appropriate, is not shown.
6. **This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC Surveillance service.**

CHANGE (4/25): HELI SITES ADDED.

AERO INFO DATE 22 JAN 25

AD 2-EGPD-5-1

03 Mar 2016

**ATC SURVEILLANCE MINIMUM
ALTITUDE CHART - ICAO****ABERDEEN****MINIMUM INITIAL ALTITUDE**

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

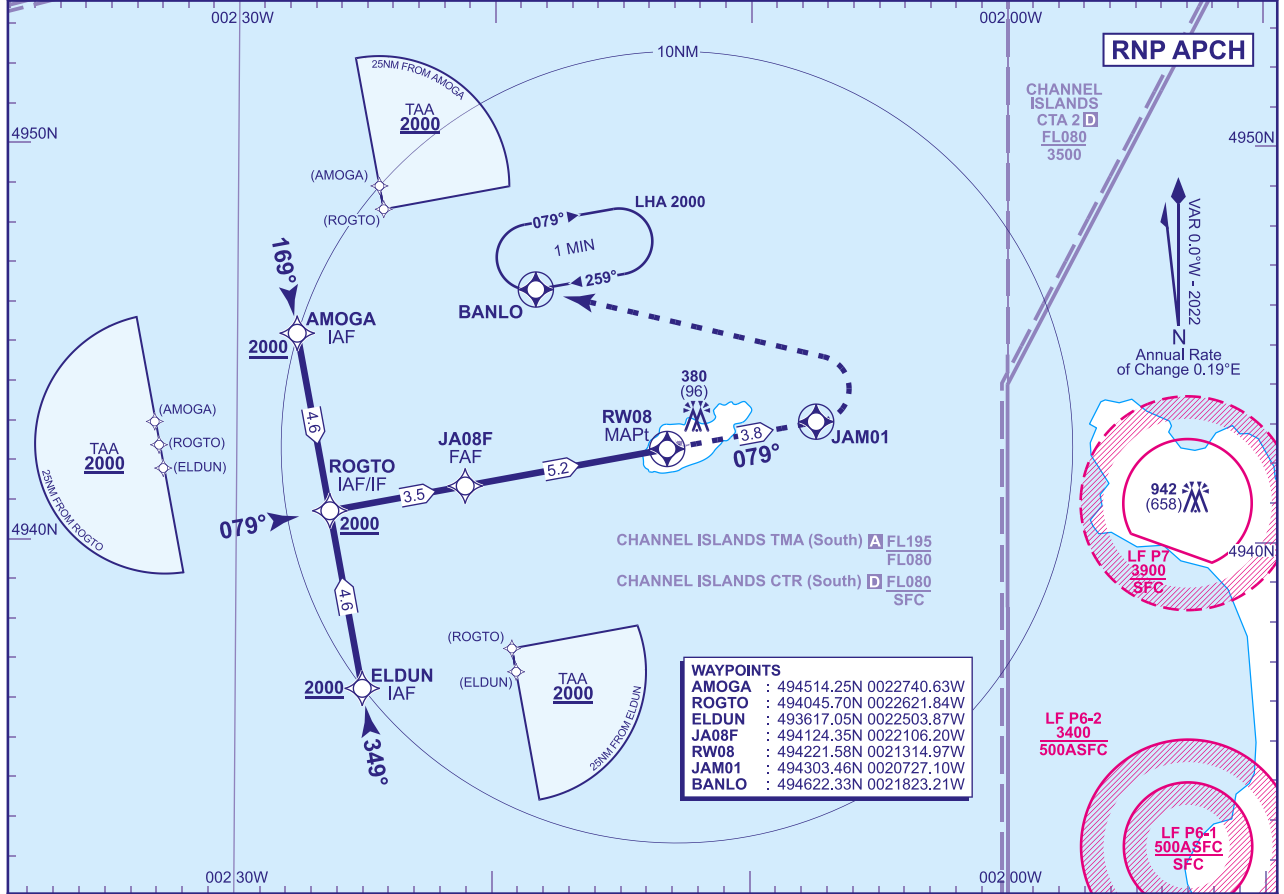
- a) **2000** in the sector defined by the lateral limits; 572823N 0021953W thence clockwise by an arc of a circle radius 10NM centred on 571834N 0021602W to 572101N 0015803W - 570903N 0015030W thence clockwise by an arc of a circle radius 10NM centred on 570531N 0020740W to 565810N 0015518W - 571834N 0021602W - 572823N 0021953W.
- b) **2300** in the sector defined by the lateral limits; 572456N 0023022W thence clockwise by an arc of a circle radius 10NM centred on 571834N 0021602W to 572823N 0021953W - 571834N 0021602W - 565810N 0015518W thence clockwise by an arc of a circle radius 10NM centred on 570531N 0020740W to 565533N 0020835W - 572456N 0023022W.
- c) **2800** in the sector defined by the lateral limits; 571453N 0023307W thence clockwise by an arc of a circle radius 10NM centred on 571834N 0021602W to 572456N 0023022W - 570410N 0021455W thence clockwise by an arc of a circle radius 14.5NM centred on 571834N 0021602W to 570527N 0022702W - 571453N 0023307W.
- d) **3200** in the sector defined by the lateral limits; 570527N 0022702W thence anticlockwise by an arc of a circle radius 14.5NM centred on 571834N 0021602W to 570410N 0021455W - 565533N 0020835W thence clockwise by an arc of a circle radius 10NM centred on 570531N 0020740W to 570224N 0022504W - 570527N 0022702W.

Further descent to **1700** may be given within the Approach Areas shown when on 40° leg or Final Approach.

INSTRUMENT APPROACH CHART - ICAO

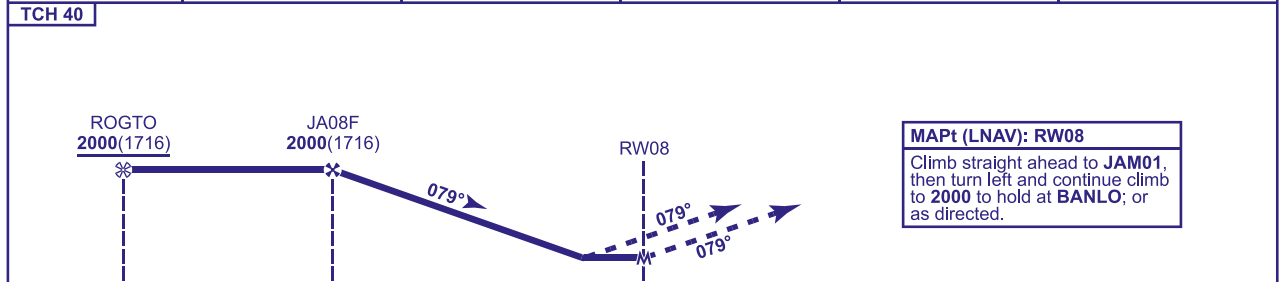
**ALDERNEY
RNP
RWY 08**
(ACFT CAT A,B)

<p>MSA 25NM ARP</p>	APP 128.655	GUERNSEY APPROACH	AD ELEVATION 290
	TWR 125.355	ALDERNEY TOWER	THR ELEVATION 284
	130.505	ALDERNEY GROUND	OBSTACLE ELEVATION 942 AMSL (658) (ABOVE THR)
			BEARINGS ARE MAGNETIC
			EGNOS CH 45014 E08A
			TRANSITION ALTITUDE 5000



RECOMMENDED PROFILE LPV - VERTICAL PATH ANGLE 3.0° (LNAV 5.2%), 320FT/NM

NM to RW08	5	4	3	2	1
ALT(HGT)	1940(1656)	1620(1336)	1290(1006)	970(686)	650(366)



Aircraft Category	A	B	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	LPV	590(306)	590(306)	FT/MIN	850	740	640	530	420
	LNAV	630(346)	630(346)						
VM(C)OCA (OCH/AAL)	Total Area	690(400)	790(500)						

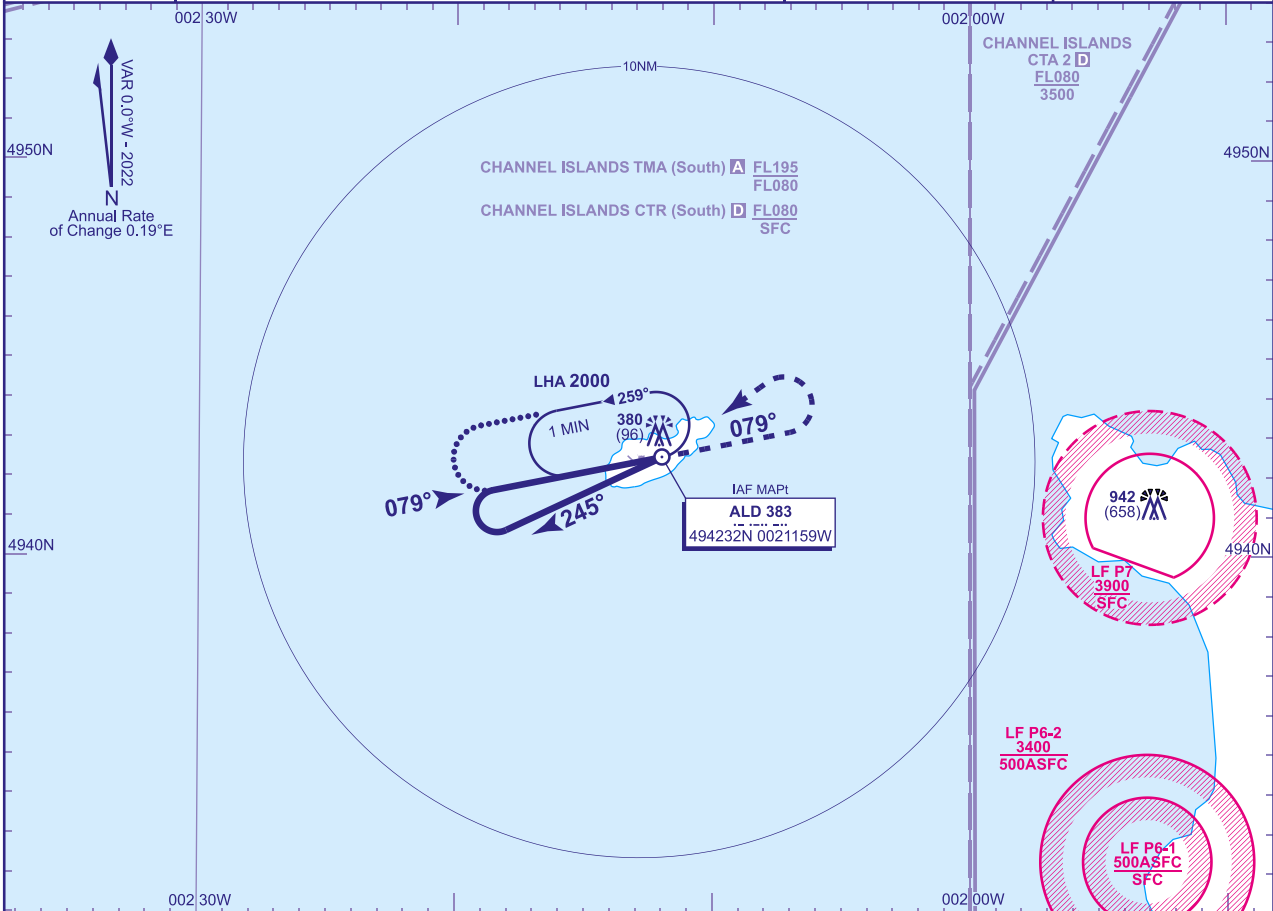
CHANGE (4/25): SPECIFICATION CHANGE.
AERO INFO DATE 14 JAN 25

AD 2-EGJA-8-1

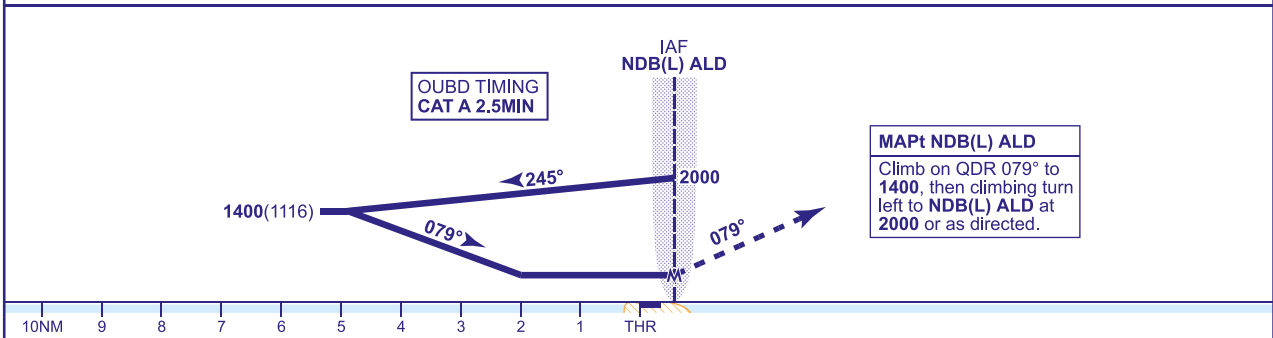
INSTRUMENT APPROACH CHART - ICAO

**ALDERNEY
NDB(L)
RWY 08
(ACFT CAT A)**

	APP 128.655	GUERNSEY APPROACH	AD ELEVATION 290
	TWR 125.355	ALDERNEY TOWER	THR ELEVATION 284
	130.505	ALDERNEY GROUND	OBSTACLE ELEVATION 942 AMSL (658) (ABOVE THR)
			BEARINGS ARE MAGNETIC
			TRANSITION ALTITUDE 5000



RECOMMENDED PROFILE Gradient 5.24%, 318FT/NM



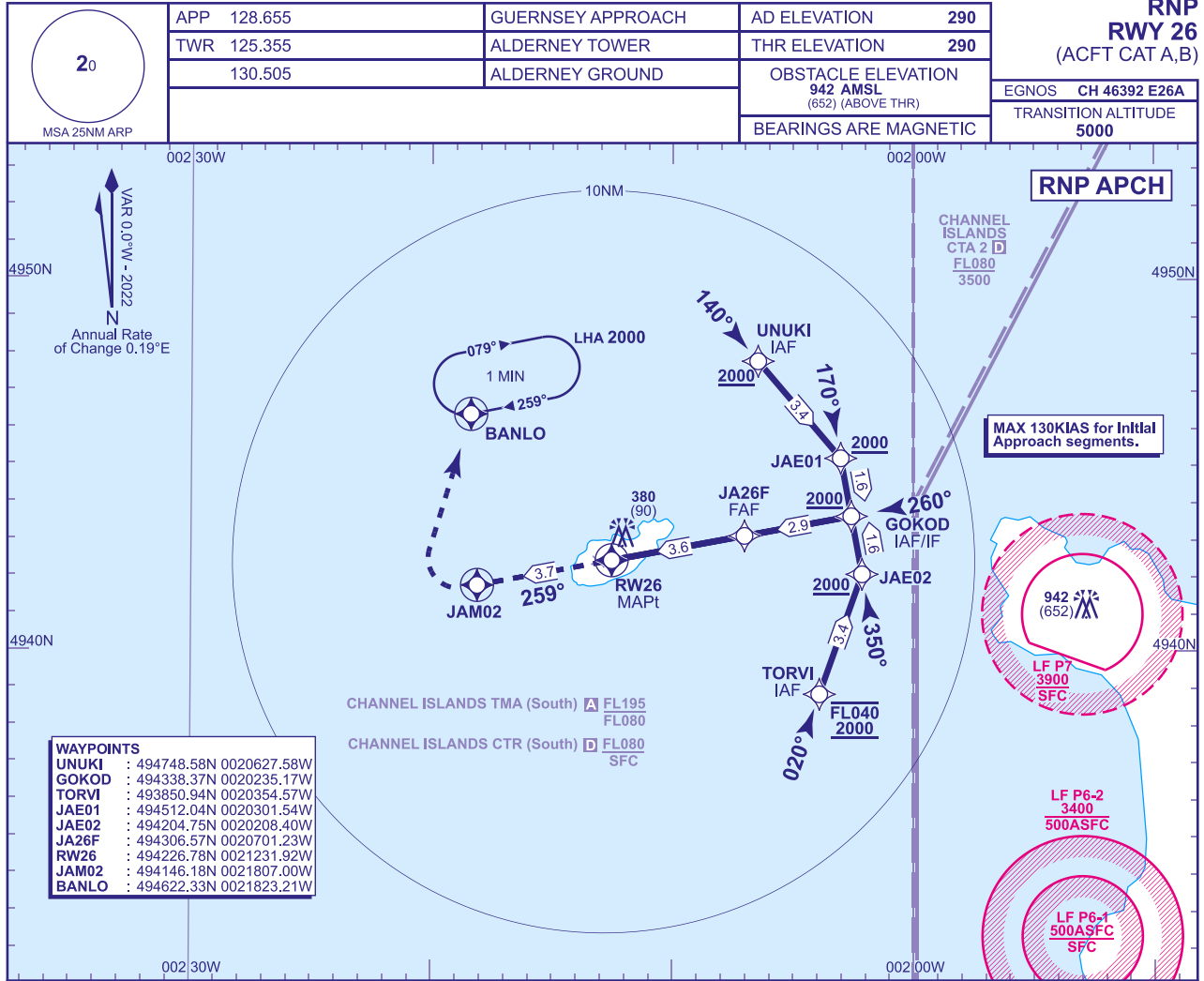
Aircraft Category		A	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	680(396)		FT/MIN	850	740	640	530	420
VM(C)OCA (OCH AAL)	Total Area	690(400)							

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN
Extend outbound leg of hold to 2.5MIN descending to 1400(1116). Turn left onto FAT and when established descend to MDA.

CHANGE (4/25): SPECIFICATION CHANGE.
AERO INFO DATE 28 JAN 25

INSTRUMENT APPROACH CHART - ICAO

ALDERNEY RNP RWY 26
(ACFT CAT A,B)

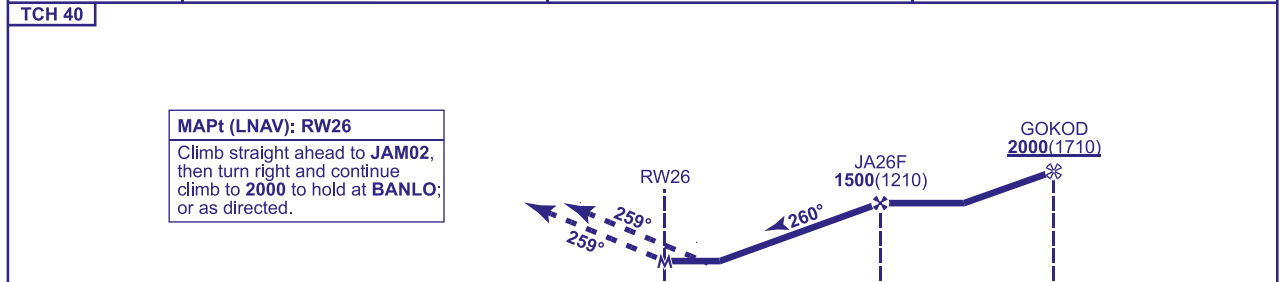


WAYPOINTS

UNUKI	: 494748.58N 0020627.58W
GOKOD	: 494338.37N 0020235.17W
TORVI	: 493850.94N 0020354.57W
JAE01	: 494512.04N 0020301.54W
JAE02	: 494204.75N 0020208.40W
JA26F	: 494306.57N 0020701.23W
RW26	: 494226.78N 0021231.92W
JAM02	: 494146.18N 0021807.00W
BANLO	: 494622.33N 0021823.21W

RECOMMENDED PROFILE LPV - VERTICAL PATH ANGLE 3.0° (LNAV 5.2%), 320FT/NM

NM to RW26	3	2	1
ALT(HGT)	1300(1010)	980(690)	650(360)



MAPt (LNAV): RW26
Climb straight ahead to JAM02, then turn right and continue climb to 2000 to hold at BANLO; or as directed.



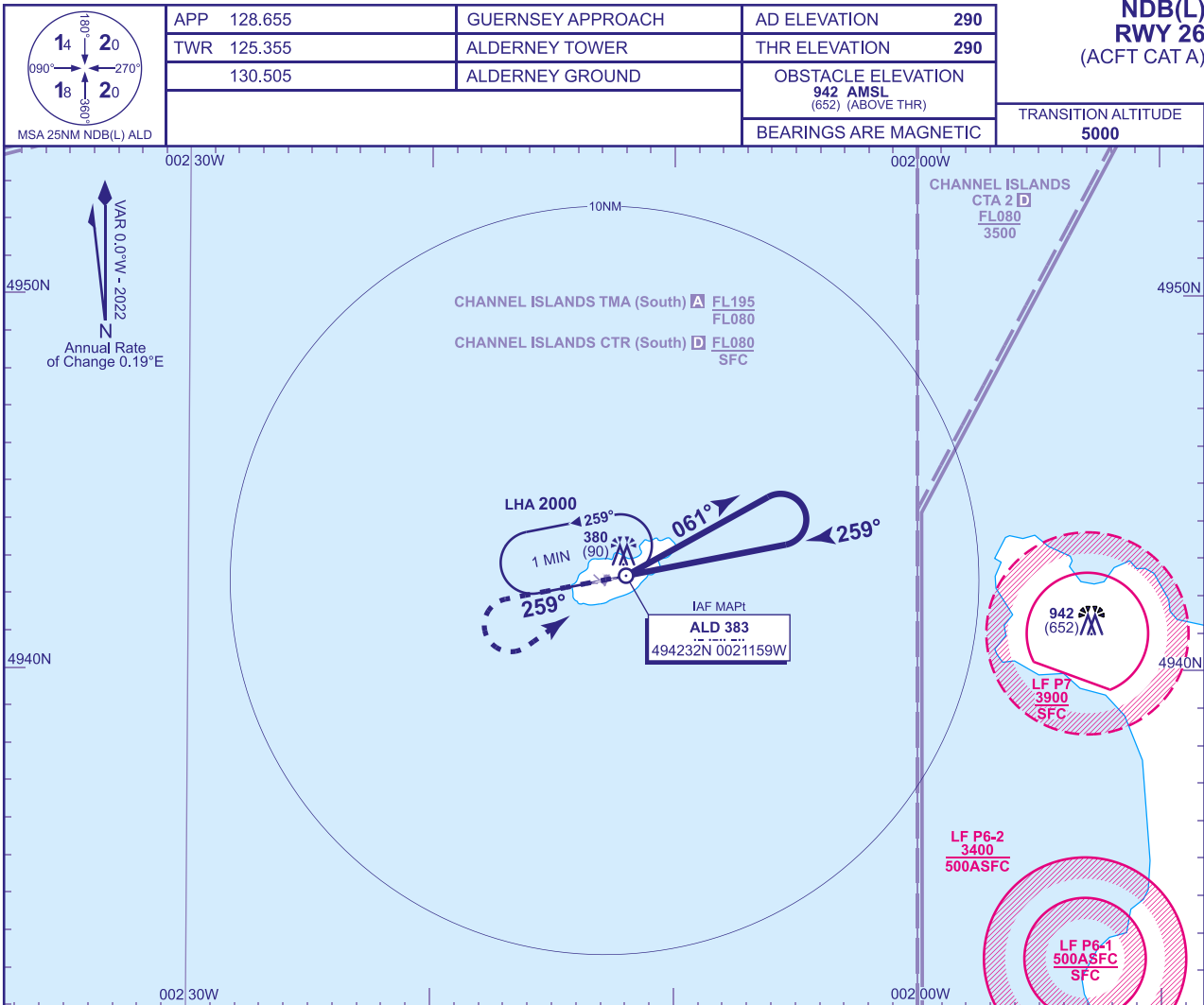
Aircraft Category	A		B		Rate of descent	G/S KT	160	140	120	100	80
	LPV	LNAV	LPV	LNAV							
OCA (OCH)	590(300)	630(340)	590(300)	630(340)	850	740	640	530	420		
VM(C)OCA (OCH AAL)	Total Area		Total Area								
	690(400)	790(500)									

NOTES 1 Caution - eastern extremes of procedure are close to the boundary of control zone and prohibited and restricted areas.
2 From the hold pilots should expect to route direct from the outbound leg of the hold to UNUKI.

CHANGE (4/25): SPECIFICATION CHANGE.
AERO INFO DATE 17 JAN 25

INSTRUMENT APPROACH CHART - ICAO

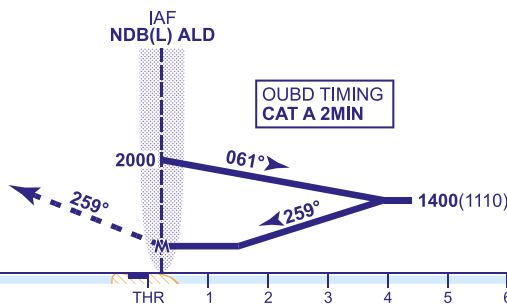
**ALDERNEY NDB(L)
RWY 26
(ACFT CAT A)**



RECOMMENDED PROFILE Gradient 5.24%, 318FT/NM

MAPt NDB(L) ALD
Climb on QDR 259° to 1400, then climbing turn left to return to NDB(L) ALD at 2000 or as directed.

**OUBD TIMING
CAT A 2MIN**



Aircraft Category		A						Rate of descent		G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	680(390)						FT/MIN	850	740	640	530	420		
VM(C)OCA (OCH AAL)	Total Area	690(400)													

CHANGE (4/25): SPECIFICATION CHANGE.
AERO INFO DATE 28 JAN 25

AD 2-EGJA-8-4

Instrument Approach Procedure Coding Tables

ALDERNEY RNP RWY 08 - Instrument Approach Procedure via AMOGA

Designator	Sequence Number	Path Terminator	Waypoint Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R08L	001	IF	AMOGA	N	-	-	2000	-	494514.25N 0022740.63W	IAF GUR R019/D19.8
R08L	002	TF	ROGTO	N	169° (169.2°)	LEFT	2000	-	494045.70N 0022621.84W	IF 8.7NM
R08L	003	TF	JA08F	N	079° (079.3°)	-	2000	-	494124.35N 0022106.20W	FAF 5.2NM
R08L	004	TF	RW08	Y	079° (079.3°)	-	-	-	494221.58N 0021314.97W	MAPt
R08L	005	TF	JAM01	Y	079° (079.4°)	LEFT	-	-	494303.46N 0020727.10W	-
R08L	006	DF	BANLO	Y	-	-	2000	-	494622.33N 0021823.21W	HOLD

ALDERNEY RNP RWY 08 - Instrument Approach Procedure via ROGTO

Designator	Sequence Number	Path Terminator	Waypoint Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R08C	001	IF	ROGTO	N	-	-	2000	-	494045.70N 0022621.84W	IAF GUR R027/D15.9
R08C	002	TF	JA08F	N	079° (079.3°)	-	2000	-	494124.35N 0022106.20W	FAF 5.2NM
R08C	003	TF	RW08	Y	079° (079.3°)	-	-	-	494221.58N 0021314.97W	MAPt
R08C	004	TF	JAM01	Y	079° (079.4°)	LEFT	-	-	494303.46N 0020727.10W	-
R08C	005	DF	BANLO	Y	-	-	2000	-	494622.33N 0021823.21W	HOLD

ALDERNEY RNP RWY 08 - Instrument Approach Procedure via ELDUN

Designator	Sequence Number	Path Terminator	Waypoint Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R08R	001	IF	ELDUN	N	-	-	2000	-	493617.05N 0022503.87W	IAF GUR R039/D12.4
R08R	002	TF	ROGTO	N	349° (349.3°)	RIGHT	2000	-	494045.70N 0022621.84W	IF 8.7NM
R08R	003	TF	JA08F	N	079° (079.3°)	-	2000	-	494124.35N 0022106.20W	FAF 5.2NM
R08R	004	TF	RW08	Y	079° (079.3°)	-	-	-	494221.58N 0021314.97W	MAPt
R08R	005	TF	JAM01	Y	079° (079.4°)	LEFT	-	-	494303.46N 0020727.10W	-
R08R	006	DF	BANLO	Y	-	-	2000	-	494622.33N 0021823.21W	HOLD

CHANGE (4/25): R08R TURN DIRECTION CORRECTED. SPECIFICATION CHANGE.
AERO INFO DATE 03 FEB 25

SBAS FAS Data Block Coding Data

Alderney RNP RWY 08

Input Data	
Parameters	Values
Operation Type	0
SBAS Provider	1
Airport Identifier	EGJA
Runway	08
Runway Direction	0
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E08A
LTP/FTP Latitude	494221.5800N
LTP/FTP Longitude	0021314.9710W
LTP/FTP Ellipsoidal Height (metres)	134.7
FPAP Latitude	494231.6140N
Delta FPAP Latitude (seconds)	10.0340
FPAP Longitude	0021151.8010W
Delta FPAP Longitude (seconds)	83.1700
Threshold Crossing Height	40
TCH Units Selector	0
Glidepath Angle (degrees)	3
Course Width (metres)	105
Length Offset (metres)	824
HAL	40
VAL	50

Output Data	
Data Block	10 01 0A 07 05 08 00 00 01 38 30 05 18 DD 54 15 4A 03 0C FF 43 19 64 4E 00 C4 89 02 90 01 2C 01 64 67 C8 FA BA 52 CF 4F
Calculated CRC Value	BA52CF4F

Instrument Approach Procedure Coding Tables

ALDERNEY RNP RWY 26 - Instrument Approach Procedure via UNUKI

Designator	Sequence Number	Path Terminator	Waypoint Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R26R	001	IF	UNUKI	N	-	-	<u>2000</u>	-130	494748.58N 0020627.58W	IAF GUR R045/R29.0
R26R	002	TF	JAE01	N	140° (139.5°)	RIGHT	<u>2000</u>	-130	494512.04N 0020301.54W	8.15NM
R26R	003	TF	GOKOD	N	170° (169.7°)	RIGHT	<u>2000</u>	-130	494338.37N 0020235.17W	IF 6.56NM
R26R	004	TF	JA26F	N	260° (259.6°)	-	1500	-	494306.57N 0020701.23W	FAF 3.6NM
R26R	005	TF	RW26	Y	260° (259.5°)	-	-	-	494226.78N 0021231.92W	MAPt
R26R	006	TF	JAM02	Y	259° (259.5°)	RIGHT	-	-	494146.18N 0021807.00W	-
R26R	007	DF	BANLO	Y	-	-	2000	-	494622.33N 0021823.21W	HOLD

ALDERNEY RNP RWY 26 - Instrument Approach Procedure via GOKOD

Designator	Sequence Number	Path Terminator	Waypoint Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R26C	001	IF	GOKOD	N	-	-	<u>2000</u>	-130	494338.37N 0020235.17W	IF GUR R054/D28.0
R26C	002	TF	JA26F	N	260° (259.6°)	-	1500	-	494306.57N 0020701.23W	FAF 3.6NM
R26C	003	TF	RW26	Y	260° (259.5°)	-	-	-	494226.78N 0021231.92W	MAPt
R26C	004	TF	JAM02	Y	259° (259.5°)	RIGHT	-	-	494146.18N 0021807.00W	-
R26C	005	DF	BANLO	Y	-	-	2000	-	494622.33N 0021823.21W	HOLD

ALDERNEY RNP RWY 26 - Instrument Approach Procedure via TORVI

Designator	Sequence Number	Path Terminator	Waypoint Name	Fly-over	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R26L	001	IF	TORVI	N	-	-	<u>FL040</u> <u>2000</u>	-130	493850.94N 0020354.57W	IAF GUR R062/D24.5
R26L	002	TF	JAE02	N	020° (019.6°)	LEFT	<u>2000</u>	-130	494204.75N 0020208.40W	8.15NM
R26L	003	TF	GOKOD	N	350° (349.5°)	LEFT	<u>2000</u>	-130	494338.37N 0020235.17W	IF 6.56NM
R26L	004	TF	JA26F	N	260° (259.6°)	-	1500	-	494306.57N 0020701.23W	FAF 3.6NM
R26L	005	TF	RW26	Y	260° (259.5°)	-	-	-	494226.78N 0021231.92W	MAPt
R26L	006	TF	JAM02	Y	259° (259.5°)	RIGHT	-	-	494146.18N 0021807.00W	-
R26L	007	DF	BANLO	Y	-	-	2000	-	494622.33N 0021823.21W	HOLD

CHANGE (4/25): SPECIFICATION CHANGE.
AERO INFO DATE 03 FEB 25

SBAS FAS Data Block Coding Data

Alderney RNP RWY 26

Input Data	
Parameters	Values
Operation Type	0
SBAS Provider	1
Airport Identifier	EGJA
Runway	26
Runway Direction	0
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E26A
LTP/FTP Latitude	494226.7760N
LTP/FTP Longitude	0021231.9220W
LTP/FTP Ellipsoidal Height (metres)	136.4
FPAP Latitude	494216.7335N
Delta FPAP Latitude (seconds)	-10.0425
FPAP Longitude	0021355.0875W
Delta FPAP Longitude (seconds)	-83.1655
Threshold Crossing Height	40
TCH Units Selector	0
Glidepath Angle (degrees)	3
Course Width (metres)	105
Length Offset (metres)	824
HAL	40
VAL	50

Output Data	
Data Block	10 01 0A 07 05 1A 00 00 01 36 32 05 B0 05 55 15 9C 53 0D FF 54 19 8B B1 FF 45 76 FD 90 01 2C 01 64 67 C8 FA 23 84 2F D8
Calculated CRC Value	23842FD8

EGPR — BARRA**EGPR AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

EGPR — BARRA

EGPR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 570125N Long: 0072630W Centre point of airport is 140 M West of Runway 29 threshold on South edge of Runway 11/29
2	Direction and distance from city	4.3 NM NE of Castlebay.
3	Elevation / Reference temperature / Mean Low Temperature	5 FT / 14 °C / -
4	Geoid undulation at AD ELEV PSN	190 FT
5	Magnetic Variation / Annual Change	3.11°W (2022) / 0.23°E
6	AD Administration Address Telephone E-mail address	HIAL Barra Aerodrome, North Bay, Isle of Barra, Western Isles, HS9 5YD. 01871-890212 Barrafiso@hial.co.uk
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGPR AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Sat 1030-1530 (0930-1430); Sun 1100-1215 (1000-1115); and by arrangement with AD operator (HIAL). AD availability subject to tidal variation.
2	Customs and immigration	
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	As AD hours. See also AD 2.18.
8	Fuelling	
9	Handling	
10	Security	
11	De-icing	
12	Remarks	Prior Permission Required at this Aerodrome. Arrival/Departure times may be allocated. Aircraft movements at Barra prohibited outside AD/ATS hours except in an emergency.

EGPR AD 2.4 HANDLING SERVICES AND FACILITIES**INTENTIONALLY BLANK****EGPR AD 2.5 PASSENGER FACILITIES**

1	Hotels	On Island.
2	Restaurants	Cafeteria in Terminal.
3	Transportation	Car Hire, Taxis and Bus on Island.
4	Medical facilities	First Aid, Local Doctor and Ambulance available.
5	Bank and Post Office	Located at Castlebay.
6	Tourist Office	Located at Castlebay.
7	Remarks	Wheelchair and Stairclimber available for disabled passenger handling.

EGPR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A2 RFF Category 3 accepted under remission.
2	Rescue equipment	Water rescue facilities are available for all Runways during published opening hours and special openings subject to, serviceability of equipment and times when the weather conditions and sea state are conducive to such rescue operations.
3	Capability for removal of disabled aircraft	
4	Remarks	

EGPR AD 2.7 SEASONAL AVAILABILITY - CLEARING

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EGPR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

INTENTIONALLY BLANK

EGPR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	
2	Runway and taxiway markings and lighting	
3	Stop bars and runway guard lights (if any)	
4	Other runway protection measures	
5	Remarks	Two WDI: 570134.44N 0072648.95W; 570116.89N 0072650.98W.

EGPR AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/ Colour	Remarks
1	2	3	4		5	6
(EGPR3002) 15/APPROACH 33/ TAKE-OFF	MOBILE OBST	570133.72N 0072653.50W	27 FT	3 FT	No	
(EGPR3131) 15/APPROACH 33/ TAKE-OFF	MP 15	570133.64N 0072653.22W	22 FT	3 FT	No	
(EGPR3132) 11/APPROACH 29/ TAKE-OFF	MP 11	570129.27N 0072659.82W	23 FT	4 FT	No	
(EGPR3006) 11/APPROACH 29/ TAKE-OFF	MOBILE OBST	570129.06N 0072700.41W	29 FT	4 FT	No	
(EGPR3133) 07/APPROACH 25/ TAKE-OFF	MP 07	570126.37N 0072659.24W	15 FT	2 FT	No	
(EGPR3135) 29/APPROACH 11/ TAKE-OFF	MP29	570124.70N 0072615.42W	16 FT	0 FT	No	
(EGPR3136) 33/APPROACH 15/ TAKE-OFF	MP 33	570110.87N 0072617.55W	13 FT	0 FT	No	

In circling area and at aerodrome						
Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/ Colour	Remarks
1	2	3	4		5	6
INTENTIONALLY BLANK						

EGPR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE ABERDEEN
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self-briefing.
6	Flight documentation Language(s) used	English.
7	Charts and other information available for briefing or consultation	F214 UK Spot wind forecast chart and F215 UK low-level forecast chart.
8	Supplementary equipment available for providing information	Internet access to MET Office.
9	ATS units provided with information	
10	Additional information (limitation of service, etc.)	Local METARs available during AD hours.

EGPR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength (PCN)	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
07	066.06°	799 x 60 M	RWY surface: Sand	570129.01N 0072648.43W 190.0 FT	THR 3.6 FT	
25	246.07°	799 x 60 M	RWY surface: Sand	570139.48N 0072605.17W 190.0 FT	THR 1.4 FT	
11	100.68°	680 x 46 M	RWY surface: Sand	570128.67N 0072654.00W 190.0 FT	THR 4.5 FT	
29	280.69°	680 x 46 M	RWY surface: Sand	570125.30N 0072621.24W 190.0 FT	THR 1.4 FT	
15	139.48°	846 x 46 M	RWY surface: Sand	570131.18N 0072649.38W 190.0 FT	THR 4.4 FT	
33	319.48°	846 x 46 M	RWY surface: Sand	570113.32N 0072621.39W 190.0 FT	THR 0.7 FT	

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
						RWY 07
						RWY 25
						RWY 11 Threshold displaced by 50 M to allow 1:20 over marker post.
						RWY 29 Threshold displaced by 70 M to allow 1:20 over marker post.
						RWY 15 Threshold displaced by 50 M to clear marker post and dunes.

17 Apr 2025

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
						RWY 33 Threshold displaced by 70 M to clear marker post.

EGPR AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
07	799 M	799 M	799 M	799 M	
15	799 M	799 M	799 M	796 M	
25	799 M	799 M	799 M	799 M	
33	799 M	799 M	799 M	776 M	
11	667 M	667 M	667 M	617 M	
29	667 M	667 M	667 M	597 M	

EGPR AD 2.14 APPROACH AND RUNWAY LIGHTING

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EGPR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	Anemometer: 570134.15N 0072648.53W (LGTD).
3	TWY edge and centre line lighting	
4	Secondary power supply/switch-over time	Generator/15 seconds
5	Remarks	

EGPR AD 2.16 HELICOPTER LANDING AREA

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EGPR AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
BARRA ATZ A circle, 2 NM radius, centred at 570122N 0072635W on longest notified runway (15/33)	Upper limit: 2000 FT AGL Lower limit: SFC	G	BARRA INFORMATION English	3000 FT		

**BARRA
EGPR**

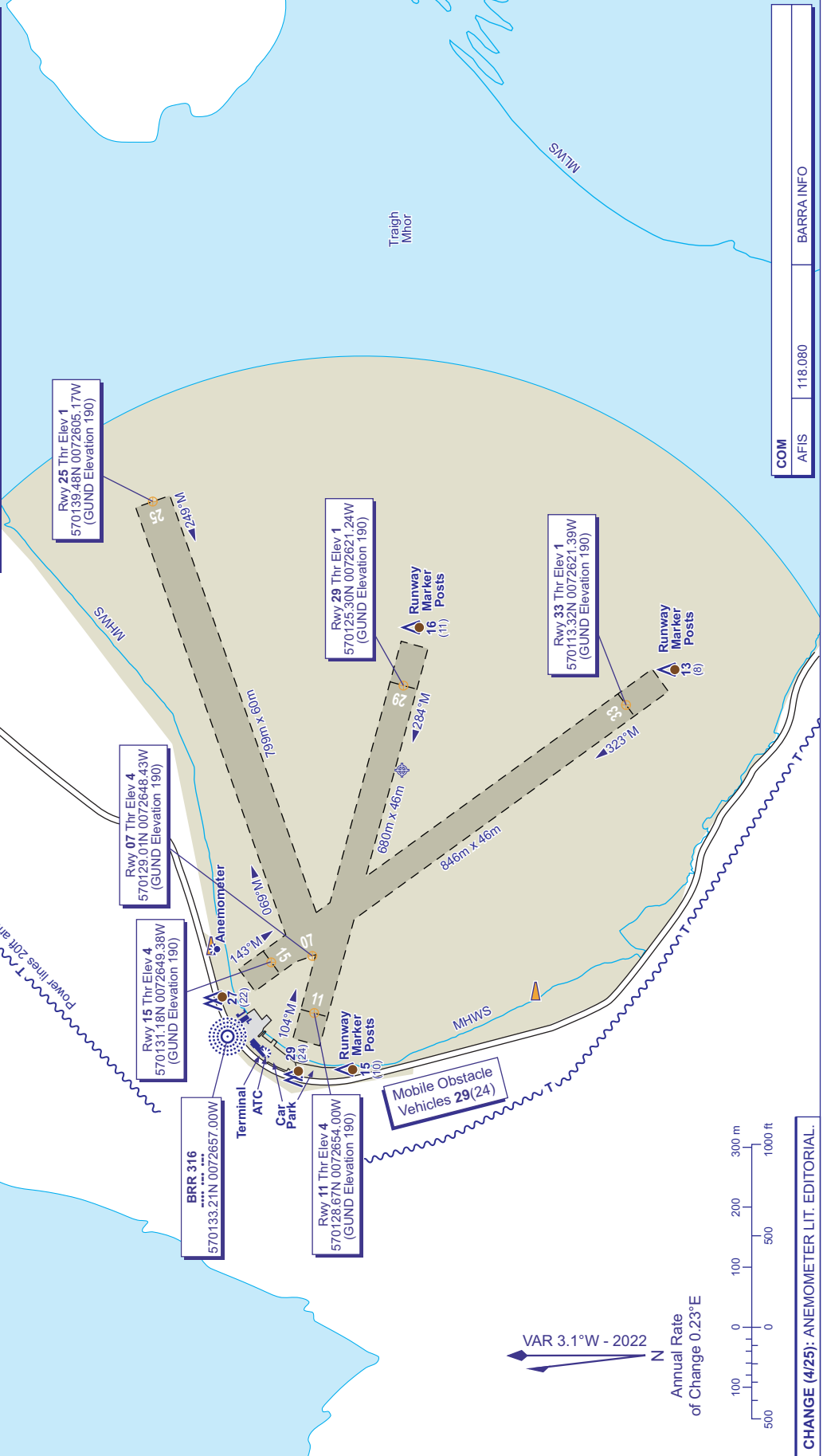
AD ELEV 5FT

ARP 570125N 0072630W

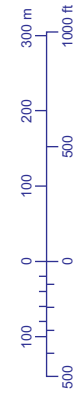
**AERODROME
CHART - ICAO**

GUND (Geoid Undulation) =
The height of the Geoid (MSL) above the
Reference Ellipsoid (WGS 84) at the stated position.
**BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET
ELEVATIONS IN FEET AMSL
HEIGHTS IN FEET ABOVE AD** **29
(24)**

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	BEARING STRENGTH	ELEVATION
RWY 07/25	Sand	-	-
RWY 11/29	Sand	-	-
RWY 15/33	Sand	-	-
Main Apron	Sand	-	-
Main Taxiway	Sand	-	-



VAR 3.1°W - 2022
Annual Rate of Change 0.23°E



CHANGE (4/25): ANEMOMETER LIT. EDITORIAL.

COM	118.080	BARRA INFO
AFIS		

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Type of Aid CAT of ILS/MLS MAG Var/ VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DME	IFT	46X 110.900 MHz	HO	543918.82N 0061344.60W	228 FT	(RWY 17) DME freq paired with ILS I-FT. Zero range is indicated at THR of Runway 17. For use with ILS approaches only.

EGAA AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

- a) Use governed by regulations applicable to Belfast CTR.
- b) Use of this airport by aircraft not able to communicate with ATC by radio subject to prior permission.
- c) Aircraft using Belfast International Airport are to carry third party insurance cover of not less than £3,000,000.
- d) All commercial air transport operators should submit details of proposed flights and schedules to Airport Co-ordination Ltd, who act as agents on behalf of Belfast International Airport for this purpose. Tel: 0161-493 1850, Fax: 0161-493 1853, e-mail: LONACXH@acl-uk.org.
- e) Belfast International Airport will waive charges for GA pilots in the case of genuine emergency or precautionary diversion landings. This concession applies to GA aircraft under 3 tonnes not flying for hire or reward, not having planned or intended Belfast International Airport as their destination or alternate.
- f) To comply with EU Regulations, PRM requirements should be pre-notified 48 HR in advance to SITA BFSOCCR or OCS.PRM@bfs.aero or 028-9448 4957.
- g) Due to limited aircraft stand availability, aircraft wishing to divert to Belfast International Airport may not be accepted, except in an emergency.

2 GROUND MOVEMENT

- a) Aircraft engine running area is available by arrangement with the airport authority, however, engine runs are not permitted after 2300 (2200). Contact the Airport Duty Manager for details.
- b) Apron Layout.
 - i. The arrangement of the apron stands showing stand numbers, is as shown on the plan at page AD 2-EGAA-2-2.
 - ii. Executive/Corporate/GA domestic and international aircraft over 2000 KG AUW will be allocated a stand on arrival.
 - iii. Aircraft who are allocated a stand should not enter the stand unless under guidance from ground staff.
 - iv. Aircraft below 2000 KG AUW will park, normally self manoeuvring, on the GA Apron or as directed.
 - v. Aircraft pushback procedures in progress on main Apron. Pilots will be instructed by ATC to push to a nominated position. Pilots are to pass the nominated position to the push back Team. Nominated positions are X-ray, Yankee, Zulu, Lima 1, Lima 2 Lima 3, Lima 4, Lima 5, Lima 6 and Lima 7.
 - vi. Aircraft taxiing from position Zulu should use minimum power until established on Taxiway Lima.
 - vii. When requesting start-up or push-back pilots should give the full call sign, type and stand number. Aircraft must be ready in all respects to start and if necessary push-back before calling on the appropriate frequency. Pilots should only request push-back when they are fully ready to do so.
 - viii. When requesting push-back clearance, pilots are to inform ATC if headset communication with ground crew is not established. Push back clearance must not be requested until the ground crew has confirmed to the flight deck that the aircraft is closed up and the tug is manned and fully ready to move.
- c) Departing aircraft should report ready for departure.
- d) International GA Flights including flights originating in the Republic of Ireland
 - i. Arrivals.

Flights will be parked for examination on the GA Apron Customs Examination Station as directed.
 - ii. The law requires that Pilots must present their aircraft and contents for Police and Border Force inspection on arrival.
- e) Due to apron pushback procedures, prior permission is required from ATC for aircraft to vacate Runway 07/25 at Taxiway Bravo.
- f) Aircraft of Boeing 737/Airbus 319 size or greater are not permitted to carry out 180° turns after landing on Runway 17. Aircraft should continue to the 35 turning circle.
- g) IFR Procedural Standard Arrival Routing Runway 25
 - i. All IFR arrivals on Runway 25 which are planned to park at the main terminal should, after landing, and without instruction, vacate right onto Runway 35, right onto Taxiway Charlie and unless further ATC taxi clearance has been issued hold at holding point C2. ATC shall issue further progressive taxi instructions once the aircraft has vacated Runway 25.

Note: This does not prevent either ATC from issuing alternate tactical instructions as required or the pilot vacating tactically as circumstances dictate.

- h) Two steel plates cover bad ground on Taxiway Bravo centreline. One 18 M south of Bravo Hold and one 18 M north of Bravo Hold.

3 CAT II/III OPERATIONS

- a) Runway 25, subject to serviceability of the required facilities is suitable for Category II/III Operations by Operators whose minima have been accepted by the Civil Aviation Authority.
- b) During Category II/III operations, special ATC procedures (ATC Low Visibility Procedures) will be applied. Pilots will be informed when these procedures are in operation by Arrival and Departure ATIS or by RTF. Pilots can expect a flow rate of 10/60 for arrivals and 10/60 for departures
- c) Departing Aircraft - Runway 25
 - i. ATC will request departing aircraft to hold at the Category II/III Hold on Alpha.
 - ii. If Taxiway Alpha is out of service departing aircraft will be required to backtrack Runway 25 from Taxiway Bravo and execute a 180° turn on 25 Threshold.
- d) Arriving Aircraft
 - i. Landing clearance or go around instructions will be given no later than 2 NM from touchdown.
 - ii. Runway 25, where it intersects with Runway 35, is fitted with CAT II/III ground lighting and arriving aircraft may be instructed to vacate there.
 - iii. Backtracking on Runway 25 is not normally permitted. However if Taxiways Charlie or Delta are out of service aircraft will be instructed by ATC to use Category II/III ground lighting at Bravo to vacate Runway 25. Arriving aircraft will be under instruction from ATC:
 - 1. Continue to the end of Runway 25;
 - 2. Execute a 180° turn;
 - 3. Backtrack the runway and vacate on to Taxiway Bravo;
 - 4. Report established on Taxiway Bravo and constant taxiway green lights in sight.
- e) Runway 25 is suitable for Lower than Standard Category I operations subject to the ILS radiating at CAT III and LVPs being declared in force by ATC, by Operators whose minima have been accepted by the Civil Aviation Authority.

4 WARNINGS

- a) Except for light signals, ground signals are not displayed.
- b) Bird scaring at times may only be carried out on the runway in use. In these circumstances, ATC will inform pilots of the bird scaring action notified to them by the Airport Authority.
- c) Model aircraft flying takes place at Nutts Corner, a disused aerodrome situated 3 NM Southeast of Aldergrove. Flying takes place on a daily basis during daylight hours up to a maximum of 400 FT AGL.
- d) Security fence east of Taxiway Foxtrot infringes Runways 17 and 35 strip by 3.8 M and 4.7 M.
- e) Hazardous accumulations of whooper swans, and small gulls at Langford Lodge disused aerodrome 3.5 KM southwest of the aerodrome may pose a risk to aircraft landing and taking off on Runway 07.
- f) Apron stands 9 to 15 slopes are compliant along their east west axis, but deviates from CAP 168 criteria along the north south axis in that the slope from south to north varies from 1 in 93 to 1 in 55.
- g) Pilots are warned that unauthorised ground based laser lights may be directed at their aircraft when arriving or departing at EGAA or when over flying the City of Belfast. All incidents should be reported immediately via ATC to the Police.
- h) High ground rising to 536.5 M at edge of outer horizontal surface at a distance of 14,650 M from the runway to the south and east.
- i) High ground rising to 334.4 M within the outer horizontal surface at a distance of 12,476 M from the runway to the north east.

5 HELICOPTER OPERATIONS

- a) Helicopters frequently operate at low level south of Runway 25, but will remain at least 250 M from that runway until further cleared by ATC.
- b) Prior permission required by civil helicopters wishing to land at Belfast International Airport due to parking spaces not available. Contact the Airport Duty Manager 0770-3203167.

6 USE OF RUNWAYS

- a) In Winter conditions runway anti-icing and snow clearance operations will take priority over all other operations at the discretion of the Airport Authority. ATC will inform pilots of any expected delays. Runway 17/35 and associated taxiways will not normally be de-iced.
- b) During winter conditions, Runway Condition Reports (RCRs) will be in operation when Runways 07/25 and 17/35 are contaminated. These condition reports will be in accordance with the ICAO Global Reporting Format (GRF) and will be disseminated via Snowtam and ATIS only.

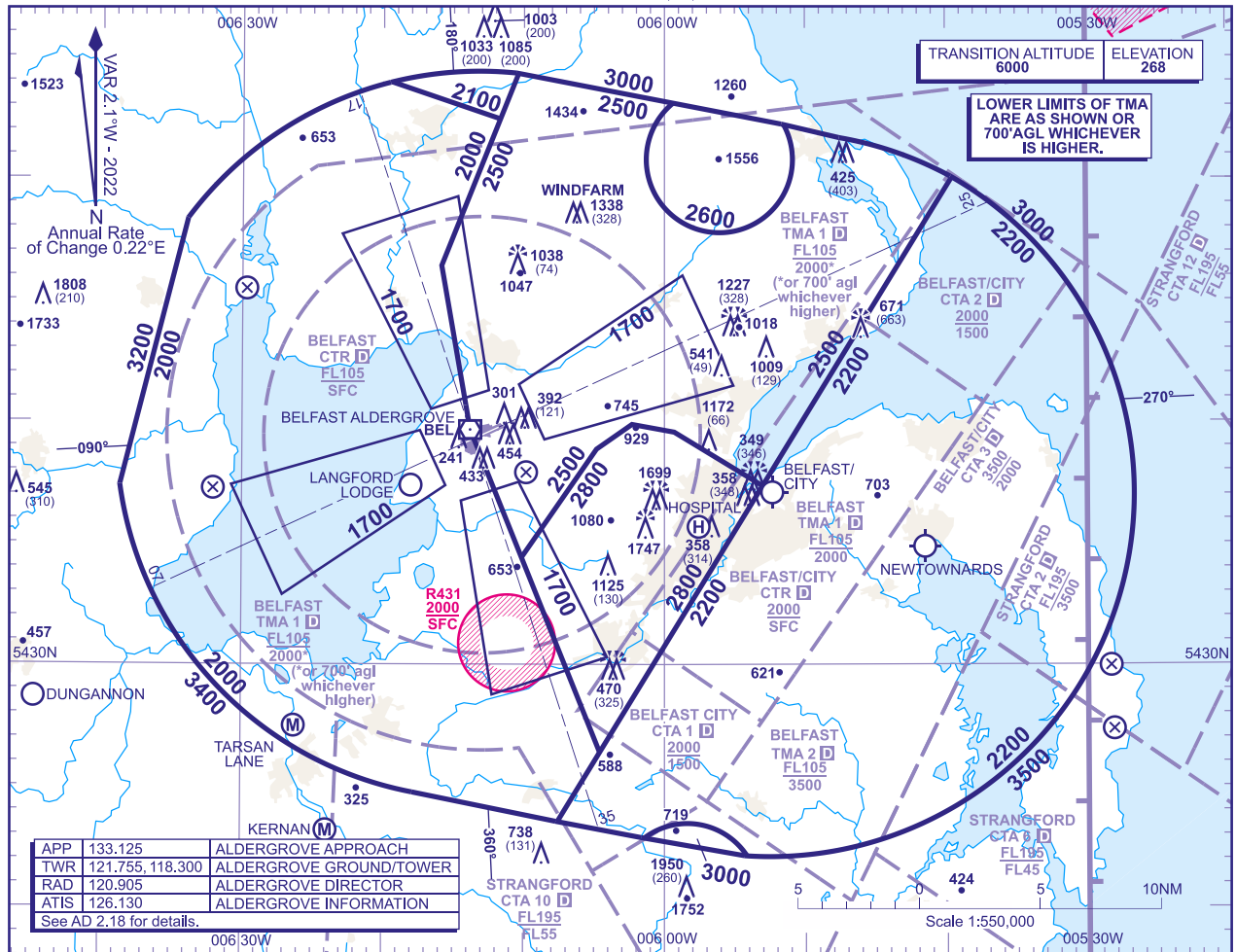
7 TRAINING

- a) Contact Airport Operations Control Centre on Tel: 028-9448 4401 or E-mail: control.centre@bfs.aero.

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1950
HEIGHTS IN FEET AGL (770)

BELFAST ALDERGROVE



MINIMUM INITIAL ALTITUDE
Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

- 2000** in the sector defined by the lateral limits; 545357N 0061923W - 545226N 0061135W - 544625N 0061551W - 543940N 0061348W - 542623N 0060435W - 542333N 0060733W - 542444N 0061744W thence clockwise by an arc of a circle radius 15NM centred on 543927N 0061257W to 543723N 0063830W - 544821N 0063345W thence clockwise by an arc of a circle radius 15NM centred on 543927N 0061257W to 545357N 0061923W.
- 2100** in the sector defined by the lateral limits; 545357N 0061923W thence clockwise by an arc of a circle radius 15NM centred on 543927N 0061257W to 545421N 0061023W - 545226N 0061135W - 545357N 0061923W.
- 2200** in the sector defined by the lateral limits; 545000N 0053935W thence clockwise by an arc of a circle radius 15NM centred on 543705N 0055221W to 542208N 0055411W thence anti-clockwise by an arc of a circle radius 3NM centred on 542031N 0055823W to 542253N 0060130W - 542333N 0060733W - 545000N 0053935W.
- 2500** in the sector defined by the lateral limits; 545421N 0061023W thence clockwise by an arc of a circle radius 15NM centred on 543927N 0061257W to 545409N 0060806W - 545309N 0055918W thence anti-clockwise by an arc of a circle radius 3NM centred on 545047N 0055605W to 545215N 0055132W - 545147N 0054723W thence clockwise by an arc of a circle radius 15NM centred on 543705N 0055221W to 545000N 0053935W - 543721N 0055303W - 543934N 0055920W - 543953N 0060220W - 543852N 0060451W - 543426N 0061008W - 543940N 0061348W - 544625N 0061551W - 545421N 0061023W.
- 2600** in the sector defined by the lateral limits; 545309N 0055918W thence anti-clockwise by an arc of a circle radius 3NM centred on 545047N 0055605W to 545215N 0055132W - 545309N 0055918W.
- 2800** in the sector defined by the lateral limits; 543426N 0061008W - 543852N 0060451W - 543953N 0060220W - 543934N 0055920W - 543721N 0055303W - 542623N 0060435W - 543426N 0061008W.
- 3000** in the sector defined by the lateral limits; 542208N 0055411W thence clockwise by an arc of a circle radius 15NM centred on 543705N 0055221W to 542223N 0055716W - 542253N 0060130W thence clockwise by an arc of a circle radius 3NM centred on 542028N 0055827W to 542208N 0055411W.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA
The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

- within 5NM of the aircraft, and
- within the sector 15NM ahead of and within 20° either side of the aircraft's track.

LOSS OF COMMUNICATION PROCEDURES
Initial Approach
Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **3000**, or last assigned level if higher to **BEL VOR†**.
Intermediate and Final Approach
Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **BEL VOR†**.
† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.4.

GENERAL INFORMATION

- Levels shown are based on QNH.
- Only significant obstacles and dominant spot heights are shown.
- The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
- Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
- Controlled airspace with a base in excess of **5000** or **FL55**, as appropriate, is not shown.
- This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
- When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final approach track.**
- Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
- Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

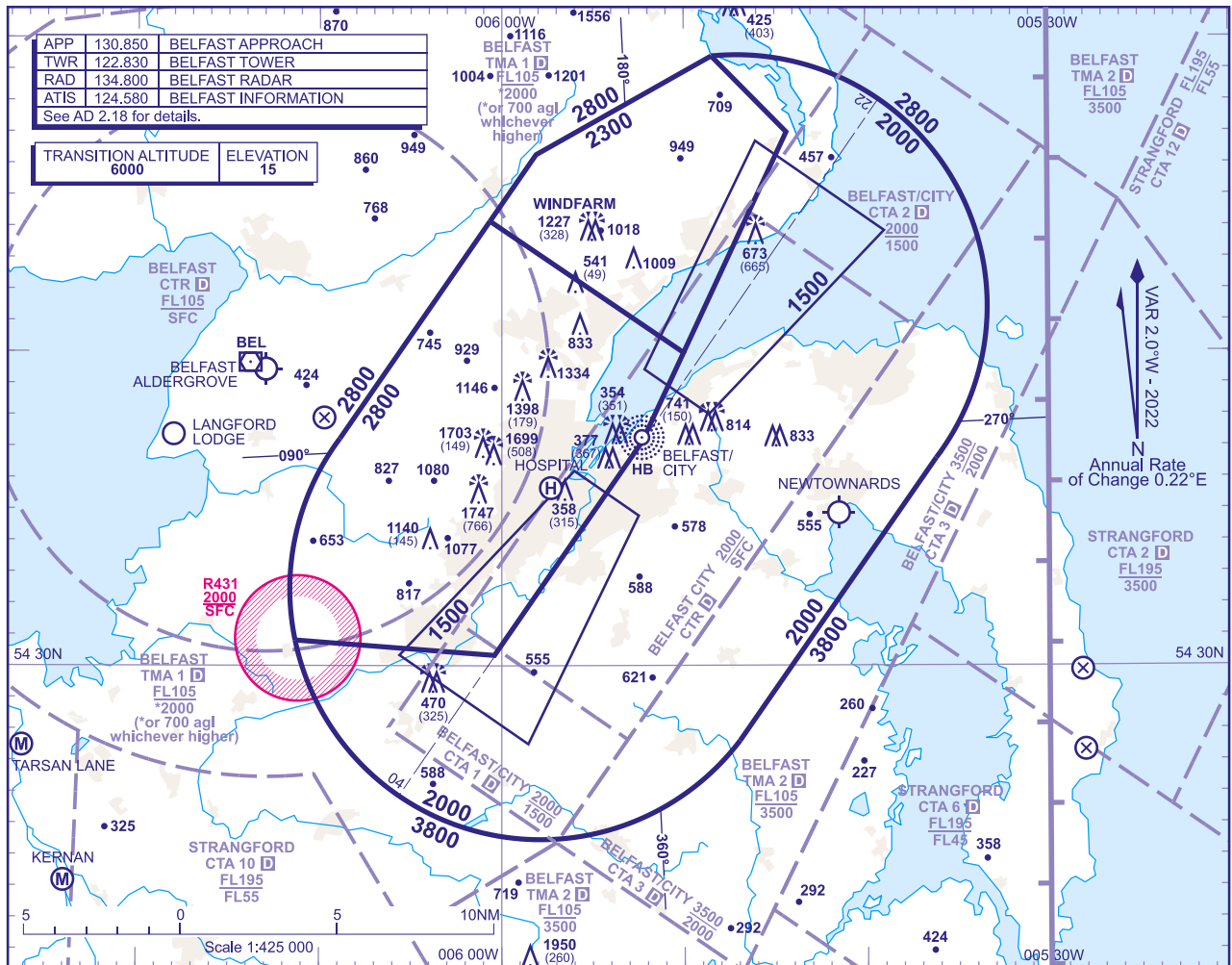
CHANGE (4/25): HOSPITAL HELI SITE ADDED.
AERO INFO DATE 22 JAN 25

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ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1950
HEIGHTS IN FEET AGL (260)

BELFAST/CITY



MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

- a) **2000** in the sector defined by the lateral limits; 544924N 0054828W thence clockwise by an arc of a circle radius 8NM centred on 544127N 0054707W to 543636N 0053610W - 542737N 0054658W thence clockwise by an arc of a circle radius 8NM centred on 543227N 0055753W to 543049 0061119W - 543020N 0060024W - 543708N 0055218W - 544659N 0054421W - 544924N 0054828W.
- b) **2300** in the sector defined by the lateral limits; 544924N 0054828W - 544659N 0054421W - 543958N 0055001W - 544409N 0060039W - 544616N 0055807W - 544924N 0054828W.
- c) **2800** in the sector defined by the lateral limits; 544409N 0060039W - 543958N 0055001W - 543708N 0055218W - 543020N 0060024W - 543049N 0061119W thence clockwise by an arc of a circle radius 8NM centred on 543227N 0055753W to 543714N 0060853W - 544409N 0060039W.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

- a) within 5NM of the aircraft*, and
- b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

LOSS OF COMMUNICATION PROCEDURES

Initial Approach

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **2900**, or last assigned level if higher to

NDB(L) HB†.

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) HB†**.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.4.

GENERAL INFORMATION

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. **This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
7. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an Intercept of 40° or less, and in the case of Instrument approaches other than SRA is cleared to intercept the final approach track.**
8. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
9. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

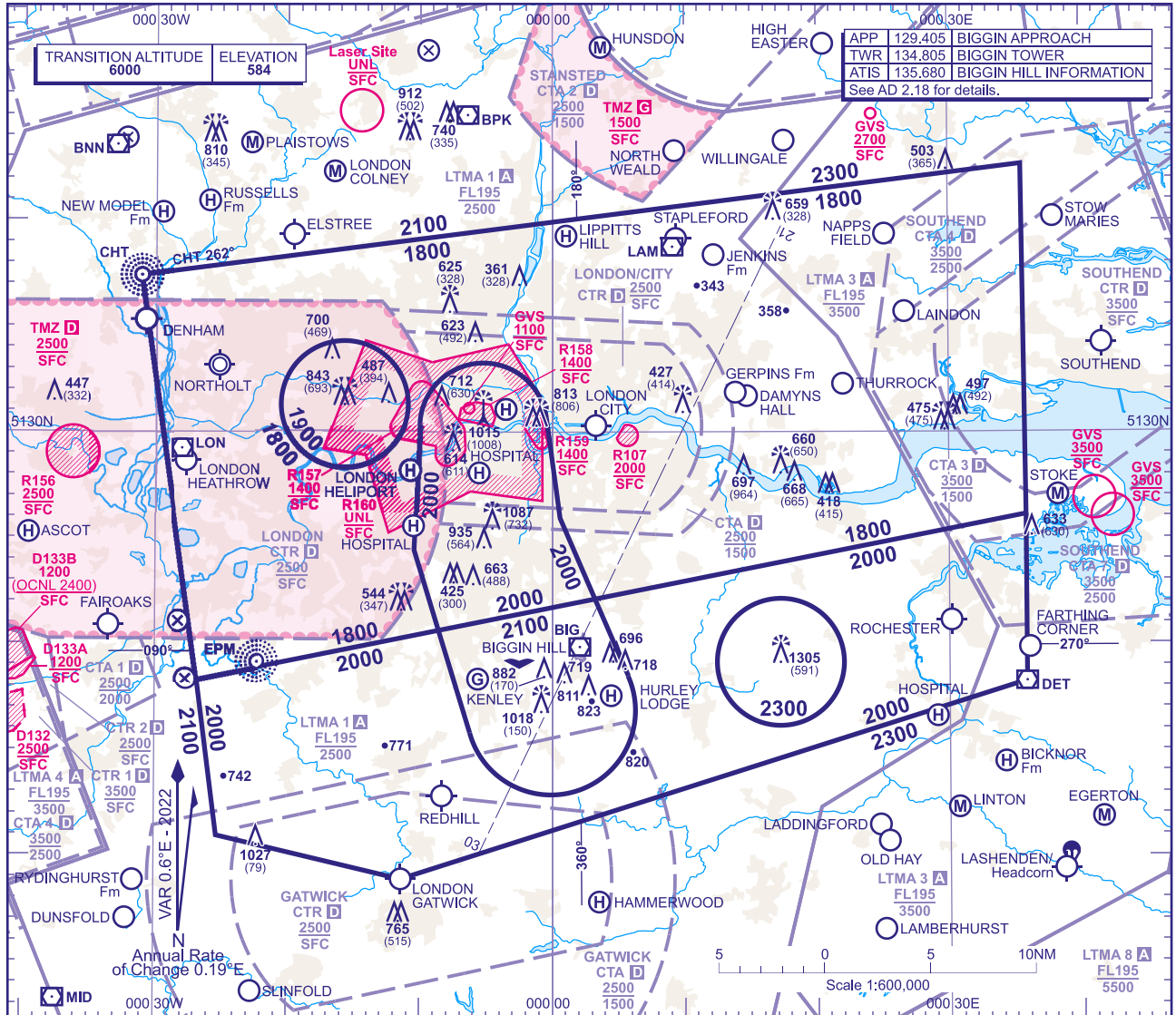
CHANGE (4/25): HOSPITAL HELI SITE ADDED.
AERO INFO DATE 23 JAN 25

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ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1015
HEIGHTS IN FEET AGL (1008)

BIGGIN HILL



MINIMUM INITIAL ALTITUDE
Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

- 2100** in the sector defined by the lateral limits; 512038N 0000835W - 512207N 0000314E - 511829N 0000545E thence clockwise by an arc of a circle radius 4NM centred on 511651N 0000005W to 511548N 0000613W - 512038N 0000835W.
- 2000** in the sector defined by the lateral limits; 513022N 0001000W thence clockwise by an arc of a circle radius 3NM centred on 513016N 0000512W to 513040N 0000026W - 512556N 0000036E - 512207N 0000314E - 512038N 0000835W - 512426N 0001026W - 513022N 0001000W.
- 2000** in the sector defined by the lateral limits; 511818N 0002650W - 512038N 0000835W - 511548N 0000613W thence anticlockwise by an arc of a circle radius 4NM centred on 511651N 0000005W to 511829N 0000545E - 512207N 0000314E - 512038N 0000835W - 511814N 0003550E - 510853N 0001125W - 511056N 0002519W - 511818N 0002650W, except within 3NM radius circle enclosing the Wrotham Mast (511914N 0001714E) where the minimum altitude is **2300**.
- 1900** in the sector defined by the lateral limits; a circle radius 3NM centred on 513119N 0001542W.
- 1800** in the sector defined by the lateral limits; 513723N 0003108W - 514239N 0003533E - 512606N 0003549E - 512207N 0000314E - 512556N 0000036E - 513040N 0000026W thence anticlockwise by an arc of a circle radius 3NM centred on 513016N 0000512W to 513022N 0001000W - 512426N 0001026W - 512038N 0000835W - 511818N 0002650W - 513723N 0003108W.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA
The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

- within 5NM of the aircraft*, and
- within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

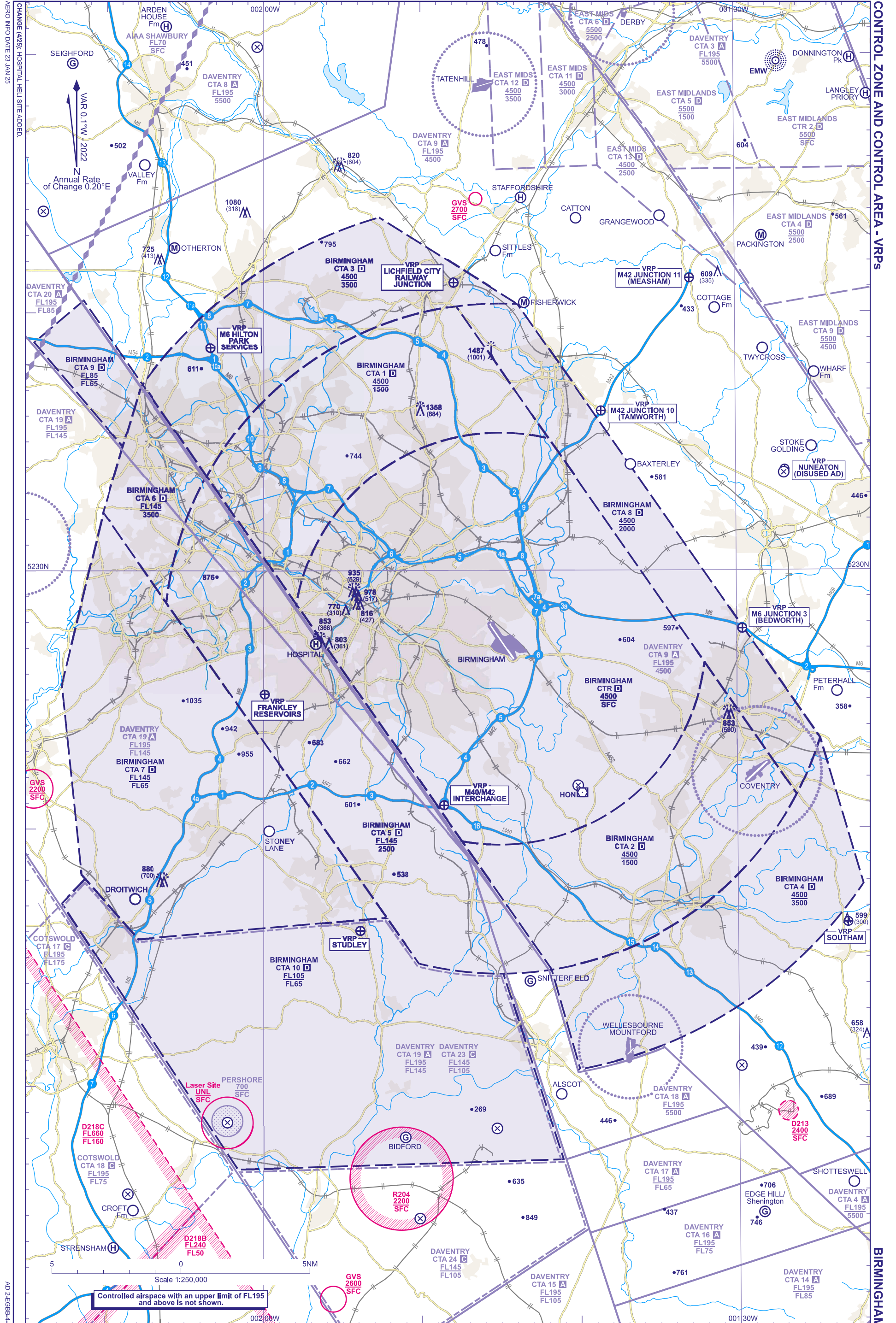
LOSS OF COMMUNICATION PROCEDURES
Initial Approach
Continue visually or by means of an appropriate final approach aid. If not possible proceed at not above **2300**, to join the **ALKIN** holding pattern†.
Intermediate and Final Approach
Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to join the **ALKIN** holding pattern†.
†In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.4.

GENERAL INFORMATION

- Levels shown are based on QNH.
- Only significant obstacles and dominant spot heights are shown.
- The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
- Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
- Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
- 913FT vertical separation approved against the Crystal Palace mast to meet ATS operational requirements.
- The ATC Surveillance service is provided by Primary and/or Secondary Radar equipment.
- This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**

CHANGE (4/25): HOSPITAL HELI SITES ADDED.
AERO INFO DATE 03 FEB 25

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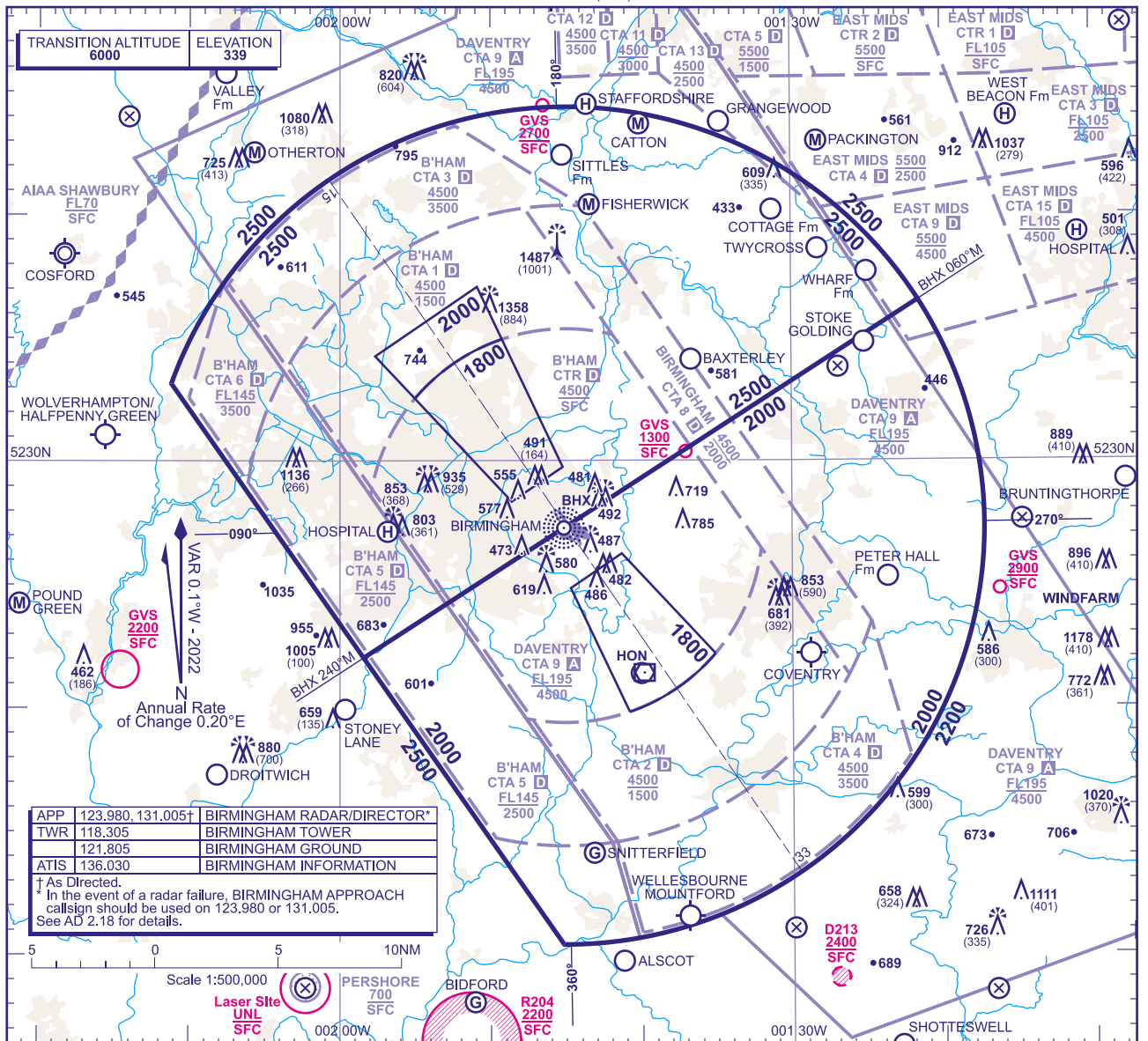


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ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1487
HEIGHTS IN FEET AGL (1001)

BIRMINGHAM



APP	123.980, 131.005†	BIRMINGHAM RADAR/DIRECTOR*
TWR	118.305	BIRMINGHAM TOWER
	121.805	BIRMINGHAM GROUND
ATIS	136.030	BIRMINGHAM INFORMATION

† As Directed.
* In the event of a radar failure, BIRMINGHAM APPROACH call sign should be used on 123.980 or 131.005. See AD 2.18 for details.

MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

- a) **2000** in the sector defined by the lateral limits; 522201N 0015826W - 523630N 0012133W thence clockwise by an arc of a circle radius 17NM centred on 522722N 0014502W to 521023N 0014512W - 522201N 0015826W.
- b) **2500** in the sector defined by the lateral limits; 522201N 0015826W - 523630N 0012133W thence anti-clockwise by an arc of a circle radius 17NM centred on 522722N 0014502W to 523308N 0021112W - 522201N 0015826W.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

- a) within 5NM of the aircraft*, and
- b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

LOSS OF COMMUNICATION PROCEDURES

Initial Approach

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **2500**, or last assigned level if higher to **NDB(L) BHX†**.

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) BHX†**.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.4.

GENERAL INFORMATION

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of BHX NDB.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. **This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC Surveillance service.**
7. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final approach track.**
8. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
9. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

CHANGE (4/25): HELI SITES REVISED.

AERO INFO DATE 23 JAN 25

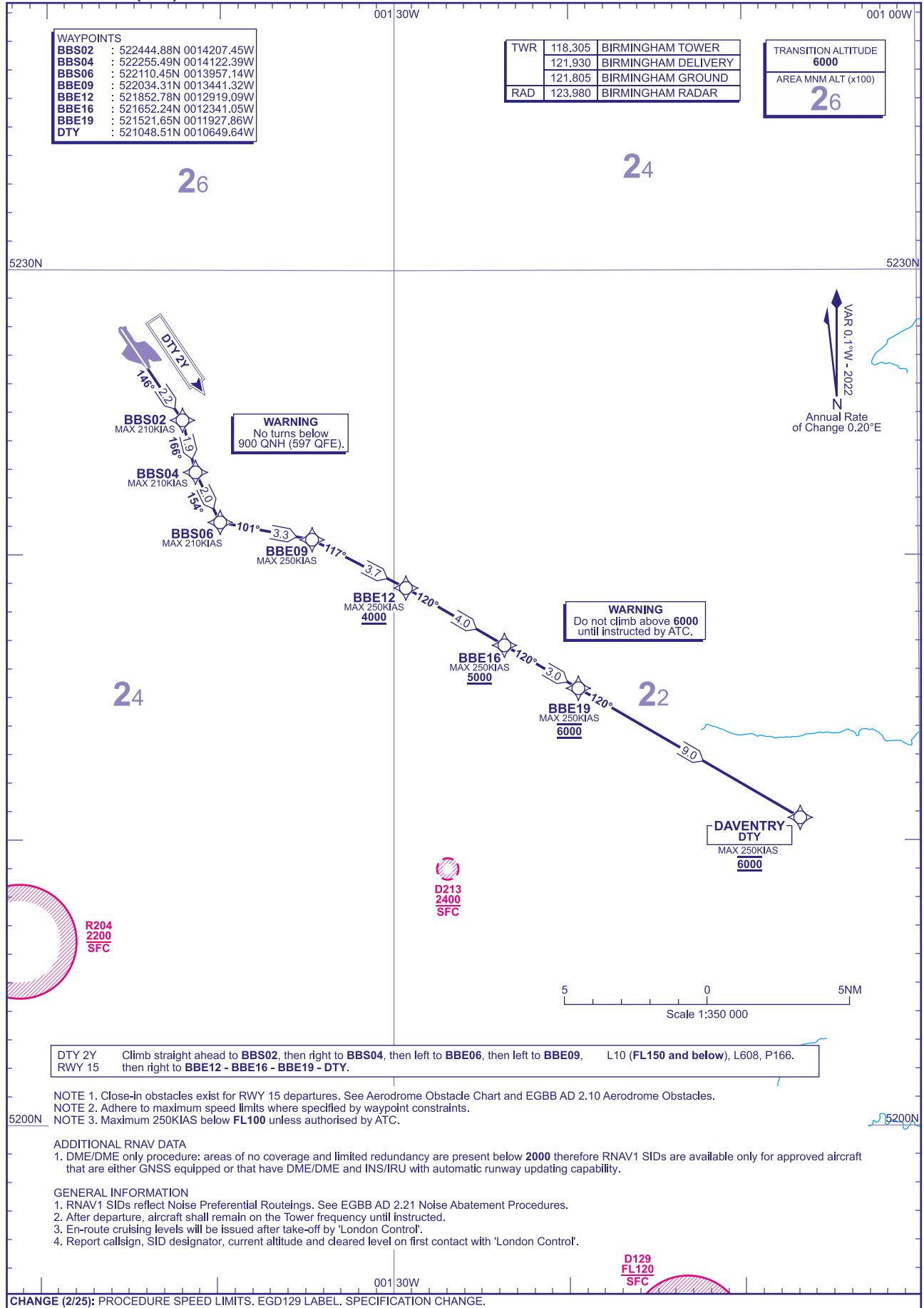
AD 2.EGBB-5-1

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**RNAV1 (DME/DME or GNSS)
STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

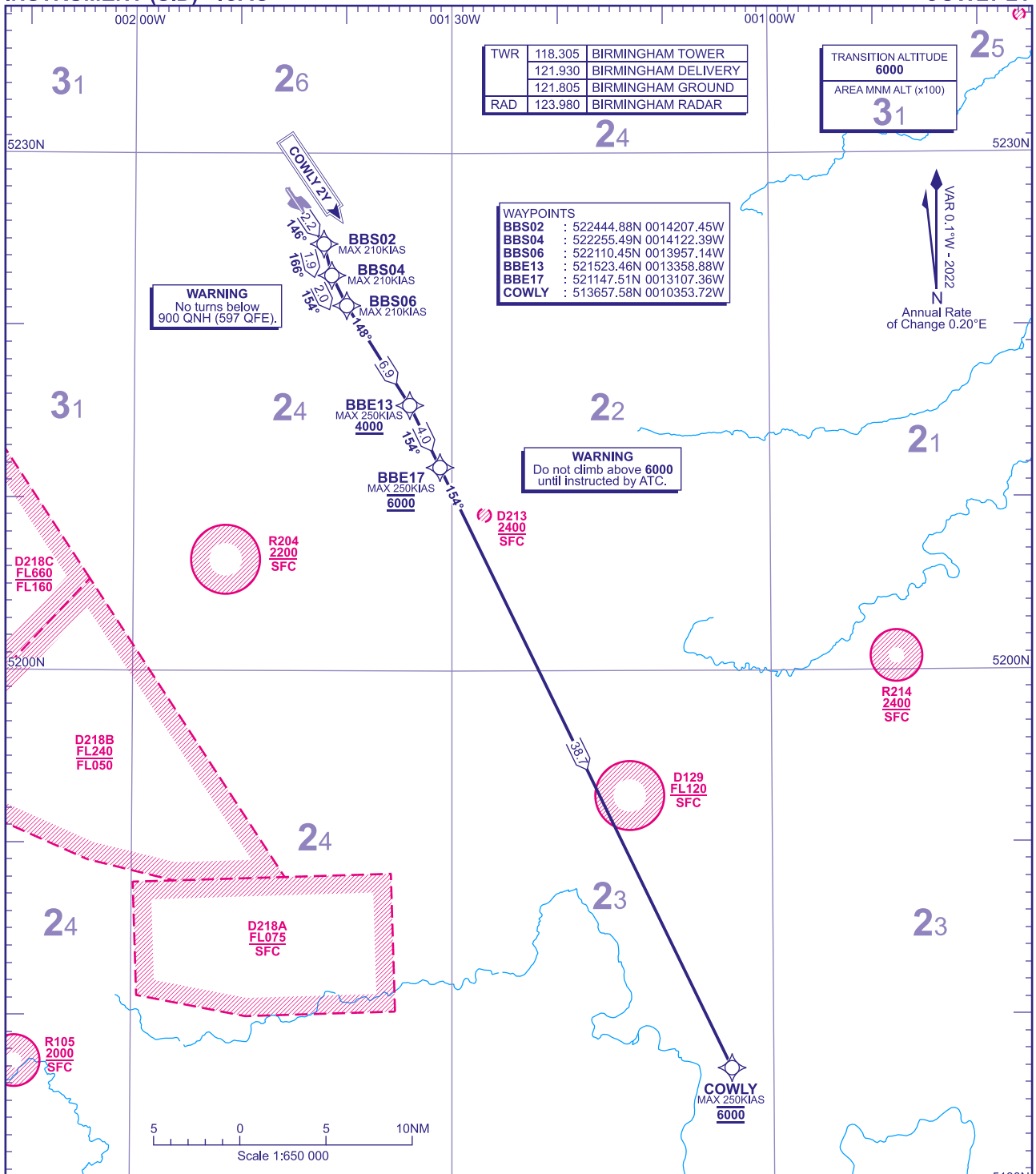
**BIRMINGHAM
RWY 15
DTY 2Y**



**RNAV1 (DME/DME or GNSS)
STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

**BIRMINGHAM
RWY 15
COWLY 2Y**



COWLY 2Y Climb straight ahead to BBS02, then right to BBS04, then left to BBS06, then left to BBE13 Q70, L9 (FL160 and above),
RWY 15 then turn right BBE17 - COWLY. N615, L151, M605 (FL090 and above).

- NOTE 1. Close-in obstacles exist for RWY 15 departures. See Aerodrome Obstacle Chart and EGBB AD 2.10 Aerodrome Obstacles.
- NOTE 2. Adhere to maximum speed limits where specified by waypoint constraints.
- NOTE 3. Maximum 250KIAS below FL100 unless authorised by ATC.

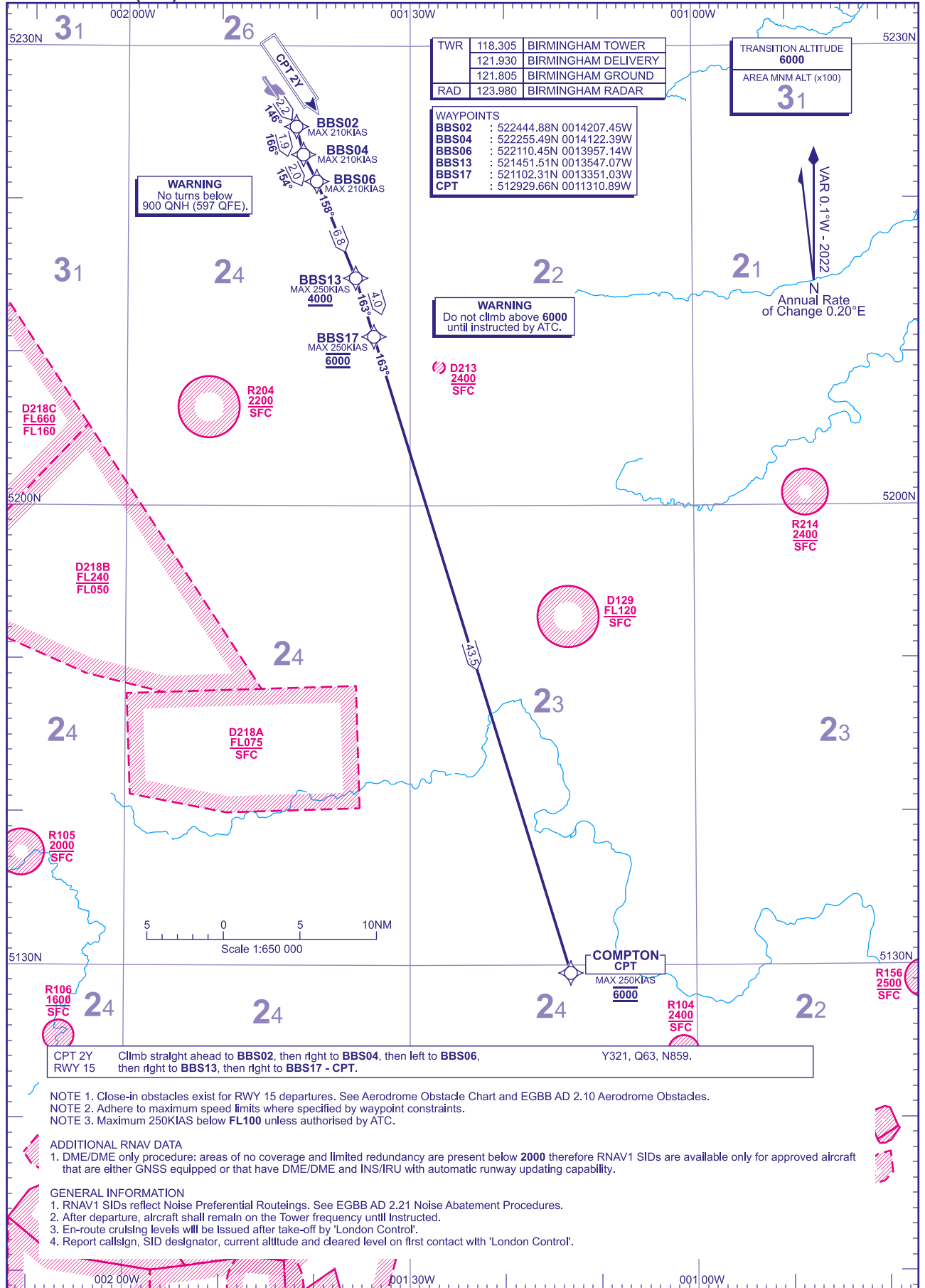
ADDITIONAL RNAV DATA
1. DME/DME only procedure: areas of no coverage and limited redundancy are present below 2000 therefore RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

- GENERAL INFORMATION
- 1. RNAV1 SIDs reflect Noise Preferential Routings. See EGBB AD 2.21 Noise Abatement Procedures.
 - 2. After departure, aircraft shall remain on the Tower frequency until instructed.
 - 3. En-route cruising levels will be issued after take-off by 'London Control'.
 - 4. Report call sign, SID designator, current altitude and cleared level on first contact with 'London Control'.

**RNAV1 (DME/DME or GNSS)
STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**BIRMINGHAM
RWY 15
CPT 2Y**



TWR	118.305	BIRMINGHAM TOWER
	121.930	BIRMINGHAM DELIVERY
	121.805	BIRMINGHAM GROUND
RAD	123.980	BIRMINGHAM RADAR

TRANSITION ALTITUDE	6000
AREA MNM ALT (x100)	31

WAYPOINTS	
BBS02	: 522444.88N 0014207.45W
BBS04	: 522255.49N 0014122.39W
BBS06	: 522110.45N 0013957.14W
BBS13	: 521451.51N 0013547.07W
BBS17	: 521102.31N 0013351.03W
CPT	: 512929.66N 0011310.89W

WARNING
No turns below
900 QNH (597 QFE).

WARNING
Do not climb above 6000
until instructed by ATC.

VAR 0.1°W - 2022
Annual Rate
of Change 0.20°E

CPT 2Y Climb straight ahead to **BBS02**, then right to **BBS04**, then left to **BBS06**, then right to **BBS13**, then right to **BBS17 - CPT**. Y321, Q63, N859.

NOTE 1. Close-in obstacles exist for RWY 15 departures. See Aerodrome Obstacle Chart and EGBB AD 2.10 Aerodrome Obstacles.
NOTE 2. Adhere to maximum speed limits where specified by waypoint constraints.
NOTE 3. Maximum 250KIAS below FL100 unless authorised by ATC.

ADDITIONAL RNAV DATA
1. DME/DME only procedure: areas of no coverage and limited redundancy are present below 2000 therefore RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

GENERAL INFORMATION
1. RNAV1 SIDs reflect Noise Preferential Routeings. See EGBB AD 2.21 Noise Abatement Procedures.
2. After departure, aircraft shall remain on the Tower frequency until instructed.
3. En-route cruising levels will be issued after take-off by 'London Control'.
4. Report callsign, SID designator, current altitude and cleared level on first contact with 'London Control'.

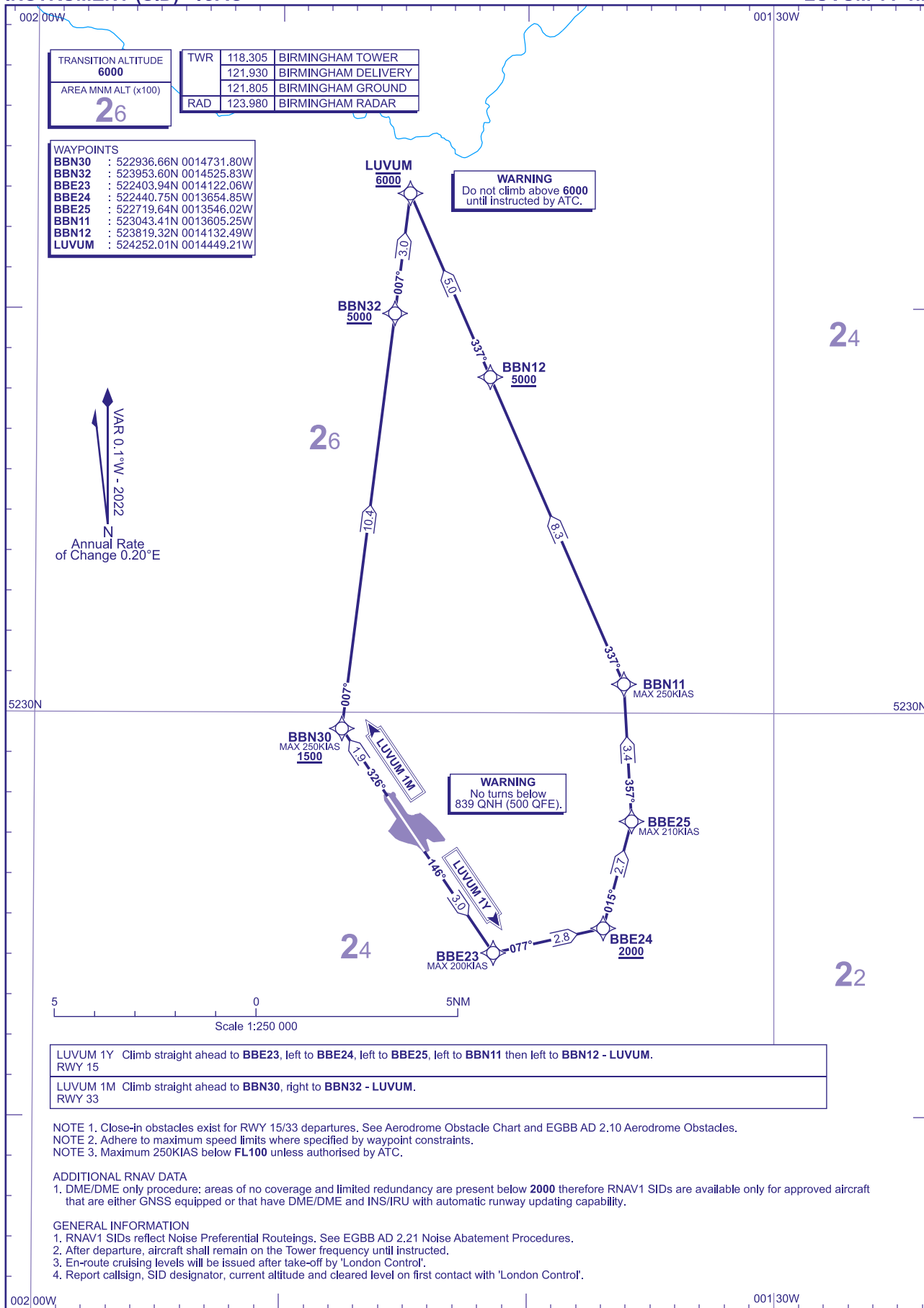
CHANGE (4/25): AMA REVISED.
AERO INFO DATE 17 JAN 25

AD 2.EGBB-6-3

**RNAV1 (DME/DME or GNSS)
STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**BIRMINGHAM
RWY 15/33
LUVUM 1Y 1M**



TRANSITION ALTITUDE	6000	
AREA MNM ALT (x100)	26	

TWR	118.305	BIRMINGHAM TOWER
	121.930	BIRMINGHAM DELIVERY
	121.805	BIRMINGHAM GROUND
RAD	123.980	BIRMINGHAM RADAR

WAYPOINTS	
BBN30	: 522936.66N 0014731.80W
BBN32	: 523953.60N 0014525.83W
BBE23	: 522403.94N 0014122.06W
BBE24	: 522440.75N 0013654.85W
BBE25	: 522719.64N 0013546.02W
BBN11	: 523043.41N 0013605.25W
BBN12	: 523819.32N 0014132.49W
LUVUM	: 524252.01N 0014449.21W

WARNING
Do not climb above 6000 until instructed by ATC.

WARNING
No turns below 839 QNH (500 QFE).

VAR 0.1°W - 2022
Annual Rate of Change 0.20°E

LUVUM 1Y Climb straight ahead to BBE23, left to BBE24, left to BBE25, left to BBN11 then left to BBN12 - LUVUM.
RWY 15

LUVUM 1M Climb straight ahead to BBN30, right to BBN32 - LUVUM.
RWY 33

NOTE 1. Close-in obstacles exist for RWY 15/33 departures. See Aerodrome Obstacle Chart and EGBB AD 2.10 Aerodrome Obstacles.
NOTE 2. Adhere to maximum speed limits where specified by waypoint constraints.
NOTE 3. Maximum 250KIAS below FL100 unless authorised by ATC.

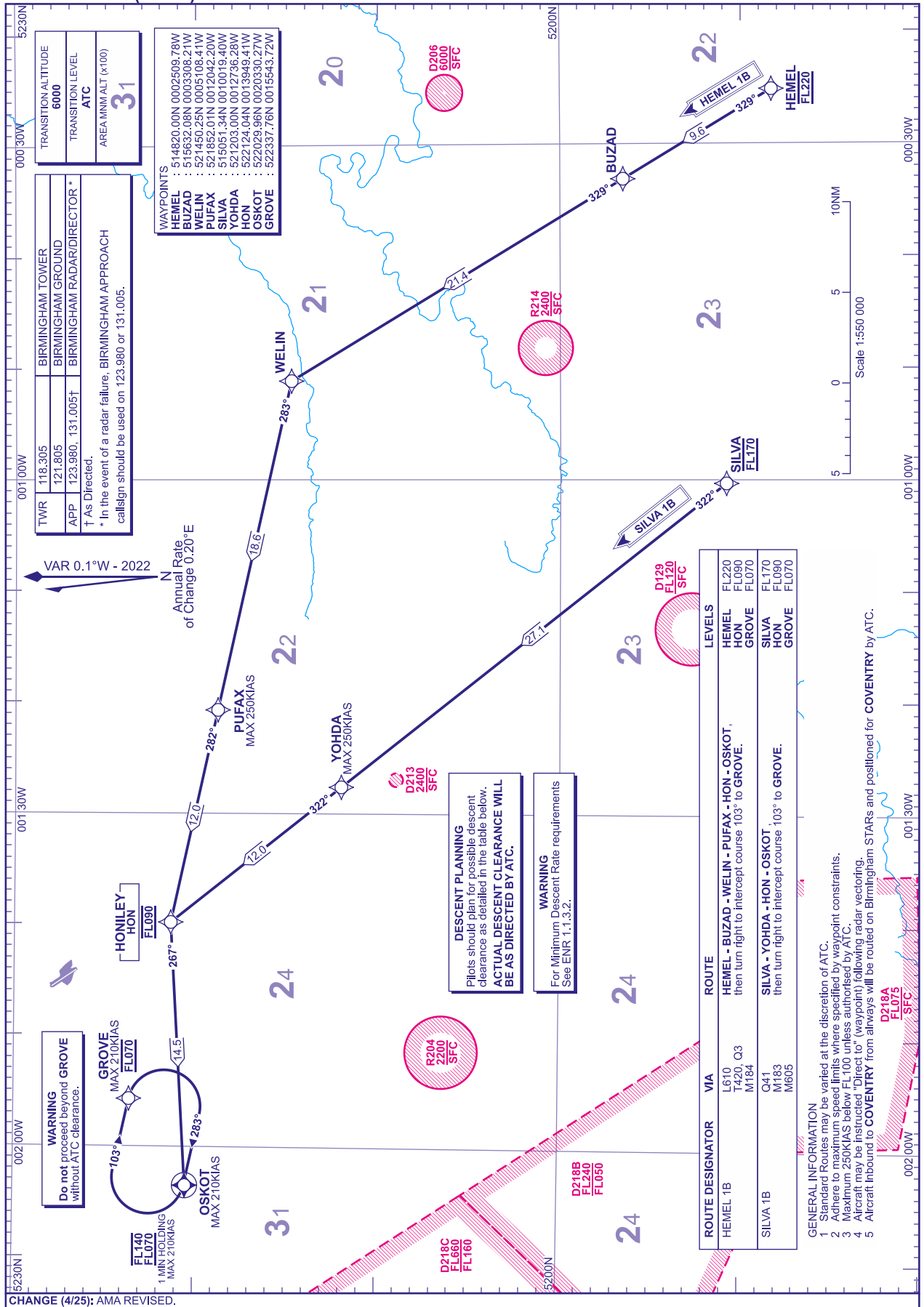
ADDITIONAL RNAV DATA
1. DME/DME only procedure: areas of no coverage and limited redundancy are present below 2000 therefore RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

GENERAL INFORMATION
1. RNAV1 SIDs reflect Noise Preferential Routeings. See EGBB AD 2.21 Noise Abatement Procedures.
2. After departure, aircraft shall remain on the Tower frequency until instructed.
3. En-route cruising levels will be issued after take-off by 'London Control'.
4. Report callsign, SID designator, current altitude and cleared level on first contact with 'London Control'.

**RNAV5 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**BIRMINGHAM
HEMEL 1B SILVA 1B**



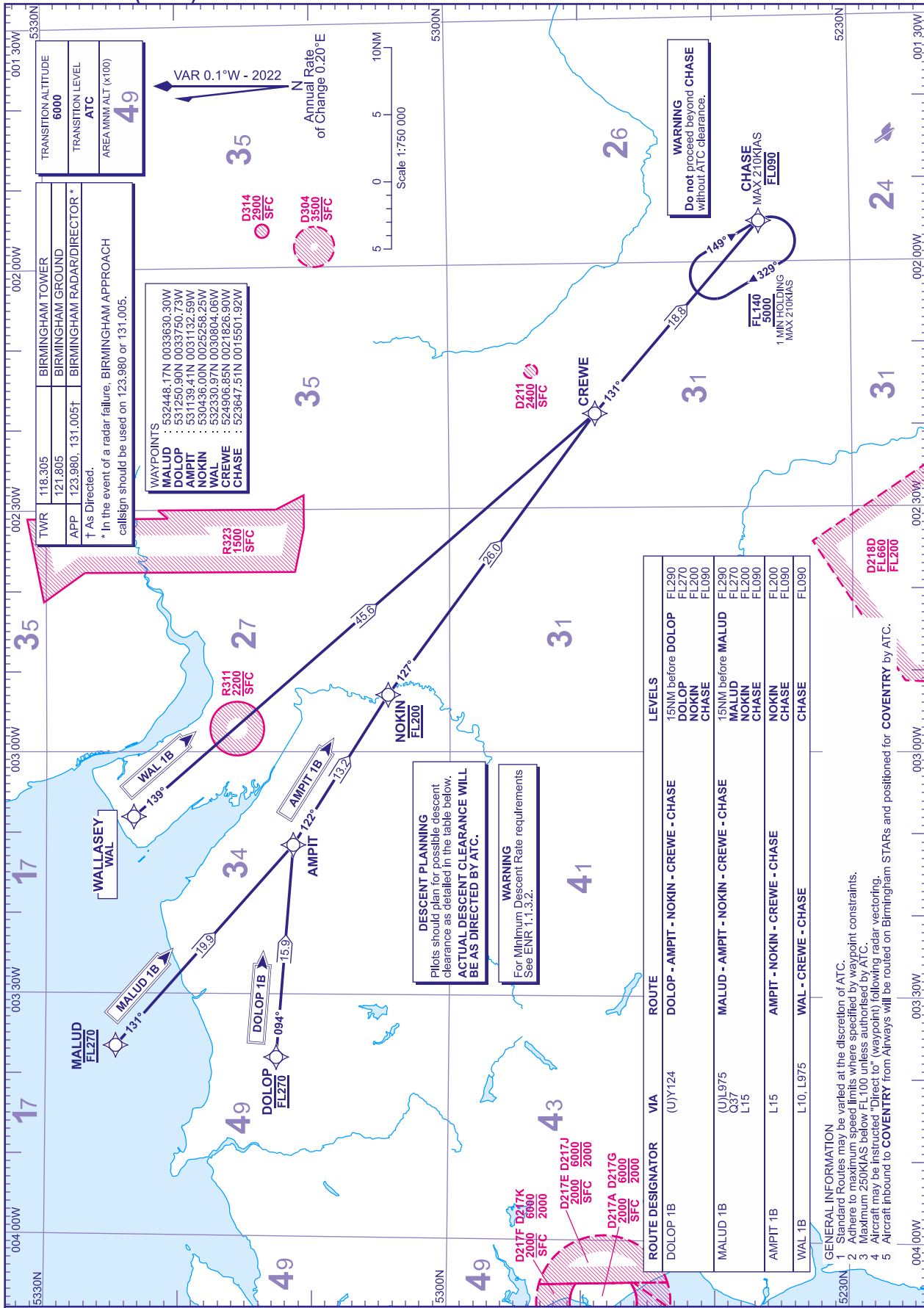
CHANGE (4/25): AMA REVISED.
AERO INFO DATE 17 JAN 25

AD 2-EGBB-7-3

**RNAV5 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**BIRMINGHAM
DOLOP 1B MALUD 1B
AMPIT 1B WAL 1B**



TRANSITION ALTITUDE	6000
TRANSITION LEVEL	ATC
AREA MNM ALT (x100)	49

TWR	118.305	BIRMINGHAM TOWER
	121.805	BIRMINGHAM GROUND
APP	123.980, 131.005*	BIRMINGHAM RADAR/DIRECTOR *

† As Directed.
* In the event of a radar failure, BIRMINGHAM APPROACH call sign should be used on 123.980 or 131.005.

WAYPOINTS

MALUD	: 532448.17N 0033630.30W
DOLOP	: 531250.90N 0033750.73W
AMPIT	: 531139.47N 0031132.59W
NOKIN	: 530436.00N 0025256.25W
WAL	: 532330.97N 0030604.06W
CREWE	: 524906.86N 0021826.90W
CHASE	: 523647.57N 0015501.92W

ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
DOLOP 1B	(U)Y124	DOLOP - AMPIT - NOKIN - CREWE - CHASE	15NM before DOLOP FL290 FL270 DOLOP FL200 NOKIN CHASE FL090
MALUD 1B	(U)L975 Q37 L15	MALUD - AMPIT - NOKIN - CREWE - CHASE	15NM before MALUD FL290 FL270 MALUD FL200 NOKIN CHASE FL090
AMPIT 1B	L15	AMPIT - NOKIN - CREWE - CHASE	FL200 FL090 CHASE FL090
WAL 1B	L10, L975	WAL - CREWE - CHASE	FL090

DESCENT PLANNING
Pilots should plan for possible descent clearance as detailed in the table below.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

WARNING
For Minimum Descent Rate requirements See ENR 1.1.3.2.

GENERAL INFORMATION

- Standard Routes may be varied at the discretion of ATC.
- Adhere to maximum speed limits where specified by waypoint constraints.
- Maximum 250KIAS below FL100 unless authorised by ATC.
- Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
- Aircraft inbound to **COVENTRY** from Airways will be routed on Birmingham STARs and positioned for **COVENTRY** by ATC.

CHANGE (2/25); EGR323 ADDED.
AERO INFO DATE 05 DEC 24

AD 2-EGBB-7-4

		Taxiway GOLF: 15 M Surface: Asphalt
		Taxiway HOTEL: 15 M Surface: Asphalt
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGLK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Aircraft > 3500 KG MTOW will park on Apron Stands 1-9 marked on the ground and with signage, with taxiway guide lines.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 07/25: Runway designation, displaced landing thresholds, runway centre-line, continuous yellow lines mark the runway entry/exit routes. Runway light(s): Threshold - HI green, Runway Edge - HI colour coded red (pre threshold)/white, Runway End - HI red. Taxiway marking aid(s): Yellow centre-line, with green reflectors. Blue edge reflectors. Taxiway light(s): Blue edge lights from runway to holding points A2, C1, D & E1.
3	Stop bars and runway guard lights (if any)	Runway guard lights at holding points A1, C1, D, E1.
4	Other runway protection measures	Illuminated runway hold signs at A1, C1, D, E1.
5	Remarks	Three WDI (LGTD): 511926.21N 0005105.69W - 511931.30N 0005041.24W - 511923.79N 0005027.49W. WDI: 511917.58N 0005111.38W.

EGLK AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/ Colour	Remarks
1	2	3	4		5	6
(EGLK4230) 07/TAKE-OFF 25/ APPROACH	MAST	512124.71N 0004321.29W	766 FT	348 FT	No	
(EGLK4057) 07/APPROACH 25/ TAKE-OFF	COMMS MAST	511926.64N 0005139.25W	390 FT	72 FT	No	

In circling area and at aerodrome						
Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/ Colour	Remarks
1	2	3	4		5	6
TRAINING AREA 2	CRANE	511911.25N 0004824.62W	425 FT	100 FT	Yes Solid white.	Gibraltar Barracks, Minley Road.
TRAINING AREA 1	CRANE	511856.58N 0004848.72W	425 FT	100 FT	Yes Solid white.	Gibraltar Barracks, Minley Road.

EGLK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE HEATHROW
2	Hours of service MET Office outside hour	H24

17 Apr 2025

3	Office responsible for TAF preparation Periods of validity	MET OFFICE HEATHROW 9 hours.
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self-briefing.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs and METARs. English.
7	Charts and other information available for briefing or consultation	Available via Met Office Aviation Briefing Service.
8	Supplementary equipment available for providing information	Webcam and local Met observations at www.blackbusheairport.co.uk/weather .
9	ATS units provided with information	BLACKBUSHE
10	Additional information (limitation of service, etc.)	Observations only disseminated locally.

EGLK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength (PCN)	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
07	071.57°	1285 x 46 M	RWY surface: Asphalt	511921.18N 0005116.63W 151.4 FT	THR 321.7 FT	
25	251.58°	1285 x 46 M	RWY surface: Asphalt	511931.40N 0005027.69W 151.4 FT	THR 324.0 FT	

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
		1285 x 102 M				RWY 07 Threshold displaced by 149 M.
		1285 x 102 M				RWY 25 Threshold displaced by 137 M.

EGLK AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
07	1199 M	1199 M	1199 M	1102 M	
25	1199 M	1199 M	1199 M	1062 M	

EGLK AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
07		Green Light intensity high Green wingbars	PAPI Left/3.1° 20 FT			Full length 60 M White Light intensity high	Red Light intensity high		

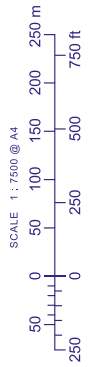
BLACKBUSHE
EGLK

AD ELEV 325 ft

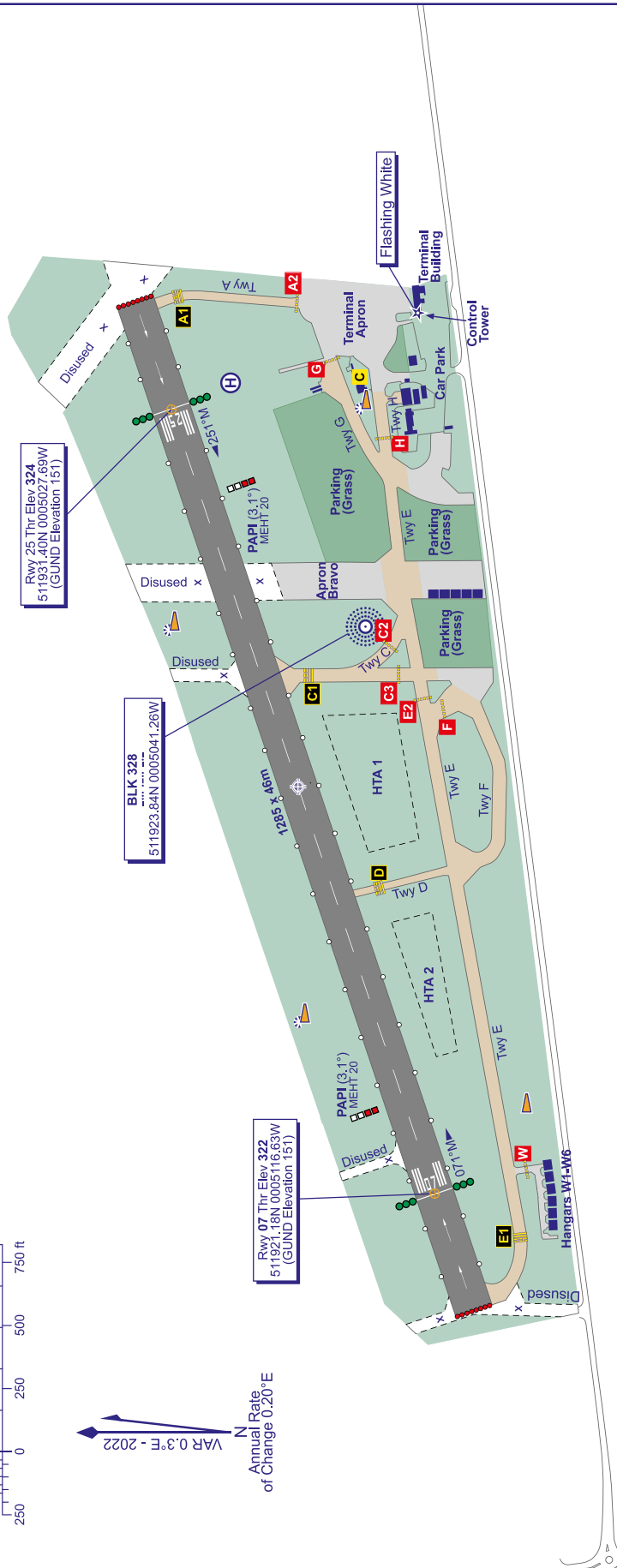
ARP 511926N 0005051W

AERODROME
CHART - ICAO

GUND (Geoid Undulation) =
The height of the geoid (MSL) above the
reference ellipsoid (WGS 84) at the stated position.
BEARINGS ARE MAGNETIC.
ELEVATIONS ARE IN FEET.
OBSTACLE ELEVATIONS IN FEET AMSL 325
OBSTACLE HEIGHTS IN FEET ABOVE AD (0)



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
RWY / APRON / TWY	SURFACE	BEARING STRENGTH	ELEVATION
RWY 07/25	Asphalt	-	-
Terminal Apron	Asphalt	-	-
TWY A, C, D, E, F, G, H	Asphalt	-	-



COM	122.305	BLACKBUSHE INFORMATION
AFIS	122.305	BLACKBUSHE RADIO
A/G		
LIGHTING		
THR 07/25	HI green W bars.	
RWY 07/25	HI edge. End lights red.	
TWY	Blue edge from RWY to holds A2, C1, D & E1. Guard lights at holds A1, C1, D & E1.	

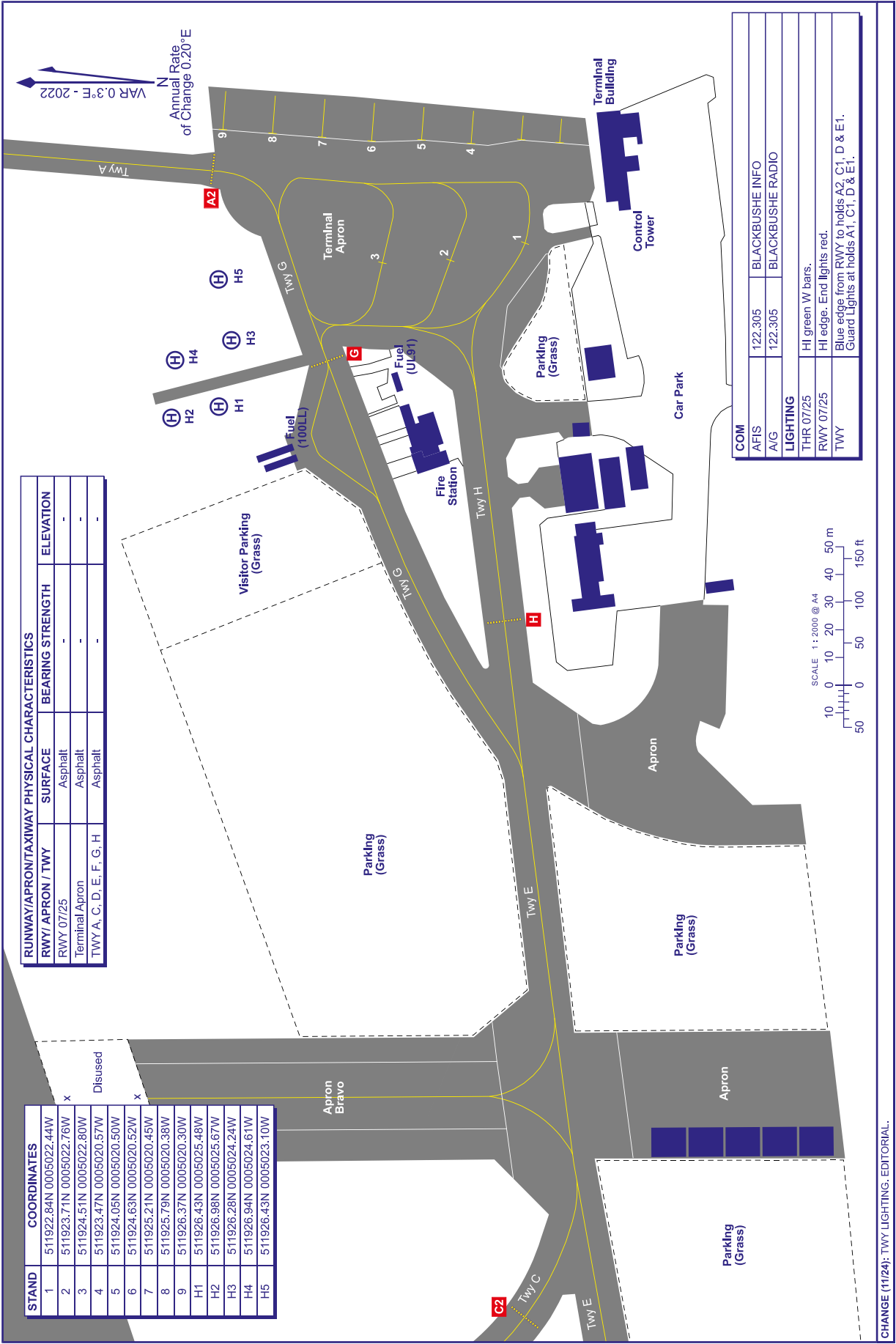
CHANGE (4/25): RWY 25 PAPI. HOLD W MOVED.

BLACKBUSHE
EGLK

AD ELEV 325 ft

ARP 511926N 0005051W

AIRCRAFT PARKING/DOCKING
CHART - ICAO



AERO INFO DATE 21 AUG 24

AD 2-EGLK-2-2

		Taxiway ECHO: 15 M Surface: Asphalt PCN 14/F/A/W/T
3	Altimeter checkpoint location and elevation	Apron 33 FT
4	VOR checkpoints	
5	INS checkpoints	See Aircraft Parking/Docking chart.
6	Remarks	

EGNH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Aircraft >3000 KG to be parked under the instruction of a marshaller. Marshaller guidance also available on request.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 10/28: Runway designation, runway threshold markings, centre-lines, Runway 28 TDZs. Runway light(s): Runway 28 yellow caution zone lighting. Taxiway light(s): Edge and centre-line lighting, blue edge lighting on Taxiway Alpha via the main Apron to B3 and Taxiway Echo south of Taxiway Charlie. Green centre-line lighting on Taxiway Echo north of Taxiway Charlie. Additionally reflective edge and centre-line markers are installed between B3 and B4 and on the eastern section of Taxiway Charlie (between Bravo and Echo).
3	Stop bars and runway guard lights (if any)	Runway guard lights at A3, C1, D2, E2.
4	Other runway protection measures	
5	Remarks	At night-time taxiways with reflective markers may be used by aircraft which have a serviceable taxi or landing light which must be illuminated. It is the pilot's responsibility to refuse taxi clearance via these routes at night if not so equipped. Taxiways without powered lighting will not be used in either visibility or RVR of 1500 M or less. 2 Illuminated wind direction indicators at: 534612.67N 0030110.16W - 534627.70N 0030220.42W.

EGNH AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/ Colour	Remarks
1	2	3	4		5	6
(EGNH9714) 10/APPROACH 28/ TAKE-OFF	STREETLIGHT	534624.67N 0030308.50W	56 FT	33 FT	No	
(EGNH9713) 10/APPROACH 28/ TAKE-OFF	STREETLIGHT	534623.60N 0030307.15W	59 FT	36 FT	No	
(EGNH8773) 10/APPROACH 28/ TAKE-OFF	CONTROL BOX	534621.90N 0030248.03W	34 FT	5 FT	No	
(EGNH9711) 10/APPROACH 28/ TAKE-OFF	STREETLIGHT	534621.29N 0030305.83W	55 FT	33 FT	No	
(EGNH9709) 10/APPROACH 28/ TAKE-OFF	STREETLIGHT	534619.02N 0030304.47W	58 FT	36 FT	No	
(EGNH9708) 10/APPROACH 28/ TAKE-OFF	STREETLIGHT	534617.77N 0030304.46W	55 FT	34 FT	No	

In circling area and at aerodrome						
Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/ Colour	Remarks
1	2	3	4		5	6
(EGNH8848)	MAST	534946.57N 0024948.65W	654 FT	602 FT	Yes Red	
	CRANE	534911N 0030057W	201 FT	135 FT	Yes Red	Blackpool Victoria Hospital. End estimated 10 Jan 2026.
(EGNH6333)	BLACKPOOL TOWER	534857.27N 0030318.79W	534 FT	498 FT	Yes Red	
(EGNH8494)	COMMS MAST	534832.45N 0030301.04W	224 FT	207 FT	No	
(EGNH9471)	MAST LC	534740.63N 0025948.87W	286 FT	248 FT	No	
(EGNH9521)	HV PYLON	534735.96N 0025825.06W	187 FT	151 FT	No	
(EGNH6317)	RIDE	534720.23N 0030326.12W	242 FT	224 FT	Yes Red	
(EGNH9232)	ANTENNA	534608.12N 0030052.69W	80 FT	51 FT	No	
	CRANE	534545.07N 0030012.92W	100 FT	88 FT	Yes Red	Expected duration Dec 2025.

EGNH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER 9 hours.
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self briefing facilities available, contact Security for details.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs and METARs. English.
7	Charts and other information available for briefing or consultation	METFORM 214-215, H24 MSLP Forecast, EUR SIG WX, Upperwind/Temps, AIRMET Southern, AIRMET Northern, AIRMET Scottish.
8	Supplementary equipment available for providing information	
9	ATS units provided with information	BLACKPOOL
10	Additional information (limitation of service, etc.)	

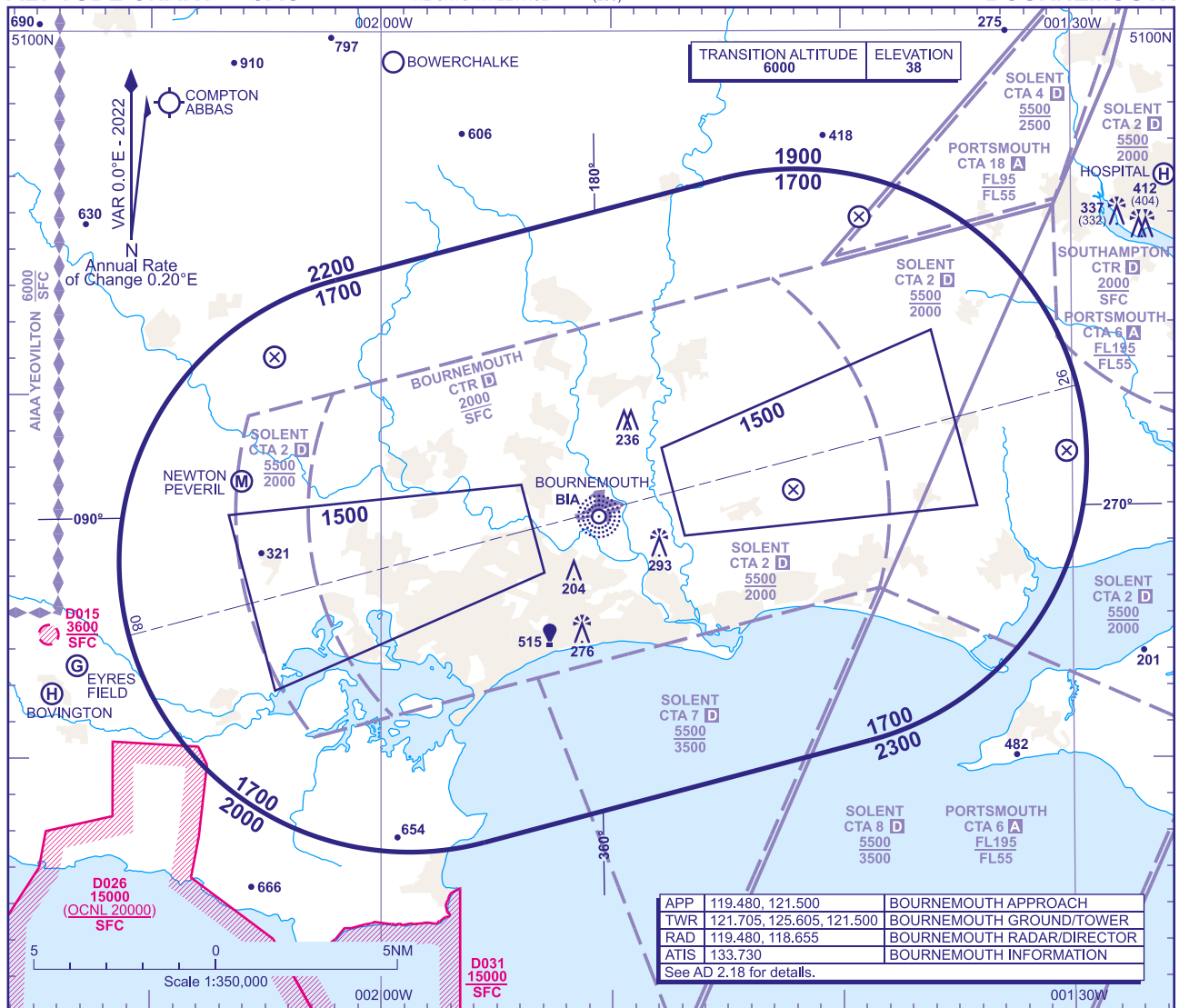
EGNH AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength (PCN)	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
10	094.63°	1868 x 45 M	RWY surface: Asphalt, Grooved PCN 33/F/A/W/T	534620.06N 0030233.67W 171.6 FT	THR 31.8 FT	
28	274.66°	1868 x 45 M	RWY surface: Asphalt, Grooved PCN 33/F/A/W/T	534615.16N 0030051.98W 171.5 FT	THR 28.0 FT TDZ 29.1 FT	
13	127.30°	998 x 24 M	RWY surface: Asphalt PCN 14/F/A/W/T	534625.45N 0030231.30W 171.6 FT	THR 32.1 FT	
31	307.31°	998 x 24 M	RWY surface: Asphalt PCN 14/F/A/W/T	534608.74N 0030154.29W 171.6 FT	THR 31.1 FT	

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 293
HEIGHTS IN FEET AGL (293)

BOURNEMOUTH



MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is **1700** in the sector defined by the lateral limits; 505310N 0020158W - 505557N 0014510W thence clockwise by an arc of a circle radius 8NM centred on 504813N 0014159W to 504029N 0013849W - 503742N 0015532W thence clockwise by an arc of a circle radius 8NM centred on 504526N 0015845W to 505310N 0020158W.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude or **1000** above any fixed obstacles:
a) within 5NM of the aircraft*, and
b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.
*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

LOSS OF COMMUNICATION PROCEDURES

Initial Approach

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **2000**, or last assigned level if higher to

NDB(L) BIA†.

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) BIA†.**

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.4.

GENERAL INFORMATION

- Levels shown are based on QNH.
- Only significant obstacles and dominant spot heights are shown.
- The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
- Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
- Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
- This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
- When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to Intercept the final approach track.**

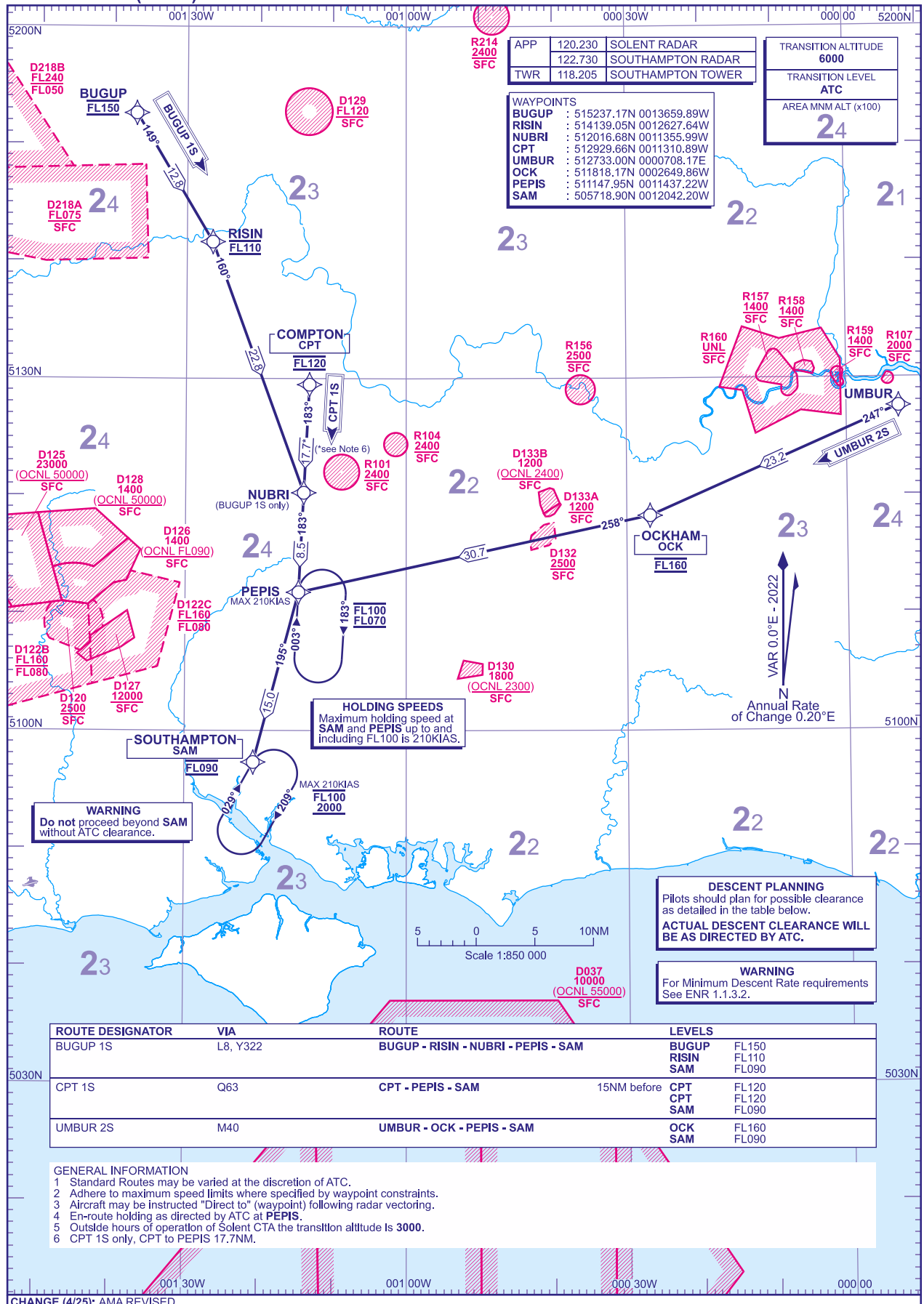
CHANGE (4/25): SPECIFICATION CHANGE, HOSPITAL HELI SITE ADDED.
AERO INFO DATE 24 JAN 25

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**RNAV5 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

**BOURNEMOUTH
BUGUP 1S CPT 1S UMBUR 2S**



APP	120.230	SOLENT RADAR
	122.730	SOUTHAMPTON RADAR
TWR	118.205	SOUTHAMPTON TOWER

TRANSITION ALTITUDE	6000
TRANSITION LEVEL	ATC
AREA MNM ALT (x100)	24

WAYPOINTS	
BUGUP	: 515237.17N 0013659.89W
RISIN	: 514139.05N 0012627.64W
NUBRI	: 512016.68N 0011355.99W
CPT	: 512929.66N 0011310.89W
UMBUR	: 512733.00N 0000708.17E
OCK	: 511818.17N 0002649.86W
PEPIS	: 511147.95N 0011437.22W
SAM	: 505718.90N 0012042.20W

HOLDING SPEEDS
Maximum holding speed at SAM and PEPIS up to and including FL100 is 210KIAS.

WARNING
Do not proceed beyond SAM without ATC clearance.

DESCENT PLANNING
Pilots should plan for possible clearance as detailed in the table below.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

WARNING
For Minimum Descent Rate requirements See ENR 1.1.3.2.

ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
BUGUP 1S	L8, Y322	BUGUP - RISIN - NUBRI - PEPIS - SAM	BUGUP FL150 RISIN FL110 SAM FL090
CPT 1S	Q63	CPT - PEPIS - SAM	CPT FL120 CPT SAM FL120 SAM FL090
UMBUR 2S	M40	UMBUR - OCK - PEPIS - SAM	OCK FL160 SAM FL090

- GENERAL INFORMATION**
- Standard Routes may be varied at the discretion of ATC.
 - Adhere to maximum speed limits where specified by waypoint constraints.
 - Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
 - En-route holding as directed by ATC at PEPIS.
 - Outside hours of operation of Solent CTA the transition altitude is 3000.
 - CPT 1S only, CPT to PEPIS 17.7NM.

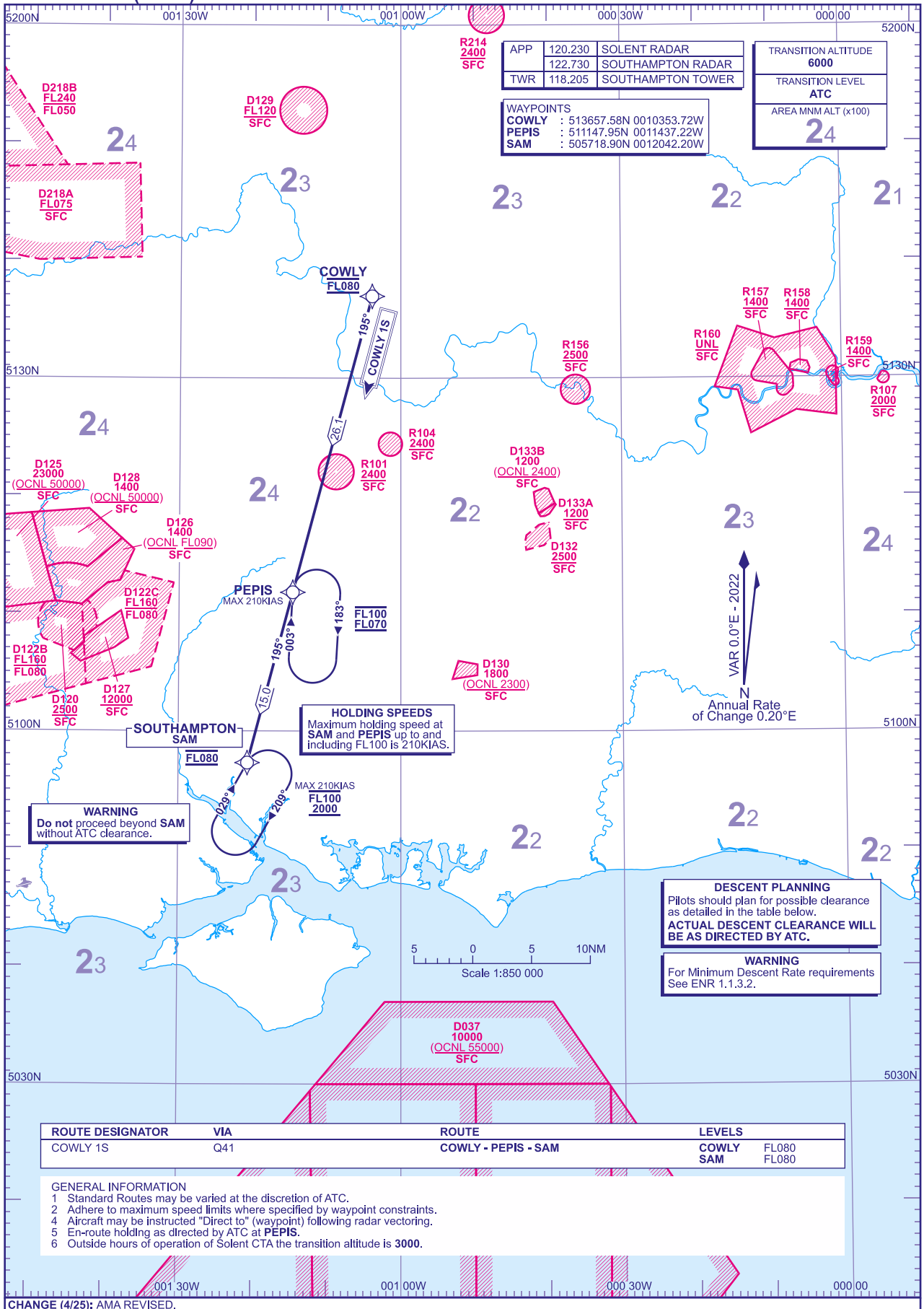
CHANGE (4/25): AMA REVISED.
AERO INFO DATE 17 JAN 25

AD 2-EGHH-7-1

**RNAV5 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

**BOURNEMOUTH
COWLY 1S**



APP	120.230	SOLENT RADAR
TWR	118.205	SOUTHAMPTON TOWER
	122.730	SOUTHAMPTON RADAR

TRANSITION ALTITUDE	6000
TRANSITION LEVEL	ATC
AREA MSL ALT (x100)	24

WAYPOINTS	
COWLY	: 513657.58N 0010353.72W
PEPIS	: 511147.95N 0011437.22W
SAM	: 505718.90N 0012042.20W

HOLDING SPEEDS
Maximum holding speed at SAM and PEPIS up to and including FL100 is 210KIAS.

WARNING
Do not proceed beyond SAM without ATC clearance.

DESCENT PLANNING
Pilots should plan for possible clearance as detailed in the table below. **ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.**

WARNING
For Minimum Descent Rate requirements See ENR 1.1.3.2.

ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
COWLY 1S	Q41	COWLY - PEPIS - SAM	COWLY FL080 SAM FL080

- GENERAL INFORMATION**
- Standard Routes may be varied at the discretion of ATC.
 - Adhere to maximum speed limits where specified by waypoint constraints.
 - Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
 - En-route holding as directed by ATC at PEPIS.
 - Outside hours of operation of Solent CTA the transition altitude is 3000.

EGGD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/ VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LLZ I 0.35°W (2022)	IBON	110.150 MHz	H24	512300.20N 0024202.08W		(RWY 09)
ILS/GP	IBON	334.250 MHz	H24	512259.92N 0024344.96W		3° ILS Ref Datum Hgt 57 FT. Certified for extended range up to 15 NM.
ILS/LLZ III 0.36°W (2022)	IBTS	110.150 MHz	H24	512255.18N 0024411.06W		(RWY 27)
ILS/GP	IBTS	334.250 MHz	H24	512253.79N 0024240.00W		3° ILS Ref Datum Hgt 50 FT. Certified for extended range up to 15 NM.
NDB (L) 0.36°W (2022)	BRI	414.000 kHz	H24	512253.19N 0024303.14W		On AD. Range 40 NM.
ILS/DME	IBON	38Y 110.150 MHz	H24	512259.85N 0024344.78W	628 FT	(RWY 09) DME freq paired with ILS I-BON and I-BTS. Zero range is indicated at THR of Runway 09.
ILS/DME	IBTS	38Y 110.150 MHz	H24	512253.92N 0024240.23W	617 FT	(RWY 27) DME freq paired with ILS I-BON and I-BTS. Zero range is indicated at THR of Runway 27
VOR/DME 0.59°W (2022) 0.80°W (2019)	BCN	121Y 117.450 MHz	H24	514331.89N 0031546.92W	1450 FT	RNAV Substitution Only. VOR DOC: 65 NM/50000 FT. DME DOC: 65 NM/50000 FT (125 NM/50000 FT in Sector R136-001).

EGGD AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

- a) Aircraft unable to communicate by radio with ATC will not be accepted.
- b) All flights are at all times subject to PPR. The filing of a flight plan with NATS Ltd does not constitute permission to use Bristol Aerodrome.
- c) Aircraft using Bristol Airport are to carry third party insurance cover of not less than £500,000.
- d) Due to restricted General Aviation parking facilities, operators of inbound General Aviation flights must pre-notify published handling agents with their ETA and duration of stay.
- e) All aircraft operators should submit details of proposed flights and schedules to Airport Co-ordination Ltd, who act as agents on behalf of Bristol for this purpose. Bristol is an IATA Level 3 coordinated airport as defined by IATA and the UK Department for Transport. It is a condition of use of Bristol Airport that operators fully comply with the time allocated by Airport Co-ordination Ltd on behalf of Bristol Airport. Requests for ad-hoc slot allocations during this period, should be made to ACL during working hours 0730-1600, Monday to Friday by SITA: LONACXH; e-mail: lonacxh@acl-uk.org; Tel: 0161-493 1850; or at all other times to Bristol Airport Duty Manager: 01275-473424.

These applications must include the following information:

- i. Aircraft owner/operator;
- ii. aircraft type and registration;
- iii. flight number (if applicable);
- iv. requested time of arrival and departure at Bristol;
- v. nominated handling agent at Bristol.

OCS account holders can add, change and cancel slots at any time on the online coordination portal: <https://www.online-coordination.com>.

- f) Due to limited aircraft stand availability, aircraft wishing to divert to Bristol Airport may not be accepted, except in an emergency.
- g) High visibility clothing must be worn on the apron and manoeuvring area at all times, except for passengers under escort.

17 Apr 2025

2 GROUND MOVEMENT

- a) A marshaller is required for parking on all stands. Aircraft must wait on the taxiway or apron taxilane until a marshaller is present and gives the correct hand signals to proceed.
- b) It is mandatory for Ground Crew to use a headset for engine-start and pushback/departure communications. The only exceptions are headset or port unserviceability. The Aircraft Commander must advise ATC if they are not in, or lose two-way headset communication with the Ground Crew prior to, or during a pushback.
- c) Aircraft engine runs: Permission to carry out an engine run is required for an aircraft with one or more of the following parameters:
 - i. An aircraft equipped with jet engines (including business jets);
 - ii. any commercial turbo prop engine aircraft;
 - iii. any aircraft planning a high power engine run;
 - iv. any out of hours engine run.

Permission will be given via an authorisation code. To obtain the authorisation code, contact the Airside Operations Department on 01275-473705 in advance of the planned engine run time.

- d) Most grass areas are unsuitable for parking of aircraft.
- e) Bristol Delivery frequency 121.930 MHz may be open during peak daytime hours. 121.930 MHz is not monitored if not operational.
- f) Pilots should request airways or departure clearances prior to start. Clearances are available up to 15 minutes before EOBT.
- g) Code D & E aircraft movements between holding points G3 and Z2 will be provided with a follow-me vehicle.
- h) B787 and A330 available taxi routes:

Departure

Runway 09: Taxiway Z to Taxiway G, enter Runway at GX.

Runway 27: Taxiway Z to Taxiway A, enter Runway at AX.

Arrival

Runway 09: Runway to vacate either BX (Taxiway B) or AX (Taxiway A) to Taxiway Z to allocated stand.

Runway 27: Runway to vacate GX, Taxiways G and Z to allocated stand.

- i) B787 and A330 aircraft will not be able to backtrack.
- j) Flight crew should only request start up/pushback when ready to depart. This shall include doors closed, steps removed, tug attached and communication established with their ground crew.
- k) Pilots are to use the minimum power necessary when manoeuvring on the taxiway and taxilane system. This is of particular importance when manoeuvring in the apron cul-de-sacs.
- l) Aircraft shall enter Stands 22-25 inclusive directly from Taxiway Zulu, following the stand identification markings and arrows on the taxiway. Aircraft parking on Stands 23 or 24 must taxi straight in from Taxiway Z and not via Link Charlie to the rear of these stands.
- m) Push and hold procedure is available, arrange via ground crew. Start-up approval is required from ground crew.
- n) There are four roadway uncontrolled crossings across apron cul-de-sacs and taxi-lanes on the east and west aprons. Traffic on the crossings is not under ATC control but is required to give way to aircraft prior to entering the crossing point. Pilots should be aware of the proximity of road traffic whilst manoeuvring.

3 CAT II/III OPERATIONS

- a) Runway 27, subject to the serviceability of the equipment, is suitable for Category III operations by operators whose minima have been accepted by the Civil Aviation Authority.
- b) Pilots will be informed by ATIS broadcast or by RTF when Low Visibility Procedures (LVPs) are in operation.
- c) Holding points DX, FX and HX will not be available when LVP are in force.
- d) Arriving aircraft Runway 27 - Pilots are to delay the call 'runway vacated' until the aircraft has completely passed the end of the green/yellow colour coded taxiway centreline lights. These lights denote the extent of the ILS Localiser sensitive area.
- e) When IRVR is 400 M or less, a follow-me vehicle shall be provided from the edge of the manoeuvring area onto the allocated stand.

4 WARNINGS

- a) Ground signals are not displayed, except for light signals.
- b) Bird Dispersal is carried out on a regular basis, using a bird control laser, BABS and pyrotechnic equipment. Pilots are warned, however, that birds may not always be detected on the extreme western end of the aerodrome and on the approaches and departure tracks of all runways. Racing pigeon activity over/close to the airport is evident throughout the year, especially from 1 April to 31 October.
- c) Hot air balloon launches take place in VMC from Ashton Court (3.5 NM north east of the aerodrome) and from Bath (12 NM east of the aerodrome). Balloons may be observed downwind of these sites within the CTR and within or passing beneath the CTA. All hot air balloons within controlled airspace operating above 1000 FT QNH will be in contact with ATC who will notify pilots of known balloon activity which may affect their flights.
- d) Glider and hang-glider activity takes place in VMC within designated glider blocks as follows:
 - i. Ubley - A small section of the CTR south of Blagdon Lake up to 2500 FT QNH.
 - ii. Halesland blocks A and B - Bristol CTA-5 to the east of Cheddar Reservoir up to 4000 FT QNH and occasionally up to 5000 FT QNH.
 - iii. The Bath Gap - Bristol CTA-6 up to 4500 FT QNH.

ATC will notify pilots of known glider activity which may affect their flights (this may be via an ATIS message). IFR flights will be vectored to remain clear of active glider blocks and given descent instructions to maintain at least 500 FT above the gliders' maximum operating altitude.

- e) Caution, pilots may experience windshear/turbulence, especially if the wind is strong southeasterly (using Runway 09) or strong westerly (using Runway 27).

- f) Laser light display at Weston-super-Mare seafront, 10.5 NM west south west of the airport, may affect pilots making approaches to Runway 09 or departing from Runway 27.
- g) Small unmanned vehicles (UAVs) may operate from a site within the CTR approximately 3.5 NM north east of the aerodrome, up to 570 FT AMSL within 1 NM of the site.
- h) Model aircraft may operate from a site within the CTR approximately 4 NM northwest of the airport up to 1015 FT AMSL within 0.5 NM of the site.

5 HELICOPTER OPERATIONS

- a) A noise sensitive area exists immediately to the north of the northern aerodrome boundary, which should not be overflown below 500 FT QFE.
- b) Helicopters must arrive/depart using Runway in use. Easterly departures to turn north and follow the A38 after crossing threshold.
- c) Westerly departures should not turn north until crossing the aerodrome boundary.
- d) Westerly arrivals from the north should approach following the A38 road and join on a right base for Runway 27, avoiding Felton village and the noise sensitive area to the north.
- e) Helicopters are not permitted to over-fly any part of the northside aprons. Any helicopters instructed to land on the northside aprons shall be marshalled by Airside Operations.
- f) Helicopter circuit height is 700 FT QFE.

6 USE OF RUNWAYS

- a) In accordance with EU OPS Subpart E, the following approach operations are available to approved operators:
 - i. Runway 09 is suitable for lower than Standard Category I operations supported by an ILS Classification of I/T/1, when the IRVR is not less than 550 M.

7 TRAINING

- a) Use of the aerodrome for training purposes is subject to the following:
 - i. Training is not permitted under any circumstances between 2200-0700 (2100-0600);
 - ii. Use of the aerodrome for training purposes (navaid/runway/circuit), is subject to approval by the aerodrome operator, and subject to restrictions detailed within EGGD AD 2.20, 1. Airport Regulations;
 - iii. Inbound and outbound training sorties by based operators are permitted, and subject to restrictions detailed within EGGD AD 2.20, 1. Airport Regulations.

EGGD AD 2.21 NOISE ABATEMENT PROCEDURES

- a) In exercise of the powers conferred on it by Section 4 of the Civil Aviation Act 2006, Bristol Aerodrome has established a noise control scheme for the purpose of avoiding and limiting the effect of noise connected with the taking-off or, as the case may be, landing of aircraft at Bristol Aerodrome. The noise control scheme provides as follows:
- b) The following procedures may be departed from only to the extent necessary for avoiding immediate danger and for complying with ATC instructions.
 - i. Operators of all aircraft using the airport are to ensure that their aircraft conform to the noise abatement techniques laid down for the type of aircraft and that operations are conducted in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.
 - ii. When operating IFR, any aircraft carrying out a visual approach must not join the final approach track at an altitude of less than 2200 FT (QNH).
- c) Unless otherwise instructed by ATC, aircraft using the ILS in IMC or VMC shall not descend below the altitude specified in ii) above before intercepting the glide path nor thereafter fly below it. Aircraft approaching without assistance from ILS or radar shall follow a descent path which will not result in its being at any time lower than the approach path which would be followed by an aircraft using the ILS glide path.
- d) The Noise Preferential Routeings (NPR) given below are compatible with ATC requirements and shall apply in both VMC and IMC. The tracks are to be flown by all departing aircraft of more than 5700 KG maximum certified weight, unless otherwise instructed by ATC or unless deviations are required in the interests of safety.

The NPRs are incorporated in the ATC Standard Instrument Departure procedures (SIDs).

Take-Off Runway	NPR
09	Climb straight ahead to IBON 5.4 NM (IBTS 4.7 NM) DME to be no lower than 3000 FT QNH at this point before commencing the turn.
27	Climb straight ahead to IBTS 5.2 NM (IBON 4.5 NM) DME to be no lower than 3000 FT QNH at this point before commencing the turn.

The obligations of NPRs cease when an altitude of 4000 FT QNH or above has been reached.

- e) Jet aircraft and propeller driven aircraft of more than 5700 KG maximum certificated weight making visual approaches to Runway 27 shall intercept final approach track at:

17 Apr 2025

- i. Not less than 3 DME, from the North;
- ii. Not less than 4 DME, from the South.

f) Continuous Descent Approaches

Subject to ATC instructions, inbound aircraft are to maintain as high an altitude as practical and adopt a continuous descent profile, when appropriate. ATC will advise pilots of an estimate of the track distance to run to touchdown as soon as possible after first call on the approach frequency.

g) Aircraft Noise Quota Count System

Night flying restrictions apply restricting the operations of certain types of aircraft during the periods 2300-0700 (2200-0600). Except in the case of aircraft in distress, all take-offs and landings between these hours are subject to prior application being made to the Airport Co-ordination Ltd. A Night Noise Quota System is in force between 2330-0600 (2230-0500). Full details of the Night Noise Quota System and the night flying restrictions are available from Tel: 01275-475522.

- h) Every aircraft using the airport shall, after take-off or 'go around' be operated in the quietest possible manner. Aircraft exceeding 90 dB(A) (103PNdB) by day 0600-2329 (0500-2229) and 85 dB(A) (96PNdB) by night 2330-0559 (2230-0459) at the noise monitoring points located 6.5 KM from the start of roll for Runways 09 and 27 will be subject to a penalty as set out in the airport Fees and Charges.
- i) Pilots and engineers should restrict the use of Auxiliary Power Units (APU) to the minimum time necessary. Between 2330-0559 (2230-0459) except when immediately prior to departure, APUs may only be run subject to approval from Airside Operations. An authorisation code will be required; contact 01275-473705. In addition, stands 38 and 39 have additional restrictions: FEGP is to be the primary source of power for aircraft when on stand. APUs may only be operated on these stands when required for operationally essential aircraft systems, immediately prior to departure.
- j) In order to avoid overflying Felton Village, when departing Runway 09 and requiring to turn left, all aircraft shall climb ahead to 1 NM DME before commencing the left turn.
- k) **Light Aircraft Operations**

- i. Runway 27

1. All pilots should arrange their flight so as to minimise noise nuisance.
2. Circuit direction (to land) is normally left hand.

- ii. Runway 09

1. Practice engine failures after take-off by single engined aircraft are not permitted.
2. Circuit direction (to land) is normally right hand only. However, ATC may require non-standard circuit direction for traffic integration.

EGGD AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR INBOUND AIRCRAFT

- a) Standard Arrival routes for aircraft inbound from the UK ATS Route network are detailed at AD 2-EGGD-7.
- b) **Inbound Procedure other than on ATS Route Network.**
 - i. VFR and Special VFR aircraft will usually be instructed to route via one of the Visual Reference Points (paragraph 5 refers), not above altitude 2000 FT (aerodrome QNH).

2 PROCEDURE FOR OUTBOUND AIRCRAFT

- a) Aircraft Outbound via the ATS Route Network
 - i. Standard Instrument Departures for aircraft outbound via the UK ATS Route network are detailed at AD 2-EGGD-6.
 - ii. Aircraft departing on a YORQI or HAWFA SID routing via L607 requesting a cruising level of FL 110 or above will be expected to maintain climb gradients to achieve FL 110 or above when crossing BUCFA. Pilots of aircraft unable to achieve FL 110 crossing BUCFA must inform ATC for alternative clearance.

Note: Due to the removal of the BCN DVOR, SIDs as detailed at AD 2-EGGD-6-1 and 6-3 are only available to aircraft that are RNAV 1 compliant.

- b) Aircraft Outbound to the FIR
 - i. IFR aircraft wishing to leave the Bristol CTR/CTA to enter the London FIR will be cleared by the most direct route consistent with the current traffic situation.
 - ii. VFR and Special VFR aircraft will usually be instructed to route via one of the Visual Reference Points, not above 2000 FT (aerodrome QNH).

**BRISTOL
EGGD**

AD ELEV 622FT

ARP 51258N 0024309W

**AERODROME
CHART - ICAO**

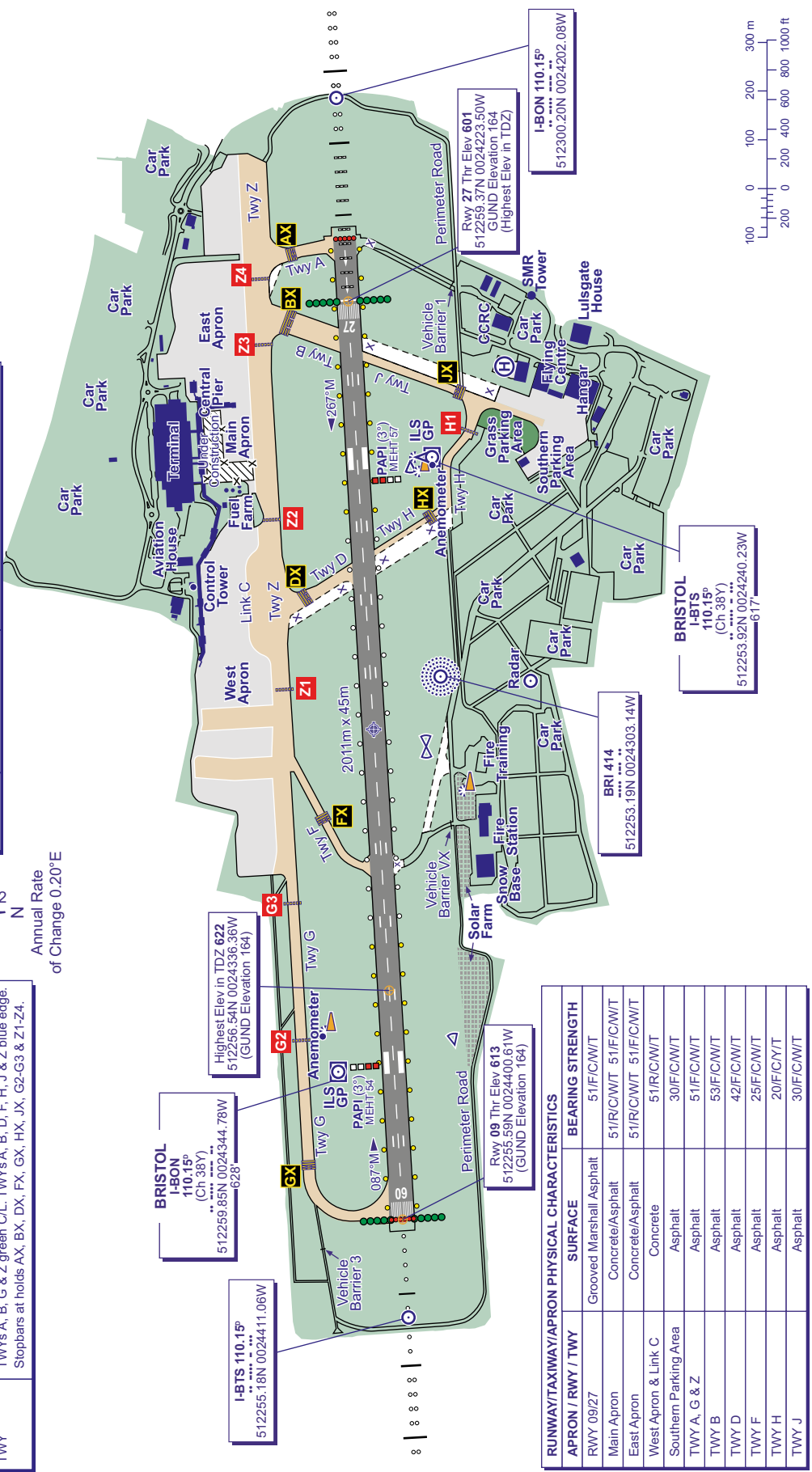
GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Ellipsoid (WGS 84) at the stated position.
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET
ELEVATIONS IN FEET AMSL
609

COM	BRISTOL INFO
ATIS	BRISTOL TOWER
TWR	126.030
	133.850 (as directed)
	136.080 (as directed)
	BRISTOL DELIVERY
	121.930 (as directed)
	BRISTOL GROUND
	121.930 (as directed)
OTHER	BRISTOL FIRE
	121.600

LIGHTING	HI 480 m coded C/L with 3 bars. HI 570 m coded C/L with 3 bars. Supplementary inner 300 m.
APCH 09	HI green uni-d with W bars.
APCH 27	HI elev bi-d with L omni-d component (last 600 m yellow). HI colour coded C/L. End lights red.
THR 09/27	TWYs A, B, G & Z green C/L. TWYs A, B, D, F, H, J & Z blue edge. Stopbars at holds AX, BX, DX, FX, GX, HX, JX, G2-G3 & Z1-Z4.
RWY 09/27	
TWY	

AERO INFO DATE 20 JAN 25

VAR 0.4°W - 2022
Annual Rate
of Change 0.20°E



APRON / RWY / TWY	SURFACE	BEARING STRENGTH
RWY 09/27	Grooved Marshall Asphalt	51/F/C/W/T
Main Apron	Concrete/Asphalt	51/R/C/W/T 51/F/C/W/T
East Apron	Concrete/Asphalt	51/R/C/W/T 51/F/C/W/T
West Apron & Link C	Concrete	51/R/C/W/T
Southern Parking Area	Asphalt	30/F/C/W/T
TWY A, G & Z	Asphalt	51/F/C/W/T
TWY B	Asphalt	53/F/C/W/T
TWY D	Asphalt	42/F/C/W/T
TWY F	Asphalt	25/F/C/W/T
TWY H	Asphalt	20/F/C/Y/T
TWY J	Asphalt	30/F/C/W/T

CHANGE (4/25): WARNING NOTE REMOVED.

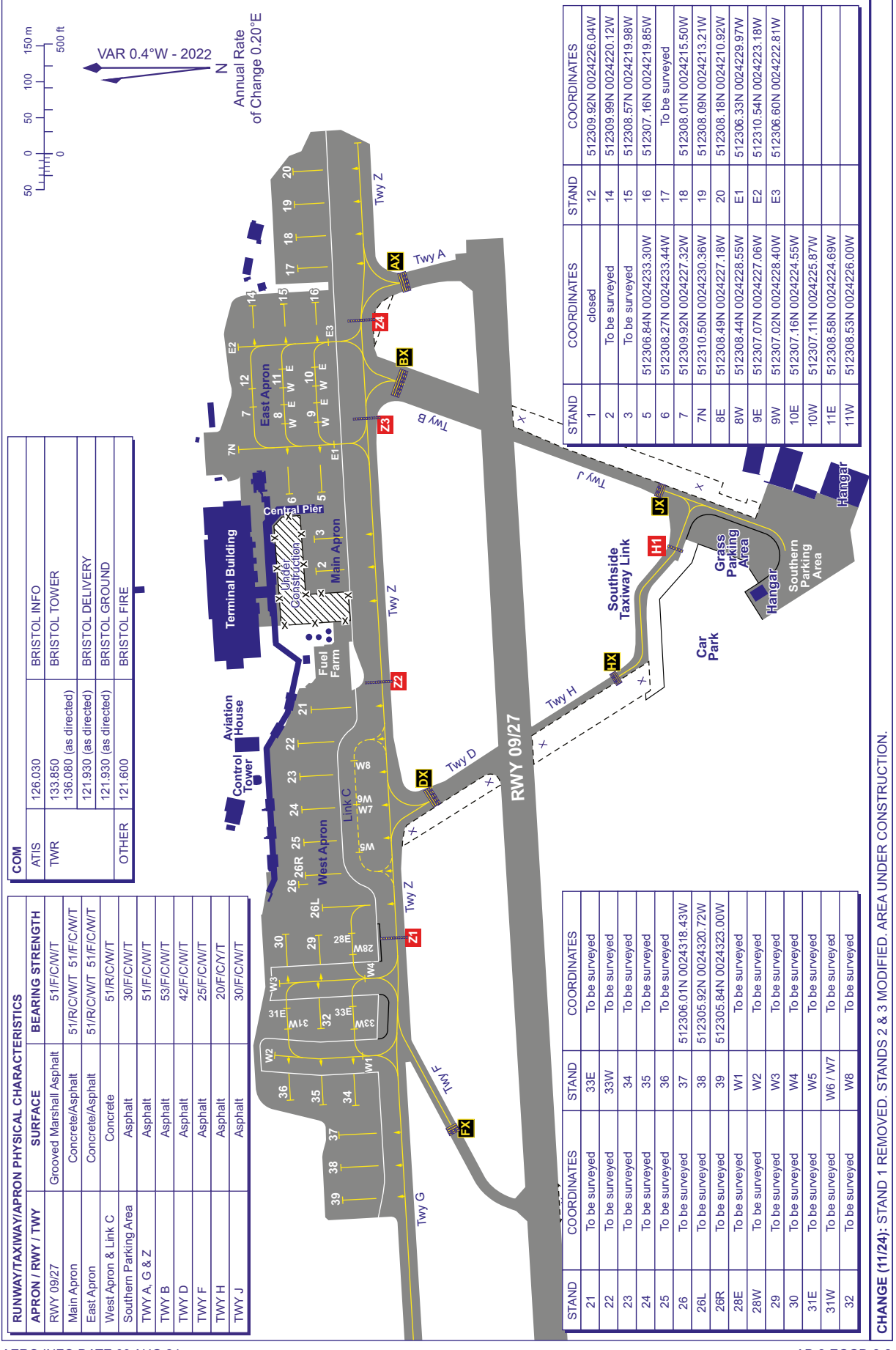
AD 2-EGGD-2-1

**BRISTOL
EGGD**

AD ELEV 622FT

ARP 512258N 0024309W

**AIRCRAFT PARKING/DOCKING
CHART - ICAO**



COM	BRISTOL INFO
ATIS	126.030
TWR	133.850 136.080 (as directed)
	121.930 (as directed)
	121.930 (as directed)
OTHER	121.600

RUNWAY/TAXIWAY/APRON	SURFACE	BEARING	STRENGTH
RWY 09/27	Grooved Marshall Asphalt	51°/F/C/W/T	
Main Apron	Concrete/Asphalt	51°/R/C/W/T	51°/F/C/W/T
East Apron	Concrete/Asphalt	51°/R/C/W/T	51°/F/C/W/T
West Apron & Link C	Concrete	51°/R/C/W/T	51°/F/C/W/T
Southern Parking Area	Asphalt	30°/F/C/W/T	
TWY A, G & Z	Asphalt	51°/F/C/W/T	
TWY B	Asphalt	53°/F/C/W/T	
TWY D	Asphalt	42°/F/C/W/T	
TWY F	Asphalt	25°/F/C/W/T	
TWY H	Asphalt	20°/F/C/W/T	
TWY J	Asphalt	30°/F/C/W/T	

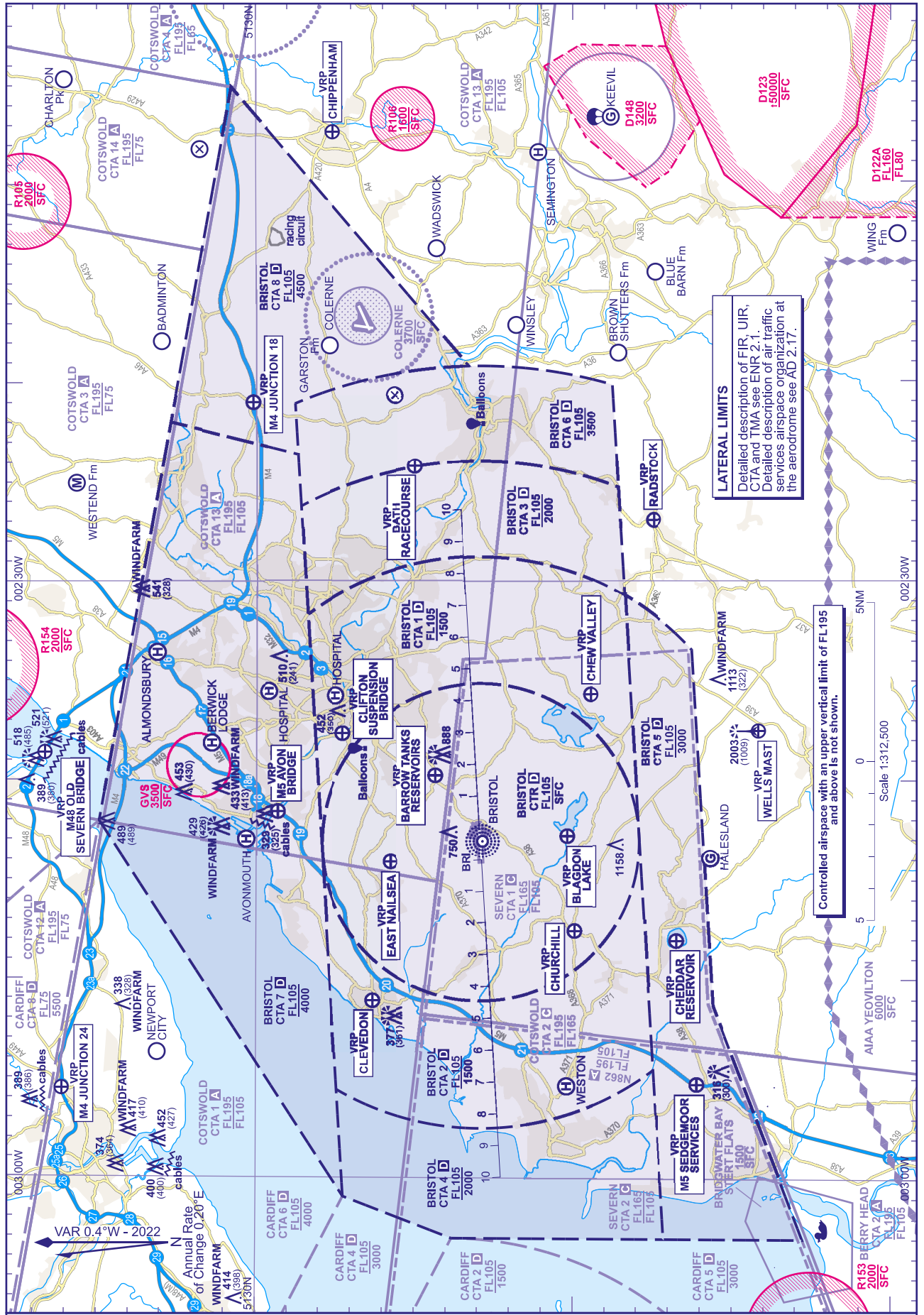
STAND	COORDINATES	STAND	COORDINATES
21	To be surveyed	33E	To be surveyed
22	To be surveyed	33W	To be surveyed
23	To be surveyed	34	To be surveyed
24	To be surveyed	35	To be surveyed
25	To be surveyed	36	To be surveyed
26	To be surveyed	37	512306.01N 0024318.43W
26L	To be surveyed	38	512305.92N 0024320.72W
26R	To be surveyed	39	512305.84N 0024323.00W
28	To be surveyed	W1	To be surveyed
28W	To be surveyed	W2	To be surveyed
29	To be surveyed	W3	To be surveyed
30	To be surveyed	W4	To be surveyed
31E	To be surveyed	W5	To be surveyed
31W	To be surveyed	W6 / W7	To be surveyed
32	To be surveyed	W8	To be surveyed

STAND	COORDINATES	STAND	COORDINATES
1	closed	12	512309.92N 0024226.04W
2	To be surveyed	14	512309.99N 0024220.12W
3	To be surveyed	15	512308.57N 0024219.98W
5	512306.84N 0024233.30W	16	512307.16N 0024219.85W
6	512308.27N 0024233.44W	17	To be surveyed
7	512309.92N 0024227.32W	18	512308.01N 0024215.50W
7N	512310.50N 0024230.36W	19	512308.09N 0024213.21W
8E	512308.49N 0024227.18W	20	512308.18N 0024210.92W
8W	512308.44N 0024228.55W	E1	512306.33N 0024229.97W
9E	512307.07N 0024227.06W	E2	512310.54N 0024223.18W
9W	512307.02N 0024228.40W	E3	512306.60N 0024222.81W
10E	512307.16N 0024224.55W		
10W	512307.11N 0024225.87W		
11E	512308.58N 0024224.69W		
11W	512308.53N 0024226.00W		

CHANGE (11/24): STAND 1 REMOVED. STANDS 2 & 3 MODIFIED. AREA UNDER CONSTRUCTION.

CONTROL ZONE AND CONTROL AREA CHART

BRISTOL



LATERAL LIMITS
Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
Detailed description of air traffic services airspace organization at the aerodrome see AD 2.17.

Controlled airspace with an upper vertical limit of FL195 and above is not shown.

Scale 1:132,500
5NM
0
5

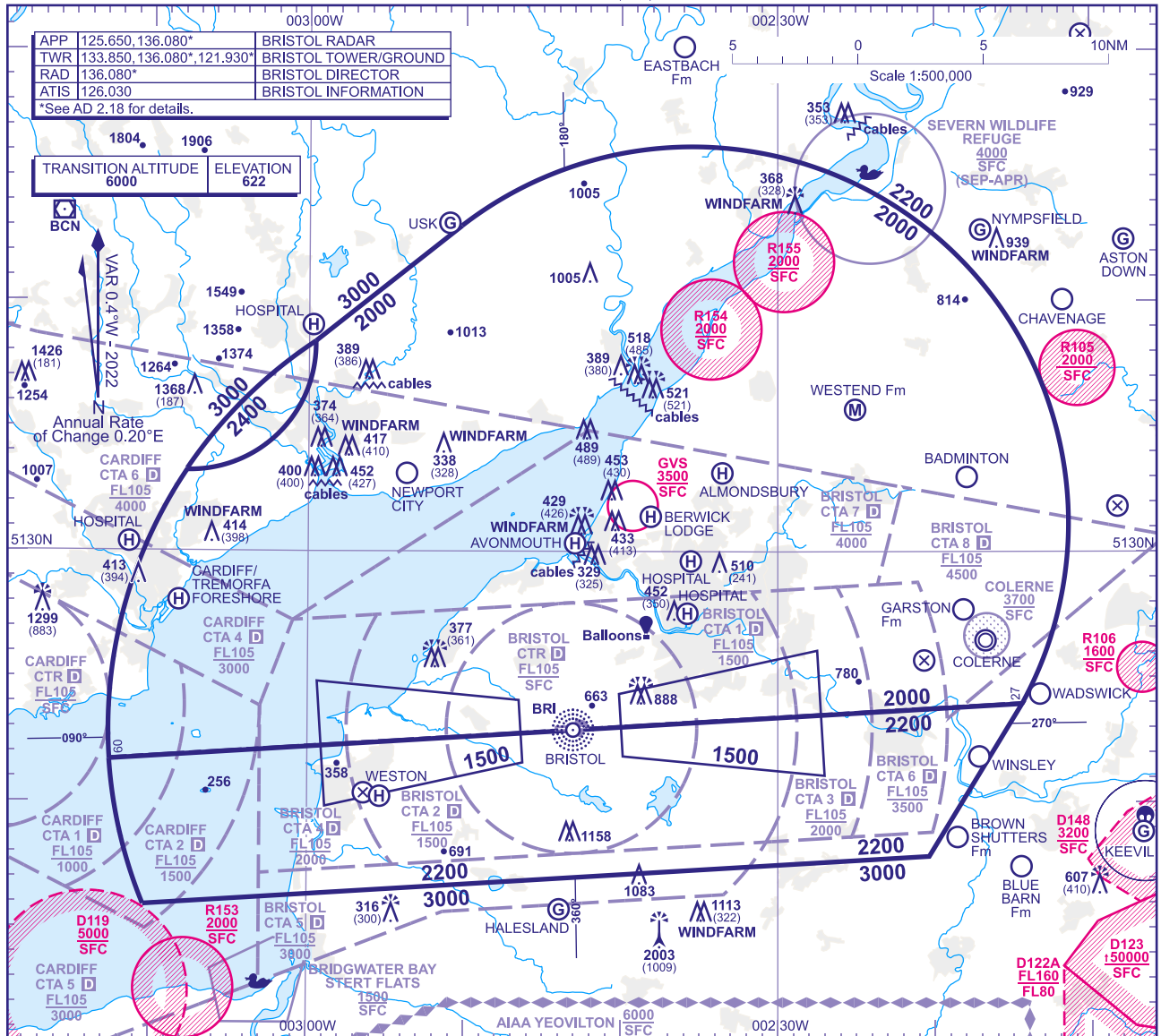
CHANGE (4/25): HOSPITAL HELI SITES ADDED.
AERO INFO DATE 24 JAN 25

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ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 2003
HEIGHTS IN FEET AGL (1009)

BRISTOL



MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

- 2000** in the sector defined by the lateral limits; 513822N 0025935W - 514259N 0025015W thence clockwise by an arc of a circle radius 15NM centred on 513110N 0023527W to 512356N 0021426W - 512140N 0031237W thence clockwise by an arc of a circle radius 18.5NM centred on 512258N 0024309W to 513315N 0030744W thence anticlockwise by an arc of a circle radius 5NM centred on 513813N 0030737W to 513822N 0025935W.
- 2200** in the sector defined by the lateral limits; 512140N 0031237W - 512356N 0021426W - 511751N 0022022W - 511553N 0031024W thence clockwise by an arc of a circle radius 18.5NM centred on 512258N 0024309W to 512140N 0031237W.
- 2400** in the sector defined by the lateral limits; 513315N 0030744W thence clockwise by an arc of a circle radius 18.5NM centred on 512258N 0024309W - 513822N 0025935W thence clockwise by an arc of a circle radius 5NM centred on 513813N 0030737W - 513315N 0030744W.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

- within 5NM of the aircraft*, and
- within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

LOSS OF COMMUNICATION PROCEDURES

Initial Approach

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **2500**, or last assigned level if higher to **NDB(L) BRI†**.

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) BRI†**.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.4.

GENERAL INFORMATION

- Levels shown are based on QNH.
- Only significant obstacles and dominant spot heights are shown.
- The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
- Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of NDB(L) BRI.
- Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
- This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC surveillance service.**
- When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an Intercept of 40 degrees or less and is cleared to Intercept the final approach track.**
- Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
- Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

CHANGE (4/25): HOSPITAL HELI SITES ADDED.

AERO INFO DATE 24 JAN 25

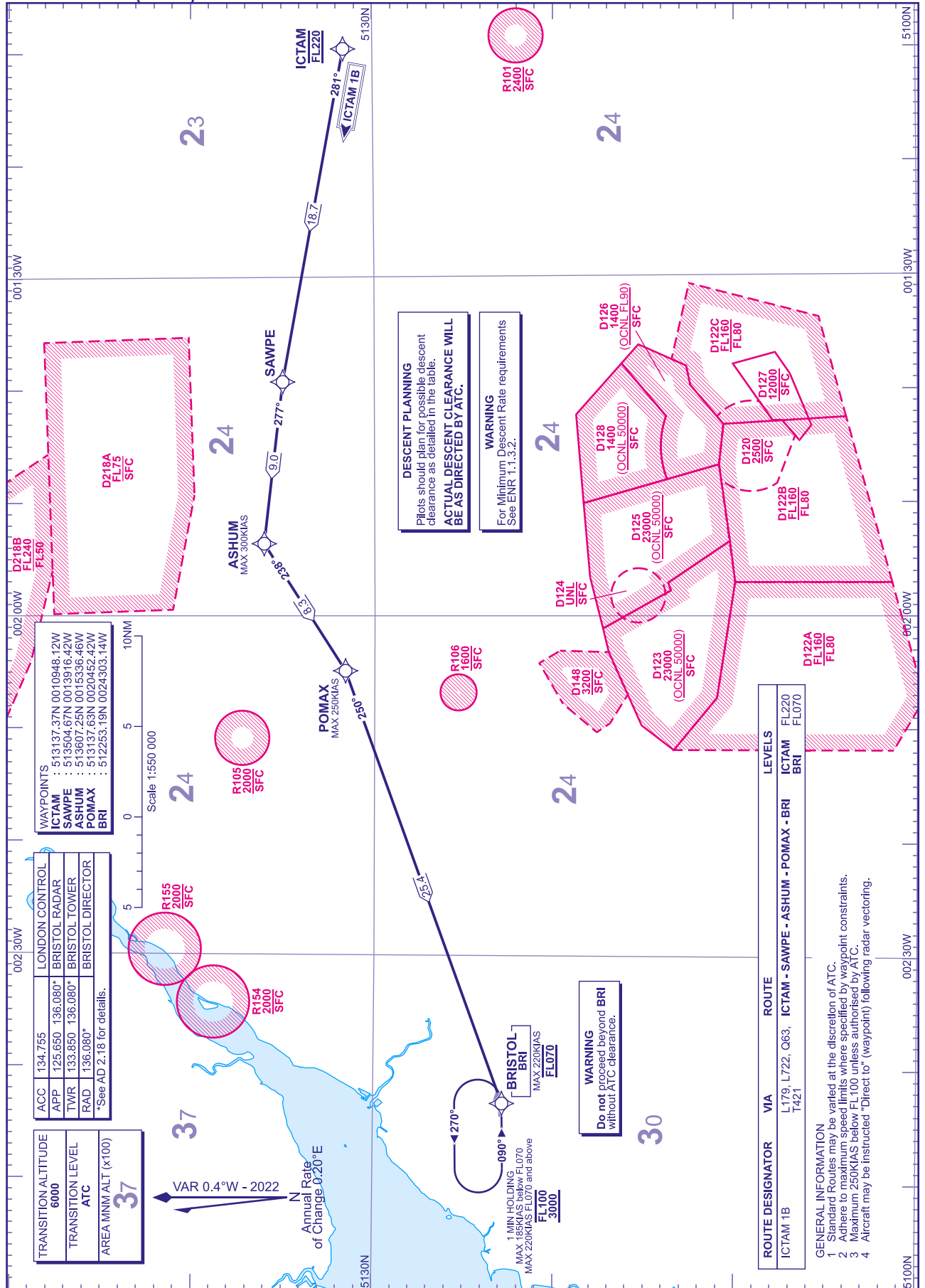
AD 2.EGGD-5-1

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**RNAV5 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**BRISTOL
ICTAM 1B**



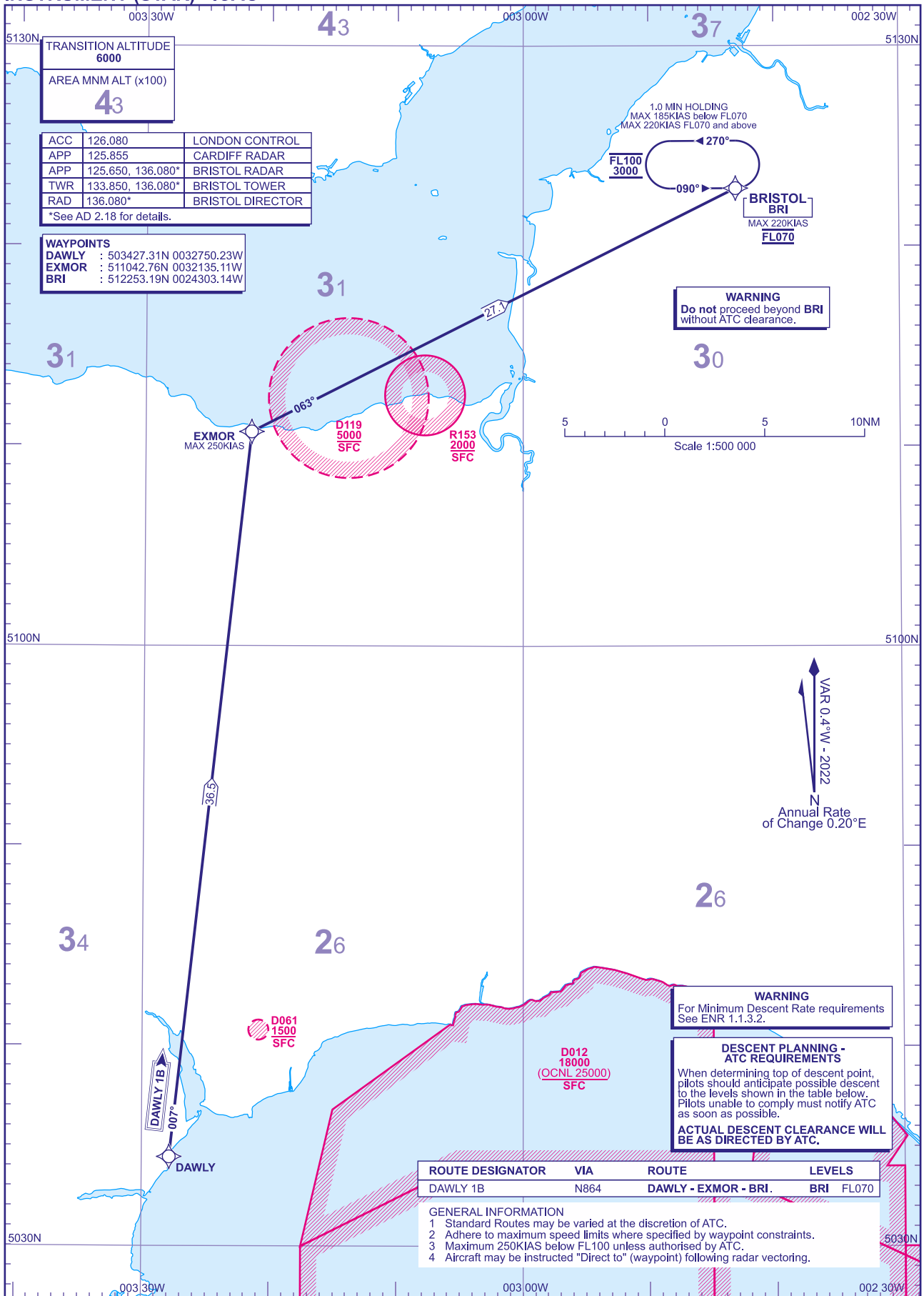
CHANGE (4/25):AMA REVISED.
AERO INFO DATE 17 JAN 25

AD 2.EGGD-7-3

**RNAV5 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**BRISTOL
DAWLY 1B**



TRANSITION ALTITUDE
6000
AREA MNM ALT (x100)
43

ACC	126.080	LONDON CONTROL
APP	125.855	CARDIFF RADAR
APP	125.650, 136.080*	BRISTOL RADAR
TWR	133.850, 136.080*	BRISTOL TOWER
RAD	136.080*	BRISTOL DIRECTOR

*See AD 2.18 for details.

WAYPOINTS
DAWLY : 503427.31N 0032750.23W
EXMOR : 511042.76N 0032135.11W
BRI : 512253.19N 0024303.14W

WARNING
Do not proceed beyond BRI
without ATC clearance.

WARNING
For Minimum Descent Rate requirements
See ENR 1.1.3.2.

**DESCENT PLANNING -
ATC REQUIREMENTS**
When determining top of descent point,
pilots should anticipate possible descent
to the levels shown in the table below.
Pilots unable to comply must notify ATC
as soon as possible.
**ACTUAL DESCENT CLEARANCE WILL
BE AS DIRECTED BY ATC.**

ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
DAWLY 1B	N864	DAWLY - EXMOR - BRI.	BRI FL070

- GENERAL INFORMATION**
- Standard Routes may be varied at the discretion of ATC.
 - Adhere to maximum speed limits where specified by waypoint constraints.
 - Maximum 250KIAS below FL100 unless authorised by ATC.
 - Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.

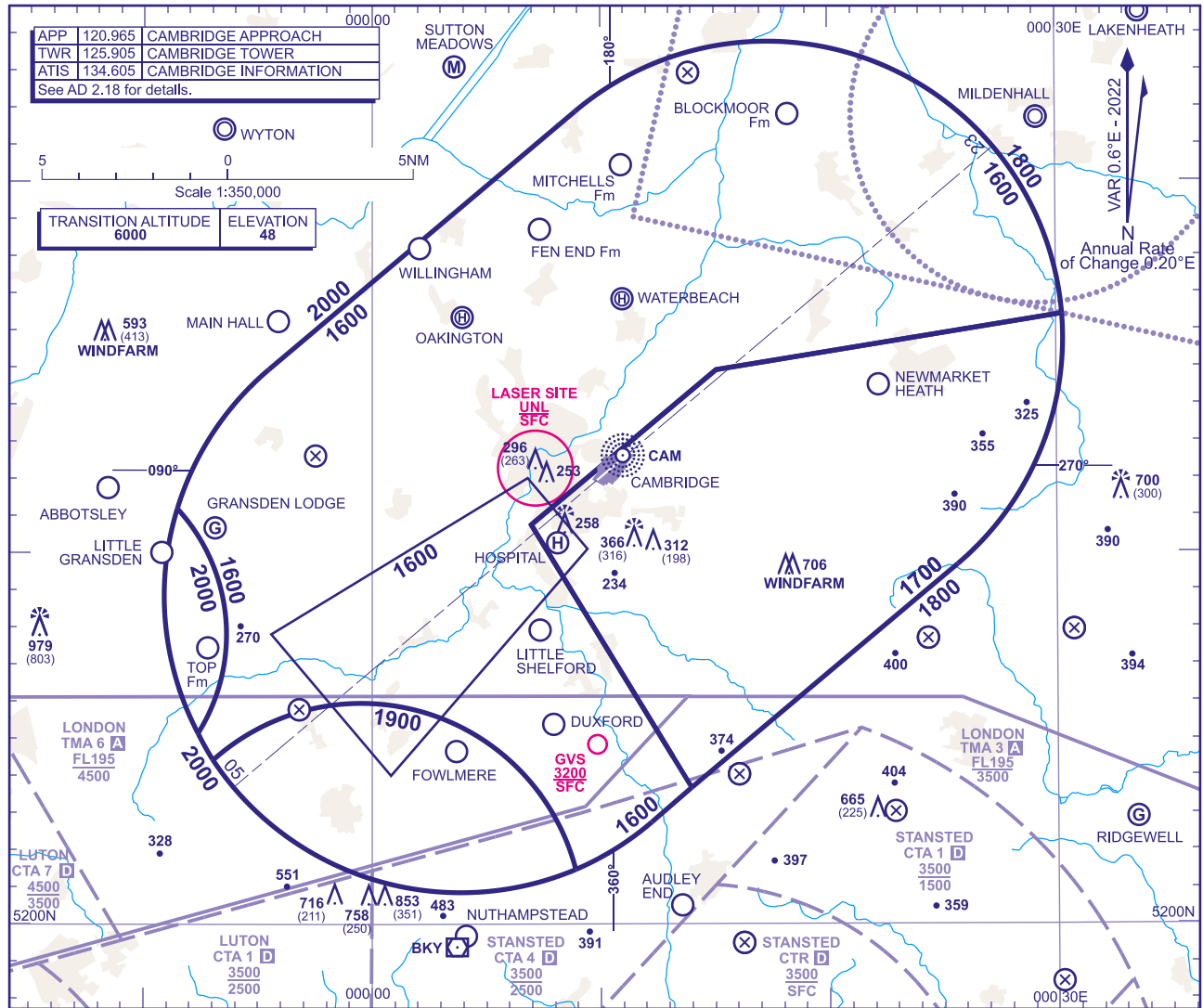
CHANGE (4/24): TWR & RAD FREQUENCIES.
AERO INFO DATE 05 FEB 24

AD 2-EGGD-7-4

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL (979)
ELEVATIONS IN FEET AGL (801)

CAMBRIDGE



MINIMUM INITIAL ALTITUDE

- Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:
- a) **1600** in the sector defined by the lateral limits; 521457N 0000432W - 522155N 0000854E thence clockwise by an arc of a circle radius 8NM centred on 521548N 0001717E to 521625N 0003014E - 521456N 0001505E - 521046N 0000658E - 520341N 0001358E - 520245N 0001214E thence clockwise by an arc of a circle radius 8NM centred on 520852N 0000352E to 520130N 0000853E - thence anticlockwise by an arc of a circle radius 6NM centred on 515959N 0000029W - 520427N 0000659W thence clockwise by an arc of a circle radius 8NM centred on 520852N 0000352E - 520509N 0000737W thence anticlockwise by an arc of a circle radius 5NM centred on 520748N 0001430W - 521112N 0000833W thence clockwise by an arc of a circle radius 8NM centred on 520852N 0000352E - 521457N 0000432W;
 - b) **1900** in the sector defined by the lateral limits; 520427N 0000659W thence clockwise by an arc of a circle radius 6NM centred on 515959N 0000029W to 520130N 0000854E thence clockwise by an arc of a circle radius 8NM centred on 520852N 0000352E to 520427N 0000659W.
 - c) **2000** in the sector defined by the lateral limits; 521112N 0000833W thence clockwise by an arc of a circle radius 5NM centred on 520748N 0001430W to 520509N 0000737W thence clockwise by an arc of a circle radius 8NM centred on 520852N 0000352E to 521112N 0000833W.
 - d) **1700** in the sector defined by the lateral limits; 521046N 0000658E - 521456N 0001505E - 521625N 0003014E thence clockwise by an arc of a circle radius 8NM centred on 521548N 0001717E to 520941N 0002539E - 520341N 0001358E - 521046N 0000658E.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

- The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:
- a) within 5NM of the aircraft, and
 - b) within the sector 15NM ahead of and within 20° either side of the aircraft's track.

LOSS OF COMMUNICATION PROCEDURES

Initial Approach
Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **2000**, or last assigned level if higher to **NDB(L) CAM**†.

Intermediate and Final Approach
Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) CAM**†.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.4.

GENERAL INFORMATION

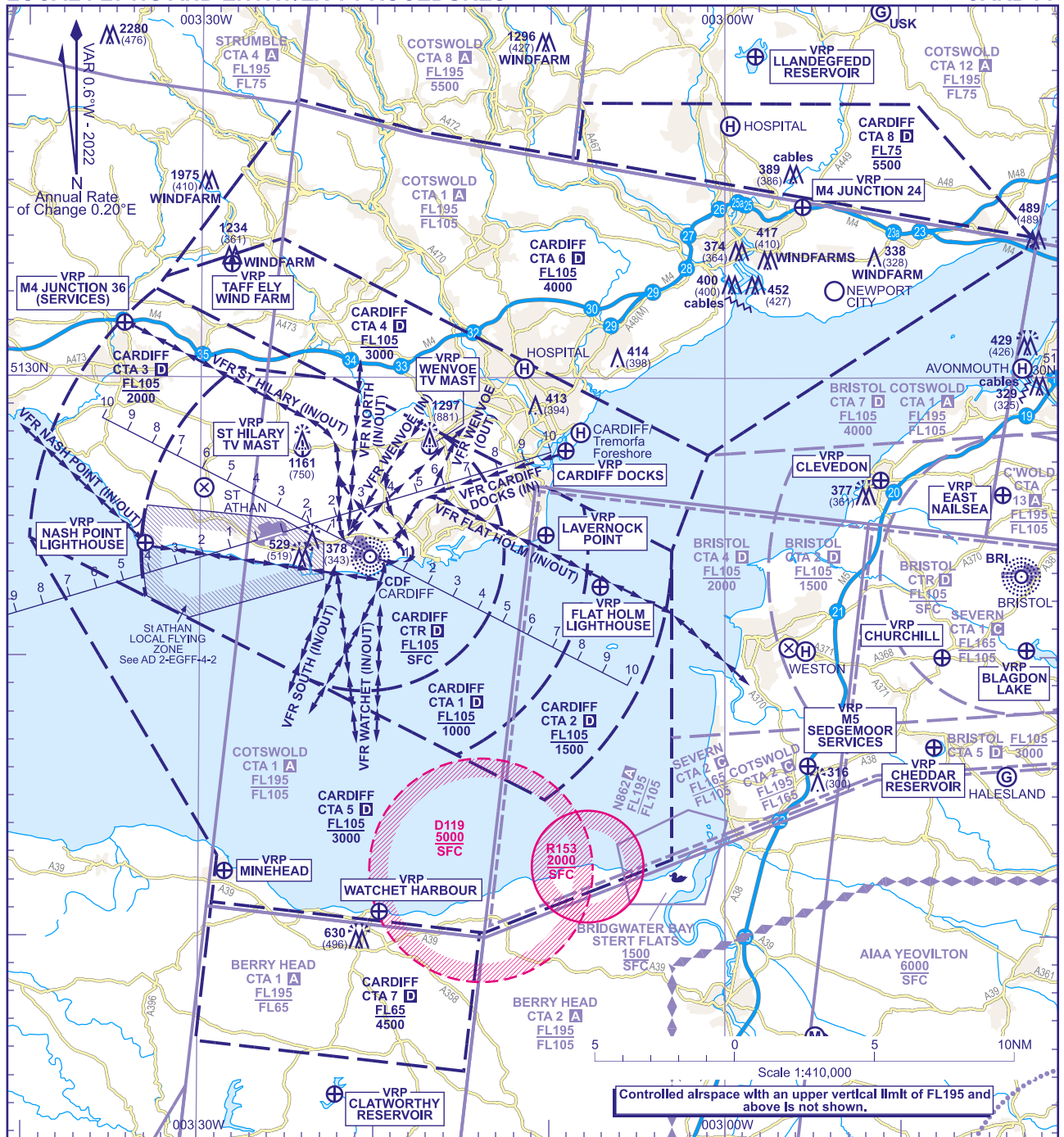
1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of **NDB(L) CAM**.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. The ATC Surveillance service is provided by Primary and/or Secondary Radar equipment.
7. **This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC Surveillance service.**
8. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of instrument approaches is cleared to intercept the final approach track.**

CHANGE (4/25): HOSPITAL HELI SITE ADDED.
AERO INFO DATE 24 JAN 25

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CONTROL ZONE AND CONTROL AREA CHART - LOCAL FLYING AND ENTRY/EXIT PROCEDURES

CARDIFF



ATS AIRSPACE VERTICAL LIMITS

Controlled airspace with an upper vertical limit of FL195 and above is not shown.

LATERAL LIMITS

Detailed description of FIR, UIR, CTA and TMA see ENR 2.1. Detailed description of air traffic services airspace organized at the aerodrome see AD 2.17.

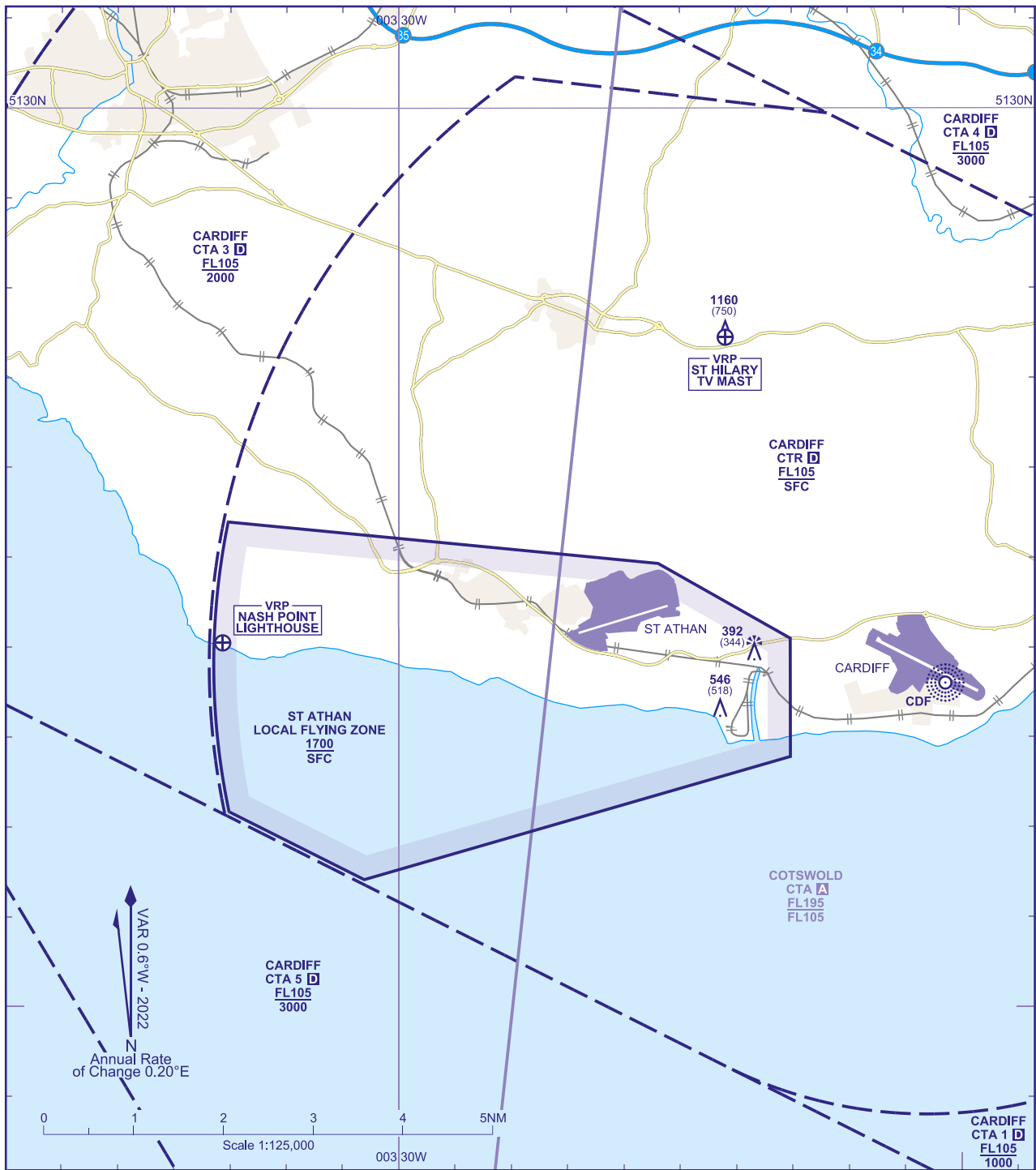
CHANGE (4/25): HOSPITAL HELI SITES ADDED.

AERO INFO DATE 03 FEB 25

AD 2-EGFF-4-1

ST ATHAN LOCAL FLYING ZONE

CARDIFF



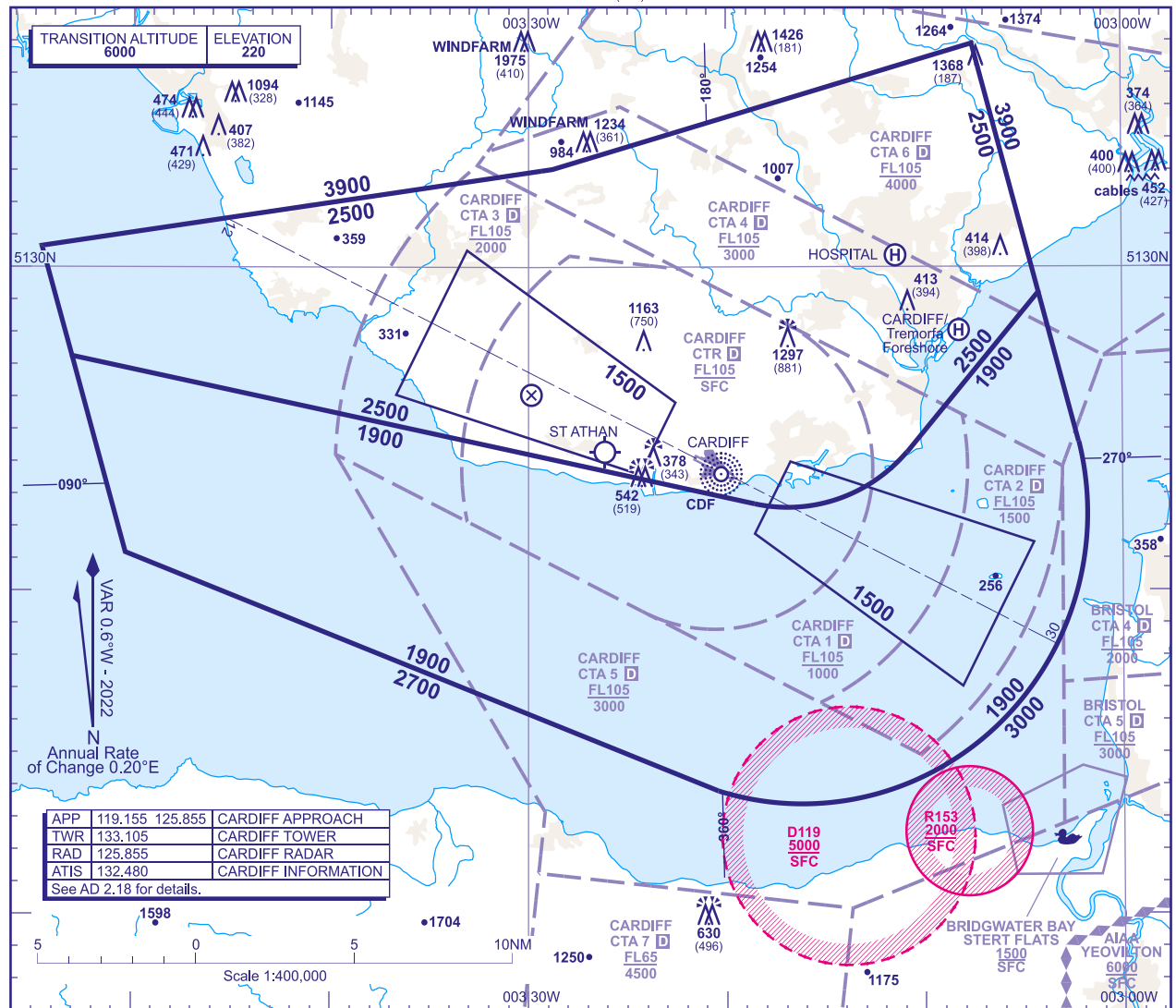
CHANGE (3/23): VRP UPDATE.
AERO INFO DATE 05 JAN 23

AD 2-EGFF-4-2

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1975
HEIGHTS IN FEET AGL (410)

CARDIFF



MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

- 2500** in the sector defined by the lateral limits; 513039N 0035438W - 513302N 0032847W - 513655N 0030733W - 512913N 0030413W - 512416N 0031053W thence clockwise by an arc of a circle radius 5NM centred on 512734N 0031654W to 512241N 0031835W - 512715N 0035305W - 513039N 0035438W.
- 1900** in the sector defined by the lateral limits; 512715N 0035305W - 512241N 0031835W thence anticlockwise by an arc of a circle radius 5NM centred on 512734N 0031654W to 512416N 0031053W - 512913N 0030413W - 512435N 0030213W thence clockwise by an arc of a circle radius 9NM centred on 512224N 0031610W to 511348N 0032026W - 512111N 0035021W - 512715N 0035305W.

NOTE: Radar headings will be allocated so as to avoid Danger Area D119 when active.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

- within 5NM of the aircraft*, and
- within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

LOSS OF COMMUNICATION PROCEDURES

Initial Approach

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **2500**, or last assigned level if higher to **NDB(L) CDF**†.

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) CDF**†.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.

GENERAL INFORMATION

- Levels shown are based on QNH.
- Only significant obstacles and dominant spot heights are shown.
- The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
- Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
- Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
- This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC Surveillance service.**
- When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final approach track.**
- Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
- Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

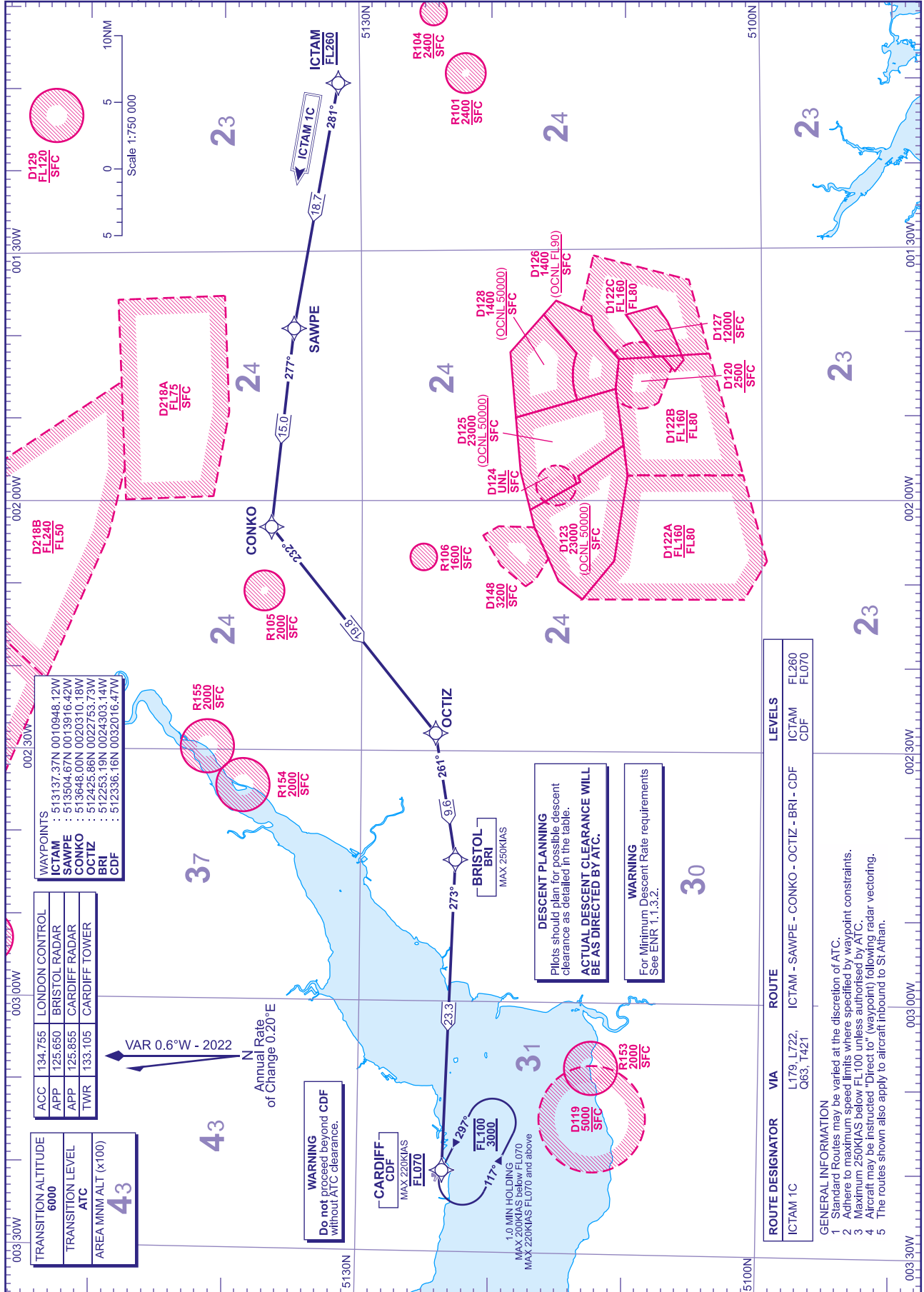
CHANGE (4/25): HOSPITAL HELI SITE ADDED.
AERO INFO DATE 24 JAN 25

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**RNAV5 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**CARDIFF
ICTAM 1C**



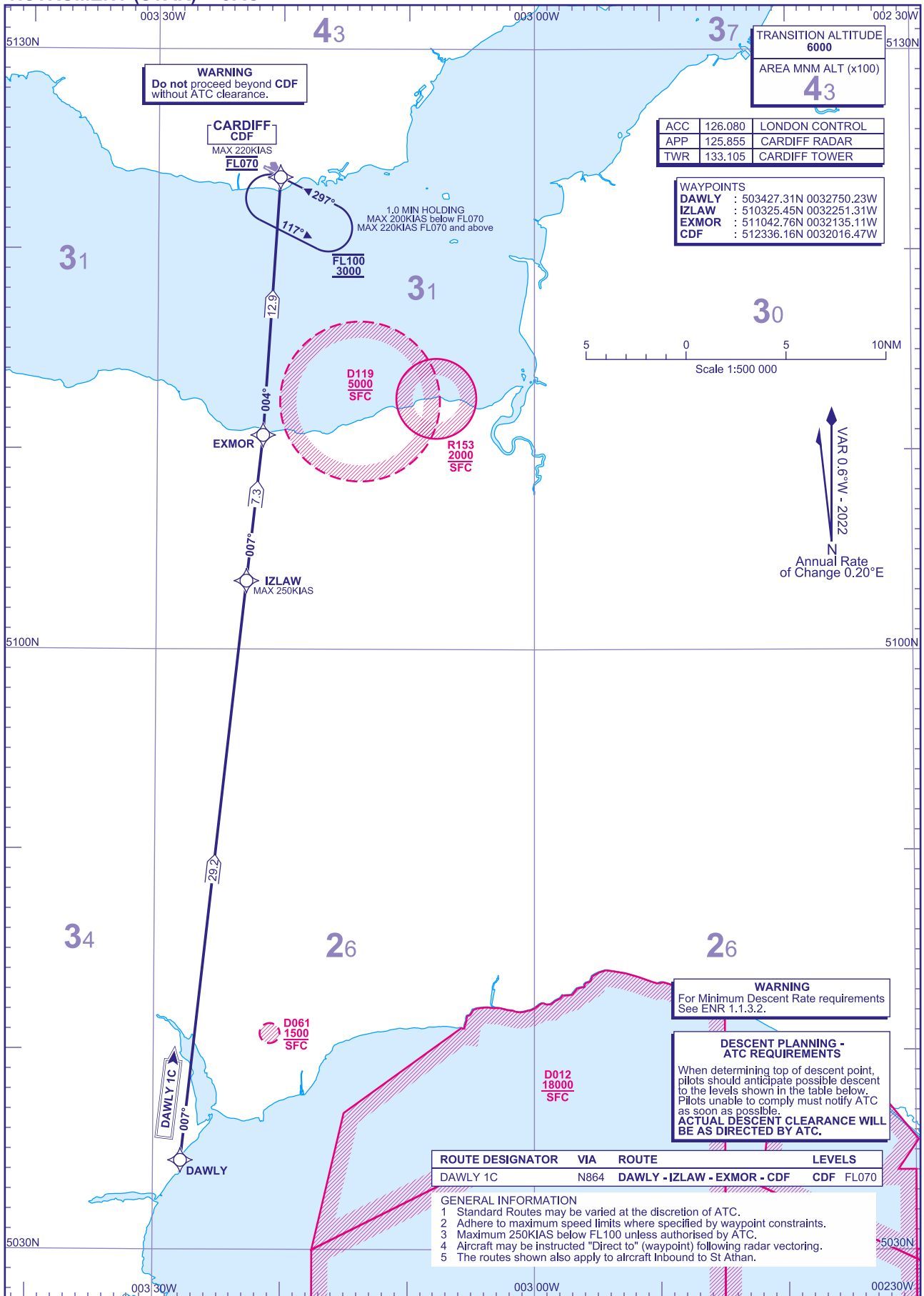
CHANGE (4/25): AMA REVISED.
AERO INFO DATE 17 JAN 25

AD 2-EGFF-7-3

**RNAV5 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**CARDIFF
DAWLY 1C**



WARNING
Do not proceed beyond CDF
without ATC clearance.

TRANSITION ALTITUDE
6000
AREA MNM ALT (x100)
43

ACC	126.080	LONDON CONTROL
APP	125.855	CARDIFF RADAR
TWR	133.105	CARDIFF TOWER

WAYPOINTS

DAWLY	: 503427.31N 0032750.23W
IZLAW	: 510325.45N 0032251.31W
EXMOR	: 511042.76N 0032135.11W
CDF	: 512336.16N 0032016.47W



VAR 0.6°W - 2022
Annual Rate of Change 0.20°E

WARNING
For Minimum Descent Rate requirements
See ENR 1.1.3.2.

**DESCENT PLANNING -
ATC REQUIREMENTS**
When determining top of descent point,
pilots should anticipate possible descent
to the levels shown in the table below.
Pilots unable to comply must notify ATC
as soon as possible.
**ACTUAL DESCENT CLEARANCE WILL
BE AS DIRECTED BY ATC.**

ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
DAWLY 1C	N864	DAWLY - IZLAW - EXMOR - CDF	CDF FL070

- GENERAL INFORMATION
- Standard Routes may be varied at the discretion of ATC.
 - Adhere to maximum speed limits where specified by waypoint constraints.
 - Maximum 250KIAS below FL100 unless authorised by ATC.
 - Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
 - The routes shown also apply to aircraft Inbound to St Athan.

CHICHESTER/Goodwood
EGHR

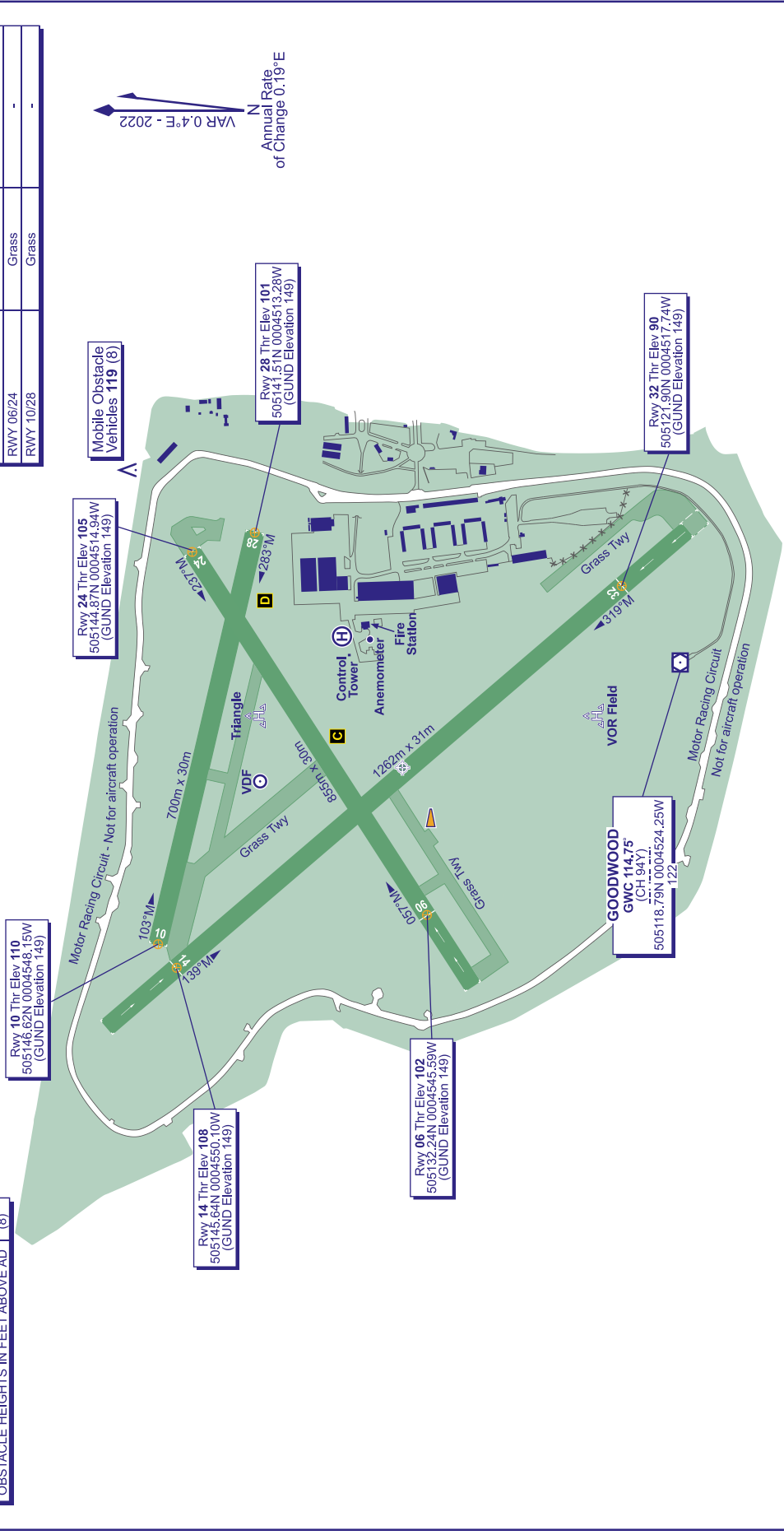
AD ELEV 111FT

ARP 505134N 0004533W

AERODROME
CHART - ICAO

GUND (Geoid Undulation) =
The height of the geoid (MSL) above the
reference ellipsoid (WGS 84) at the stated position.
BEARINGS ARE MAGNETIC.
OBSTACLE ELEVATIONS IN FEET AMSL
OBSTACLE HEIGHTS IN FEET ABOVE AD (8)

COM	
AFIS	122.455 GOODWOOD INFO
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS	
APRON / RWY / TWY	SURFACE
RWY 14/32	Grass
RWY 06/24	Grass
RWY 10/28	Grass
BEARING STRENGTH	
	-
	-
	-



Rwy 10 Thr Elev 110
505146.62N 0004548.15W
(GUND Elevation 149)

Rwy 14 Thr Elev 108
505145.64N 0004560.10W
(GUND Elevation 149)

Rwy 24 Thr Elev 105
505144.87N 0004514.94W
(GUND Elevation 149)

Rwy 28 Thr Elev 101
505141.51N 0004513.28W
(GUND Elevation 149)

Rwy 32 Thr Elev 90
505121.90N 0004517.74W
(GUND Elevation 149)

GOODWOOD
GWC 114.75
(CH 94Y)
505118.79N 0004524.25W
122

CHANGE (4/25): EDITORIAL RE-PRINT.

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SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
		1879 x 280 M				RWY 03 Threshold displaced by 206 M.
	127 x 150 M	1879 x 280 M	90 x - M -			RWY 21 OFZ: Yes.

EGTC AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
03	1799 M	1799 M	1799 M	1593 M	
21	1672 M	1799 M	1672 M	1672 M	
21	1306 M	1433 M	1306 M		Take-off from intersection with Hold Bravo 1.
21	953 M	1080 M	953 M		Take-off from intersection with Hold Charlie 1.

EGTC AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
03	Centre-line with two crossbars. 405.5 M Light intensity high	Green Light intensity high Inset With green elevated wingbars	PAPI Right/3° 42 FT 288 M			Elevated coded omni-directional Light intensity high	Red		
21	Centre-line with two crossbars. 450 M Light intensity high	Green Light intensity high Elevated with green wingbars	PAPI Left/3° 53 FT 373 M			Elevated coded omni-directional Light intensity high	Red		EDGE: Colour coded commencing 625 M before runway end.

EGTC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	Anemometer: 520431.43N 0003638.55W (LGTD).
3	TWY edge and centre line lighting	CL: Bi-directional green reflectors on taxiway centre-line.
4	Secondary power supply/switch-over time	Secondary power supply available with a 15 second changeover time.
5	Remarks	Taxiway lighting is unavailable.

EGTC AD 2.16 HELICOPTER LANDING AREA

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EGTC AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
CRANFIELD ATZ A circle, 2 NM radius, centred at 520420N 0003700W on longest notified runway (03/21)	Upper limit: 2000 FT AGL Lower limit: SFC	G	CRANFIELD APPROACH English	6000 FT		

EGTC AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	CRANFIELD APPROACH	122.855 MHz DOC 25 NM/ 6,000 FT.			Mon-Fri 0800-1830 (0700-1730); Sat, Sun & PH 0900-1800 (0800-1700).	ATZ hours coincident with Approach hours. VDF 520445.27N 0003645.84W On AD.
TWR	CRANFIELD TOWER	122.855 MHz			When directed by ATC	VDF 520445.27N 0003645.84W On AD.
		134.930 MHz DOC 30 NM/ 4,000 FT.			Mon-Fri 0800-1830 (0700-1730); Sat, Sun & PH 0900-1800 (0800-1700).	
ATIS	CRANFIELD DEPARTURE INFORMATION	121.880 MHz DOC 2 NM/ GND.			Mon-Fri 0800-1830 (0700-1730); Sat, Sun & PH 0900-1800 (0800-1700).	
OTHER	CRANFIELD FIRE	121.600 MHz Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGTC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/ VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LLZ 0.30°E (2022)	ICR	108.900 MHz	Mon-Fri 0830-1900 (0730-1800); Sat, Sun & PH 0900-1800 (0800-1700).	520346.01N 0003733.78W		(RWY 21) LOC only. LOC not to be used for practice auto-coupled landings. LOC may show fluctuations due to road traffic.
NDB (L) 0.32°E (2022)	CIT	850.000 kHz	Mon-Fri 0830-1900 (0730-1800); Sat, Sun & PH 0900-1800 (0800-1700).	520748.56N 0003324.77W		Range 15 NM.

Type of Aid CAT of ILS/MLS MAG Var/ VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DME	ICR	26X 108.900 MHz	Mon-Fri 0830-1900 (0730- 1800); Sat, Sun & PH 0900-1800 (0800- 1700).	520424.52N 0003702.87W	364 FT	(RWY 21) On AD. DME freq paired with LOC I-CR. Zero range is indicated at THR of Runway 21.

EGTC AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

- a) Use of this airport is subject to the published schedule of fees, charges and conditions, copies of which are available from Airport Administration.
- b) Cranfield is strictly PPR and does not accept diversions or nominations as a flight plan alternate aerodrome without approval from the Aerodrome Authority via atc@cranfield.ac.uk, 01234-750005 (2699 KG MTOW and below) or airporthandling@cranfield.ac.uk, 01234-758114 (2700 KG MTOW and above).
All aircraft 2699 KG MTOW and below are required to request PPR from ATC via telephone 01234-750005 or email atc@cranfield.ac.uk. All aircraft 2700 KG MTOW and above and NOT conducting circuit or instrument training are required to request PPR via airporthandling@cranfield.ac.uk.
- c) Permission to use the airport, either to land or depart, may be withdrawn without notice. Withdrawal of permission may occur due to prevailing weather conditions, if it is considered that the requirements of the airport's Safety Management System cannot be met.
- d) The carriage of Dangerous Goods, as specified by The Air Navigation (Dangerous Goods) Regulations 2002, is prohibited unless written approval has been issued by the Airport Director.
- e) All aircraft with the intention to depart or to taxi for engineering purposes are required to obtain start approval from ATC before starting engines.
- f) Use of the airport by non-radio equipped aircraft **is not** permitted.
- g) Use of the airport by training flights is subject to compliance with the requirements set out below.
- h) While airside, each aircraft commander is responsible for the safety of his passengers and other crew members. Passengers are at all times to be escorted by the aircraft commander or a crew member who is known to be competent to ensure both his/her and the passengers safety. The wearing of high visibility clothing is required.
- i) Aircraft commanders or crew members, as applicable, are responsible for ensuring that a total ban on smoking while airside is observed.

2 GROUND MOVEMENT

- a) Extreme caution is necessary on paved and unpaved apron areas where surface markings may not always be available to ensure obstacle clearance from parked aircraft.
- b) Due to limited parking space, aircraft may infringe taxiway strips. ATC will advise aircraft of appropriate taxiing routes.
- c) Operators wishing to drive vehicles on the airport will be required to provide evidence of £10m airside driving liability insurance.
- d) Within Apron 2, parking areas are marked by single white line boxes. Aircraft should park wholly within these areas unless advised by ATC. Aircraft may be required to shut down and push back into position if they cannot be safely manoeuvred under their own power, but will not be permitted to stop for long periods outside of the parking area as to do so may hinder RFFS vehicles. Caution should be exercised as apron edges are bounded by gravelled French drains.
- e) Aircraft of a wingspan larger than 18 M may be accommodated on Apron 2 with caution by using wing-walkers, marshallers, or other methods of assurance.

3 CAT II/III OPERATIONS

Not applicable.

4 WARNINGS

- a) Intensive instrument flying in all weather conditions takes place within 20 NM radius up to the lower limit of controlled airspace. Flight crews are strongly advised to contact Cranfield Approach in order to establish and communicate an accurate reflection of the traffic situation to all relevant participants of a service. Non-airways instrument traffic inbound to Cranfield are strongly advised to contact Cranfield Approach no later than 10 minutes flying time away.
- b) Due to drainage ditches, all fixed-wing aircraft entering/exiting the grass via Taxiway Alpha are to use the concrete entry/exit points.
- c) In the event of aerodrome electrical supply failure, aerodrome ground lighting **will not** be available for up to 15 seconds.
- d) Pilots are advised to exercise caution as this aerodrome has a deer hazard, particularly during the periods of dawn and dusk/official night, although patrols are mounted whenever the presence of deer is known or anticipated. Pilots are requested to report the location of any animals on the aerodrome to ATC.
- e) Air Crew are advised that runway edge lighting does not conform to CAP 168 Chapter 6 Paragraph 6.56 specifically that runway edge lights should be located along the edges of the area declared for use as the runway. Current lights lay outside of this area by

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approximately 3 M. Pilots are to land as close to the centre-line as practicable. The edge of the useable runway area is delineated by white lines in accordance with CAP 168 Chapter 7.

- f) Occasional helicopter activity at Helimech Helipad (520152N 0003653W).
- g) Runway surface features a water ingestion area, known as the 'splash pit', approx 610 M from the RWY 21 threshold in the vicinity of the C intersection. This area is liable to collecting water and may become icy in freezing conditions. Standard runway surface conditions will be reported. However, be advised that any reported contamination may be concentrated in this area.
- h) Local flying training may be concentrated in the area northwest of the airfield between SFC and base of controlled airspace.
- i) UAS are routinely operated within the FRZ (Flight Restriction Zone), but outside the CFZ (Critical Flight Zone), up to a height of 400 FT. UAS operating inside the CFZ, or above a height of 400 FT will be individually notified via NOTAM.

5 HELICOPTER OPERATIONS

- a) All helicopters should expect to join via published VRPs and operate to/from the main runway, integrating with fixed-wing traffic when required.

6 USE OF RUNWAYS

Not applicable

7 TRAINING

- a) PPR is required for all operators, visitors, instrument training and circuit training. Slot times are allocated and must be adhered to.
- b) Issue of training/test approvals is conditional upon such flights not causing delays to other aircraft. In exceptional circumstances training/test approvals may be withdrawn without prior notice by ATC.
- c) **Opposite Direction Runway Operations - Lack of Positive Clearance** - Training aircraft carrying out instrument approaches to Runway 21 whilst Runway 03 is in use should go around and fly directly over Runway 21/03 not below 1000 FT AGL (1400 FT ALT) if no positive clearance is received.

EGTC AD 2.21 NOISE ABATEMENT PROCEDURES

- a) In order that least possible noise disturbance is caused in areas surrounding the airport, aircraft operators should ensure that at all times their aircraft conform to the noise abatement techniques laid down for that type of aircraft.

EGTC AD 2.22 FLIGHT PROCEDURES

1 INSTRUMENT APPROACH PROCEDURES

- a) Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace. See ENR 1.5.
- b) Glider and other airspace activity which is not known to Cranfield ATC takes place beneath the London TMA in VMC and IMC.

2 CIRCUIT HEIGHTS

- a) Day - Fixed-wing 1000 FT QFE. Night - 1200 FT QFE.

Note: No dead-side available due to circuits operating in both directions.

3 RUNWAY VISUAL RANGE

- a) No RVR, only MET visibility reported.

4 IFR DEPARTURES

- a) IFR Departures intending to enter Controlled Airspace should flight plan to join in accordance with the Standard Route Document.

5 VISUAL REFERENCE POINTS (VRP)

- a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

EGTC AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGLD — DENHAM

EGLD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGLD — DENHAM

EGLD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 513518N Long: 0003047W Mid point of Runway 06/24
2	Direction and distance from city	1.5 NM E of Gerrards Cross.
3	Elevation / Reference temperature / Mean Low Temperature	249 FT / 20 °C / -
4	Geoid undulation at AD ELEV PSN	-
5	Magnetic Variation / Annual Change	0.39°E (2022) / 0.20°E
6	AD Administration Address Telephone Telefax E-mail address Web address	BICKERTON'S AERODROMES LTD C-Ops Offices, Hangar Road, Denham Aerodrome, Tilehouse Lane, Denham, UB9 5DF. 01895-832161 (ATC) 01895-832060 (Administration) 01895-831161 (Administration) tower@egld.com www.egld.com
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	

EGLD AD 2.3 OPERATIONAL HOURS

1	AD Administration	0900-1600 (0800-1500).
2	Customs and immigration	By arrangement.
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	0800-1800 (0700-1900); and by arrangement. See also AD 2.18.
8	Fuelling	Fuelling AVGAS 0800-1800 (0700-1900). Jet A1 Mon-Fri 0900-1430 (0800-1330) and by arrangement.
9	Handling	
10	Security	
11	De-icing	
12	Remarks	This aerodrome is PPR by telephone or email.

EGLD AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVTUR JET A-1 (All JET-A1 Premixed with AL48), AVGAS 100LL W100, W80, 100, 80, 15W50.
3	Fuelling facilities/capacity	
4	De-icing facilities	
5	Hangar space for visiting aircraft	
6	Repair facilities for visiting aircraft	
7	Remarks	

EGLD AD 2.5 PASSENGER FACILITIES

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EGLD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category Special. RFFS is available on standby between 0900-1730 (0800-1630) or SS, whichever is earlier.
2	Rescue equipment	
3	Capability for removal of disabled aircraft	
4	Remarks	

EGLD AD 2.7 SEASONAL AVAILABILITY - CLEARING

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EGLD AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

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EGLD AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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EGLD AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/ Colour	Remarks
1	2	3	4		5	6
24/APPROACH 06/TAKE-OFF	Tree	513529.24N 0003008.34W	317 FT		No	
24/APPROACH 06/TAKE-OFF	Tree	513528.26N 0003017.20W	292 FT		No	
12/APPROACH 30/TAKE-OFF	Tree	513528.22N 0003112.96W	304 FT		No	
24/APPROACH 06/TAKE-OFF	Vehicles	513525.12N 0003028.51W	255 FT		No	
12/APPROACH 30/TAKE-OFF	Tree	513524.15N 0003100.22W	275 FT		No	
06/APPROACH 24/TAKE-OFF	Tree	513509.81N 0003111.43W	283 FT		No	
06/APPROACH 24/TAKE-OFF	Tree	513504.45N 0003122.51W	325 FT		No	

In circling area and at aerodrome						
Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/ Colour	Remarks
1	2	3	4		5	6
	CRANE	513644N 0003127W	408 FT	195 FT	Yes	
	CRANE	513535N 0003011W	247 FT	116 FT	Yes	
	CRANE	513525N 0002955W	326 FT	195 FT	Yes	
	Mast	513518.32N 0003019.35W	326 FT		No	

Type of Aid CAT of ILS/MLS MAG Var/ VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NDB (L) 1.18°W (2022)	DND	394.000 kHz	Mon-Fri 0645-2100 (0545- 2000); Sat 0900-1600 (0800- 1500); Sun 0900-2100 (0800- 2000) and by arrangemen t.	562718.24N 0030653.73W		Range 25 NM. Off aerodrome 2.6 NM from Runway 09 Threshold.
ILS/DME	IDDE	18X 108.100 MHz	Mon-Fri 0645-2100 (0545- 2000); Sat 0900-1600 (0800- 1500); Sun 0900-2100 (0800- 2000) and by arrangemen t.	562705.76N 0030133.03W	31 FT	(RWY 09) On AD. Zero range is indicated at THR of Runway 09 and 27. Due to terrain effects, the DME may unlock in the sector 035 to 057 MAG. Localizer DOC 25 NM and Glidepath DOC 10 NM.

EGPN AD 2.20 LOCAL AERODROME REGULATIONS

1 AERODROME REGULATIONS

- a) All training flights are strictly PPR. For full conditions see section 7 Training.
- b) This aerodrome is not available for aircraft not able to communicate with ATC by radio.
- c) Because of rising high ground and a dense urban area, the view to the north from the ATC VCR is restricted. Local aircraft movements to the north of the aerodrome are restricted.
- d) Use of Dundee Aerodrome is subject to standard Terms and Conditions of Use, which can be requested from the aerodrome or found at www.hial.co.uk.
- e) Operating crew are responsible for ensuring that their aircraft when parked and unattended at Dundee Airport are appropriately secured and sealed in line with operator's security requirements. In addition, operating crew are also responsible for carrying out the appropriate level of security checks when returning to their aircraft to meet security regulatory requirements.
- f) Drone operators should endeavour to provide a minimum 24 hours notice of any drone flight whenever possible to Dundee ATC.
- g) Passengers should be escorted and supervised at all times whilst on the aerodrome.

2 GROUND MOVEMENT

- a) Park as instructed by ATC, usually under marshaller guidance.
- b) Light aircraft shall be directed to the grass eastern light aircraft park where marshalling guidance may be provided.
- c) Start-up requests are mandatory for all aircraft parked on the Main and Western Aprons.
- d) Aircrew are to wear high visibility jackets whilst on the aprons and movement areas.
- e) Auxiliary Power Units are only to be operated 30 minutes after/before on/off block times. Extremis request outside these times are at the discretion of ATC.
- f) All aircraft parking on the aprons with a MTOW of 13 tonnes or less are requested to leave the aircraft with 'Brakes Off' to enable towing.

3 CAT II/III OPERATIONS

Not applicable.

4 WARNINGS

- a) Aerodrome is in the vicinity of Leuchars MATZ.
- b) Because of the surrounding open spaces and tidal mud flats adjacent to the aerodrome, birds are a constant hazard at Dundee. At high tide Waders tend to roost on grass areas of the aerodrome. Throughout most of the year the hazard is moderate but may become severe at short notice when large concentrations of migratory birds pass throughout the area.
- c) Taxiway Charlie is restricted to aircraft with weight of 5700 KG or less. The width of this taxiway is 10.5 M with asphalt surface.

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- d) Caution - Runway 09 GP Mast (Lgt'd) (15 M AGL - 100 M north of Runway 09 threshold area) infringes the 1:10 obstacle protected surface projected from the runway centre-line.
- e) Due to the constraints of the circuit, TCAS equipped aircraft should be aware that there is an increased chance of TCAS events occurring whilst joining or flying within the visual circuit.
- f) Bird scaring takes place regularly.
- g) Pilots are warned of helicopter activity in and out of Ninewells Hospital Helipad situated just north of the 09 Threshold (345°T, 0.6 NM).
- h) Pilots are warned that unauthorised ground based laser lights have been directed towards aircraft in the vicinity of the aerodrome. All incidents should be reported immediately via the Tower to the Airport Authority.
- i) Mobile jack up oil rigs are serviced at the Port of Dundee (562755.11N 0025536.90W) maximum height 540 FT AMSL and display red obstruction lights. The number of rigs at this location can vary.
- j) Parachute activity may take place at Errol Aerodrome (562418N 0031055W, 6 NM SW of Dundee ARP) normally during daylight hours Wed-Sun and PH. The Dundee ATIS will include a warning when activity has been notified. Aircrew are advised to remain well clear of the drop zone when notified as active and will be provided with deconfliction advice by Dundee ATC when required or requested.
- k) Pilots are to be aware of possible turbulence on both runways when the wind has a northerly component in excess of 10 KT.

5 HELICOPTER OPERATIONS

Not applicable.

6 USE OF RUNWAYS

Not applicable.

7 TRAINING

- a) All training is subject to prior notification.
- b) All Instrument training is subject to prior booking with ATC Tel: 01382-662220. The filing of a flight plan with intention to conduct instrument training does not constitute prior notification or booking. Failing to make a booking may result in aircraft being refused use of the facilities.
- c) Operators intending to follow a programme of training flights should obtain prior approval from ATC via the Duty ATCO, Tel: 01382-662220.

EGPN AD 2.21 NOISE ABATEMENT PROCEDURES

- a) Pilots should avoid overflying Nine-Wells Hospital (1.2 nm bearing 306°T from the aerodrome).
- b) Helicopters should avoid overflying the Docks area below 800 ft amsl.

EGPN AD 2.22 FLIGHT PROCEDURES

1 CIRCUITS

- a) Circuit directions: Runway 09 - RH; Runway 27 - LH. Remain South of the Runway at all times.
- b) Circuit Height: 1000 FT AAL unless otherwise directed by ATC.
- c) Circuits are to be flown in such a manner as to avoid flight over built up areas in the vicinity of the airport whenever practicable.

2 DEPARTURES

- a) To reduce conflict with traffic operating within the Leuchars MATZ, ATC may instruct VFR aircraft departing to the east to remain at not above 1000 FT AMSL until passing Broughty Castle northbound.
- b) Jet and Turbine aircraft departing to the north are required to either climb straight ahead to 2000 FT before setting course or are to turn south off runway heading and set course overhead not below 2000 FT. ATC will advise the preferred option dependent on the traffic situation at the time.
- c) Unless otherwise directed by ATC, VFR departures to the east from Runway 27 and VFR departures to the west from Runway 09 will be expected to depart the circuit from the end of the down-wind leg. The down-wind leg in both instances is south of the midpoint of the Firth of Tay.
- d) To reduce traffic conflict, VFR departures to the east from Runway 27 should leave the down-wind leg and follow the south bank of the Firth of Tay towards the estuary mouth and only turn north after passing abeam Broughty Castle VRP.
- e) If for any reason flight over water is undesirable, inform ATC and an alternative routing may be offered, subject to traffic, which reduces or removes the need to overfly the Firth of Tay.
- f) Last departure to be no later than 15 minutes prior to Airport closure time.

3 ARRIVALS

- a) Unless otherwise directed by ATC, IFR flights conducting a visual approach to either runway should expect to descend not below 2000 FT until directed by ATC and anticipate establishing on final approach no closer than 4 NM from touch-down.
- b) Pilots of inbound IFR aircraft shall acknowledge receipt of the Transition Level on first contact with Dundee ATSU. The Transition Level will be broadcast on ATIS.

4 MISSED APPROACH PROCEDURE

- a) EGD604 is 7 NM east of Dundee ARP. If it appears likely that during the standard missed approach, low performance aircraft will infringe EGD604 then such aircraft should turn right at I-DDE DME 4 onto track 136°M and climb to 2000 (1983) FT before turning right to return to NDB(L) DND at 3000 FT. Pilots should advise ATC on turning onto 136°M and expect to change to Leuchars Approach when instructed for radar assistance.

5 INSTRUMENT APPROACH PROCEDURES

- a) Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace. See ENR 1.5
- b) NDB(L) and DME I-DDE are not co-located.
- c) The Category C instrument approach procedure to Dundee Airport infringes the Perth ATZ (when active) at 1800 FT above Perth aerodrome elevation.

6 VISUAL REFERENCE POINTS (VRP)

- a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

EGPN AD 2.23 ADDITIONAL INFORMATION

Not applicable.

EGPN AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO

AD 2.EGPN-2-1

VFR ARRIVAL and DEPARTURE ROUTES

AD 2.EGPN-4-1

INSTRUMENT APPROACH CHART ILS/DME RWY 09 (CAT A,B,C) - ICAO

AD 2.EGPN-8-1

INSTRUMENT APPROACH CHART LOC/DME RWY 09 (CAT A,B,C) - ICAO

AD 2.EGPN-8-2

INSTRUMENT APPROACH CHART RNP RWY 09 (CAT A,B,C) - ICAO

AD 2.EGPN-8-3

INSTRUMENT APPROACH CHART NDB(L)/DME RWY 09 (CAT A,B,C) - ICAO

AD 2.EGPN-8-4

INSTRUMENT APPROACH CHART RNP RWY 27 (CAT A,B,C) - ICAO

AD 2.EGPN-8-5

INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 09

AD 2.EGPN-8-6

INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 27

AD 2.EGPN-8-7

EGPN AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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Service Designation	Callsign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
ATIS	EAST MIDLANDS INFORMATION	122.680 MHz DOC 60 NM/ 20,000 FT.			H24	
OTHER	EAST MIDLANDS FIRE	121.600 MHz Non-ATS Frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGNX AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/ VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LLZ I 0.01°W (2022)	IEMW	109.350 MHz	H24	524953.30N 0011807.40W		(RWY 09)
ILS/GP	IEMW	331.850 MHz	H24	524954.61N 0012031.10W		3° ILS Ref Datum Hgt 56 FT.
ILS/LLZ III 0.03°W (2022)	IEME	109.350 MHz	H24	524949.74N 0012122.96W		(RWY 27)
ILS/GP	IEME	331.850 MHz	H24	524956.50N 0011847.13W		3° ILS Ref Datum Hgt 54 FT.
VOR/DME 0.09°W (2022) 0.60°E (2023)	HON	83Y 113.650 MHz	H24	522124.04N 0013949.41W	435 FT	VOR/DME DOC: 60 NM/50,000 FT (85 NM/50,000 FT in Sector R179-239 and 100 NM/50,000 FT in Sector R314-001).
VOR/DME 0.41°W (2022) 0.50°E (2023)	POL	58X 112.100 MHz	H24	534437.60N 0020611.83W	1438 FT	VOR/DME DOC: 115 NM/50,000 FT (150 NM/50,000 FT in Sector R075-015). Due to terrain, coverage at low level is reduced in Sector R280-335.
NDB (L) 0.02°E (2022)	EME	353.500 kHz	H24	524957.69N 0011140.43W		Range 20 NM.
NDB (L) 0.07°W (2022)	EMW	393.000 kHz	H24	524943.19N 0012715.98W		Range 10 NM.
ILS/DME	IEMW	30Y 109.350 MHz	H24	524957.99N 0011940.24W	322 FT	(RWY 09) On AD. Freq paired with ILS I-EMW and I-EME. Zero range indicated at THR of Runway 09 and 27.
ILS/DME	IEME	30Y 109.350 MHz	H24	524957.99N 0011940.24W	322 FT	(RWY 27) On AD. Freq paired with ILS I-EMW and I-EME. Zero range indicated at THR of Runway 09 and 27.
VOR/DME 0.12°E (2022) 0.80°E (2024)	DTY	111X 116.400 MHz	H24	521048.51N 0010649.64W	600 FT	RNAV substitution only. VOR DOC: 45 NM/50,000 FT (55 NM/50,000 FT in Sector R009-089). DME DOC: 60 NM/50,000 FT (75 NM/50,000 FT in Sector R284-344).
VOR/DME 0.17°W (2022) 0.10°E (2021)	TNT	104X 115.700 MHz	H24	530314.23N 0014011.90W	994 FT	RNAV substitution only. VOR DOC: 20 NM/50,000 FT (40 NM/50,000 FT in Sector R100°-205°). DME DOC: 80 NM/50,000 FT (100 NM/50,000 FT in Sector R300°-000°).

EGNX AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

- a) Use by aircraft not able to communicate with ATC by radio is subject to prior permission.
- b) Use governed by regulations applicable to East Midlands CTR.
- c) Jet aircraft failing to meet certification levels appropriate to Chapter 3 will not be permitted to land or take-off between 2300-0700 (2200-0600) except in special circumstances. Dispensation to do so within strict guidelines must be sought from ATC.
- d) Use of East Midlands Airport is subject to Standard Conditions of Use, which can be requested from the Finance Section. Tel: +44(0)1332-852975 or by e-mail: finance@eastmidlandsairport.com.
- e) All flights, except General Aviation and military flights, are subject to the prior approval of the Managing Director, East Midlands Airport Ltd and prior notification to Airport Co-ordination Ltd, who act as an agent for the Airport. Requests for ad-hoc slot allocations should be made to ACL during working hours Mon - Fri 0830-1700 by e-mail: lonacxh@acl-uk.org; or Tel: +44(0)161-493 1850, Fax: +44(0)161-493 1853, or at all other times to Airfield Operations: +44(0)1332-852 973. OCS account holders can add, change and cancel slots at any time on the online co-ordination portal: <https://www.online-coordination.com/default.aspx?AspxAutoDetectCookieSupport=1>.
- f) All visiting aircraft must pre-book a designated handling agent prior to landing at EMA.
- g) Planned Diversion Procedure - All operators are advised that before filing East Midlands as an alternate, they are required to have made arrangements for ground handling and maintenance; this arrangement is subject to the agreement of the Airport Management. Nothing in this procedure shall however prevent an aircraft that has declared an emergency from landing.

2 GROUND MOVEMENT

- a) Stand allocation will be by the Airport Authority.
- b) Aircraft must be pushed back from parking stands unless operating from a self-maneuvring stand (as detailed in AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS). Powerback manoeuvres are not permitted.
- c) Pushback clearances may be issued to designated Tug Release Points (TRP's) where applicable. Standard pushback clearances will be given when TRP's are not installed. See Aircraft Ground Movement/Parking/Docking Chart AD 2.EGNX-2-2 for TRP locations.
- d) The airside area is a 24 hour mandatory high visibility clothing area. All flight crews are to wear high visibility clothing for all ramp activities (including aircraft walkrounds).
- e) The operators of all aircraft using the aprons, all of which are within the Critical Area as defined by the requirements of the Aviation Security Act 1982 as amended by the Aviation and Maritime Security Act 1990, shall designate a handling agent in advance of any inbound flight.
- f) Parking on the aprons is strictly PPR. Within the apron areas only, crew and passenger transport may, subject to availability and payment, be provided by the handling agents.

The apron areas to the west of the M Taxiway is not available for aircraft parking except:

- i. On the aprons outside all hangars with the permission of the company occupying the hangar concerned or the Airport Authority;
- ii. On the area bounded by dashed white lines on the west side of the Maintenance Area North apron and with the permission of Donair Limited.

Aircraft operators parking on any part of this area without permission will be in contravention of the Airport Byelaws relating to East Midlands Airport made under the Civil Aviation Act 1982.

- g) Due to turn constraints, aircraft with a wingspan in excess of 36 M must exercise caution when using Taxiways M and S. Taxiways M and S are not available for MD-11 and aircraft larger than Code D.
- h) Aircraft ground movement modelling for Code F and above, is available on request to ops.safety@eastmidlandsairport.com.
- i) All aircraft with a wing span in excess of 36 M must exercise caution when using the Taxiway M intersections with the runway and Taxiway A due to taxiway width constraints.
- j) When using Runway 27, Taxiway S is normally used for departures. Landing traffic should not plan to vacate the runway at Taxiway S without first requesting permission from ATC.
- k) Aircraft up to max Beech King Air (B350) only can use code B Taxilane MA.
- l) During taxiing, pilots should be expected to encounter a wide range of differing aircraft types and sizes which may be difficult to visually acquire during periods of poor visibility or at night. Aircrew remain responsible for wingtip separation and, if in any doubt, should stop, hold position and request marshaller assistance. Pilots should exercise caution when taxiing on A in the vicinity of runway intersections H, M, S and W due to the possible presence of other aircraft holding at these intersections for departure.
- m) Long wheelbase code E/F aircraft eg. A340-500/600, A350-900/1000, B747-8, B787-10 etc should use caution when entering/exiting the runway at all exits due to pavement width constraints.
- n) All departing B747 operations on the East and West aprons are to use minimum break away power when first moving away. Additionally, due to jet blast, all arriving and departing B747s shall use the minimum thrust necessary when taxiing in the East and West aprons.
- o) Taxiway C is restricted to Code C operations. Code D aircraft using stands 20 (B767-300W) and 24 (B757-200W) must be towed on and towed off via Q.
- p) East apron entrance/exit U is restricted to maximum span of 51 M and maximum length of 55 M. Operators with Code E aircraft wishing to use U must contact ops.safety@eastmidlandsairport.com in advance as special procedures are required.
- q) East apron entrance/exit V is restricted to maximum span of 68.4 M and maximum length of 76.25 M (B747-8).

3 CAT II/IIIB OPERATIONS

- a) Runway 27, subject to serviceability of the facility, is suitable for Category II/IIIB operations by operators whose minima have been accepted by the Civil Aviation Authority.

- b) During Category II/IIIb operations, special ATC procedures (Low Visibility Procedures) will be applied. Pilots will be informed by ATIS broadcast or by RTF when these procedures are in operation.
- c) Holding Points Sierra 1 and 2, Whiskey 1 and 2, Mike 1 and 2 and Hotel 1 and 2 are closed when Low Visibility Procedures are in force.
- d) All Runway 27 departures will be via Holding Point Alpha 2 only, and all landing aircraft must only vacate the runway via Holding Point Golf 2.
- e) Low Visibility Procedures Runway 09
 - i. During periods of low visibility, to protect departing aircraft, 'Low Visibility Procedures' may be in force. Arriving aircraft are limited to CAT I or LTS CAT I approaches only. Pilots will be informed via ATIS broadcast or by RTF when these procedures are in operation.
 - ii. During Low Visibility Procedures all departures will be via Holding Point Golf 2 only and all landing aircraft must vacate via Holding Point Alpha 2.
- f) When visibility drops below 300 M, Airfield Operations 'lead vehicles' are available on request.

4 WARNINGS

- a) Interference causing large fluctuations to the heading indications of magnetic compasses may be experienced by aircraft in the vicinity of holding point Whiskey One and on the runway, north of Whiskey One. All pilots are advised to carry out any pre take-off check of Direction Indicator against magnetic compass in areas other than those mentioned above.
- b) Grass Cutting:

Consequent upon the implementation of the long grass programme relating to the control of birds, the following will be introduced:

Grass cutting may take place on a daily basis between April and October inclusive within the strip enclosing Runway 09/27. Circuit flying by light aircraft may be restricted at certain times to permit grass cutting in the areas immediately adjacent to the runway.

- c) Pilots are advised that in the Spring and Autumn, bird concentrations may be present on all areas under agricultural use on the approaches to Runway 09/27. Deterrent measures within the Airport's boundaries are carried out by the Bird Control Unit and pilots may be requested by ATC to delay a departure or arrival if bird concentrations within the Bird Control Unit's area of control prove difficult to disperse.
- d) A pyrotechnic factory is sited approximately 3 NM north of the aerodrome. Pilots are warned that rockets, carrying flares of up to 150,000 candela deployed on parachutes, may be tested up to a height of 1000 FT AGL, (1100 FT AMSL) by day and night.
- e) A flare stack is sited at Chellaston (*525154N 0012536W). The stack is 36 FT above ground level (266 FT AMSL) and the flare is 20 FT in length.
- f) There is a model aircraft flying site located approximately 2.3 NM north east of the airport within the ATZ and Long Eaton Lane (5253337N 0011722W). SUA (Small Unmanned Aircraft) operations will usually remain below a height of 400 FT (495 FT AMSL). In exceptional circumstances, SUA operations may be permitted up to a height of 800 FT (895 FT AMSL) subject to approval from East Midlands Airport ATC. In this case, ATC will advise aircraft operating in the vicinity of the site that high level SUA operations are taking place.
- g) The grass verges of the taxiways and aprons are weak in places and liable to waterlogging.
- h) Pilots are warned of the possibility of building induced turbulence and wind-shear when landing on Runway 09 in strong southerly winds.
- i) High sided vehicles may be parked adjacent to the western perimeter fence.
- j) The Maintenance Area and Taxiway M, south of M3 are not controlled by ATC. Pilots should exercise caution and expect uncontrolled vehicle and aircraft movements in this area.
- k) Two wind turbines operational bearing 230° from the ARP, range 1076 M, max blade-tip height 148 FT AGL. Pilots may experience a slight increase in turbulence in southerly winds.
- l) Cables exist north of the airport.
- m) Certain radio navigation and landing aids are unavailable due to maintenance during the following periods of each month:
 - i. ILS - Sunday 0900-1300 (0800-1200).
 - ii. M511 - 2nd Tuesday of the month 0930-1330 (0830-1230).
 - iii. EME - 4th Monday of the month 0930-1230 (0830-1130).
 - iv. EMW - 3rd Monday of the month 0930-1230 (0830-1130).
 - v. FFM - 4th Thursday of the month 0930-1200 (0830-1100).
 - vi. DME - 2nd Wednesday of the month 0930-1130 (0830-1030).

5 HELICOPTER OPERATIONS

- a) IFR.
 - i. Arrival Procedures
 - 1. Following an IFR approach to Runway 09/27 ground or air taxi to parking areas as instructed by ATC. Helicopters which can ground taxi, will normally follow the taxiway to their assigned parking area.
 - ii. Departure procedures
 - 1. Proceed via the taxiway system for a departure on Runway 09/27 as directed by ATC.
- b) VFR.
 - i. Arrival Procedures

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1. Helicopters should expect to be cleared into the CTR via the Long Eaton or Shepshed VFR Lanes direct to either left or right base at level as may be assigned by ATC. Overflight of the villages of Castle Donington to the north and Diseworth to the south is to be avoided.
2. On receipt of a landing clearance, helicopters are to land on Runway 09/27 and follow instructions issued by ATC for appropriate runway exit point and stand or parking area. Pilots should avoid exiting the runway via A1, W1 or S1 in the case of Runway 27 or G1, H1 or M1 in the case of Runway 09 without specific instructions from ATC.
3. On vacating the runway, pilots should expect instructions to taxi to the designated parking area following the taxiing procedures applicable to IFR arriving flights (see sub paragraph a (i)).

ii. Departure Procedures

1. Pilots of Helicopters should expect instructions to proceed via the taxiway system for a departure on Runway 09/27 as directed by ATC.

c) Special VFR Procedure

- i. Arrivals and Departures are as for VFR arrival and departure procedures.

d) Helicopter Movements to/from Donington Park

- i. All helicopters operating into and from Donington Park Racing Circuit shall use only areas defined and promulgated by the owners of the site and their permission to operate shall have first been obtained by the aircraft commander.
- ii. The owners of the site shall promulgate to helicopter operators to whom they grant permission to land, details of any site to be used and shall draw their attention to the restrictions which they, the owners, may place upon it and to the Air Traffic Rules for the East Midlands Control Zone/Control Area.
- iii. Air Traffic Control Instructions for helicopters to proceed to or depart from Donington Park Racing Circuit will not be withheld for any reasons other than traffic reasons, but any such instruction given shall not constitute a clearance to land nor shall it to be deemed by the aircraft commander as granting permission to use the approved site.

6 USE OF RUNWAYS

- a) In accordance with EU OPS Sub-part E the following approach operations are available to approved operators:

- i. Runway 09 suitable for Lower than Standard Category I operations supported by an ILS Classification of II/D/2;
- ii. Runway 27 suitable for Lower than Standard Category I operations supported by an ILS Classification of II/D/2.

7 TRAINING

- a) Training flights and Instrument Rating Tests. Training requires the prior approval of ATC and application should be made as far in advance as possible; see AD 2-EGNX-1-11 paragraph 10. Special conditions apply for jet-engined aircraft. Operators wishing to take advantage of rebated fees and charges for training are advised that application for training rebates MUST be made in advance to the Airport Authority. Rebates are not granted retrospectively.

EGNX AD 2.21 NOISE ABATEMENT PROCEDURES

1 NOISE

- a) Noise abatement Procedures – All aircraft inbound or outbound from the aerodrome are required to conform to the following procedures; notwithstanding that these may at any time be departed from to the extent necessary for avoiding immediate danger, or in compliance with ATC instructions.

2 GENERAL

- a) Every operator of aircraft using the aerodrome shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance to the area around the aerodrome.
- b) Whenever possible aircraft should avoid overflying the villages of Diseworth (south of the aerodrome) and Castle Donington (north of the aerodrome).

3 TAKE-OFF AND CLIMB PROCEDURES (INCLUDING 'GO-AROUNDS')

- a) Aircraft Operators shall instigate their aircraft manufacturer's noise abatement recommended procedures on departure and up to FL 100, or the procedures listed in paragraphs i to vi:

- i. Take-off to 1500 FT QNH:

Power – Normal take-off.

Speed – $V_2 + 10$ KT (+).

Flaps – Set as appropriate.

- ii. 1500 FT to 3000 FT QNH:

Power – Reduced to climb thrust.

Speed – $V_2 + 10$ KT (+).

Flaps – Maintain previous setting.

Note: $V_2 + 10$ KT (+) indicates that $V_2 + 10$ may be exceeded where pitch angle or specific aircraft characteristics are possible limiting factors.

- iii. At 3000 FT QNH Retract flaps on schedule and assume normal en-route climb.
- iv. Between 3000 FT QNH and FL 100: Maximum climb speed 250 KT unless otherwise instructed.
- v. **All** turbo-jet aircraft or turbo-fan aircraft departing from Runway 27 shall attain an altitude of 1500 FT and shall have passed the end of the runway before commencing any turn.
- vi. Aircraft 'going around' from an approach to Runway 27 shall not commence any turn until the end of the runway and shall avoid overflying Castle Donington (sector 360° MAG to 065° MAG, radius 0.65 NM from the localizer).
- vii. All turbo-jet, turbo-fan aircraft and aircraft in excess of a gross weight of 17000 KG, departing 'Northbound' from Runway 09 shall, as soon as practical after passing the end of the runway, track 096° MAG to 1.5 NM before turning left in accordance with the departure SID or issued clearance.
- viii. All turbo-jet, turbo-fan aircraft and aircraft in excess of a gross weight of 17000 KG, departing 'Southbound' from Runway 09 shall, as soon as practical after passing the end of the runway, track 096° MAG to 2.0 NM before turning right in accordance with the departure SID or issued clearance.

4 TAKE-OFF PROCEDURES. RUNWAY 27 BETWEEN THE HOURS OF 2200-0700 (2100-0600)

- a) All departures should be from Whiskey. Runway length from a beam Whiskey is 2463 M; full length take-off is available on request for operational performance reasons, or for ATC requirements, only. When full length is requested, aircraft may be held at A3 prior to entering Runway 27 at A1.

5 PREFERRED RUNWAY USAGE

- a) During light wind conditions aircraft may be required to use either runway subject to a maximum tailwind of 5 KT.

6 ILS APPROACHES

- a) When using the ILS in IMC or VMC, aircraft shall not descend below 2000 FT QNH before intercepting the glidepath, nor thereafter fly below it. Aircraft approaching without assistance from the ILS or radar shall not at any time follow a descent path lower than that which would result from an approach using guidance from the ILS.

7 CONTINUOUS DESCENT APPROACHES

- a) Turbo-jet and turbo-prop aircraft are expected to apply continuous descent, low power, low drag approach techniques at all times.
- b) Subject to ATC instructions, inbound aircraft are to maintain as high an altitude as practical and adopt a low power, low drag, continuous descent approach profile. ATC will provide estimated track distance to touchdown to allow pilots to descend at a rate they judge best suited to achieve continuous descent without using more power or drag than necessary. The object will be to join the glidepath at the appropriate height for the distance without level flight.
- c) To facilitate these techniques aircraft should be flown no faster than 250 KT from the Speed Limiting Points and below FL100 and 250 KT-210 KT during the intermediate approach phase. Thereafter speed should be managed so as to achieve a continuous descent using as little power or drag as possible. ATC may impose speed control if required for separation purposes.
- d) ATC will provide regular range checks. Pilots who require additional track mileage to facilitate a successful CDA should inform ATC as soon as the requirement is apparent.

8 REVERSE THRUST

- a) Pilots are requested to avoid the use of reverse thrust or reverse pitch above idle power settings on landing, consistent with the safe operation of the aircraft between the hours of 2200-0700 (2100-0600).

9 VISUAL CIRCUITS

- a) Large aircraft and all turbo-jet and turbo-fan aircraft, when carrying out circuits, shall be flown at an altitude of at least 2000 FT QNH and turns onto the crosswind leg must not be initiated until after passing the up-wind end of the runway.
- b) Pilots shall avoid making their final turn on approach to Runway 27 over the village of Kegworth. All circuits to the south of the aerodrome must keep clear and south of the village of Diseworth, all circuits to the north of the aerodrome must keep clear and north of the village of Castle Donington.
- c) Pilots shall avoid direct over flight of the villages of Aston and Weston-on-Trent 2 NM to the northwest of the aerodrome.

10 TRAINING FLIGHTS

- a) Training requires the prior approval of ATC. Permission will only be given for such flights between 0800-1200 (0700-1100) and 1400-1800 (1300-1700). Training will only be permitted by based operators, regular users of the airport or non-jet aircraft below 5700 KG MTOW. Training on Saturdays, Sundays and UK Public Holidays will not be permitted except by non-jet aircraft below 5700 KG MTOW.

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11 ENGINE RUNNING

- a) Engine running of aircraft will not be approved between 2300-0600 (2200-0500), unless an aircraft is urgently required to provide an operational service. For further information contact the Duty Airfield Operations Supervisor on Tel: 01332-852925.

12 AUXILIARY POWER UNITS (APUS)

- a) Use of APU shall be limited as much as possible.
 b) APU may be used:
- i. 5 minutes after 'On Blocks';
 - ii. 30 minutes before Estimated Time of Departure (ETD).

Except for operational extensions approved by the Duty Airfield Operations Supervisor on Tel: 01332-852925.

13 OPERATION RESTRICTIONS

- a) Any aircraft which has a quota count of 16, 8 or 4 may not take off or land during the night period 2300-0700 (2200-0600).
 b) An aircraft may not take off or be scheduled to land during the night period where the operator of that aircraft has not provided (prior to its take-off or prior to its scheduled landing time as appropriate) sufficient information to enable the airport authority to verify its noise classification and thereby its quota count.

14 NIGHT NOISE LIMITS

- a) Aircraft departing between 2300-0700 (2200-0600) are required to operate within a maximum noise limit (measured at a distance of 6.5 KM from start of roll). Noise limits at specific monitors may vary from the below. This is due to adjustments at each monitor made with reference to the height and distance relative to 6.5 KM from start of roll, and the departure route flown. The maximum noise limits are defined as follows.

Definition	Limit (dB(A))
Aircraft with a QC of 8 or 16	See paragraph 13
Aircraft with a MTOW of 300 tonnes or greater	92
Aircraft with a MTOW greater than 100 tonnes but less than 300 tonnes	87
Aircraft with a MTOW of 100 tonnes or less	81

QC = quota count (as defined in the UK AIP Supplement)

Aircraft that exceed a maximum noise limit will be subject to a penalty detailed in the airport specific fees and charges documentation.

EGNX AD 2.22 FLIGHT PROCEDURES**1 PROCEDURES FOR INBOUND AIRCRAFT**

- a) Standard Arrival Routes (STARs).
- i. Standard Arrival routes for aircraft inbound from the UK ATS Route Network will be routed via the Standard Terminal Arrival Routes (STARs) detailed at AD 2-EGNX-7-1 to 7-4.
 - ii. Where STARs are designated as RNAV1 Only, Non-RNAV 1 aircraft shall file the via the existing route structure as featured in the Standard Route Document (SRD). Aircraft should not proceed beyond ROKUP or PIGOT without ATC clearance.
- b) Aircraft inbound from the UK ATS Route Network will be cleared into the CTR/CTA without having to request a specific entry clearance.
 c) Initial Approach Procedures for aircraft to proceed from holding area PIGOT and ROKUP are detailed at AD 2-EGNX-7-10 to 7-11.

Note: Due to the removal of the DTY/TNT DVORs, IAPs as detailed at AD 2-EGNX-7-10 and 7-11 are only available to aircraft that are RNAV1 compliant.

- d) Inbound Procedure other than on the UK ATS Route Network.
- i. Aircraft wishing to enter the East Midlands CTR/CTA direct from the London Flight Information Region are required to obtain permission at least 10 minutes before reaching the Zone or Area boundary, when they will be advised of the route to be followed consistent with the current traffic situation.
- e) Holding patterns are as follows:

Midlands NDB(L) EME	Holding axis 270° M inbound, turning left, maximum holding speed 210 KT, minimum holding level, 3000 FT ALT.
Midlands NDB EMW	Holding axis 090° M inbound, turning right, maximum holding speed 210 KT, minimum holding level, 3000 FT ALT.

PIGOT	Terminal Holding Fix is established at PIGOT as detailed on the appropriate STAR charts.
ROKUP	Terminal Holding Fix is established at ROKUP as detailed on the appropriate STAR charts.

f) Minimum Runway Occupancy Requirements

- i. Landing aircraft are reminded that prompt exit from the runway will enable ATC to apply minimum spacing on final approach and will minimise the risk of 'go-arounds'. Pilots of landing aircraft are therefore requested to vacate the runway via the first available taxiway corresponding to operational requirements or as directed by ATC.
- ii. With the exception of MD11 and Code E and above aircraft, the preferred exit after landing on Runway 27 is Mike. Pilots shall only attempt to vacate at Sierra when they have obtained permission from East Midlands Tower during final approach.
- iii. After landing on Runway 09, unless there is reasonable assurance of slowing in time to vacate at Sierra, landing aircraft are requested to keep their speed up and vacate the runway via Whiskey. During Runway 09 operations, permission to vacate at Sierra does not need to be obtained from ATC prior to landing.
- iv. Pilots are reminded that taxiways Sierra and Mike are unsuitable for MD11 and Code E and above aircraft.

g) Approach with Radar Control

- i. Aircraft will be radar vectored for an intermediate approach profile that should allow a low power/low drag continuous descent approach to be carried out. To achieve this profile, pilots should plan to be at FL 100 and 250 KT by 35 NM from touchdown, reducing to 250 KT-220 KT by 6000 FT ALT 20 NM from touchdown. Estimated track distance will be given to allow pilots to descend at a rate they judge best suited to achieve continuous descent without using more power or drag than necessary. The object will be to join the glidepath at the appropriate height for the distance without level flight.
- ii. For planning purposes, 35 NM from touchdown equates approximately to the following positions:.

Runway	From the South	From the North
09	28 NM N of DTY 17 NM DME from I-EMW	VEGAR 26 NM DME from I-EMW
27	VELAG 28 NM DME from I-EME	Abeam TNT 16 NM DME from I-EME

h) Approach without Radar Control

- i. When traffic is not being sequenced by Surveillance Radar, aircraft will be cleared from the holding facility to carry out the approach procedure appropriate to the runway-in-use, as detailed at AD 2-EGNX 7-10 to 7-11.

2 PROCEDURES FOR OUTBOUND AIRCRAFT

- a) Standard Instrument Departure Procedures are detailed at AD 2-EGNX-6-1 to AD 2-EGNX-6-3.

Note: Due to the removal of the DTY/TNT DVORs, SIDs as detailed at AD 2-EGNX-6-1 and 6-2 are only available to aircraft that are RNAV 1 compliant.

- b) Departure Speed Restriction: In order to optimise the departure flow and assist in the separation between successive departing aircraft, a speed limit of 250 KT IAS below FL 100 is applicable until removed by ATC. ATC may remove the speed restriction by using the phrase 'No ATC Speed Restriction'. Pilots are reminded that this phrase does not relieve the pilot of the responsibility to adhere to the ground track of the Noise Preferential Route, which may require a speed/power limitation.
- c) If for any reason pilots are unable to comply with the 250 KT IAS speed restriction the pilot should immediately advise ATC and state the minimum speed acceptable. If a pilot anticipates before departure that they will be unable to comply with the speed restriction, they should inform ATC when requesting start-up clearance, stating the minimum speed acceptable. In this case the pilot will be informed before take-off of any higher speed limitation.
- d) After departure aircraft must not change frequency until instructed.

3 RADIO COMMUNICATIONS FAILURE PROCEDURE

- a) In the event of complete radio communication failure in an aircraft, the pilot will adopt the appropriate procedure notified at ENR 1.1 para 3.4.
- b) Initial Approach: as per Loss of Communications on chart AD 2.EGNX-5-1.
- c) Intermediate/Final Approach: as per Loss of Communications on chart AD 2.EGNX-5-1.
- d) The route to be used when leaving the CTR/CTA in accordance with this procedure is as follows:

Position at time of decision	Route
NDB EME or NDB EMW	Track 350°MAG at 3000 FT ALT

4 VFR AND SPECIAL VFR FLIGHT

- a) Pilots inbound to East Midlands under VFR will be instructed to report at one of the VRPs, where they will either be given a route to follow or will be identified by radar and directed into the approach sequence. If inbound aircraft are not being radar directed and direct routings are, for traffic reasons, not available, to expedite arrival, the route to follow offered to pilots after reporting at a VRP will be:

VRP	Route
Church Broughton (Disused AD) Trowell (M1 Service Area) Bottesford (Disused AD)	Via Long Eaton Entry Lane
Melton Mowbray (Disused AD) M1 Junction 22 (Markfield) M42 Junction 11 (Measham)	Via Shepshed Entry Lane

- b) Clearances may be requested for Special VFR flights within the CTR and will be given whenever the traffic situation permits. These flights are subject to the general conditions laid down at ENR 1.2.

Note: Pilots holding a Private Pilots Licence (Aeroplanes) are reminded of the visibility requirements for Special VFR flights laid down in Schedule 7 of the Air Navigation Order 2009 and in the related notification at ENR 1-4-6, note 4, paragraph d.

- c) Aircraft may be given a radar service whilst within the Zone if, due to the traffic situation, ATC considers it advisable. It will remain the responsibility of the pilot to remain at all times in flight conditions which will enable him to determine his flight path and to keep clear of obstacles, and to ensure that he is able to comply with SERA.3105 Minimum Heights, SERA.5010 Special VFR in control zones and ENR 1.2 paragraph 1.3(l). Pilots must inform the Radar Controller if compliance with the above entails a change of heading or height.

5 VISUAL REFERENCE POINTS (VRP)

- a) Church Broughton (Disused AD), M1 Junction 22 (Markfield) and M42 Junction 11 (Measham) - all below 2500 FT ALT.
 b) Pilots routing via Bottesford (Disused AD) should avoid overflying the area around Langar aerodrome, which is designated as an area of intense parachuting activity.
 c) Pilots routing via Melton Mowbray (Disused AD) are advised of the proximity of the TV mast at Waltham on the Wold as it has a high elevation – See ENR 5.4 dataset for up to date details of ICAO AREA 1 Obstacles.
 d) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

6 FREQUENCY MONITORING CODE (FMC)

- a) Pilots operating in the vicinity of, but intending to remain outside East Midlands Controlled Airspace within the area defined by straight lines joining successively the following points and maintaining a listening watch only on East Midlands Radar frequency, 134.180 MHz, are encouraged to select SSR code 4572.

530412N 0015647W - 524800N 0015216W -
 523440N 0013300W - 522846N 0012550W -
 523452N 0002500W - 525320N 0002420W -
 530850N 0004047W - 530818N 0013320W -
 530412N 0015647W.

- b) Selection of code 4572 does not imply receipt of an ATC service. Pilots of aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of controlled airspace.
 c) Whilst squawking 4572, pilots should be aware that East Midlands Radar may make blind transmissions in order to ascertain a particular aircraft's intentions/route.

- d) When a pilot ceases to maintain a listening watch, code 4572 shall be deselected.

7 ENTRY/EXIT LANES

- a) Conditions of Use

- i. To permit aircraft to operate to and from East Midlands Aerodrome in IMC but not under IFR the following entry/exit lanes have been established for use, under the conditions stated, as follows:

1. A lane 3 NM wide, known as the LONG EATON Lane, with centre-line the M1 Motorway, extending from the point where the Motorway crosses the northern boundary of the CTR (Junction 25), southwards to a point at which it crosses the extended centre-line of Runway 09/27.
2. A lane 3 NM wide, known as the SHEPshed Lane, with centre-line the M1 Motorway, extending from the point where the Motorway crosses the southern boundary of the CTR (Motorway Junction 23), northwards to a point at which it crosses the extended centre-line of Runway 09/27.

- ii. Use of the lanes is subject to SVFR clearance being obtained from East Midlands ATC;
- iii. Aircraft using the lanes must remain clear of cloud and in sight of the surface, not above 2000 FT (QNH);
- iv. An aircraft using a lane shall keep the centre-line on its left, unless otherwise instructed by ATC for separation purposes;
- v. Pilots of aircraft are responsible for maintaining adequate clearance from the ground or other obstacles

- b) In order to expedite the arrival and departure of light aircraft in VMC use of these lanes by such aircraft operating under VFR is also recommended. Use of the lanes for this purpose, irrespective of prevailing weather conditions, remains subject to clearance being obtained from ATC.

EGNX AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGNX AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO

AD 2.EGNX-2-1

AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO

AD 2.EGNX-2-2

AERODROME CHART A380/AN225 GROUND MOVEMENT - ICAO

AD 2.EGNX-2-3

CONTROL ZONE and CONTROL AREA CHART - ENTRY/EXIT LANES and VRPS

AD 2.EGNX-4-1

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2.EGNX-5-1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) SAPCO (RNAV SUBSTITUTION ONLY) - ICAO

AD 2.EGNX-6-1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) TRENT (RNAV SUBSTITUTION ONLY) - ICAO

AD 2.EGNX-6-2

STANDARD DEPARTURE CHART - INSTRUMENT (SID) POLE HILL - ICAO

AD 2.EGNX-6-3

RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) AMPIT 2E DOLOP 1E MAKUX 1E MALUD 1E WAL 2E - ICAO

AD 2.EGNX-7-1

RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) BEGAM 1E CROFT 1E LIBSO 1E VEGUS 1E - ICAO

AD 2.EGNX-7-2

RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) POL 1E - ICAO

AD 2.EGNX-7-3

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) DTY 1E HEMEL 1E - ICAO

AD 2.EGNX-7-4

STANDARD INSTRUMENT ARRIVAL CODING TABLES AMPIT 2E DOLOP 1E MAKUX 1E

AD 2.EGNX-7-5

STANDARD INSTRUMENT ARRIVAL CODING TABLES MALUD 1E WAL 2E BEGAM 1E

AD 2.EGNX-7-6

STANDARD INSTRUMENT ARRIVAL CODING TABLES CROFT 1E LIBSO 1E VEGUS 1E

AD 2.EGNX-7-7

STANDARD INSTRUMENT ARRIVAL CODING TABLES POL 1E DTY 1E HEMEL 1E

AD 2.EGNX-7-8

RNAV HOLD CODING TABLES ROKUP PIGOT

AD 2.EGNX-7-9

INITIAL APPROACH PROCEDURES ILS/DME RWY 09 via PIGOT/ROKUP (RNAV SUBSTITUTION ONLY)

AD 2.EGNX-7-10

INITIAL APPROACH PROCEDURES ILS/DME RWY 27 via PIGOT/ROKUP (RNAV SUBSTITUTION ONLY)

AD 2.EGNX-7-11

INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 09 - ICAO

AD 2.EGNX-8-1

INSTRUMENT APPROACH CHART ILS/NDB(L) RWY 09 - ICAO

AD 2.EGNX-8-2

INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 09 - ICAO

AD 2.EGNX-8-3

INSTRUMENT APPROACH CHART LOC/NDB(L) RWY 09 - ICAO

AD 2.EGNX-8-4

INSTRUMENT APPROACH CHART NDB(L)/DME RWY 09 - ICAO

AD 2.EGNX-8-5

INSTRUMENT APPROACH CHART NDB(L) RWY 09 - ICAO

AD 2.EGNX-8-6

INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 27 - ICAO

AD 2.EGNX-8-7

INSTRUMENT APPROACH CHART ILS/NDB(L) RWY 27 - ICAO

17 Apr 2025

AD 2.EGNX-8-8

INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 27 - ICAO

AD 2.EGNX-8-9

INSTRUMENT APPROACH CHART LOC/NDB(L) RWY 27 - ICAO

AD 2.EGNX-8-10

INSTRUMENT APPROACH CHART NDB(L)/DME RWY 27 - ICAO

AD 2.EGNX-8-11

INSTRUMENT APPROACH CHART NDB(L) RWY 27 - ICAO

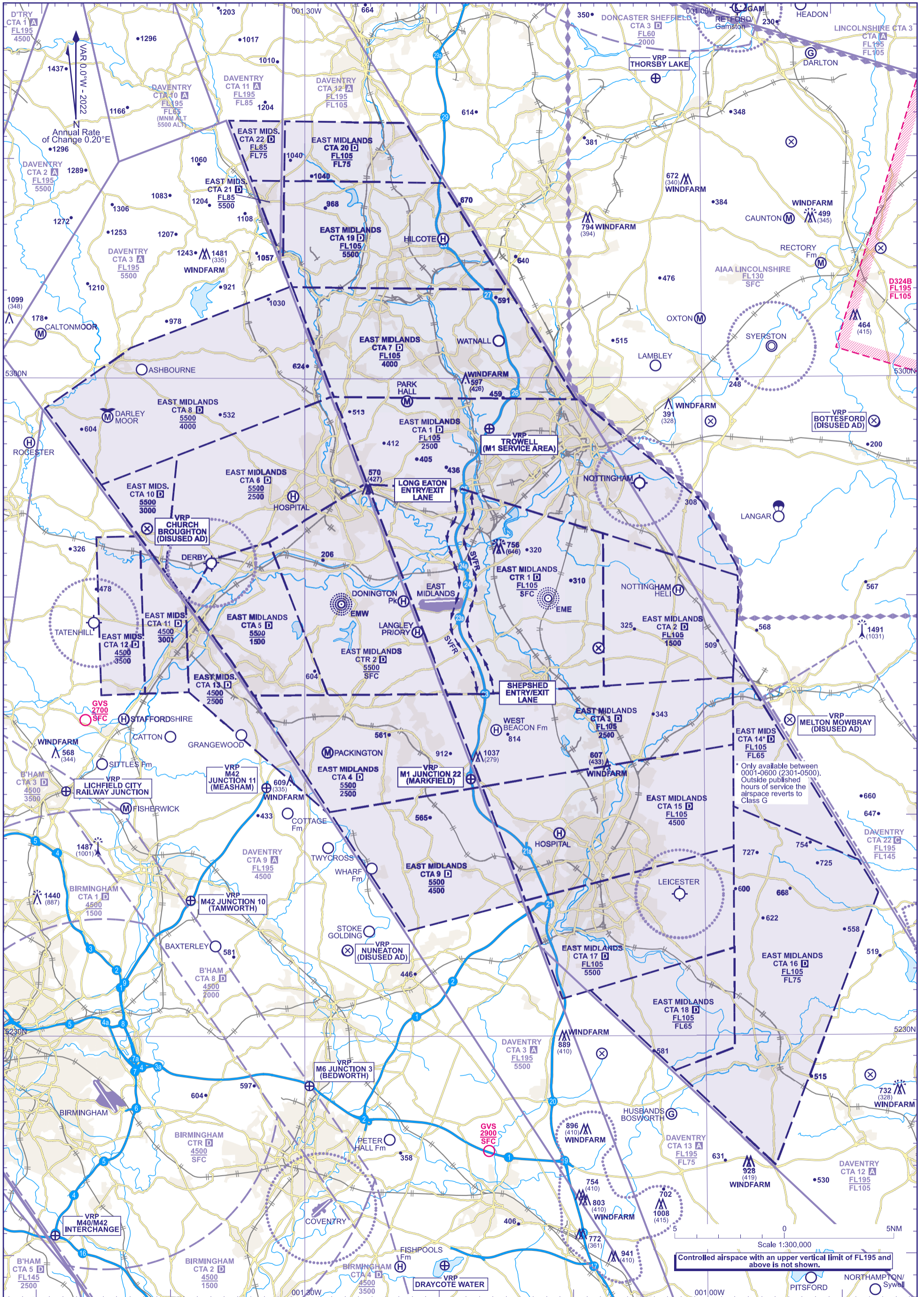
AD 2.EGNX-8-12

EGNX AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

CONTROL ZONE AND CONTROL AREA - ENTRY/EXIT LANES AND VRPs

EAST MIDLANDS



CHANGE (4/25): BHX NDB REMOVED FROM CHART. TNT, HON VOR REMOVED FROM CHART. HOSPITAL HELI SITES ADDED.

AERO INFO DATE 04 FEB 25

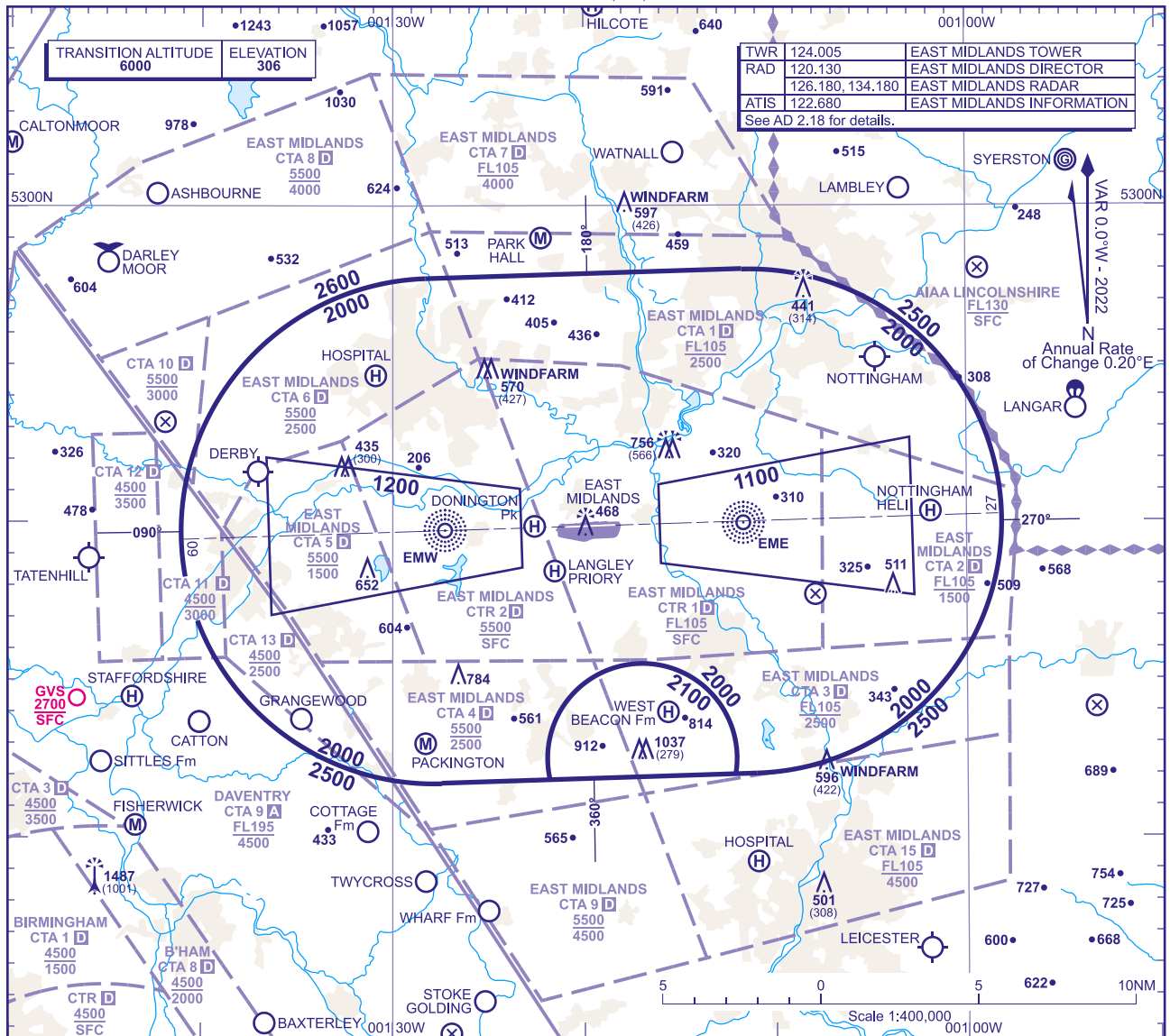
Scale 1:300,000
Controlled airspace with an upper vertical limit of FL195 and above is not shown.

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ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1501
HEIGHTS IN FEET AGL (1001)

EAST MIDLANDS



MINIMUM INITIAL ALTITUDE
Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

- 2000** in the sector defined by the lateral limits: 525742N 0012817W - 525800N 0011144W thence clockwise by an arc of a circle radius 8NM centred on 525000N 0011121W to 524201N 0011059W - 524143N 0012726W thence clockwise by an arc of a circle radius 8NM centred on 524942N 0012751W to 525742N 0012817W, except;
- 2100** in the sector defined by the lateral limits: 524150N 0012147W thence clockwise by an arc of 3NM radius centred on 524230N 0011659W to 524200N 0011207W - 524150N 0012147W.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA
The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

- within 5NM of the aircraft*, and
- within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

LOSS OF COMMUNICATION PROCEDURES
Initial Approach
Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **3000**, or last assigned level if higher to **NDB(L) EMW** for RWY 09 approaches or **NDB(L) EME** for RWY 27 approaches†.
Intermediate and Final Approach
Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) EMW** for RWY 09 approaches or **NDB(L) EME** for RWY 27 approaches†.
† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.4.

GENERAL INFORMATION

- Levels shown are based on QNH.
- Only significant obstacles and dominant spot heights are shown.
- The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
- Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
- Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
- The ATC Surveillance service is provided by Primary and/or Secondary Radar equipment.
- This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
- When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be Issued if the aircraft is either established on the final approach track or on an Intercept of 40° or less, and is cleared to Intercept the final approach track.**
- Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
- Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

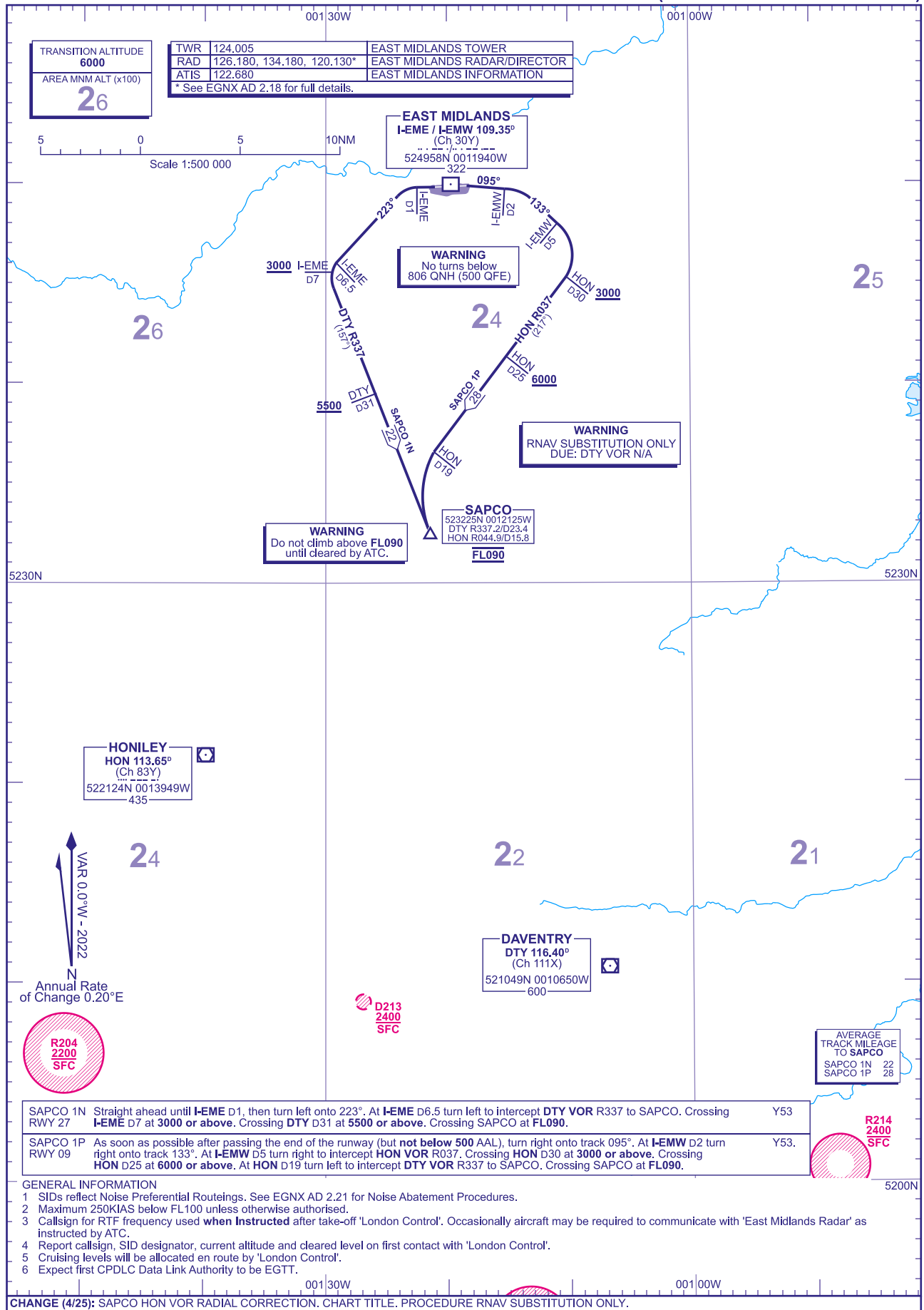
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AERO INFO DATE 31 JAN 25

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STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

EAST MIDLANDS
SAPCO
(RNAV SUBSTITUTION ONLY)



CHANGE (4/25): SAPCO HON VOR RADIAL CORRECTION. CHART TITLE. PROCEDURE RNAV SUBSTITUTION ONLY.

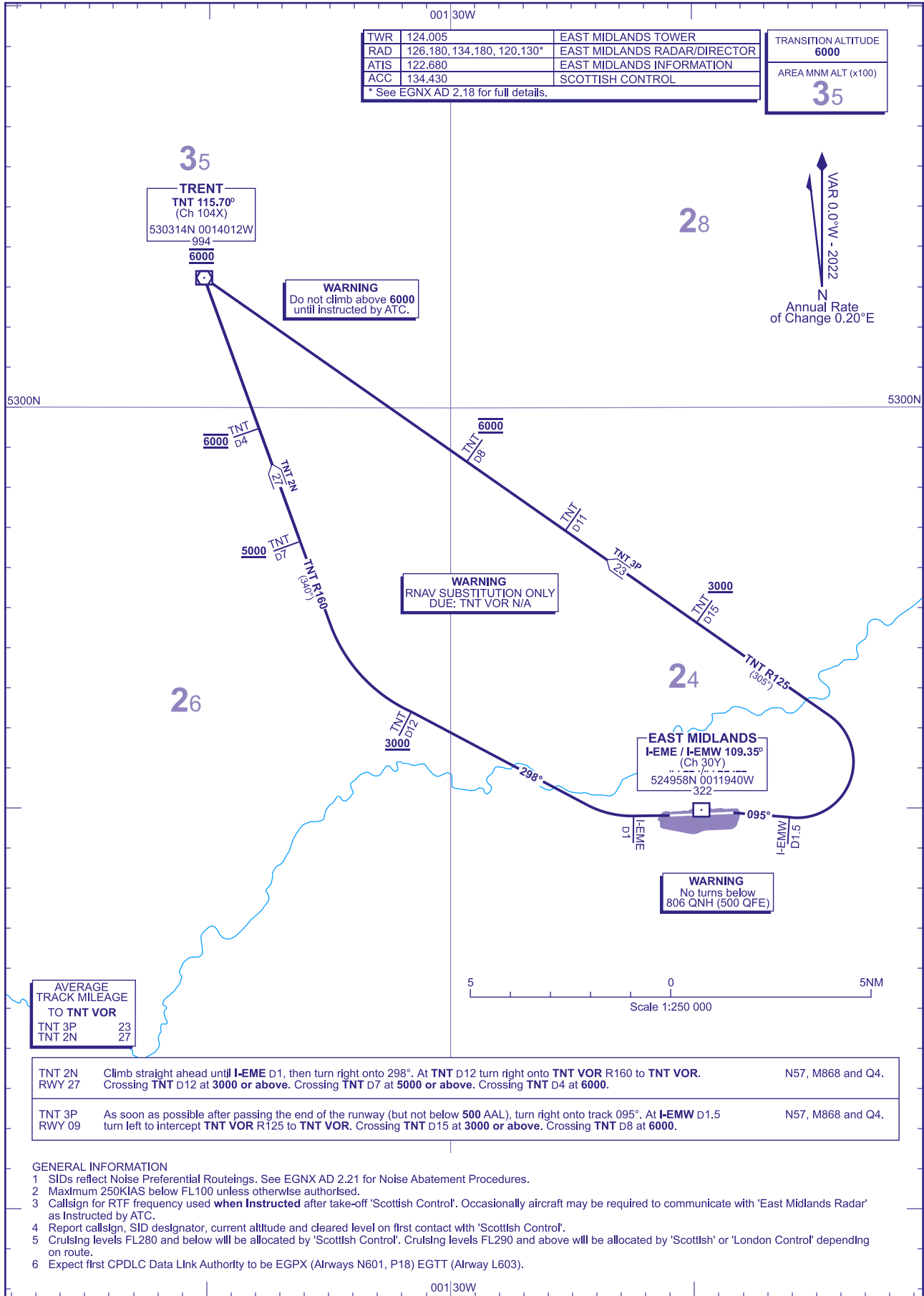
AERO INFO DATE 10 FEB 25

AD 2-EGNX-6-1

**STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO**

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

**EAST MIDLANDS
TRENT
(RNAV SUBSTITUTION ONLY)**



TWR	124.005	EAST MIDLANDS TOWER
RAD	126.180, 134.180, 120.130°	EAST MIDLANDS RADAR/DIRECTOR
ATIS	122.680	EAST MIDLANDS INFORMATION
ACC	134.430	SCOTTISH CONTROL

* See EGNX AD 2.18 for full details.

TRANSITION ALTITUDE	6000
AREA MNM ALT (x100)	35

AVERAGE TRACK MILEAGE TO TNT VOR	
TNT 3P	23
TNT 2N	27

TNT 2N RWY 27	Climb straight ahead until I-EME D1, then turn right onto 298°. At TNT D12 turn right onto TNT VOR R160 to TNT VOR. Crossing TNT D12 at 3000 or above. Crossing TNT D7 at 5000 or above. Crossing TNT D4 at 6000.	N57, M868 and Q4.
TNT 3P RWY 09	As soon as possible after passing the end of the runway (but not below 500 AAL), turn right onto track 095°. At I-EMW D1.5 turn left to intercept TNT VOR R125 to TNT VOR. Crossing TNT D15 at 3000 or above. Crossing TNT D8 at 6000.	N57, M868 and Q4.

- GENERAL INFORMATION**
- SIDs reflect Noise Preferential Routeings. See EGNX AD 2.21 for Noise Abatement Procedures.
 - Maximum 250KIAS below FL100 unless otherwise authorised.
 - Call sign for RTF frequency used **when instructed** after take-off 'Scottish Control'. Occasionally aircraft may be required to communicate with 'East Midlands Radar' as instructed by ATC.
 - Report call sign, SID designator, current altitude and cleared level on first contact with 'Scottish Control'.
 - Cruising levels FL280 and below will be allocated by 'Scottish Control'. Cruising levels FL290 and above will be allocated by 'Scottish' or 'London Control' depending on route.
 - Expect first CPDLC Data Link Authority to be EGPX (Airways N601, P18) EGTT (Airway L603).

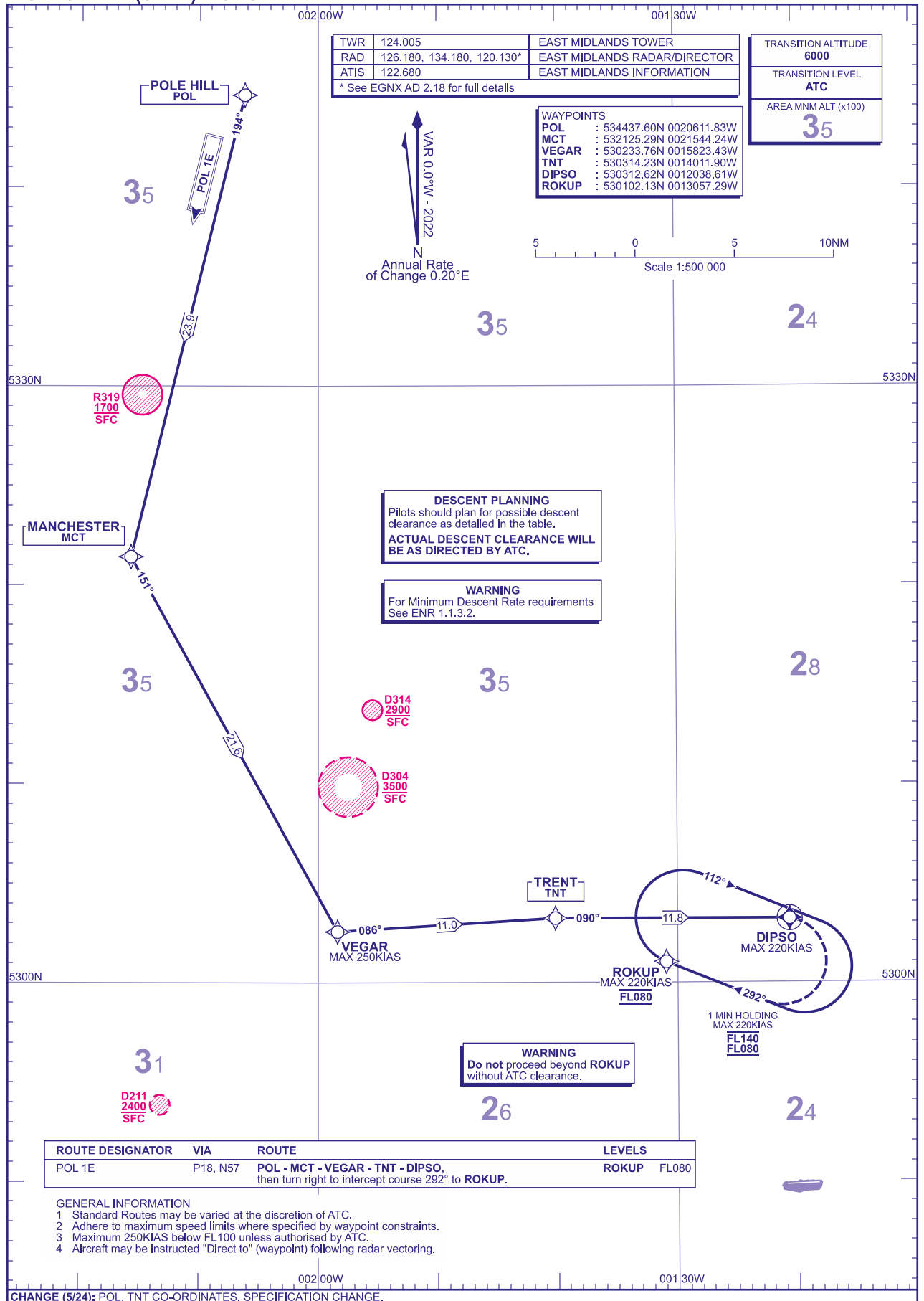
CHANGE (4/25): CHART TITLE. PROCEDURE RNAV SUBSTITUTION ONLY.
AERO INFO DATE 10 FEB 25

AD 2-EGNX-6-2

**RNAV1 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**EAST MIDLANDS
POL 1E**

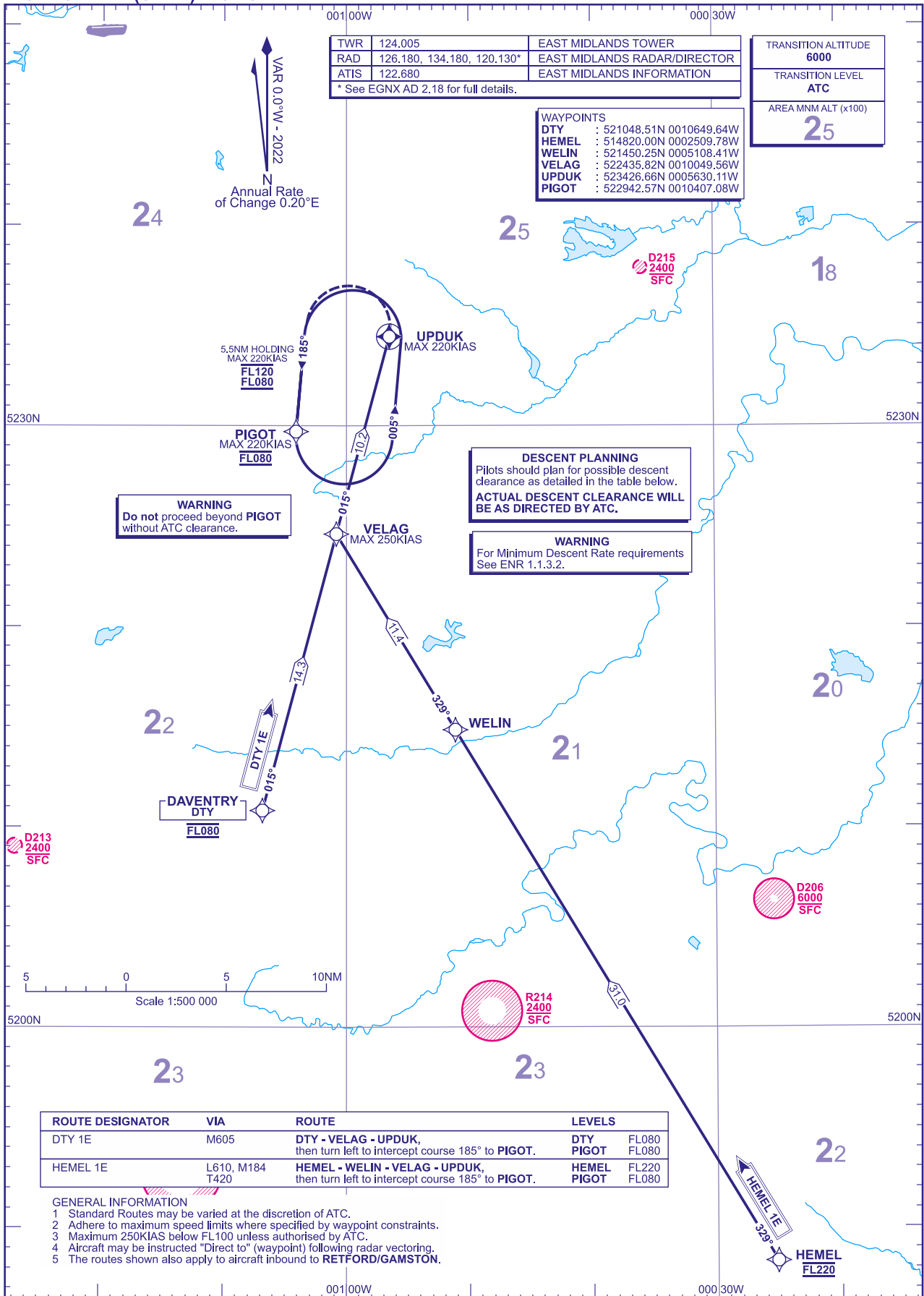


CHANGE (5/24): POL, TNT CO-ORDINATES, SPECIFICATION CHANGE.
AERO INFO DATE 01 MAR 24

**RNAV5 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**EAST MIDLANDS
DTY 1E HEMEL 1E**



CHANGE (4/25): AMA REVISED.
AERO INFO DATE 17 JAN 25

AD 2-EGNX-7-4

RNAV Hold Coding Tables

EAST MIDLANDS ROKUP Hold

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
ROKUP	-	-	ROKUP	530102.13N 0013057.29W	Y	292° (291.5°)	0.0	1 MIN	RIGHT	-FL140 +FL080	-220	RNAV1

EAST MIDLANDS PIGOT Hold

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
PIGOT	-	-	PIGOT	522942.57N 0010407.08W	Y	185° (185.0°)	0.0	5.5	LEFT	-FL120 +FL080	-220	RNAV5

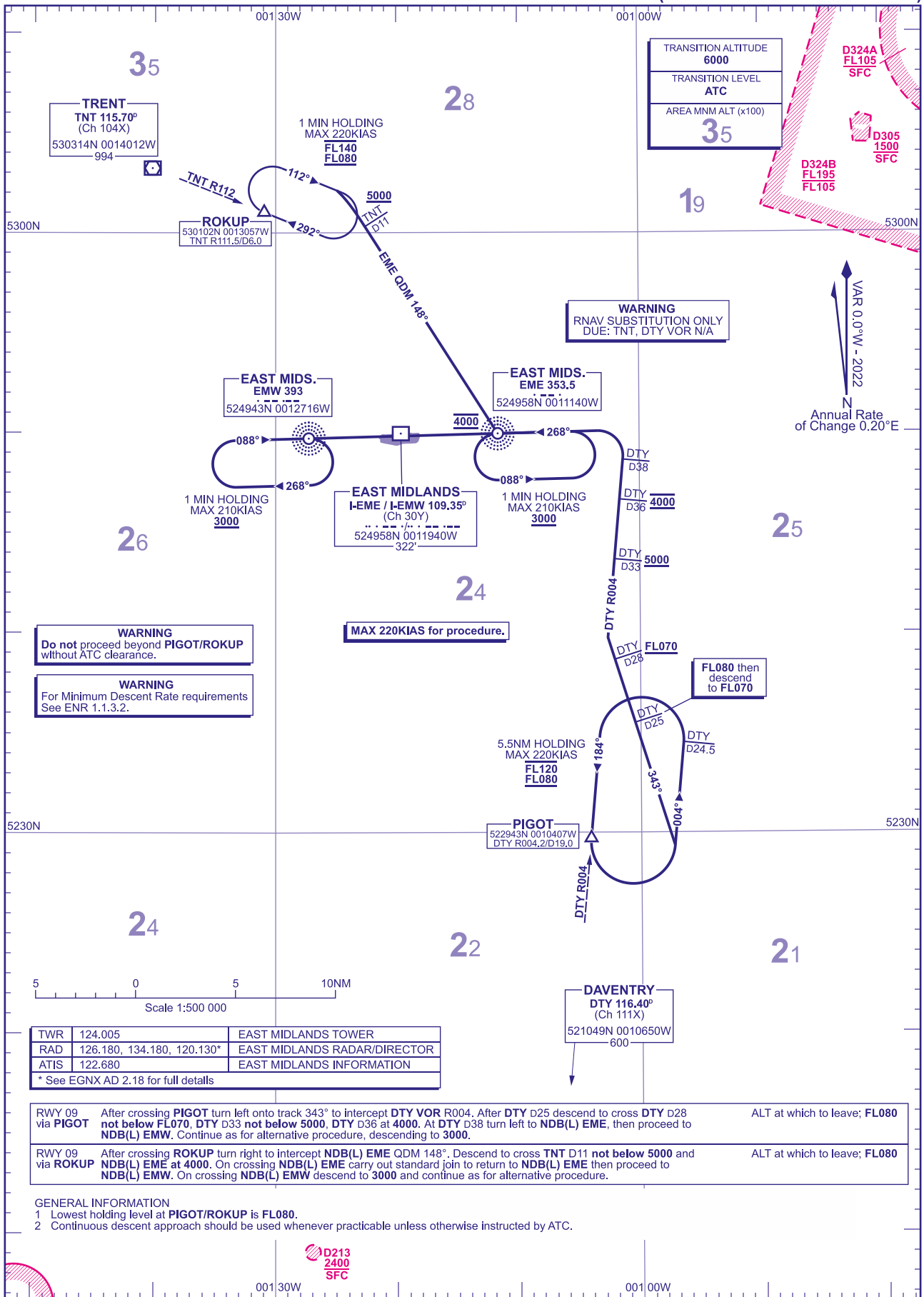
CHANGE (5/24): SPECIFICATION CHANGE.
AERO INFO DATE 21 FEB 24

AD 2-EGNX-7-9

**INITIAL APPROACH PROCEDURES
ILS/DME RWY 09**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**EAST MIDLANDS
via PIGOT/ROKUP
(RNAV SUBSTITUTION ONLY)**



WARNING
Do not proceed beyond PIGOT/ROKUP without ATC clearance.

WARNING
For Minimum Descent Rate requirements See ENR 1.1.3.2.

MAX 220KIAS for procedure.

FL080 then descend to FL070

TWR	124.005	EAST MIDLANDS TOWER
RAD	126.180, 134.180, 120.130*	EAST MIDLANDS RADAR/DIRECTOR
ATIS	122.680	EAST MIDLANDS INFORMATION

* See EGNX AD 2.18 for full details

RWY 09 via PIGOT After crossing PIGOT turn left onto track 343° to intercept DTY VOR R004. After DTY D25 descend to cross DTY D28 not below FL070, DTY D33 not below 5000, DTY D36 at 4000. At DTY D38 turn left to NDB(L) EME, then proceed to NDB(L) EMW. Continue as for alternative procedure, descending to 3000. ALT at which to leave; FL080

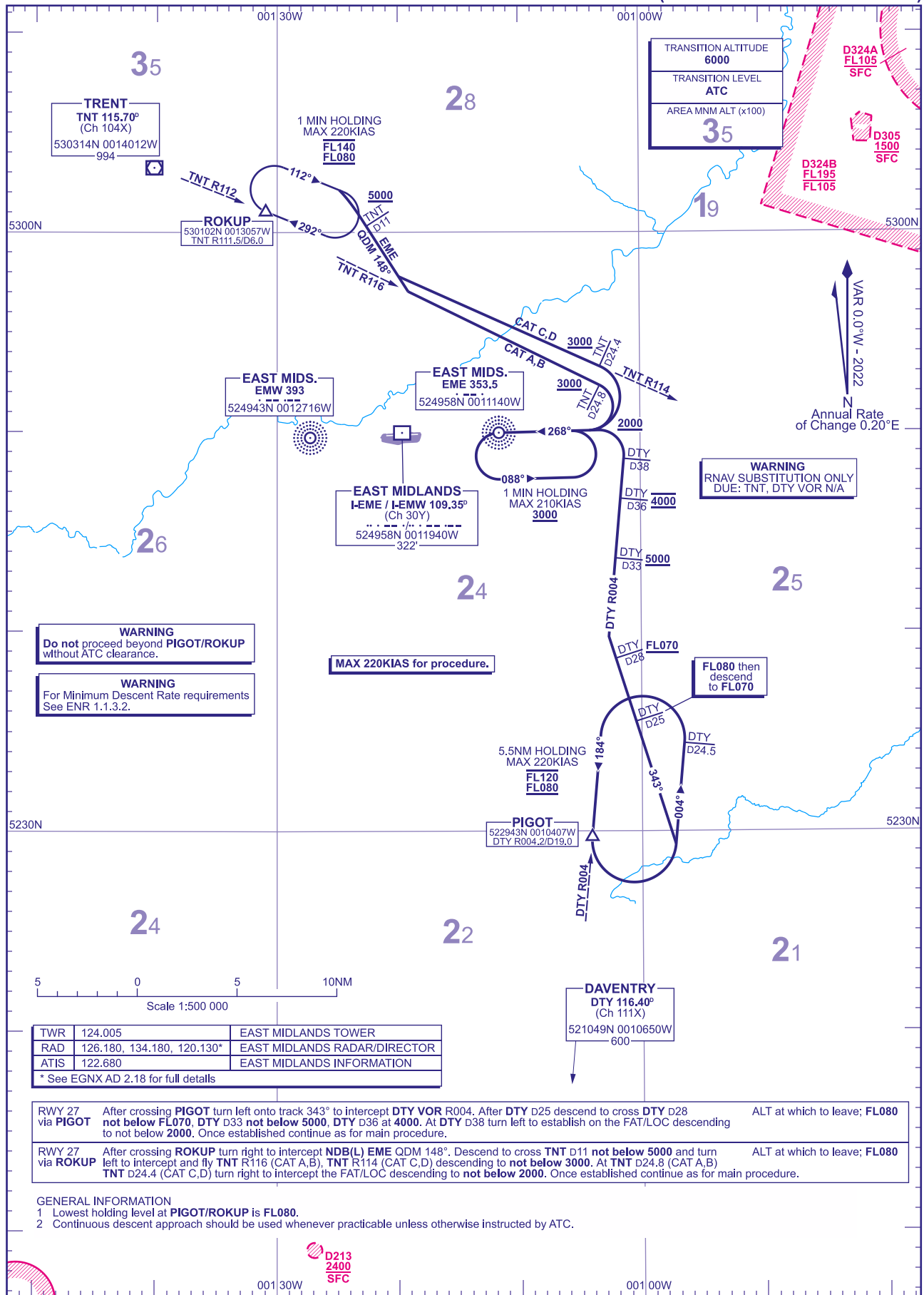
RWY 09 via ROKUP After crossing ROKUP turn right to intercept NDB(L) EME QDM 148°. Descend to cross TNT D11 not below 5000 and NDB(L) EMW at 4000. On crossing NDB(L) EME carry out standard join to return to NDB(L) EME then proceed to NDB(L) EMW. On crossing NDB(L) EMW descend to 3000 and continue as for alternative procedure. ALT at which to leave; FL080

GENERAL INFORMATION
1 Lowest holding level at PIGOT/ROKUP is FL080.
2 Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC.

INITIAL APPROACH PROCEDURES
ILS/DME RWY 27

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

EAST MIDLANDS
via PIGOT/ROKUP
(RNAV SUBSTITUTION ONLY)



WARNING
Do not proceed beyond PIGOT/ROKUP without ATC clearance.

WARNING
For Minimum Descent Rate requirements See ENR 1.1.3.2.

MAX 220KIAS for procedure.

WARNING
RNAV SUBSTITUTION ONLY
DUE: TNT, DTY VOR N/A

TWR	124.005	EAST MIDLANDS TOWER
RAD	126.180, 134.180, 120.130°	EAST MIDLANDS RADAR/DIRECTOR
ATIS	122.680	EAST MIDLANDS INFORMATION

* See EGNX AD 2.18 for full details

RWY 27 via PIGOT After crossing PIGOT turn left onto track 343° to intercept DTY VOR R004. After DTY D25 descend to cross DTY D28 ALT at which to leave; FL080 not below FL070, DTY D33 not below 5000, DTY D36 at 4000. At DTY D38 turn left to establish on the FAT/LOC descending to not below 2000. Once established continue as for main procedure.

RWY 27 via ROKUP After crossing ROKUP turn right to intercept NDB(L) EME QDM 148°. Descend to cross TNT D11 not below 5000 and turn left to intercept and fly TNT R116 (CAT A,B), TNT R114 (CAT C,D) descending to not below 3000. At TNT D24.8 (CAT A,B) ALT at which to leave; FL080 TNT D24.4 (CAT C,D) turn right to intercept the FAT/LOC descending to not below 2000. Once established continue as for main procedure.

GENERAL INFORMATION
1. Lowest holding level at PIGOT/ROKUP is FL080.
2. Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC.

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- b) When Runway 06 is in use, in order to expedite traffic, aircraft may be transferred from TARTN or STIRA holding pattern to UW NDB holding pattern prior to carrying out the Instrument Approach Procedure.
- c) When Runway 24 is in use, in order to expedite traffic, aircraft may be transferred from TARTN or STIRA holding pattern to EDN NDB holding pattern prior to carrying out the Instrument Approach Procedure.
- d) No visual approaches to Runway 06/24 are permitted for IFR aircraft between 2230-0630 (2130-0530). All IFR aircraft are to carry out a published Instrument Approach Procedure under ATC control with the exception of aircraft in emergency. This allows the continued operation when the CVCR is in use and ILS approaches are not available.

4 NOISE ABATEMENT CONTINUOUS DESCENT APPROACH PROCEDURES FOR TURBO-JET/PROP AIRCRAFT

- a) Turbo-jet and turbo-prop aircraft approaching Edinburgh Aerodrome will be expected to conform to the continuous descent and low-power, low-drag approach procedures. To facilitate this technique, aircraft should fly within the speed bands detailed at Paragraph 1, item d. In the interest of accurate spacing, ATC may request specific speeds and pilots are requested to comply with any speed adjustments as promptly as is feasible within their own operational constraints. If circumstances necessitate, a speed change for aircraft performance reasons, ATC should be advised accordingly.
- b) Headings and Flight Levels/Altitudes will be passed by the Radar Controller. Aircraft will be radar vectored either from the holding facility or following transfer of control from the Area Control Unit to Edinburgh Approach. ATC will advise pilots of an estimate of the track distance to run to touchdown when clearance to descend below the Transition Altitude is given. Further information on the distance from touchdown will be given between this descent clearance and the instruction to turn onto the intercept heading to the ILS localizer.
- c) On receipt of descent clearance the pilot will descend at the rate he judges will be best suited to a continuous descent, the object being to join the glidepath at the appropriate height for the distance, without recourse to level flight. Pilots are reminded that due to high ground southeast of the airport, descent below 3000 FT QNH will be in accordance with AD 2-EGPH-5-1
- d) In the event of radar failure, new instructions will be issued to each aircraft under radar control and the procedures as defined for approach without radar control will be put into effect.
- e) Military Jet aircraft – Radar vectoring for ILS approach is mandatory for military fast jet aircraft.

5 RADIO COMMUNICATIONS FAILURE PROCEDURES

In the event of complete radio communication failure in an aircraft, the pilot will adopt the appropriate procedures notified at ENR 1.1, subsection 3 with the exceptions detailed below.

- a) When complete communication failure occurs in the aircraft before ETA or before EAT when this has been received and acknowledged, the aircraft will:
 - i. Fly to the appropriate holding point;
 - ii. hold at the last assigned level until the last acknowledged ETA plus 10 minutes or EAT when this has been given;
 - iii. then commence descent for landing in accordance with the procedure detailed on the Instrument Approach charts and effect a landing within 30 minutes (or later if able to land visually).
- b) If complete radio communication failure occurs after an aircraft has reported to ATC on reaching the holding point, the aircraft will:
 - i. Maintain the last assigned holding level at the appropriate holding point until:
 - 1. ATA over holding point plus 10 minutes or 10 minutes after the last acknowledged communication with ATC, whichever is the later; or
 - 2. EAT when this has been received and acknowledged;
 - ii. then commence descent for landing in accordance with the procedure detailed on the Instrument Approach charts and effect a landing within 30 minutes (or later if able to land visually).
- c) In the event of complete radio failure in an aircraft which has been cleared for an IFR inter-aerodrome flight within the Scottish TMA the pilot will adopt the appropriate procedure as follows, depending upon the phase of flight:
 - i. If the aircraft is receiving a radar service and is within the ATCSMAC of the destination aerodrome, the pilot will adopt the appropriate loss of communication procedure for the runway-in-use as detailed in the ATCSMAC information at AD 2-EGPH-5-1. Landing must be effected within 30 minutes (or later if able to land visually);
 - ii. If the aircraft is **either** not receiving a radar service or is receiving a radar service but has not yet arrived within the ATCSMAC of the destination aerodrome, the pilot will proceed to the appropriate holding point at the destination aerodrome at the last assigned level or 4000 FT whichever is higher. He will then adopt the procedures in paragraph's 5a or 5b.
- d) The route and altitude to be used when leaving the CTR/CTA in accordance with the procedures at ENR 1.1, subsection 3 are shown in the table; the route to be followed is dependent on the position of the aircraft at the time the decision to leave the CTR is made.

Position at time of decision	Route
Edinburgh Airport EDN or UW NDB	Track 025°T from facility at 4000 FT ALT until crossing the Edinburgh CTR Boundary.

6 PROCEDURES FOR OUTBOUND AIRCRAFT

- a) Non-Airways IFR departing flights from Edinburgh routing in the open FIR to the north or northeast should anticipate ATC clearance normally at an altitude below 6000 FT. →

17 Apr 2025

7 SPEED LIMIT

- a) A speed limitation of 250 KT applies to all departures following SIDs whilst flying below FL 100 unless previously removed by ATC. ATC will endeavour to remove the speed limitation as soon as possible and will use the phrase 'No speed restriction'. The phrase must not be interpreted as relieving the pilot of his responsibility for the observance of any noise abatement procedures which may include a speed/power limitation.

8 VFR FLIGHTS

- a) VFR flights in the Control Zone will be given routing instructions and/or altitude restrictions in order to integrate VFR flights with other traffic.
- b) Pilots should anticipate routing instructions via the Visual Reference Points detailed in paragraph 10 or the routes detailed in paragraph 11.
- c) Pilots of VFR flights are reminded of the requirement to remain in VMC at all times and to comply with the relevant parts of SERA and the Rules of the Air Regulations 2015, and must advise ATC if at any time they are unable to comply with the instructions issued.
- d) **Helicopters:** Whenever possible helicopter flights in the Edinburgh Control Zone will be cleared on direct routings under VFR (or, when requested at night, on Special VFR clearance in accordance with the procedures for Special VFR flights)

9 SPECIAL VFR CLEARANCE

- a) Clearance may be requested for Special VFR flight within the Edinburgh Control Zone and will be given whenever the traffic situation permits. These flights are subject to the general conditions laid down for Special VFR flights (ENR 1.2 refers).
- b) Special VFR clearance will include routing and maximum altitude instructions and may not necessarily be confined to the Entry/Exit Lanes detailed at paragraph 11.
- c) Pilots are reminded that they must at all times when operating on Special VFR clearance, remain clear of cloud and in sight of the surface and in flight conditions which will enable them to determine their flight path and keep clear of obstacles. Due to the nature of the terrain in the vicinity of Edinburgh Airport radar vectoring will not normally be applied to aircraft operating on Special VFR clearance.
- d) Pilots are reminded that a Special VFR clearance applies only to flight within the CTR and does not extend to flight within the surrounding Airspace of the Scottish Terminal Control Area.
- e) Special VFR clearance will not normally be granted for flights operating in VMC or for flights by aircraft exceeding 5700 KG MTWA.

10 VISUAL REFERENCE POINTS (VRP)

- a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

11 GLIDING OPERATIONS KIRKNEWTON

- a) Gliding operations - Edinburgh CTR
 - i. Gliding operations are carried out at RAF Kirknewton by 661 Volunteer Gliding Squadron (VGS). Activity is co-ordinated with ATC and gliders can be expected in the agreed Delegated Gliding Area.
 - ii. The RAF Kirknewton Delegated Gliding Area (DGA) is defined by the lateral limits:
 1. 555320N 0032415W – 555338N 0032053W (Ravelrig Road rail bridge between Balerno & Dalmahoy) – 555121N 0032048W (Western corner of Threipmuir Reservoir) – 554959N 0032545W (Eastern corner of Harperigg Reservoir) – 555211N 0032601W thence clockwise by an arc of a circle radius 1.3 NM centred on 555213N 0032401W to 555320N 0032415W.
 2. Up to 2500 FT AMSL, this is known as DGA-circuit.
 3. Up to 3700 FT AMSL, this is known as DGA-soaring.
 - iii. ATC may tactically manage traffic to avoid the area if appropriate.
 - iv. ATC will advise other aircraft of gliding activity as appropriate.

12 ENTRY/EXIT LANES

- a) To permit aircraft to operate to and from Edinburgh Airport in IMC but not under IFR the following entry/exit lanes have been established for use, under the conditions stated, as follows:
 - i.
 1. a lane 3 NM wide, known as the Polmont Lane, with centre-line the M9 Motorway extending from Grangemouth (near the western boundary of the Edinburgh Control Zone) eastwards, via the Polmont Roundabout, Linlithgow Loch and Philpstoun to a point at which it joins the Edinburgh Aerodrome Traffic Zone;
 2. a lane 3 NM wide, known as the Kelty Lane, with centre-line the M90 Motorway extending from Kelty (near the northern boundary of the Edinburgh Control Zone) southwards to M90 Junc 1B, then with the centre-line the A9000 across the Forth Road Bridge to M90 Junc 1, then with the centre-line the M90 Motorway to a point at which it joins the Edinburgh Aerodrome Traffic Zone;
 - ii. use of the lanes is subject to clearance being obtained from ATC Edinburgh, irrespective of prevailing weather conditions. This clearance is to be obtained by non-radio equipped aircraft before take-off and by radio equipped aircraft before entering the lane;
 - iii. aircraft using the lanes must remain clear of cloud and in sight of the ground or water, not above 2000 FT (Edinburgh QNH), and in flight visibility of not less than 3 KM;

- iv. an aircraft using a lane shall keep the centre-line on its left, unless otherwise instructed by ATC for separation purposes. In these circumstances ATC will pass traffic information to the aircraft concerned;
- v. pilots of aircraft are responsible for maintaining adequate clearance from the ground or other obstacles.

b) Additionally, to permit the effective integration of traffic, flights operating in VMC and under VFR may be required by ATC to follow these routes as detailed in paragraph 8.

13 AERODROME OPERATING MINIMA - NON-PUBLIC TRANSPORT FLIGHTS: REFER TO AD 1.1 SUBSECTION 4 BEFORE APPLICATION

Approach Lighting Category	Runway	Approach Aid	OCH (FT) Acft CAT A See IAC for other CATs	Minima	
				DH/MDH (FT) Caution See AD 1.1 subsection 4	RVR (M)
1	2	3	4	5	6
Runway 06 Full	06	ILS/DME	135	250	600
	06	LOC/DME (also without DME)	480	480	1000
	06	NDB(L)/DME (also without DME)	580	580	1000
Runway 24 Full	24	ILS/DME	145	250	600
	24	LOC/DME (also without DME)	440	440	900
	24	NDB(L)/DME (also without DME)	500	500	1000

14 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the vicinity of, but intending to remain outside Edinburgh controlled airspace within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Edinburgh Radar frequency, 121.205 MHz, are encouraged to select SSR code 0440.

553627N 0035327W - 553648N 0024753W -
 560117N 0023955W - 561156N 0025112W -
 561150N 0034633W - 555724N 0035417W -
 554806N 0035411W - 553627N 0035327W.

- b) Selection of code 0440 does not imply receipt of an ATC service. Pilots of aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of controlled airspace.
- c) Whilst squawking 0440, pilots should be aware that Edinburgh Radar may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
- d) When a pilot ceases to maintain a listening watch, code 0440 shall be deselected.

EGPH AD 2.23 ADDITIONAL INFORMATION

a) For wildlife hazard management purposes, a bird scaring laser is deployed and utilised by the Airside Operations team.

EGPH AD 2.24 CHARTS RELATED TO AN AERODROME

- AERODROME CHART - ICAO
- AD 2.EGPH-2-1
- AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO
- AD 2.EGPH-2-2
- AERODROME CHART CODE E AIRCRAFT GROUND MOVEMENT - ICAO
- AD 2.EGPH-2-3
- CONTROL ZONE and CONTROL AREA CHART - ENTRY/EXIT LANES and VRPS
- AD 2.EGPH-4-1
- ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
- AD 2.EGPH-5-1
- STANDARD DEPARTURE CHART - INSTRUMENT (SID) GOSAM (Jet aircraft only) - ICAO
- AD 2.EGPH-6-1
- STANDARD DEPARTURE CHART - INSTRUMENT (SID) TALLA - ICAO
- AD 2.EGPH-6-2
- STANDARD DEPARTURE CHART - INSTRUMENT (SID) GRICE - ICAO
- AD 2.EGPH-6-3

17 Apr 2025

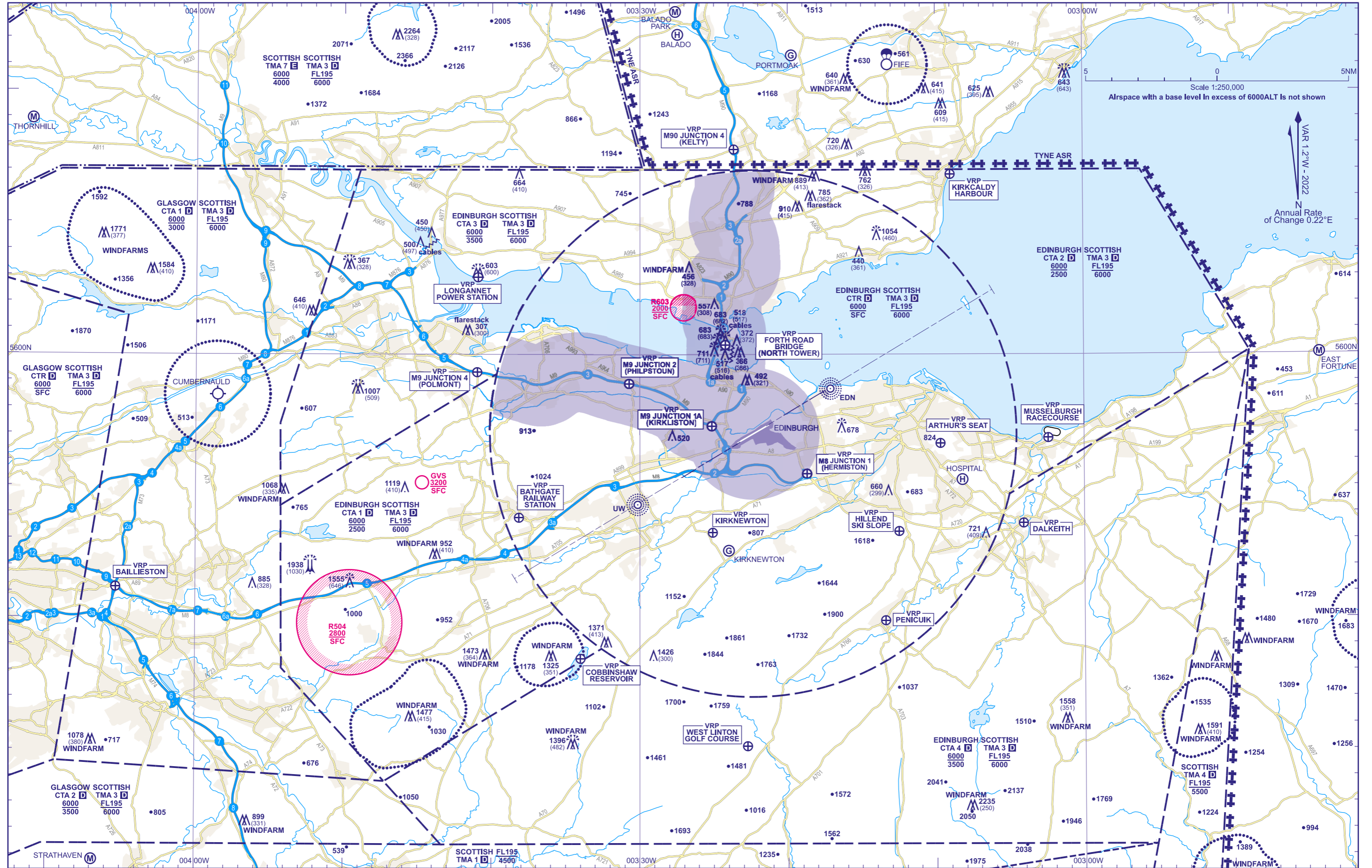
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) PTH 1G - ICAO
AD 2.EGPH-7-1
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) INPIP 1E - ICAO
AD 2.EGPH-7-2
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) AGPED 1E - ICAO
AD 2.EGPH-7-3
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) GIRVA 1E - ICAO
AD 2.EGPH-7-4
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) TUNSO 1E - ICAO
AD 2.EGPH-7-5
STANDARD INSTRUMENT ARRIVAL CODING TABLES PTH 1G INPIP 1E AGPED 1E GIRVA 1E TUNSO 1E
AD 2.EGPH-7-6
RNAV HOLD CODING TABLE STIRA TARTN
AD 2.EGPH-7-7
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 06 - ICAO
AD 2.EGPH-8-1
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 06 - ICAO
AD 2.EGPH-8-2
INSTRUMENT APPROACH CHART NDB/DME RWY 06 - ICAO
AD 2.EGPH-8-3
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 24 - ICAO
AD 2.EGPH-8-4
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 24 - ICAO
AD 2.EGPH-8-5
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 24 - ICAO
AD 2.EGPH-8-6

EGPH AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

CONTROL ZONE AND CONTROL AREA CHART - ENTRY/EXIT LANES AND VRPs

EDINBURGH



Scale 1:250,000
Airspace with a base level in excess of 6000ALT is not shown

VAR 1.2°W - 2022
Annual Rate of Change 0.22°E

CHANGE (4/25): KIRKNEWTON GLIDER SITE ADDED. HOSPITAL HELI SITE ADDED.
AERO INFO DATE 03 FEB 25

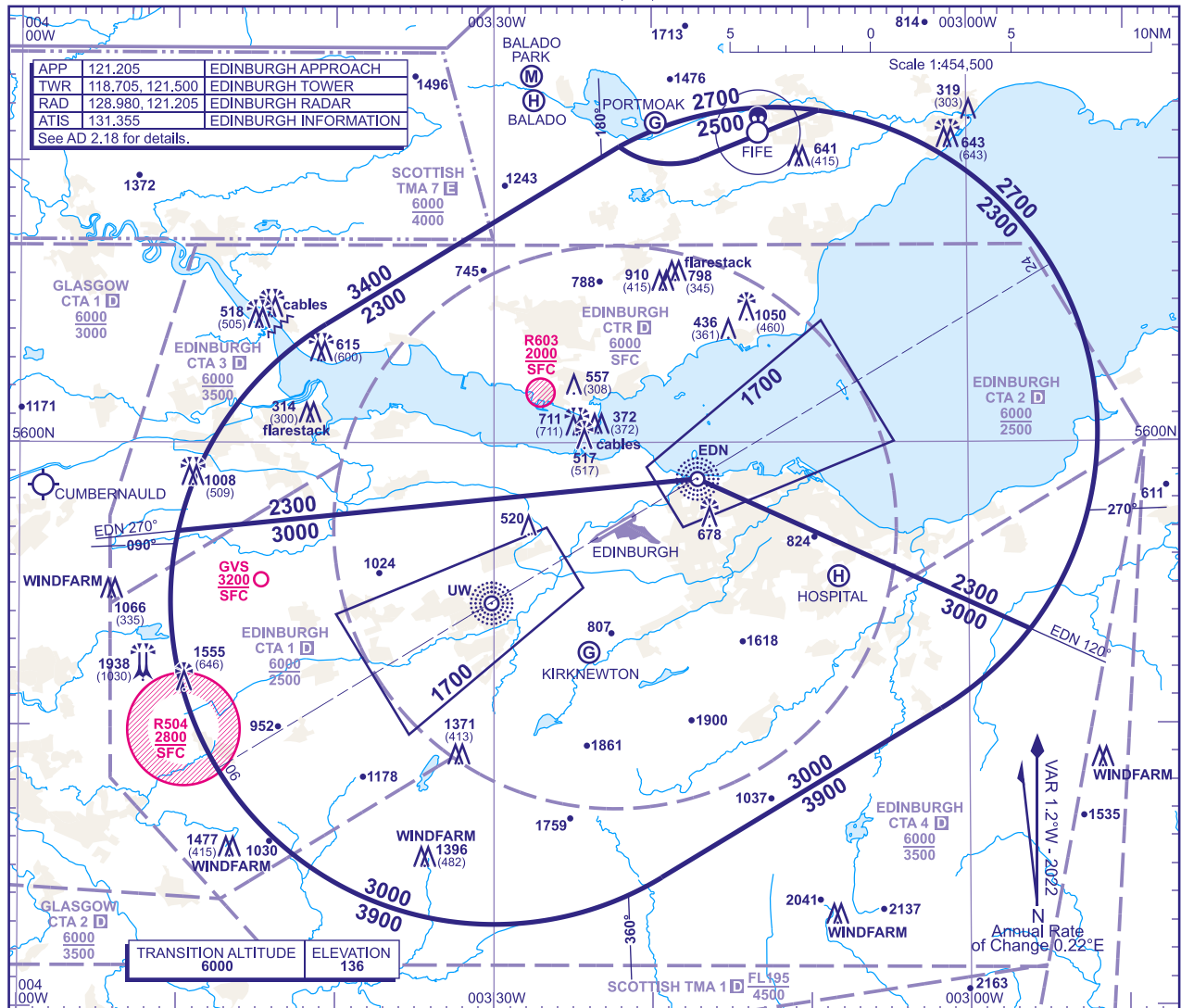
AD 2-EGPH-4-1

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ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1938
HEIGHTS IN FEET AGL (1030)

EDINBURGH



MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

- a) **2300** in the sector defined by the lateral limits: 560412N 0034039W - 561030N 0032203W thence anti-clockwise by an arc of a circle radius 3NM centred on 561253N 0031848W to 561005N 0031656W - 561146N 0030923W thence clockwise by an arc of a circle radius 11.5NM centred on 560024N 0031217W to 555321N 0025608W - 555843N 0031708W - 555652N 0034958W thence clockwise by an arc of a circle radius 11.5NM centred on 555424N 0033000W to 560412N 0034039W.
- b) **2500** in the sector defined by the lateral limits: 561030N 0032203W thence clockwise by an arc of a circle radius 11.5NM centred on 560024N 0031217W to 561146N 0030923W - 561005N 0031656W thence clockwise by an arc of a circle radius 3NM centred on 561253N 0031848W to 561030N 0032203W.
- c) **3000** in the sector defined by the lateral limits: 555652N 0034958W - 555843N 0031708W - 555321N 0025608W thence clockwise by an arc of a circle radius 11.5NM centred on 560024N 0031217W to 555033N 0030147W - 554435N 0031927W thence clockwise by an arc of a circle radius 11.5NM centred on 555424N 0033000W to 555652N 0034958W.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

- a) within 5NM of the aircraft*, and
 - b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.
- *When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

LOSS OF COMMUNICATION PROCEDURES

Initial Approach

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **3000**, or last assigned level if higher to **NDB(L) EDN†**, except for RWY 06, in which case proceed to **NDB(L) UW**.

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) EDN†**, except for RWY 06, in which case proceed to **NDB(L) UW**.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.4 or the procedure for Scottish TMA & Edinburgh CTR detailed at (EGPH AD 2.22).

GENERAL INFORMATION

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. **This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC Surveillance service.**
7. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final approach track.**
8. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
9. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

CHANGE (4/25): KIRKNEWTON GLIDERSITE ADDED. MAG VAR. CHART SPECIFICATION.

AERO INFO DATE 07 FEB 25

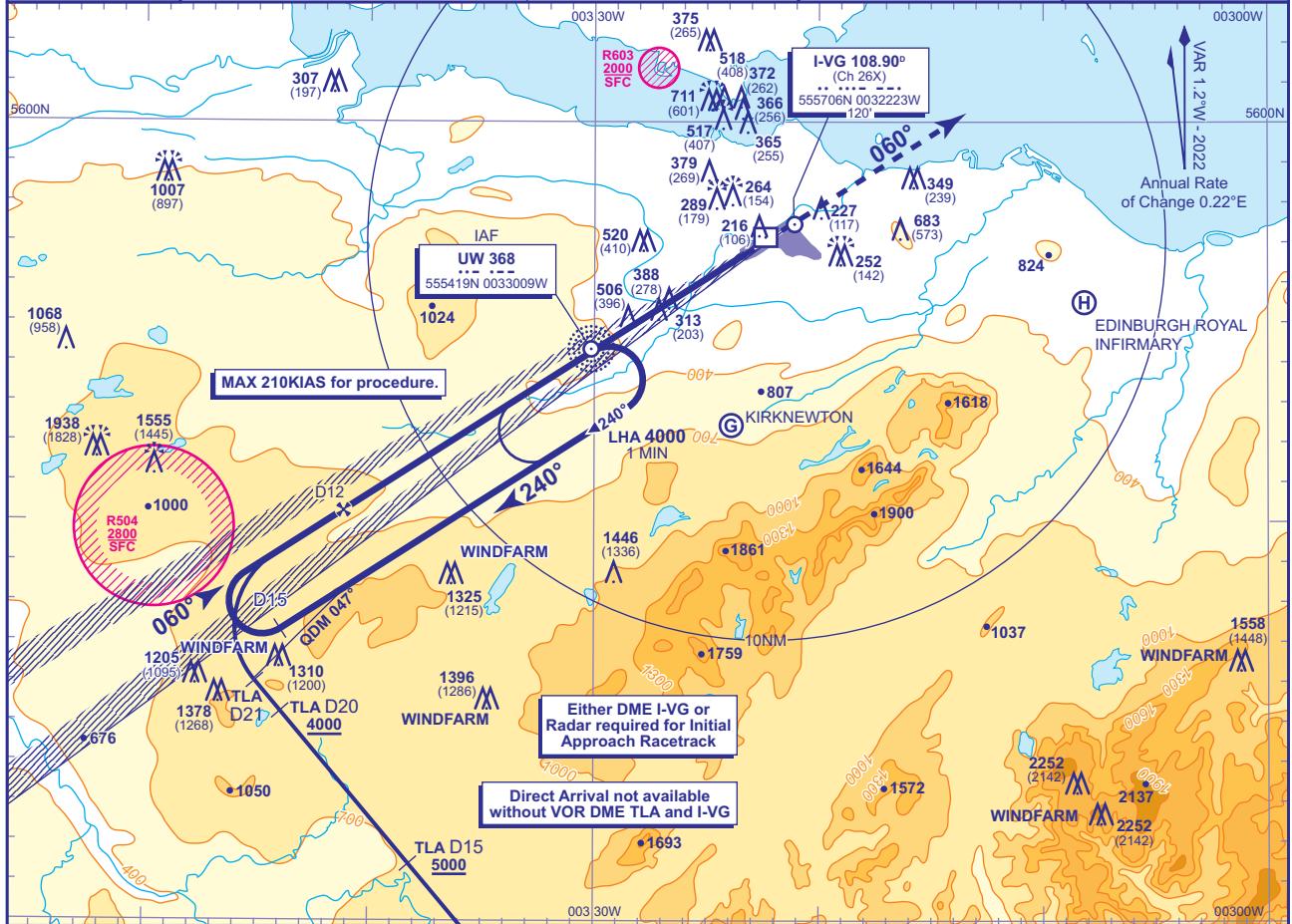
AD 2-EGPH-5-1

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INSTRUMENT APPROACH CHART - ICAO

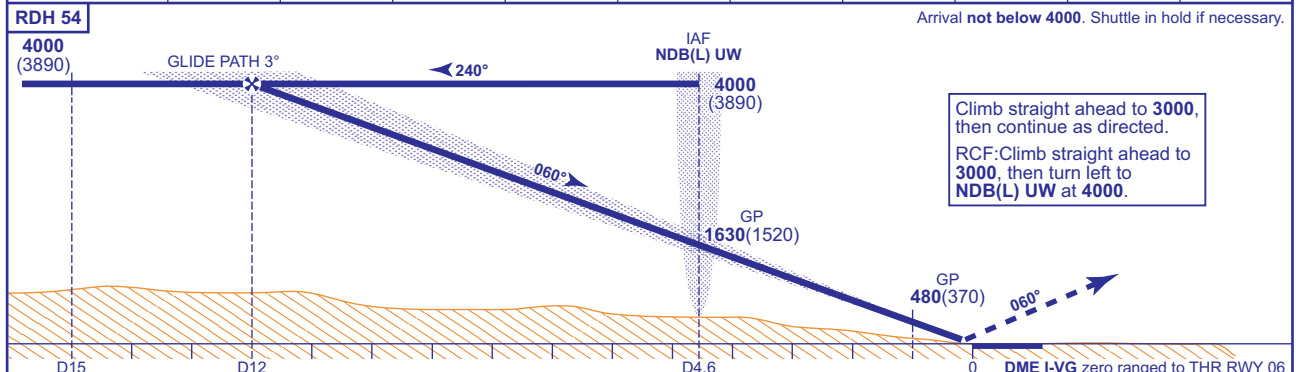
EDINBURGH
ILS/DME/NDB(L)
RWY 06
(ACFT CAT A,B,C,D)

APP	121.205	EDINBURGH APPROACH	AD ELEVATION	136
TWR	118.705	EDINBURGH TOWER	THR ELEVATION	110
	121.755	EDINBURGH GROUND	OBSTACLE ELEVATION	2252 AMSL (2142) (ABOVE THR)
RAD	121.205, 128.980	EDINBURGH RADAR		
ATIS	131.355	EDINBURGH INFORMATION	BEARINGS ARE MAGNETIC	TRANSITION ALTITUDE 6000



RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

DME I-VG	10	9	8	7	6	5	4	3	2	1
ALT(HGT)	3350(3240)	3030(2920)	2710(2600)	2390(2280)	2070(1960)	1760(1650)	1440(1330)	1120(1010)	800(690)	480(370)



Aircraft Category	A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
	OC A (OCH)	CAT I	245(135)	252(142)		262(152)	271(161)	FT/MIN	850	740	640
VM(C)OCA (OCH AAL)	Total Area	780(644)	980(844)	1470(1334)	2020(1884)						
	North of RWY 06/24	680(544)	820(684)	920(784)	1120(984)						

DIRECT ARRIVAL VIA VOR DME TLA VOR DME (IAF) as cleared, fly outbound on VOR TLA R321 descending **not below 6000**. From TLA VOR R321 DME 11 continue descent to cross TLA DME 15 **not below 5000** and TLA DME 20 **not below 4000**. At TLA DME 21 (NDB(L) UW QDM 047°) turn right to intercept the LOC and continue as for main procedure.

AIRCRAFT UNABLE TO RECEIVE DME Advise ATC. Radar Ranges will be provided at 15NM outbound and at 12NM and 4NM inbound.

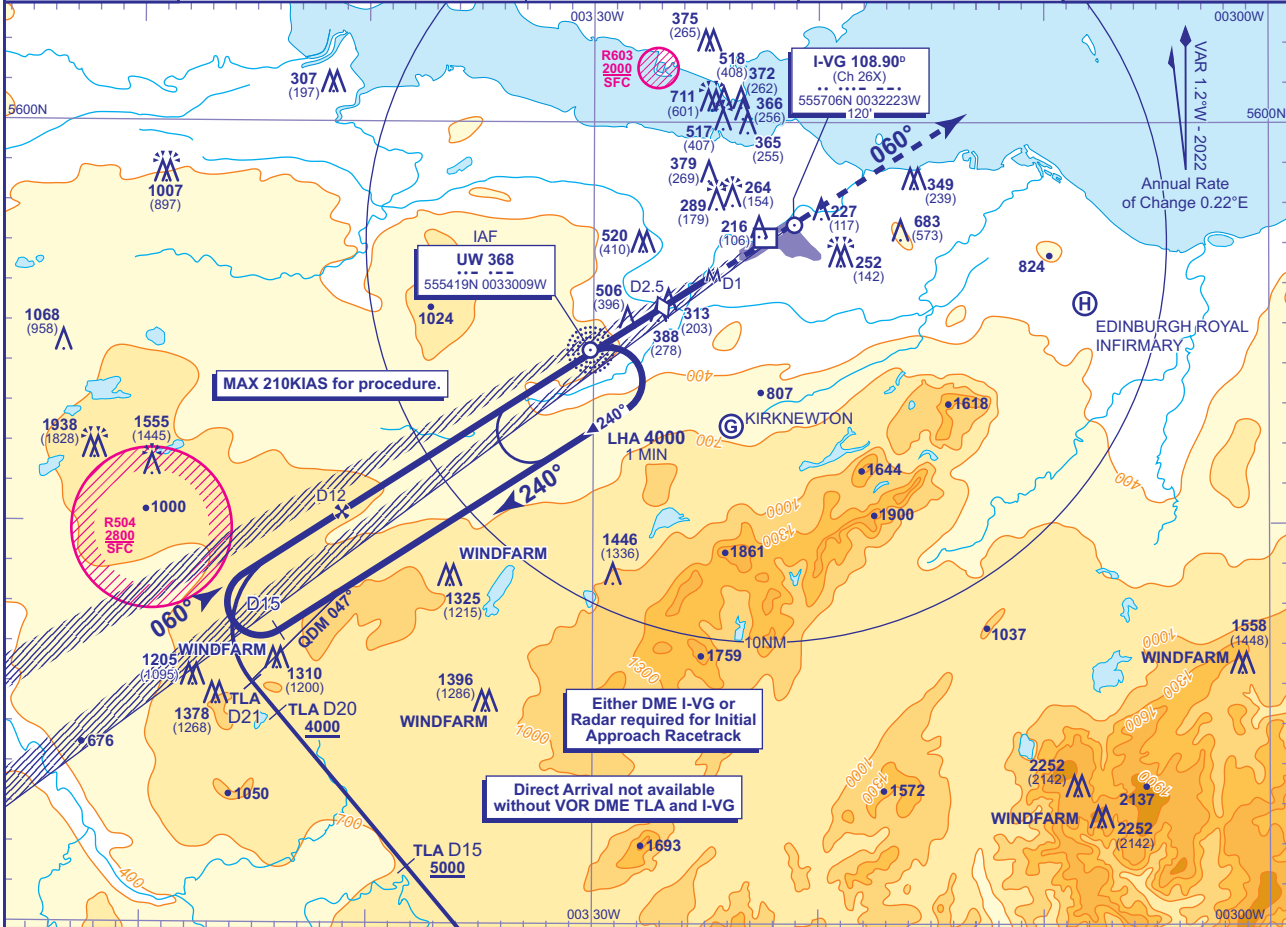
NOTE See AD2.22 / 1.d and 4.a for speed restrictions.

CHANGE (4/25): KIRKNEWTON GLIDER SITE ADDED.

INSTRUMENT APPROACH CHART - ICAO

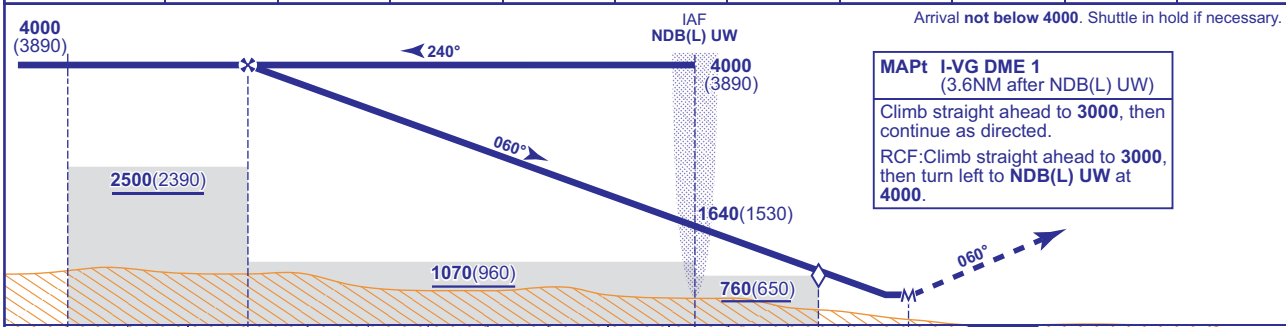
**EDINBURGH
LOC/DME/NDB(L)
RWY 06**
(ACFT CAT A,B,C,D)

	APP 121.205	EDINBURGH APPROACH	AD ELEVATION 136
	TWR 118.705	EDINBURGH TOWER	THR ELEVATION 110
	121.755	EDINBURGH GROUND	OBSTACLE ELEVATION 2252 AMSL (2142) (ABOVE THR)
	RAD 121.205, 128.980	EDINBURGH RADAR	BEARINGS ARE MAGNETIC
	ATIS 131.355	EDINBURGH INFORMATION	TRANSITION ALTITUDE 6000



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-VG	10	9	8	7	6	5	4	3	2.5 (SDF)	2
ALT(HGT)	3350(3240)	3030(2920)	2710(2600)	2390(2280)	2070(1960)	1760(1650)	1440(1330)	1120(1010)	960(850)	800(690)



MAPt I-VG DME 1
(3.6NM after NDB(L) UW)
Climb straight ahead to 3000, then continue as directed.
RCF: Climb straight ahead to 3000, then turn left to NDB(L) UW at 4000.

Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	WITH DME	590(480)	590(480)	590(480)	590(480)		FT/MIN	850	740	640	530	420
	NO DME	760(650)	760(650)	760(650)	760(650)	NDB(L) UW to MAPt	MIN:SEC	1:21	1:32	1:48	2:10	2:42
VM(C)OCA (OCH AAL)	Total Area	780(644)	980(844)	1470(1334)	2020(1884)							
	North of RWY 06/24	680(544)	820(684)	920(784)	1120(984)							

DIRECT ARRIVAL VIA VOR DME TLA VOR DME (IAF) as cleared, fly outbound on VOR TLA R321 descending **not below 6000**. From TLA VOR R321 DME 11 continue descent to cross TLA DME 15 **not below 5000** and TLA DME 20 **not below 4000**. At TLA DME 21 (NDB(L) UW QDM 047°) turn right to intercept the LOC and continue as for main procedure.

AIRCRAFT UNABLE TO RECEIVE DME Radar ranges will be provided at the equivalent of D15 outbound on the racetrack and D12 inbound. Turn right to intercept the LOC. When established, descend at equivalent of D12 inbound to **not below 1070(960)** until overhead NDB(L) UW, then continue descent to MDH.

NOTE See AD2.22 / 1.d and 4.a for speed restrictions.

CHANGE (4/25): KIRKNEWTON GLIDER SITE ADDED.

INSTRUMENT APPROACH CHART - ICAO

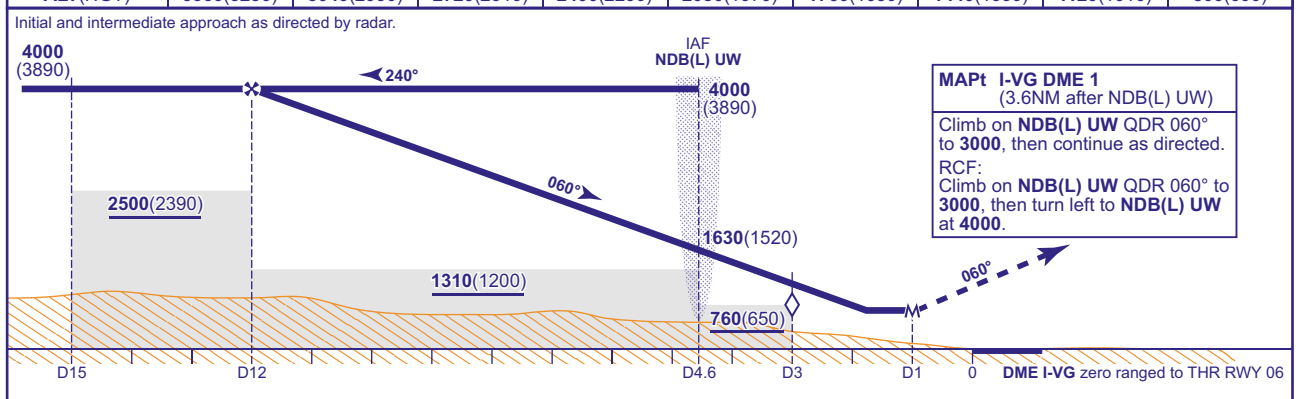
**EDINBURGH
NDB/DME
RWY 06**
(ACFT CAT A,B,C,D)

	APP	121.205	EDINBURGH APPROACH	AD ELEVATION	136
	TWR	118.705	EDINBURGH TOWER	THR ELEVATION	110
		121.755	EDINBURGH GROUND	OBSTACLE ELEVATION	1558 AMSL (1448) (ABOVE THR)
	RAD	121.205, 128.980	EDINBURGH RADAR		
	ATIS	131.355	EDINBURGH INFORMATION	BEARINGS ARE MAGNETIC	TRANSITION ALTITUDE



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-VG	10	9	8	7	6	5	4	3 (SDF)	2
ALT(HGT)	3360(3250)	3040(2930)	2720(2610)	2400(2290)	2080(1970)	1760(1650)	1440(1330)	1120(1010)	800(690)



Aircraft Category	A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80	
OCA (OCH)	WITH DME	690(580)	690(580)	690(580)	690(580)	NDB(L) UW to MAPt	FT/MIN	850	750	640	530	430
	NO DME	760(650)	760(650)	760(650)	760(650)		MIN:SEC	1:21	1:32	1:48	2:10	2:42
VM(C)OCA (OCH AAL)	Total Area	780(644)	980(844)	1470(1334)	2020(1884)							
	North of RWY 06/24	680(544)	820(684)	920(784)	1120(984)							

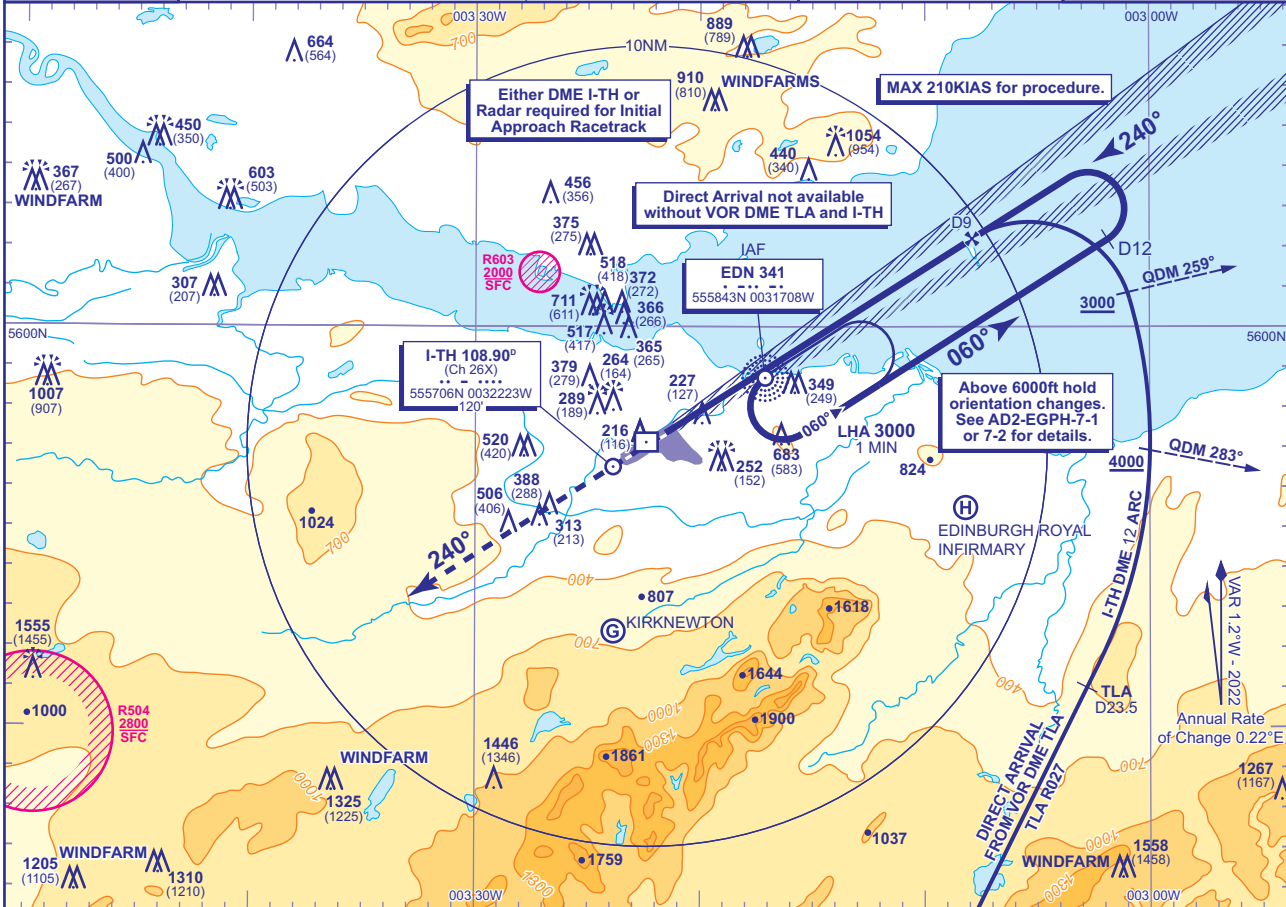
AIRCRAFT UNABLE TO RECEIVE DME I-VG
As for main and alternative procedures with DME except radar ranges will be provided equivalent to D15 outbound on the racetrack procedure and D12 inbound. When established on the extended FAT, descend from equivalent to D12 inbound to cross NDB(L) UW not below 1310(1200), then descend to MDH.

CHANGE (4/25): KIRKNEWTON GLIDER SITE ADDED.

INSTRUMENT APPROACH CHART - ICAO

**EDINBURGH
ILS/DME/NDB(L)
RWY 24**
(ACFT CAT A,B,C,D)

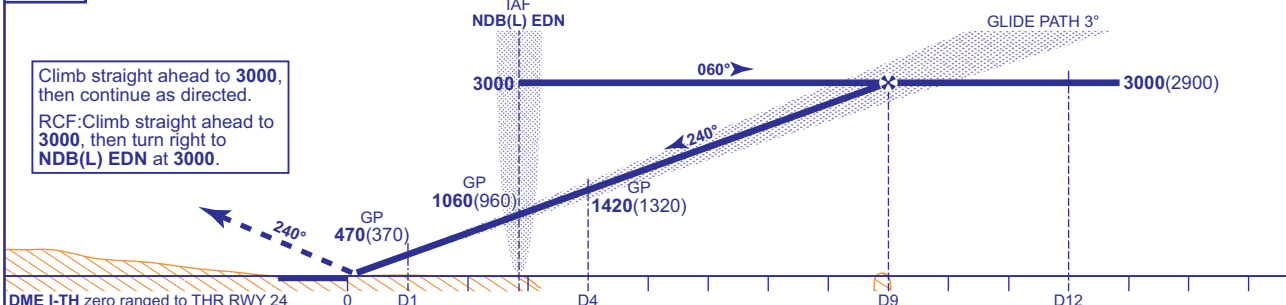
	APP 121.205	EDINBURGH APPROACH	AD ELEVATION 136
	TWR 118.705	EDINBURGH TOWER	THR ELEVATION 100
	121.755	EDINBURGH GROUND	OBSTACLE ELEVATION 1558 AMSL (1458) (ABOVE THR)
	RAD 121.205, 128.980	EDINBURGH RADAR	
	ATIS 131.355	EDINBURGH INFORMATION	BEARINGS ARE MAGNETIC
			TRANSITION ALTITUDE 6000



RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

DME I-TH	8	7	6	5	4	3	2	1
ALT(HGT)	2700(2600)	2380(2280)	2060(1960)	1740(1640)	1420(1320)	1110(1010)	790(690)	470(370)

RDH 50 Arrival not below 3000 or higher MSA. Shuttle in hold if necessary.



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	CAT I	245(145)	253(153)	261(161)	272(172)		FT/MIN	850	740	640	530	420
	CAT II	153(53)	161(61)	173(73)	185(85)							
VM(C)OCA (OCH AAL)	Total Area	780(644)	980(844)	1470(1334)	2020(1884)							
	North of RWY 06/24	680(544)	820(684)	920(784)	1120(984)							

DIRECT ARRIVAL VIA VOR DME TLA From overhead VOR DME TLA (IAF) as cleared, fly outbound on VOR TLA R027 descending **not below 6000**. From TLA VOR R027 DME 13 continue descent to cross EDN NDB(L) QDM 283° **not below 4000**. (See plan for continuation). Nominal track distance from VOR DME TLA to lead radial NDB(L) EDN QDM 259° is 32NM. TLA VOR R027 becomes tangential to nominal I-TH DME 12 arc at TLA DME 23.5.

AIRCRAFT UNABLE TO RECEIVE DME Advise ATC. Radar Ranges will be provided at 12NM outbound and at 9NM inbound.

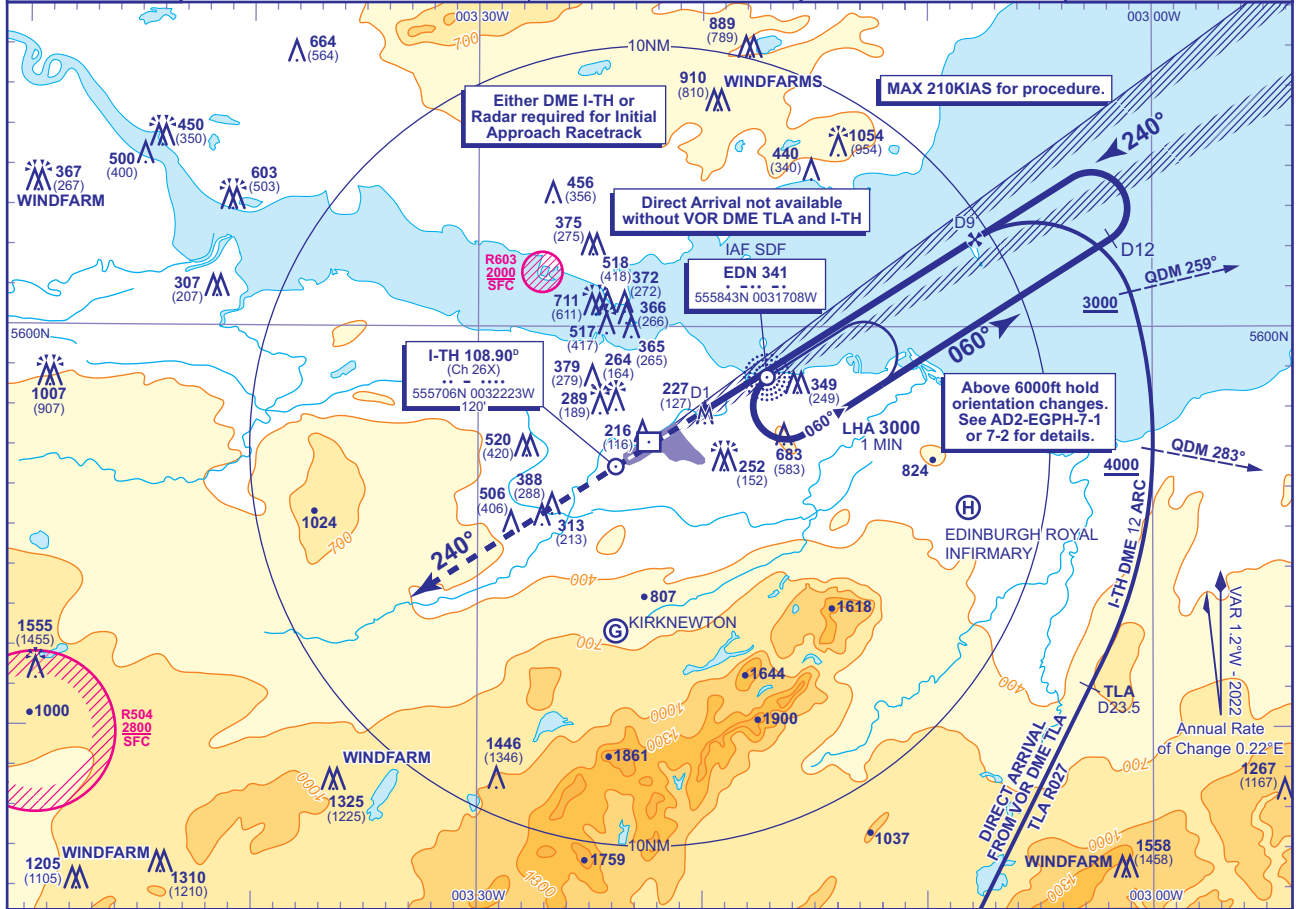
NOTE 1 Direct arrival in the event of loss of I-TH DME before establishing on LOC climb to 3000 and request ATC clearance to revert to main procedure overhead NDB(L) EDN.
2 See AD2.22 / 1.d and 4.a for speed restrictions.

CHANGE (4/25): KIRKNEWTON GLIDER SITE ADDED.

INSTRUMENT APPROACH CHART - ICAO

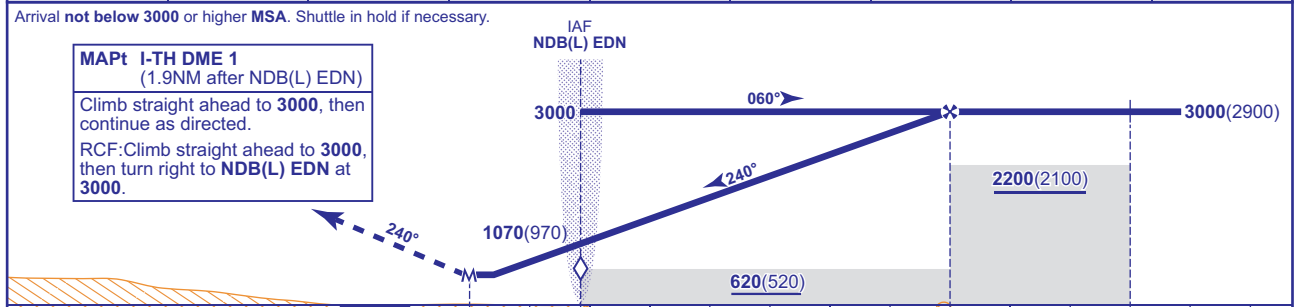
EDINBURGH
LOC/DME/NDB(L)
RWY 24
(ACFT CAT A,B,C,D)

APP	121.205	EDINBURGH APPROACH	AD ELEVATION	136	TRANSITION ALTITUDE 6000
TWR	118.705	EDINBURGH TOWER	THR ELEVATION	100	
RAD	121.205, 128.980	EDINBURGH RADAR	OBSTACLE ELEVATION	1558 AMSL (1458) (ABOVE THR)	
ATIS	131.355	EDINBURGH INFORMATION	BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-TH	8	7	6	5	4	3	2.9 (SDF)	2
ALT(HGT)	2700(2600)	2380(2280)	2060(1960)	1740(1640)	1420(1320)	1110(1010)	1070(970)	790(690)



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	WITH DME	540(440)	540(440)	540(440)	540(440)		FT/MIN	850	740	640	530	420
	NO DME	540(440)	540(440)	540(440)	540(440)	NDB(L) EDN to MAPt	MIN:SEC	0:43	0:49	0:57	1:08	1:25
VM(C)OCA (OCH AAL)	Total Area	780(644)	980(844)	1470(1334)	2020(1884)							
	North of RWY 06/24	680(544)	820(684)	920(784)	1120(984)							

DIRECT ARRIVAL VIA VOR DME TLA From overhead VOR DME TLA (IAF) as cleared, fly outbound on VOR TLA R027 descending **not below 6000**. From TLA VOR R027 DME 13 continue descent to cross EDN NDB(L) QDM 283° **not below 4000**. (See plan for continuation).

AIRCRAFT UNABLE TO RECEIVE DME Advise ATC. Radar Ranges will be provided equivalent to D12 outbound and at D9 inbound. Turn left to intercept the LOC. When established, descend at equivalent of D9 inbound to **not below 620(520)** until overhead NDB(L) EDN, then continue descent to MDH.

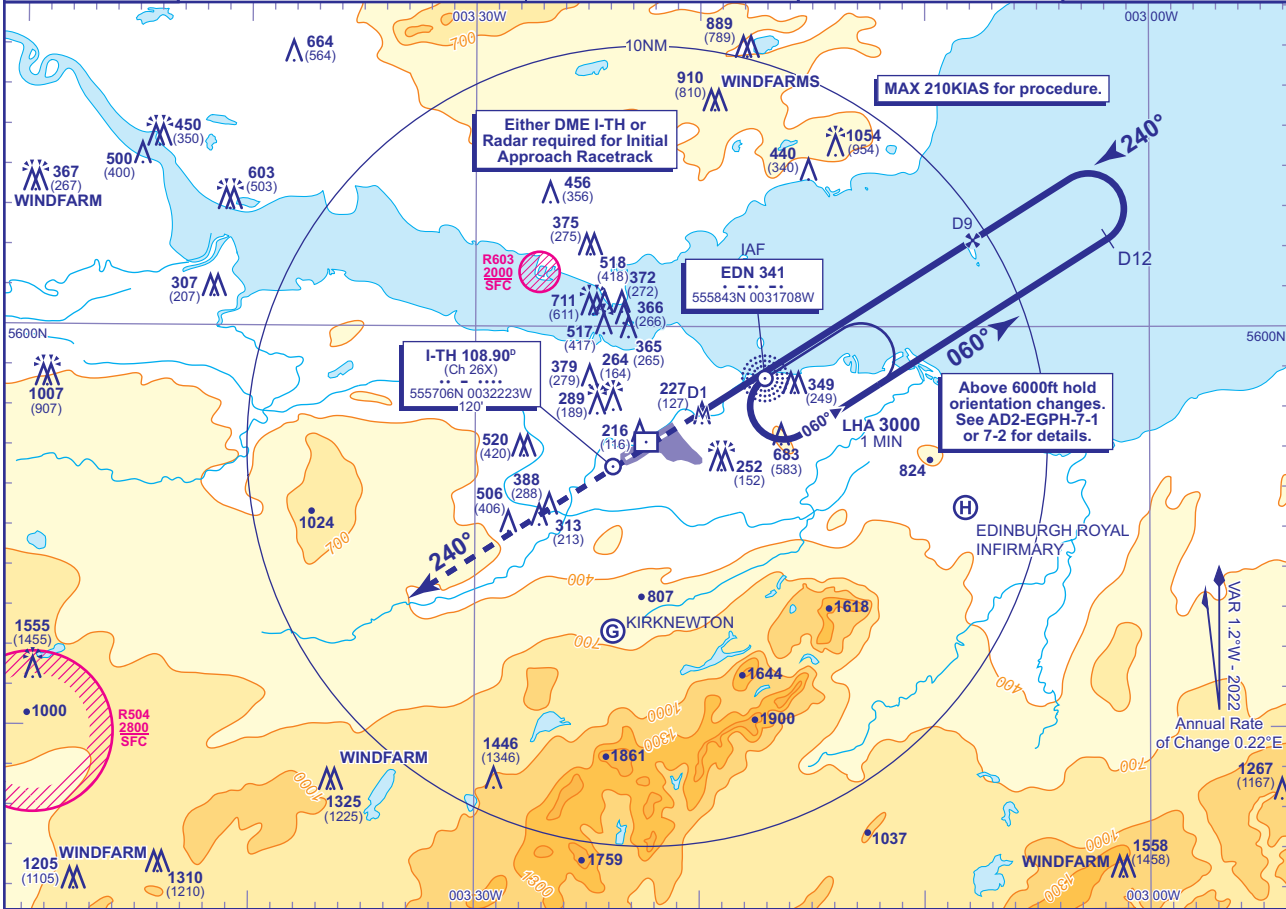
NOTE 1 Direct arrival in the event of loss of I-TH DME before establishing on LOC climb to 3000 and request ATC clearance to revert to main procedure overhead NDB(L) EDN.
2 See AD2.22 / 1.d and 4.a for speed restrictions.

CHANGE (4/25): KIRKNEWTON GLIDER SITE ADDED.

INSTRUMENT APPROACH CHART - ICAO

**EDINBURGH
NDB(L)/DME
RWY 24**
(ACFT CAT A,B,C,D)

	APP 121.205	EDINBURGH APPROACH	AD ELEVATION 136
	TWR 118.705	EDINBURGH TOWER	THR ELEVATION 100
	121.755	EDINBURGH GROUND	OBSTACLE ELEVATION 1558 AMSL (1458) (ABOVE THR)
	RAD 121.205, 128.980	EDINBURGH RADAR	
	ATIS 131.355	EDINBURGH INFORMATION	BEARINGS ARE MAGNETIC
			TRANSITION ALTITUDE 6000

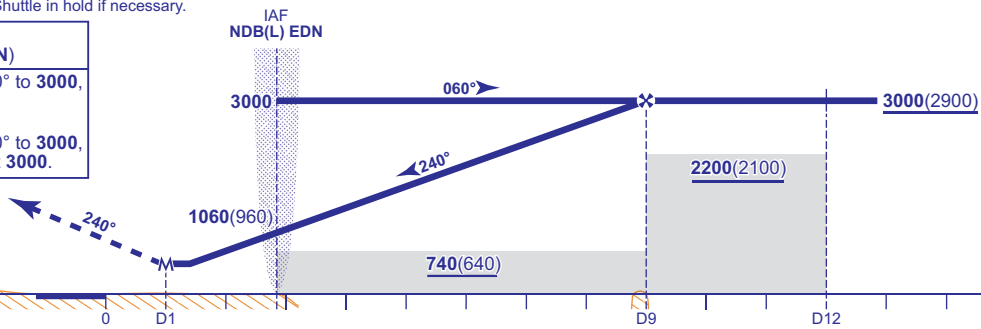


RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-TH	8	7	6	5	4	3	2
ALT(HGT)	2680(2580)	2370(2270)	2050(1950)	1730(1630)	1420(1320)	1100(1000)	780(680)

Arrival not below 3000 or higher MSA. Shuttle in hold if necessary.

MAPt I-TH DME 1
(1.9NM after NDB(L) EDN)
Climb on NDB(L) EDN QDM 240° to 3000, then continue as directed.
RCF: Climb on NDB(L) EDN QDM 240° to 3000, then turn right to NDB(L) EDN at 3000.



DME I-TH zero ranged to THR RWY 24

Aircraft Category	A	B	C	D	Rate of descent	G/S KT					
						160	140	120	100	80	
OCA (OCH)	WITH DME	600(500)	600(500)	600(500)	600(500)	FT/MIN	840	740	630	530	420
	NO DME	650(550)	650(550)	650(550)	650(550)	NDB(L) EDN to MAPt	MIN:SEC	0:43	0:49	0:57	1:08
VM(C)OCA (OCH AAL)	Total Area	780(644)	980(844)	1470(1334)	2020(1884)						
	North of RWY 06/24	680(544)	820(684)	920(784)	1120(984)						

AIRCRAFT UNABLE TO RECEIVE DME I-TH

Advise ATC. Radar ranges will be provided equivalent to D12 outbound and at D9 inbound. Turn left to intercept the extended FAT. When established, descend at equivalent of D9 inbound to not below 740(640) until overhead NDB(L) EDN, then continue descent to MDH.

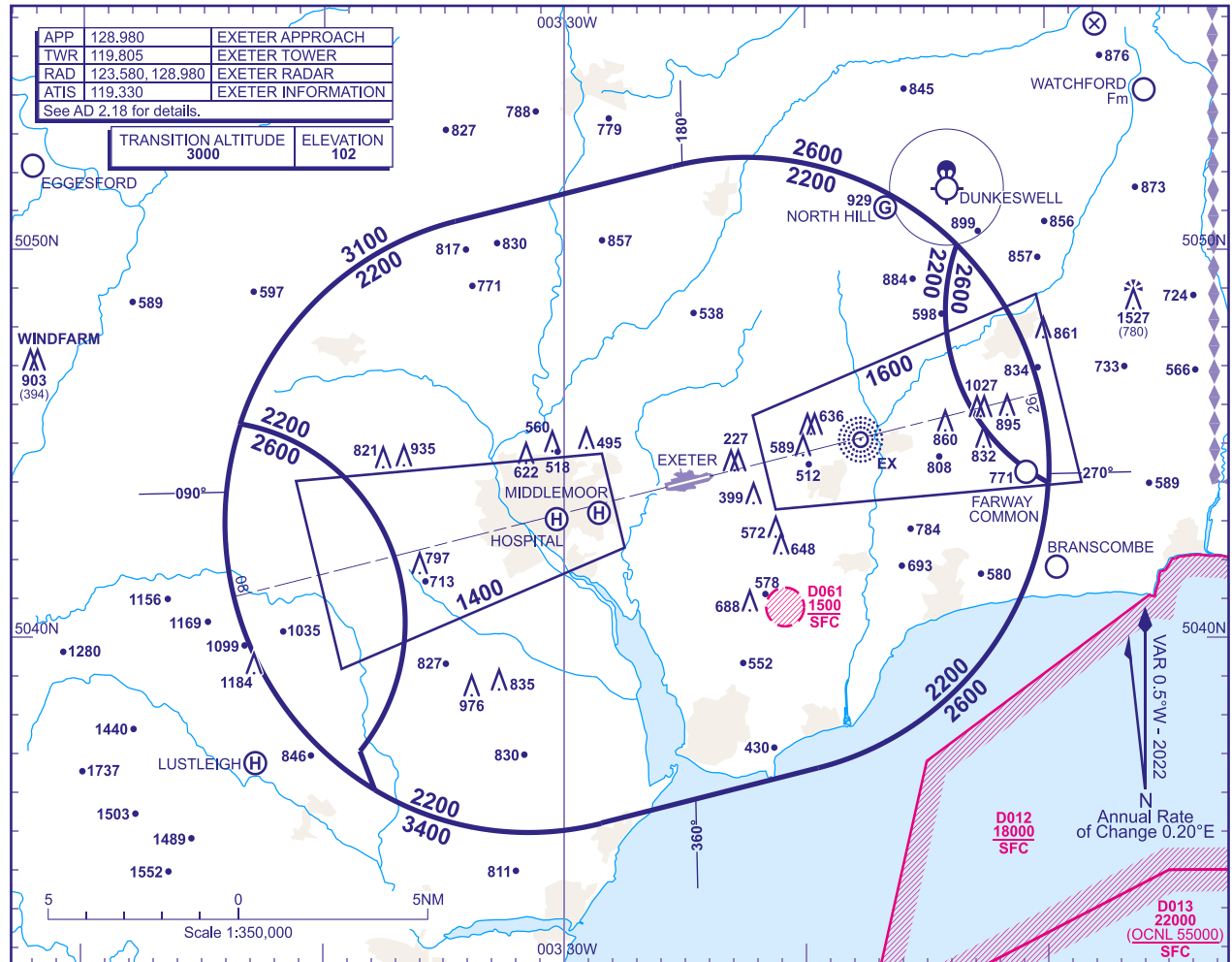
NOTE FAT does not intercept the extended RWY CL and passes 140m south of RWY THR.

CHANGE (4/25): KIRKNEWTON GLIDER SITE ADDED.

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1522
HEIGHTS IN FEET AGL (780)

EXETER



MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

- 2200** in the sector defined by the lateral limits; 505046N 0033433W - 505211N 0032531W thence clockwise by an arc of a circle radius 8NM centred on 504425N 0032229W to 505009N 0031341W thence anti-clockwise by an arc of a circle radius 5NM centred on 504826N 0030617W to 504400N 0030954W thence clockwise by an arc of a circle radius 8NM centred on 504425N 0032229W to 503640N 0031929W - 503515N 0032829W thence clockwise by an arc of a circle radius 8NM centred on 504300N 0033130W to 503606N 0033751W - 503706N 0033828W thence anti-clockwise by an arc of a circle radius 5.2NM centred on 504024N 0034447W to 504531N 0034327W thence clockwise by an arc of a circle radius 8NM centred on 504300N 0033130W to 505046N 0033433W.
- 2600** in the sector defined by the lateral limits; 504531N 0034327W thence clockwise by an arc of a circle radius 5.2NM centred on 504024N 0034447W to 503706N 0033828W - 503606N 0033751W thence clockwise by an arc of a circle radius 8NM centred on 504300N 0033130W to 504531N 0034327W.
- 2600** in the sector defined by the lateral limits; 505009N 0031341W thence clockwise by an arc of a circle radius 8NM centred on 504425N 0032229W to 504400N 0030954W thence clockwise by an arc of a circle radius 5NM centred on 504826N 0030617W to 505009N 0031341W.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

- within 5NM of the aircraft*, and
- within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

LOSS OF COMMUNICATION PROCEDURES

Initial Approach

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **2500**, or last assigned level if higher to **NDB(L) EX†**.

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) EX†**.
† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.4.

GENERAL INFORMATION

- Levels shown are based on QNH.
- Only significant obstacles and dominant spot heights are shown.
- The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
- Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
- Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
- This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC Surveillance service.**
- When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final approach track.**

CHANGE (4/25): HOSPITAL HELI ADDED.
AERO INFO DATE 24 JAN 25

AD 2-EGTE-5-1

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EGTF — FAIROAKS

EGTF AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGTF — FAIROAKS

EGTF AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 512053N Long: 0003331W Centre of Runway
2	Direction and distance from city	2 NM N of Woking.
3	Elevation / Reference temperature / Mean Low Temperature	80 FT / 20 °C / -
4	Geoid undulation at AD ELEV PSN	150 FT
5	Magnetic Variation / Annual Change	0.39°E (2022) / 0.20°E
6	AD Administration Address Telephone Telefax	FAIROAKS OPERATIONS LTD Fairoaks Airport, Chobham, Woking, Surrey, GU24 8HX. 01276-857700 (Administration) 01276-857300 (A/G Station) 01276-856898
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	

EGTF AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Sat 0800-1800 (0700-1700); Sun and PH 0900-1800 (0800-1700).
2	Customs and immigration	By arrangement.
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	As AD hours.
8	Fuelling	Mon-Sat 0815-1740 (0715-1640); Sun and PH 0915-1740 (0815-1640) and by arrangement.
9	Handling	
10	Security	
11	De-icing	
12	Remarks	All circuit traffic PPR by telephone 01276-857300

EGTF AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVTUR JET A-1, AL48, AVGAS 100LL W80/100, Straight 80/100, 15W/50
3	Fuelling facilities/capacity	
4	De-icing facilities	
5	Hangar space for visiting aircraft	Limited.
6	Repair facilities for visiting aircraft	
7	Remarks	

EGTF AD 2.5 PASSENGER FACILITIES

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EGTF AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A2 RFF Category 3 accepted under remission.
2	Rescue equipment	
3	Capability for removal of disabled aircraft	Limited facilities for the removal of disabled aircraft.
4	Remarks	

EGTF AD 2.7 SEASONAL AVAILABILITY - CLEARING

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EGTF AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	MAIN APRON Surface: Asphalt
2	Taxiway width, surface and strength	Taxiway A: 10 M Surface: Concrete and asphalt Taxiway B: 11 M Surface: Concrete and asphalt Taxiway C: 10 M Surface: Concrete
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGTF AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	
2	Runway and taxiway markings and lighting	Taxiway marking aid(s): Taxiway centre-line and holding point markings. Green reflective taxiway centre-line markers on Taxiway B. Blue reflective taxiway edge markers on Taxiways B and C.
3	Stop bars and runway guard lights (if any)	
4	Other runway protection measures	
5	Remarks	WDI 512055.37N 0003336.20W (LGTD).

EGTF AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/ Colour	Remarks
1	2	3	4		5	6
(EGTF1326) 06/TAKE-OFF	TREE	512113.28N 0003249.15W	177 FT	80 FT	No	
(EGTF1347) 24/APPROACH 06/ TAKE-OFF	TREE	512111.97N 0003237.57W	178 FT	85 FT	No	
(EGTF1310) 24/APPROACH 06/ TAKE-OFF	TREE	512109.73N 0003254.43W	143 FT	59 FT	No	
(EGTF1279) 24/APPROACH 06/ TAKE-OFF	TREE	512105.85N 0003301.32W	132 FT	53 FT	No	
(EGTF1273) 24/APPROACH 06/ TAKE-OFF	TREE	512105.51N 0003304.65W	121 FT	42 FT	No	

In Approach/Take-off areas						
Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/ Colour	Remarks
1	2	3	4		5	6
(EGTF1081) 06/APPROACH 24/ TAKE-OFF	TREE	512045.78N 0003353.54W	115 FT	44 FT	No	
(EGTF1092) 06/APPROACH	TREE	512045.76N 0003352.12W	100 FT	29 FT	No	
(EGTF1083) 06/APPROACH 24/ TAKE-OFF	TREE	512045.64N 0003353.41W	107 FT	37 FT	No	
(EGTF1091) 24/TAKE-OFF	TREE	512044.15N 0003352.20W	88 FT	19 FT	No	
(EGTF1070) 24/TAKE-OFF	TREE	512044.02N 0003356.74W	94 FT	22 FT	No	
(EGTF1106) 06/APPROACH 24/ TAKE-OFF	TREE	512043.75N 0003351.57W	114 FT	45 FT	No	
(EGTF1109) 06/APPROACH 24/ TAKE-OFF	TREE	512043.47N 0003351.43W	120 FT	51 FT	No	
(EGTF1060) 24/TAKE-OFF	TREE	512042.12N 0003400.24W	109 FT	37 FT	No	
(EGTF1036) 24/TAKE-OFF	TREE	512040.90N 0003406.19W	119 FT	48 FT	No	
(EGTF1044) 06/APPROACH 24/ TAKE-OFF	TREE	512039.54N 0003404.84W	134 FT	63 FT	No	

In circling area and at aerodrome						
Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/ Colour	Remarks
1	2	3	4		5	6
(EGTF1351)	TREE	512205.06N 0003232.43W	254 FT	95 FT	No	
(EGTF1358)	TREE	512157.49N 0003226.36W	246 FT	99 FT	No	
(EGTF1278)	TREE	512149.19N 0003259.97W	326 FT	135 FT	No	
(EGTF1027)	TREE	512144.45N 0003428.68W	192 FT	71 FT	No	
(EGTF1383)	TREE	512139.76N 0003208.00W	289 FT	125 FT	No	
(EGTF1313)	TREE	512129.40N 0003252.74W	244 FT	96 FT	No	
(EGTF1227)	TREE	512126.30N 0003319.12W	237 FT	87 FT	No	
(EGTF1331)	MAST	512125.63N 0003248.05W	225 FT	81 FT	No	
(EGTF1080)	TREE	512121.87N 0003352.53W	241 FT	86 FT	No	
(EGTF1304)	TREE	512115.25N 0003256.30W	203 FT	111 FT	No	
(EGTF1346)	TREE	512100.38N 0003238.35W	196 FT	83 FT	No	
(EGTF1300)	TREE	511943.49N 0003300.53W	188 FT	88 FT	No	

EGTF AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	
2	Hours of service MET Office outside hour	
3	Office responsible for TAF preparation Periods of validity	
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	

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6	Flight documentation Language(s) used	
7	Charts and other information available for briefing or consultation	
8	Supplementary equipment available for providing information	
9	ATS units provided with information	
10	Additional information (limitation of service, etc.)	Unofficial meteorological observations provided by A/G Station during AD hours.

EGTF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength (PCN)	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
06	057.91°	810 x 27 M	RWY surface: Asphalt	512046.85N 0003346.80W 150.4 FT	THR 78.4 FT TDZ 80.4 FT	
24	237.91°	810 x 27 M	RWY surface: Asphalt	512059.67N 0003314.16W 150.4 FT	THR 76.4 FT TDZ 80.4 FT	

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
	63 x 150 M	930 x 83 M				RWY 06 Threshold displaced by 53 M due to bridle path.
		930 x 83 M				RWY 24 Threshold displaced by 11 M due to public footpath.

EGTF AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
06	810 M	873 M	810 M	757 M	
24	810 M	810 M	810 M	799 M	

EGTF AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
06	Pilot Controlled Lighting available.	Light intensity low	APAPI Left/3.5° 14 FT			Light intensity low	Red		
24		Light intensity low	APAPI Left/4° 20 FT			Light intensity low	Red		EDGE: The last 3 runway edge lights are cautionary yellow. END: End lights are visible only for the last 150 M of LDA.

EGTF AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: 512101.05N 0003347.64W Flashing White.
2	LDI location and lighting Anemometer location and lighting	Anemometer: (LGTD) - 512054.90N 0003335.31W - 512048.91N 0003349.52W.
3	TWY edge and centre line lighting	CL: LI Green centre-line on Taxiway A.
4	Secondary power supply/switch-over time	None
5	Remarks	Fixed wing pilots must ignore the helicopter specific approach lighting (for use by Starspeed only), consisting of a combination of flashing white and red lights, installed adjacent to the western helipads.

EGTF AD 2.16 HELICOPTER LANDING AREA

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EGTF AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
FAIROAKS ATZ A circle, 2 NM radius, centred at 512053N 0003331W on longest notified runway (06/24)	Upper limit: 2000 FT AGL Lower limit: SFC	G	FAIROAKS RADIO English	6000 FT		Airspace Class: Part of the Fairoaks ATZ within the London CTR or Farnborough CTA is Class D. Vertical Limits: Part of the ATZ above 1500 FT AMSL is ceded to London Heathrow, and part of the ATZ above 2000 FT AMSL is ceded to Farnborough. Designation and lateral limits: Local Flying Area see EGTF AD 2.22, Flight Procedures.

EGTF AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
OTHER	FAIROAKS RADIO	123.430 MHz A/G Frequency DOC 10 NM/ 3,000 FT			Mon-Sat 0800-1800 (0700-1700); Sun and PH 0900-1800 (0800-1700).	ATZ hours coincident with A/G hours. Hours: Daily by arrangement within the period 0700-2200 (0600-2100).

EGTF AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGTF AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

- a) First time visitors are required to obtain a telephone briefing from the A/G Station.

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- b) Pilots are responsible for the safety and conduct of their passengers whilst airside at this airport.
- c) Not available to aircraft unable to communicate by radio.
- d) Aerodrome is not available to weight shift microlights.
- e) No circuit training permitted on PHs and outside published operating hours.
- f) Aerodrome closed to all traffic on Christmas day.
- g) When the visibility is less than 3000 M, landing operations for Twin turbo-prop aircraft with certified weights above 5700 KG and turbo-fan aircraft of any weight that are not normally based at Fairoaks Airport will not normally be permitted. If the operation is conducted in accordance with a JAA AOC then the visibility minimum landing shall be as stated in the operators Operations Manual.
- h) Due to planning restrictions, only four runway movements are permitted before 1000 (0900) on Sundays. A similar restriction of only four movements also applies after 2000 (1900). Pilots who wish to operate before 1000 (0900) or after 2000 (1900) on Sundays must obtain a runway slot from the tower. No fixed wing movements are permitted between 2200 (2100) and 0700 (0600).
- i) High visibility clothing must be worn by all personnel on the apron and manoeuvring area between sunset and sunrise, except for passengers who are being escorted.
- j) With the exception of approved operators the aerodrome is not available for circuit flying by non-Fairoaks based aircraft.

2 GROUND MOVEMENT

- a) The taxiway to the south of the Runway 24 threshold is not maintained and is unavailable to aircraft requiring a licensed aerodrome.
- b) The tarmac apron in front of the hangar opposite the fuel farm is not available for taxiing aircraft due to surface condition.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

- a) A public footpath crosses the aerodrome close to the threshold of Runway 24.
- b) Pilots are advised to exercise extreme caution when taxiing through the apron/parking areas due to reduced wing tip clearances. Pilots should satisfy themselves that they have adequate wingtip clearances whilst taxiing.
- c) The aerodrome is frequently used outside the published hours of operation by both fixed and rotary wing aircraft.
- d) The grass areas are subject to waterlogging.
- e) The helicopter landing site, marked with an 'H' immediately to the south of the aerodrome boundary is a private landing site and does not form part of Fairoaks aerodrome.
- f) Caution, the LDA and paved surface for Runway 06 ends 13 M beyond the runway end lights.

5 HELICOPTER OPERATIONS

- a) Approaches by helicopters should normally be made to the grass to the south of the runway. Subject to traffic, including taxiing aircraft, approaches may also be made to the grass to the north of the runway. Helicopters making an approach to the grass to the north of Runway 24 must avoid overflying the buildings in the north east corner of the airfield.
- b) Helicopters which require an approach to the runway must state their intentions on first contact with Fairoaks Radio.

6 USE OF RUNWAYS

- a) The aerodrome is equipped with Pilot Controlled Lighting, details from Aerodrome Licensee.

7 TRAINING

Not applicable

EGTF AD 2.21 NOISE ABATEMENT PROCEDURES

- a) For noise abatement purposes, pilots are to avoid overflying the properties in the northeast corner of the aerodrome below 1100 FT QNH.

EGTF AD 2.22 FLIGHT PROCEDURES

1 CIRCUITS

- a) Circuits variable.
- b) All procedures are based on Fairoaks QNH.
- c) Circuit altitude is 1100 FT for aeroplanes and 800 FT for helicopters.
- d) Inbound aircraft and circuit traffic should squawk 7010 when operating in the Fairoaks circuit and ATZ/LFA unless otherwise instructed.
- e) Joining

- i. Aeroplanes should normally enter the ATZ level at 1400 FT AMSL, and descend to 1100 FT AMSL when north of the runway prior to turning:
 1. downwind for Runway 06 left hand circuit;
 2. crosswind for Runway 24 left hand circuit;
 3. crosswind for Runway 06 right hand circuit;
 4. downwind for Runway 24 right hand circuit.
- ii. 'Straight-in', 'downwind' and 'base' joins are strongly discouraged when the circuit is active.
- iii. Helicopters should normally enter the ATZ level at 800 FT AMSL and let down south of the runway. Helicopters which wish to utilise the runway should conform to fixed wing procedures.

2 LOCAL FLYING AREA

- a) Within a Local Flying Area (LFA) of 2 NM radius, centred on the aerodrome (512053N 0003331W) and fillets to the east bounded by lines joining positions:

512211N 0003107W - 512124N 0003001W - 512014N 0002925W - 512013N 0003032W thence anti-clockwise by the arc of a circle radius 2 NM centred on 512053N 0003331W (aerodrome) to 512211N 0003107W and to the west bounded by lines joining positions: 512013N 0003633W - 512013N 0003800W - 512017N 0003822W - 512208N 0003602W thence anti-clockwise by the arc of a circle radius 2 NM centred on 512053N 0003331W (aerodrome) to 512013N 0003633W.
- b) Pilots of aircraft operating within LFA are responsible for providing their own separation from other aircraft operating within the LFA.
- c) Aircraft may approach Fairoaks from the southern quadrant, between the western and the eastern fillets, but must remain west of the M25 Orbital Motorway.
- d) VFR flights may take place within the LFA subject to the following conditions:
 - i. In compliance with the Class D Airspace weather minima as defined in ENR 1.4;
 - ii. Maximum altitude: 1500 FT QNH.
- e) Aircraft unable to operate VFR may operate Special VFR within the LFA subject to the following conditions:
 - i. Remain clear of cloud and with the surface in sight;
 - ii. Maximum altitude: 1500 FT QNH;
 - iii. By day only;
 - iv. A minimum flight visibility of 3 KM;
 - v. In compliance with the requirements of ENR 1.2.
- f) Mode S Transponders:
 - i. The carriage of a Mode S Transponder within the LFA is encouraged, however there is currently no requirement for aircraft operating in the Fairoaks LFA to comply with the requirements of the London CTR Mode S Transponder Mandatory Zone (TMZ).
 - ii. Pilots of suitably equipped aircraft shall utilise the transponder to the maximum serviceable extent with altitude information selected when fitted.

3 AIRCRAFT IN THE LONDON CTR OUTSIDE THE FAIROAKS LFA

- a) Aircraft operating VFR or Special VFR in the London CTR inbound to Fairoaks (or otherwise) must not assume permission has been issued to penetrate the Fairoaks LFA. Heathrow Radar will, whenever possible, permit an aircraft to leave the frequency temporarily to obtain such permission. If this is not possible, aircraft must leave the CTR clear of the Fairoaks LFA and route to Fairoaks from a southerly direction.
- b) Pilots requiring a VFR or Special VFR clearance to transit the London CTR must remain within the confines of the Fairoaks LFA until a clearance has been obtained from Heathrow Radar.

4 Procedures for IFR flights via the ATS Route Network

a) General

In order to provide improved ATC handling of flights via the ATS Route Network, a system of Standard Routes has been established and these are published in the UK Standard Route Document (SRD) which can be found here:

<http://www.nats.aero/ais>.

Additionally, aircraft inbound via the ATS Route Network must follow the Farnborough Standard Arrival Routes (STAR) as shown at AD 2-EGLF-7-1 to 7-4.

b) Flight Plans

Pilots wishing to fly on the ATS Route System are to flight plan via the appropriate routes detailed in paras (c) and (d).

c) Inbound Aircraft

i. Routes

Inbound aircraft that are RNAV 1 compliant are to flight plan via the RNAV 1 Standard Arrival Routes (STARs) associated with Farnborough as detailed in AD 2.EGLF-7-1 to AD 2.EGLF-7-2. Other aircraft are to flight plan via the RNAV 5 STARs as detailed in AD 2.EGLF-7-3 to AD 2.EGLF-7-4.

Note: Arrivals routing via RNAV5 STARs may be tactically routed via 5LNC points detailed within the RNAV1 STAR plates. Crews should be familiar with the following 5LNC points: -

Point	Latitude	Longitude
INDOX	511839.55N	0010114.04W
DIXIB	511412.22N	0005053.53W
EVATA	510821.29N	0004557.52W
LUXIV	510510.63N	0004657.06W

ii. Inbound Procedures

1. After leaving the ATS Route System, pilots will normally be provided with a radar service outside controlled airspace by Farnborough ATC during the notified operating hours shown at EGLF AD 2.18. A contact frequency will be given by London Control before leaving the ATS Route System.
2. When Farnborough Radar is closed or unable to provide a radar service, pilots will be instructed to leave controlled airspace at an appropriate point and are then to proceed by a route which remains clear of controlled airspace.

iii. Speed Limits

Speed limit points are included within the various Standard Arrival Routes (STARs) referred to in c (i).

iv. Loss of Communications Procedures (inbound aircraft)

Aircraft should descend to leave controlled airspace at an appropriate point and proceed outside controlled airspace in accordance with the Basic Loss of Communications Procedures detailed at ENR 1.1 paragraph 3.4.

d) Departing Aircraft

i. Routes

1. ATS Route joining clearance is to be requested for the first ATS Significant Point in the routes detailed below. **These routes are not assessed for obstacle clearance and do not constitute Standard Instrument Departure procedures.**
2. Pilots who wish to join the ATS Route Network at other than CPT, GWC or HAZEL should flight plan to join the ATS Route Network when clear of the London TMA.

Note: Pilots should be aware that the provision of ATS is extremely limited for any flight outside CAS between OCK/BIG/DET. This is due to the large number of locations from which extensive VFR operations take place in this constrained area, combined with the limitations of any ATS provision.

Pilots should therefore take into account the lack of available ATS in any area that is known to be busy with multiple VFR operations and should anticipate the extended time that may be required to operate outside CAS before any joining clearance can be provided.

Additionally, requests made to LTC Swanwick to join CAS prior to the boundary of the London TMA may be declined due to sector workload and it should also be noted that below FL 70 a Basic Service is the only ATS available from LTC Swanwick TMA controllers.

**FAIROAKS
EGTF**

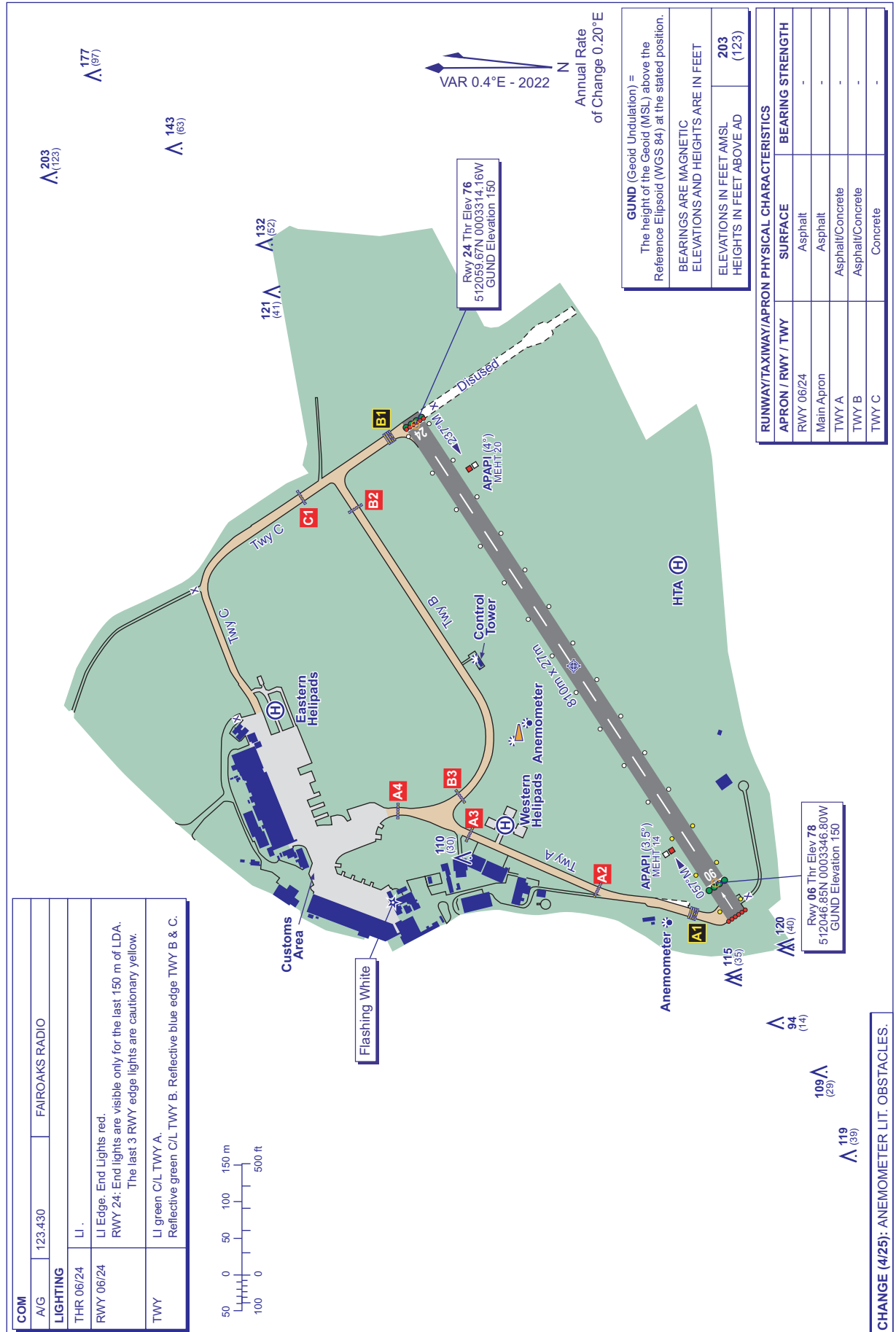
AD ELEV 80FT

ARP 512053N 0003331W

**AERODROME
CHART - ICAO**

COM	123.430	FAIROAKS RADIO
A/G		
LIGHTING		
THR 06/24	LI.	
RWY 06/24	LI Edge. End Lights red. RWY 24: End lights are visible only for the last 150 m of LDA. The last 3 RWY edge lights are cautionary yellow.	
TWY	LI green C/L TWY A. Reflective green C/L TWY B. Reflective blue edge TWY B & C.	

AERO INFO DATE 28 JAN 25



GUND (Geoid Undulation) =
The height of the Geoid (MSL) above the
Reference Ellipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET	203 (123)
ELEVATIONS IN FEET AMSL	203 (123)
HEIGHTS IN FEET ABOVE AD	203 (123)

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS

RUNWAY / RWY / TWY	SURFACE	BEARING STRENGTH
RWY 06/24	Asphalt	-
Main Apron	Asphalt	-
TWY A	Asphalt/Concrete	-
TWY B	Asphalt/Concrete	-
TWY C	Concrete	-

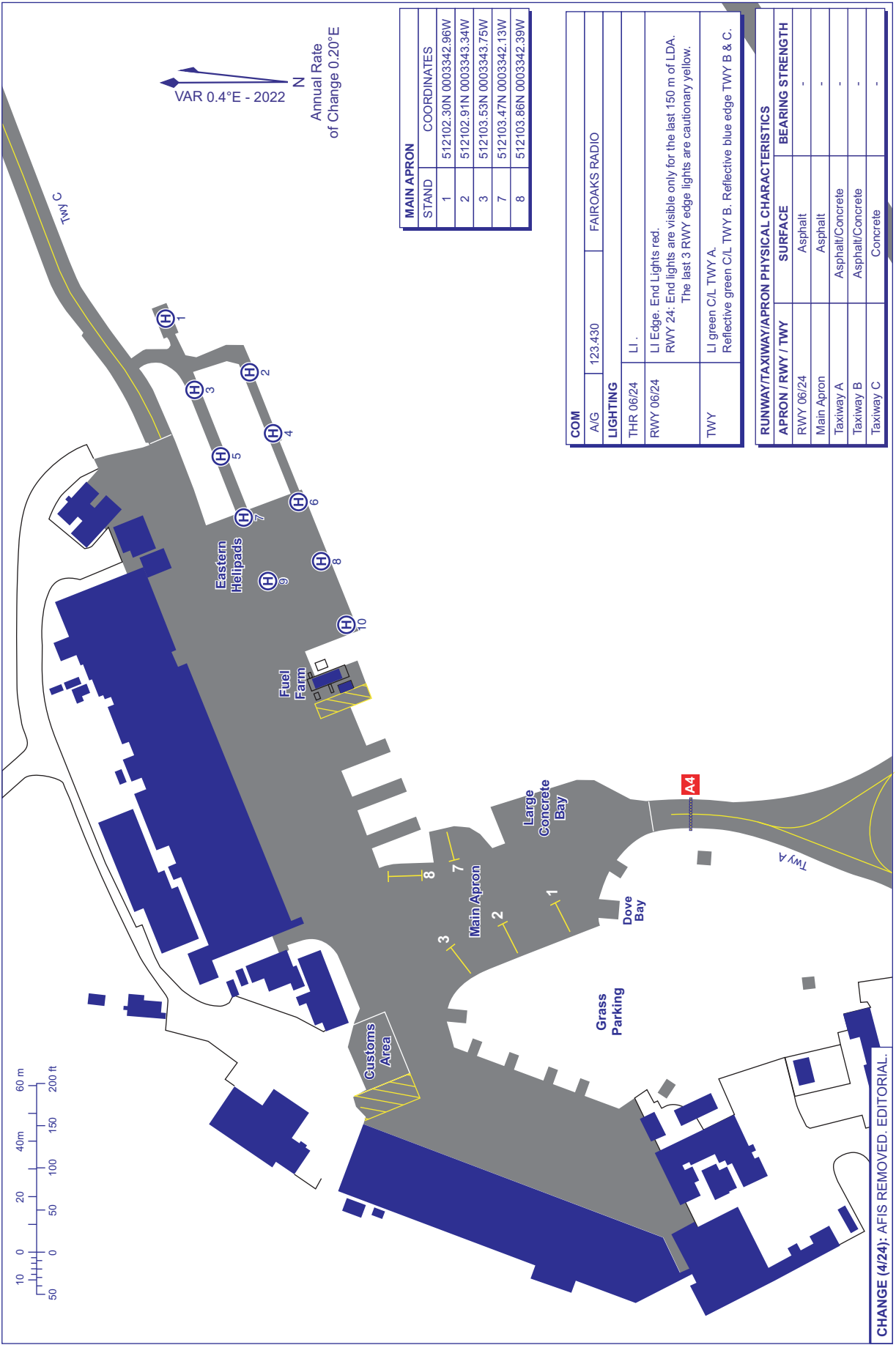
CHANGE (4/25): ANEMOMETER LIT. OBSTACLES.

AD 2-EGTF-2-1

**AIRCRAFT PARKING/DOCKING
CHART - ICAO**

ARP 512053N 0003331W
AD ELEV 80FT

**FAIROAKS
EGTF**



AERO INFO DATE 08 FEB 24

AD 2-EGTF-2-2

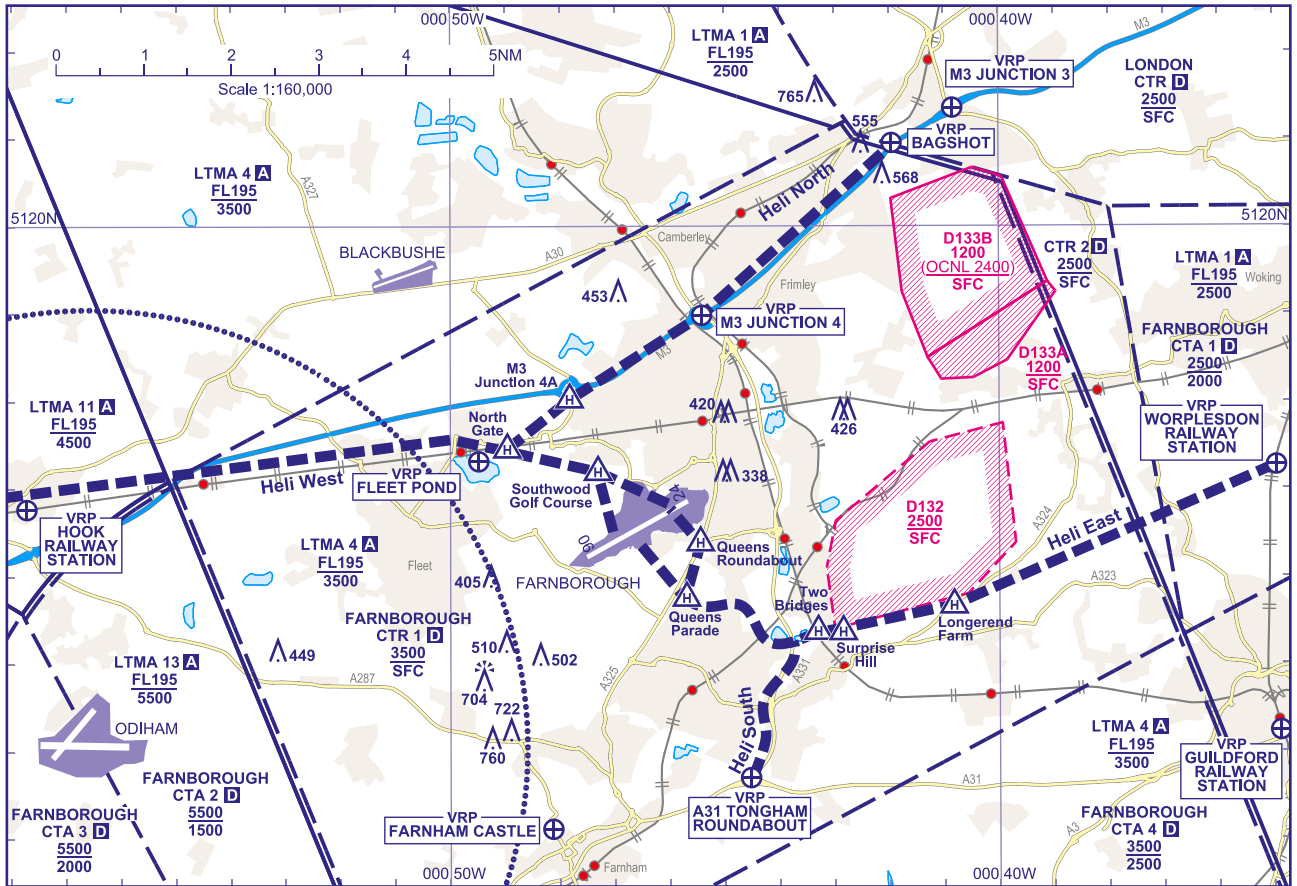
COM	A/G	123.430	FAIROAKS RADIO
LIGHTING	THR 06/24	LI.	
	RWY 06/24	LI Edge, End Lights red. RWY 24: End lights are visible only for the last 150 m of LDA. The last 3 RWY edge lights are cautionary yellow.	
TWY		LI green C/L TWY A. Reflective green C/L TWY B. Reflective blue edge TWY B & C.	

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	SURFACE	BEARING STRENGTH
RWY 06/24	Asphalt	-
Main Apron	Asphalt	-
Taxiway A	Asphalt/Concrete	-
Taxiway B	Asphalt/Concrete	-
Taxiway C	Concrete	-

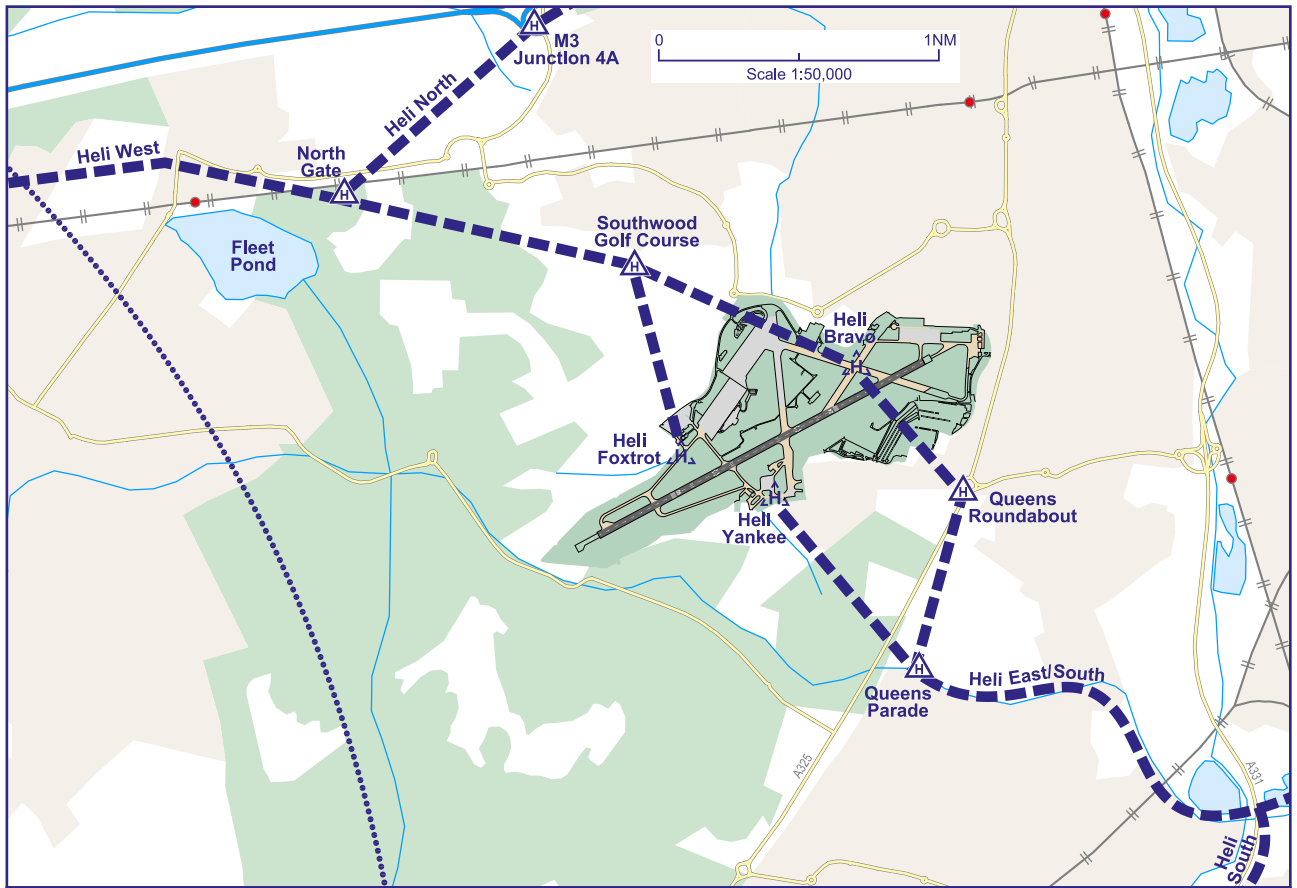
CHANGE (4/24): AFIS REMOVED. EDITORIAL.

HELICOPTER VFR ARRIVAL/DEPARTURE ROUTES

FARNBOROUGH



DETAILED MAP OF FINAL/INITIAL STAGES

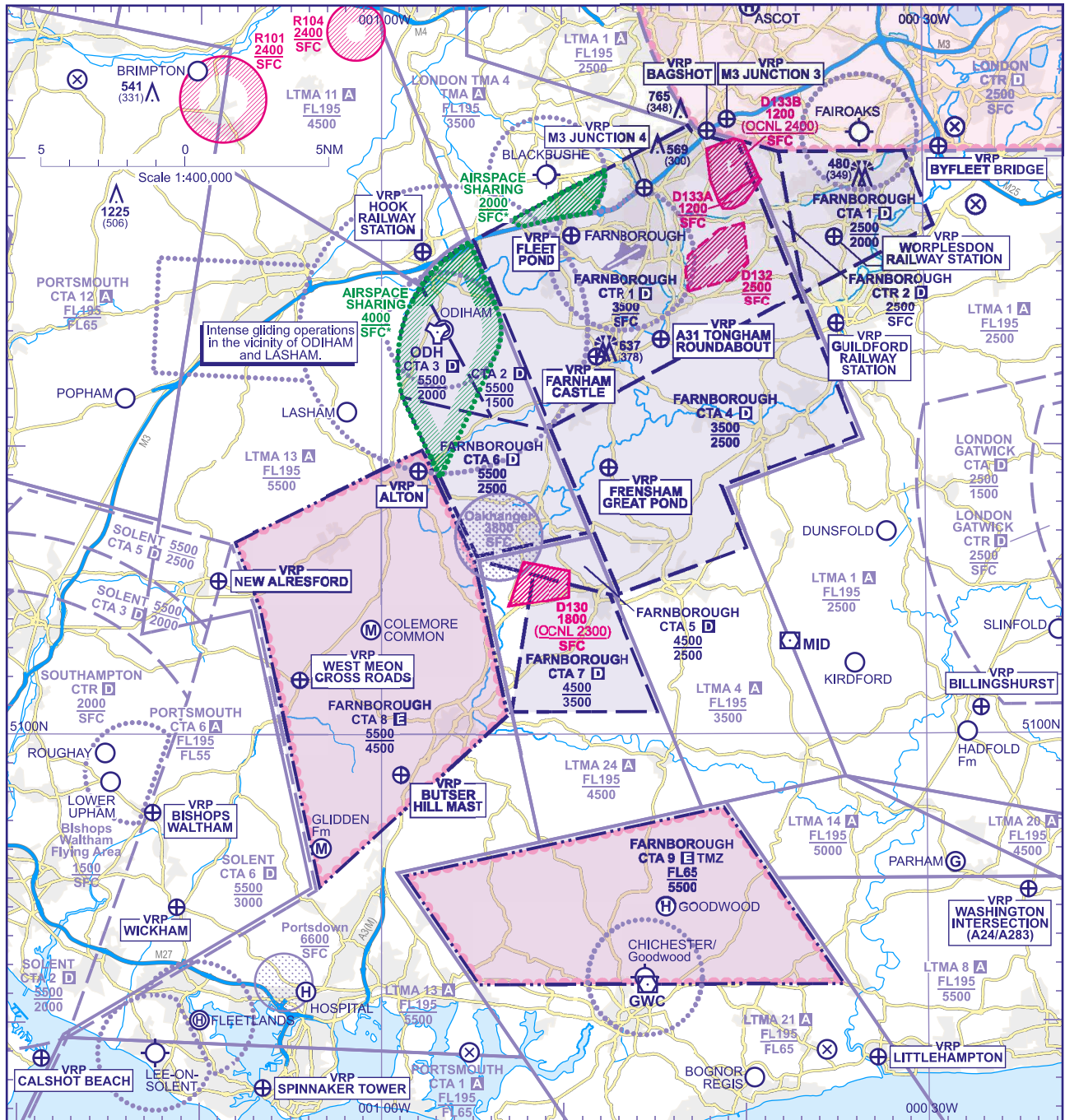


CHANGE (3/23): VRPs UPDATED.
AERO INFO DATE 04 JAN 23

AD 2-EGLF-4-1

CONTROL ZONE AND CONTROL AREA CHART

FARNBOROUGH



ATS AIRSPACE VERTICAL LIMITS
Controlled airspace with an upper vertical limit of FL195 and above is not shown.
*Airspace sharing only during published hours within the marked areas of CTR 1, CTA 2, 3 & 6 and the respective ATZ (see ENR 2.1).

LATERAL LIMITS
Detailed description of FIR, UIR, CTA and TMA see ENR 2.1. Detailed description of air traffic services airspace organized at the aerodrome see AD 2.17.

GENERAL INFORMATION
For hours of operation see ENR 2.1.

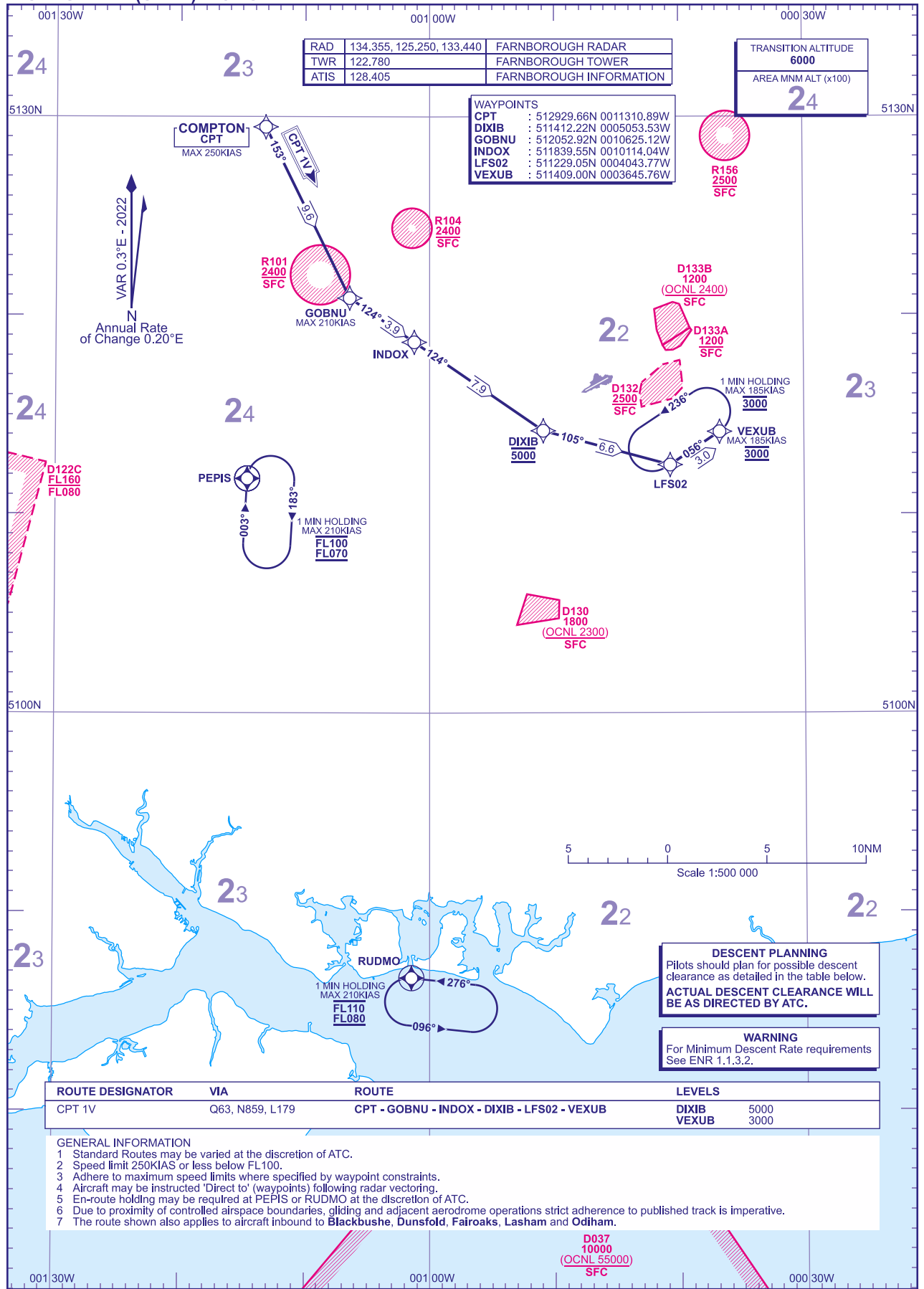
CHANGE (4/25): HOSPITAL HELI SITE ADDED.
AERO INFO DATE 24 JAN 25

AD 2-EGLF-4-2

**RNAV1 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**FARNBOROUGH
CPT 1V**



RAD	134.355, 125.250, 133.440	FARNBOROUGH RADAR
TWR	122.780	FARNBOROUGH TOWER
ATIS	128.405	FARNBOROUGH INFORMATION

TRANSITION ALTITUDE	6000
AREA MNM ALT (x100)	24

WAYPOINTS	
CPT	: 512929.66N 0011310.89W
DIXIB	: 511412.22N 0005053.53W
GOBNU	: 512052.92N 0010625.12W
INDOX	: 511839.55N 0010114.04W
LFS02	: 511229.05N 0004043.77W
VEXUB	: 511409.00N 0003645.76W

VAR 0.3°E - 2022
Annual Rate of Change 0.20°E

DESCENT PLANNING
Pilots should plan for possible descent clearance as detailed in the table below.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

WARNING
For Minimum Descent Rate requirements See ENR 1.1.3.2.

ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
CPT 1V	Q63, N859, L179	CPT - GOBNU - INDOX - DIXIB - LFS02 - VEXUB	DIXIB 5000 VEXUB 3000

- GENERAL INFORMATION**
- Standard Routes may be varied at the discretion of ATC.
 - Speed limit 250KIAS or less below FL100.
 - Adhere to maximum speed limits where specified by waypoint constraints.
 - Aircraft may be instructed 'Direct to' (waypoints) following radar vectoring.
 - En-route holding may be required at PEPIS or RUDMO at the discretion of ATC.
 - Due to proximity of controlled airspace boundaries, gliding and adjacent aerodrome operations strict adherence to published track is imperative.
 - The route shown also applies to aircraft inbound to **Blackbushe, Dunsfold, Fairoaks, Lasham and Odiham.**

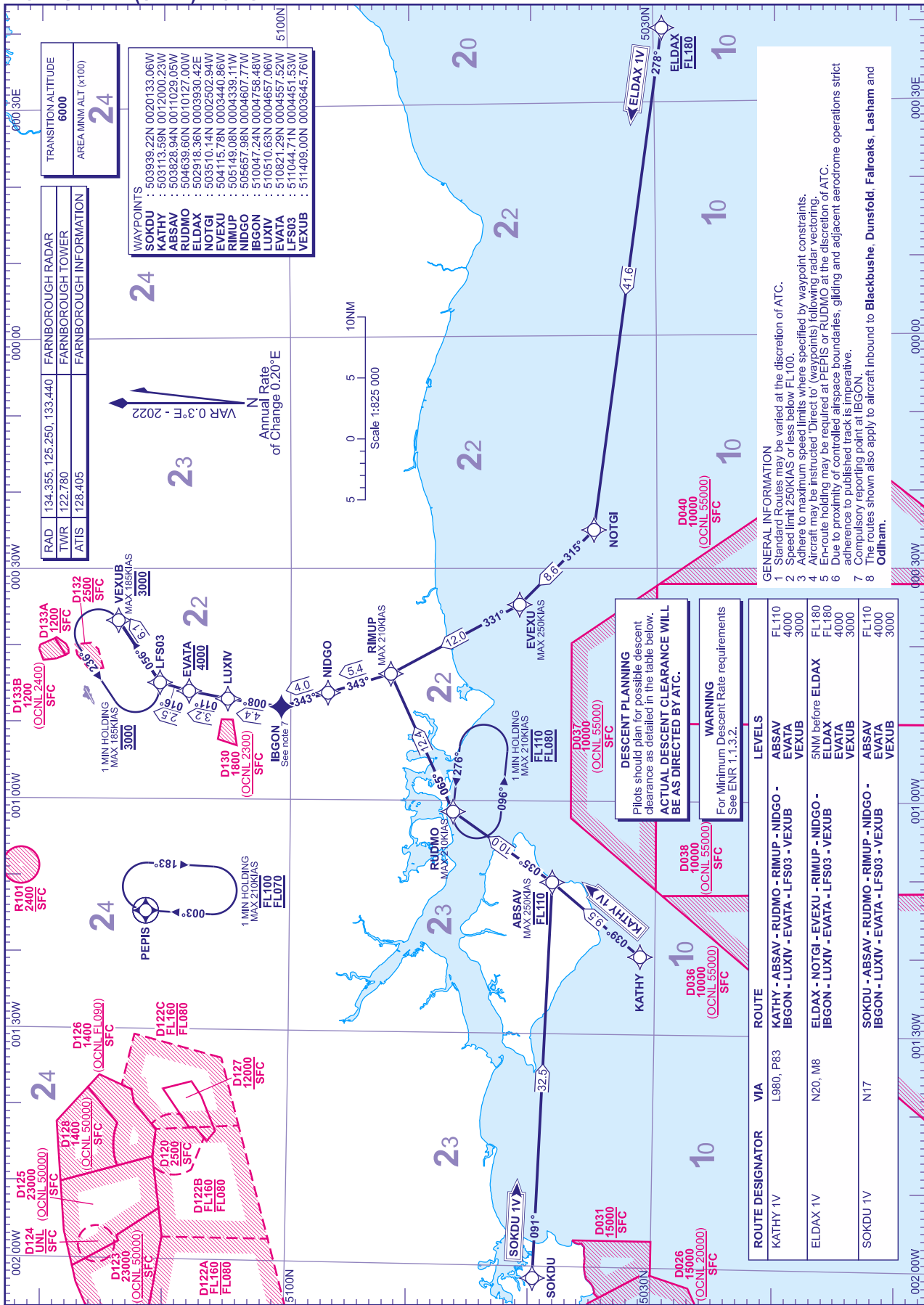
CHANGE (4/25): AMA REVISED.
AERO INFO DATE 17 JAN 25

AD 2-EGLF-7-1

**RNAV1 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**FARNBOROUGH
KATHY 1V ELDAX 1V SOKDU 1V**

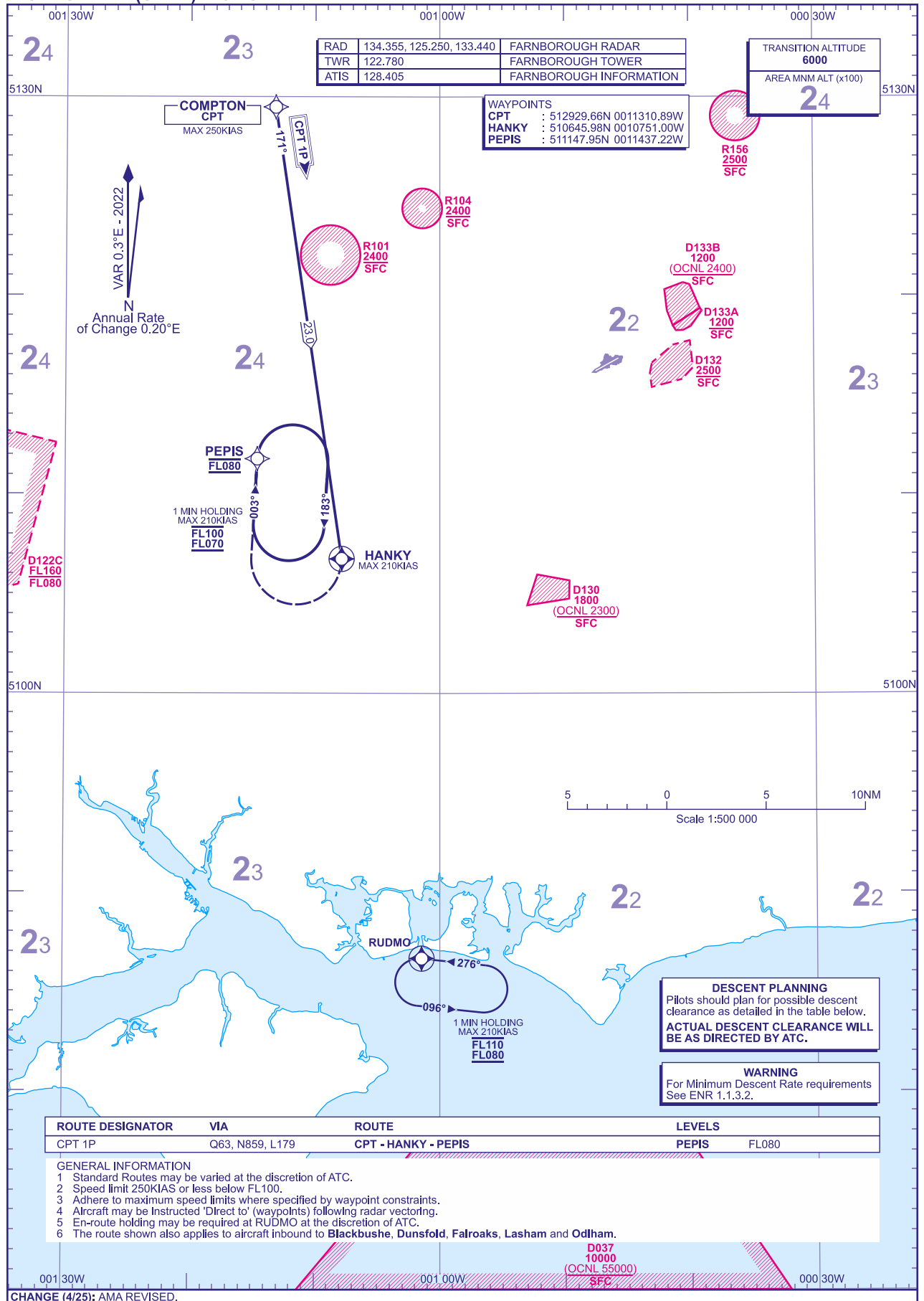


CHANGE (13/23): SPECIFICATION CHANGE.
AERO INFO DATE 13 OCT 23

**RNAV5 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**FARNBOROUGH
CPT 1P**



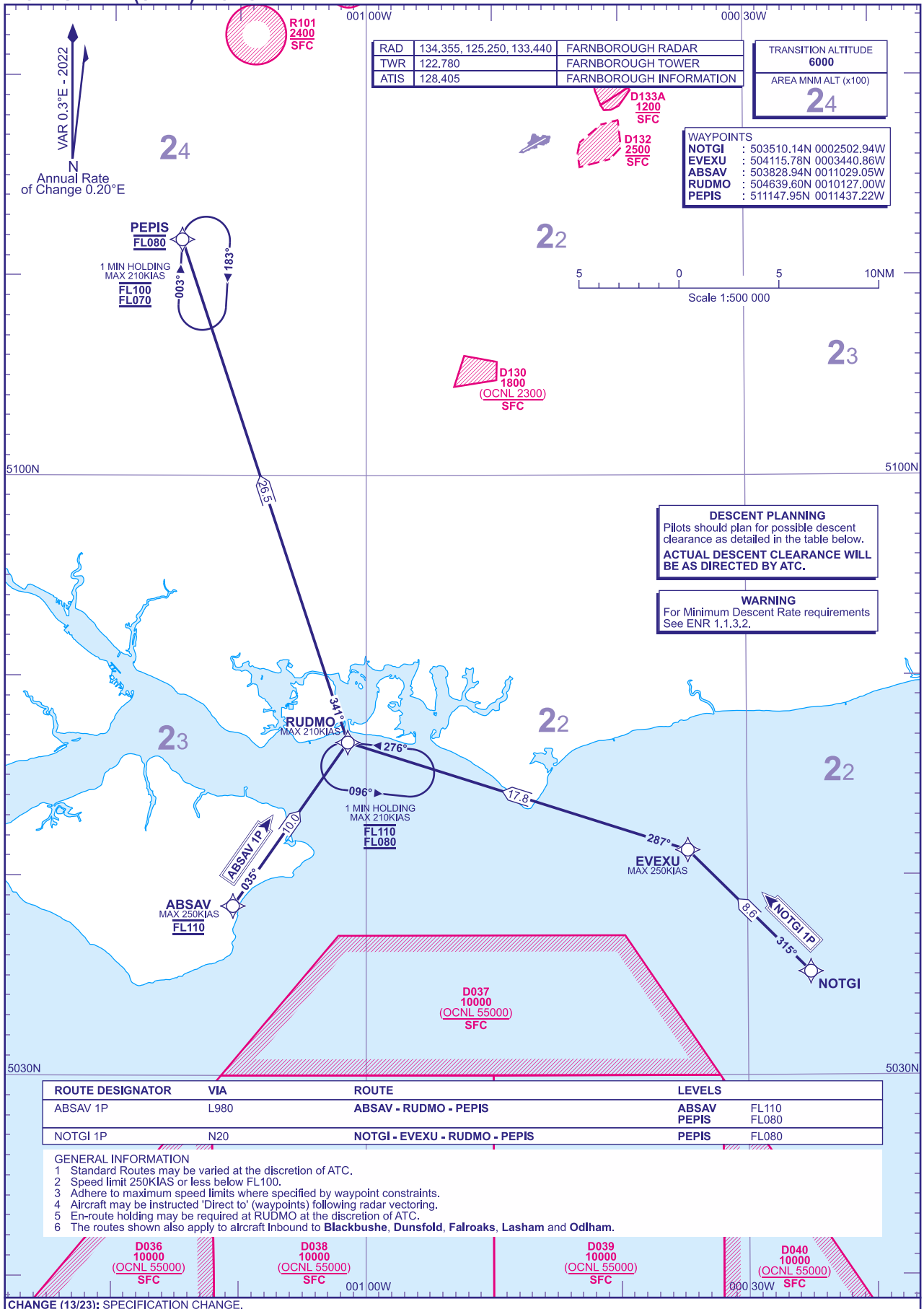
CHANGE (4/25): AMA REVISED.
AERO INFO DATE 17 JAN 25

AD 2-EGLF-7-3

**RNAV5 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**FARNBOROUGH
ABSAV 1P NOTGI 1P**



RAD	134.355, 125.250, 133.440	FARNBOROUGH RADAR
TWR	122.780	FARNBOROUGH TOWER
ATIS	128.405	FARNBOROUGH INFORMATION

TRANSITION ALTITUDE	6000
AREA MNM ALT (x100)	24

WAYPOINTS

NOTGI	: 503510.14N 0002502.94W
EVEXU	: 504115.78N 0003440.86W
ABSAV	: 503828.94N 0011029.05W
RUDMO	: 504639.60N 0010127.00W
PEPIS	: 511147.95N 0011437.22W

DESCENT PLANNING
Pilots should plan for possible descent clearance as detailed in the table below.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

WARNING
For Minimum Descent Rate requirements See ENR 1.1.3.2.

ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
ABSAV 1P	L980	ABSAV - RUDMO - PEPIS	ABSAV FL110 PEPIS FL080
NOTGI 1P	N20	NOTGI - EVEXU - RUDMO - PEPIS	PEPIS FL080

- GENERAL INFORMATION
- Standard Routes may be varied at the discretion of ATC.
 - Speed limit 250KIAS or less below FL100.
 - Adhere to maximum speed limits where specified by waypoint constraints.
 - Aircraft may be instructed 'Direct to' (waypoints) following radar vectoring.
 - En-route holding may be required at RUDMO at the discretion of ATC.
 - The routes shown also apply to aircraft inbound to **Blackbushe, Dunsfold, Falroaks, Lasham and Odham.**

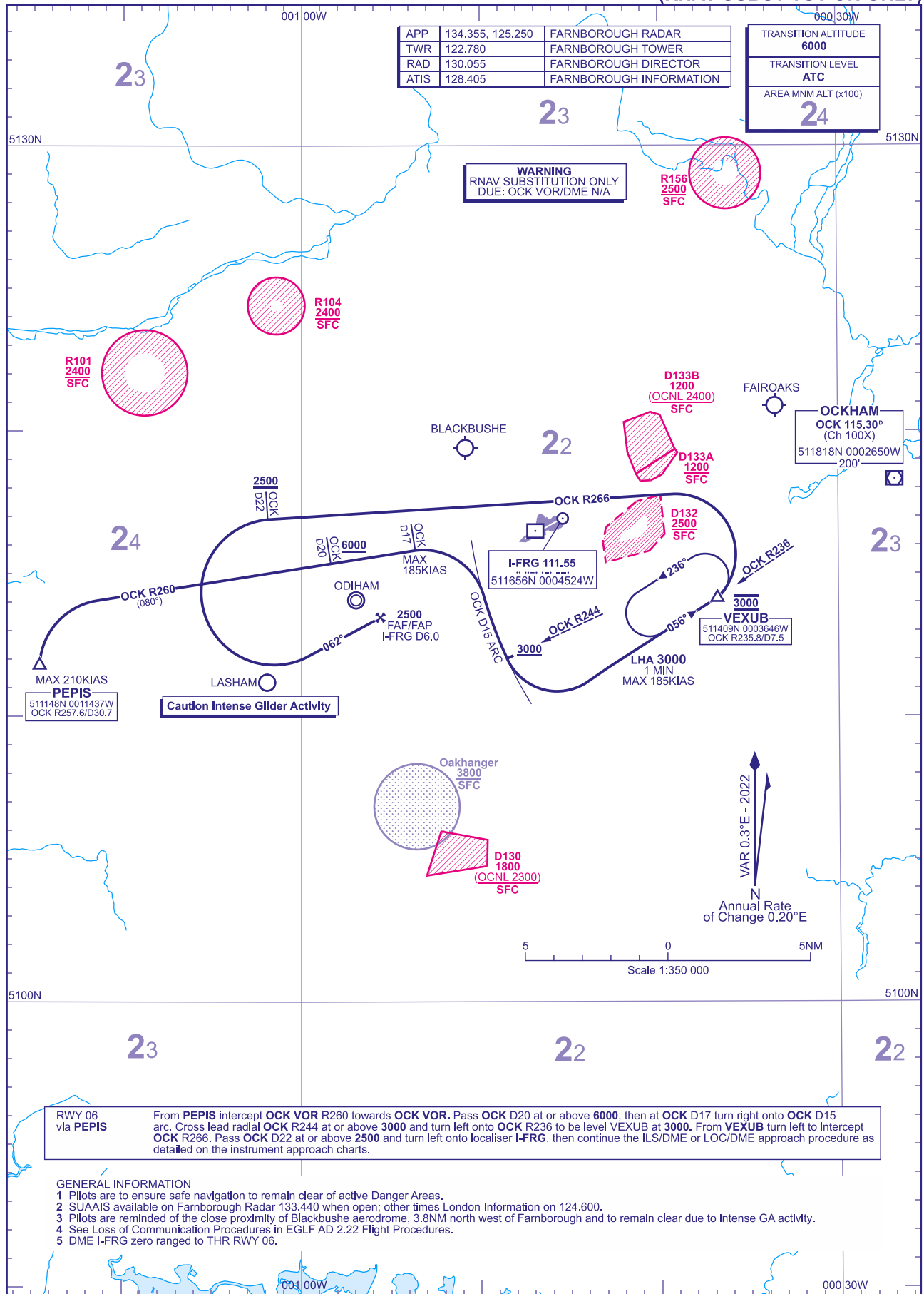
CHANGE (13/23): SPECIFICATION CHANGE.
AERO INFO DATE 13 OCT 23

AD 2-EGLF-7-4

**INITIAL APPROACH PROCEDURE
ILS/DME LOC/DME RWY 06**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

**FARNBOROUGH
via PEPIS
(RNAV SUBSTITUTION ONLY)**



APP	134.355, 125.250	FARNBOROUGH RADAR
TWR	122.780	FARNBOROUGH TOWER
RAD	130.055	FARNBOROUGH DIRECTOR
ATIS	128.405	FARNBOROUGH INFORMATION

TRANSITION ALTITUDE	6000
TRANSITION LEVEL	ATC
AREA MNM ALT (x100)	24

WARNING
RNAV SUBSTITUTION ONLY
DUE: OCK VOR/DME N/A

RWY 06 via PEPIS From PEPIS intercept OCK VOR R260 towards OCK VOR. Pass OCK D20 at or above 6000, then at OCK D17 turn right onto OCK D15 arc. Cross lead radial OCK R244 at or above 3000 and turn left onto OCK R236 to be level VEXUB at 3000. From VEXUB turn left to intercept OCK R266. Pass OCK D22 at or above 2500 and turn left onto localiser I-FRG, then continue the ILS/DME or LOC/DME approach procedure as detailed on the instrument approach charts.

- GENERAL INFORMATION**
- 1 Pilots are to ensure safe navigation to remain clear of active Danger Areas.
 - 2 SUA/IS available on Farnborough Radar 133.440 when open; other times London Information on 124.600.
 - 3 Pilots are reminded of the close proximity of Blackbushe aerodrome, 3.8NM north west of Farnborough and to remain clear due to Intense GA activity.
 - 4 See Loss of Communication Procedures in EGLF AD 2.22 Flight Procedures.
 - 5 DME I-FRG zero ranged to THR RWY 06.

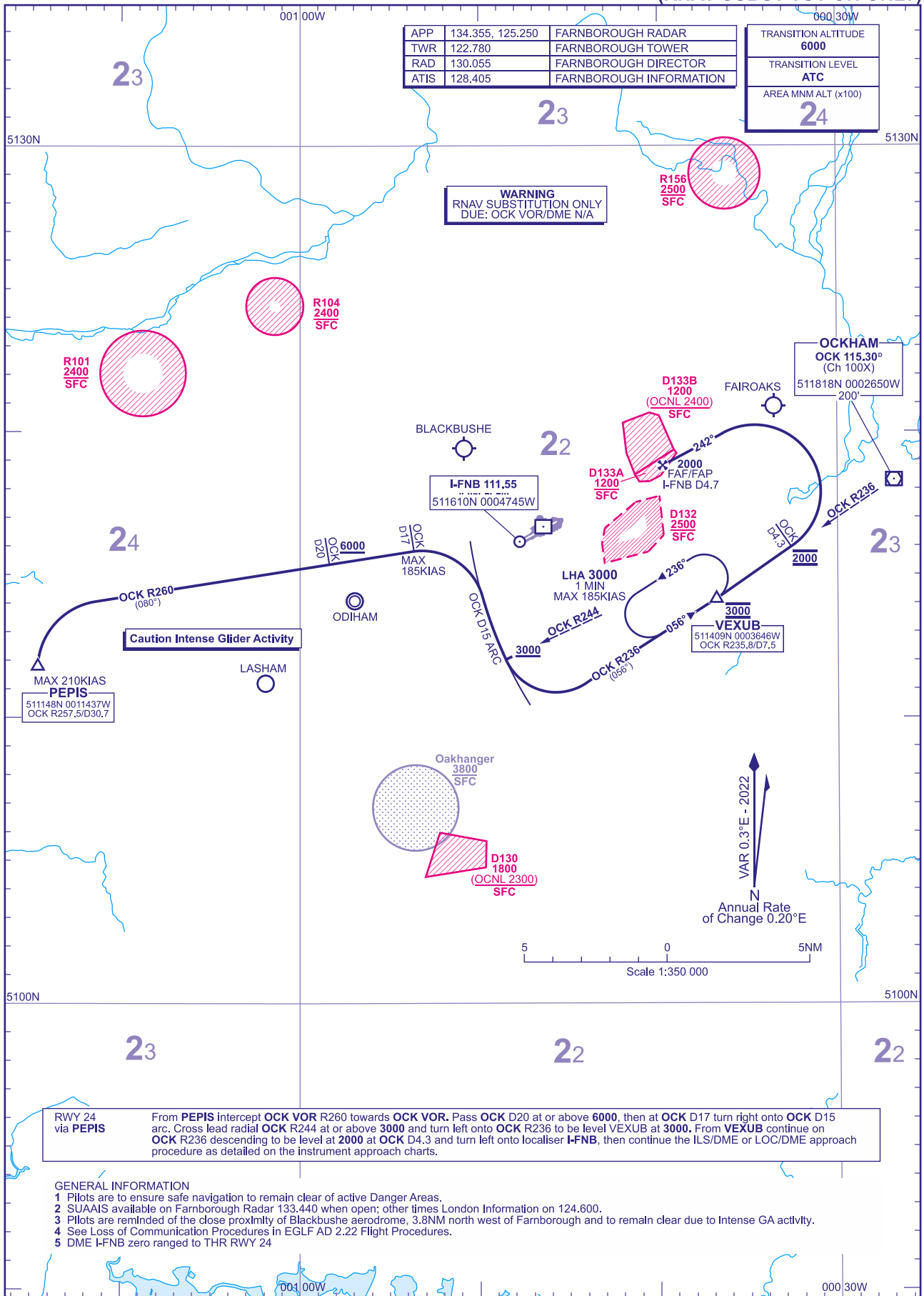
CHANGE (4/25): AMA REVISED.
AERO INFO DATE 17 JAN 25

AD 2-EGLF-7-9

**INITIAL APPROACH PROCEDURE
ILS/DME LOC/DME RWY 24**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

**FARNBOROUGH
via PEPIS
(RNAV SUBSTITUTION ONLY)**



APP	134.355, 125.250	FARNBOROUGH RADAR
TWR	122.780	FARNBOROUGH TOWER
RAD	130.055	FARNBOROUGH DIRECTOR
ATIS	128.405	FARNBOROUGH INFORMATION

TRANSITION ALTITUDE	6000
TRANSITION LEVEL	ATC
AREA MNM ALT (x100)	24

WARNING
RNAV SUBSTITUTION ONLY
DUE: OCK VOR/DME N/A

RWY 24 via PEPIS From PEPIS intercept OCK VOR R260 towards OCK VOR. Pass OCK D20 at or above 6000, then at OCK D17 turn right onto OCK D15 arc. Cross lead radial OCK R244 at or above 3000 and turn left onto OCK R236 to be level VEXUB at 3000. From VEXUB continue on OCK R236 descending to be level at 2000 at OCK D4.3 and turn left onto localiser I-FNB, then continue the ILS/DME or LOC/DME approach procedure as detailed on the instrument approach charts.

GENERAL INFORMATION

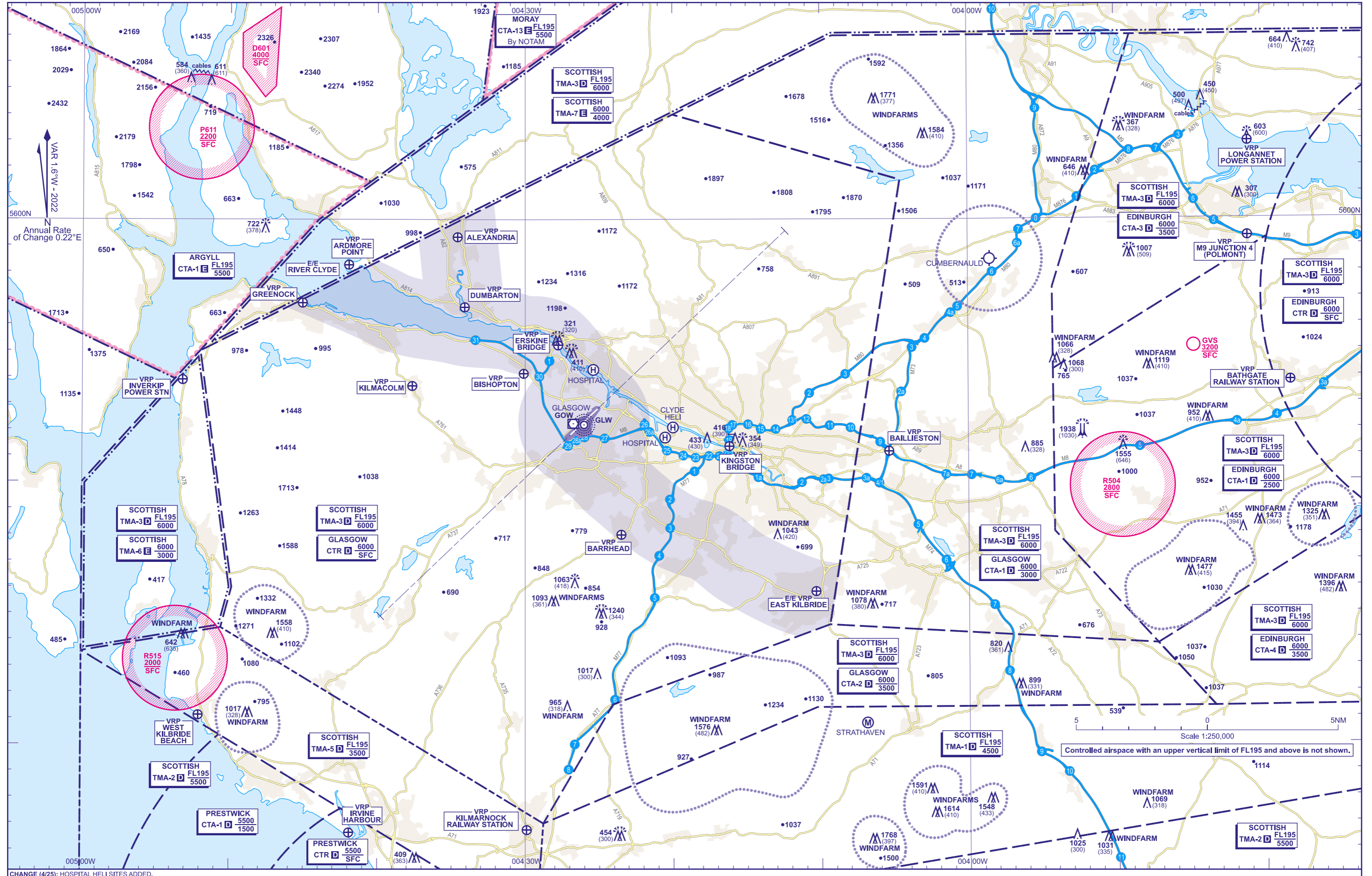
- 1 Pilots are to ensure safe navigation to remain clear of active Danger Areas.
- 2 SUAAS available on Farnborough Radar 133.440 when open; other times London Information on 124.600.
- 3 Pilots are reminded of the close proximity of Blackbushe aerodrome, 3.8NM north west of Farnborough and to remain clear due to Intense GA activity.
- 4 See Loss of Communication Procedures in EGLF AD 2.22 Flight Procedures.
- 5 DME I-FNB zero ranged to THR RWY 24

CHANGE (4/25): AMA REVISED.
AERO INFO DATE 17 JAN 25

AD 2-EGLF-7-10

CONTROL ZONE AND CONTROL AREA CHART - ENTRY/EXIT LANES AND VRPs

GLASGOW



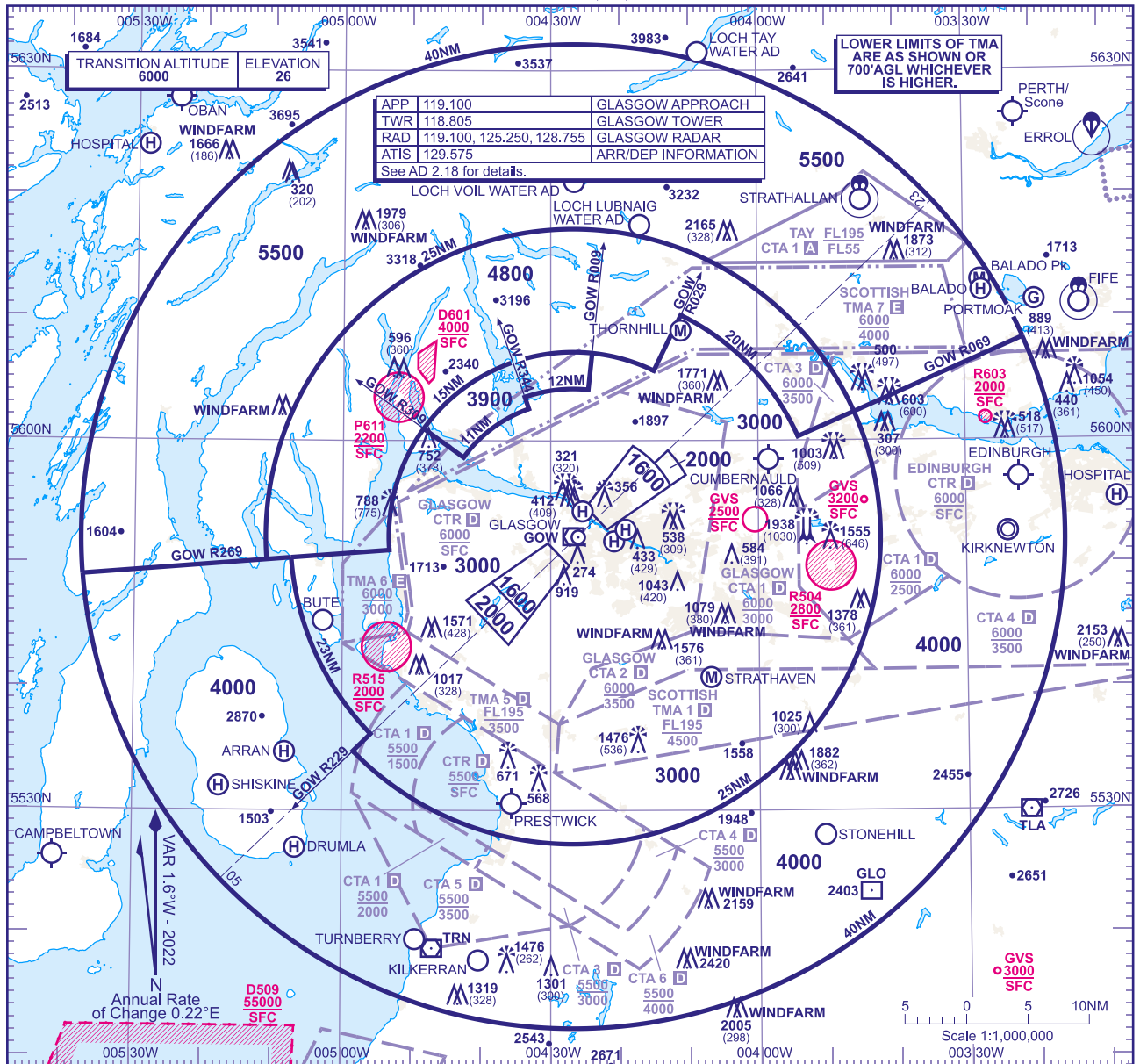
CHANGE (4/25): HOSPITAL HELI SITES ADDED.
AERO INFO DATE 27 JAN 25

INTENTIONALLY BLANK

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1938
HEIGHTS IN FEET AGL (1030)

GLASGOW



MINIMUM INITIAL ALTITUDE
For coordinates see EGPF 5-2.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA
The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or 1000 above any fixed obstacles:
a) within 5NM of the aircraft*, or
b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.
*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

LOSS OF COMMUNICATION PROCEDURES
Initial Approach
Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at 3500, or last assigned level if higher, to GOW VOR†.
Intermediate and Final Approach
Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to GOW VOR†.
† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3 or the procedure for the Scottish TMA & Glasgow CTA detailed at EGPF AD 2.22.

GENERAL INFORMATION
1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Controlled airspace with a base in excess of 5000 or FL55, as appropriate, is not shown.
5. This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.
6. RWY 05: Further descent to 2000/1600 may be given within the approach areas shown when an aircraft is either established on the final approach track or an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final approach track.
RWY 23: Pilots should not accept descent below 3000FT unless established on a 40° or less, closing heading to the final approach track and within 9.5NM from the runway threshold when closing from the south and 8NM from the runway threshold when closing from the north and instructed to intercept the ILS LOC or specified VOR approach radial.
7. RWY 23: Aircraft shall not be vectored to an NDB approach.
8. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
9. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

CHANGE (4/25): HELI SITES ADDED.
AERO INFO DATE 27 JAN 25
AD 2-EGPF-5-1

**ATC SURVEILLANCE MINIMUM
ALTITUDE CHART - ICAO**

GLASGOW

MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

- a) **5500** in the sector defined by the lateral limits; 554902N 0053728W thence clockwise by an arc of a circle 40NM centred on 555214N 0042645W to 560815N 0032129W - 560218N 0034604W thence anticlockwise by an arc of a circle 25NM centred on 555214N 0042645W - 555019N 0051058W - 554902N 0053728W.
- b) **4000** in the sector defined by the lateral limits; 554902N 0053728W - 555029N 0050726W thence anticlockwise by an arc of a circle 23NM centred on 555214N 0042645W to 553612N 0045552W - 553448N 0045823W thence anticlockwise by an arc of a circle 25NM centred on 555214N 0042645W to 560218N 0034604W - 560815N 0032129W thence clockwise by an arc of a circle 40NM centred on 555214N 0042645W to 554902N 0053728W.
- c) **4800** in the sector defined by the lateral limits; 555019N 0051058W thence clockwise by an arc of a circle 25NM centred on 555214N 0042645W to 560218N 0034604W - 560019N 0035413W thence anticlockwise by an arc of a circle 20NM centred on 555214N 0042645W to 561010N 0041107W - 560541N 0041503W thence anticlockwise by an arc of a circle 15NM centred on 555214N 0042645W to 555107N 0045317W - 555019N 0051058W.
- d) **3900** in the sector defined by the lateral limits; 560059N 0044824W thence clockwise by an arc of a circle 15NM centred on 555214N 0042645W to 560707N 0042359W - 560409N 0042433W thence anticlockwise by an arc of a circle 12NM centred on 555214N 0042645W to 560333N 0043345W - 560236N 0043310W thence anticlockwise by an arc of a circle 11NM centred on 555214N 0042645W to 555839N 0044236W - 560059N 0044824W.
- e) **3000** in the sector defined by the lateral limits; 555029N 0050726W - 555107N 0045317W thence clockwise by an arc of a circle 15NM centred on 555214N 0042645W to 560059N 0044824W - 555839N 0044236W thence clockwise by an arc of a circle 11NM centred on 555214N 0042645W to 560236N 0043310W - 560333N 0043345W thence clockwise by an arc of a circle 12NM centred on 555214N 0042645W to 560409N 0042433W - 560707N 0042359W thence clockwise by an arc of a circle 15NM centred on 555214N 0042645W to 560541N 0041503W - 561010N 0041107W thence clockwise by an arc of a circle 20NM centred on 555214N 0042645W to 560019N 0035413W - 560218N 0034604W thence clockwise by an arc of a circle 25NM centred on 555214N 0042645W to 553448N 0045823W - 553612N 0045552W thence clockwise by an arc of a circle 23NM centred on 555214N 0042645W to 555029N 0050726W.

For further descent see note 6 in General Information.

CHANGE (7/17): SPECIFICATION UPDATE ONLY, NO CHANGE TO CONTENT.

AERO INFO DATE 27 MAR 17

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
	150 x 150 M	2008 x 280 M				RWY 05 Threshold displaced by 66 M. OFZ: Yes.
	150 x 150 M	2008 x 280 M				RWY 23 OFZ: Yes.
		761 x 60 M				RWY 11
		761 x 60 M				RWY 29

EGPE AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
05	1888 M	2038 M	1888 M	1822 M	
23	1822 M	1972 M	1822 M	1822 M	
05	994 M	1144 M	994 M		Take-off from intersection of Runway 11.
23	849 M	999 M	849 M		Take-off from intersection of Runway 11.
11	701 M	701 M	701 M	701 M	
29	701 M	701 M	701 M	701 M	

EGPE AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
05	Five crossbars. 900 M Light intensity high	Green with green wingbars	PAPI Left/3° 50 FT 362 M			Final 600 M yellow White Light intensity high	Red		
23	Five crossbars. 900 M Light intensity high	Green with green wingbars	PAPI Left/3° 57 FT 348 M			Final 600 M yellow White Light intensity high	Red		

EGPE AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	Anemometer: 573221.27N 0040306.48W (LGTD), 573242.82N 0040219.56W (LGTD).
3	TWY edge and centre line lighting	CL: Green centre-line from Runway 05/23 centre-line to SAR Apron. Green centre-line from Hold F, through north apron and taxiway to south apron. EDGE: Blue edge lights from Runway 05 to Runway 11 threshold.
4	Secondary power supply/switch-over time	Yes. Using local sub-station / 1 second during LVPs.
5	Remarks	

EGPE AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF 5: 573226.38N 0040234.42W, 171.9 FT TLOF 6: 573226.84N 0040233.44W, 171.9 FT
2	TLOF and/or FATO elevation	TLOF 5: 26.0 FT TLOF 6: 25.7 FT
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	
4	True BRG of FATO	
5	Declared distance available	
6	APP and FATO lighting	
7	RMK	

EGPE AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
INVERNESS ATZ A circle, 2.5 NM radius, centred at 573233N 0040251W on longest notified runway (05/23)	Upper limit: 2000 FT AGL Lower limit: SFC	G	INVERNESS APPROACH English	3000 FT		Air Ambulance flights/SAR operations may occur H24, including outside of the operating hours of the aerodrome ATZ. Pilots are recommended to make a blind call on the Inverness Approach frequency 122.605 MHz when the aerodrome is published closed and they are transiting through or close to the ATZ.

EGPE AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	INVERNESS APPROACH	122.605 MHz DOC 40 NM/ 15,000 FT.			Tue-Sat 0245-0630 (0145-0530) or otherwise directed by ATC.	ATZ hours coincident with Approach and Radar hours. Combined TWR and APP service is provided on 122.605 MHz during hours when Radar is unavailable or otherwise directed by ATC. VDF 573226.14N 0040249.88W Northwest of ATC.
TWR	INVERNESS TOWER	118.405 MHz DOC 25 NM/ 4,000 FT.			Mon-Fri 0630-2145 (0530-2130); Sat 0630-2100 (0530-2130); Sun 0630-2130 (0530-2130).	Combined TWR and APP service is provided on 122.605 MHz during hours when Radar is unavailable or otherwise directed by ATC. VDF 573226.14N 0040249.88W Northwest of ATC.
		122.605 MHz DOC 40 NM/ 15,000 FT.			Tue-Sat 0245-0630 (0145-0530) or otherwise directed by ATC.	

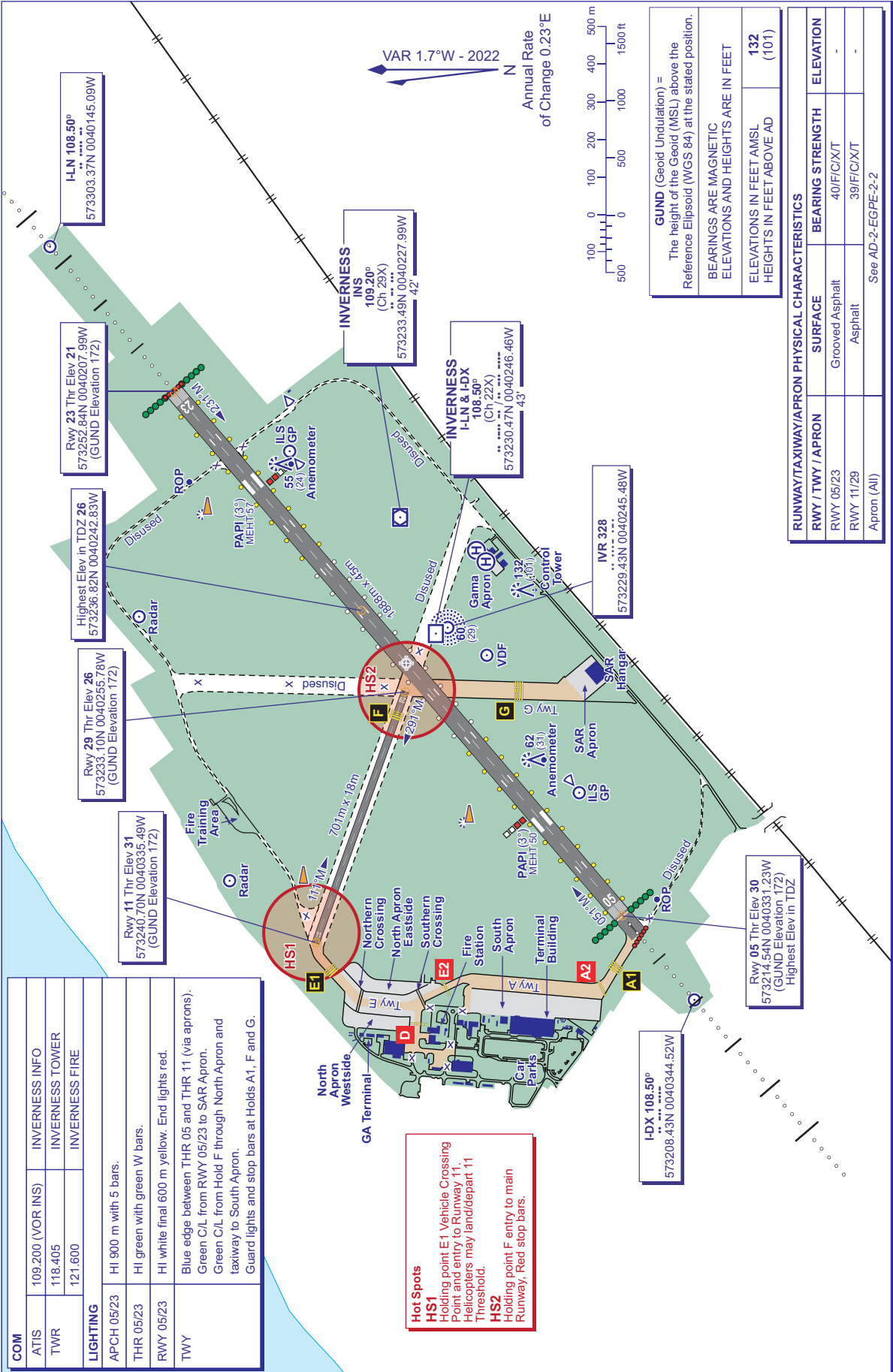
**INVERNESS
EGPE**

AD ELEV 31FT

ARP 573233N 0040251W

**AERODROME
CHART - ICAO**

COM		INVERNESS INFO
ATIS	109.200 (VOR INS)	INVERNESS TOWER
TWR	118.405	INVERNESS FIRE
	121.600	
LIGHTING		
APCH 05/23	HI 900 m with 5 bars.	
THR 05/23	HI green with green W bars.	
RWY 05/23	HI white final 600 m yellow. End lights red.	
TWY	Blue edge between THR 05 and THR 11 (via aprons). Green C/L from RWY 05/23 to SAR Apron. Green C/L from Hold F through North-Apron and taxiway to South Apron. Guard lights and stop bars at Holds A1, F and G.	



Hot Spots
HS1 Holding point E1 Vehicle Crossing Point and entry to Runway 11. Helicopters may land/depart 11 Threshold.
HS2 Holding point F entry to main Runway. Red stop bars.

GUND (Geoid Undulation) =
 The height of the Geoid (MSL) above the Reference Ellipsoid (WGS 84) at the stated position.
 BEARINGS ARE MAGNETIC
 ELEVATIONS AND HEIGHTS ARE IN FEET
 ELEVATIONS IN FEET AMSL
 HEIGHTS IN FEET ABOVE AD

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
RWY / TWY / APRON	SURFACE	BEARING STRENGTH	ELEVATION
RWY 05/23	Grooved Asphalt	40/F/C/X/T	-
RWY 11/29	Asphalt	39/F/C/X/T	-
Apron (All)		See AD-2-EGPE-2-2	

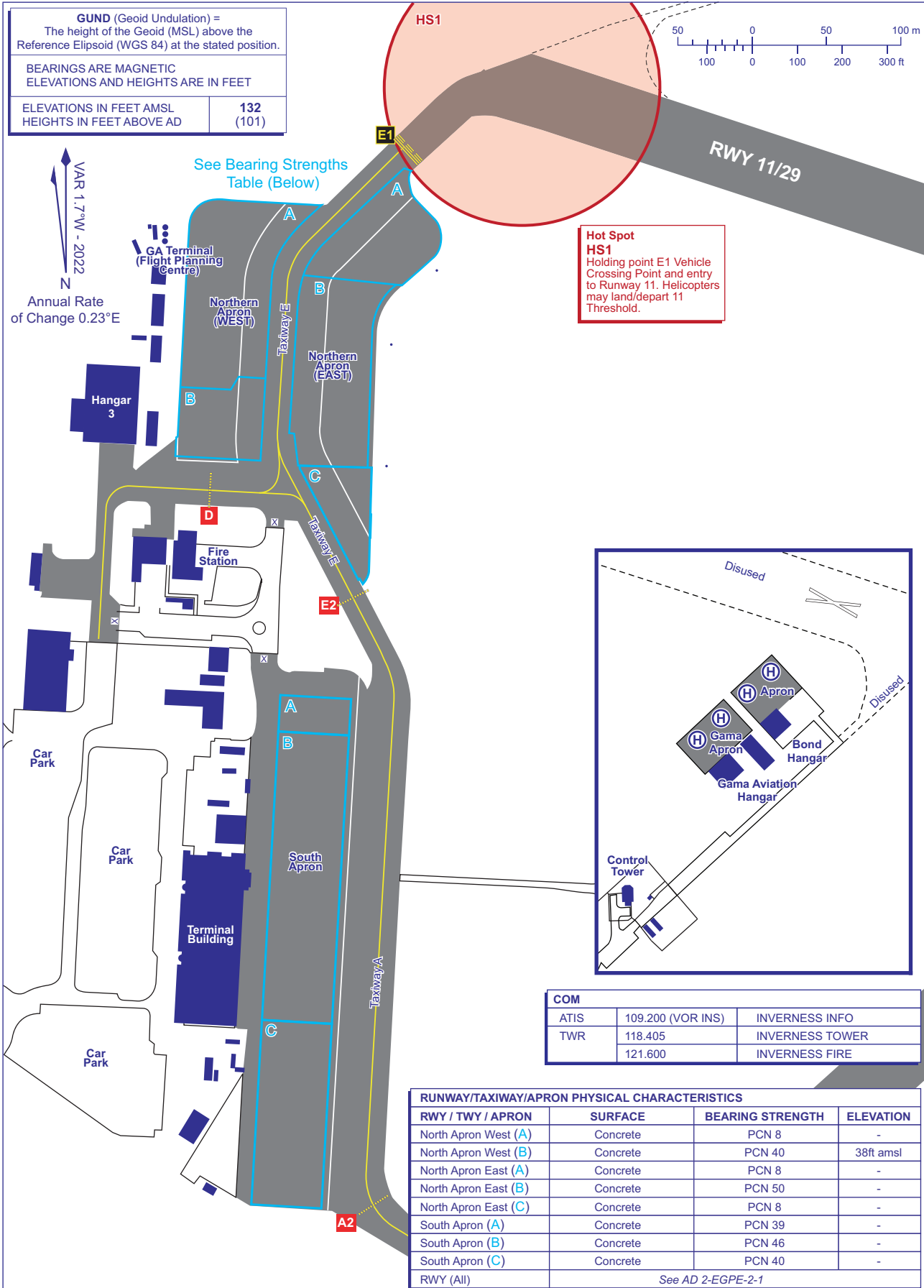
CHANGE (4/25): THRESHOLD LIGHTING INFO EDITORIAL.

**AIRCRAFT PARKING/DOCKING
CHART - ICAO**

ARP 573233N 0040251W

AD ELEV 31FT

**INVERNESS
EGPE**



CHANGE (1/25): BUILDINGS EDITORIAL.

AERO INFO DATE 15 NOV 24

AD 2-EGPE-2-2

Type of Aid CAT of ILS/MLS MAG Var/ VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME 1.48°W (2022) 0.80°W (2022)	IOM	59X 112.200 MHz	H24 Hours of operation for aerodrome purposes: Mon-Sat 0600-2045 (0500- 1945); Sun 0645-2045 (0545- 1945); and by arrangemen t.	540401.12N 0044548.50W	567 FT	APCH Aid to Isle of Man. VOR DOC: 60 NM/50,000 FT (75 NM/ 50,000 FT in Sector R271°-211°). DME DOC: 60 NM/50,000 FT (160 NM/50,000 FT in Sector R271°-211°).
DME	IRY	48Y 111.150 MHz	Mon-Sat 0600-2045 (0500- 1945); Sun 0645-2045 (0545- 1945); and by arrangemen t.	540451.62N 0043722.10W	38 FT	(RWY 26) DME freq paired with ILS I-RH and I- RY. Zero range is indicated at THR of Runway 08 and 26.
DME	IRH	48Y 111.150 MHz	Mon-Sat 0600-2045 (0500- 1945); Sun 0645-2045 (0545- 1945); and by arrangemen t.	540451.62N 0043722.10W	38 FT	(RWY 08) DME freq paired with ILS I-RH and I- RY. Zero range is indicated at THR of Runway 08 and 26.
NDB (L) 1.42°W (2022)	RWY	359.000 kHz	Mon-Sat 0600-2045 (0500- 1945); Sun 0645-2045 (0545- 1945); and by arrangemen t.	540451.90N 0043722.40W		On AD. Range 20 NM. Normally radiates H24.

EGNS AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

- a) Use governed by regulations applicable to the Isle of Man CTR.
- b) Non-radio aircraft are strictly **PPR** through ATC.
- c) Instrument training is subject to prior permission from ATC.
- d) Under the terms of the Anti-Terrorism and Crime Act 2003, pilots and passengers of private or charter aircraft who have come from or are going to the British Isles, must when requested to do so, make themselves available to be spoken to by an examining officer. In relation to all such flights, the pilot must fully complete a General Aviation Report. Further details can be found here:- General Aviation website:- <https://www.gov.im/categories/tax-vat-and-your-money/customs-and-excise/general-aviation/>.
- e) Outside published hours of availability, use of the airport is subject to prior permission from the Airport Duty Manager.
- f) All parking areas within the critical part of the aerodrome are designated as Customs Area. It shall be the responsibility of the commander of any aircraft that is required to be subjected to Customs inspection to inform ATC at the earliest opportunity.
- g) High visibility clothing must be worn on the aprons and manoeuvring area at all times. Health and Safety requirements in respect of ear protection must be observed and are the responsibility of the individuals concerned.

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2 GROUND MOVEMENT

- a) Due to physical constraints of the apron design, pilots must follow the ground markings at all times.
- b) Apron floodlighting is 7 M from the pavement edge and CCTV masts are 4 M from the pavement edge on the west apron. Pilots of aircraft should exercise caution in respect of wing tip clearance. The services of a marshaller are available on request.
- c) Class 2 compass calibration base on Runway 21 is only suitable for aircraft with magnetic sensors which are at least five feet above ground. Use governed by prior permission through ATC.
- d) Movement to/from Area W at night via D1 only.
- e) No taxi lane is available between the east and west aprons. Taxiing through stands 7 & 8 / 8 & 7 is prohibited unless specifically authorised.

3 CAT II/III OPERATIONS

- a) Isle of Man Airport is not equipped with CAT II/III procedures, however Low Visibility Procedures are used to protect CAT I operations.

4 WARNINGS

- a) Except for light signals ground signals shall not be displayed.
- b) Increased bird activity due to coastal location. Bird scaring including the use of pyrotechnics, lethal control and lasers used regularly on the aerodrome.
- c) A known windshear hazard exists on short final for Runway 08 when the wind is from the southeast and pilots should adopt appropriate operating procedures. During strong wind conditions, turbulence may be expected on the approach to, or climb out from, any runway.
- d) Take-off and landing will be restricted to paved surfaces only.
- e) Pilots of helicopters should note the presence of a 10 M anemometer mast in the Met square adjacent to the apron area and exercise due caution when manoeuvring prior to arrival or departure.
- f) The presence of high ground to the north of Runway 08/26 centre-line may trigger GPWS alerts if aircraft adopt high rate of descent and/or fast speed profiles in this sector.
- g) Holding position D1 is situated close to the exit from area Whiskey and coincident with the start of the 26 ILS GP critical area. Pilots should exercise extreme caution in observing and complying with holding position D1 to ensure they do not infringe Runway 26 and the GP critical area.
- h) Runway 21 - CAUTION - Departing crew should be aware that kite surfing in the vicinity of the climb out is possible during daylight hours.
- i) Holding position L1 is situated close to the exit of Area Victor. Pilots should exercise caution in observing and complying with holding position L1 to ensure they do not infringe Runway 08.

5 HELICOPTER OPERATIONS

- a) Helicopters are to arrive and depart using the runways as no specified helicopter landing areas are defined.

6 USE OF RUNWAYS

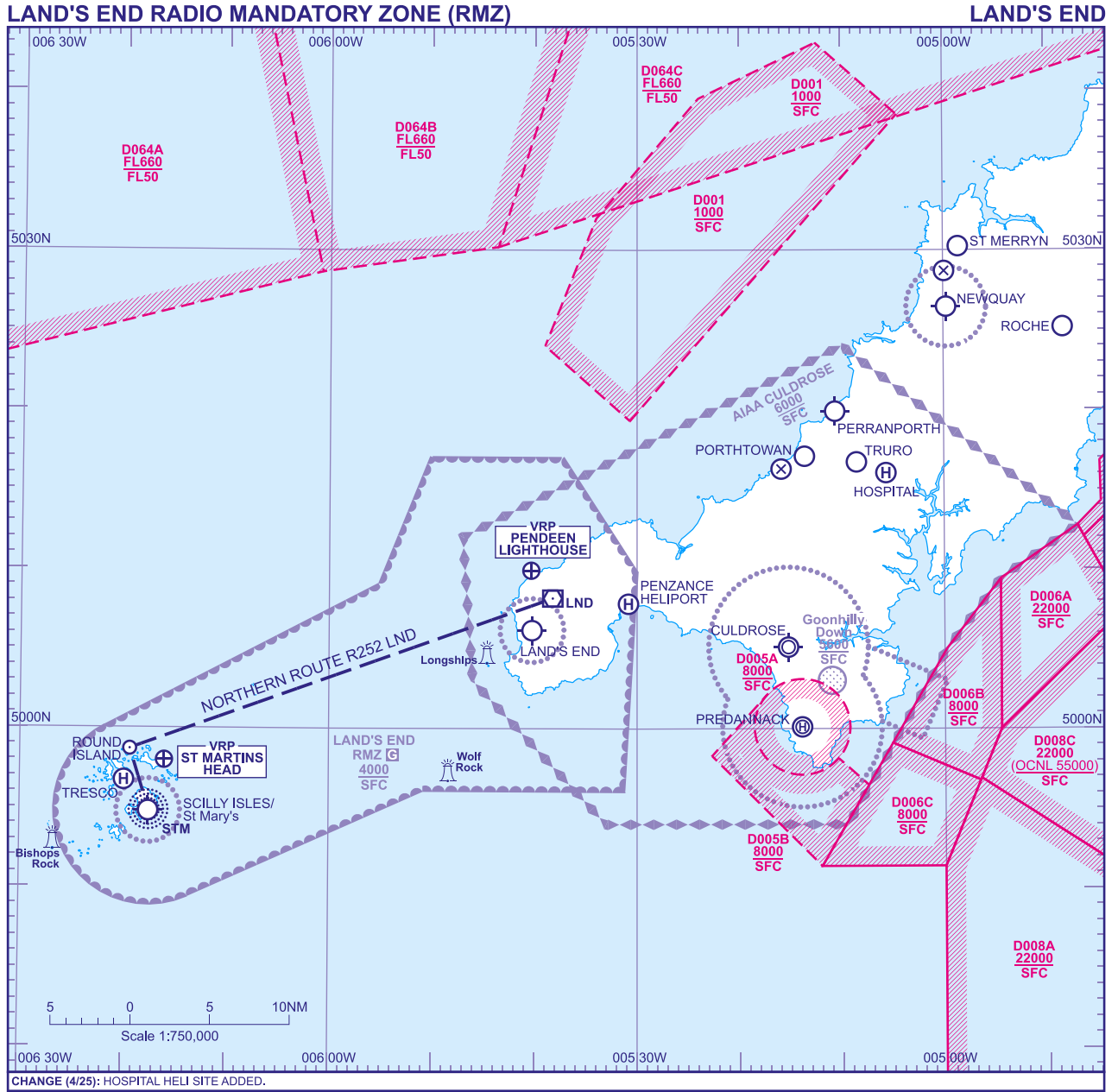
- a) Simulated engine failures are not permitted on departure from Runway 26.
- b) Pilots should not descend below the indicated PAPI glide path whilst landing on any runway, and the following conditions should be noted:
 - i. Due to the presence of high ground to the left of the approach for Runway 21, pilots must establish on the runway centre-line before descending on the PAPI glide path.
 - ii. Due to the presence of an uncontrolled public road in the vicinity of the undershoot area of Runway 03, approaches to this runway are not permitted if the PAPIs are out of service.
 - iii. The noise abatement procedures as detailed at AD 2.21 should be followed.

7 TRAINING

- a) All training flights require approval from ATC.

EGNS AD 2.21 NOISE ABATEMENT PROCEDURES

- a) Pilots of aircraft using the airport shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport, particularly near Castletown and Ballasalla.
- b) All propeller driven aircraft must climb straight ahead to 500 FT and must have passed the airport boundary before commencing any turn.
- c) All jet aircraft must climb straight ahead to 1000 FT before commencing any turn.
- d) All departing aircraft from Runway 26 shall track the extended centre-line until a range of 3 NM or less from IOM DME before commencing any turn. Aircraft unable to receive DME shall climb straight ahead for 2 minutes from commencement of their take off run before commencing any turn. This procedure may only be departed from when authorised by ATC.
- e) When approaching to land on any Runway all aircraft shall intercept the extended runway centre-line at a minimum range of 2 NM and shall not descend below the PAPI indicated approach.
- f) Any of these procedures may be departed from to the extent necessary for the avoidance of immediate danger.



INTENTIONALLY BLANK

- d) Pilots are advised that hang gliding and paragliding operations take place within the Leeds Bradford Airport Control Zone on Baildon Moor 535124.59N 0014711.58W bearing 264° MAG, range 4.5 NM from Leeds Bradford Airport ARP. Hang gliders and paragliders operate within a 1 NM radius of this site, non-radio not above 1500 FT QNH. Pilots under VFR/SVFR are requested to avoid this area if possible.
- e) Pilots are advised that hang gliding and paragliding operations take place within the Leeds Bradford Airport Control Zone on Ilkley Moor 535444.01N 0014750.57W bearing 297° MAG, range 5.6 NM from Leeds Bradford Airport ARP. Hang gliders and paragliders operate within a 1 NM radius of this site, non-radio not above 1500 FT QNH. Pilots under VFR/SVFR are requested to avoid this area if possible.

5 HELICOPTER OPERATIONS

- a) Arrival Procedures: ATC will allocate either a direct approach, or a circuit join based on the runway in use, dependant on the prevailing traffic conditions.
- b) Direct Approach
 - i. Helicopters are to approach the aerodrome from the NE or SW remaining well clear of the approach and climb out to Runway 14/32.
 - ii. Helicopters will be requested to report approaching the aerodrome boundary to await further instructions.
 - iii. Direct arrivals from the NE are to obtain clearance to cross Runway 14/32 prior to crossing the aerodrome boundary and be prepared to hold, or orbit at the boundary if requested. When cleared to cross the runway helicopters are to arrange their flight to cross the runway as expeditiously as possible direct to the allocated Helicopter Aiming Point (HAP) avoiding overflying any parked or taxiing aircraft. Pilots wishing to use the runway at night or at any other time should make an early request to ATC.
 - iv. Direct arrivals from the SW are to report approaching the aerodrome boundary for onward clearance. When cleared to do so arrivals shall route direct to the allocated HAP ensuring that they remain well to the south of runway 32 at all times. The south side taxiway runway holding points may be used as a reference point as the point to remain south of when approaching the HAP from the south. If, due to the surface wind conditions it is required to cross runway 32 to enable a turn into wind for arrival this should be requested on first contact with the Leeds Tower Controller.
- c) Circuit Based Approach
 - i. Under certain traffic conditions helicopters may be given a standard circuit join for the runway in use. On turning final the helicopter is to break directly for the allocated HAP prior to reaching the runway threshold.
- d) Taxi Instructions
 - i. ATC will issue an instruction to air taxi from the HAP to the relevant parking apron.
- e) Departure Procedures
 - i. Helicopters will be given clearance to lift from the apron and air taxi to the allocated HAP. When cleared for takeoff, South, or Westbound departures shall depart ensuring that they remain well to the south of Runway 32 at all times. If surface wind conditions dictate that a lift into wind requires a runway crossing this should be requested prior to taxi.
 - ii. Departures to the East or North shall, when cleared to do so cross the runway as expeditiously as possible on track the relevant VRP, ensuring that the departure track does not overfly parked or taxiing aircraft.

6 USE OF RUNWAYS

- a) Variable circuit direction in force.
- b) In accordance with EU OPS Sub-part E the following approach operations are available to approved operators:
 - i. Runway 14 suitable for Lower than Standard Category I operations supported by an ILS Classification of II/D/2;
 - ii. Runway 32 suitable for Lower than Standard Category I operations supported by an ILS Classification of II/D/2;
 - iii. Runway 32 suitable for Other Than Standard Category II operations supported by an ILS Classification of II/D/2;
 - iv. Runway 14 suitable for EVS operations;
 - v. Runway 32 suitable for EVS operations.

7 TRAINING

- a) Training flights must be booked in advance with ATC by telephone: 0113-391 3282. The filing of a flight plan does not constitute a booking to carry out training. Failure to make a booking may result in aircraft being refused use of the facilities. All training is subject to traffic and ATC capacity.
- b) A slot booking system is used for training that involves instrument holding. Slots must be booked on the date of the requested slot with ATC by telephone. Operators may normally book a maximum of two slots in any one day. Further slots on the same day may not be booked until one hour before the requested slot.
- c) Any changes to training requirements must be notified to ATC, in particular when slots are no longer required. Should traffic or ATC workload increase after bookings have been accepted, training may be refused or ended at short notice.
- d) Training flights may only be permitted between 0700-2300 (0600-2200).
- e) Any aircraft conducting practice instrument holding or approach procedures must have a serviceable transponder.
- f) Training by aircraft greater than 5700 KG is not normally permitted on Sundays.
- g) Training flights by jet aircraft shall be subject to the following conditions:
 - i. No jet training on Sundays, Good Friday or Christmas Day;
 - ii. Jet circuits shall be carried out at least 1500 FT AAL;
 - iii. Jet aircraft carrying out visual circuits shall climb straight ahead to 1000 FT AAL before turning. All other jet aircraft must follow the published NPRs.

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- h) Rebated fees for training flights are subject to prior written approval from the Airport Authority. Training rebates cannot be approved verbally, and will not be granted retrospectively.

8 AIRCRAFT NOISE RESTRICTIONS

a) Overview

For the purpose of this section:

- i. 'Night period' and 'night quota period' means the period from 2300 (2200) hours to 0700 (0600) hours;
- ii. 'Noise classification' means the noise level band in EPNdB, for take-off or landing, as the case may be, for the aircraft in question;
- iii. 'Quota' means the maximum permitted sum of the quota counts of all aircraft taking off from or landing at the aerodrome in question during any one season in the night quota period;
- iv. 'Quota count (QC)' means the amount of the quota assigned to one take-off or to one landing by the aircraft in question, this number being related to its noise classification;
- v. An aircraft is deemed to have taken off or landed during the night period if the time recorded by the appropriate air traffic control unit as 'airborne' or 'landed' respectively falls within that period.

b) Determining Quota Count (QC)

Aircraft taking off or landing at Leeds Bradford Airport are described in this section as follows:

- i. Exempt aircraft; - see below note
- ii. Aircraft having a quota count of 0;
- iii. Aircraft having a quota count of 0.125;
- iv. Aircraft having a quota count of 0.25;
- v. Aircraft having a quota count of 0.5;
- vi. Aircraft having a quota count of 1;
- vii. Aircraft having a quota count of 2 or greater;

The QC is a system used to define the noise rating of an aircraft on departure/arrival. The QC is calculated by:

Departing QC = (EPNdB [Lateral] + (EPNdB [Flyover]) / 2

Arriving QC = EPNdB [Approach] – 9

The quota count of an aircraft on taking off or landing is to be calculated on the basis of the noise classification for that aircraft on take-off or landing as appropriate as follows:

Departing QC Limits		
DB Lower Level	DB Upper Level	QC
0	80.99	0
81	83.99	0.125
84	86.99	0.25
87	89.99	0.5
90	92.99	1
93	95.99	2
96	N/A	>2

c) Prohibition on Take-off or Landing

Any aircraft which has a quota count of 1 or more may not take off during the night quota period except emergencies where there is an immediate danger to life or health, whether human or animal.

EGNM AD 2.21 NOISE ABATEMENT PROCEDURES

The following Noise Preferential Routeings and Procedures shall apply to jet aircraft (except military aircraft).

- a) These procedures may at any time be departed from to the extent necessary for avoiding immediate danger.
- b) Operators of aircraft using the airport shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.
- c) Aircraft will use Runway 14 for landing and Runway 32 for take-off, whenever this is possible, having regard to wind, cloud base, approach aid limitations and aircraft performance and requirements. In the event of marginal conditions the runway to be used is at the aircraft Commanders discretion. However, violation of the selective runway procedure cannot be acceptable for expedite reasons, and it is regretted that inconvenience in taxiing distances and/or airborne routeing must be accepted in the interest of reducing aircraft noise intrusion on the local environment
- d) Departing Aircraft:
 - i. Runway 14 – After take-off maintain runway heading to 'I LBF' DME 2 before setting course (or 'I LF' DME 2 when Runway 32 is being used for landing traffic)

- ii. Runway 32 – Climb straight ahead. At 1181 FT QNH (500 FT QFE) or I-LF D0.5, whichever is the later, turn left to track 311° MAG. At 'I LF' DME 2.1 *535340N 0014258W reduce to minimum safe power settings and turn left to make good a track of 272° MAG. Maintain this track until 'I LF' DME 3.5 *535405N 0014521W before setting course
- iii. Turbo-prop: After take-off make good a track of 311° MAG and at DME 2.1 turn onto course.

Note: The above routeings are compatible with normal ATC practice. In individual cases they may be varied owing to operational circumstances. The use of the Noise Preferential Routeings specified above is supplementary to the noise abatement take-off techniques as used by piston engined, turbo-prop and turbo-jet aircraft.

e) Target Noise levels

'By day' means 0700-2300 (0600-2200).

'By night' means 2300-0700 (2200-0600).

All aircraft (excluding military aircraft) shall be operated in such a way that at the relevant monitoring point they will not generate a noise level:

- i. After take-off from Runway 32 more than 85 dB(A) by day or 77dB(A) by night;
- ii. After take-off from Runway 14 more than 92 dB(A) by day or 84 dB(A) by night;
- iii. On approach to Runway 32 more than 85 dB(A) by day or 79 dB(A) by night.

f) Night Restrictions

- i. The airport company is subject to planning requirements imposed during the night time period 2300-0700 (2200-0600).
- ii. Such aircraft movements are permitted only by approval from one of the following:

- Head of Airfield Operations — 0771-101 6610
- Airside Operations — 0113-391 3231

- iii. Movements in the night time period by aircraft failing to meet the imposed conditions will only be permissible in the following circumstances:

1. Delayed landings up to 0100 (0000) by aircraft scheduled to land between 0700-2300 (0600-2200).
2. An emergency ie; A flight where there is an immediate danger to life or health, whether human or animal.

- g) Unless otherwise instructed by ATC, aircraft using the ILS in IMC or in VMC shall not descend below 2000 FT before intercepting the glidepath, nor thereafter fly below the glidepath. An aircraft approaching without assistance from ILS or radar shall follow a descent path which will not result in its being at any time lower than the approach path which would be followed by an aircraft using the ILS glidepath.
- h) To minimise disturbance in areas adjacent to the airport, Captains are requested to avoid/reduce the use of reverse thrust after landing, whenever possible consistent with safe operation of the aircraft.
- i) Ground running of aircraft engines is not permitted between 2300-0700 (2200-0600) and is subject to ATC permission at all other times.
- j) Fanstop Procedures

- i. Simulated asymmetric 'go-arounds' for Runway 14 must be initiated at or above 300 FT (QFE);
- ii. Simulated engine out manoeuvres from Runway 14 are not permitted on departure.

EGNM AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR OUTBOUND AIRCRAFT

a)

- i. Aircraft are to expect a NELSA 3W SID for the following routes when Runway **32** is in use:

Northbound – N601 (NELSA), P18 (DCT - GASKO) – Expect first CPDLC Data Link Authority to be EGPX

Southbound – L612 (DCT - MCT - DCT - LISTO), N862 via P17 (DCT - BARTN), L8 via P18 (DCT - MCT - DCT - LISTO), M605 (DCT - POL) – Expect first CPDLC Data Link Authority to be EGTT

Westbound – Y70 (DCT - CROFT), L10 FL 85 - (DCT - CROFT - DCT - WAL) – Expect first CPDLC Data Link Authority to be EGPX

- ii. Aircraft are to expect a POL 2X SID for the following routes when Runway **14** is in use:

Northbound – N601 (POL), P18 (POL) – Expect first CPDLC Data Link Authority to be EGPX

Southbound – L612 (DCT - MCT - DCT - LISTO), N862 via P17 (POL), L8 via P18 (DCT - MCT - DCT - LISTO), M605 (POL) – Expect first CPDLC Data Link Authority to be EGTT

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Westbound – Y70 (POL), L10 FL 85 - (DCT - WAL) – Expect first CPDLC Data Link Authority to be EGPX
LAMIX and DOPEK SIDs – Expect first CPDLC Data Link Authority to be EGTT

Aircraft departing to aerodromes not connected to the above initial routes will receive individual tactical clearances.

b) Radio Failure Procedure

- i. In the event of complete radio communication failure in an outbound aircraft, the pilot will adopt the appropriate procedure notified at ENR 1.1.3.

2 PROCEDURES FOR INBOUND AIRCRAFT

a) Standard Inbound Routes from Airways

Approach from	Via	Route
NW	L612 N57	CALDA - POL - LBA POL - LBA
N	P18	GASKO - LBA
E	Y70	GOLES - BATLI - LBA
S	N57/T420 N601	TNT - DENBY - LBA EMBOR - TNT - DENBY - LBA
SW	N864	REXAM - BARTN - POL - LBA
W	L10/L975	WAL - BARTN - POL - LBA

Aircraft likely to be issued tactical headings prior to transfer from Scottish Control to EGNM RAD.

b) Inbound Aircraft from other than the Airways System

- i. Aircraft wishing to enter the Leeds Bradford Control Zone and/or Control Area direct from the London FIR are required to obtain permission at least 10 minutes before reaching the CTR or CTA Boundary, when they will be advised of the route to follow consistent with the current traffic situation.

3 RADIO COMMUNICATIONS FAILURE PROCEDURES

- a) In the event of complete radio communication failure in an aircraft, the pilot will adopt the appropriate procedure notified at ENR 1.1.3. The route to be used when leaving the Zone in accordance with this procedure is

Position at time of decision	Route
NDB(L)/LBA	Track 010°(T) from NDB(L) LBA at ALT 3000 FT until clear of CTR/CTA.

- b) In the event of radio communications failure or no contact with Scottish Control by NELSA, if departing on a NELSA 3W SID or if departing on a POL 2X SID, immediately Squawk 7600, take up a right hand hold at either NELSA or Pole Hill at FL 070 for 3 minutes. Thereafter follow standard radio communications failure procedures in accordance with the UK AIP.

4 VISUAL REFERENCE POINTS (VRP)

- a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

5 FREQUENCY MONITORING CODE (FMC)

- a) Pilots operating in the vicinity of, but intending to remain outside Leeds Bradford controlled airspace within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Leeds Radar frequency, 134.580 MHz, are encouraged to select SSR code 2677.

541152N 0014544W - 535800N 0022410W -
535240N 0021607W - 533650N 0015216W -
533210N 0014910W - 533433N 0012238W -
534146N 0011444W - 540551N 0013920W -
541152N 0014544W.

- b) Selection of code 2677 does not imply receipt of an ATC service. Pilots of aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of controlled airspace.
- c) Whilst squawking 2677 pilots should be aware that Leeds Radar may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
- d) When a pilot ceases to maintain a listening watch, code 2677 shall be deselected.
- e) Aircraft who intend to either transit Leeds CTR or route underneath any portion of the CTA, should still contact Leeds Radar on 134.580 MHz for a service and clearance if required.

EGNM AD 2.23 ADDITIONAL INFORMATION**INTENTIONALLY BLANK****EGNM AD 2.24 CHARTS RELATED TO AN AERODROME**

AERODROME CHART - ICAO
AD 2.EGNM-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGNM-2-2
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGNM-5-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) NELSA/POLE HILL - ICAO
AD 2.EGNM-6-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) DOPEK/LAMIX - ICAO
AD 2.EGNM-6-2
INSTRUMENT APPROACH CHART ILS/DME Y RWY 14 (CAT A,B) - ICAO
AD 2.EGNM-8-1
INSTRUMENT APPROACH CHART ILS/DME Z RWY 14 (CAT C,D) - ICAO
AD 2.EGNM-8-2
INSTRUMENT APPROACH CHART LOC/DME Y RWY 14 (CAT A,B) - ICAO
AD 2.EGNM-8-3
INSTRUMENT APPROACH CHART LOC/DME Z RWY 14 (CAT C,D) - ICAO
AD 2.EGNM-8-4
INSTRUMENT APPROACH CHART NDB(L)/DME Y RWY 14 (CAT A,B) - ICAO
AD 2.EGNM-8-5
INSTRUMENT APPROACH CHART NDB(L)/DME Z RWY 14 (CAT C,D) - ICAO
AD 2.EGNM-8-6
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 32 - ICAO
AD 2.EGNM-8-7
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 32 - ICAO
AD 2.EGNM-8-8
INSTRUMENT APPROACH CHART NDB(L) DME RWY 32 - ICAO
AD 2.EGNM-8-9

EGNM AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

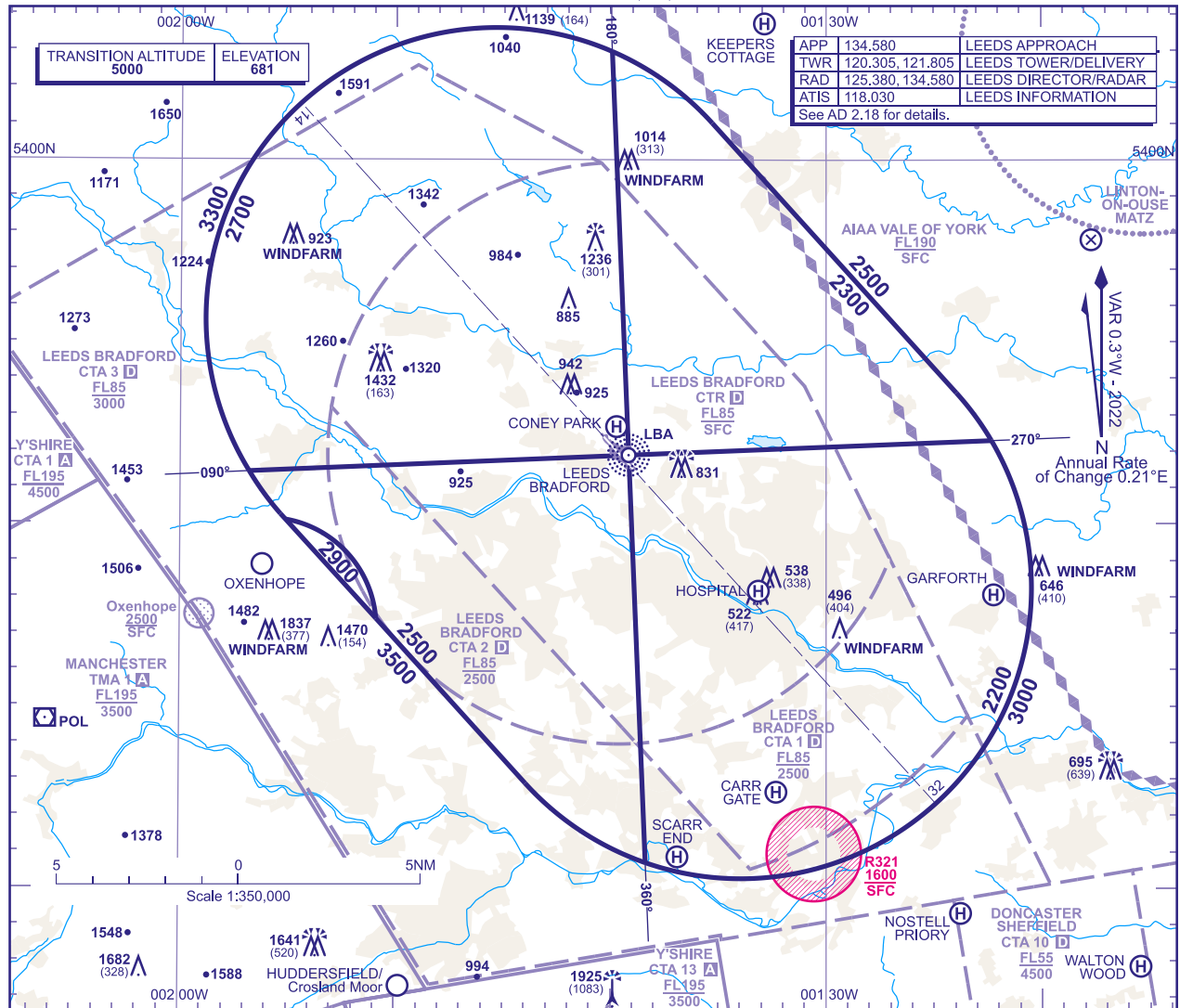
Not applicable

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ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1924
HEIGHTS IN FEET AGL (1084)

LEEDS BRADFORD



MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

- a) **2700** in the sector defined by the lateral limits; 535126N 0015650W thence clockwise by an arc of a circle radius 8NM centred on 535539N 0014519W to 540259N 0013958W - 535154N 0013910W - 535126N 0015650W.
- b) **2300** in the sector defined by the lateral limits; 540259N 0013958W thence clockwise by an arc of a circle radius 8NM centred on 535539N 0014519W to 540101N 0013518W - 535337N 0012356W thence clockwise by an arc of a circle radius 8NM centred on 534815N 0013358W to 535218N 0012219W - 535154N 0013910W - 540259N 0013958W.
- c) **2200** in the sector defined by the lateral limits; 535154N 0013910W - 535218N 0012219W thence clockwise by an arc of a circle radius 8NM centred on 534815N 0013358W to 534042N 0013822W - 535154N 0013910W.
- d) **2500** in the sector defined by the lateral limits; 535126N 0015650W - 535154N 0013910W - 534042N 0013822W thence clockwise by an arc of a circle radius 8NM centred on 534815N 0013358W to 534253N 0014356W - 534724N 0015053W thence anticlockwise by an arc of a circle radius 3NM centred on 534709N 0015566W to 535007N 0015505W - 535016N 0015519W thence clockwise by an arc of a circle radius 8NM centred on 535539N 0014519W to 535126N 0015650W.
- e) **2900** in the sector defined by the lateral limits; 535007N 0015505W thence clockwise by an arc of a circle radius 3NM centred on 534709N 0015566W to 534724N 0015053W - 535007N 0015505W.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

- a) within 5NM of the aircraft*, and
- b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

LOSS OF COMMUNICATION PROCEDURES

Initial Approach

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **3000**, or last assigned level if higher to **NDB(L) LBA†**.

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) LBA†**.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.

GENERAL INFORMATION

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the **NDB LBA**.
5. Controlled airspace with a base in excess of **5000** or **FL55**, as appropriate, is not shown.
6. The ATC Surveillance service is provided by Primary and/or Secondary Radar equipment.
7. **This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC Surveillance service.**
8. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
9. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

CHANGE (4/25): HOSPITAL HELI SITE ADDED.

AERO INFO DATE 27 JAN 25

AD 2-EGNM-5-1

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Service Designation	Callsign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
OTHER	LIVERPOOL EMERGENCY	121.500 MHz Emergency Frequency			O/R	

EGGP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/ VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LLZ I 0.63°W (2022)	ILVR	111.750 MHz	HO	532004.64N 0024941.59W		(RWY 09)
ILS/GP	ILVR	333.350 MHz	HO	531955.23N 0025141.53W		3° ILS Ref Datum Hgt 54 FT.
ILS/LLZ III 0.65°W (2022)	ILQ	111.750 MHz	HO	531957.65N 0025213.62W		(RWY 27)
ILS/GP	ILQ	333.350 MHz	HO	531959.06N 0025014.21W		3° ILS Ref Datum Hgt 54 FT.
NDB 0.54°W (2022)	WHI	368.500 kHz	H24	531105.53N 0023723.06W		RNAV Substitution Only. Range 25 NM.
DME	ILQ	54Y 111.750 MHz	HO	531956.86N 0025057.16W	88 FT	(RWY 27) On AD. DME freq paired with ILS I-LQ and I-LVR. Zero range is indicated at THR of Runway 09 and 27.
DME	ILVR	54Y 111.750 MHz	HO	531956.86N 0025057.16W	88 FT	(RWY 09) On AD. DME freq paired with ILS I-LQ and I-LVR. Zero range is indicated at THR of Runway 09 and 27.
NDB (L) 0.59°W (2022)	LPL	349.500 kHz	H24	532022.55N 0024330.47W		Range 25 NM. NDB needle swings exceeding +/-5 degrees noted during the approach procedure to Runway 27 between 6 NM DME and 8 NM DME.
VOR/DME 0.17°W (2022) 0.10°E (2021)	TNT	104X 115.700 MHz	H24	530314.23N 0014011.90W	994 FT	VOR DOC: 20 NM/50,000 FT (40 NM/50,000 FT in Sector R100-205). DME DOC: 80 NM/50,000 FT (100 NM/50,000 FT in Sector R300-000).

EGGP AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

- a) Pilots are to 'book out' by telephoning details to ATC. 'Booking out' by radio is not accepted.
- b) The wearing of high visibility clothing is mandatory for all personnel employed on each of the apron areas, including flight crews.
- c) The aerodrome is PPR for aircraft which are not based at Liverpool Airport. Mandatory handling is required for all visiting or non-based aircraft. Prior permission should be requested through a handling agent, AOC and airportcontrol@liverpoolairport.com; (see AD 2.4). No permission will be granted by ATC. Aircraft without prior permission could be refused landing clearance except in an emergency. Filing a flight plan does not constitute a PPR request.
- d) Prior permission for departures and arrivals is required from ATC for aircraft unable to communicate with ATC by radio.
- e) Aircraft Captains, through their staff and/or Handling agents, are responsible for the safety of persons and/or vehicles on the apron during engine start.
- f) All flights, except General Aviation and Military flights, are subject to the prior approval of the Airport Operations Director, Liverpool Airport Ltd and prior notification to Airport Co-ordination Ltd, who act as an agent for the airport. Requests for ad-hoc slot allocations should be made to ACL during working hours Mon-Fri 0830-1700 (0730-1600) by SITA: LONACXH; e-mail: lonacxh@acl-uk.org; or Tel: +44 (0)161-493 1850, Fax: +44 (0)161-493 1853, or at all other times to Airfield Operations +44 (0)151-907 1551. OCS account holders can add, change and cancel slots at any time on the online coordination portal: <https://www.online-coordination.com>.

31 Oct 2024

- g) Liverpool ATC conduct Radar in the Tower (RiTT) operations, which will be notified via ATIS. During RiTT operations, ATC will be unable to provide the following: NDB approaches, SRAs, or training approaches.

2 GROUND MOVEMENT

- a) Aircraft entering the Main Apron will be as directed by ATC, however, aircraft with a wingspan of 36 M or more will enter through Taxiway Whiskey (W).
- b) Aircraft re-positioning on the aprons must obtain ATC permission and then follow the marshaller's guidance.
- c) Taxiway Alpha from Holding Point Alpha 3 to Runway 27 threshold is restricted to aircraft with less than 52 M wingspan (code D). Aircraft with a wing span of 52 M or more shall be escorted by a follow-me vehicle ensuring nose wheel is maintained on the taxiway centre-line. A wing person shall be provided on the single story building 41.5 M north of the taxiway centre-line between Alpha 3 and the 27 threshold which infringes the code D taxiway strip.
- d) Owing to the position of the hangars, Stands 1 and 32 are out of sight of ATC. Pilots should listen carefully to their taxi instructions.
- e) Pilots are to report their stand number when requesting start-up. Start-up must not be requested until the aircraft is fully ready to start.
- f) Take-off, landing and taxiing on grass areas is not permitted.
- g) The General Aviation parking area is limited to aircraft of 5700 KG or less.
- h) Visiting aircraft entering the GA apron at Kilo are to call Ravenair on 131.755 for parking instructions.
- i) All runway holding position stop bars are constantly illuminated except when de-selected by ATC to permit aircraft and vehicles to enter runway.
- j) A Temporary Demarcated Area is available on Stands 11, 12 or 14 for any flights of Non-Qualifying Status. This area is only available by prior request. All aircraft parked on this area must not request start with ATC until the ground handling agents have given their approval to the pilot to do so, in order to ensure the area is free from all obstructions.
- k) If a pilot has any doubt about taxiing instructions or ground clearance they should ask for marshalling assistance, which upon request will be provided.
- l) Minimum breakaway power is to be used by aircraft operating on Apron areas.

3 CAT II/III OPERATIONS

- a) Runway 27, subject to serviceability of the required facilities, are suitable for Category II and III operations by operators whose minima have been accepted by the Civil Aviation Authority.
- b) During CAT II/III operations, special ATC procedures (Low Visibility Operations) will be applied. Pilots will be informed by ATC when these procedures are in operation. Pilots are advised that implementation of these procedures can cause delays for inbound and outbound traffic.
- c) Aircraft departing Runway 27 must hold at the Alpha 2 holding point.
- d) Arriving aircraft must continue to the end of the runway to vacate via CHARLIE. Aircraft must report runway vacated and report reaching Alpha 8.
- e) For CAT II/III Operations, changeover standby power to mains takes place in 1 second.
- f) Aircraft parking on the main apron will normally enter at Whiskey and exit at Uniform, except when directed by ATC.
- g) Illuminated stop bars will be in operation at Holding Points A2, A3, A8, K, T, U, V and W during Low Visibility Operations.

4 WARNINGS

- a) Pilots should positively identify the runway in use before committing the aircraft to a landing.
- b) Pilots are reminded of the proximity of Restricted Area EGR311, 5 NM southwest of the aerodrome.
- c) Aircraft completing visual approaches to Liverpool airport from the south and southeast are requested to avoid overflying the industrial chemical works situated on the south bank of the River Mersey, 1 NM south of the NDB LPL.
- d) Pilots should exercise caution when leaving the main apron via Taxiway Victor to ensure they do not enter the rapid exit turn-off at ECHO when taxiing to Runway 09 or Runway 27.
- e) Pilots are reminded that throughout the year, bird concentrations may be present on all areas under agricultural use on the approaches to Runway 09/27. Deterrent/dispersal within the aerodrome boundary is conducted by the Airfield Operations Unit and pilots may be requested by ATC to delay a departure or arrival if dispersal proves difficult.
- f) Radio controlled models up to 20 KG operate at maximum altitude 400 FT AGL during daylight hours only, between 1000-2100 (0900-2000), within the confines of: Frodsham Marshes (132° - 4.4 NM), Halton Moss (085° - 7.6 NM) and Arrowe Park (290° - 11 NM).
- g) Maintenance equipment on airport hotel roof. When in use equipment penetrates through the Obstacle Limitation Surface by maximum of 2.0 M. Obstacle approximately 625 M on a bearing of 329° from ARP. Equipped with obstacle warning light that automatically illuminates when the equipment is in use. When not in use and in parked position it is no longer an obstacle.
- h) Over recent years, three specific Laser Hotspot areas have been identified in the vicinity of Liverpool Airport from which aircraft are more susceptible to laser attack from the ground. These areas are Liverpool city centre (7 NM northwest), Warrington town centre (10 NM northeast) and Runcorn town centre (4.5 NM east). Pilots are encouraged to report all laser attacks immediately to ATC including details of the colour of the laser and, where possible, the precise location of the laser. This information is then passed to the local police for an immediate response.
- i) UK legislation requires UAVs unless otherwise authorised, to be flown at a level not above 400 FT above ground level and away from the vicinity of airports. Pilots encountering or observing UAVs operating above this level or in the vicinity of the airport are strongly encouraged to inform Liverpool ATC of the presence of the UAV. A description of the UAV, including its approximate level and location, should be communicated to ATC as soon as possible. ATC will then ensure that this information is immediately passed to the relevant police authority for further investigation on the ground.
- j) Due to congested airspace, in the event of a missed approach, ATC may amend the standard missed approach instructions and may only issue headings.

5 HELICOPTER OPERATIONS

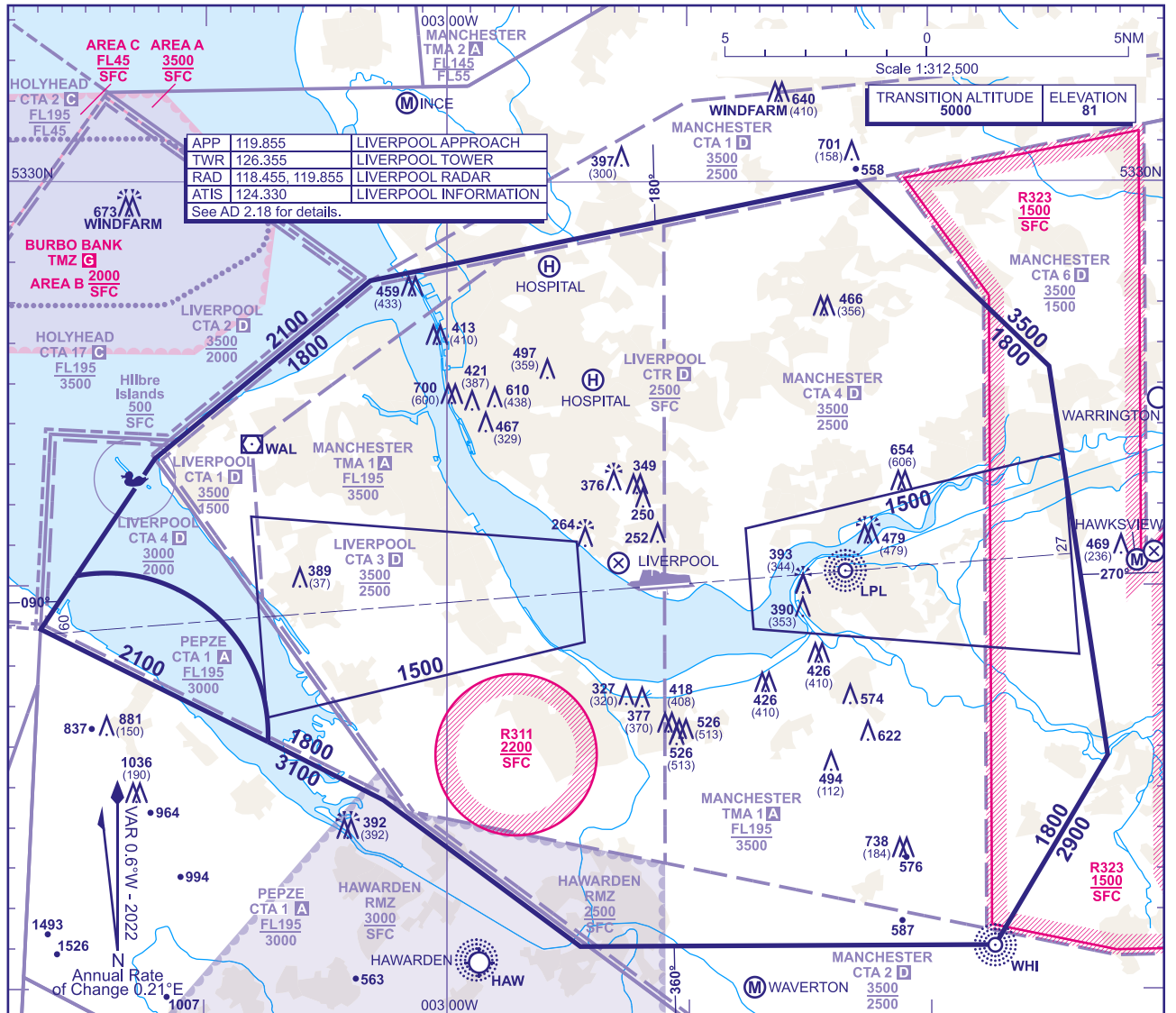
- a) Parts of the manoeuvring area can be used for take-offs and landings as instructed by ATC. Thresholds of the operational runways are designated as aiming points.

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ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1036
HEIGHTS IN FEET AGL (190)

LIVERPOOL



MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

- a) 1800 in the sector defined by the lateral limits; 532014N 0031520W - 532309N 0031205W - 532734N 0030310W - 533000N 0024259W - 532525N 0023502W - 531547N 0023242W - 531106N 0023723W - 531105N 0025408W - 531427N 0030140W - 531609N 0030723W thence anticlockwise by an arc of a circle radius 4NM centred on 531619N 0031403W to 532014N 0031520W.
- b) 2100 in the sector defined by the lateral limits; 531609N 0030723W thence anticlockwise by an arc of a circle radius 4NM centred on 531619N 0031403W to 532014N 0031520W - 531855N 0031647W - 531609N 0030723W.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or 1000 above any fixed obstacles:

- a) within 5NM of the aircraft*, and
- b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

LOSS OF COMMUNICATION PROCEDURES

Initial Approach

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at 2500, or last assigned level if higher, to NDB(L) LPL†.

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to NDB(L) LPL†.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.4 or the special procedure for the Manchester CTR and TMA (EGGP AD 2.22).

GENERAL INFORMATION

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of 5000 or FL55, as appropriate, is not shown.
6. The ATC Surveillance service is provided by Primary and/or Secondary Radar equipment.
7. When receiving Radar Vectors for Runway 27 approaches, pilots should question ATC if no base leg turn has been passed by the time the aircraft reaches 8 DME east of the airfield, due to the proximity of the Manchester CTA.
8. This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of a ATC Surveillance service.
9. When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of Instrument approaches other than SRA is cleared to intercept the final approach track.

CHANGE (4/25): HOSPITAL HELI SITES ADDED.

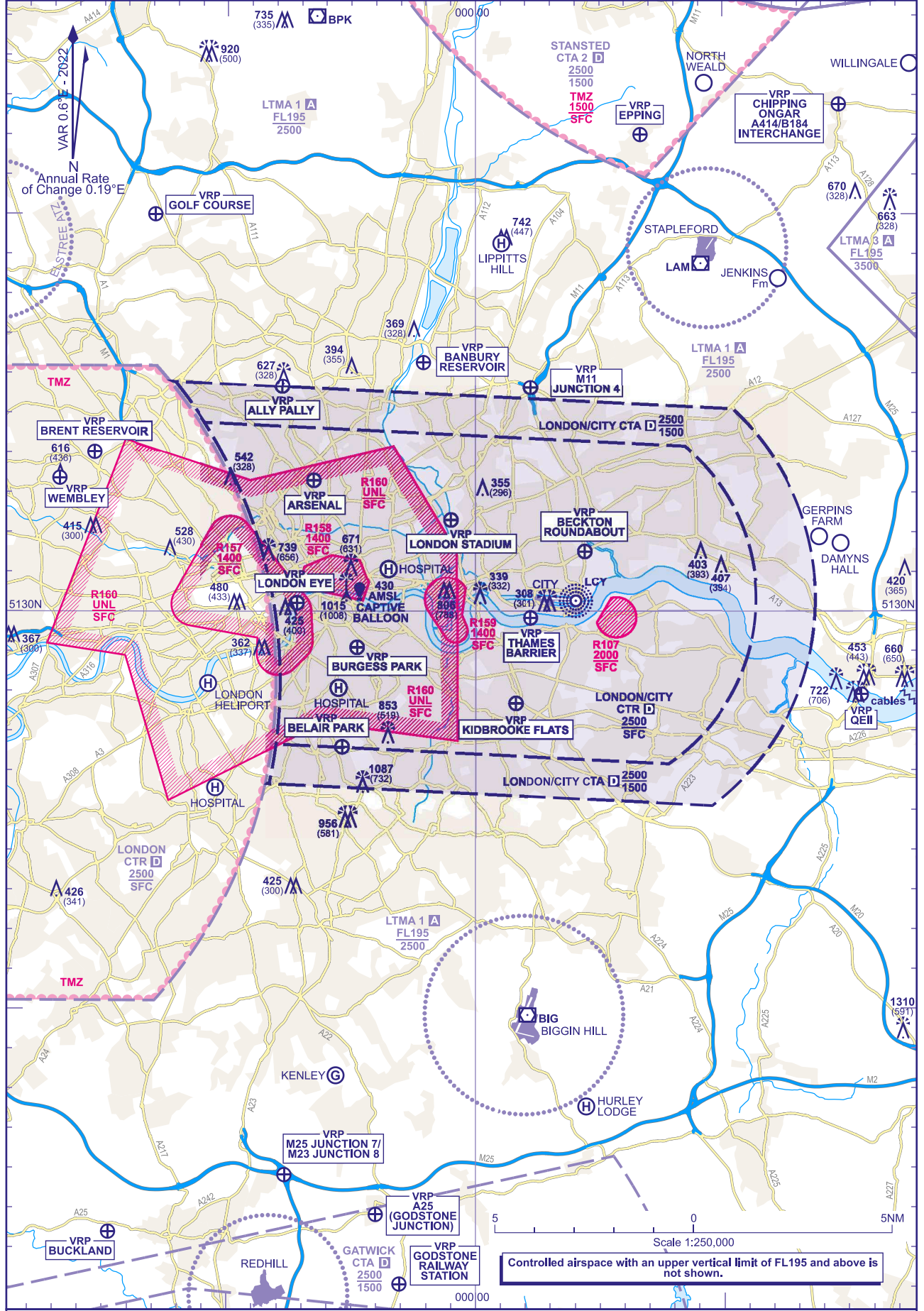
AERO INFO DATE 27 JAN 25

AD 2-EGGP-5-1

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CONTROL ZONE AND CONTROL AREA CHART

LONDON CITY



CHANGE (4/25): HOSPITAL HELI SITES ADDED, AIRSPACE TINT ADDED.
AERO INFO DATE 03 FEB 25

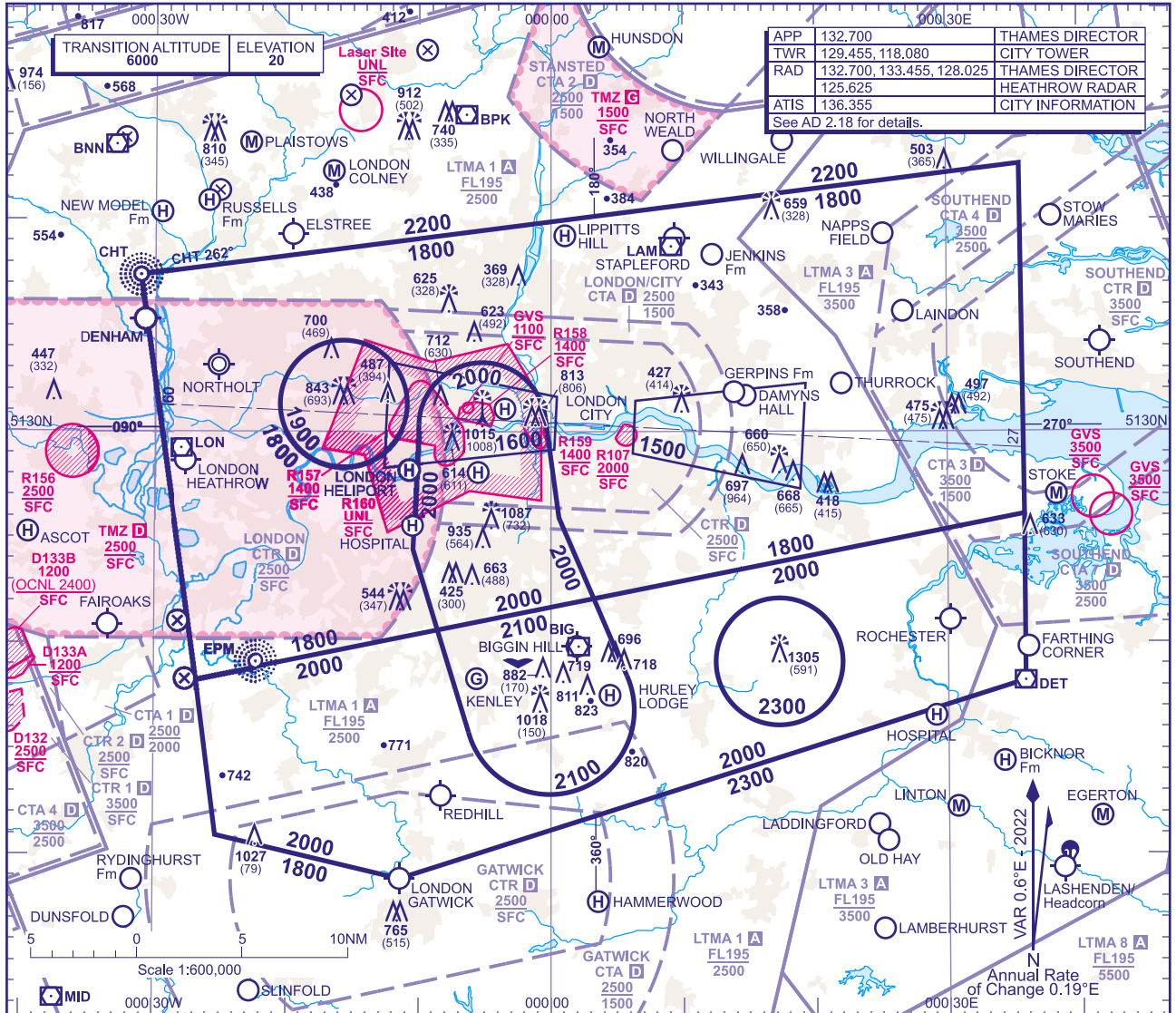
AD 2-EGLC-4-1

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ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1305
ELEVATIONS IN FEET AGL (591)

LONDON CITY



MINIMUM INITIAL ALTITUDE
Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

- 2100 in the sector defined by the lateral limits: 512038N 0000835W - 512207N 0000314E - 511829N 0000545E thence clockwise by an arc of a circle radius 4NM centred on 511651N 000005W to 511548N 0000613W - 512038N 0000835W.
- 2000 in the sector defined by the lateral limits: 513022N 0001000W thence clockwise by an arc of a circle radius 3NM centred on 513016N 0000512W to 513040N 0000026W - 512556N 000036E - 512207N 0000314E - 512038N 0000835W - 512426N 0001026W - 513022N 0001000W.
- 2000 in the sector defined by the lateral limits: 511818N 0002650W - 512038N 0000835W - 511548N 0000613W thence anticlockwise by an arc of a circle radius 4NM centred on 511651N 000005W to 511829N 0000545E - 512207N 0000314E - 512606N 0003549E - 511814N 0003550E - 510853N 0001125W - 511056N 0002519W - 511818N 0002650W, except within 3NM radius circle enclosing the Wrotham Mast (511914N 0001714E) where the minimum altitude is 2300.
- 1900 in the sector defined by the lateral limits: a circle radius 3NM centred on 513119N 0001542W.
- 1800 in the sector defined by the lateral limits: 513723N 0003108W - 514239N 0003533E - 512606N 0003549E - 512207N 0000314E - 512556N 000036E - 513040N 0000026W thence anticlockwise by an arc of a circle radius 3NM centred on 513016N 0000512W to 513022N 0001000W - 512426N 0001026W - 512038N 0000835W - 511818N 0002650W - 513723N 0003108W.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA
The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or 1000 above any fixed obstacles:

- within 5NM of the aircraft*, and
- within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

LOSS OF COMMUNICATION PROCEDURES
Initial Approach
Continue visually (remaining outside the London CTR) or by means of an appropriate final approach aid. If not possible proceed at 2000FT, to **LCY NDB(L)†**.
Intermediate and Final Approach
Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **LCY NDB(L)†**.
†In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.4.

GENERAL INFORMATION

- Levels shown are based on QNH.
- Only significant obstacles and dominant spot heights are shown.
- The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
- Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
- Controlled airspace with a base in excess of 5000 or FL55, as appropriate, is not shown.
- 913FT vertical separation approved against the Crystal Palace mast to meet ATS operational requirements.
- This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
- When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be Issued if the aircraft is either established on the final approach track or on an Intercept of 40° or less, and in the case of Instrument approaches other than SRA is cleared to Intercept the final approach track.**
- Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
- Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

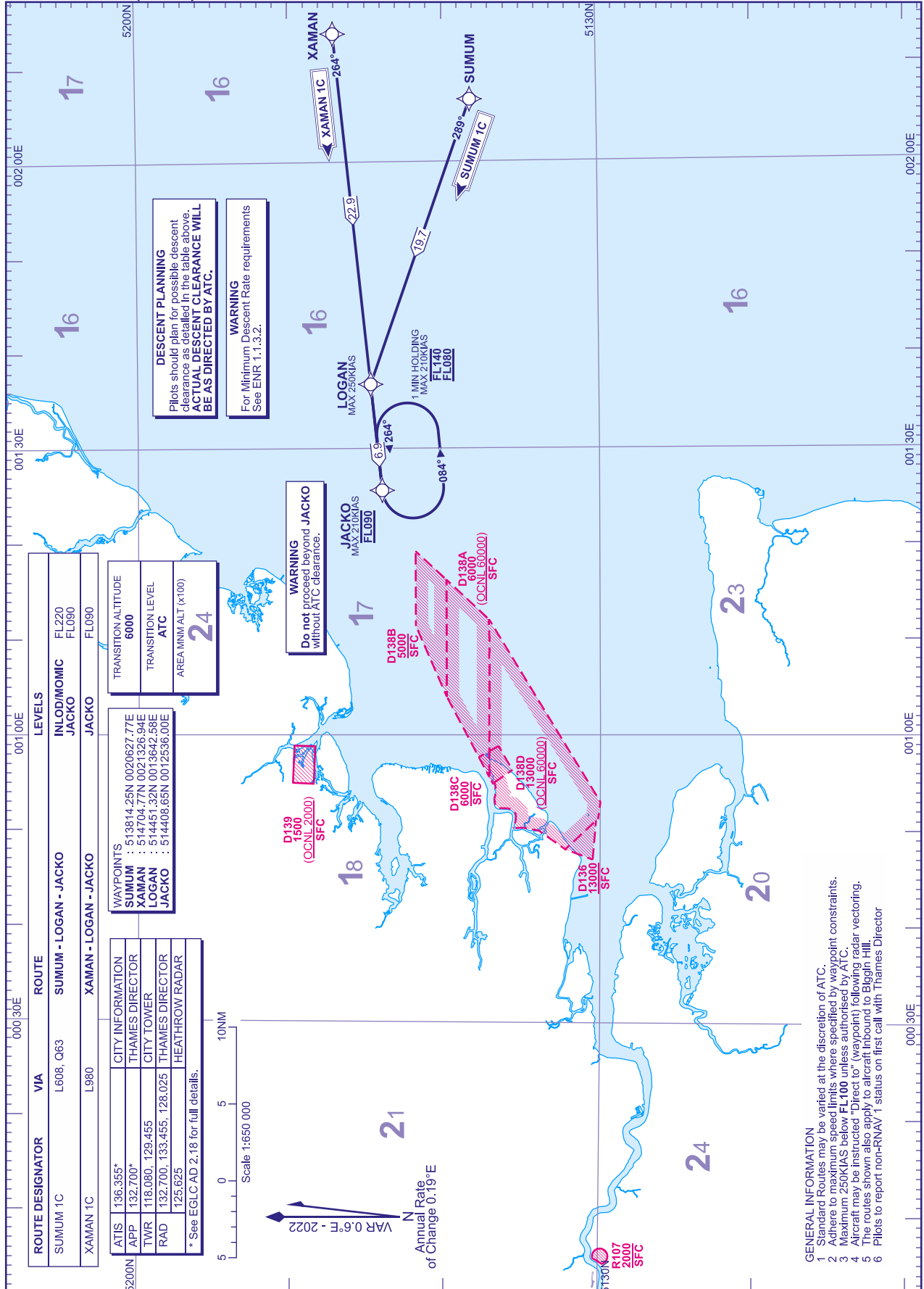
CHANGE (4/25): HOSPITAL HELI SITES ADDED.
AERO INFO DATE 05 FEB 24 AD 2-EGLC-5-1

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**RNAV5 (VOR/DME, DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**LONDON CITY
RWY 09/27
SUMUM 1C XAMAN 1C**



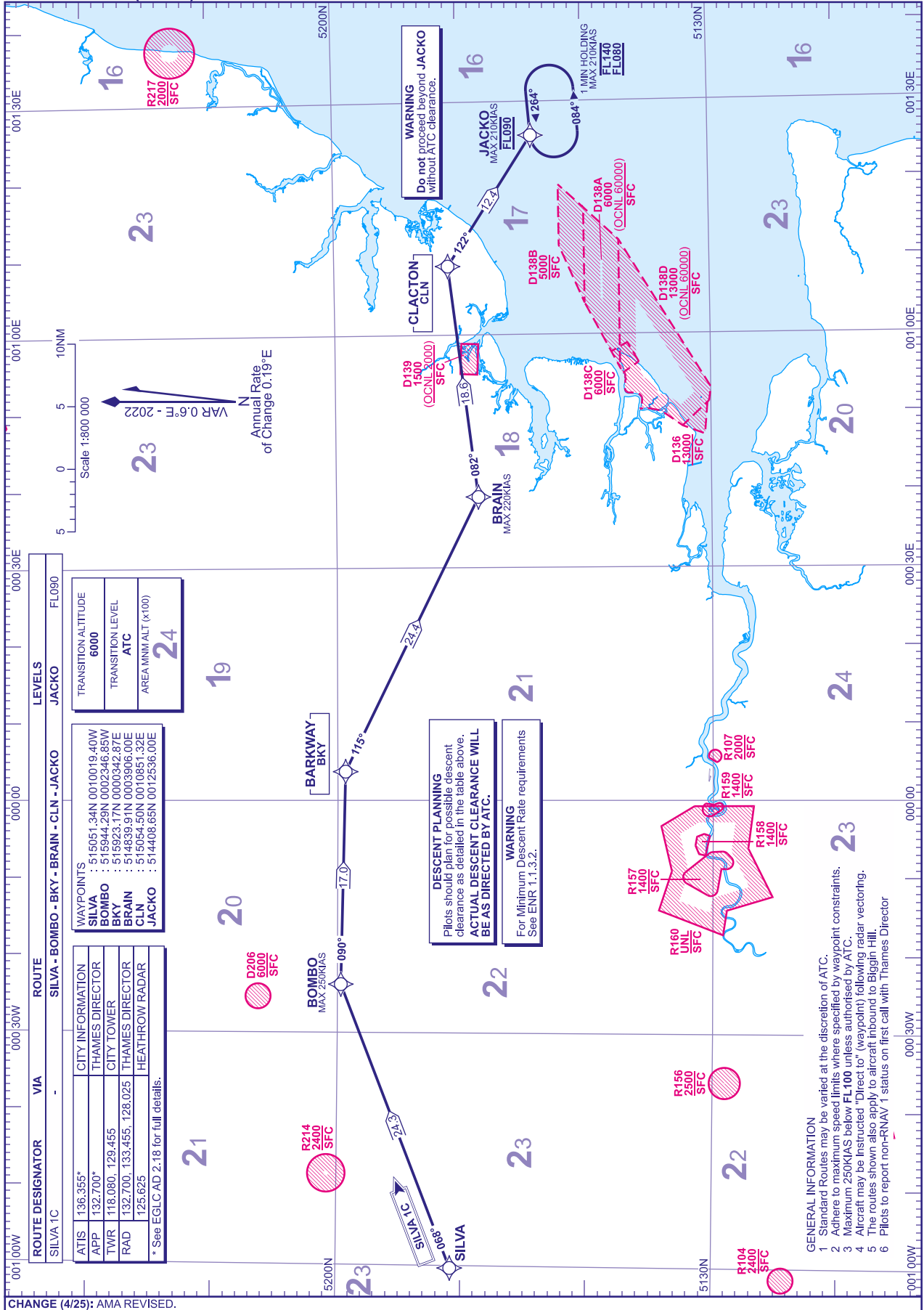
CHANGE (9/24): SPECIFICATION CHANGE.
AERO INFO DATE 12 JUN 24

AD 2 EGLC-7-1

**RNAV5 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**LONDON CITY
RWY 09/27
SILVA 1C**

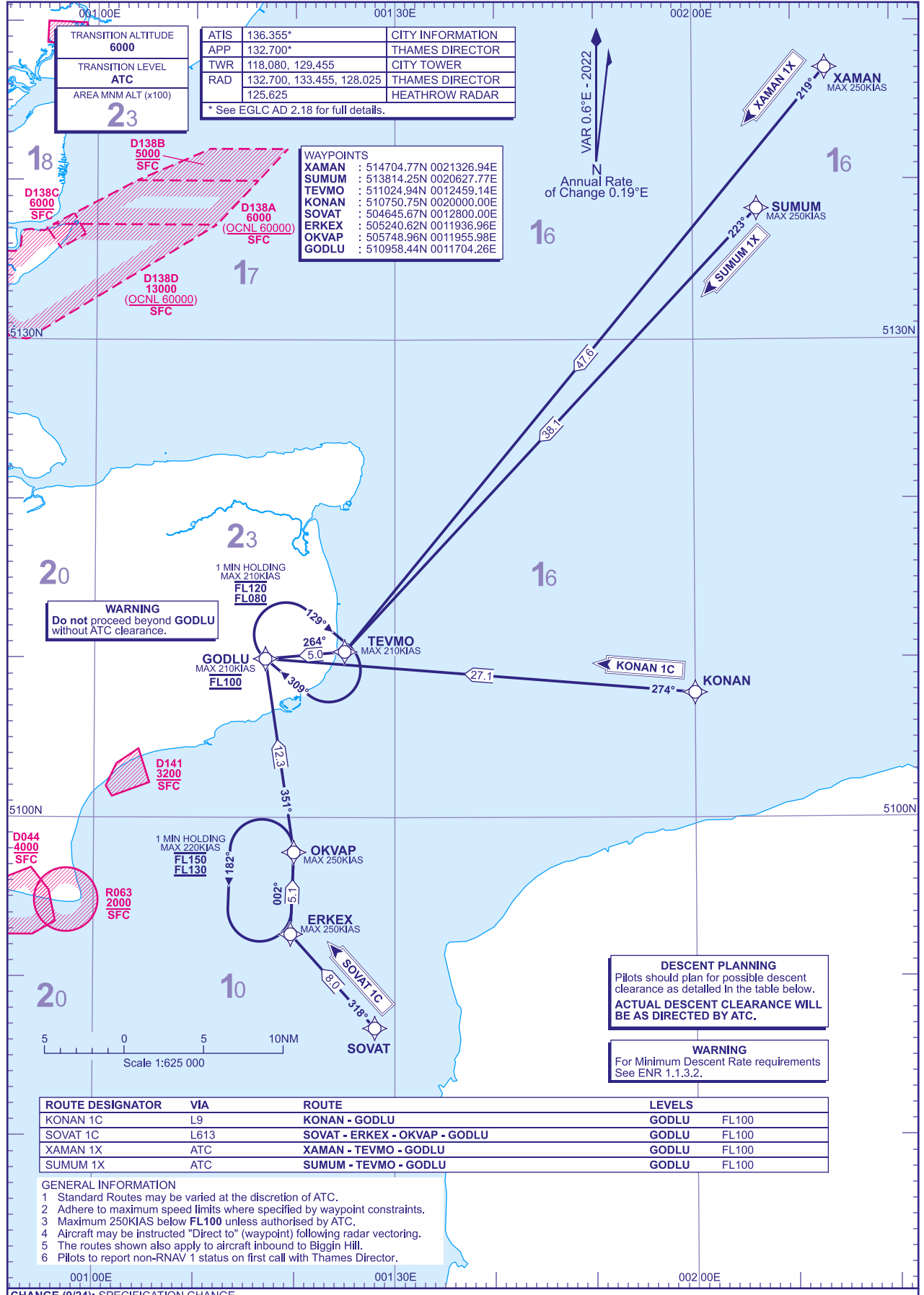


CHANGE (4/25): AMA REVISED.
AERO INFO DATE 17 JAN 25

**RNAV5 (VOR/DME, DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**LONDON CITY
RWY 09/27
KONAN 1C SOVAT 1C XAMAN 1X SUMUM 1X**



CHANGE (9/24): SPECIFICATION CHANGE.

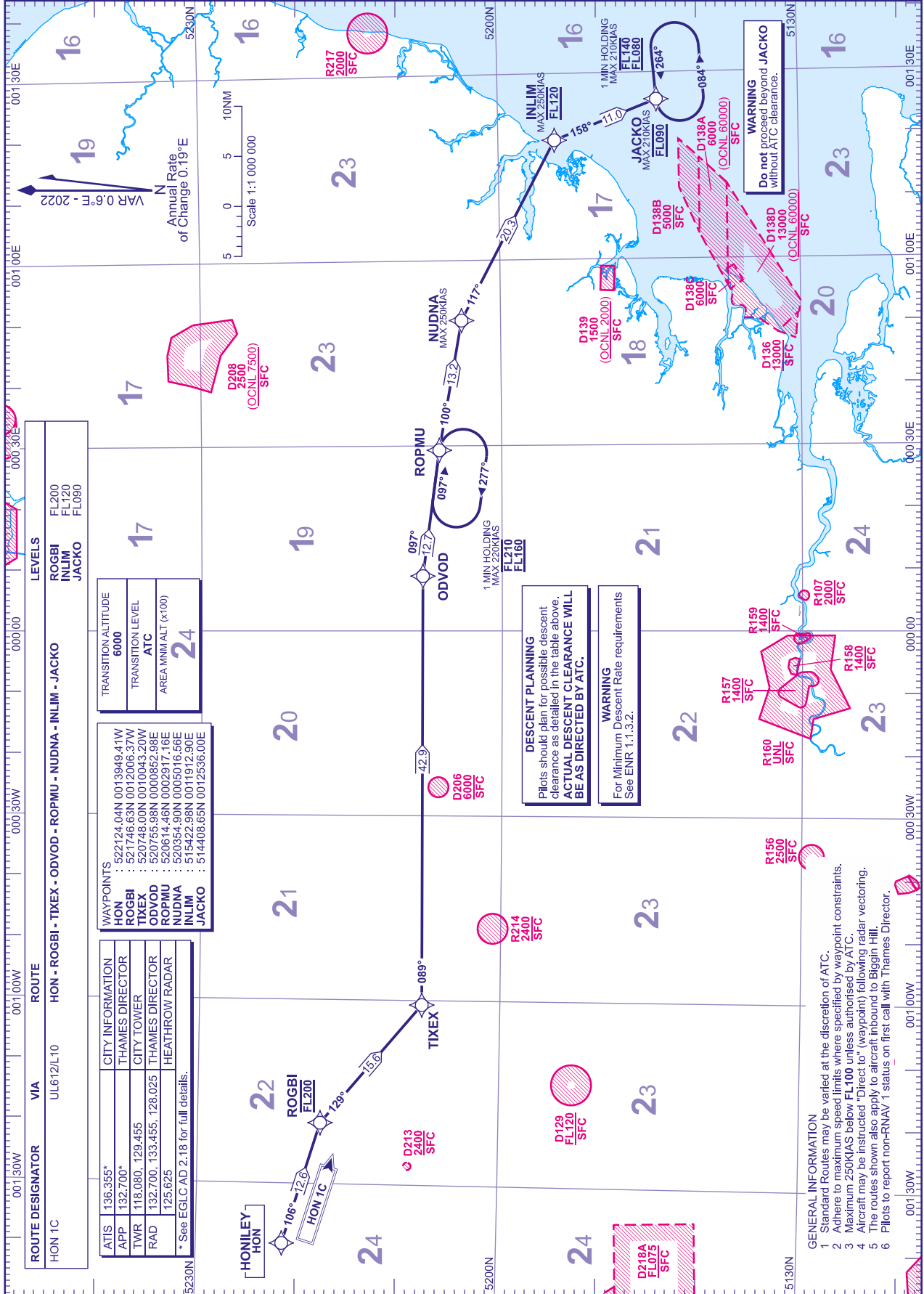
AERO INFO DATE 13 JUN 24

AD 2-EGLC-7-3

RNAV5 (VOR/DME, DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES TRACKS ARE MAGNETIC ALTITUDES AND ELEVATIONS ARE IN FEET

LONDON CITY RWY 09/27 HON 1C

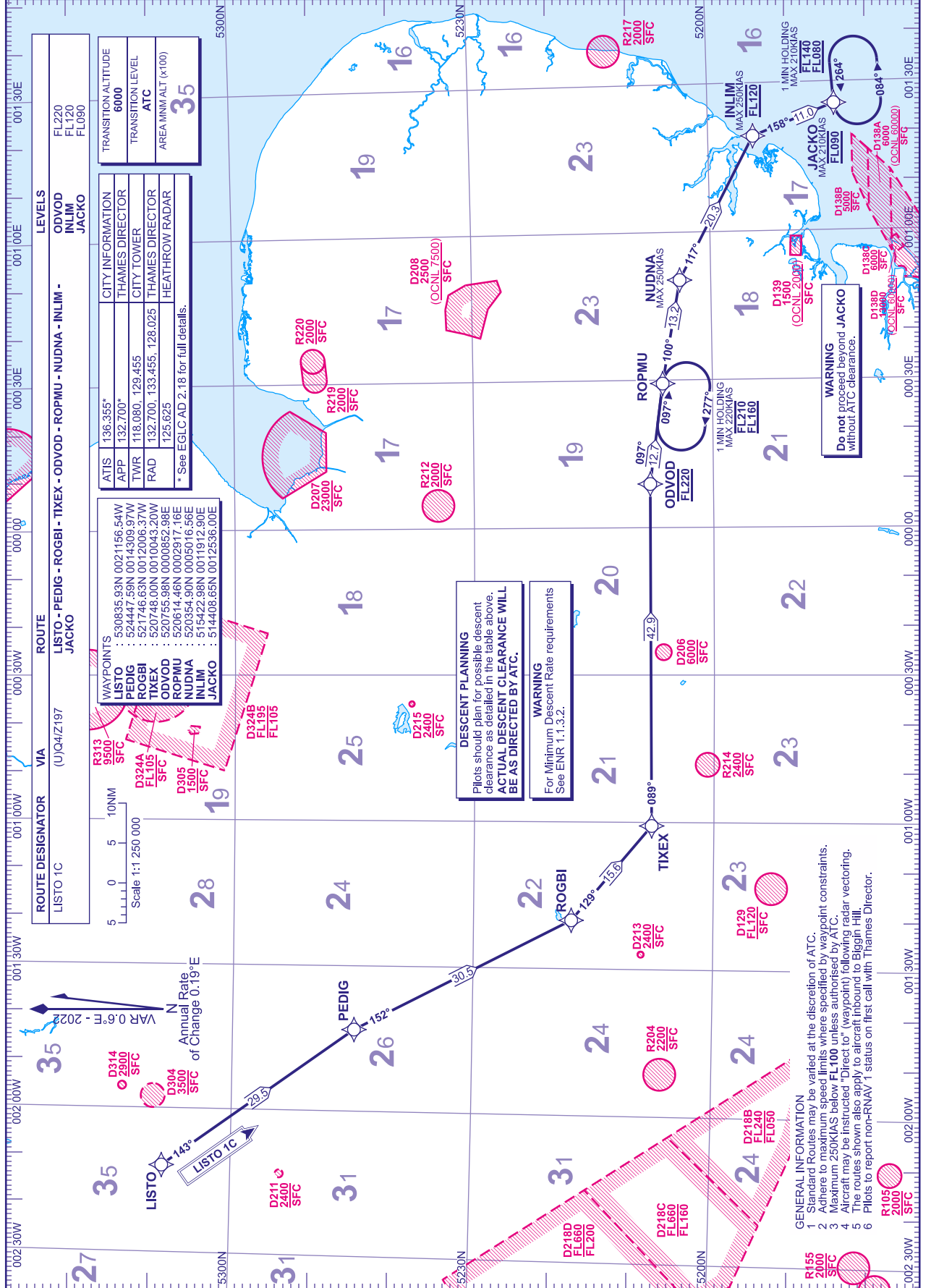


CHANGE (4/25): AMA REVISED. AERO INFO DATE 17 JAN 25

RNAV5 (VOR/DME, DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

LONDON CITY
RWY 09/27
LISTO 1C



CHANGE (4/25): AMA REVISED.
AERO INFO DATE 17 JAN 25

- GENERAL INFORMATION
- Standard Routes may be varied at the discretion of ATC.
 - Adhere to maximum speed limits where specified by waypoint constraints.
 - Maximum 250KIAS unless authorised by ATC.
 - Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
 - The routes shown also apply to aircraft inbound to Biggin Hill.
 - Pilots to report non-RNAV 1 status on first call with Thames Director.

DESCENT PLANNING
Pilots should plan for possible descent clearance as detailed in the table above.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

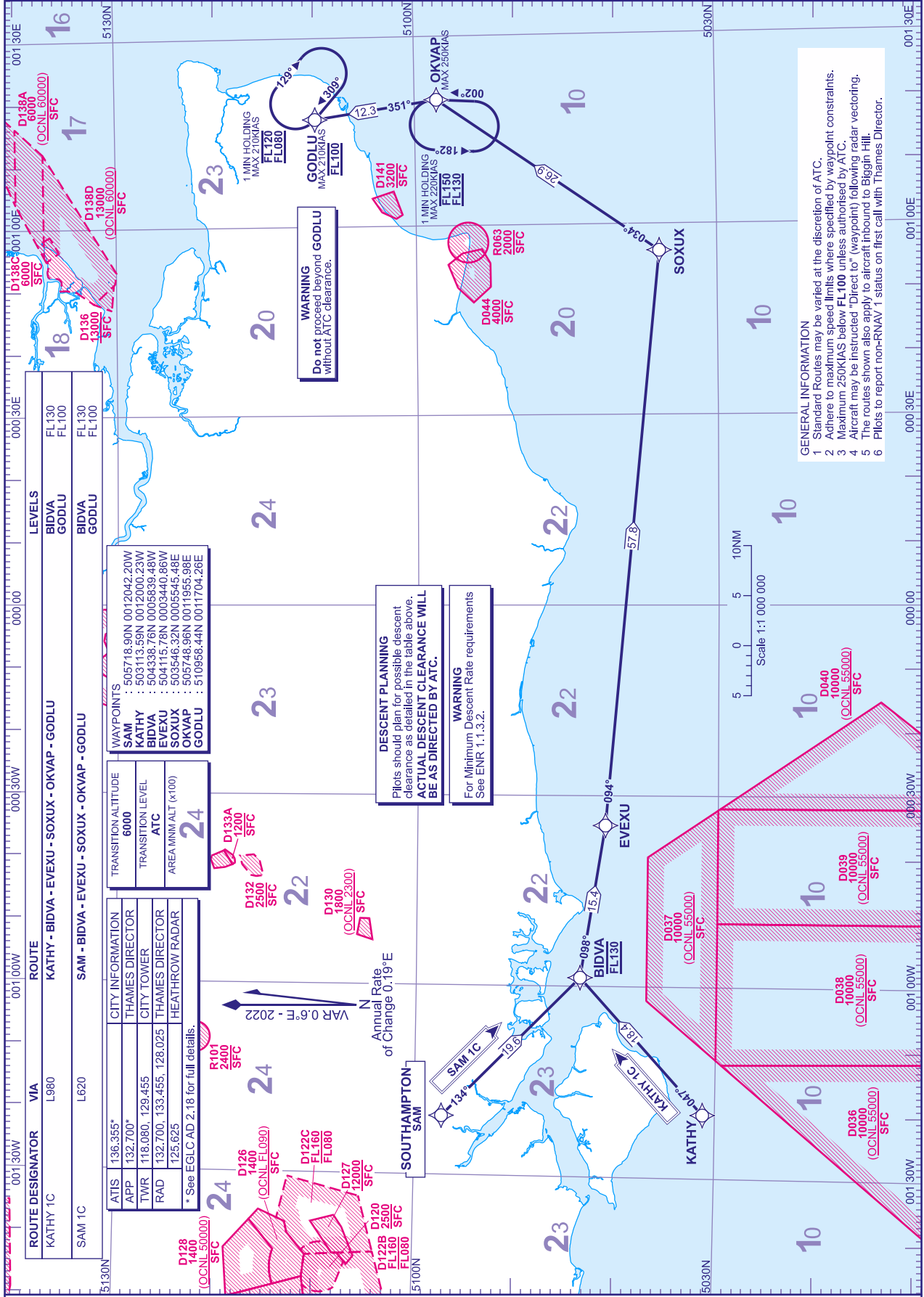
WARNING
For Minimum Descent Rate requirements See ENR 1.1.3.2.

WARNING
Do not proceed beyond JACKO without ATC clearance.

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES TRACKS ARE MAGNETIC ALTITUDES AND ELEVATIONS ARE IN FEET

LONDON CITY RWY 09/27 KATHY 1C SAM 1C



ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
KATHY 1C	L980	KATHY - BIDVA - EVEXU - SOXUX - OKVAP - GODLU	BIDVA GODLU FL130 FL100
SAM 1C	L620	SAM - BIDVA - EVEXU - SOXUX - OKVAP - GODLU	BIDVA GODLU FL130 FL100

CITY INFORMATION	
ATIS	136.355*
APP	132.700*
TWR	118.080, 129.455
RAD	132.700, 133.455, 128.025
* See EGLC AD 2.18 for full details.	

WAYPOINTS	
SAM	: 505718.90N 0012042.20W
KATHY	: 503113.59N 0012000.23W
BIDVA	: 504338.76N 0006839.48W
EVEXU	: 504115.78N 0003440.88W
SOXUX	: 503546.32N 0006545.48E
OKVAP	: 503748.96N 0011965.98E
GODLU	: 510956.44N 0011704.28E

TRANSITION ALTITUDE	
TRANSITION ALTITUDE	6000
TRANSITION LEVEL	ATC
AREA MNM ALT (x100)	24

CITY INFORMATION	
THAMES DIRECTOR	
CITY TOWER	
THAMES DIRECTOR	
HEATHROW RADAR	

VAR 0.6°E - 2022
Annual Rate of Change 0.19°E

- GENERAL INFORMATION**
- Standard Routes may be varied at the discretion of ATC.
 - Adhere to maximum speed limits where specified by waypoint constraints.
 - Maximum 250KIAS below FL100 unless authorised by ATC.
 - Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
 - The routes shown also apply to aircraft inbound to Biggin Hill.
 - Pilots to report non-RNAV 1 status on first call with Thames Director.

DESCENT PLANNING
Pilots should plan for possible descent clearance as detailed in the table above. **ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.**

WARNING
For Minimum Descent Rate requirements See ENR 1.1.3.2.

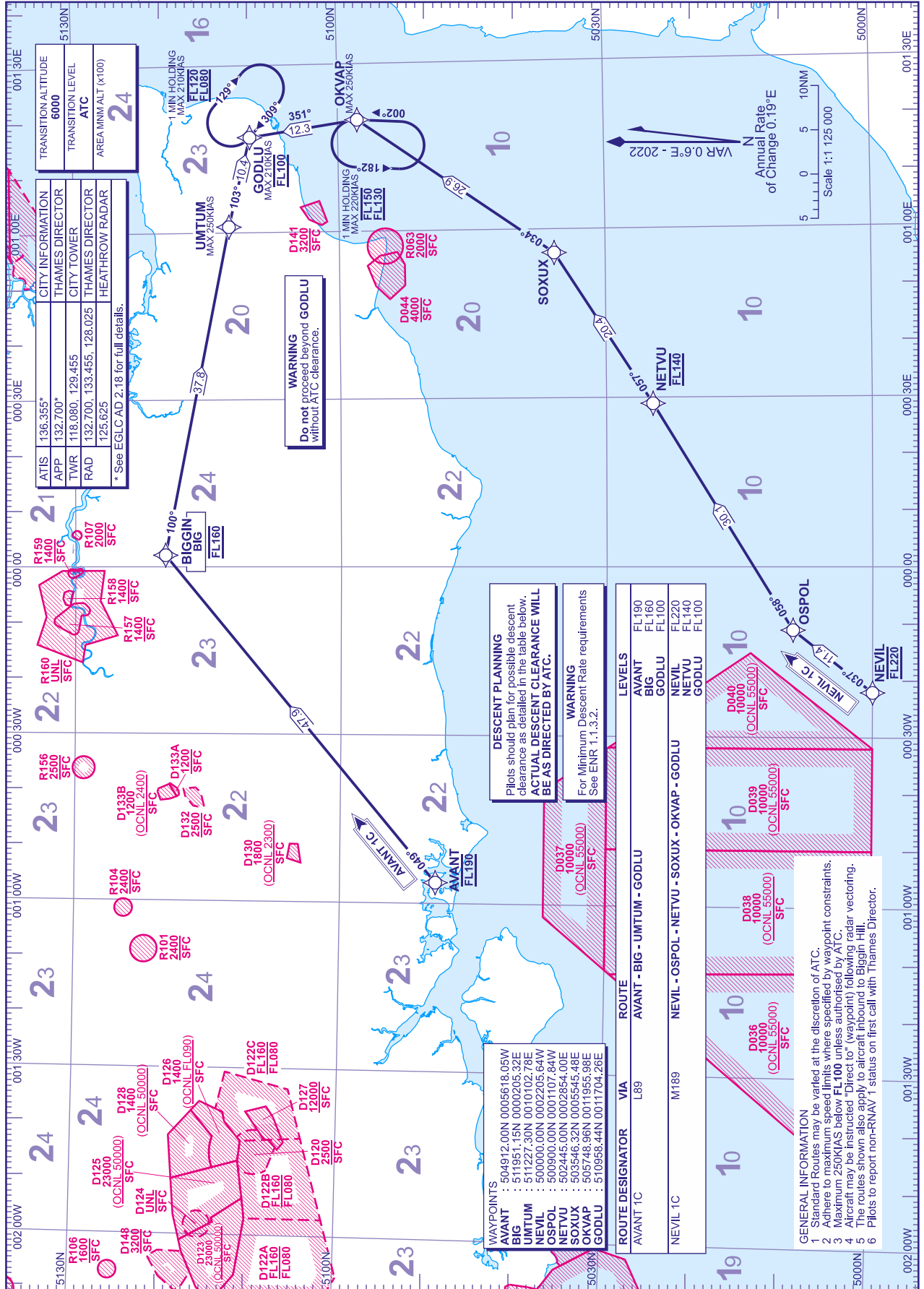
WARNING
Do not proceed beyond GODLU without ATC clearance.

CHANGE (9/24): SPECIFICATION CHANGE. AERO INFO DATE 17 JUN 24

**RNAV5 (VOR/DME, DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**LONDON CITY
RWY 09/27
AVANT 1C NEVIL 1C**



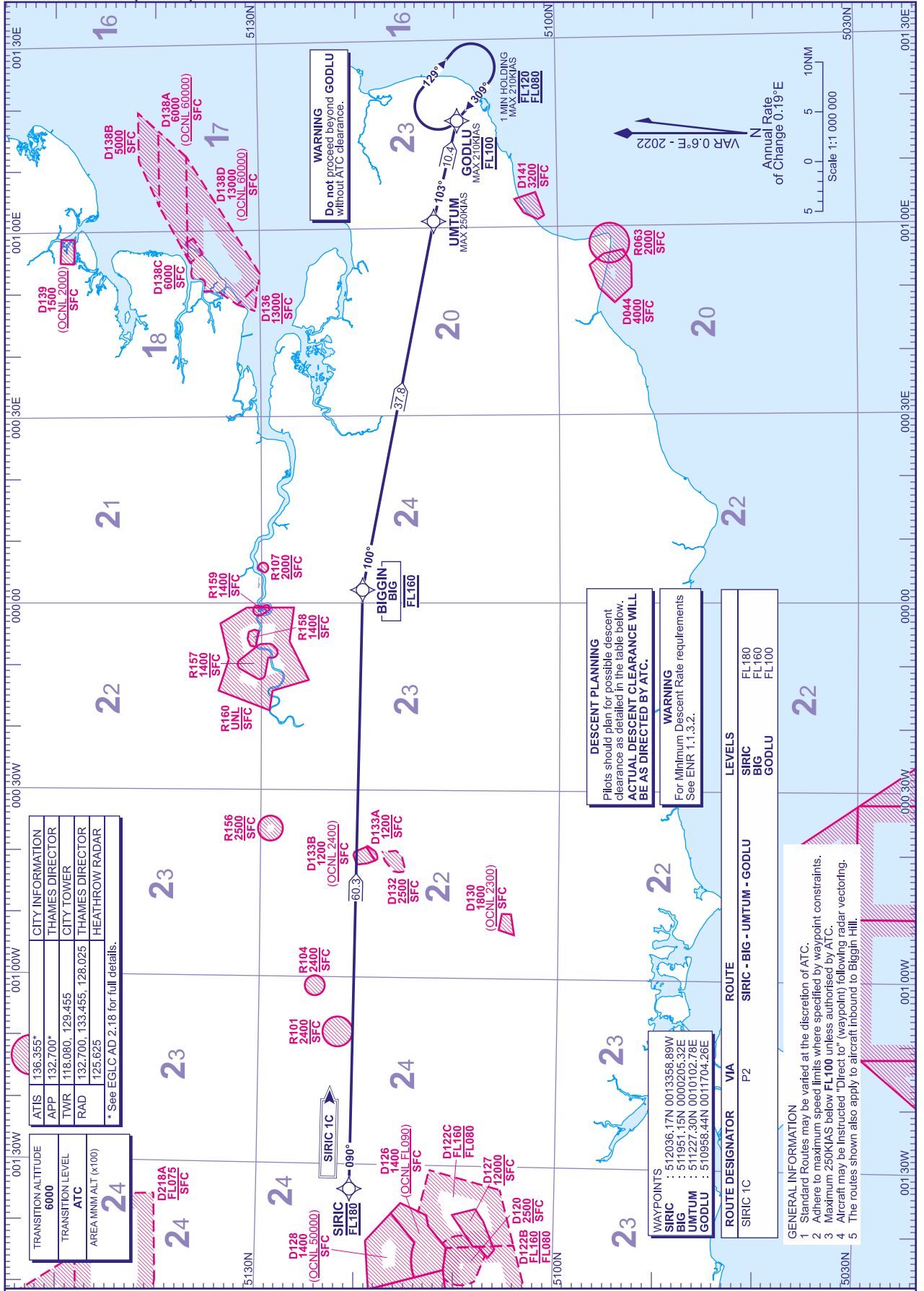
CHANGE (4/25): AMA REVISED.
AERO INFO DATE 17 JAN 25

AD 2.EGLC-7-7

RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

LONDON CITY
RWY 09/27
SIRIC 1C



Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength (PCN)	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
08R	077.63°	3317 x 45 M	RWY surface: Asphalt, Grooved PCN 100/F/C/W/T SWY surface: Asphalt, Grooved PCN 100/F/C/W/T	510845.12N 0001224.52W 148.6 FT	THR 196.3 FT TDZ 196.3 FT	08R: 0.06% Down 26L: 0.06% Up
26L	257.65°	3317 x 45 M	RWY surface: Asphalt, Grooved PCN 100/F/C/W/T SWY surface: Asphalt, Grooved PCN 100/F/C/W/T	510902.42N 0001019.00W 148.5 FT	THR 195.9 FT TDZ 196.0 FT	08R: 0.06% Down 26L: 0.06% Up

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
	479 x 150 M	2681 x 150 M	90 x 90 M 240 x 90 M			<p>RWY 08L</p> <p>Runway 08L is a non-instrument runway.</p> <p>Landing threshold displaced by 321 M.</p> <p>Paved shoulders extend 7.5 M beyond each side of Runway 08L/26R.</p> <p>A maximum weight limit of 562,000 KG applies to landings and take-offs on Runways 08R/26L and 08L/26R.</p>
	142 x 150 M	2681 x 150 M	90 x 90 M 240 x 90 M			<p>RWY 26R</p> <p>Runway 26R is a non-instrument runway.</p> <p>Landing threshold displaced by 415 M.</p> <p>Paved shoulders extend 7.5 M beyond each side of Runway 08L/26R.</p> <p>A maximum weight limit of 562,000 KG applies to landings and take-offs on Runways 08R/26L and 08L/26R.</p>
74 x 45 M	152 x 150 M	3437 x 280 M	90 x 90 M 240 x 90 M			<p>RWY 08R</p> <p>Runway 08R is an instrument runway.</p> <p>Landing threshold displaced 395 M.</p> <p>Paved shoulders extend 15 M beyond each side of Runway 08R/26L.</p> <p>A maximum weight limit of 562,000 KG applies to landings and take-offs on Runways 08R/26L and 08L/26R.</p>
62 x 45 M	144 x 150 M	3437 x 280 M	90 x 90 M 240 x 90 M			<p>RWY 26L</p> <p>Runway 26L is an instrument runway.</p> <p>Landing threshold displaced by 425 M.</p> <p>150 M starter extension.</p> <p>Paved shoulders extend 15 M beyond each side of Runway 08R/26L.</p> <p>A maximum weight limit of 562,000 KG applies to landings and take-offs on Runways 08R/26L and 08L/26R.</p>

EGKK AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
08R	3159 M	3311 M	3233 M	2765 M	
26L	3255 M	3399 M	3317 M	2830 M	
08R	2937 M	3088 M	3011 M		Take-off from intersection with Hold Hotel 1.
08R	2772 M	2923 M	2846 M		Take-off from intersection with Hold Golf 1.
26L	3146 M	3290 M	3208 M		Take-off from intersection with Hold Alpha 1.
26L	2891 M	3035 M	2953 M		Take-off from intersection with Hold Bravo 1.
26L	2460 M	2604 M	2521 M		Take-off from intersection with Hold Charlie 1.
08L	2561 M	3040 M	2561 M	2241 M	
26R	2515 M	2657 M	2515 M	2146 M	

EGKK AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
08L	Centreline with one crossbar. 420 M Light intensity high	Green Light intensity high With green wingbars. Runway Threshold Identification Lights (RTILS) - 2 synchronised flashing white lights, one at each end of the THR bar. Visible in the approach sector only.	PAPI /3° 65 FT 405 M			HI flush bi-directional 60 M spacing, with LI omni-directional component	Red		
26R	Centreline with one crossbar. 420 M Light intensity high	Green Light intensity high With green wingbars. Runway Threshold Identification Lights (RTILS) - 2 synchronised flashing white lights, one at each end of the THR bar. Visible in the approach sector only.	PAPI /3° 68 FT 425 M			HI flush bi-directional 60 M spacing, with LI omni-directional component	Red		

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
08R	Coded centreline with five crossbars. Supplementarily lighting inner 300 M. 914 M Light intensity high	Green Light intensity high With green wingbars	PAPI Right/3° 68 FT 428 M	Light intensity high 893 M	Colour coded 15 M spacing Light intensity high	HI flush bi-directional 60 M spacing, first 393 M from RWY end showing red to displaced landing THR	Red	74 M beyond RWY end lights Red	Approach: Rapid Exit Taxiway Indicator Lights (RETILs) installed on the first and second Rapid Exit Taxiways (RETs) for Runway 08R/26L. They provide a 3-2-1 countdown pattern of amber lights to enable pilots to locate the nearest RET and apply braking action for a more efficient roll-out and runway exit speed.
26L	Coded centreline with five crossbars. Supplementarily lighting inner 300 M. 914 M Light intensity high	Green Light intensity high With green wingbars	PAPI /3° 69 FT 438 M	Light intensity high 893 M	Colour coded 15 M spacing Light intensity high	HI flush bi-directional 60 M spacing, first 267 M from RWY end showing red to displaced landing THR	Red	62 M beyond RWY end lights Red	Approach: Rapid Exit Taxiway Indicator Lights (RETILs) installed on the first and second Rapid Exit Taxiways (RETs) for Runway 08R/26L. They provide a 3-2-1 countdown pattern of amber lights to enable pilots to locate the nearest RET and apply braking action for a more efficient roll-out and runway exit speed.

EGKK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	Anemometer: 510843.36N 0001206.75W (LGTD) - 510856.23N 0001034.04W (LGTD).
3	TWY edge and centre line lighting	CL: Green centre-line lighting with selective switching on all taxiway routes except Taxiway Yankee. EDGE: Taxiway Yankee has blue edge lights.
4	Secondary power supply/switch-over time	Yes - CAT I/II/III. 1 second.
5	Remarks	Apron floodlighting. Obstacle lighting.

EGKK AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	
2	TLOF and/or FATO elevation	
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	
4	True BRG of FATO	
5	Declared distance available	
6	APP and FATO lighting	
7	RMK	See AD 2.20, Section 5.

EGKK AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
LONDON GATWICK CTR 511258N 0001129W - 511200N 0000341E thence clockwise by the arc of a circle radius 10 NM centred on 510853N 0001125W to 510550N 0000342E - 510240N 0001923W thence clockwise by the arc of a circle radius 8 NM centred on 510853N 0001125W to 511118N 0002332W - 511258N 0001129W	Upper limit: 2500 FT ALT Lower limit: SFC	D	GATWICK DIRECTOR English	6000 FT		See AD 2.EGKK-4-1, AD 2.EGKK-4-2 and EGKR AD 2.22, Section (3) for details of Redhill Local Flying Area.
LONDON GATWICK ATZ A circle, 2.5 NM radius, centred at 510853N 0001125W on longest notified runway (08R/26L)	Upper limit: 2000 FT AGL Lower limit: SFC	D	GATWICK DIRECTOR English	6000 FT		See AD 2.EGKK-4-1, AD 2.EGKK-4-2 and EGKR AD 2.22, Section (3) for details of Redhill Local Flying Area.

EGKK AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	GATWICK DIRECTOR	118.950 MHz When instructed by ATC. DOC 25 NM/ 10,000 FT.			H24	ATZ hours coincident with Approach hours.
		121.500 MHz Emergency frequency O/R.			H24	
		126.825 MHz DOC 45 NM/ 24,500 FT.			H24	
		129.025 MHz When instructed by ATC. DOC 45 NM/ 24,500 FT.			H24	
TWR	GATWICK DELIVERY	121.955 MHz Ground Movement Planning. Departing aircraft are to make initial call to 'Gatwick Delivery' on this frequency during hours of operation. At other times call 'Gatwick Ground'. DOC 5 NM/ GND.			0630-2100 (0500-2100) or as directed.	

AD 2.EGKK-4-2
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2.EGKK-5-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R/L LAM 5P 5W - ICAO

AD 2.EGKK-6-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L/R LAM 6M 6V - ICAO

AD 2.EGKK-6-2
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R LAM 1Z - ICAO

AD 2.EGKK-6-3
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R/L 26L/R FRANE 1M 1V 1P 1W - ICAO

AD 2.EGKK-6-4
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R FRANE 1Z - ICAO

AD 2.EGKK-6-5
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L/R BOGNA 1M 1V (RNAV SUBSTITUTION ONLY) - ICAO

AD 2.EGKK-6-6
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L BOGNA 1X HARDY 1X - ICAO

AD 2.EGKK-6-7
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R/L 26L/R KENET 3P 3W NOVMA 1M 1V SAM 3P 3W - ICAO

AD 2.EGKK-6-8
RNAV1 (DME/DME OR GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R 26L IMVUR 1Z NOVMA 1X - ICAO

AD 2.EGKK-6-9
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R/L 26L/R SFD 5M 5V 9W 9P - ICAO

AD 2.EGKK-6-10
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R 26L SFD 4Z 1X - ICAO

AD 2.EGKK-6-11
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L/R WIZAD 4M 4V - ICAO

AD 2.EGKK-6-12
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L WIZAD 1X - ICAO

AD 2.EGKK-6-13
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R/L 26L/R MIMFO 1M 1V DVR 2P 2W - ICAO

AD 2.EGKK-6-14
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R ODVIK 2Z - ICAO

AD 2.EGKK-6-15
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L/R TIGER 3M 3V DAGGA 1M 1V - ICAO

AD 2.EGKK-6-16
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L TIGER 1X DAGGA 1X - ICAO

AD 2.EGKK-6-17
STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 08R LAM 1Z FRANE 1Z

AD 2.EGKK-6-18
STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 26L BOGNA 1X HARDY 1X

AD 2.EGKK-6-19
STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 08R IMVUR 1Z RWY 26L NOVMA 1X RWY 08R SFD 4Z RWY 26L SFD 1X

AD 2.EGKK-6-20
STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 26L WIZAD 1X RWY 08R ODVIK 2Z

AD 2.EGKK-6-21
STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 26L TIGER 1X DAGGA 1X

AD 2.EGKK-6-22
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) BARM1 1G TEBRA 2G KONAN 2G - ICAO

AD 2.EGKK-7-1
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) MID 1X - ICAO

AD 2.EGKK-7-2
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) NEVIL 1G KUNAV 1G - ICAO

AD 2.EGKK-7-3
RNAV1 (DME/DME OR GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) OTMET 1G VASUX 1G - ICAO

AD 2.EGKK-7-4
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) AMDUT 1G ARNUN 1G - ICAO

AD 2.EGKK-7-5
RNAV1 (DME/DME OR GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) TELTU 1G - ICAO

AD 2.EGKK-7-6
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) DISIT 1G KIDLI 1G - ICAO

AD 2.EGKK-7-7
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) ABSAV 1G GWC 1G - ICAO

3 Oct 2024

AD 2.EGKK-7-8

RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) SIRIC 1G - ICAO

AD 2.EGKK-7-9

STANDARD INSTRUMENT ARRIVAL CODING TABLES BARM1 1G TEBRA 2G KONAN 2G

AD 2.EGKK-7-10

STANDARD INSTRUMENT ARRIVAL CODING TABLES MID 1X NEVIL 1G KUNAV 1G

AD 2.EGKK-7-11

STANDARD INSTRUMENT ARRIVAL CODING TABLES OTMET 1G VASUX 1G AMDUT 1G ARNUN 1G

AD 2.EGKK-7-12

STANDARD INSTRUMENT ARRIVAL CODING TABLES TELTU 1G DISIT 1G KIDLI 1G

AD 2.EGKK-7-13

STANDARD INSTRUMENT ARRIVAL CODING TABLES ABSAV 1G GWC 1G SIRIC 1G

AD 2.EGKK-7-14

RNAV HOLD CODING TABLES ADLOG AMDUT ARNUN BILNI DELBO DOMUT GOKTU

AD 2.EGKK-7-15

RNAV HOLD CODING TABLES GWC KATHY TIMBA WILLO

AD 2.EGKK-7-16

INITIAL APPROACH PROCEDURES ILS RWY 08R Without Radar Control

AD 2.EGKK-7-17

INITIAL APPROACH PROCEDURES ILS RWY 26L Without Radar Control

AD 2.EGKK-7-18

INSTRUMENT APPROACH CHART ILS/DME RWY 08R - ICAO

AD 2.EGKK-8-1

INSTRUMENT APPROACH CHART LOC/DME RWY 08R - ICAO

AD 2.EGKK-8-2

INSTRUMENT APPROACH CHART RNP RWY 08R - ICAO

AD 2.EGKK-8-3

INSTRUMENT APPROACH CHART RNP RWY 08L - ICAO

AD 2.EGKK-8-4

INSTRUMENT APPROACH CHART ILS/DME RWY 26L - ICAO

AD 2.EGKK-8-5

INSTRUMENT APPROACH CHART LOC/DME RWY 26L - ICAO

AD 2.EGKK-8-6

INSTRUMENT APPROACH CHART RNP RWY 26L - ICAO

AD 2.EGKK-8-7

INSTRUMENT APPROACH CHART RNP RWY 26R - ICAO

AD 2.EGKK-8-8

INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 08L/R and 26L/R

AD 2.EGKK-8-9

EGKK AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

AERODROME CHART - ICAO

ARP 510853N 0001125W

AD ELEV 203FT

LONDON GATWICK EGKK

COM		
ATIS	136.525	GATWICK INFO
TWR	124.230, 121.500*	GATWICK TOWER *Emergency On Request
	134.230 (As directed by ATC)	
	121.955	GATWICK DELIVERY
	121.805 (GMC)	GATWICK GROUND
	121.600	GATWICK FIRE

LIGHTING	
THR 08R/26L	HI green with W bars. HI green with W bars. RTILS synchronised flashing White.
RWY 08R	HI flush bi-d edge, red for first 393 m from RWY end to displaced THR. HI colour coded C/L. HI TDZ 893 m. End lights red. Stopway 74 m red beyond RWY end lights. RETILS.
RWY 26L	HI flush bi-d edge, red for first 267 m from RWY end to displaced THR. HI colour coded C/L. HI TDZ 893 m. End lights red. Stopway 62 m red beyond RWY end lights. RETILS. Starter Extension: Blue edge.
RWY 08L/26R	HI flush bi-d edge with LI omni-d component. End lights red.
TWY	Green C/L (except Twy Yankee). Colour coded amber/green C/L on CAT III entry/exit taxiways to/from RWY 08R/26L. Blue edge on Twy Yankee. Illuminated red stop bars are provided where appropriate. Stop bars and guard lights at runway holding points are in operation H24.

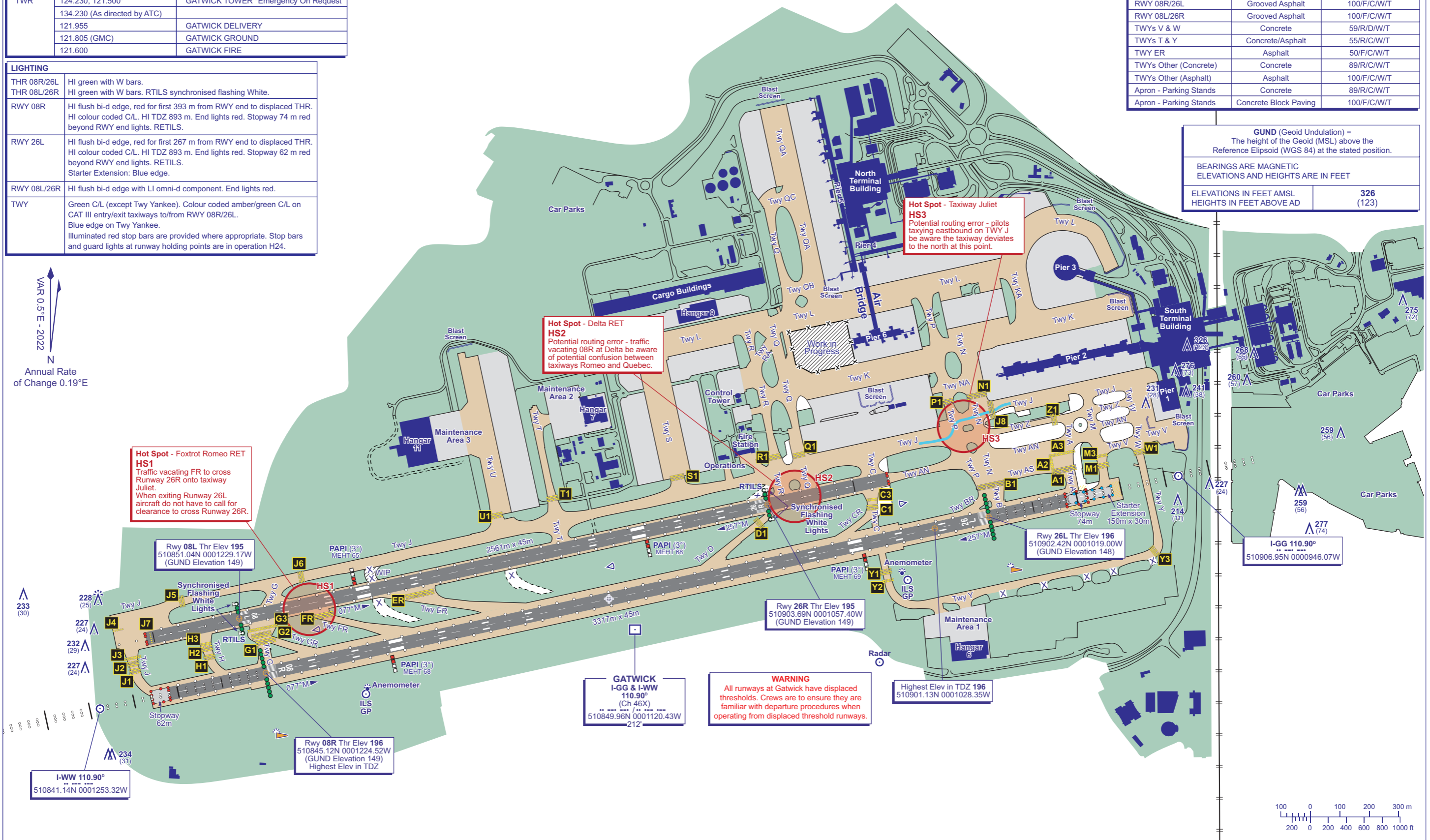
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	SURFACE	BEARING STRENGTH
RWY 08R/26L	Grooved Asphalt	100/F/C/W/T
RWY 08L/26R	Grooved Asphalt	100/F/C/W/T
TWYs V & W	Concrete	59/R/D/W/T
TWYs T & Y	Concrete/Asphalt	55/R/C/W/T
TWY ER	Asphalt	50/F/C/W/T
TWYs Other (Concrete)	Concrete	89/R/C/W/T
TWYs Other (Asphalt)	Asphalt	100/F/C/W/T
Apron - Parking Stands	Concrete	89/R/C/W/T
Apron - Parking Stands	Concrete Block Paving	100/F/C/W/T

GUND (Geoid Undulation) =
The height of the Geoid (MSL) above the Reference Ellipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL	326
HEIGHTS IN FEET ABOVE AD	(123)

VAR 0.5°E - 2022
N
Annual Rate of Change 0.19°E



CHANGE (4/25): NORTH TERMINAL CARPARK BUILDING ADDED.

AERO INFO DATE 22 JAN 25

AD 2-EGKK-2-1

AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO

ARP 510853N 0001125W

AD ELEV 203FT

LONDON GATWICK EGKK

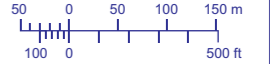
COM		
ATIS	136.525	GATWICK INFO
TWR	124.230, 121.500*	GATWICK TOWER *Emergency On Request
	134.230 (As directed by ATC)	
	121.955	GATWICK DELIVERY
	121.805 (GMC)	GATWICK GROUND
	121.600	GATWICK FIRE

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	SURFACE	BEARING STRENGTH
RWY 08R/26L	Grooved Asphalt	100/F/C/W/T
RWY 08L/26R	Grooved Asphalt	100/F/C/W/T
TWYs V & W	Concrete	59/R/D/W/T
TWYs T & Y	Concrete/Asphalt	55/R/C/W/T
TWY ER	Asphalt	50/F/C/W/T
TWYs Other (Concrete)	Concrete	89/R/C/W/T
TWYs Other (Asphalt)	Asphalt	100/F/C/W/T
Apron - Parking Stands	Concrete	89/R/C/W/T
Apron - Parking Stands	Concrete Block Paving	100/F/C/W/T

WARNING
All runways at Gatwick have displaced thresholds. Crews are to ensure they are familiar with departure procedures when operating from displaced threshold runways.

VAR 0.5°E - 2022

Annual Rate of Change 0.19°E



Hot Spot - Delta RET HS2
Potential routing error - traffic vacating 08R at Delta be aware of potential confusion between taxiways Romeo and Quebec.

Hot Spot - Taxiway Juliet HS3
Potential routing error - pilots taxiing eastbound on TWY J be aware the taxiway deviates to the north at this point.

CHANGE (4/25): NORTH TERMINAL CARPARK BUILDING ADDED.

AERO INFO DATE 23 JAN 25

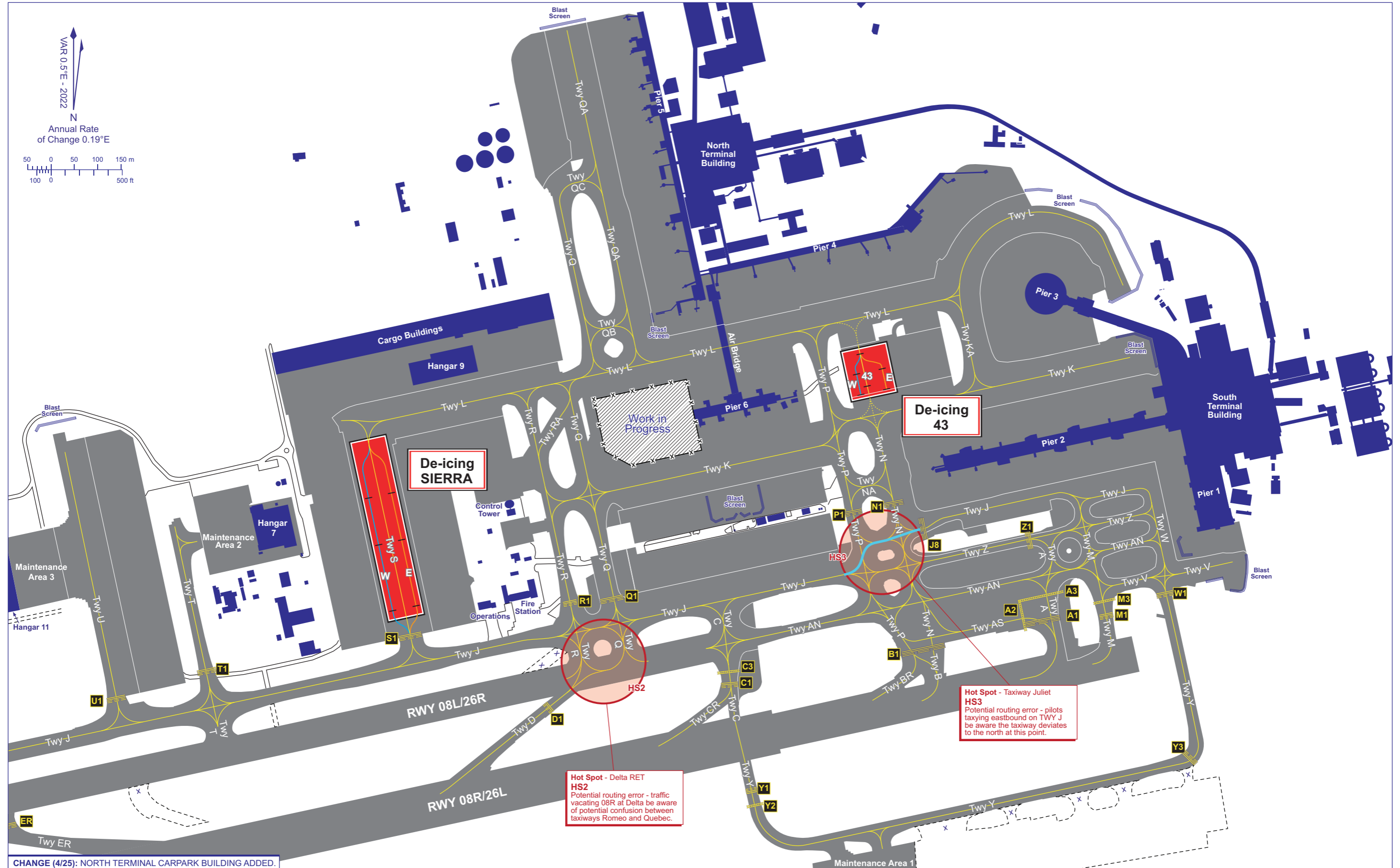
AD 2-EGKK-2-2

**AIRCRAFT GROUND MOVEMENT - REMOTE DE-ICING AREAS
LOCATION CHART - ICAO**

ARP 510853N 0001125W

AD ELEV 203FT

**LONDON GATWICK
EGKK**



CHANGE (4/25): NORTH TERMINAL CARPARK BUILDING ADDED.

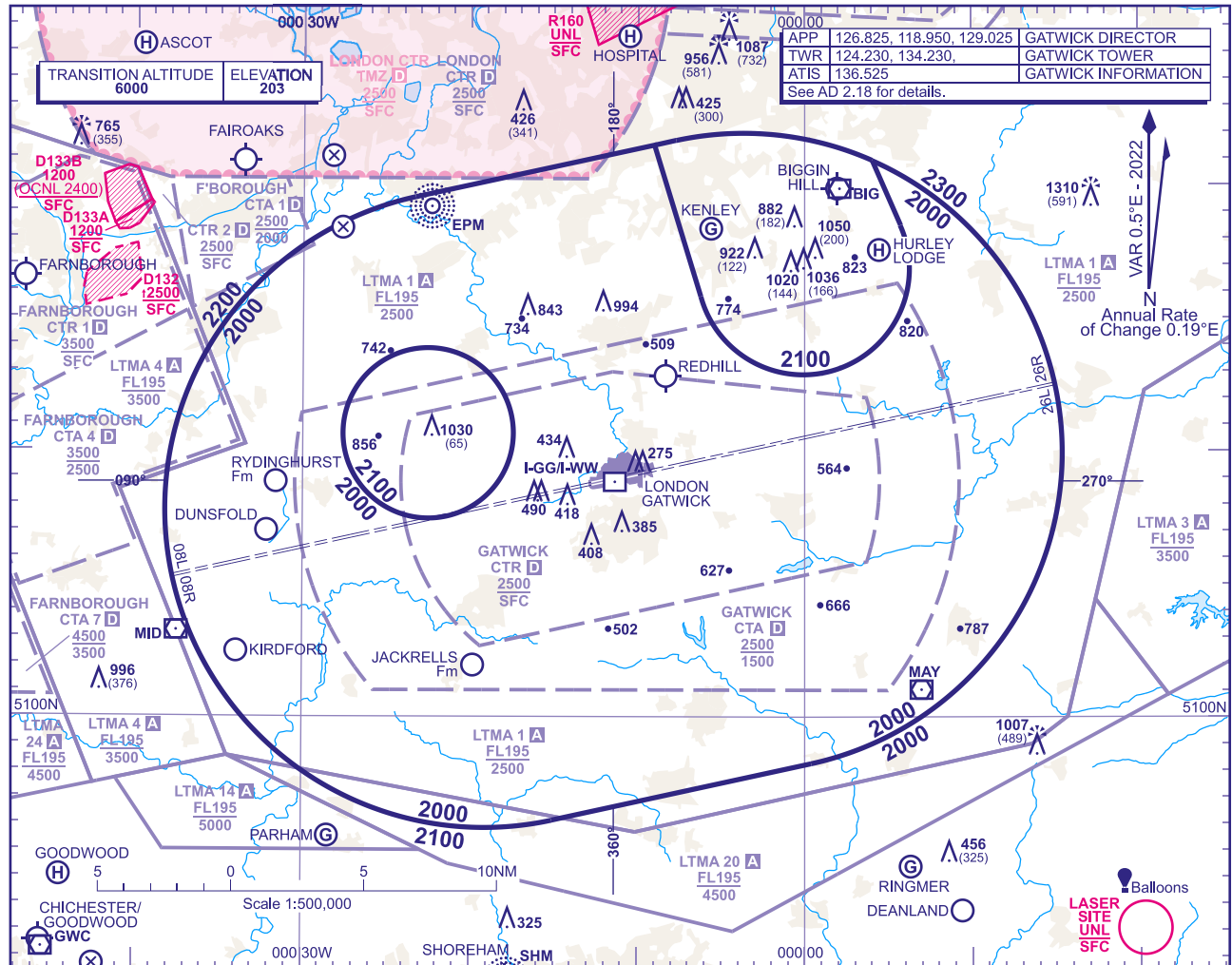
AERO INFO DATE 23 JAN 25

AD 2-EGKK-2-6

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1310
HEIGHTS IN FEET AGL (591)

LONDON GATWICK



MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

- a) **2000** in the sector defined by the lateral limits; 511931N 0002318W - 512129N 0000900W - 511548N 0000613W thence anticlockwise by an arc of a circle radius 4NM centred on 511651N 0000005W to 511829N 0000545E - 512055N 0000403E thence clockwise by an arc of a circle radius 12NM centred on 510957N 0000339W to 505815N 0000023E - 505607N 0001505W thence clockwise by an arc of a circle radius 12NM centred on 510749N 0001910W to 511931N 0002318W.
- b) **2100** in the sector defined by the lateral limits; 512129N 0000900W - 512140N 0000742W thence clockwise by an arc of a circle radius 12NM centred on 510957N 0000339W to 512055N 0000403E - 511829N 0000545E thence clockwise by an arc of a circle radius 4NM centred on 511651N 0000005W - 511548N 0000613W - 512129N 0000900W.
- c) **2100** in the sector defined by the lateral limits; a circle centred on 511038.93N 0002230.29W with a radius of 3.2NM.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

- a) within 5NM of the aircraft*, and
- b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

LOSS OF COMMUNICATION PROCEDURES

Initial Approach

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **3000**, or last assigned level if higher, to **MAY VOR†**.

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **MAY VOR†**.

†In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.4 or the special procedure for the Gatwick Control Zone detailed at EGKK AD 2.22.

GENERAL INFORMATION

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. The ATC Surveillance service is provided by Primary and/or Secondary Radar equipment.
7. **This chart may only be used for cross-checking of altitudes assigned while under ATC Surveillance control.**
8. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
9. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

CHANGE (4/25): HOSPITAL HELI SITE ADDED.

AERO INFO DATE 29 JAN 25

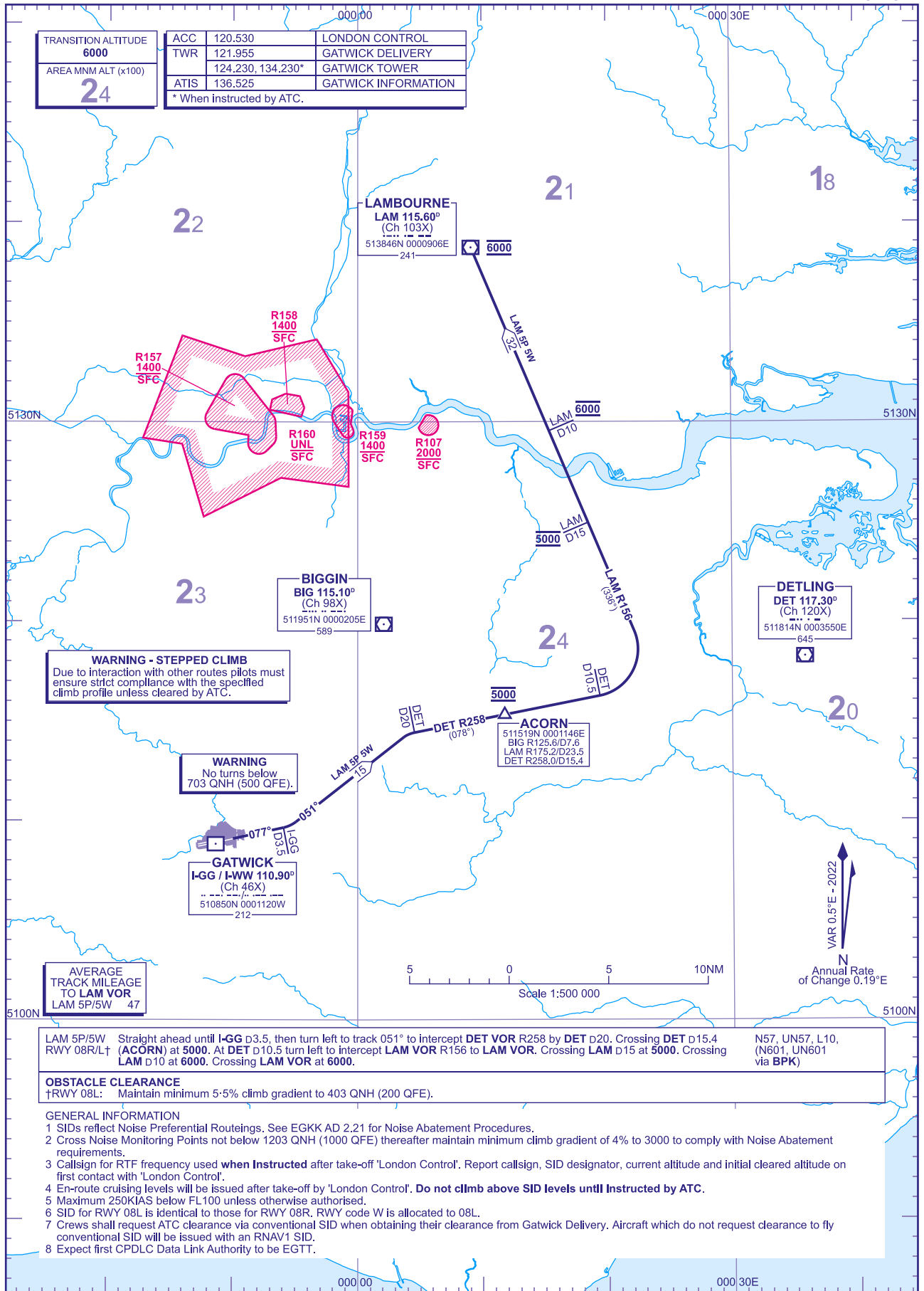
AD 2.EGKK-5-1

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STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

LONDON GATWICK
RWY 08R/L
LAM 5P 5W



LAM 5P/5W RWY 08R/L: Straight ahead until I-GG D3.5, then turn left to track 051° to intercept DET VOR R258 by DET D20. Crossing DET D15.4 (ACORN) at 5000. At DET D10.5 turn left to intercept LAM VOR R156 to LAM VOR. Crossing LAM D10 at 6000. Crossing LAM VOR at 6000.

OBSTACLE CLEARANCE †RWY 08L: Maintain minimum 5-5% climb gradient to 403 QNH (200 QFE).

- GENERAL INFORMATION
- 1 SIDs reflect Noise Preferential Routings. See EGKK AD 2.21 for Noise Abatement Procedures.
 - 2 Cross Noise Monitoring Points not below 1203 QNH (1000 QFE) thereafter maintain minimum climb gradient of 4% to 3000 to comply with Noise Abatement requirements.
 - 3 Callsign for RTF frequency used **when instructed** after take-off 'London Control'. Report callsign, SID designator, current altitude and initial cleared altitude on first contact with 'London Control'.
 - 4 En-route cruising levels will be issued after take-off by 'London Control'. **Do not climb above SID levels until instructed by ATC.**
 - 5 Maximum 250KIAS below FL100 unless otherwise authorised.
 - 6 SID for RWY 08L is identical to those for RWY 08R. RWY code W is allocated to 08L.
 - 7 Crews shall request ATC clearance via conventional SID when obtaining their clearance from Gatwick Delivery. Aircraft which do not request clearance to fly conventional SID will be issued with an RNAV1 SID.
 - 8 Expect first CPDLC Data Link Authority to be EGGT.

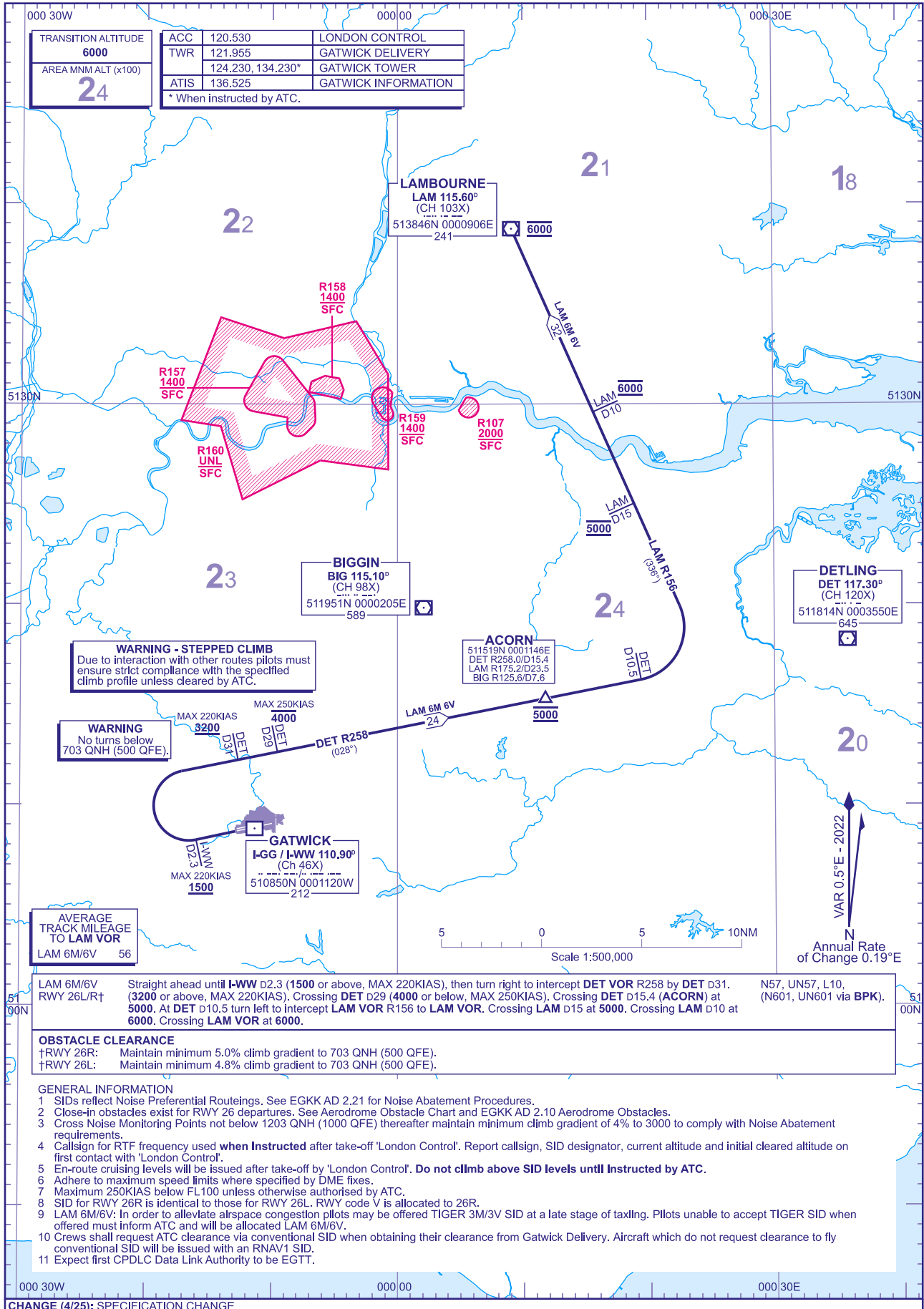
CHANGE (4/25): SPECIFICATION CHANGE.
AERO INFO DATE 21 JAN 25

AD 2-EGKK-6-1

**STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO**

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

**LONDON GATWICK
RWY 26L/R
LAM 6M 6V**



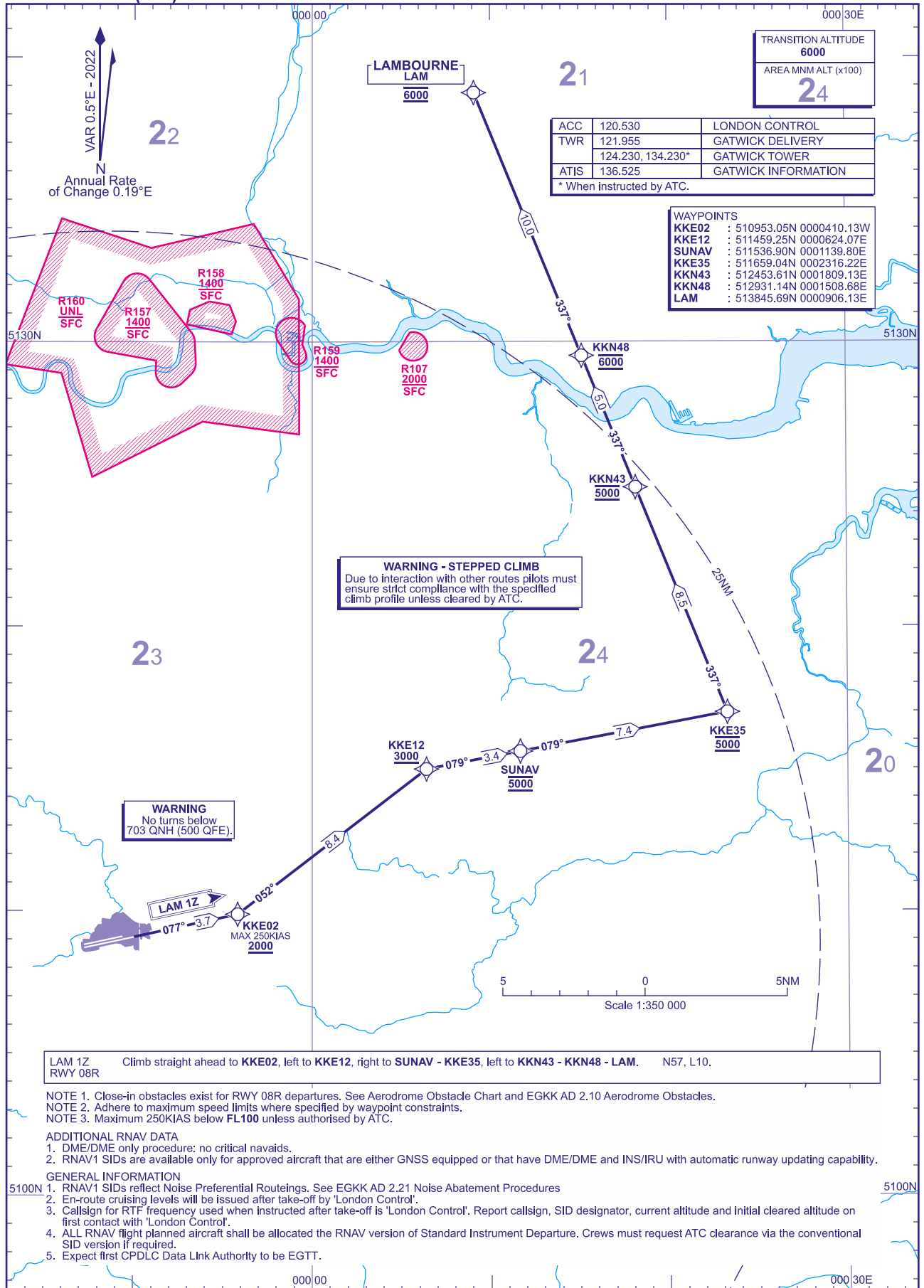
CHANGE (4/25): SPECIFICATION CHANGE.
AERO INFO DATE 07 FEB 25

AD 2-EGKK-6-2

**RNAV1 (DME/DME or GNSS)
STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**LONDON GATWICK
RWY 08R
LAM 1Z**

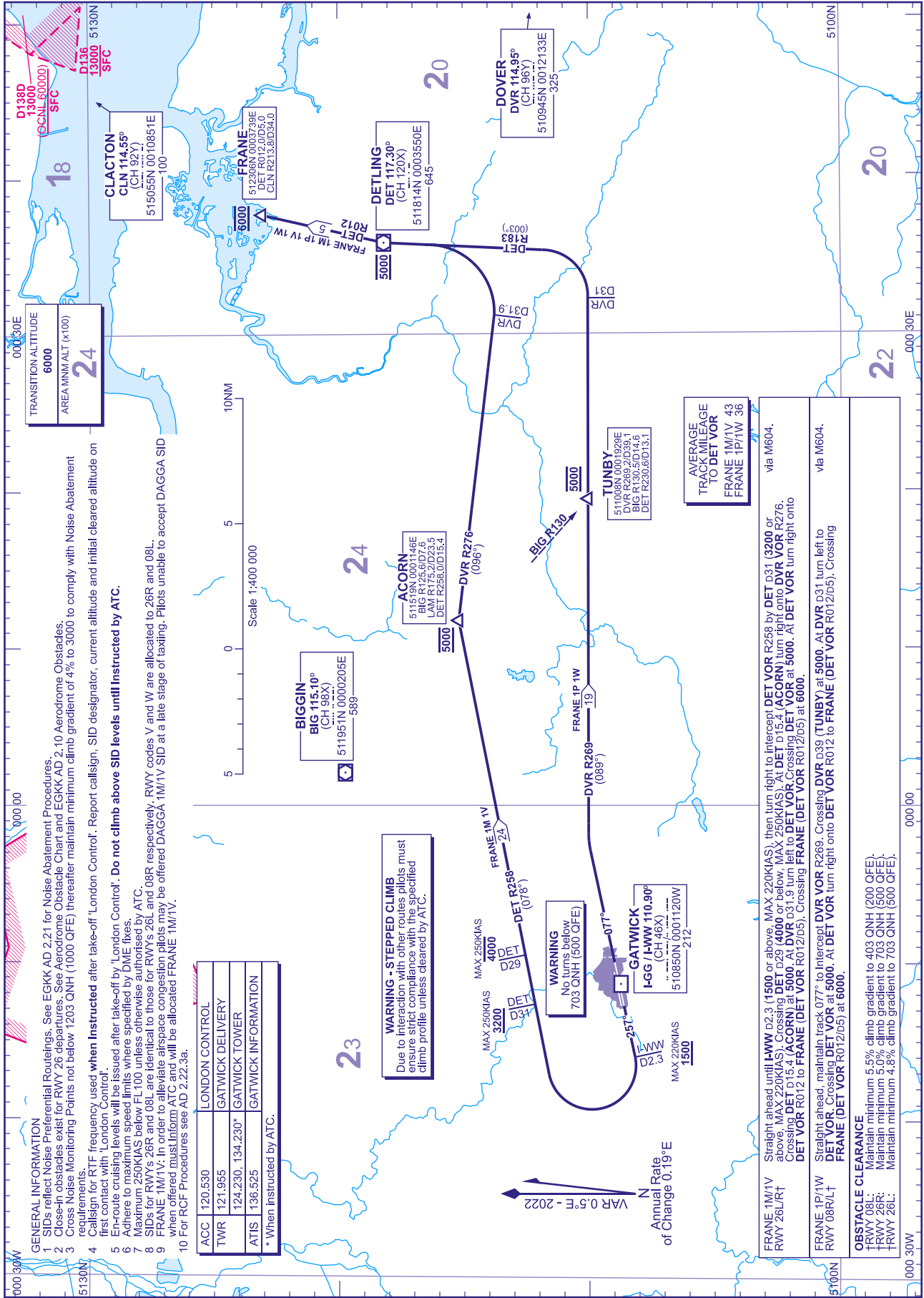


CHANGE (4/25): SPECIFICATION CHANGE.
AERO INFO DATE 07 FEB 25

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

LONDON GATWICK
RWY 08R/L 26L/R
FRANE 1M 1V 1P 1W



GENERAL INFORMATION

- SIDs reflect Noise Preferential Routings. See EGKK AD 2.21 for Noise Abatement Procedures.
- Close-in obstacles exist for RWY 26 departures. See Aerodrome Obstacle Chart and EGKK AD 2.10 Aerodrome Obstacles.
- Cross Noise Monitoring Points not below 1203 QNH (1000 QFE) thereafter maintain minimum climb gradient of 4% to 3000 to comply with Noise Abatement requirements.
- Call sign for RTF frequency used when Instructed after take-off 'London Control'. Report call sign, SID designator, current altitude and initial cleared altitude on first contact with 'London Control'.
- En-route cruising levels will be issued after take-off by 'London Control'. Do not climb above SID levels until Instructed by ATC.
- Adhere to maximum speed limits where specified by DME fixes.
- Maximum 250KIAS below FL100 unless otherwise authorised by ATC.
- SIDs for RWYs 28R and 08L are identical to those for RWYs 26L and 08R respectively. RWY codes V and W are allocated to 28R and 08L.
- FRANE 1M/1V: In order to alleviate airspace congestion pilots may be offered DAGGA 1M/1V SID at a late stage of taxiing. Pilots unable to accept DAGGA SID when offered must inform ATC and will be allocated FRANE 1M/1V.
- For RCF Procedures see AD 2.22.3a.

ACC	120.530	LONDON CONTROL
TWR	121.955	GATWICK DELIVERY
	124.230, 134.230*	GATWICK TOWER
ATIS	136.525	GATWICK INFORMATION

* When instructed by ATC.

WARNING - STEPPED CLIMB
Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

WARNING
No turns below 703 QNH (600 QFE)

GATWICK
I-GG/I-HWV 110.90°
(CH 46X)
510850N 0001120W
MAX 220KIAS
1500

TUNBY
511008N 0001929E
DVR R265.2/D39.1
BIG R130.5/D14.9
DET R263.0/D13.1

ACORN
511519N 0001146E
BIG R125.6/D7.6
DET R268.0/D13.3
DET R268.0/D13.3

FRANE 1M/1V
via M604.

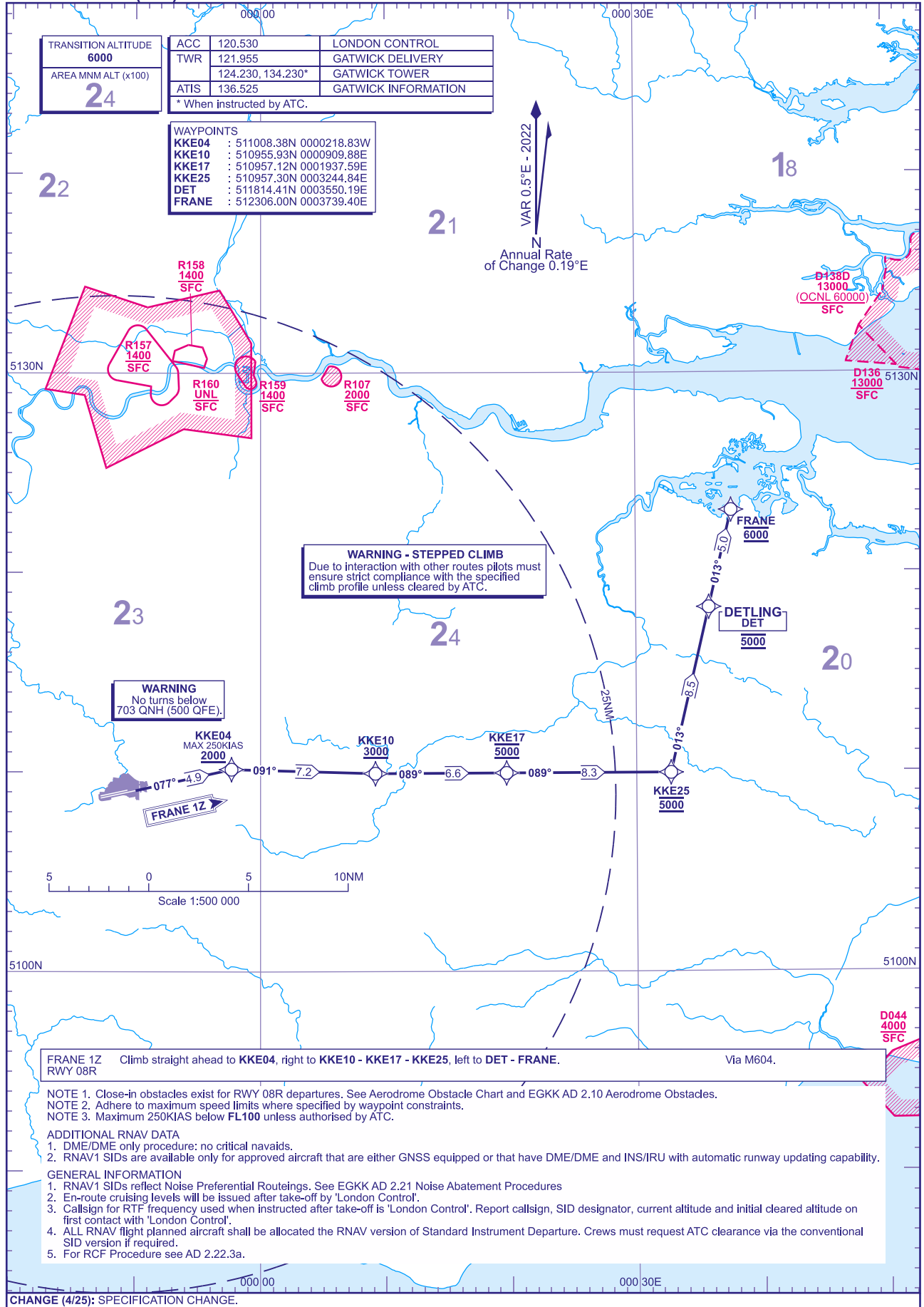
FRANE 1P/1W
via M604.

CHANGE (4/25): SPECIFICATION CHANGE.
AERO INFO DATE 07 FEB 25

**RNAV1 (DME/DME or GNSS)
STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

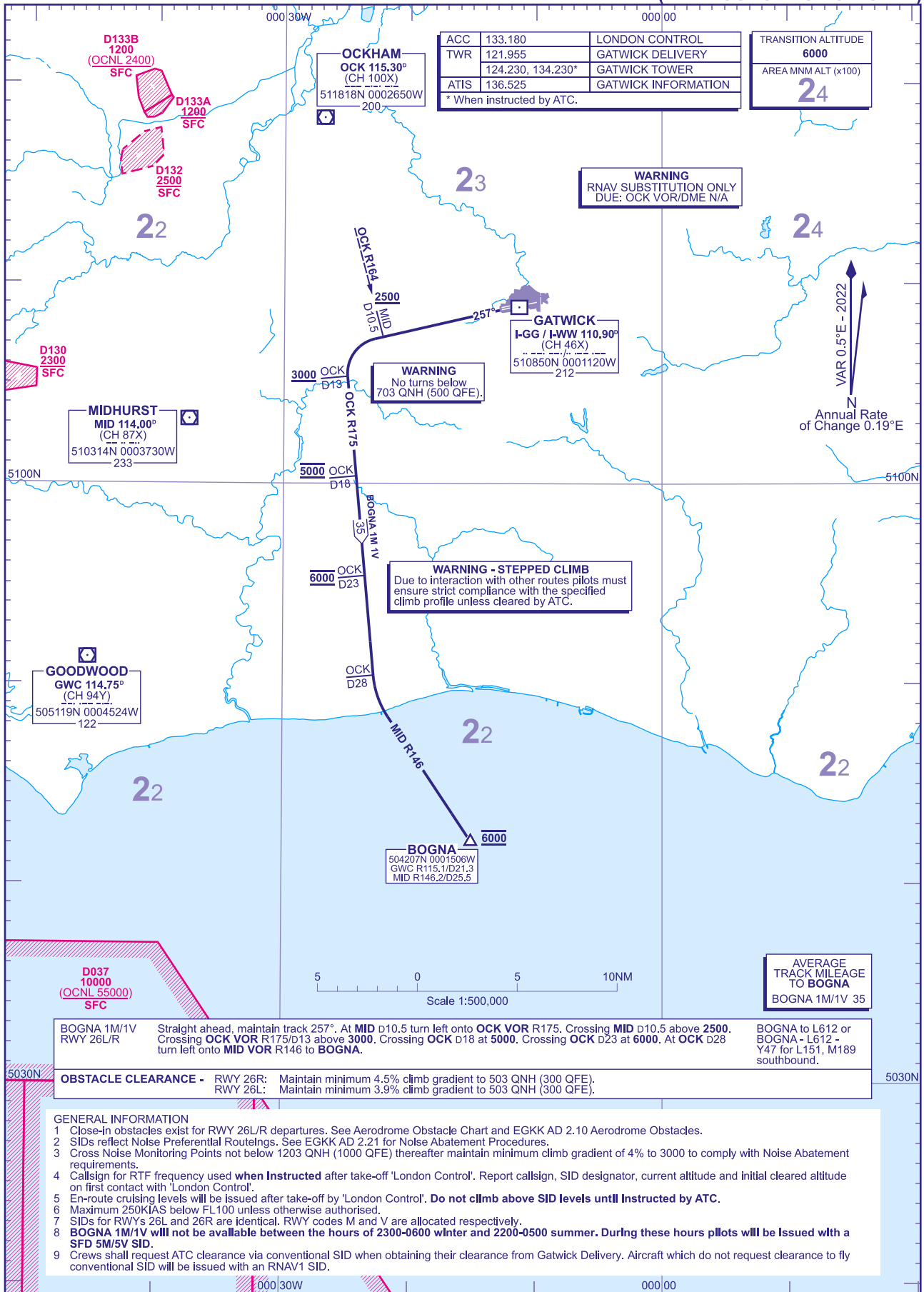
**LONDON GATWICK
RWY 08R
FRANE 1Z**



STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

**LONDON GATWICK
RWY 26L/R BOGNA 1M 1V
(RNAV SUBSTITUTION ONLY)**



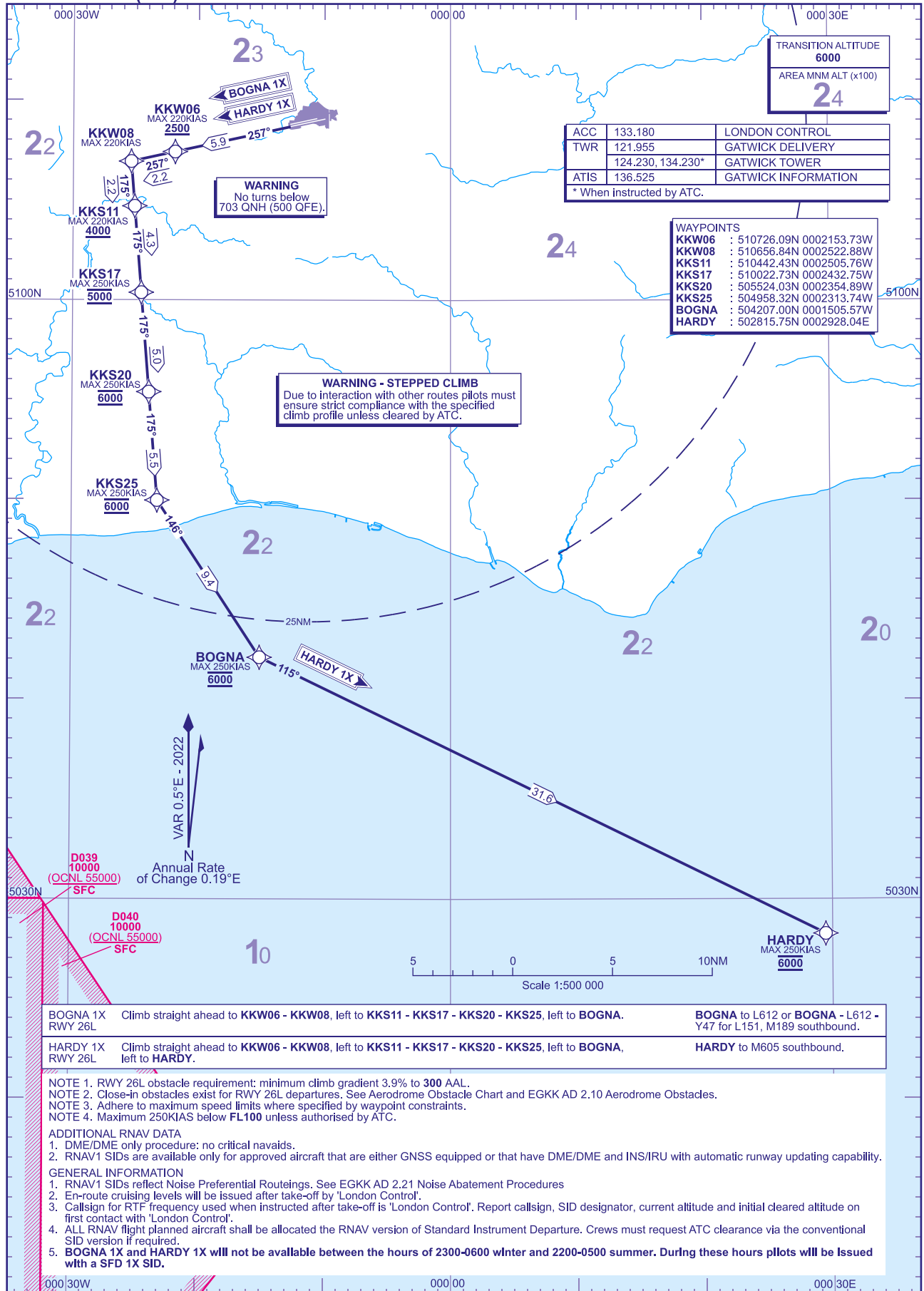
CHANGE (4/25): SPECIFICATION CHANGE.
AERO INFO DATE 10 FEB 25

AD 2-EGKK-6

**RNAV1 (DME/DME or GNSS)
STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**LONDON GATWICK
RWY 26L
BOGNA 1X HARDY 1X**



BOGNA 1X RWY 26L	Climb straight ahead to KKW06 - KKW08, left to KKS11 - KKS17 - KKS20 - KKS25, left to BOGNA.	BOGNA to L612 or BOGNA - L612 - Y47 for L151, M189 southbound.
HARDY 1X RWY 26L	Climb straight ahead to KKW06 - KKW08, left to KKS11 - KKS17 - KKS20 - KKS25, left to BOGNA, left to HARDY.	HARDY to M605 southbound.

NOTE 1. RWY 26L obstacle requirement: minimum climb gradient 3.9% to 300 AAL.
NOTE 2. Close-in obstacles exist for RWY 26L departures. See Aerodrome Obstacle Chart and EGKK AD 2.10 Aerodrome Obstacles.
NOTE 3. Adhere to maximum speed limits where specified by waypoint constraints.
NOTE 4. Maximum 250KIAS below FL100 unless authorised by ATC.

ADDITIONAL RNAV DATA
1. DME/DME only procedure: no critical nav aids.
2. RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

GENERAL INFORMATION
1. RNAV1 SIDs reflect Noise Preferential Routings. See EGKK AD 2.21 Noise Abatement Procedures
2. En-route cruising levels will be issued after take-off by 'London Control'.
3. Callsign for RTF frequency used when instructed after take-off is 'London Control'. Report callsign, SID designator, current altitude and initial cleared altitude on first contact with 'London Control'.
4. ALL RNAV flight planned aircraft shall be allocated the RNAV version of Standard Instrument Departure. Crews must request ATC clearance via the conventional SID version if required.
5. **BOGNA 1X and HARDY 1X will not be available between the hours of 2300-0600 winter and 2200-0500 summer. During these hours pilots will be issued with a SFD 1X SID.**

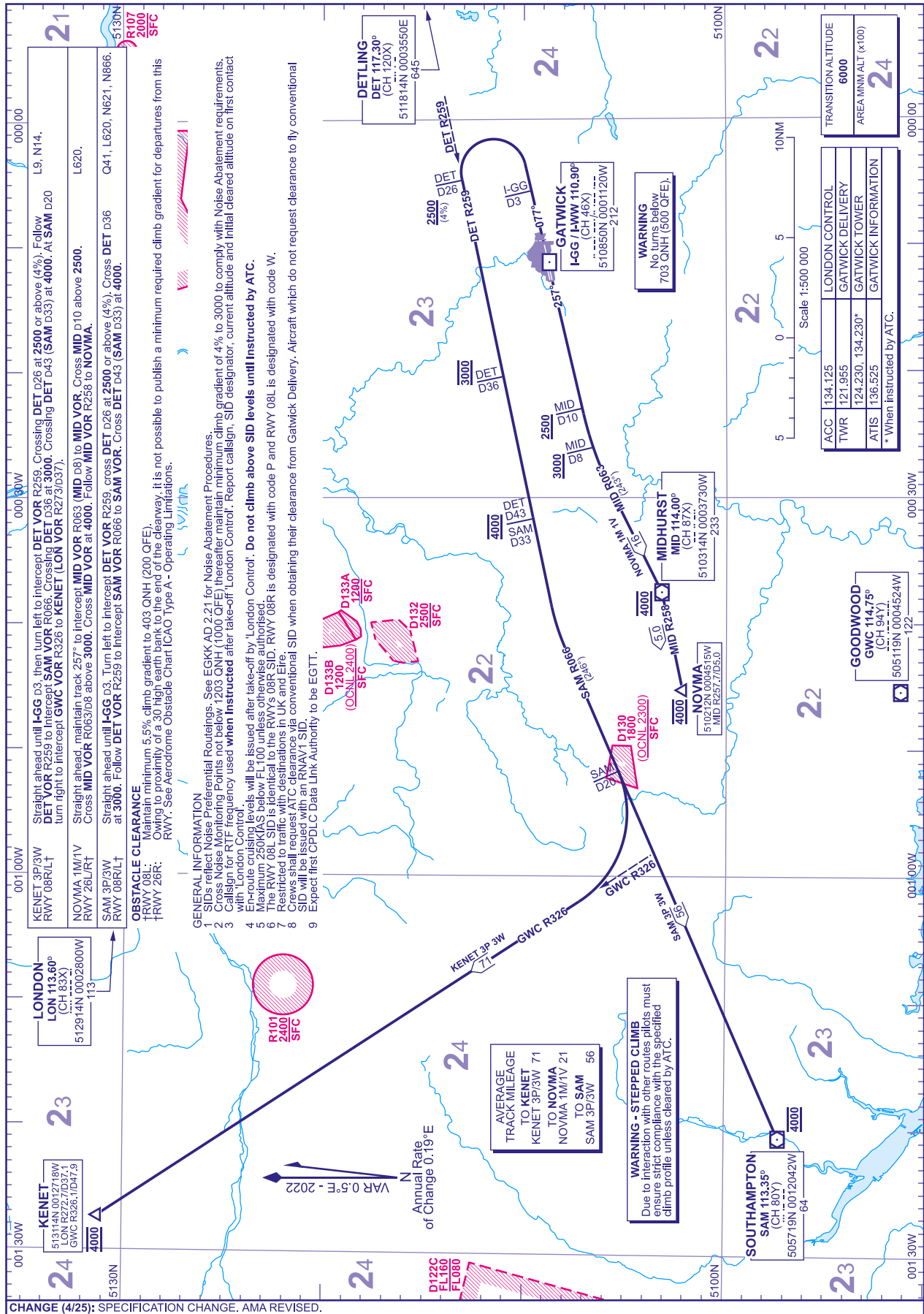
CHANGE (4/25): BOGNA AND HARDY COORDINATES UPDATED. PROCEDURE SPEED LIMITS. SPECIFICATION CHANGE.
AERO INFO DATE 11 FEB 25

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

LONDON GATWICK
RWY 08R/L 26L/R

KENET 3P 3W NOVMA 1M 1V SAM 3P 3W



CHANGE (4/25); SPECIFICATION CHANGE. AMA REVISED.

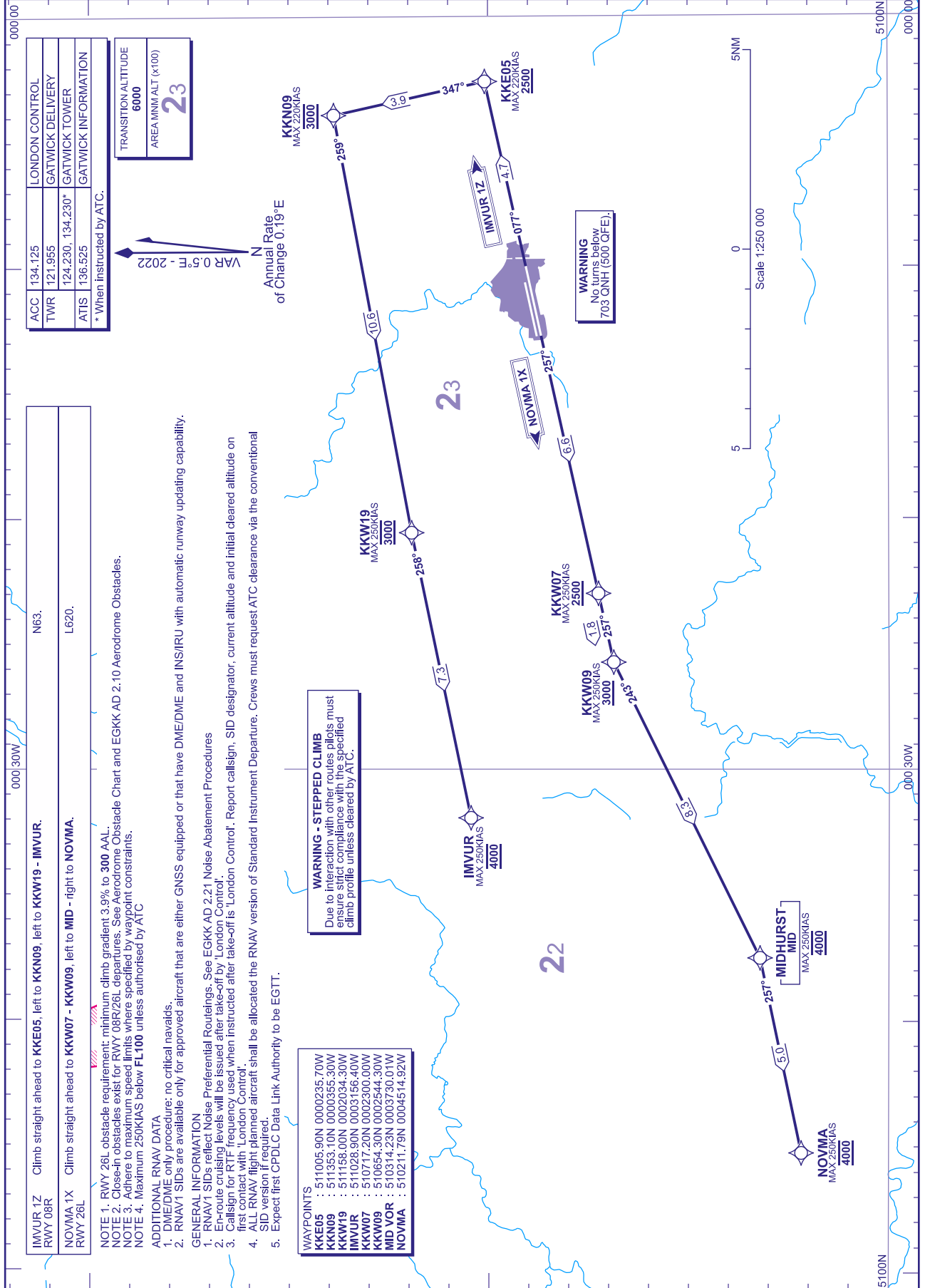
AERO INFO DATE 10 FEB 25

AD 2-EGKK-6-8

**RNAV1 (DME/DME or GNSS)
STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**LONDON GATWICK
RWY 08R 26L
IMVUR 1Z NOVMA 1X**



ACC	134.125	LONDON CONTROL
TWR	121.955	GATWICK DELIVERY
	124.230, 134.230*	GATWICK TOWER
ATIS	136.525	GATWICK INFORMATION
* When Instructed by ATC.		

TRANSITION ALTITUDE	6000
AREA MIN/ALT (x100)	23

IMVUR 1Z Climb straight ahead to KKE05, left to KKN09, left to KKW19 - IMVUR.
RWY 08R N63, L620.

NOVMA 1X Climb straight ahead to KKW07 - KKW09, left to MID - right to NOVMA.
RWY 26L

NOTE 1. RWY 26L obstacle requirement: minimum climb gradient 3.9% to 300 AAL.
NOTE 2. Close-in obstacles exist for RWY 08R/26L departures. See Aerodrome Obstacle Chart and EGKK AD 2.10 Aerodrome Obstacles.
NOTE 3. Adhere to maximum speed limits where specified by waypoint constraints.
NOTE 4. Maximum 250KIAS below FL100 unless authorised by ATC

ADDITIONAL RNAV DATA
1. DME/DME only procedure: no critical nav aids.
2. RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

GENERAL INFORMATION
1. RNAV1 SIDs reflect Noise Preferential Routings. See EGKK AD 2.21 Noise Abatement Procedures
2. Enroute cruise levels will be issued after take-off by London Control.
3. Call sign for RNAV1 procedure used when instructed after take-off is 'London Control'.
4. ALL RNAV flight planned aircraft shall be allocated the RNAV version of Standard Instrument Departure. Crews must request ATC clearance via the conventional ATIS procedure.
5. SID version indicated by EGTT.

WARNING - STEPPED CLIMB
Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

WAYPOINTS

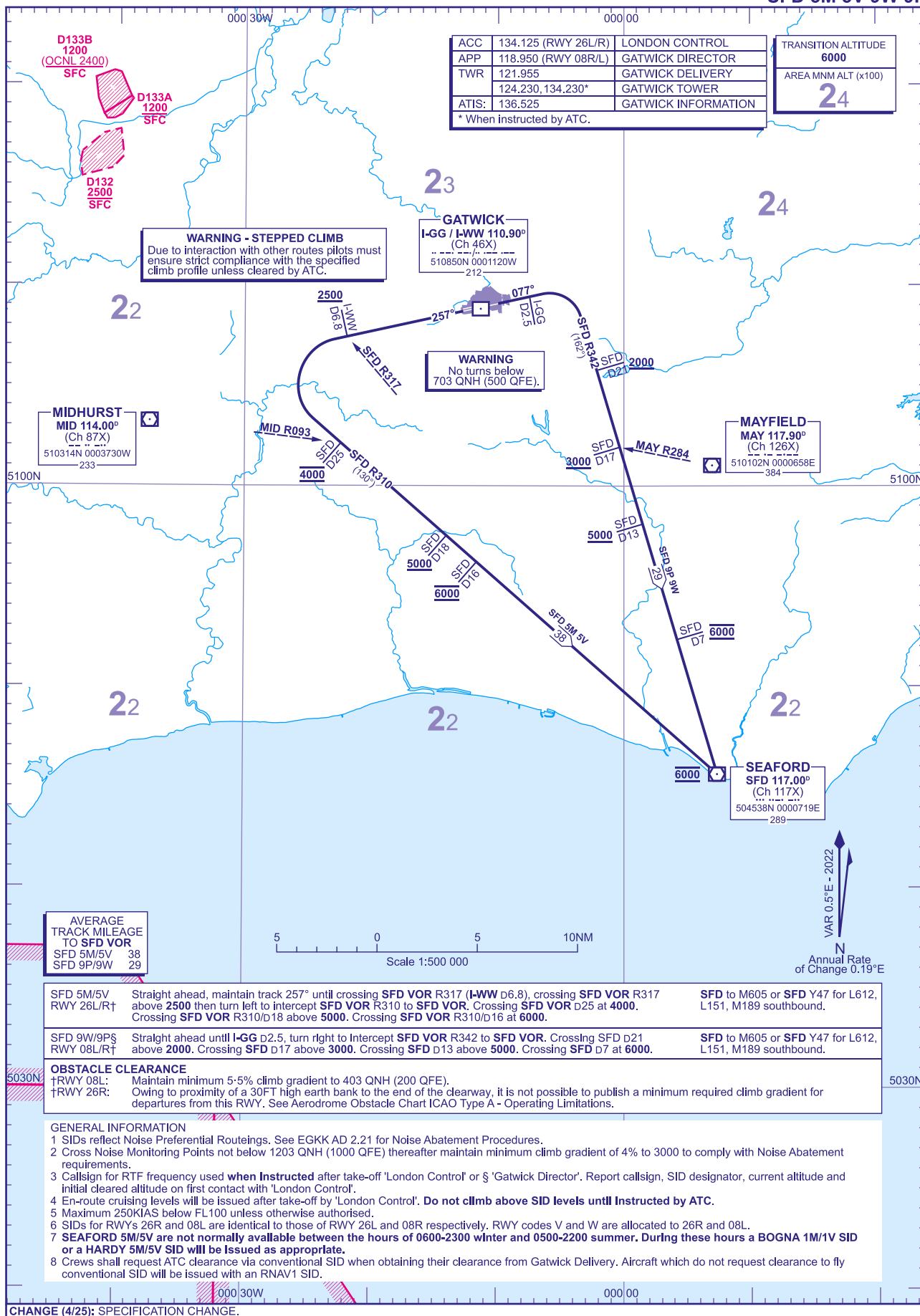
KKE05	: 511005.90N 0000235.70W
KKN09	: 511353.10N 0000355.30W
KKW19	: 511158.00N 0002034.30W
IMVUR	: 511028.90N 0003156.40W
KKW07	: 510717.20N 0003300.00W
KKW09	: 510654.30N 0003544.30W
MID_VOR	: 510314.23N 0003730.01W
NOVMA	: 510211.79N 0004514.92W

CHANGE (4/25): SPEED LIMITS, NOVMA CO-ORDINATES CORRECTED. SPECIFICATION CHANGE.
AERO INFO DATE 07 FEB 25

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

LONDON GATWICK
RWY 08R/L 26L/R
SFD 5M 5V 9W 9P



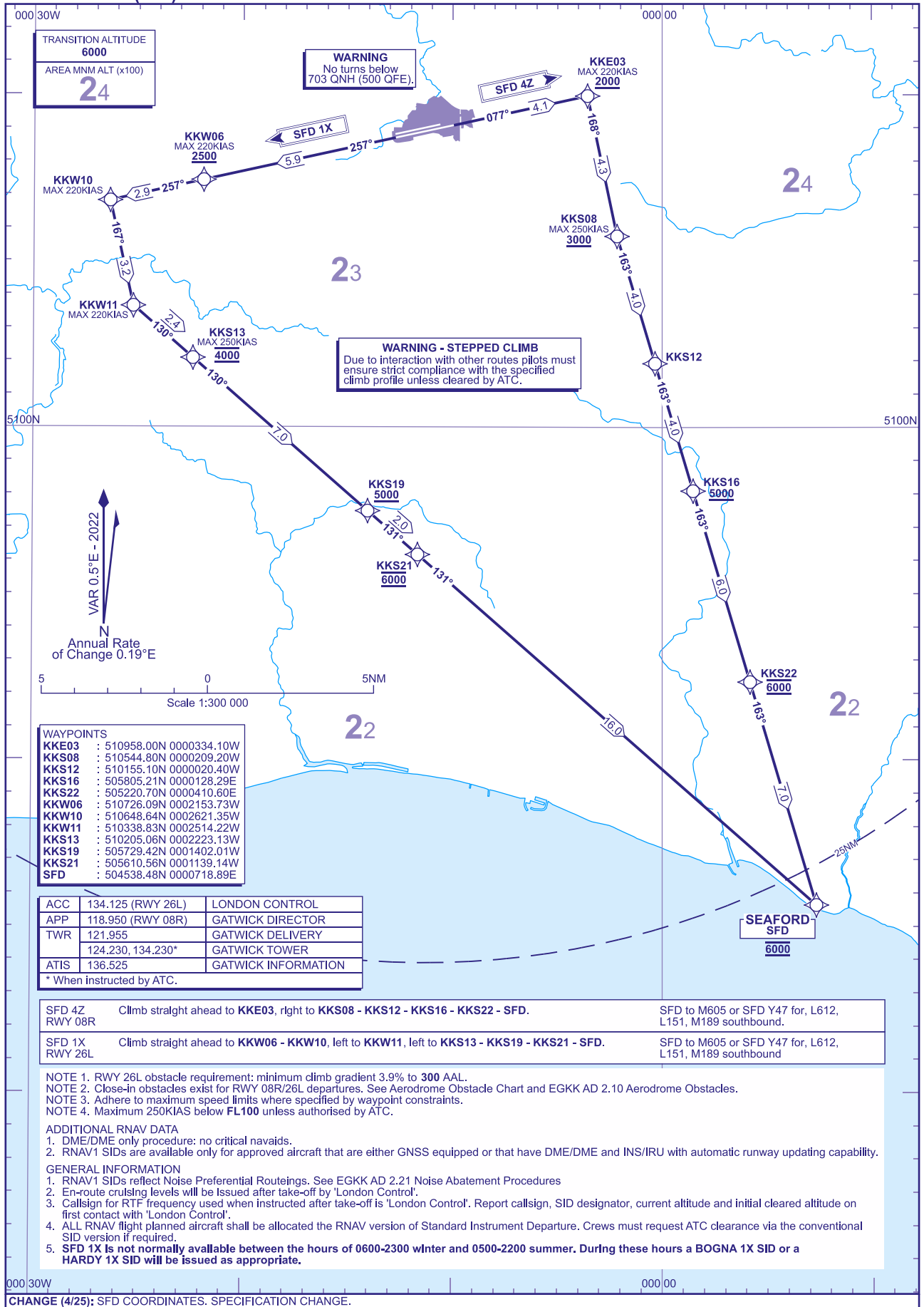
CHANGE (4/25): SPECIFICATION CHANGE.
AERO INFO DATE 14 JAN 25

AD 2-EGKK-6-10

**RNAV1 (DME/DME or GNSS)
STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

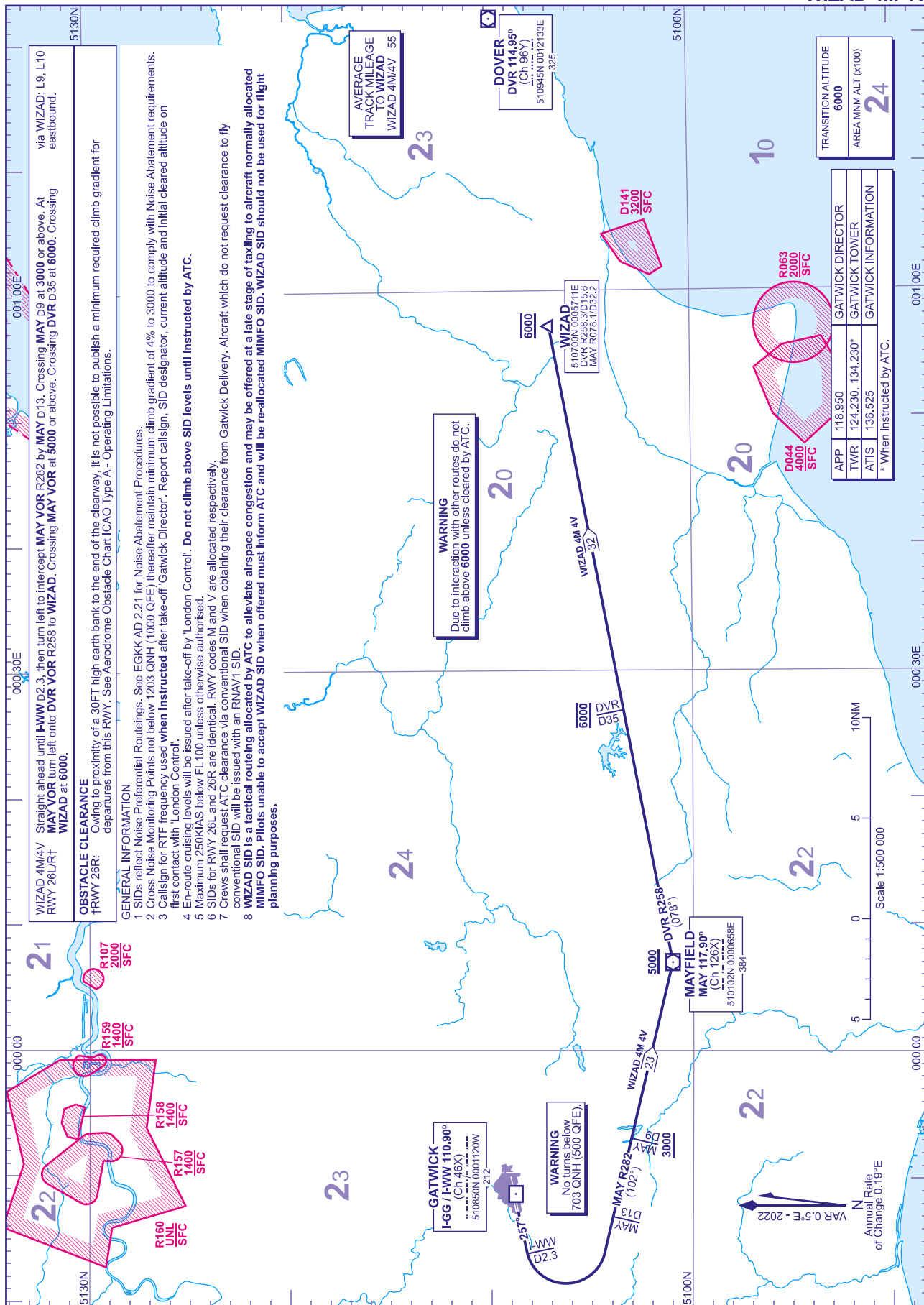
**LONDON GATWICK
RWY 08R 26L
SFD 4Z 1X**



STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

LONDON GATWICK RWY 26L/R WIZAD 4M 4V

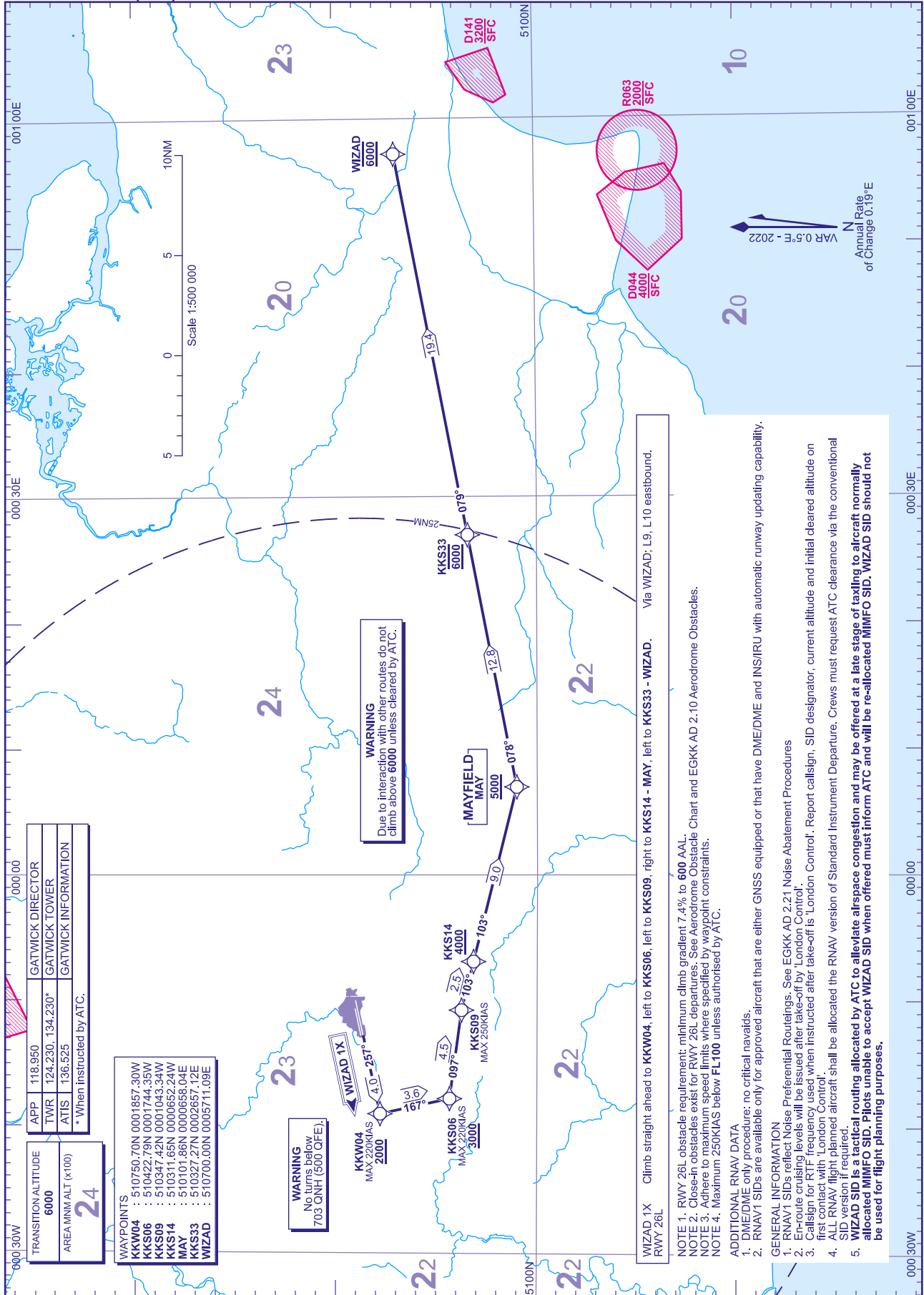


CHANGE (4/25): SPECIFICATION CHANGE.
AERO INFO DATE 14 JAN 25

RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES TRACKS ARE MAGNETIC ALTITUDES AND ELEVATIONS ARE IN FEET

LONDON GATWICK RWY 26L WIZAD 1X

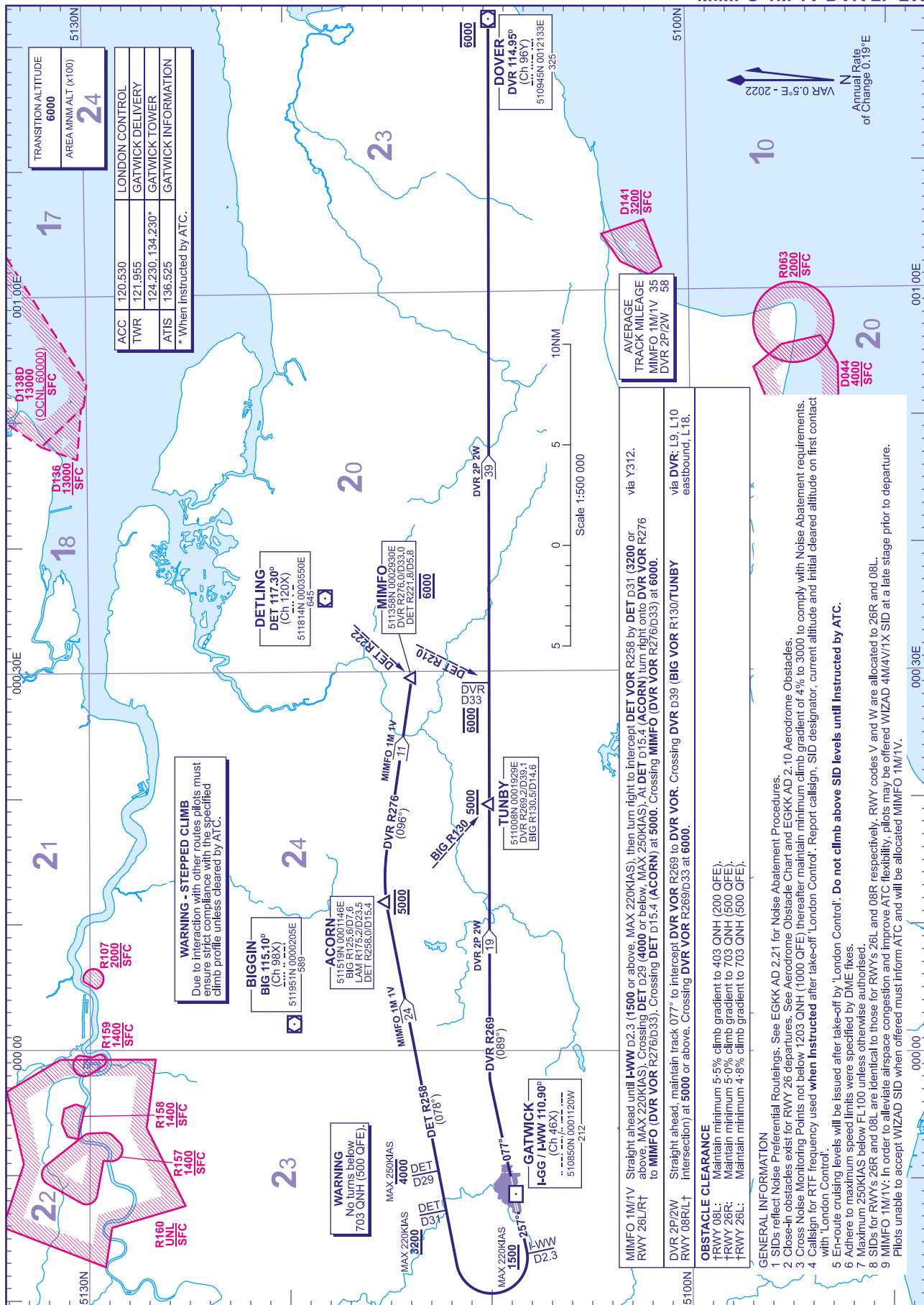


CHANGE (4/25): WIZAD CO-ORDINATES. SPECIFICATION CHANGE. AERO INFO DATE 24 JAN 25

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

LONDON GATWICK
RWY 08R/L 26L/R
MIMFO 1M 1V DVR 2P 2W



CHANGE (4/25): SPECIFICATION CHANGE.
AERO INFO DATE 14 JAN 25

AD 2-EGKK-6-14

MIMFO 1M/1V Straight ahead until I-WW D2.3 (1500 or above, MAX 220KIAS), then turn right to intercept DET VOR R258 by DET D31 (3200 or above, MAX 220KIAS). Crossing DET D29 (4000 or below, MAX 250KIAS). At DET D15.4 (ACORN) turn right onto DVR VOR R276 to MIMFO (DVR VOR R276/D33). Crossing DET D15.4 (ACORN) at 5000. Crossing MIMFO (DVR VOR R276/D33) at 6000.

DVR 2P/2W Straight ahead, maintain track 077° to intercept DVR VOR R269 to DVR VOR. Crossing DVR D39 (BIG VOR R130/TUNBY) via DVR: L9, L10 eastbound, L18.

OBSTACLE CLEARANCE
 TRWY 08L: Maintain minimum 5.5% climb gradient to 403 QNH (200 QFE).
 TRWY 26R: Maintain minimum 5.0% climb gradient to 703 QNH (500 QFE).
 TRWY 26L: Maintain minimum 4.8% climb gradient to 703 QNH (500 QFE).

GENERAL INFORMATION
 1 SIDs reflect Noise Preferential Routeings. See EGKK AD 2.21 for Noise Abatement Procedures.
 2 Close-in obstacles exist for RWY 26 departures. See Aerodrome Obstacle Chart and EGKK AD 2.10 Aerodrome Obstacles.
 3 Cross Noise Monitoring Points not below 1203 QNH (1000 QFE), thereafter maintain minimum climb gradient of 4% to 3000 to comply with Noise Abatement requirements.
 4 Call sign for RTF frequency use when Instructed after take-off London Control; Report call sign, SID designator, current altitude and initial cleared altitude on first contact with London Control.
 5 En-route cruising levels will be issued after take-off by London Control. Do not climb above SID levels until Instructed by ATC.
 6 Adhere to maximum speed limits were specified by DME fixes.
 7 Maximum 250KIAS below FL100 unless otherwise authorised.
 8 SIDs for RWYs 26R and 08L are identical to those for RWYs 26L and 08R respectively. RWY codes V and W are allocated to 26R and 08L.
 9 MIMFO 1M/1V: In order to alleviate airspace congestion and improve ATC flexibility, pilots may be offered WIZAD 4M/4V/1X SID at a late stage prior to departure. Pilots unable to accept WIZAD SID when offered must inform ATC and will be allocated MIMFO 1M/1V.

WARNING - STEPPED CLIMB
Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

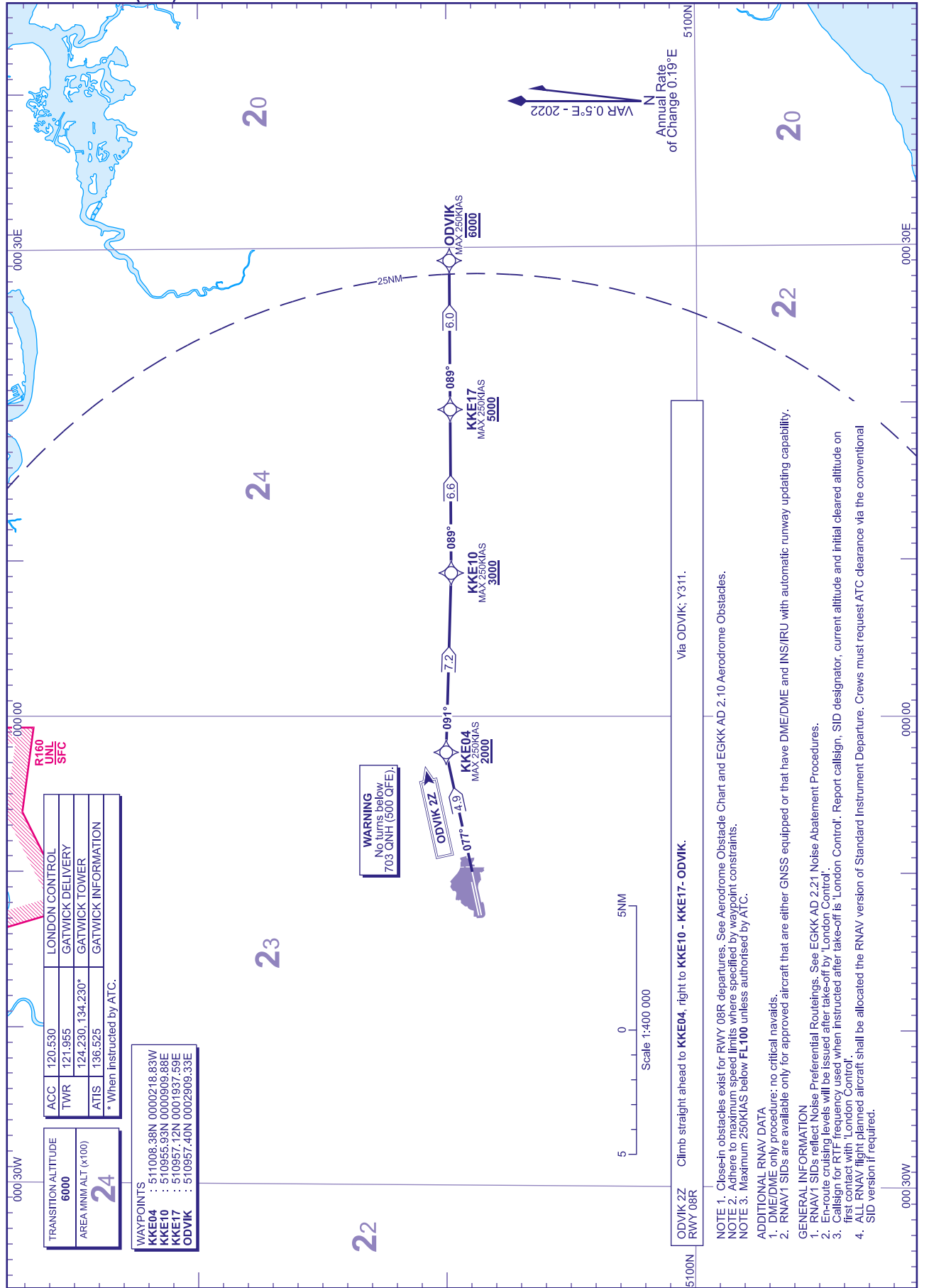
TRANSITION ALTITUDE	6000	24
AREA MINM ALT (x100)		
ACC	120.530	LONDON CONTROL
TWR	121.955	GATWICK DELIVERY
	124.230, 134.230*	GATWICK TOWER
ATIS	136.525	GATWICK INFORMATION
* When instructed by ATC.		

VAR 0.5°E - 2022
Annual Rate of Change 0.19°E

**RNAV1 (DME/DME or GNSS)
STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**LONDON GATWICK
RWY 08R
ODVIK 2Z**



CHANGE (4/25): PROCEDURE SPEED LIMITS. SPECIFICATION CHANGE.
AERO INFO DATE 24 JAN 25

NOTE 1. Close-in obstacles exist for RWY 08R departures. See Aerodrome Obstacle Chart and EGKK AD 2.10 Aerodrome Obstacles.
NOTE 2. Adhere to maximum speed limits where specified by waypoint constraints.
NOTE 3. Maximum 250KIAS below **FL100** unless authorised by ATC.

ADDITIONAL RNAV DATA

- DME/DME only procedure; no optical nav aids.
- RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

GENERAL INFORMATION

- RNAV1 SIDs reflect Noise Preferential Routings. See EGKK AD 2.21 Noise Abatement Procedures.
- En-route cruising levels will be issued after take-off by 'London Control'.
- Call sign for RTF frequency used when instructed after take-off is 'London Control'. Report call sign, SID designator, current altitude and initial cleared altitude on first contact with 'London Control'.
- ALL RNAV flight planned aircraft shall be allocated the RNAV version of Standard Instrument Departure. Crews must request ATC clearance via the conventional SID version if required.

ACC	120.530	LONDON CONTROL
TWR	121.985	GATWICK DELIVERY
	124.230, 134.230*	GATWICK TOWER
ATIS	136.525	GATWICK INFORMATION
* When instructed by ATC.		

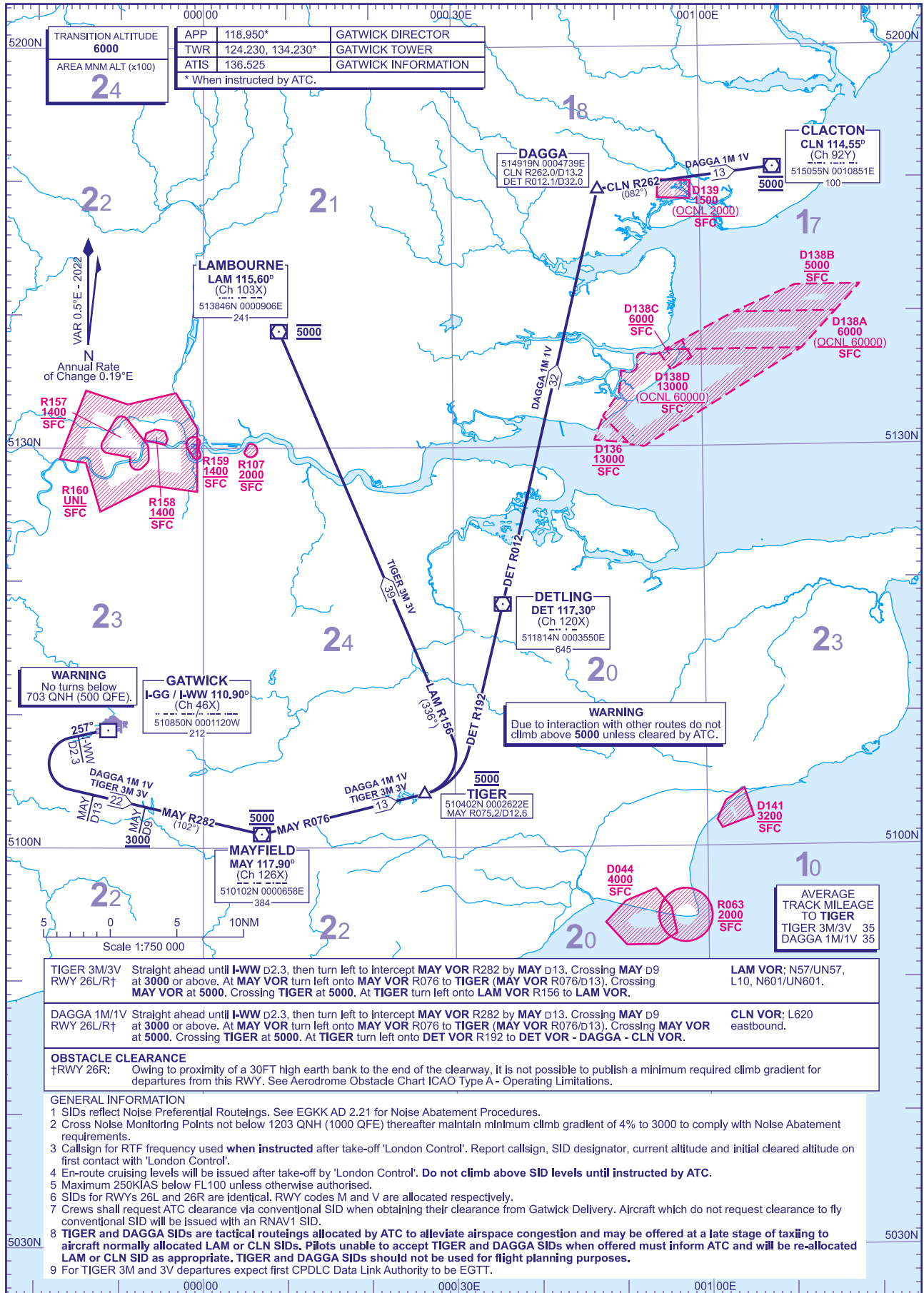
WAYPOINTS

KKE04	: 511008.38N 0000218.83W
KKE10	: 510955.93N 0000909.88E
KKE17	: 510957.12N 0001937.59E
ODVIK	: 510957.40N 0002909.33E

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

**LONDON GATWICK RWY 26L/R
TIGER 3M 3V DAGGA 1M 1V**

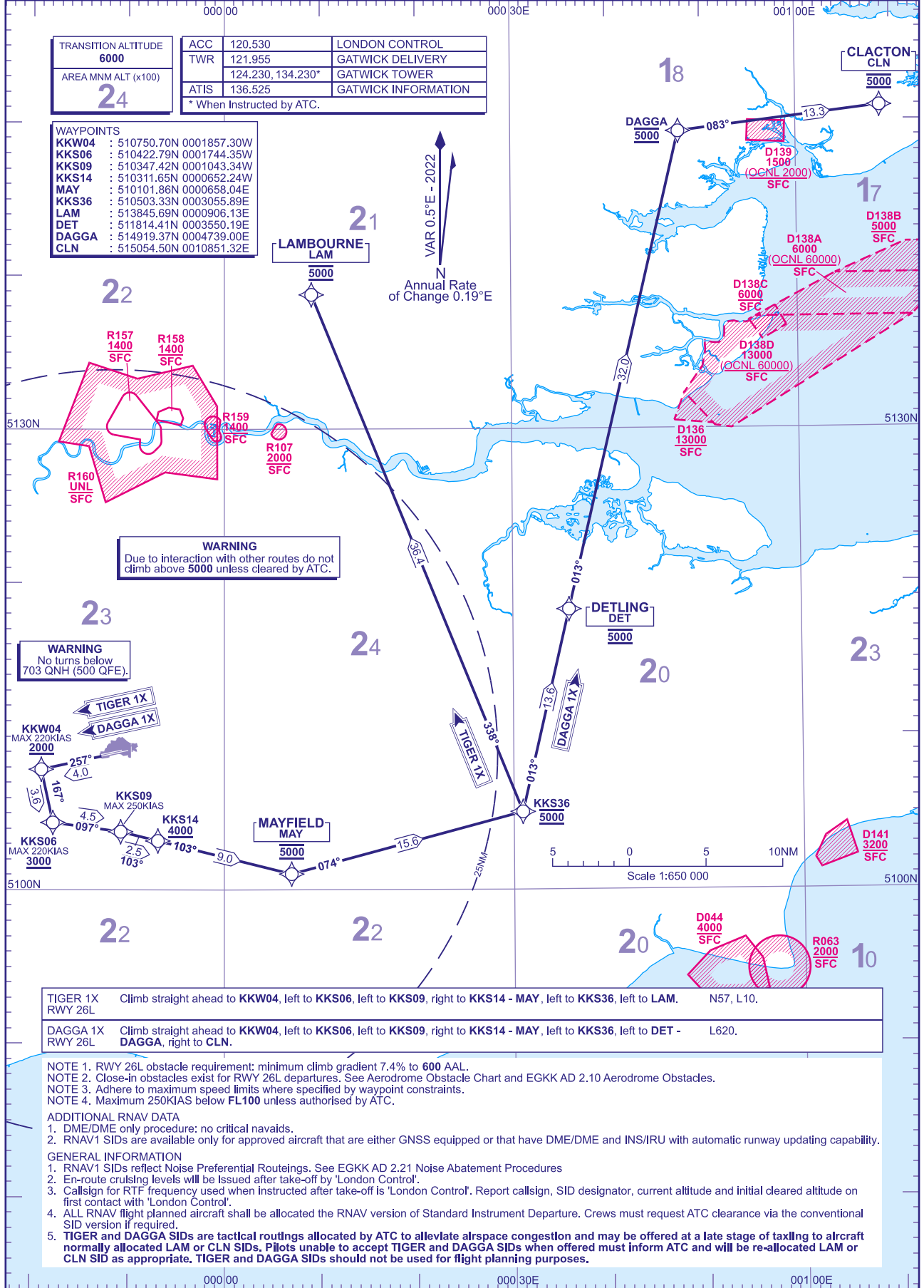


CHANGE (4/25): SPECIFICATION CHANGE.
AERO INFO DATE 14 JAN 25

RNAV1 (DME/DME or GNSS)
STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

LONDON GATWICK
RWY 26L
TIGER 1X DAGGA 1X



TRANSITION ALTITUDE 6000	ACC 120.530	LONDON CONTROL
AREA MNM ALT (x100) 24	TWR 121.955	GATWICK DELIVERY
	124.230, 134.230*	GATWICK TOWER
	ATIS 136.525	GATWICK INFORMATION

* When Instructed by ATC.

WAYPOINTS	
KKW04	: 510750.70N 0001857.30W
KKS06	: 510422.79N 0001744.35W
KKS09	: 510347.42N 0001043.34W
KKS14	: 510311.65N 0000652.24W
MAY	: 510101.86N 0000658.04E
KKS36	: 510503.33N 0003055.89E
LAM	: 513845.69N 0000906.13E
DET	: 511814.41N 0003550.19E
DAGGA	: 514919.37N 0004739.00E
CLN	: 515054.50N 00010851.32E

WARNING
Due to interaction with other routes do not climb above 5000 unless cleared by ATC.

WARNING
No turns below 703 QNH (500 QFE).

TIGER 1X RWY 26L	Climb straight ahead to KKW04, left to KKS06, left to KKS09, right to KKS14 - MAY, left to KKS36, left to LAM. N57, L10.
DAGGA 1X RWY 26L	Climb straight ahead to KKW04, left to KKS06, left to KKS09, right to KKS14 - MAY, left to KKS36, left to DET - DAGGA, right to CLN. L620.

- NOTE 1. RWY 26L obstacle requirement: minimum climb gradient 7.4% to 600 AAL.
 NOTE 2. Close-in obstacles exist for RWY 26L departures. See Aerodrome Obstacle Chart and EGKK AD 2.10 Aerodrome Obstacles.
 NOTE 3. Adhere to maximum speed limits where specified by waypoint constraints.
 NOTE 4. Maximum 250KIAS below FL100 unless authorised by ATC.
- ADDITIONAL RNAV DATA
- DME/DME only procedure: no critical nav aids.
 - RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.
- GENERAL INFORMATION
- RNAV1 SIDs reflect Noise Preferential Routeings. See EGKK AD 2.21 Noise Abatement Procedures
 - En-route cruising levels will be Issued after take-off by 'London Control'.
 - Callsign for RTF frequency used when instructed after take-off is 'London Control'. Report callsign, SID designator, current altitude and initial cleared altitude on first contact with 'London Control'.
 - ALL RNAV flight planned aircraft shall be allocated the RNAV version of Standard Instrument Departure. Crews must request ATC clearance via the conventional SID version if required.
 - TIGER and DAGGA SIDs are tactical routings allocated by ATC to alleviate airspace congestion and may be offered at a late stage of taxiing to aircraft normally allocated LAM or CLN SIDs. Pilots unable to accept TIGER and DAGGA SIDs when offered must inform ATC and will be re-allocated LAM or CLN SID as appropriate. TIGER and DAGGA SIDs should not be used for flight planning purposes.

Standard Instrument Departure Coding Tables

LONDON GATWICK Runway 08R LAM 1Z

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
LAM1Z	001	CF	KKE02	510953.05N 0000410.13W	N	077° (077.7°)	0.5	3.7	LEFT	+2000	-250	RNAV1
LAM1Z	002	TF	KKE12	511459.25N 0000624.07E	N	052° (052.4°)	0.5	8.4	RIGHT	+3000	-250	RNAV1
LAM1Z	003	TF	SUNAV	511536.90N 0001139.80E	N	079° (079.2°)	0.5	3.4	-	5000	-250	RNAV1
LAM1Z	004	TF	KKE35	511659.04N 0002316.22E	N	079° (079.3°)	0.5	7.4	LEFT	5000	-250	RNAV1
LAM1Z	005	TF	KKN43	512453.61N 0001809.13E	N	337° (338.0°)	0.5	8.5	-	5000	-250	RNAV1
LAM1Z	006	TF	KKN48	512931.14N 0001508.68E	N	337° (337.9°)	0.5	5.0	-	6000	-250	RNAV1
LAM1Z	007	TF	LAM	513845.69N 0000906.13E	N	337° (337.9°)	0.5	10.0	-	6000	-250	RNAV1

LONDON GATWICK Runway 08R FRANE 1Z

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
FRANE1Z	001	CF	KKE04	511008.38N 0000218.83W	N	077° (077.6°)	0.5	4.9	RIGHT	+2000	-250	RNAV1
FRANE1Z	002	TF	KKE10	510955.93N 0000909.88E	N	091° (091.6°)	0.5	7.2	-	+3000	-250	RNAV1
FRANE1Z	003	TF	KKE17	510957.12N 0001937.59E	N	089° (089.8°)	0.5	6.6	-	5000	-250	RNAV1
FRANE1Z	004	TF	KKE25	510957.30N 0003244.84E	N	089° (089.9°)	0.5	8.3	LEFT	5000	-250	RNAV1
FRANE1Z	005	TF	DET	511814.41N 0003550.19E	N	013° (013.2°)	0.5	8.5	-	5000	-250	RNAV1
FRANE1Z	006	TF	FRANE	512306.00N 0003739.40E	N	013° (013.2°)	0.5	5.0	-	6000	-250	RNAV1

Standard Instrument Departure Coding Tables

LONDON GATWICK Runway 26L BOGNA 1X

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
BOGNA1X	001	CF	KKW06	510726.09N 0002153.73W	N	257° (257.6°)	0.5	5.9	-	+2500	-220	RNAV1
BOGNA1X	002	TF	KKW08	510656.84N 0002522.88W	N	257° (257.5°)	0.5	2.2	LEFT	-	-220	RNAV1
BOGNA1X	003	TF	KKS11	510442.43N 0002505.76W	N	175° (175.4°)	0.5	2.2	-	+4000	-220	RNAV1
BOGNA1X	004	TF	KKS17	510022.73N 0002432.75W	N	175° (175.4°)	0.5	4.3	-	5000	-250	RNAV1
BOGNA1X	005	TF	KKS20	505524.03N 0002354.89W	N	175° (175.4°)	0.5	5.0	-	6000	-250	RNAV1
BOGNA1X	006	TF	KKS25	504958.32N 0002313.74W	N	175° (175.4°)	0.5	5.5	LEFT	6000	-250	RNAV1
BOGNA1X	007	TF	BOGNA	504207.00N 0001505.57W	N	146° (146.6°)	0.5	9.4	-	6000	-250	RNAV1

LONDON GATWICK Runway 26L HARDY 1X

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
HARDY1X	001	CF	KKW06	510726.09N 0002153.73W	N	257° (257.6°)	0.5	5.9	-	+2500	-220	RNAV1
HARDY1X	002	TF	KKW08	510656.84N 0002522.88W	N	257° (257.5°)	0.5	2.2	LEFT	-	-220	RNAV1
HARDY1X	003	TF	KKS11	510442.43N 0002505.76W	N	175° (175.4°)	0.5	2.2	-	+4000	-220	RNAV1
HARDY1X	004	TF	KKS17	510022.73N 0002432.75W	N	175° (175.4°)	0.5	4.3	-	5000	-250	RNAV1
HARDY1X	005	TF	KKS20	505524.03N 0002354.89W	N	175° (175.4°)	0.5	5.0	-	6000	-250	RNAV1
HARDY1X	006	TF	KKS25	504958.32N 0002313.74W	N	175° (175.4°)	0.5	5.5	LEFT	6000	-250	RNAV1
HARDY1X	007	TF	BOGNA	504207.00N 0001505.57W	N	146° (146.6°)	0.5	9.4	LEFT	6000	-250	RNAV1
HARDY1X	008	TF	HARDY	502815.75N 0002928.04E	N	115° (115.7°)	0.5	31.6	-	6000	-250	RNAV1

CHANGE (4/25): BOGNA, HARDY COORDINATES. SPECIFICATION CHANGE.
AERO INFO DATE 27 JAN 25

Standard Instrument Departure Coding Tables

LONDON GATWICK Runway 08R IMVUR 1Z

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
IMVUR1Z	001	CF	KKE05	511005.90N 0000235.70W	N	077° (077.7°)	0.5	4.7	LEFT	+2500	-220	RNAV1
IMVUR1Z	002	TF	KKN09	511353.10N 0000355.30W	N	347° (347.6°)	0.5	3.9	LEFT	3000	-220	RNAV1
IMVUR1Z	003	TF	KKW19	511158.00N 0002034.30W	N	259° (259.7°)	0.5	10.6	-	3000	-250	RNAV1
IMVUR1Z	004	TF	IMVUR	511028.90N 0003156.40W	N	258° (258.3°)	0.5	7.3	LEFT	4000	-250	RNAV1

LONDON GATWICK Runway 26L NOVMA 1X

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
NOVMA1X	001	CF	KKW07	510717.20N 0002300.00W	N	257° (257.7°)	0.5	6.6	-	+2500	-250	RNAV1
NOVMA1X	002	TF	KKW09	510654.30N 0002544.30W	N	257° (257.5°)	0.5	1.8	LEFT	+3000	-250	RNAV1
NOVMA1X	003	TF	MID	510314.23N 0003730.01W	N	243° (243.7°)	0.5	8.3	RIGHT	4000	-250	RNAV1
NOVMA1X	004	TF	NOVMA	510211.79N 0004514.92W	N	257° (258.0°)	0.5	5.0	-	4000	-250	RNAV1

LONDON GATWICK Runway 08R SFD 4Z

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
SFD4Z	001	CF	KKE03	510958.00N 0000334.10W	N	077° (077.6°)	0.5	4.1	RIGHT	+2000	-220	RNAV1
SFD4Z	002	TF	KKS08	510544.80N 0000209.20W	N	168° (168.1°)	0.5	4.3	LEFT	+3000	-250	RNAV1
SFD4Z	003	TF	KKS12	510155.10N 0000020.40W	N	163° (163.4°)	0.5	4.0	-	-	-250	RNAV1
SFD4Z	004	TF	KKS16	505805.21N 0000128.29E	N	163° (163.4°)	0.5	4.0	-	+5000	-250	RNAV1
SFD4Z	005	TF	KKS22	505220.70N 0000410.60E	N	163° (163.4°)	0.5	6.0	-	6000	-250	RNAV1
SFD4Z	006	TF	SFD	504538.48N 0000718.89E	N	163° (163.5°)	0.5	7.0	-	6000	-250	RNAV1

LONDON GATWICK Runway 26L SFD 1X

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
SFD1X	001	CF	KKW06	510726.09N 0002153.73W	N	257° (257.6°)	0.5	5.9	-	+2500	-220	RNAV1
SFD1X	002	TF	KKW10	510648.64N 0002621.35W	N	257° (257.5°)	0.5	2.9	LEFT	-	-220	RNAV1
SFD1X	003	TF	KKW11	510338.83N 0002514.22W	N	167° (167.4°)	0.5	3.2	LEFT	-	-220	RNAV1
SFD1X	004	TF	KKS13	510205.06N 0002223.13W	N	130° (131.0°)	0.5	2.4	-	4000	-250	RNAV1
SFD1X	005	TF	KKS19	505729.42N 0001402.01W	N	130° (131.0°)	0.5	7.0	-	+5000	-250	RNAV1
SFD1X	006	TF	KKS21	505610.56N 0001139.14W	N	131° (131.1°)	0.5	2.0	-	6000	-250	RNAV1
SFD1X	007	TF	SFD	504538.48N 0000718.89E	N	131° (131.1°)	0.5	16.0	-	6000	-250	RNAV1

CHANGE (4/25): NOVMA, SFD CO-ORDINATES. SPECIFICATION CHANGE.
AERO INFO DATE 27 JAN 25

AD 2-EGKK-6-20

Standard Instrument Departure Coding Tables

LONDON GATWICK Runway 26L WIZAD 1X

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
WIZAD1X	001	CF	KKW04	510750.70N 0001857.30W	N	257° (257.6°)	0.5	4.0	LEFT	+2000	-220	RNAV1
WIZAD1X	002	TF	KKS06	510422.79N 0001744.35W	N	167° (167.5°)	0.5	3.6	LEFT	+3000	-220	RNAV1
WIZAD1X	003	TF	KKS09	510347.42N 0001043.34W	N	097° (097.5°)	0.5	4.5	RIGHT	-	-250	RNAV1
WIZAD1X	004	TF	KKS14	510311.65N 0000652.24W	N	103° (103.8°)	0.5	2.5	-	+4000	-250	RNAV1
WIZAD1X	005	TF	MAY	510101.86N 0000658.04E	N	103° (103.8°)	0.5	9.0	LEFT	+5000	-250	RNAV1
WIZAD1X	006	TF	KKS33	510327.27N 0002657.12E	N	078° (079.0°)	0.5	12.8	-	6000	-250	RNAV1
WIZAD1X	007	TF	WIZAD	510700.00N 0005711.09E	N	079° (079.3°)	0.5	19.4	-	6000	-250	RNAV1

LONDON GATWICK Runway 08R ODVIK 2Z

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
ODVIK2Z	001	CF	KKE04	511008.38N 0000218.83W	N	077° (077.6°)	0.5	4.9	RIGHT	+2000	-250	RNAV1
ODVIK2Z	002	TF	KKE10	510955.93N 0000909.88E	N	091° (091.6°)	0.5	7.2	-	+3000	-250	RNAV1
ODVIK2Z	003	TF	KKE17	510957.12N 0001937.59E	N	089° (089.8°)	0.5	6.6	-	+5000	-250	RNAV1
ODVIK2Z	004	TF	ODVIK	510957.40N 0002909.33E	N	089° (089.9°)	0.5	6.0	-	6000	-250	RNAV1

CHANGE (4/25): WIZAD CO-ORDINATES. SPECIFICATION CHANGE.
AERO INFO DATE 27 JAN 25

Standard Instrument Departure Coding Tables

LONDON GATWICK Runway 26L TIGER 1X

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
TIGER1X	001	CF	KKW04	510750.70N 0001857.30W	N	257° (257.6°)	0.5	4.0	LEFT	+2000	-220	RNAV1
TIGER1X	002	TF	KKS06	510422.79N 0001744.35W	N	167° (167.5°)	0.5	3.6	LEFT	+3000	-220	RNAV1
TIGER1X	003	TF	KKS09	510347.42N 0001043.34W	N	097° (097.5°)	0.5	4.5	RIGHT	-	-250	RNAV1
TIGER1X	004	TF	KKS14	510311.65N 0000652.24W	N	103° (103.8°)	0.5	2.5	-	+4000	-250	RNAV1
TIGER1X	005	TF	MAY	510101.86N 0000658.04E	N	103° (103.8°)	0.5	9.0	LEFT	5000	-250	RNAV1
TIGER1X	006	TF	KKS36	510503.33N 0003055.89E	N	074° (074.9°)	0.5	15.6	LEFT	5000	-250	RNAV1
TIGER1X	007	TF	LAM	513845.69N 0000906.13E	N	338° (338.1°)	0.5	36.4	-	5000	-250	RNAV1

LONDON GATWICK Runway 26L DAGGA 1X

Designator	Sequence Number	Path Terminator	Waypoint Name	Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
DAGGA1X	001	CF	KKW04	510750.70N 0001857.30W	N	257° (257.6°)	0.5	4.0	LEFT	+2000	-220	RNAV1
DAGGA1X	002	TF	KKS06	510422.79N 0001744.35W	N	167° (167.5°)	0.5	3.6	LEFT	+3000	-220	RNAV1
DAGGA1X	003	TF	KKS09	510347.42N 0001043.34W	N	097° (097.5°)	0.5	4.5	RIGHT	-	-250	RNAV1
DAGGA1X	004	TF	KKS14	510311.65N 0000652.24W	N	103° (103.8°)	0.5	2.5	-	+4000	-250	RNAV1
DAGGA1X	005	TF	MAY	510101.86N 0000658.04E	N	103° (103.8°)	0.5	9.0	LEFT	5000	-250	RNAV1
DAGGA1X	006	TF	KKS36	510503.33N 0003055.89E	N	074° (074.9°)	0.5	15.6	LEFT	5000	-250	RNAV1
DAGGA1X	007	TF	DET	511814.41N 0003550.19E	N	013° (013.1°)	0.5	13.6	-	5000	-250	RNAV1
DAGGA1X	008	TF	DAGGA	514919.37N 0004739.00E	N	013° (013.3°)	0.5	32.0	RIGHT	5000	-250	RNAV1
DAGGA1X	009	TF	CLN	515054.50N 0010851.32E	N	082° (083.1°)	0.5	13.3	-	5000	-250	RNAV1

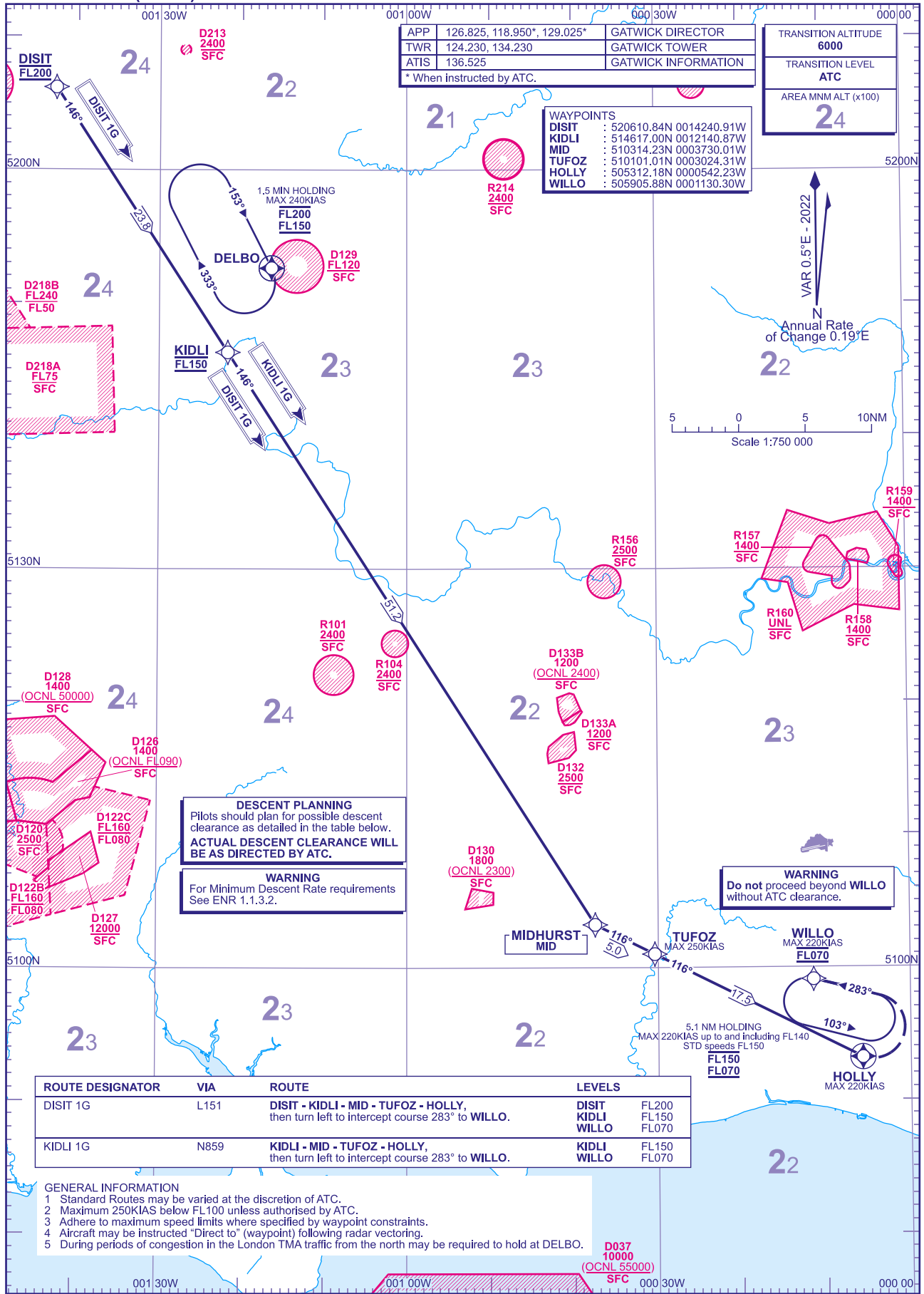
CHANGE (4/25): DAGGA CO-ORDINATES. SPECIFICATION CHANGE.
AERO INFO DATE 27 JAN 25

AD 2-EGKK-6-22

**RNAV5 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**LONDON GATWICK
DISIT 1G KIDLI 1G**



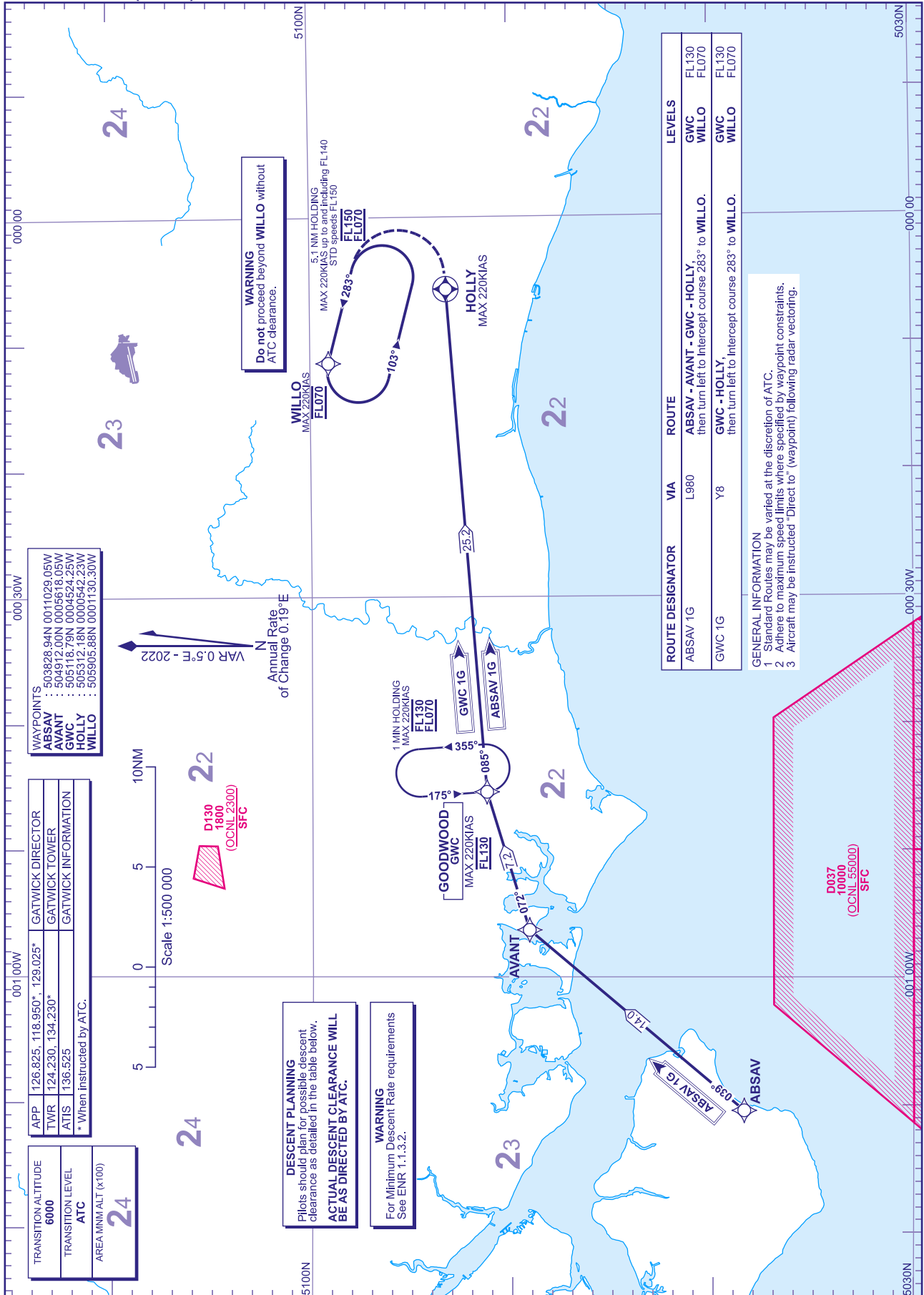
CHANGE (4/25): AMA REVISED.
AERO INFO DATE 20 JAN 25

AD 2.EGKK-7-7

**RNAV5 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

**LONDON GATWICK
ABSAV 1G GWC 1G**



CHANGE (1/24): SPECIFICATION CHANGE.
AERO INFO DATE 14 NOV 23

AD 2-EGKK-7-8

In Approach/Take-off areas						
Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/ Colour	Remarks
1	2	3	4		5	6
(EGLL18809) 27L/TAKE-OFF	TREE	512754.26N 0002932.99W	103 FT	32 FT	No	
(EGLL18810) 27L/TAKE-OFF	TREE	512754.21N 0002934.45W	103 FT	31 FT	No	
(EGLL18983) 09R/TAKE-OFF	TREE	512750.41N 0002537.91W	109 FT	30 FT	No	
(EGLL18755) 27L/TAKE-OFF	TREE	512750.12N 0002932.86W	102 FT	31 FT	No	
(EGLL16991) 27L/APPROACH	TREE	512748.96N 0002544.25W	110 FT	32 FT	No	
(EGLL21679) 09R/TAKE-OFF	TREE	512748.77N 0002529.26W	119 FT	42 FT	No	
(EGLL21681) 27L/APPROACH	TREE	512748.53N 0002530.45W	121 FT	43 FT	No	
(EGLL21726) 27L/APPROACH	TREE	512748.46N 0002548.61W	103 FT	25 FT	No	
(EGLL17680) 27L/TAKE-OFF	TREE	512746.68N 0002918.13W	105 FT	29 FT	No	Close in Obstacle
(EGLL13259) 27L/TAKE-OFF	STREETLIGHT	512746.59N 0002919.81W	106 FT	32 FT	No	Close in Obstacle
(EGLL17965) 09R/TAKE-OFF	TREE	512746.13N 0002543.63W	124 FT	45 FT	No	Close in Obstacle
(EGLL22636) 09R/APPROACH	TREE	512743.72N 0002957.62W	157 FT	90 FT	No	

In circling area and at aerodrome						
Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/ Colour	Remarks
1	2	3	4		5	6
(EGLL6032)	SPIRE	513427.08N 0002015.52W	557 FT	151 FT	No	
(EGLL5997)	AERIAL	513133.05N 0002742.07W	299 FT	171 FT	No	
(EGLL5884)	AERIAL	513107.77N 0002443.09W	282 FT	168 FT	No	
2021012731	CRANE	513101N 0001552W	571 FT	469 FT	Yes 2000 candelas static red	
2024101660	CRANE	513054N 0002818W	316 FT	219 FT	Yes Steady red	Otterfield Road, West Drayton, UB7 8EY.
(EGLL13728)	BUILDING	513044.76N 0001839.95W	340 FT	239 FT	No	
2023062049	CRANE	513039N 0002422W	404 FT	299 FT	Yes Steady red	Avondale Drive, Hayes, UB3 3PW. End estimated December 2025.
20230525104	CRANE	513035N 0002339W	320 FT	230 FT	Yes Steady red	Beaconsfield Road, Hayes, UB4 0SL. End estimated May 2025.
2024072458	CRANE	513028N 0002246W	417 FT	309 FT	Yes Steady red	Southall Beaconsfield Road
202204228	CRANES	513028.00N 0002325.00W	328 FT	223 FT	Yes Red	Southall Area. See AD 2.20 Warnings.
2023032017	CRANE	513025N 0002231W	469 FT	364 FT	Yes Steady red	Park Avenue, Southall, UB3 1AD.
2023102344	CRANE	513023N 0002531W	396 FT	288 FT	Yes Steady red	Clayton Road. End estimated August 2024.
2023062044	CRANE	513021N 0002503W	399 FT	294 FT	Yes Steady Red	Austin Road, Hayes UB3 3DN. End estimated December 2025.

In circling area and at aerodrome						
Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/ Colour	Remarks
1	2	3	4		5	6
2024021538	CRANE	513020N 0002238W	537 FT	431 FT	Yes Steady red	Merrick Place, Merrick Road, Southall, London, UB2 4AU.
201909164	CRANE	513020.29N 0004145.62W	442 FT		Yes Steady red	
2024112668	CRANE	513019N 0002543W	464 FT	358 FT	Yes Steady red	One Vinyl Square, 252-254 Blyth Road, Hayes UB3 1BW.
2022032227	CRANE	513019.00N 0002543.00W	378 FT	271 FT	Yes Steady Red	One Vinyl Square, Hayes.
2023061617	CRANE	513018N 0002640W	226 FT	148 FT	Yes Steady red	14 Prologis Park, Hayes, West Drayton, UB7 9FN. End estimated June 2025.
(EGLL6072)	PYLON	513013.13N 0002955.78W	258 FT	169 FT	No	
20240305156	CRANE	513008N 0002437W	343 FT	236 FT	Yes Steady red	Union Park, North Hyde Gardens.
202105166 - TC7	CRANE	513008N 0002458W	470 FT	369 FT	Yes 2000 Candelas Static Red	
20240117129	CRANE	513008N 0002440W	410 FT	302 FT	Yes Steady red	Union Park Crane 1, North Hyde Gardens UB3 4DG.
2024011012	CRANE	513008N 0002440W	318 FT	213 FT	Yes Steady red	Project Union Phase 1, North Hyde Gardens, Hayes, UB3 4QQ.
202212299	CRANE	513007N 0002436W	237 FT	138 FT	Yes Steady red	Union Park, 15 North Hyde Gardens, Hayes, UB3 4QQ.
202103082	CRANE	513007.00N 0002804.00W	322 FT	230 FT	Yes Steady red	
2022022449	CRANE	513006.00N 0002459.00W	456 FT	342 FT	Yes Steady red	
2024062726	CRANE	513005N 0002507W	421 FT	317 FT	Yes Steady Red	Nestle Avenue, Hayes, UB3 4SA (Charles Edward Site).
202105163	CRANE	513003N 0002455W	228 FT	130 FT	Yes Steady red	
C10/18/22	CRANE	513003.71N 0002449.60W	324 FT		Yes Steady red	
2024100278	CRANE	513002N 0002428W	376 FT	276 FT	Yes Steady red	Ark Data Centres, North Hyde Gardens, Hayes, UB3 4QQ. End estimated April 2025.
2023081646	CRANE	513001N 0002402W	226 FT	121 FT	Yes Steady red	Industrial Park, 149 Brent Road, Southall, UB2 5FB.
(EGLL8178)	CRANE	512926.91N 0001810.43W	345 FT	305 FT	No	
(EGLL5638)	CHIMNEY	512908.51N 0003018.05W	320 FT	244 FT	Yes Red	
(EGLL6506)	FLAG POLE	512902.42N 0003615.51W	354 FT	187 FT	No	
2023051249	CRANE	512848N 0002550W	112 FT	26 FT	Yes Steady red	Avis Budget, Northrop Road, Heathrow, TW6 2QA.
2024091615	CRANE	512832N 0002937W	128 FT	39 FT	Yes Steady red	Wayfarer Road, London Borough of Hillingdon, London, TW6 2GD. Note this is a second entry for Wayfarer Road. Crane will not operate when Northern Runway (09L/27R) is in use.

In circling area and at aerodrome						
Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/ Colour	Remarks
1	2	3	4		5	6
2024041232	CRANE	512830N 0002939W	136 FT	33 FT	Yes Steady red	Terminal 5 Welcome Roundabout, Heathrow Airport.
2022110381	CRANE	512829N 0002203W	336 FT	253 FT	Yes Steady red	Lampton Road, Hounslow.
202407053	CRANE	512829N 0002938W	139 FT	39 FT	Yes Steady red	Heathrow Terminal 5, Wayfarer Road, TW6 2GD. Will only operate when Northern Runway (09L/27R) is closed.
202110115	CRANE	512827N 0002159W	327 FT	252 FT	Yes Red	
2019080181	CRANE	512817.68N 0002309.12W	330 FT		Yes Steady red	
2024021458	CRANE	512816N 0002700W	261 FT	180 FT	Yes Steady red	Heathrow Airport, Central Terminal Area. Deconstruction of modular building adjacent to Terminal 1 & Terminal 2A. Crane is height restricted during operational hours.
2024072981	CRANE	512815N 0002654W	237 FT	158 FT	Yes Steady red	Heathrow Airport Terminal 2, demolition of adjacent building to Terminal 1.
2023062850	CRANE	512811N 0002704W	213 FT	131 FT	Yes Steady Red	Terminal 2A, Heathrow Airport.
2023050340	CRANE	512752N 0002300W	302 FT	226 FT	Yes Steady red	379-389 Staines Road, Hounslow, TW4 5AP.
2024041221	CRANE	512750N 0002513W	182 FT	105 FT	Yes Steady red	Crane will operate only when 09R/27L is closed. Radius Park, St. Anthony's Way, Feltham.
(EGLL3659)	RADAR AERIAL	512737.69N 0002622.62W	220 FT	142 FT	No	
(EGLL18982)	MAST LIGHTNING CONDUCTOR	512732.14N 0002514.14W	227 FT	150 FT	Yes Red	
(EGLL6192)	PYLON	512730.18N 0003221.32W	227 FT	170 FT	No	
(EGLL19369)	BUILDING	512656.87N 0002425.02W	216 FT	147 FT	No	
(EGLL6429)	PYLON	512652.26N 0003137.32W	225 FT	170 FT	No	
(EGLL6896)	CHURCH	512649.92N 0002431.67W	235 FT	166 FT	No	
2022021746	CRANE	512630.00N 0002455.00W	226 FT	167 FT	Yes Steady red	
(EGLL19459)	TREE	512626.15N 0003447.73W	374 FT	98 FT	No	
(EGLL19466)	TREE	512624.41N 0003524.21W	385 FT	122 FT	No	
(EGLL19452)	TREE	512617.94N 0003446.51W	370 FT	109 FT	No	
2023031646	CRANE	512610N 0003032W	438 FT	392 FT	Yes Steady red	Former Renshaw, Industrial Estate, Staines-upon-Thames, TW18 4UQ.
2020012282	CRANE	512609.97N 0003018.92W	421 FT		Yes Steady red	

In circling area and at aerodrome						
Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/ Colour	Remarks
1	2	3	4		5	6
2023030292	CRANE	512559N 0003039W	379 FT	334 FT	Yes Steady red	Elmsleigh Road, Staines, TW18 4QW.

EGLL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE HEATHROW 30 Hours
4	Trend forecast Interval of issuance	TREND. 30 Minutes.
5	Briefing/consultation provided	Self briefing/telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English
7	Charts and other information available for briefing or consultation	
8	Supplementary equipment available for providing information	
9	ATS units provided with information	LONDON HEATHROW
10	Additional information (limitation of service, etc.)	

EGLL AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
09L	089.67°	3901 x 50 M	RWY surface: Asphalt, Grooved PCR 1020/R/A/W/T	512839.00N 0002905.97W 150.9 FT	THR 78.6 FT TDZ 81.3 FT	
27R	269.71°	3901 x 50 M	RWY surface: Asphalt, Grooved PCR 1020/R/A/W/T	512839.63N 0002559.82W 150.7 FT	THR 78.1 FT TDZ 79.3 FT	
09R	089.68°	3658 x 50 M	RWY surface: Asphalt, Grooved PCR 820/R/A/W/T	512753.25N 0002856.33W 150.8 FT	THR 75.3 FT TDZ 76.3 FT	
27L	269.72°	3658 x 50 M	RWY surface: Asphalt, Grooved PCR 820/R/A/W/T	512753.82N 0002602.76W 150.6 FT	THR 76.8 FT TDZ 77.8 FT	

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
		4021 x 280 M				RWY 09L Northern runway shoulders between A1 and A11 are 20.5 M and between A11 and A13 are 12.5 M.
	78 x 150 M	4021 x 280 M				RWY 27R Northern runway shoulders between A1 and A11 are 20.5 M and between A11 and A13 are 12.5 M.

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
		3778 x 280 M				RWY 09R Southern runway shoulders between N1 and N7 are 20.5 M and between N7 and N11 are 12.5 M.
		3778 x 280 M				RWY 27L Southern runway shoulders between N1 and N7 are 20.5 M and between N7 and N11 are 12.5 M.

EGLL AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
09L	3901 M	3901 M	3901 M	3592 M	LDA: 09L landing threshold is displaced by 309 M.
27R	3882 M	3960 M	3882 M	3882 M	
09L	3362 M	3362 M	3362 M		Take-off from intersection with A12
09L	2838 M	2838 M	2838 M		Take-off from intersection with A11
09L	2661 M	2661 M	2661 M		Take-off from intersection with A10W
09L	2354 M	2354 M	2354 M		Take-off from intersection with A10E
09L	1992 M	1992 M	1992 M		Take-off from intersection with A9W
09L	1789 M	1789 M	1789 M		Take-off from intersection with A9E
27R	3539 M	3617 M	3539 M		Take-off from intersection with A4
27R	3136 M	3214 M	3136 M		Take-off from intersection with A5
27R	2862 M	2940 M	2862 M		Take-off from intersection with A6
27R	2617 M	2695 M	2617 M		Take-off from intersection with A7
27R	2414 M	2492 M	2414 M		Take-off from intersection with A8
27R	2142 M	2220 M	2142 M		Take-off from intersection with A9E
27R	1947 M	2025 M	1947 M		Take-off from intersection with A9W
09R	3658 M	3658 M	3658 M	3350 M	LDA: 09R landing threshold is displaced by 308 M
27L	3658 M	3658 M	3658 M	3658 M	
09R	3528 M	3528 M	3528 M		Take-off from intersection with N10
09R	3351 M	3351 M	3351 M		Take-off from intersection with N8
09R	2853 M	2853 M	2853 M		Take-off from intersection with S7
09R	2852 M	2852 M	2852 M		Take-off from intersection with N7
09R	2325 M	2325 M	2325 M		Take-off from intersection with N6
09R	2244 M	2244 M	2244 M		Take-off from intersection with S6
09R	1704 M	1704 M	1704 M		Take-off from intersection with N5W
27L	3536 M	3536 M	3536 M		Take-off from intersection with N2E
27L	3380 M	3380 M	3380 M		Take-off from intersection with N2W
27L	3224 M	3224 M	3224 M		Take-off from intersection with N3
27L	3212 M	3212 M	3212 M		Take-off from intersection with S3
27L	2702 M	2702 M	2702 M		Take-off from intersection with N4E
27L	2606 M	2606 M	2606 M		Take-off from intersection with S4W
27L	2589 M	2589 M	2589 M		Take-off from intersection with S4E
27L	2441 M	2441 M	2441 M		Take-off from intersection with N4W
27L	2222 M	2222 M	2222 M		Take-off from intersection with S5E
27L	2091 M	2091 M	2091 M		Take-off from intersection with N5E
27L	2081 M	2081 M	2081 M		Take-off from intersection with S5W

EGLL AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
09L	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. 860 M Light intensity high	Green Light intensity high With HI wingbars	PAPI /3° 66 FT 417 M	900 M	Bi-directional colour coded 15 M spacing 3901 M length Light intensity high	Bi-directional 60 M spacing 3901 M length White Light intensity high	Red		EDGE: On full length departures, the first 300 M of edge lights are red due to displaced threshold.
27R	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. 905 M Light intensity high	Green Light intensity high With HI wingbars	PAPI /3° 73 FT 469 M	901 M	Bi-directional colour coded 15 M spacing 3884 M length Light intensity high	Bi-directional 60 M spacing 3884 M length White Light intensity high	Red		
09R	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. 939 M Light intensity high	Green Light intensity high With HI wingbars	PAPI /3° 65 FT 420 M	899 M	Bi-directional colour coded 15 M spacing 3660 M length Light intensity high	Bi-directional 60 M spacing 3660 M length White Light intensity high	Red		EDGE: On full length departures, the first 300 M of edge lights are red due to displaced threshold.
27L	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. 922 M Light intensity high	Green Light intensity high With HI wingbars	PAPI /3° 65 FT 420 M	901 M	Bi-directional colour coded 15 M spacing 3660 M length Light intensity high	Bi-directional 60 M spacing 3660 M length White Light intensity high	Red		

EGLL AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	Anemometer: 09L: 512842.70N 0002848.27W (LGTD) - 27R: 512843.28N 0002619.54W (LGTD) - 09R: 512749.15N 0002839.36W (LGTD) - 27L: 512749.69N 0002621.49W (LGTD).
3	TWY edge and centre line lighting	CL: Green centre-line lights with selective switching on all taxiway routes.
4	Secondary power supply/switch-over time	Yes - CAT I/II/III. 1 second.
5	Remarks	Apron floodlighting. Obstacle lighting.

EGLL AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF: 512744.27N 0002704.97W
2	TLOF and/or FATO elevation	TLOF: 75.4 FT
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	TLOF: 18 M sided triangular aiming point.
4	True BRG of FATO	FATO: DIR 27: 269.48°
5	Declared distance available	

6	APP and FATO lighting	FATO: DIR 27: Lighting: Aiming point No approach lighting. Helicopter aiming point is lit with 6 heliport low intensity omni-directional inset white lights.
7	RMK	Refer to AD 2.20 paragraph 5 for Helicopter Operations at Heathrow and AD 2-EGLL-4-1 for the Helicopter Crossing Operations chart. Refer to AD 2.22 paragraph 10 for VFR/Special VFR helicopter flights in the London CTR and paragraph 12 for Helicopter Routes in the London CTR.

EGLL AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
LONDON CTR 513611N 0004133W - 513611N 0001253W thence clockwise by the arc of a circle radius 12 NM centred on 512812N 0002713W to 512013N 0001255W - 512013N 0003800W - 512103N 0004236W thence clockwise by the arc of a circle radius 12 NM centred on 512812N 0002713W to 513611N 0004133W	Upper limit: 2500 FT ALT Lower limit: SFC	D	HEATHROW RADAR English	6000 FT		See EGLL AD2.22, Flight Procedures, item 8 for details of Local Flying Areas. Hours: See AD 2.18. To operate UAS above 400 FT AGL within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
LONDON CTR TMZ 513611N 0004133W following the line of latitude to - 513611N 0001253W thence clockwise by the arc of a circle radius 12 NM centred on 512812N 0002713W to 512013N 0001255W following the line of latitude to - 512013N 0003800W - 512103N 0004236W thence clockwise by the arc of a circle radius 12 NM centred on 512812N 0002713W to 513611N 0004133W	Upper limit: 2500 FT ALT Lower limit: SFC	D	HEATHROW RADAR English	6000 FT		Procedures applicable to flights within the Transponder Mandatory Zone are detailed in GEN 1.5 paragraph 5.3 and EGLL AD 2.22.
LONDON HEATHROW ATZ A circle, 2.5 NM radius, centred at 512839N 0002741W on longest notified runway (09L/27R)	Upper limit: 2000 FT AGL Lower limit: SFC	D	HEATHROW RADAR English	6000 FT		

EGLL AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	HEATHROW DIRECTOR	119.730 MHz			H24	ATZ hours coincident with Approach hours.
		120.400 MHz When instructed by ATC.			H24	
		121.500 MHz Emergency frequency O/R.			H24	
		127.525 MHz When instructed by ATC.			H24	
		134.980 MHz When instructed by ATC.			H24	
TWR	HEATHROW DELIVERY	121.980 MHz Ground Movement Planning Departing aircraft are to make initial call to 'Heathrow Delivery' on this frequency.			H24	Non 833 KHz equipped aircraft should refer to AD 2.20 Local Aerodrome Regulation, 2.Ground Movement, e) Start Up Procedure, for further information.
	HEATHROW GROUND	121.705 MHz DOC 5 NM/ GND. Ground Movement Control.			As directed by ATC	
		121.855 MHz DOC 5 NM/ GND. Ground Movement Control.			As directed by ATC	
		121.905 MHz DOC 5 NM/ GND. Ground Movement Control.			As directed by ATC	
	HEATHROW TOWER	118.505 MHz DOC 25 NM/ 4,000 FT.			H24	
		118.705 MHz DOC 25 NM/ 4,000 FT.			H24	
		121.500 MHz Emergency frequency O/R.			H24	
		124.475 MHz When instructed by ATC.			H24	

Those who fail to comply with (g) (i), (ii), or (iii), are liable to be prohibited from operating thereafter, unless the Director of Operations, Heathrow Airport Limited is satisfied that the movement amounted to an emergency or other circumstances beyond the control of the operator or the commander of the aircraft.

Applications for prior permission must be made in writing not more than 10 days and not less than 24 hours before the proposed flight to the Director of Operations, The Compass Centre, Nelson Road, Heathrow Airport, Tel: 020-8757 4470. Once permission has been granted to an operator for a particular operation, permission will be deemed granted on subsequent occasions provided there is no material difference in the type of operation (in such cases a further application for prior permission must be made as above) and provided that the Director of Operations shall not have revoked the permission, which he shall be able to do in his absolute discretion.

Applications for a slot must be made not less than 24 hours before the proposed flight, and should be addressed to the Manager, Airport Co-ordination LTD, by Tel: 020-8564 0613, Fax: 020-8564 0690, available during office hours; or by email: LONACXH@acl-uk.org.

- i. Aircraft owner/operator;
- ii. Aircraft type and registration;
- iii. Origin and/or destination;
- iv. ETA and ETD;
- v. Number of passengers;
- vi. A handling agent (Airline Operator or Handling Agent based at Heathrow) is a requirement for all flights including general aviation and helicopter movements;
- vii. Purpose of flight.

Flights for recreational, commemorative, charity and record breaking purposes, light twin engined private aircraft and all light single engined aircraft will not be permitted to use the airport. 'Light aircraft' shall be defined as any aircraft that has a maximum gross take-off weight of 12,500 lb (5,670 KG) or less.

- h) Diversion Procedure – Airlines and other operators are advised to avoid filing London Heathrow as an alternate. However, where this is unavoidable, they are required to have made arrangements for ground handling with an airline from the appropriate terminal. It should be noted that during the night, ground handling facilities are very limited without prior arrangement. Nothing in this procedure shall, however, prevent an aircraft that has declared an emergency from landing.
- i) The operation of the Antonov An225 is subject to prior approval of the Airside Operations AfDM, Tel: 0208-745 7373.
- j) Fixed-wing and rotary aircraft using London Heathrow Airport do so in accordance with the Heathrow Conditions of Use document. A copy of the document is available at www.heathrowairport.com.
- k) In order to provide a stable and deliverable schedule during times of disruption Heathrow Airport Ltd, in agreement with the AOC and Airline Operators (AOs), has developed the following mechanisms to assist with both short term and longer-term disruption. These interventions aim to minimise the impact of disruption to passengers and the local community, whilst providing participating airlines with the ability to pre-tactically cancel flights in advance of expected disruption and thus minimise the risk of tactical cancellations. Interventions are managed on behalf of Heathrow Airport by the Aircraft Operations Duty Manager (AODM). The AODM is available H24 via tel +44(0)208-757 3501.
 - i. Level One intervention – tactical tools and methodologies used to minimise the impact of short term capacity issues. These are applied under BAU conditions;
 - ii. Level Two intervention – When inclement weather is forecast the AODM, in conjunction with ATC, will assess the risk to the normal operations of the airfield. If disruption is expected the AODM will convene a conference call with the top 23 airlines (in terms of ATMs) where it may be agreed that airlines are required to make a pre-tactical reduction in their schedules. Heathrow may also decide not to accept diversions during a period of disruption, and ad-hoc slots may be suspended. All outcomes will be communicated via NOTAM. Airport Coordination Limited (ACL) is responsible for monitoring the utilisation of slots and applying the “use it or lose it” (80:20) rule as required under the European Union Regulation 95/93 amended by 794/2004. ACL will review each activation of the Demand v Capacity process on a case by case basis. ACL will look favourably on those air carriers that comply with the request by the airport to cancel in advance of predicted disruption following the issuing of a NOTAM and will provide alleviation for 80:20. ACL will review cancellations that occur in the same way it would for any other disruption, which may lead to further alleviations.
 - iii. Level Three intervention – if inclement weather is forecast for a more prolonged period (generally in excess of 24 hours) or if the airport has experience a loss of critical resource, systems or infrastructure and disruption is expected to last for greater than 24 hours the Head of Operations would instigate Heathrow Airport Demand and Capacity Balancing (HADACAB). A conference call is held with the top 50 airlines (in terms of ATMs) and under the Terms and Conditions of use of Heathrow a schedule reduction is mandated. Such reductions are also considered for 80:20 alleviation. Generally, a Level Three Intervention is preceded by a Level Two intervention.
 - iv. Level Four intervention – in the event of the loss of a significant asset or processing agent (including staff) resulting in disruption that is expected to last for a prolonged period (such as loss of terminal, loss of runway) then the Head of Operations would instigate Heathrow Airport Demand and Capacity Balancing (HADACAB). A conference call is held with all airlines and under the Terms and Conditions of use of Heathrow a schedule reduction is mandated. Such reductions are also considered for 80:20 alleviation. A Level Four intervention may not necessarily be preceded by a Level Two or Three intervention.

2 GROUND MOVEMENT

a) General

- i. Ground Movement Control (GMC) is in continuous operation and all surface movement of aircraft, vehicles and personnel on the Manoeuvring Area is subject to ATC authority. Some vehicles are permitted to operate on taxiways without being under positive control from ATC. These vehicles are said to be 'free ranging' and must give way to aircraft at all times, maintaining a listening watch on the relevant GMC frequency.

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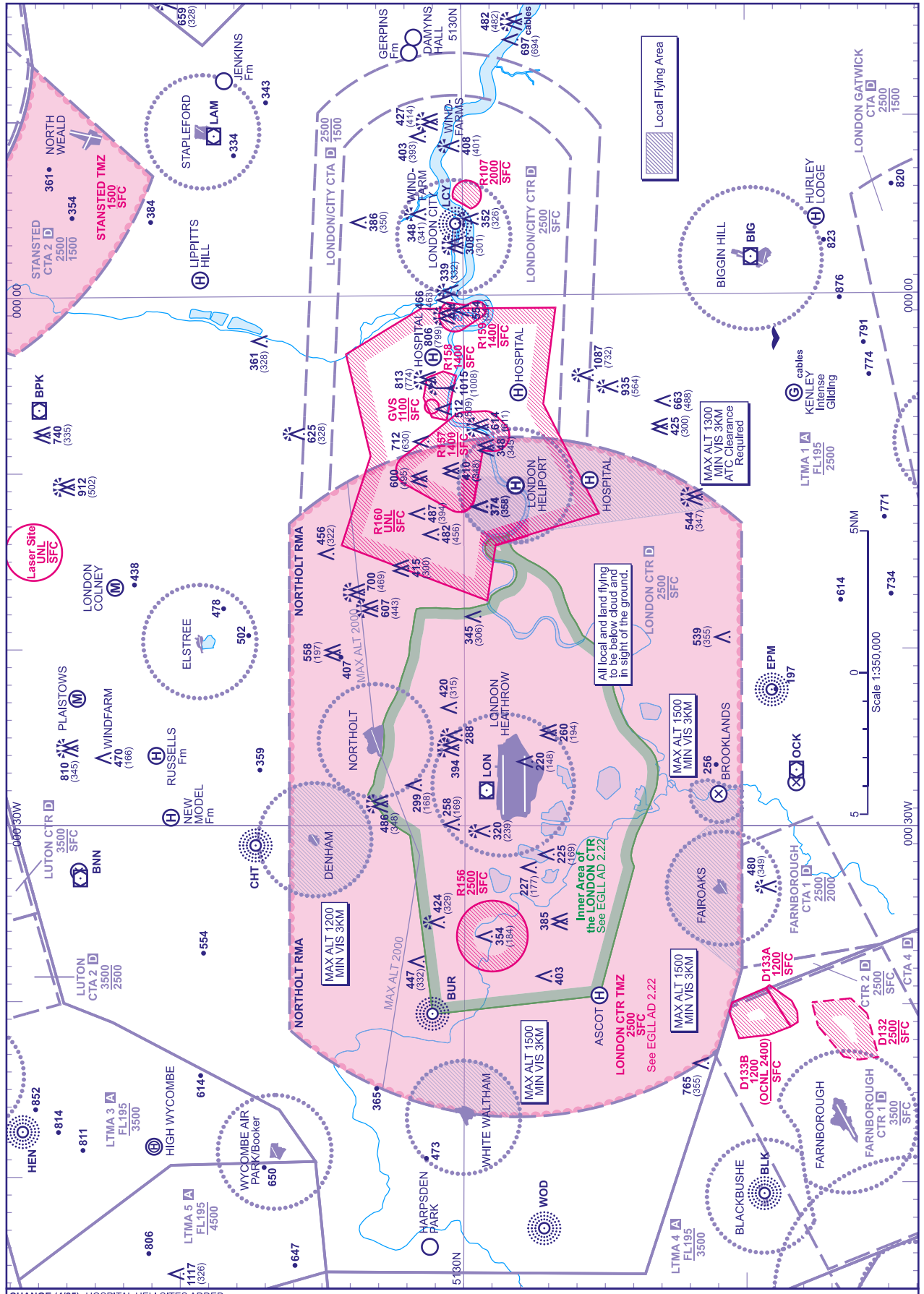
- ii. Directions issued by ATC should be followed specifically. RTF transmissions must be brief, concise and kept to the minimum number.
- iii. Within the Movement Area, pilots will be cleared to and from the aircraft stands under general direction from GMC. Pilots are reminded of the extreme importance of maintaining a careful lookout at all times.
- iv. Pilots are to use the minimum power necessary when manoeuvring on the taxiway system. This is of particular importance when manoeuvring in the apron cul-de-sacs, where jet blast can affect adjacent stands.
- v. Flight crew are reminded of the extreme importance of maintaining a careful lookout at all times and are at all times responsible for wing tip clearance. The taxiway lighting system is an aid to pilots when they are operating on the manoeuvring area during darkness or in poor visibility. Notwithstanding the taxiway lighting system, pilots continue to remain responsible for wing tip clearance.
- vi. In promulgated holding areas, ATC may require aircraft to pass each other. Avoidance of other aircraft is the responsibility of the flight crew involved. If doubt exists as to whether other aircraft can be safely overtaken, aircraft must stop, advise ATC, and request ATC for alternative instructions.
- vii. Heathrow Airport is equipped with an advanced surface movement radar utilising Mode-S.
 - 1. Aircraft operators intending to use London Heathrow Airport should ensure that Mode S transponders are able to operate when the aircraft is on the ground.
 - 2. Flight crew should select XPDR, or equivalent, AUTO if available, and the assigned code:
 - a) From the request to push back or taxi, whichever is earlier;
 - b) After landing, continuously until the aircraft is parked on stand.

After parking the Mode A code 2000 must be set before selecting OFF or STDBY.
 - 3. Flight crew of aircraft equipped with Mode S having an aircraft identification feature should also set the aircraft identification. This setting is the aircraft identification specified in Item 7 of the ICAO ATC Flight Plan. The aircraft identification should be entered from the request for push back or taxi, whichever is earlier, through the FMS or the Transponder Control Panel.
- viii. Pilots are required to inform Heathrow Delivery if the aircraft livery conflicts with the aircraft callsign.
- ix. For the safety of ground personnel, flight crews are requested not to flash or illuminate nose gear lights whilst on stand without prior warning to ground crew.

b) Manoeuvring Area

- i. The manoeuvring area designation system is illustrated on page AD 2-EGLL-2-1. The taxiway designation system uses alphabetical letters to identify main taxiways. Stub taxiways that connect main taxiways are designated as 'Link'. The runway holding areas have named reporting points. Entrance/exits for the runways have alpha/numeric designations'.
- ii. The Manoeuvring Area is equipped with the following forms of taxiway guidance:
 - 1. Yellow painted taxiway centre-lines;
 - 2. Yellow painted holding position lines at the approach to runways;
 - 3. Yellow painted special holding position lines related to runway protection in CAT III/II;
 - 4. Green taxiway centre-line lights and red stopbars controlled from the Tower;
 - (aa) During the hours of darkness or reduced visibility. Aircraft may be requested to 'follow the greens', in addition to being given a verbal clearance limit. This means aircraft should follow the green centre-line lights, until either the verbal clearance limit or a red stop bar is reached. Aircraft should not proceed past a verbal clearance limit without ATC approval, even if no red stop bar exists.
 - (bb) During daylight hours red stop bar lights will be illuminated at each runway entry point. Aircraft must not proceed past until the stop bar is extinguished and ATC permission is received. No green centre-line lights are provided during daylight hours.
 - 5. An illuminated red stopbar means STOP. Aircraft must not proceed until the stopbar is extinguished and ATC permission is received;
 - 6. Runway Guard Lights: Pairs of alternately flashing ground mounted yellow lights at each side of the taxiways, where they connect with a runway, operate H24.
- iii. Ground movement of large aircraft:
 - 1. A380 aircraft – taxiway routes available to the A380 are shown on chart AD 2-EGLL-2-3, marked in yellow. In addition, B747-800 aircraft are permitted to use taxiway Sierra west of S6 and Link 41. Reduced 'taxiway centre-line to object clearance' of 49 M applies on the following taxiways: Bravo between Foxtrot and Link 11; Echo between Bravo and Link 36; Whiskey between Sierra and Tango; Sierra between SY6 and Tango. Reduced clearance of 47.5 M to an airside road to the east of Taxiway Alpha at MORRA. Pilots are to ensure that aircraft remain on the taxiway centre-line at all times, it is recommended that judgemental steering is used at all times when manoeuvring on the taxiways. Pilots are to use minimum power when manoeuvring in Terminal 4.
 - 2. Pilots of Code E aircraft must exercise caution when using Taxiway Sierra between Reporting Point SY6 and Taxiway Z as wing tip clearances to the south are minimal.
 - 3. All B747/400 aircraft on Taxiway Zulu must be under tow.
 - 4. Aircraft Code E and above - it is recommended that flight crews use judgemental steering at all times when manoeuvring on the taxiways. These aircraft are not permitted to use the following route; Eastbound on Taxiway Sierra at NESSY - turning right onto Link 41 to face west and vice-versa.

LONDON CTR LOCAL FLYING AND ENTRY/EXIT PROCEDURES LONDON HEATHROW

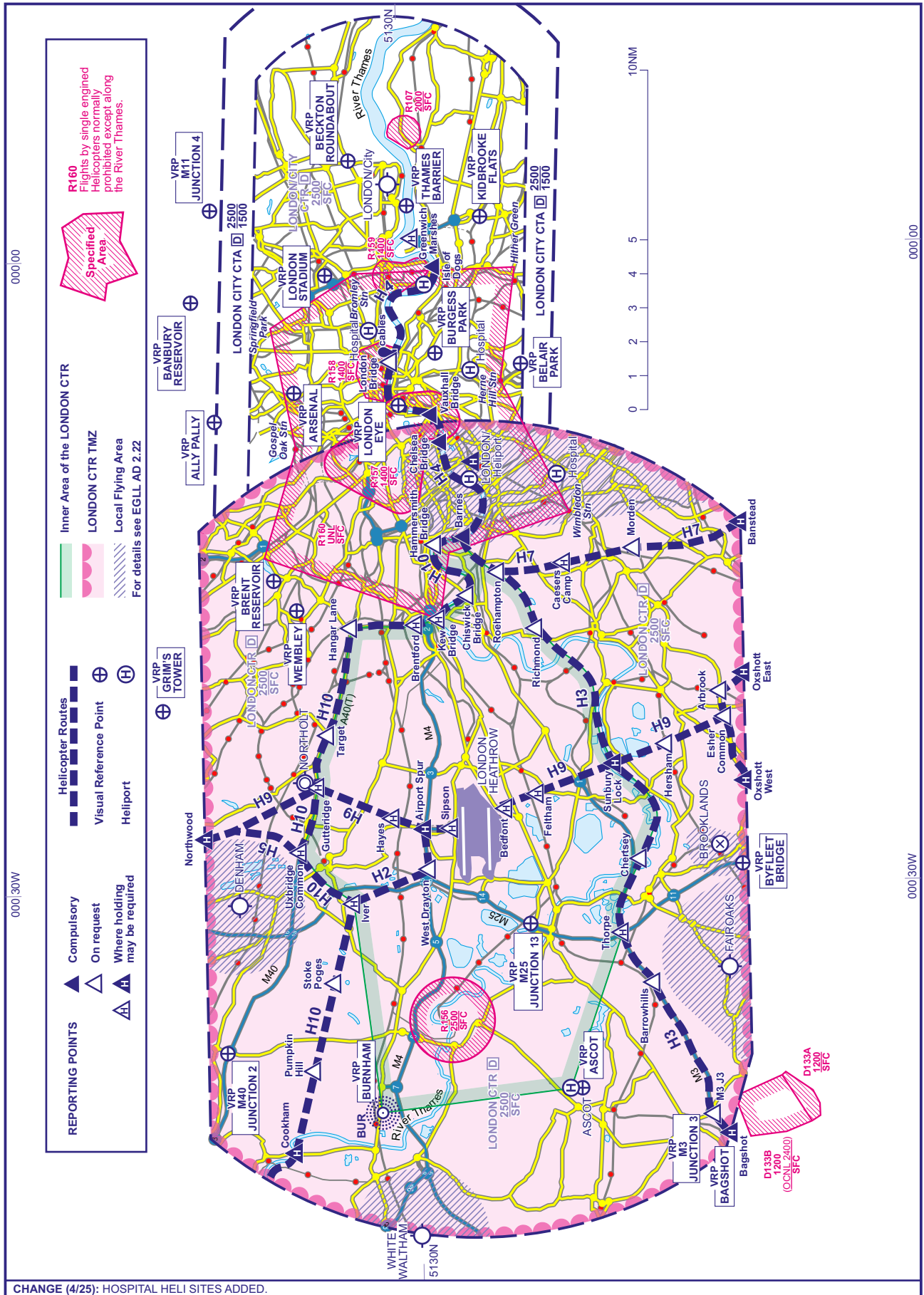


CHANGE (4/25): HOSPITAL HELI SITES ADDED.
AERO INFO DATE 05 FEB 25

AD 2-EGLL-3-1

HELICOPTER ROUTES IN THE LONDON CTR AND LONDON/CITY CTR

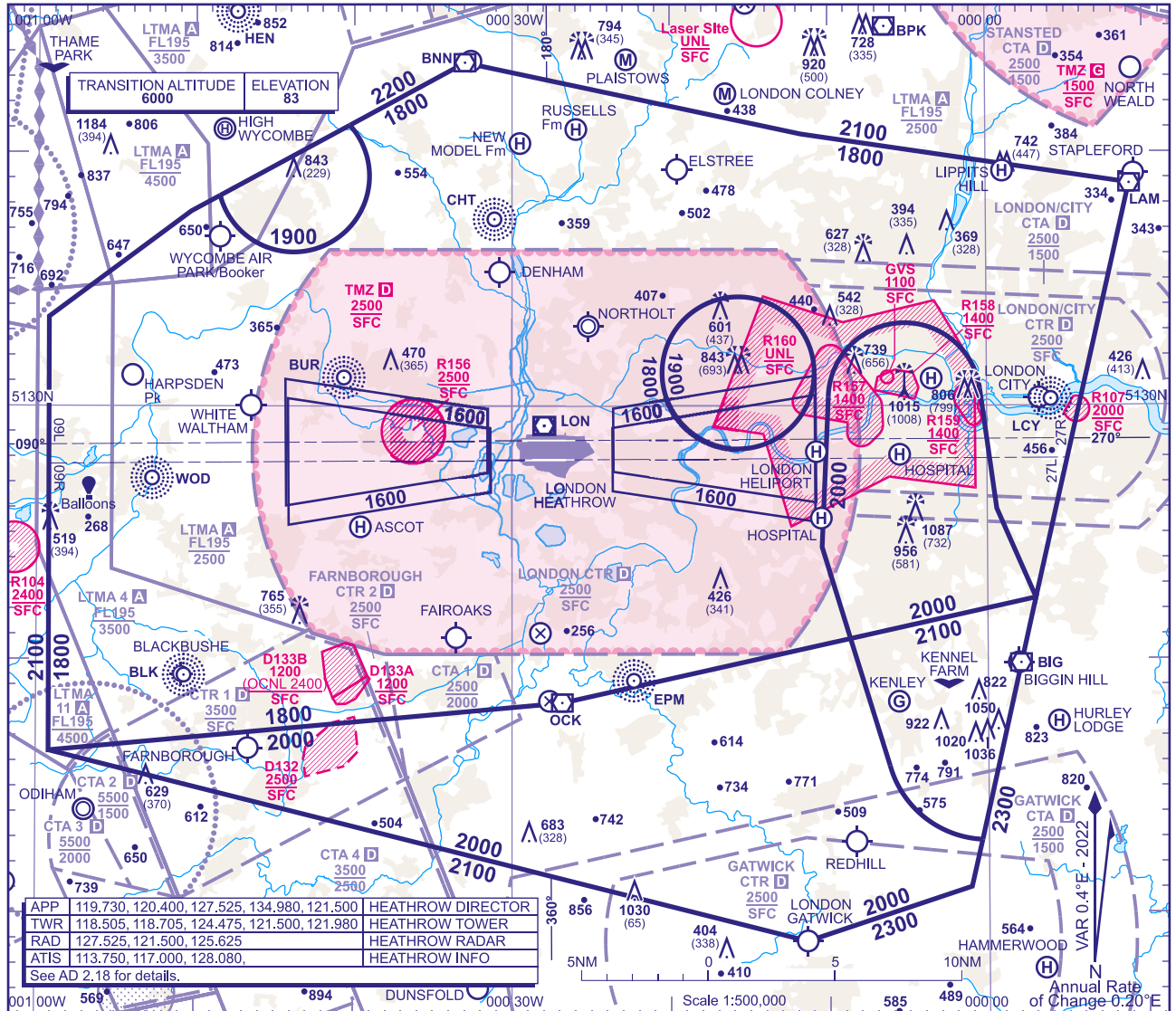
LONDON HEATHROW



ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1184
HEIGHTS IN FEET AGL (393)

LONDON HEATHROW



MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

- 1800** in the sector defined by the lateral limits; 513331N 0005917W - 513742N 0005019W - 513819N 0004830W thence anticlockwise by an arc of a circle radius 3NM centred on 513905N 0004351W to 514106N 0004017W - 514334N 0003259W - 514044N 0001141W - 513846N 0000906E - 512225N 0000302E - 512556N 0000036E - 513040N 0000026W then anticlockwise by an arc of a circle radius 3NM centred on 513016N 0000512W to 513022N 0001000W - 512426N 0001026W - 512049N 0000840W - 511818N 0002650W - 511624N 0005911W - 513331N 0005917W.
- 1900** in the sector defined by the lateral limits; a circle radius 3NM centred on 513119N 0001542W.
- 1900** in the sector defined by the lateral limits; 513819N 0004830W - 514106N 0004017W thence clockwise by an arc of a circle radius 3NM centred on 513905N 0004351W to 513819N 0004830W.
- 2000** in the sector defined by the lateral limits; 511624N 0005911W - 511818N 0002650W - 512049N 0000840W - 511548N 0000613W - thence anticlockwise by an arc of a circle radius 4NM centred on 511651N 000005W to 511252N 0000025W - 511101N 0000106W - 510853N 0001125W - 511624N 0005911W.
- 2000** in the sector defined by the lateral limits; 513022N 0001000W thence clockwise by an arc of a circle radius 3NM centred on 513016N 0000512W to 513040N 0000026W - 512556N 0000036E - 512225N 0000302E - 512049N 0000840W - 512426N 0001026W - 513022N 0001000W.
- 2100** in the sector defined by the lateral limits; 512049N 0000840W - 512225N 0000302E - 511252N 0000025W thence clockwise by an arc of a circle radius 4NM centred on 511651N 000005W to 511548N 0000613W - 512049N 0000840W.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

- within 5NM of the aircraft*, and
- within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

LOSS OF COMMUNICATION PROCEDURES

Initial Approach

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed to **EPM NDB†** (RWY 09R, 27L) or **CHT NDB** (RWY 09L, 27R) or last assigned level if higher.

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **EPM NDB†** (RWY 09R, 27L) or **CHT NDB** (RWY 09L, 27R).

†In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.4 or the Modified Procedure for the Missed Approach Radio Failure detailed at AD 2-EGLL-1-18.

For **GENERAL INFORMATION** see EGLL 5-2.

CHANGE (4/25): HOSPITAL HELI SITES ADDED.

31 Dec 2020

**ATC SURVEILLANCE MINIMUM
ALTITUDE CHART - ICAO****LONDON HEATHROW****GENERAL INFORMATION**

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. 913FT vertical separation approved against the Crystal Palace mast to meet ATS operational requirements.
7. **This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
8. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final approach track.**

CHANGE (14/20): NOTE 3 UPDATED.

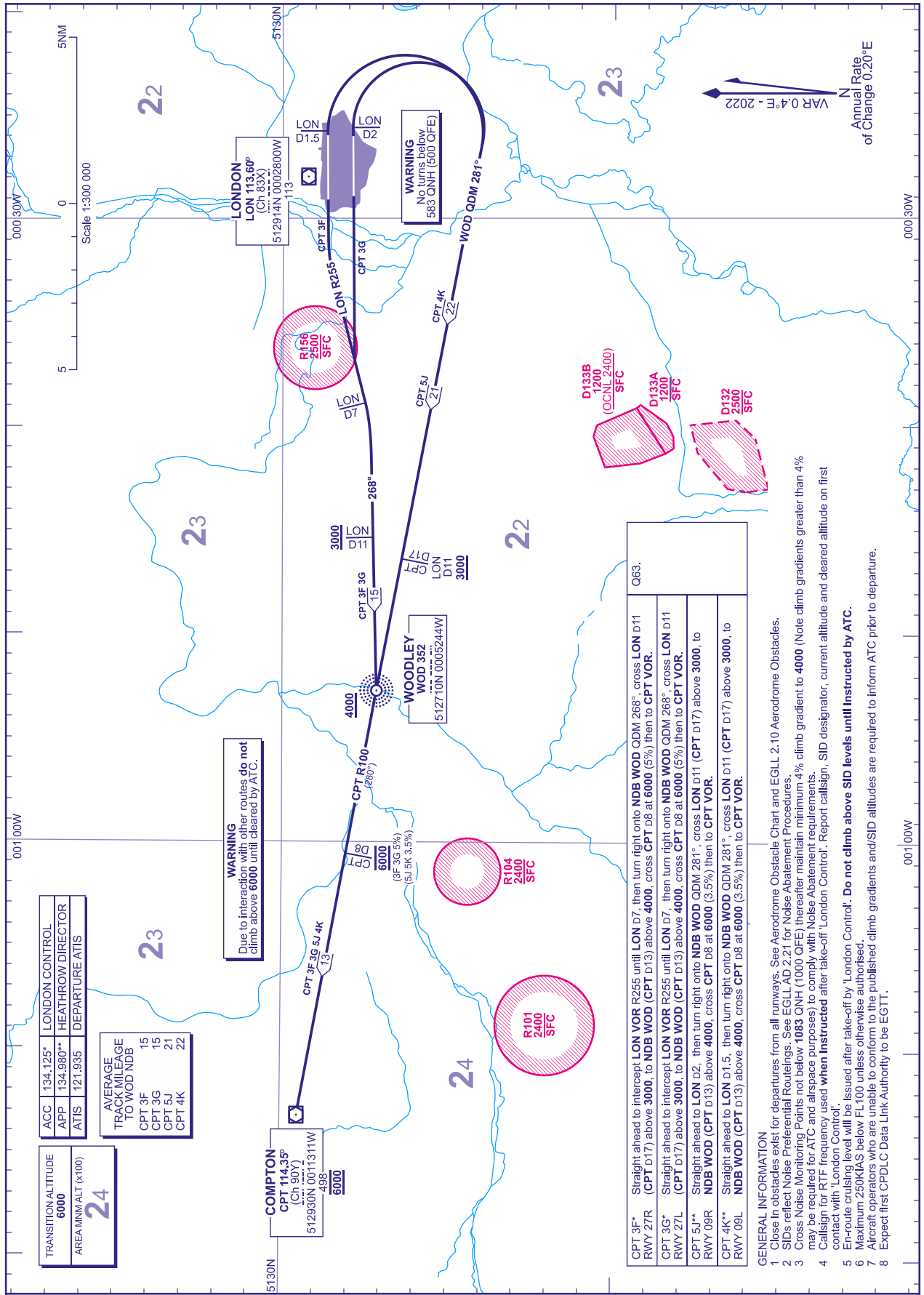
AERO INFO DATE 29 OCT 2020

AD 2-EGLL-5-2

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

LONDON HEATHROW
COMPTON 3F 3G 5J 4K



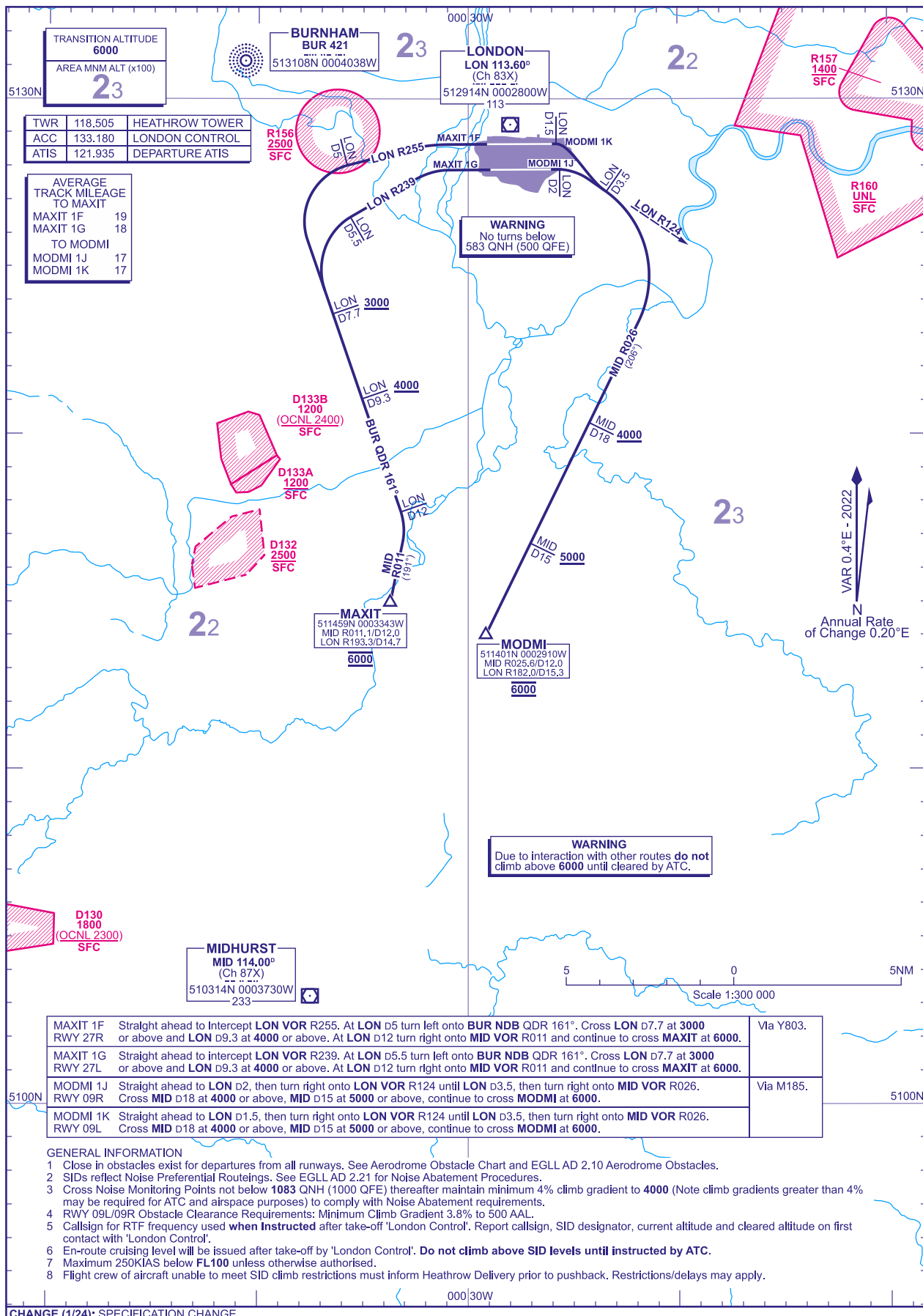
CHANGE (4/25): AMA REVISED.
AERO INFO DATE 20 JAN 25

AD 2-EGLL-6-1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

**LONDON HEATHROW
MAXIT 1F 1G MODMI 1J 1K**



TRANSITION ALTITUDE 6000	
AREA MNM ALT (x100) 23	

TWR	118.505	HEATHROW TOWER
ACC	133.180	LONDON CONTROL
ATIS	121.935	DEPARTURE ATIS

AVERAGE TRACK MILEAGE TO MAXIT	
MAXIT 1F	19
MAXIT 1G	18
TO MODMI	
MODMI 1J	17
MODMI 1K	17

BURNHAM BUR 421
513108N 0004038W

LONDON LON 113.60°
(Ch 83X)
512914N 0002800W
113

R157 1400 SFC

R160 UNL SFC

D133B 1200 (OCNL 2400) SFC

D133A 1200 SFC

D132 2500 SFC

MAXIT
511459N 0003343W
MID R011,1/D12,0
LON R193,3/D14,7
6000

MODMI
511401N 0002910W
MID R025,6/D12,0
LON R182,0/D15,3
6000

MIDHURST MID 114.00°
(Ch 87X)
510314N 0003730W
233

WARNING
Due to interaction with other routes **do not** climb above **6000** until cleared by ATC.

MAXIT 1F RWY 27R	Straight ahead to Intercept LON VOR R255 . At LON D5 turn left onto BUR NDB QDR 161° . Cross LON D7.7 at 3000 or above and LON D9.3 at 4000 or above. At LON D12 turn right onto MID VOR R011 and continue to cross MAXIT at 6000 .	Via Y803.
MAXIT 1G RWY 27L	Straight ahead to intercept LON VOR R239 . At LON D5.5 turn left onto BUR NDB QDR 161° . Cross LON D7.7 at 3000 or above and LON D9.3 at 4000 or above. At LON D12 turn right onto MID VOR R011 and continue to cross MAXIT at 6000 .	
MODMI 1J RWY 09R	Straight ahead to LON D2 , then turn right onto LON VOR R124 until LON D3.5 , then turn right onto MID VOR R026 . Cross MID D18 at 4000 or above, MID D15 at 5000 or above, continue to cross MODMI at 6000 .	Via M185.
MODMI 1K RWY 09L	Straight ahead to LON D1.5 , then turn right onto LON VOR R124 until LON D3.5 , then turn right onto MID VOR R026 . Cross MID D18 at 4000 or above, MID D15 at 5000 or above, continue to cross MODMI at 6000 .	

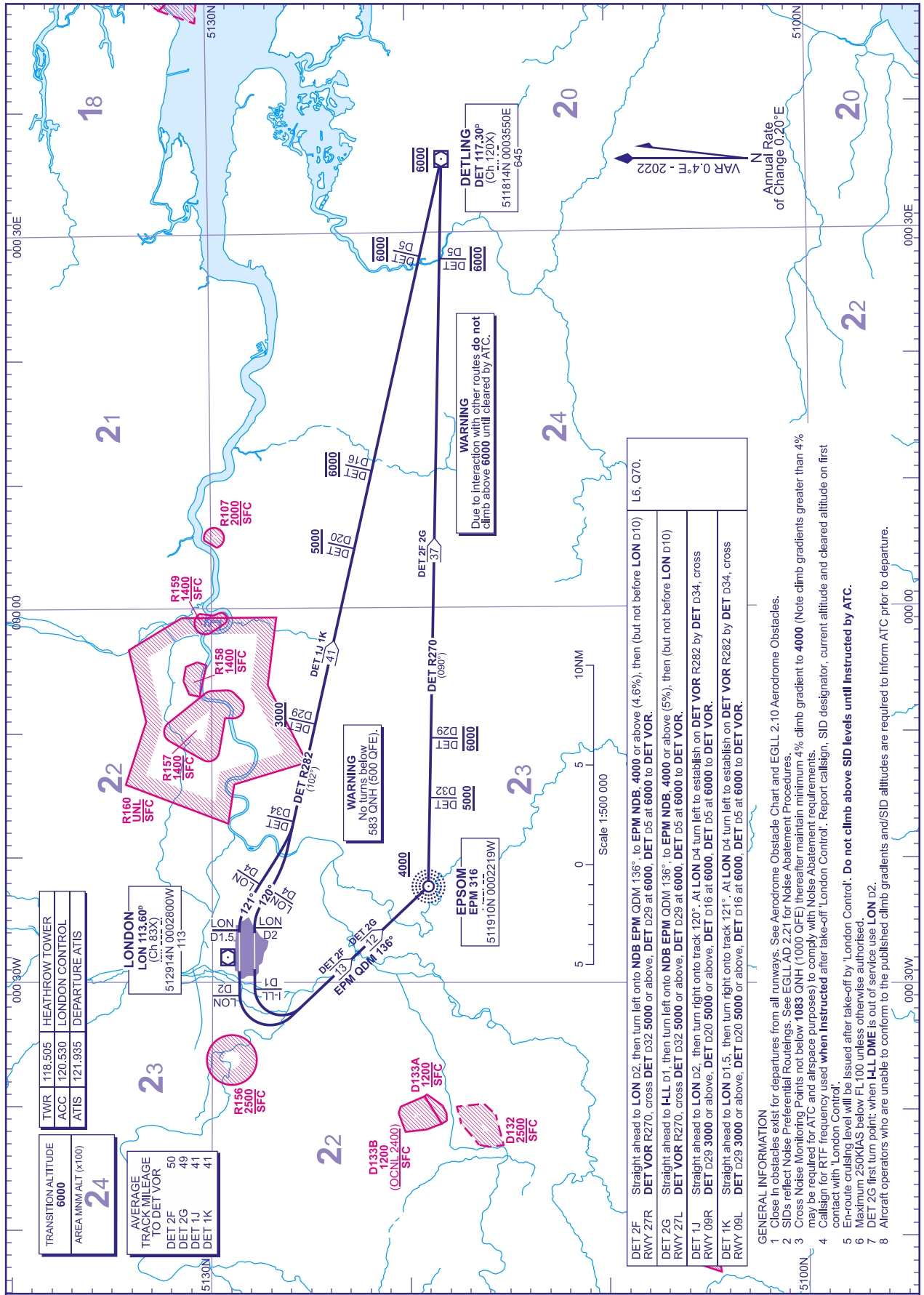
- GENERAL INFORMATION**
- 1 Close in obstacles exist for departures from all runways. See Aerodrome Obstacle Chart and EGLL AD 2.10 Aerodrome Obstacles.
 - 2 SIDs reflect Noise Preferential Routings. See EGLL AD 2.21 for Noise Abatement Procedures.
 - 3 Cross Noise Monitoring Points not below **1083 QNH (1000 QFE)** thereafter maintain minimum 4% climb gradient to **4000** (Note climb gradients greater than 4% may be required for ATC and airspace purposes) to comply with Noise Abatement requirements.
 - 4 RWY 09L/09R Obstacle Clearance Requirements: Minimum Climb Gradient 3.8% to 500 AAL.
 - 5 Callsign for RTF frequency used **when instructed** after take-off 'London Control'. Report callsign, SID designator, current altitude and cleared altitude on first contact with 'London Control'.
 - 6 En-route cruising level will be issued after take-off by 'London Control'. **Do not climb above SID levels until instructed by ATC.**
 - 7 Maximum 250KIAS below **FL100** unless otherwise authorised.
 - 8 Flight crew of aircraft unable to meet SID climb restrictions must inform Heathrow Delivery prior to pushback. Restrictions/delays may apply.

CHANGE (1/24): SPECIFICATION CHANGE.
AERO INFO DATE 30 OCT 23

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

LONDON HEATHROW
DET 2F 2G 1J 1K



CHANGE (1/24): SPECIFICATION CHANGE. DET VOR RECALIBRATED. RADIALS.
AERO INFO DATE 01 NOV 23

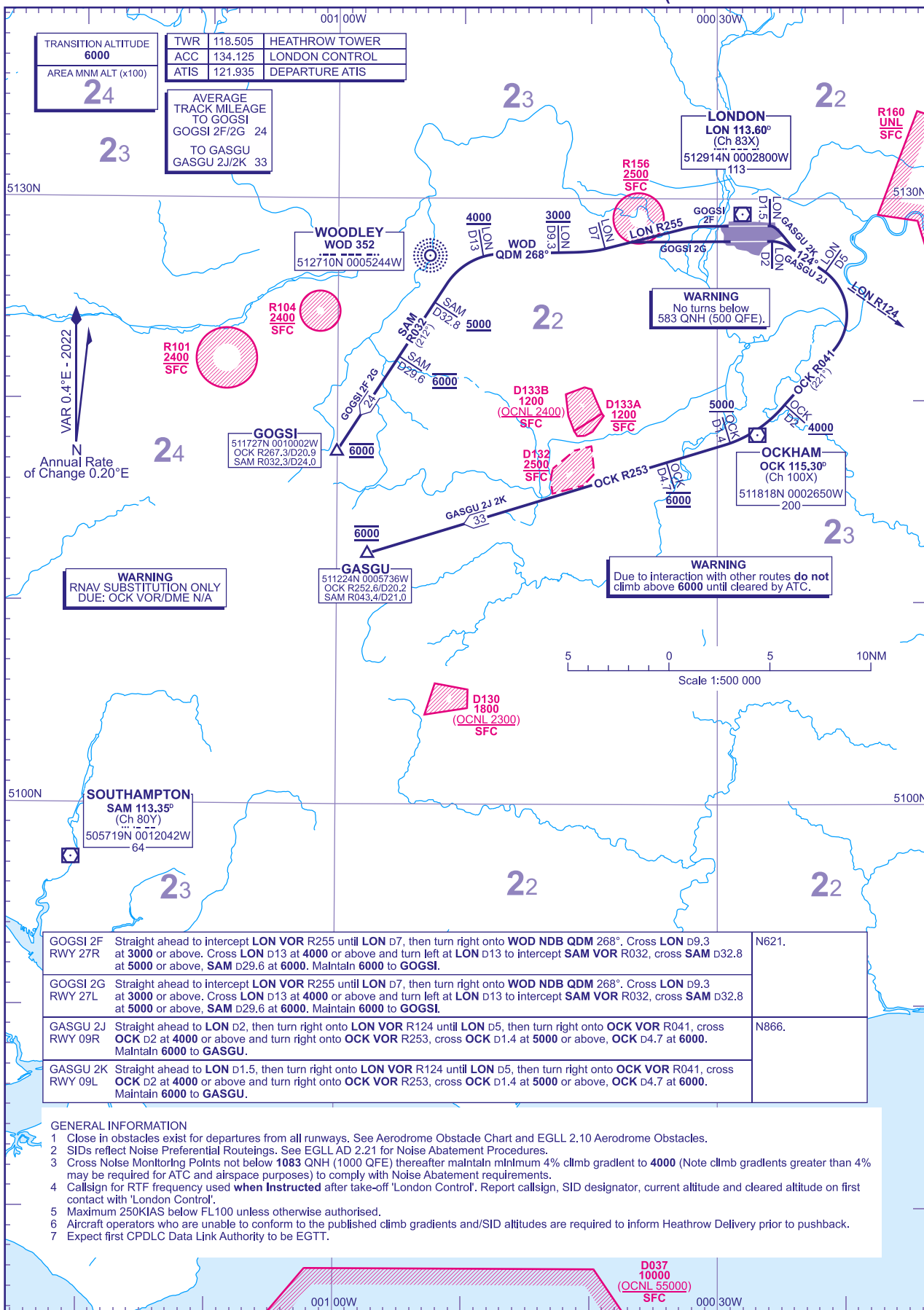
DET 2F RWY 27R	Straight ahead to LON D2, then turn left onto NDB EPN QDM 136°, to EPN NDB, 4000 or above (4.6%), then (but not before LON D10) DET VOR R270, cross DET D32 5000 or above, DET D29 at 6000, DET D5 at 6000 to DET VOR.
DET 2G RWY 27L	Straight ahead to HLL D1, then turn left onto NDB EPN QDM 136°, to EPN NDB, 4000 or above (5%), then (but not before LON D10) DET VOR R270, cross DET D32 5000 or above, DET D29 at 6000, DET D5 at 6000 to DET VOR.
DET 1J RWY 09R	Straight ahead to LON D2, then turn right onto track 120°. At LON D4 turn left to establish on DET VOR R282 by DET D34, cross DET D29 3000 or above, DET D20 5000 or above, DET D16 at 6000, DET D5 at 6000 to DET VOR.
DET 1K RWY 09L	Straight ahead to LON D1.5, then turn right onto track 121°. At LON D4 turn left to establish on DET VOR R282 by DET D34, cross DET D29 3000 or above, DET D20 5000 or above, DET D16 at 6000, DET D5 at 6000 to DET VOR.

- GENERAL INFORMATION
- 1 Close In obstacles exist for departures from all runways. See Aerodrome Obstacle Chart and EGLL 2.10 Aerodrome Obstacles.
 - 2 SIDs reflect Noise Preferential Routings. See EGLL AD 2.21 for Noise Abatement Procedures.
 - 3 Cross Noise Monitoring Points not below 1083 QNH (1000 QFE) thereafter maintain minimum 4% climb gradient to 4000 (Note climb gradients greater than 4% may be required for ATC and airspace purposes) to comply with Noise Abatement requirements.
 - 4 Call sign for RTF frequency used when Instructed after take-off 'London Control'. Report call sign, SID designator, current altitude and cleared altitude on first contact with 'London Control'.
 - 5 En-route cruising level will be issued after take-off by 'London Control'. Do not climb above SID levels until Instructed by ATC.
 - 6 Maximum 2500KIAS below FL100 unless otherwise authorised.
 - 7 DET 2G first turn point; when HLL DME is out of service use LON D2.
 - 8 Aircraft operators who are unable to conform to the published climb gradients and SID altitudes are required to Inform ATC prior to departure.

**STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO**

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

**LONDON HEATHROW
GOGSI 2F 2G GASGU 2J 2K
(RNAV SUBSTITUTION ONLY)**



TRANSITION ALTITUDE 6000
AREA MNM ALT (x100) 24

TWR	118.505	HEATHROW TOWER
ACC	134.125	LONDON CONTROL
ATIS	121.935	DEPARTURE ATIS

AVERAGE TRACK MILEAGE TO GOGSI	GOGSI 2F/2G 24
TO GASGU	GASGU 2J/2K 33

VAR 0.4°E - 2022
Annual Rate of Change 0.20°E

WARNING
RNAV SUBSTITUTION ONLY
DUE: OCK VOR/DME N/A

WARNING
Due to interaction with other routes do not climb above 6000 until cleared by ATC.

GOGSI 2F RWY 27R	Straight ahead to intercept LON VOR R255 until LON D7 , then turn right onto WOD NDB QDM 268° . Cross LON D9.3 at 3000 or above. Cross LON D13 at 4000 or above and turn left at LON D13 to intercept SAM VOR R032 , cross SAM D32.8 at 5000 or above, SAM D29.6 at 6000 . Maintain 6000 to GOGSI .	N621.
GOGSI 2G RWY 27L	Straight ahead to intercept LON VOR R255 until LON D7 , then turn right onto WOD NDB QDM 268° . Cross LON D9.3 at 3000 or above. Cross LON D13 at 4000 or above and turn left at LON D13 to intercept SAM VOR R032 , cross SAM D32.8 at 5000 or above, SAM D29.6 at 6000 . Maintain 6000 to GOGSI .	
GASGU 2J RWY 09R	Straight ahead to LON D2 , then turn right onto LON VOR R124 until LON D5 , then turn right onto OCK VOR R041 , cross OCK D2 at 4000 or above and turn right onto OCK VOR R253 , cross OCK D1.4 at 5000 or above, OCK D4.7 at 6000 . Maintain 6000 to GASGU .	N866.
GASGU 2K RWY 09L	Straight ahead to LON D1.5 , then turn right onto LON VOR R124 until LON D5 , then turn right onto OCK VOR R041 , cross OCK D2 at 4000 or above and turn right onto OCK VOR R253 , cross OCK D1.4 at 5000 or above, OCK D4.7 at 6000 . Maintain 6000 to GASGU .	

- GENERAL INFORMATION**
- 1 Close in obstacles exist for departures from all runways. See Aerodrome Obstacle Chart and EGLL 2.10 Aerodrome Obstacles.
 - 2 SIDs reflect Noise Preferential Routeings. See EGLL AD 2.21 for Noise Abatement Procedures.
 - 3 Cross Noise Monitoring Points not below **1083 QNH** (1000 QFE) thereafter maintain minimum 4% climb gradient to **4000** (Note climb gradients greater than 4% may be required for ATC and airspace purposes) to comply with Noise Abatement requirements.
 - 4 Callsign for RTF frequency used **when Instructed** after take-off 'London Control'. Report callsign, SID designator, current altitude and cleared altitude on first contact with 'London Control'.
 - 5 Maximum 250KIAS below FL100 unless otherwise authorised.
 - 6 Aircraft operators who are unable to conform to the published climb gradients and/SID altitudes are required to inform Heathrow Delivery prior to pushback.
 - 7 Expect first CPDLC Data Link Authority to be EGTT.

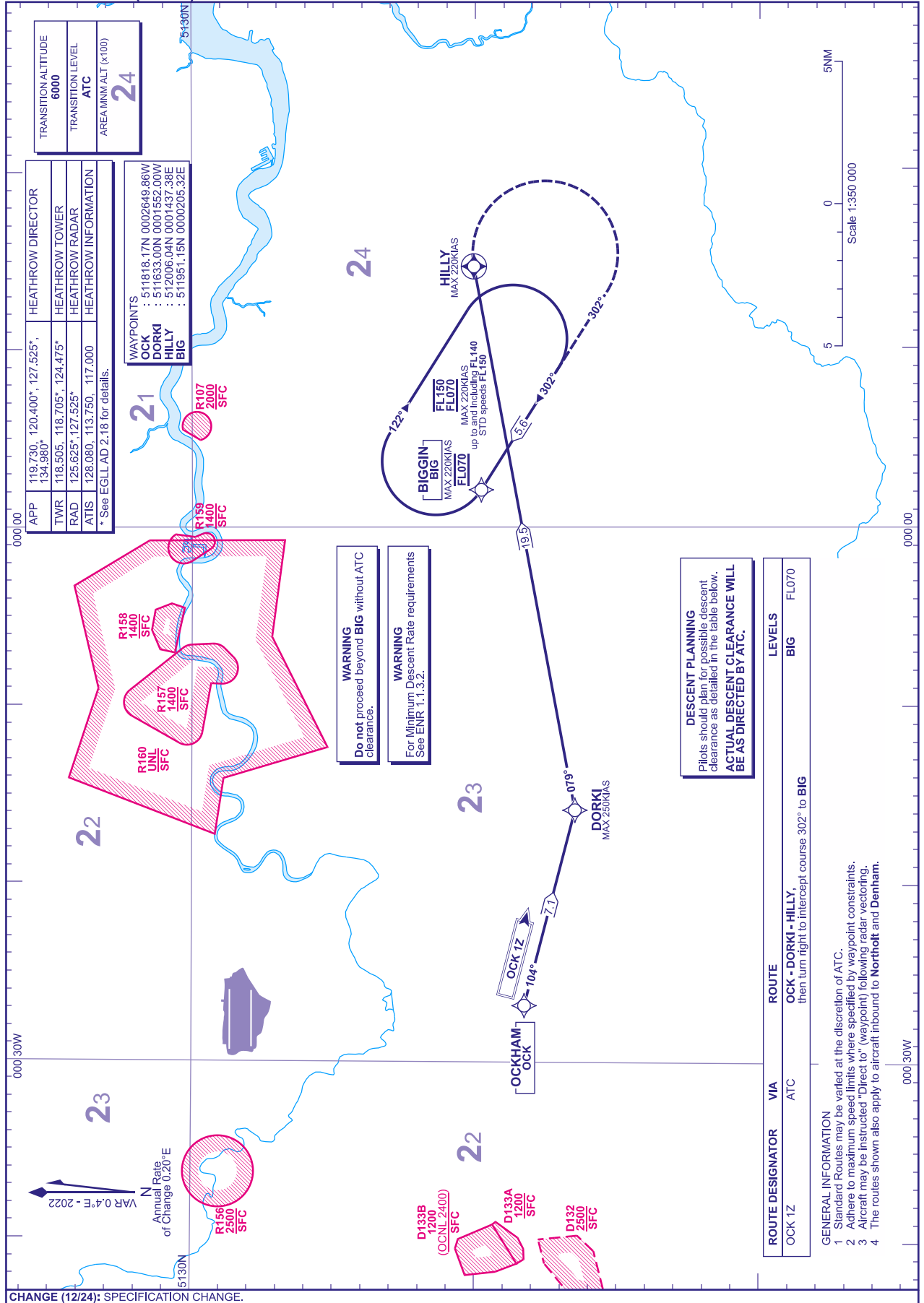
CHANGE (4/25): AMA REVISED.
AERO INFO DATE 21 JAN 25

AD 2-EGLL-6-6

**RNAV5 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**LONDON HEATHROW
OCK 1Z**



TRANSITION ALTITUDE	6000
TRANSITION LEVEL	ATC
AREA MNM ALT (x100)	24

HEATHROW DIRECTOR	HEATHROW TOWER
HEATHROW RADAR	HEATHROW INFORMATION
APP 119.730, 120.400*, 127.525*, 134.960	TWR 118.505, 118.705*, 124.475*
RAD 125.625*, 127.525*	ATIS 128.080, 113.750, 117.000

* See EGLL AD 2.18 for details.

WAYPOINTS	HEATHROW DIRECTOR
OCK : 511818.17N 0002649.86W	HEATHROW TOWER
DORKI : 511633.00N 0001552.00W	HEATHROW RADAR
HILLY : 512006.04N 0001437.98E	HEATHROW INFORMATION
BIG : 511951.15N 0000206.32E	

WARNING
Do not proceed beyond BIG without ATC clearance.

WARNING
For Minimum Descent Rate requirements See ENR 1.1.3.2.

DESCENT PLANNING
Pilots should plan for possible descent clearance as detailed in the table below.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

ROUTE DESIGNATOR	VIA	ATC	ROUTE	LEVELS
OCK 1Z			OCK - DORKI - HILLY, then turn right to intercept course 302° to BIG	BIG FL070

- GENERAL INFORMATION**
- Standard Routes may be varied at the discretion of ATC.
 - Adhere to maximum speed limits where specified by waypoint constraints.
 - Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
 - The routes shown also apply to aircraft inbound to Northolt and Denham.

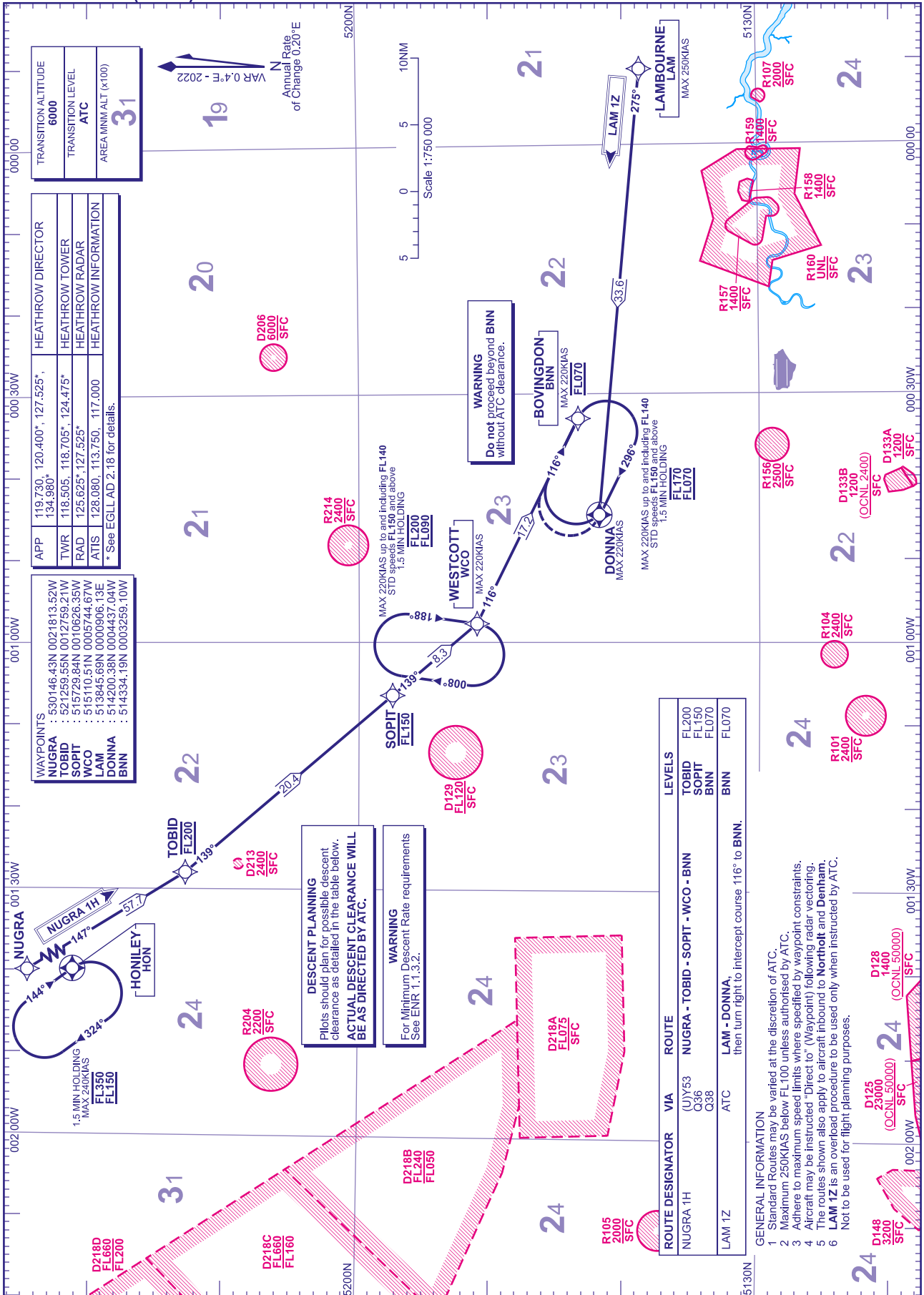
CHANGE (12/24): SPECIFICATION CHANGE.
AERO INFO DATE 30 AUG 24

AD 2.EGLL-7-3

**RNAV5 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**LONDON HEATHROW
NUGRA 1H LAM 1Z**



TRANSITION ALTITUDE	6000
TRANSITION LEVEL	ATC
AREA MIN ALT (x100)	31

APP	119.730, 120.400*, 127.525*	HEATHROW DIRECTOR
TWR	118.505, 118.705*, 124.475*	HEATHROW TOWER
RAD	125.625*, 127.525*	HEATHROW RADAR
ATIS	128.080, 113.750, 117.000	HEATHROW INFORMATION

* See ENR AD 2.18 for details.

WAYPOINTS	: 530146.43N 0021813.52W
NUGRA	: 521259.55N 0012759.21W
TOBID	: 515729.84N 0010626.35W
SOPIT	: 515110.51N 0005744.67W
WCO	: 513845.69N 0000906.13E
LAM	: 514200.38N 0004437.04W
DONNA	: 514334.19N 0003259.10W
BNN	

DESCENT PLANNING
Pilots should plan for possible descent clearance as detailed in the table below.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

WARNING
For Minimum Descent Rate requirements See ENR 1.1.3.2.

WARNING
Do not proceed beyond BNN without ATC clearance.

ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
NUGRA 1H	(U)53 Q36 Q38	NUGRA - TOBID - SOPIT - WCO - BNN	FL200 FL150 FL100 FL070
LAM 1Z	ATC	LAM - DONNA, then turn right to intercept course 116° to BNN.	BNN FL070

- GENERAL INFORMATION**
- Standard Routes may be varied at the discretion of ATC.
 - Maximum 250KIAS below FL100 unless authorised by ATC.
 - Adhere to maximum speed limits where specified by waypoint constraints.
 - Aircraft may be instructed "Direct to" (Waypoint) following radar vectoring.
 - The routes shown also apply to aircraft inbound to **Northolt** and **Denham**.
 - LAM 1Z** is an overboard procedure to be used only when instructed by ATC.
 - Not to be used for flight planning purposes.

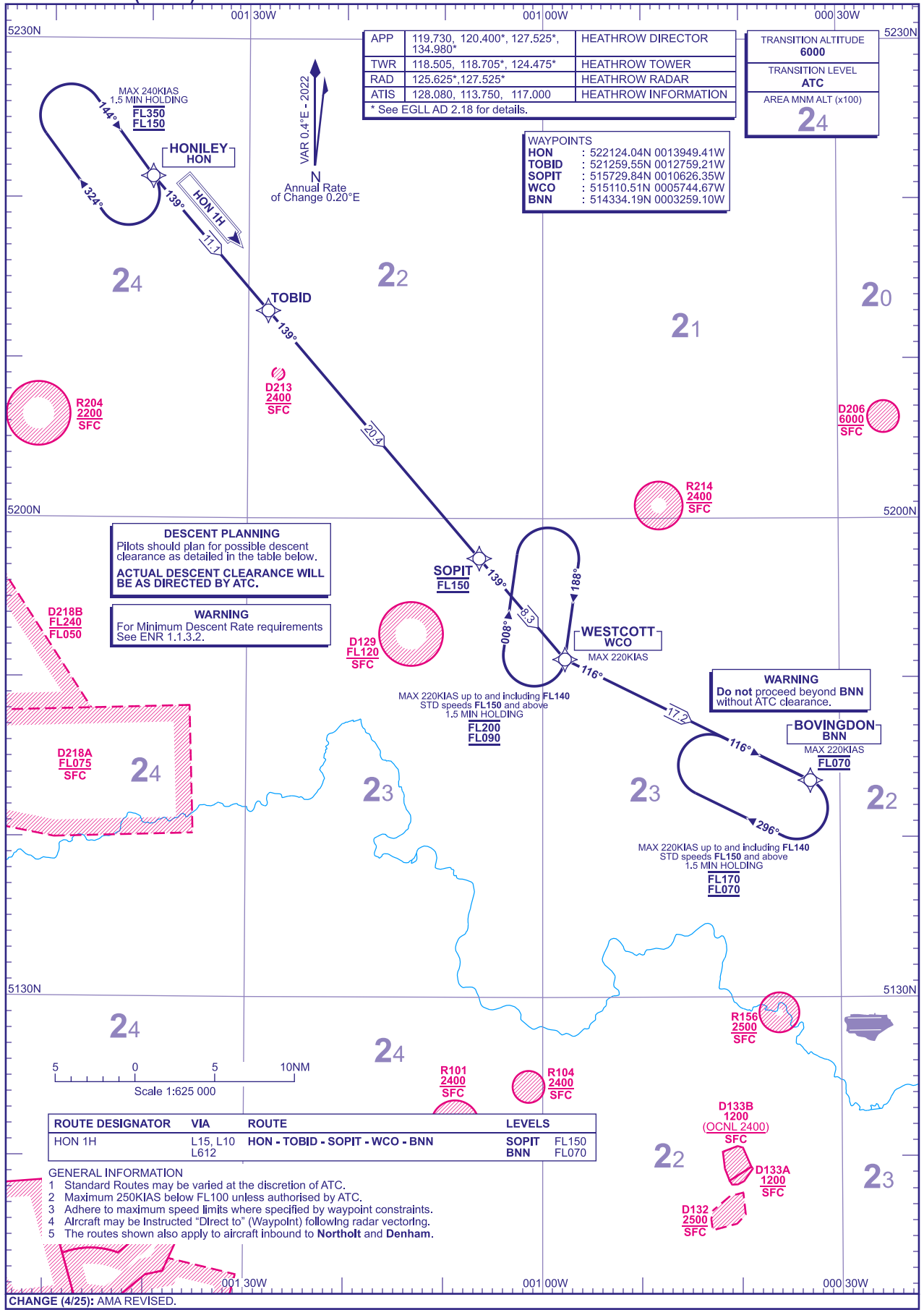
CHANGE (4/25): AMA REVISED.
AERO INFO DATE 21 JAN 25

AD 2-EGLL-7-4

**RNAV5 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

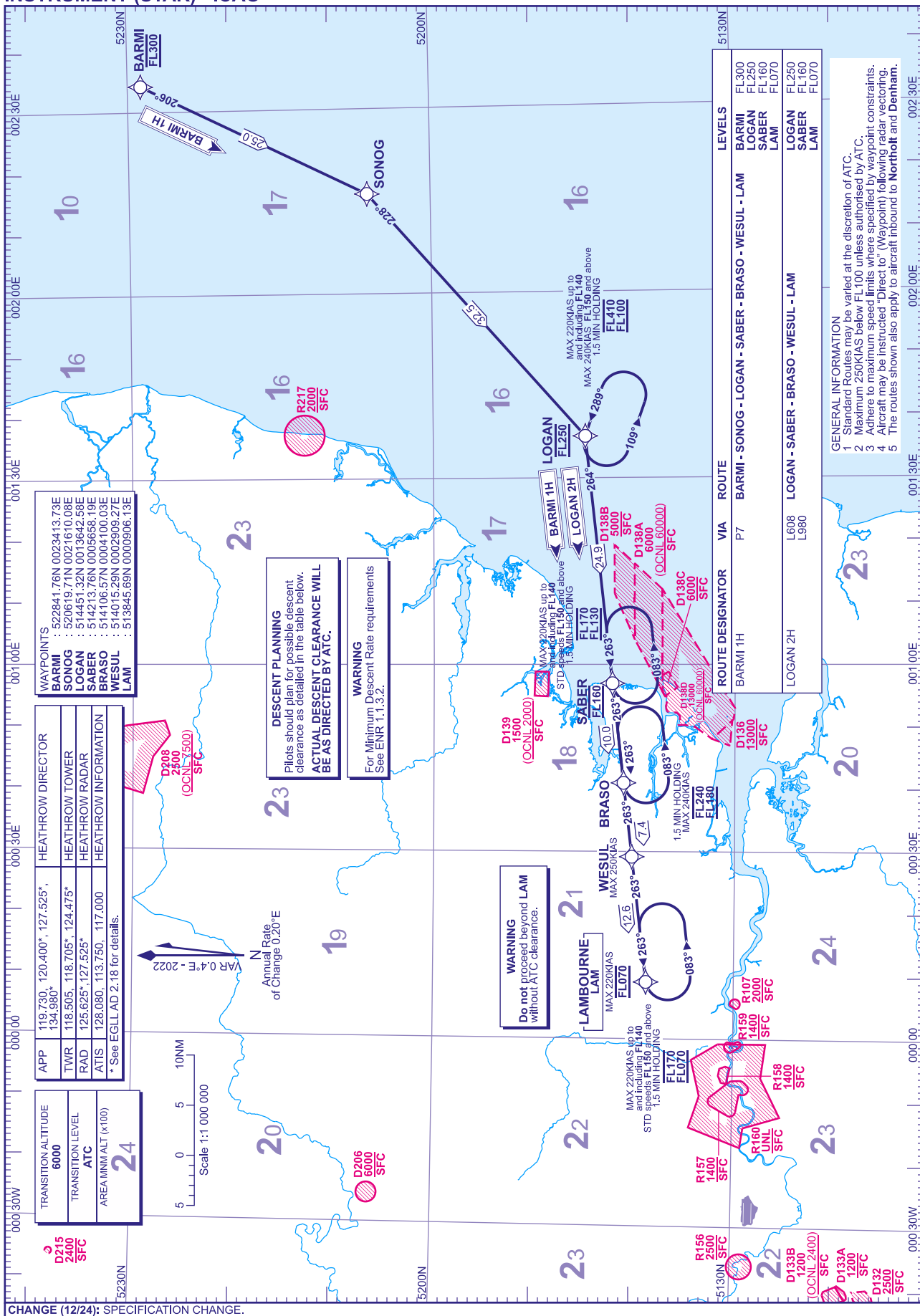
**LONDON HEATHROW
HON 1H**



**RNAV5 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

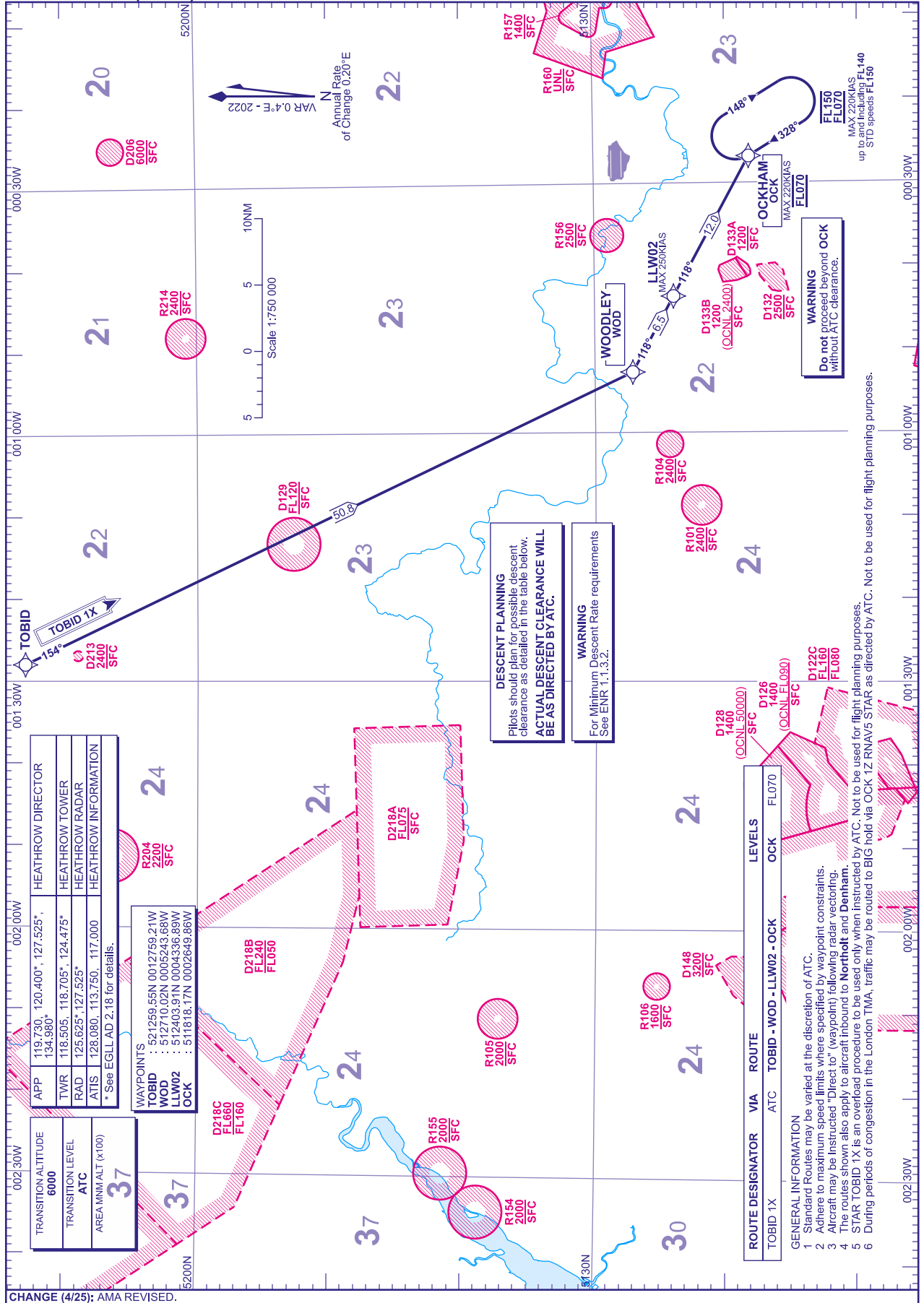
**LONDON HEATHROW
BARM1 1H LOGAN 2H**



**RNAV5 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**LONDON HEATHROW
TOBID 1X**



TRANSITION ALTITUDE 6000	HEATHROW DIRECTOR 119.730, 120.400°, 127.525°, 134.980°
TRANSITION LEVEL ATC	HEATHROW TOWER 118.505, 118.705°, 124.475°
AREA MIN ALT (x100)	HEATHROW RADAR 125.625°, 127.525°
	HEATHROW INFORMATION 128.080, 113.750, 117.000

WAYPOINTS	
TOBID	: 521259.55N 00127.59.21W
WOD	: 512710.02N 00052.43.68W
LLW02	: 512403.91N 00043.36.89W
OCK	: 511818.17N 00026.49.86W

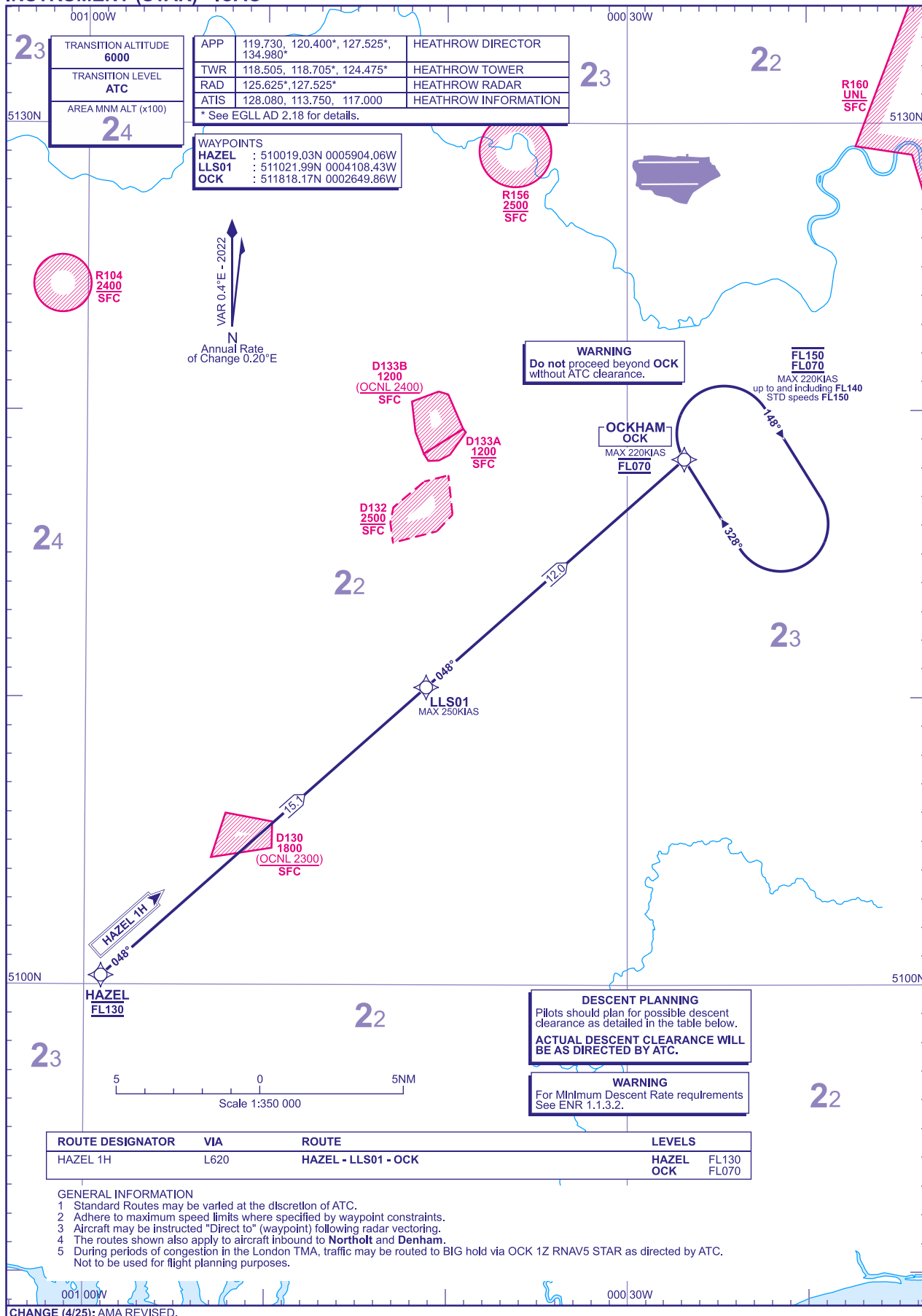
CHANGE (4/25): AMA REVISED.
AERO INFO DATE 21 JAN 25

AD 2-EGLL-7-7

**RNAV5 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**LONDON HEATHROW
HAZEL 1H**



GENERAL INFORMATION

- Standard Routes may be varied at the discretion of ATC.
- Adhere to maximum speed limits where specified by waypoint constraints.
- Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
- The routes shown also apply to aircraft inbound to Northolt and Denham.
- During periods of congestion in the London TMA, traffic may be routed to BIG hold via OCK 1Z RNAV5 STAR as directed by ATC. Not to be used for flight planning purposes.

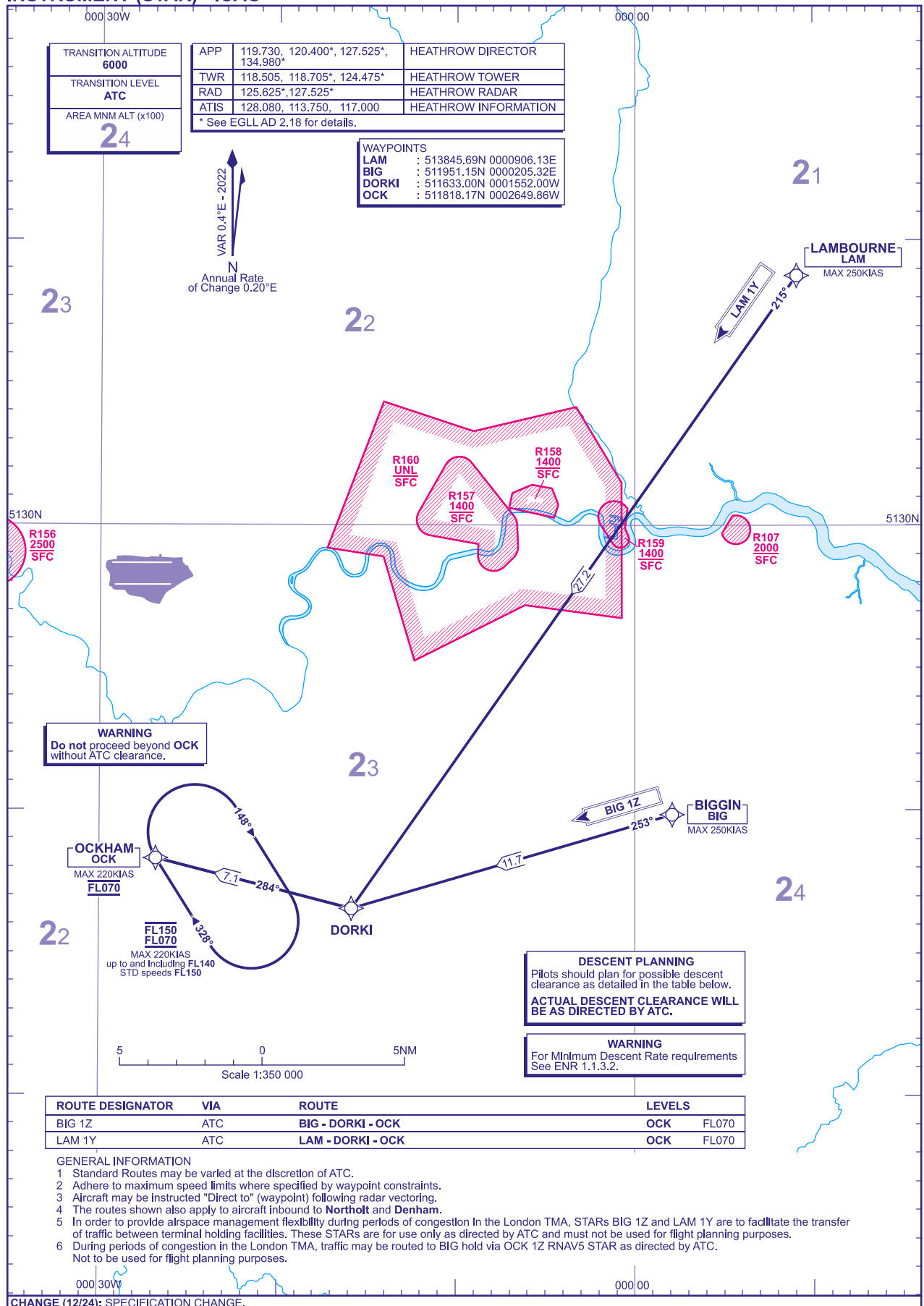
CHANGE (4/25): AMA REVISED.
AERO INFO DATE 21 JAN 25

AD 2-EGLL-7-8

**RNAV5 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**LONDON HEATHROW
BIG 1Z LAM 1Y**



TRANSITION ALTITUDE 6000
TRANSITION LEVEL ATC
AREA MNM ALT (x100) 24

APP	119.730, 120.400*, 127.525*, 134.980*	HEATHROW DIRECTOR
TWR	118.505, 118.705*, 124.475*	HEATHROW TOWER
RAD	125.625*, 127.525*	HEATHROW RADAR
ATIS	128.080, 113.750, 117.000	HEATHROW INFORMATION
* See EGLL AD 2.18 for details.		

WAYPOINTS	
LAM	: 513845.69N 0000906.13E
BIG	: 511951.15N 0000205.32E
DORKI	: 511633.00N 0001552.00W
OCK	: 511818.17N 0002649.86W

WARNING
Do not proceed beyond OCK without ATC clearance.

DESCENT PLANNING
Pilots should plan for possible descent clearance as detailed in the table below.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

WARNING
For Minimum Descent Rate requirements See ENR 1.1.3.2.

ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
BIG 1Z	ATC	BIG - DORKI - OCK	OCK FL070
LAM 1Y	ATC	LAM - DORKI - OCK	OCK FL070

- GENERAL INFORMATION**
- Standard Routes may be varied at the discretion of ATC.
 - Adhere to maximum speed limits where specified by waypoint constraints.
 - Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
 - The routes shown also apply to aircraft inbound to **Northolt** and **Denham**.
 - In order to provide airspace management flexibility during periods of congestion in the London TMA, STARs BIG 1Z and LAM 1Y are to facilitate the transfer of traffic between terminal holding facilities. These STARs are for use only as directed by ATC and must not be used for flight planning purposes.
 - During periods of congestion in the London TMA, traffic may be routed to BIG hold via OCK 1Z RNAV5 STAR as directed by ATC. Not to be used for flight planning purposes.

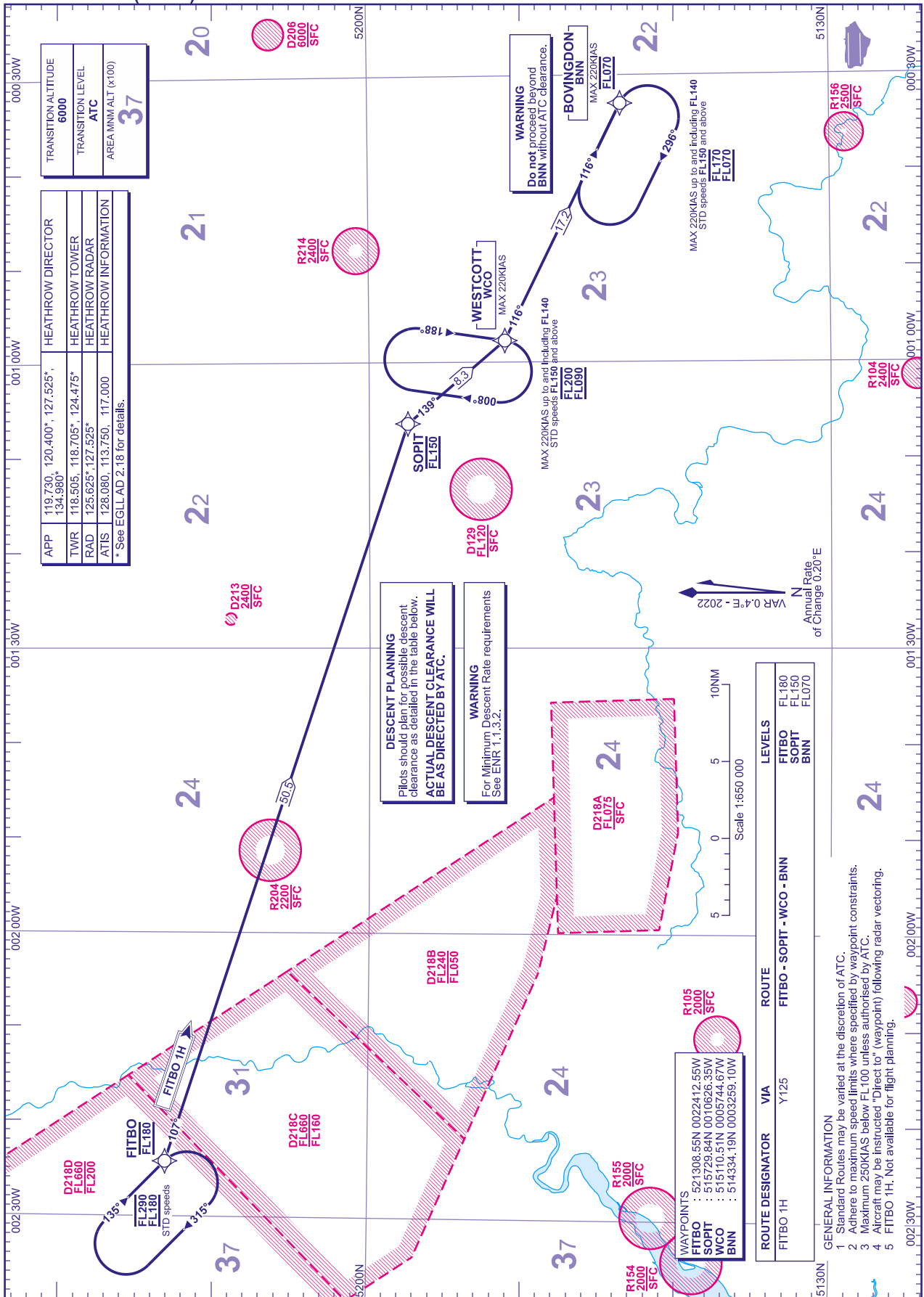
CHANGE (12/24): SPECIFICATION CHANGE.
AERO INFO DATE 06 SEP 24

AD 2-EGLL-7-9

**RNAV1 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**LONDON HEATHROW
FITBO 1H**



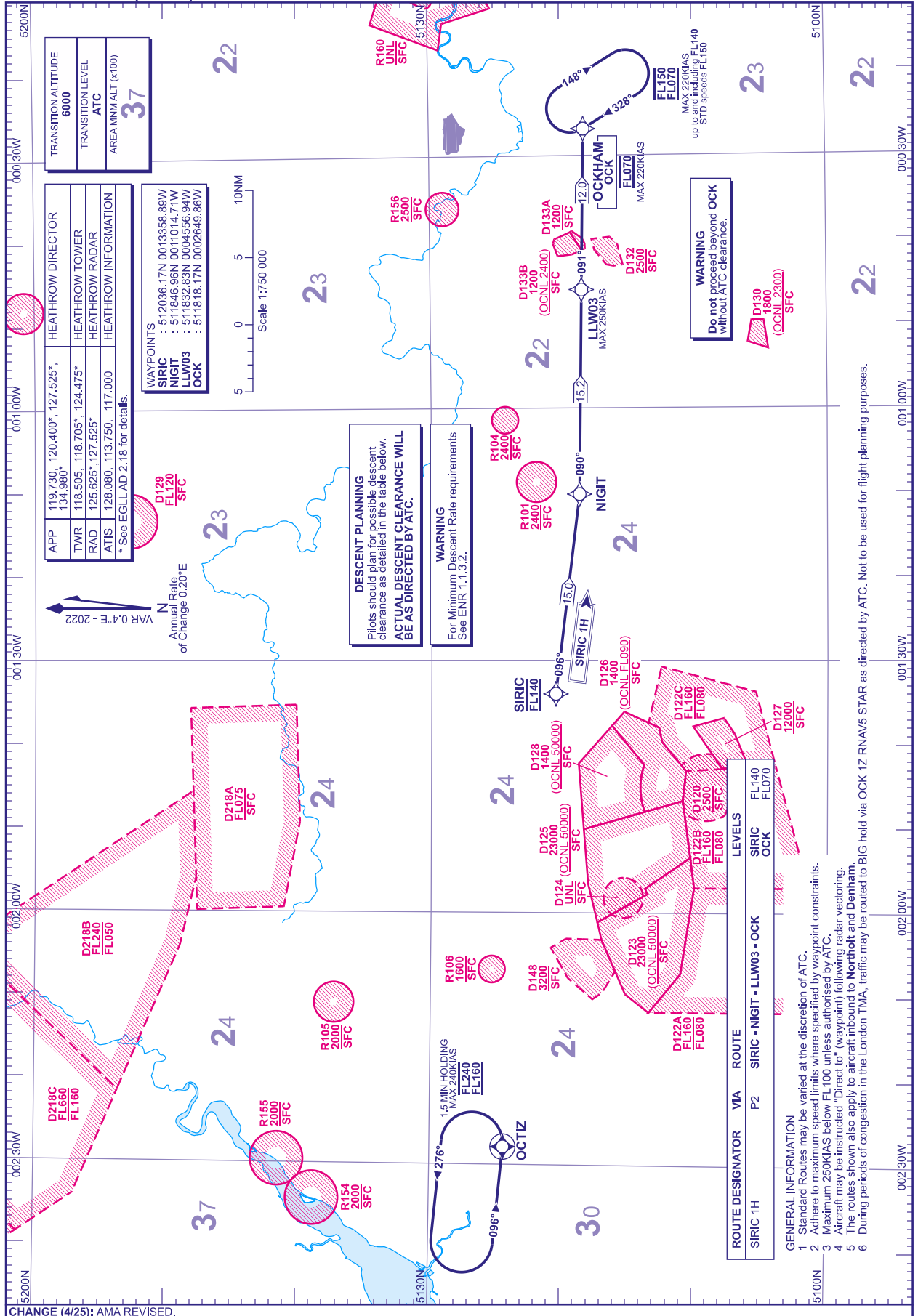
CHANGE (4/25): AMA REVISED.
AERO INFO DATE 21 JAN 25

AD 2-EGLL-7-10

**RNAV1 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**LONDON HEATHROW
SIRIC 1H**



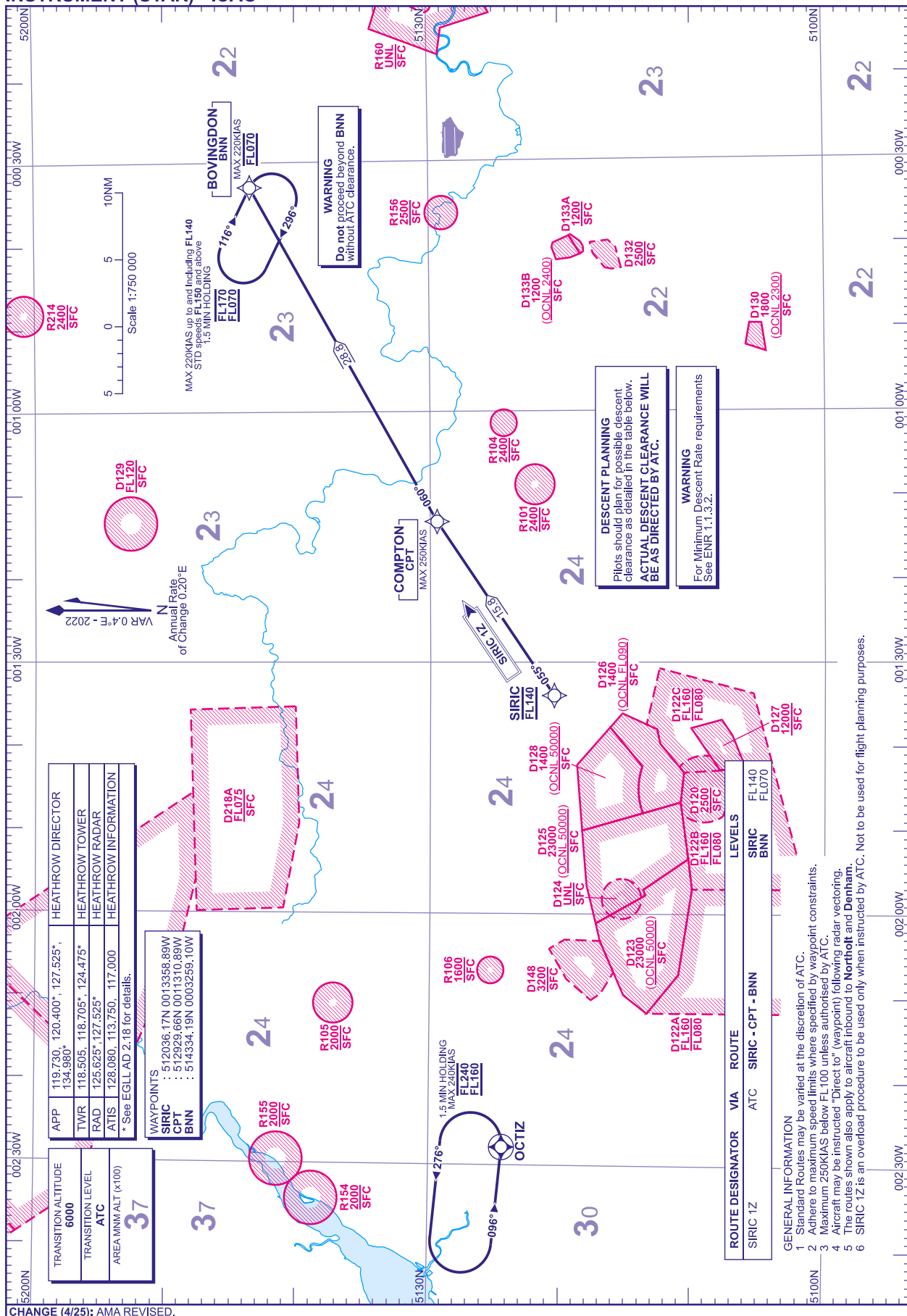
CHANGE (4/25): AMA REVISED.
AERO INFO DATE 21 JAN 25

AD 2-EGLL-7-11

**RNAV1 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**LONDON HEATHROW
SIRIC 1Z**



HEATHROW DIRECTOR	119.730, 120.400*, 127.525*, 134.980*
HEATHROW TOWER	118.505, 118.705*, 124.475*
HEATHROW RADAR	125.625*, 127.525*
HEATHROW INFORMATION	128.080, 113.750, 117.000

WAYPOINTS	: 512036 17N 0013358.89W
SIRIC	: 512923.66N 0011310.89W
BNN	: 514334.19N 0003259.10W

* See EGLL AD 2.18 for details.

ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
SIRIC 1Z	ATC	SIRIC - CPT - BNN	FL140 FL070

- GENERAL INFORMATION**
- Standard Routes may be varied at the discretion of ATC.
 - Adhere to maximum speed limits where specified by waypoint constraints.
 - Maximum 250KIAS below FL100 unless authorised by ATC.
 - Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
 - The routes shown also apply to aircraft inbound to **Northolt** and **Denham**.
 - SIRIC 1Z is an overload procedure to be used only when instructed by ATC. Not to be used for flight planning purposes.

CHANGE (4/25): AMA REVISED.
AERO INFO DATE 21 JAN 25

EGGW AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	<p>CARGO APRON Surface: Concrete and asphalt</p> <p>DELTA APRON Surface: Concrete</p> <p>EAST APRON Surface: Concrete</p> <p>MAIN APRON Surface: Concrete and asphalt or asphalt and block paving</p> <p>NORTH APRON Surface: Concrete</p> <p>SOUTH APRON Surface: Concrete</p>
2	Taxiway width, surface and strength	<p>Taxiway A: 23 M Surface: Asphalt</p> <p>Taxiway B: 23 M Surface: Asphalt</p> <p>Taxiway C: 23 M Surface: Asphalt</p> <p>Taxiway D: 23 M Surface: Asphalt</p> <p>Taxiway E: 19 M Surface: Concrete</p> <p>Taxiway F: 23 M Surface: Asphalt</p> <p>Taxiway H: 23 M Surface: Asphalt</p> <p>Taxiway K: 23 M Surface: Asphalt</p>
3	Altimeter checkpoint location and elevation	South Apron 516 FT Cargo Apron 501 FT East Apron 499 FT
4	VOR checkpoints	
5	INS checkpoints	See Aircraft Parking/Docking Chart.
6	Remarks	Taxiway Echo exceeds 1.5% slope (1.7%)

EGGW AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	<p>All stands are marked for nose in parking, with the exception of Stands 54, 56, 58, 62, 71, 80 and 81.</p> <p>London Luton Airport operates a combination of stand configurations such as Standard Apron/Stand, and Multiple Aircraft Ramp System (MARS).</p> <p>All Stands will have a single yellow centre-line. Each stand has an individual stand number. MARS stands consist of a main centre-line and have two subsidiary centre-lines either side of the main centre-line. These subsidiary centre-lines are given the designation of the stand number with L (Left) and R (Right) added.</p> <p>Aircraft parking on all stands is by marshallers' instructions, pilots must hold on the taxiway centreline until signalled to make a turn to enter their designated stand by a marshaller. The presence of a marshaller should indicate a safety check of the stand has been made by the handling agent prior to aircraft arrival.</p> <p>Stands 8 and 9 have a slope in excess of 1%.</p>
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17 Apr 2025

2	Runway and taxiway markings and lighting	<p>Runway marking aid(s): 07/25: Runway designation, runway threshold, runway centre-line and touchdown zone markings. Lead-offs from the runway are marked by a continuous yellow line from the centre-line of the runway.</p> <p>Runway light(s): Threshold - HI green lights. Edge - HI white lights. Centreline - HI colour coded white/red lights. Touchdown zone - HI white lights. Stop end - HI red lights.</p> <p>Colour coded amber/green lights indicate the runway turn-off routes to the CAT III stop bars.</p> <p>Taxiway marking aid(s): Enhanced centre-line and Runway Ahead Markings at A1, B1, C1 & H1.</p> <p>Taxiway light(s): Amber guard lights at runway/taxiway intersections.</p>
3	Stop bars and runway guard lights (if any)	Stop bars at Runways 07/25 Holding Points, taxiway intersection and intermediate holding points.
4	Other runway protection measures	
5	Remarks	WDI (LGTD) RWY 07 THR: 515225.58N 0002246.40W. WDI (LGTD) RWY 25 THR: 515238.29N 0002131.17W. WDI adjacent to Airport Fire Station (515232.48N 0002231.51W) is not reliable for aeronautical purposes.

EGGW AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/ Colour	Remarks
1	2	3	4		5	6
(EGGW7226) 25/APPROACH	TREE	515244.07N 0002108.48W	525 FT	68 FT	No	Trees in 25/Approach relate to highest wooded area.
(EGGW7213) 25/APPROACH	TREE	515234.15N 0002101.17W	557 FT	76 FT	No	Trees in 25/Approach relate to highest wooded area.

In circling area and at aerodrome						
Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/ Colour	Remarks
1	2	3	4		5	6
	CRANE	515253.25N 0002445.75W	657 FT	301 FT	Yes Red	3 Tower cranes working in area. End estimated October 2026.
(EGGW7007)	MAST	515242.53N 0002617.85W	721 FT	165 FT	Yes Red	
(EGGW6067)	ATC AERIAL	515240.19N 0002232.71W	673 FT	159 FT	No	
(EGGW7008)	MAST	515239.87N 0002551.56W	698 FT	168 FT	Yes Red	

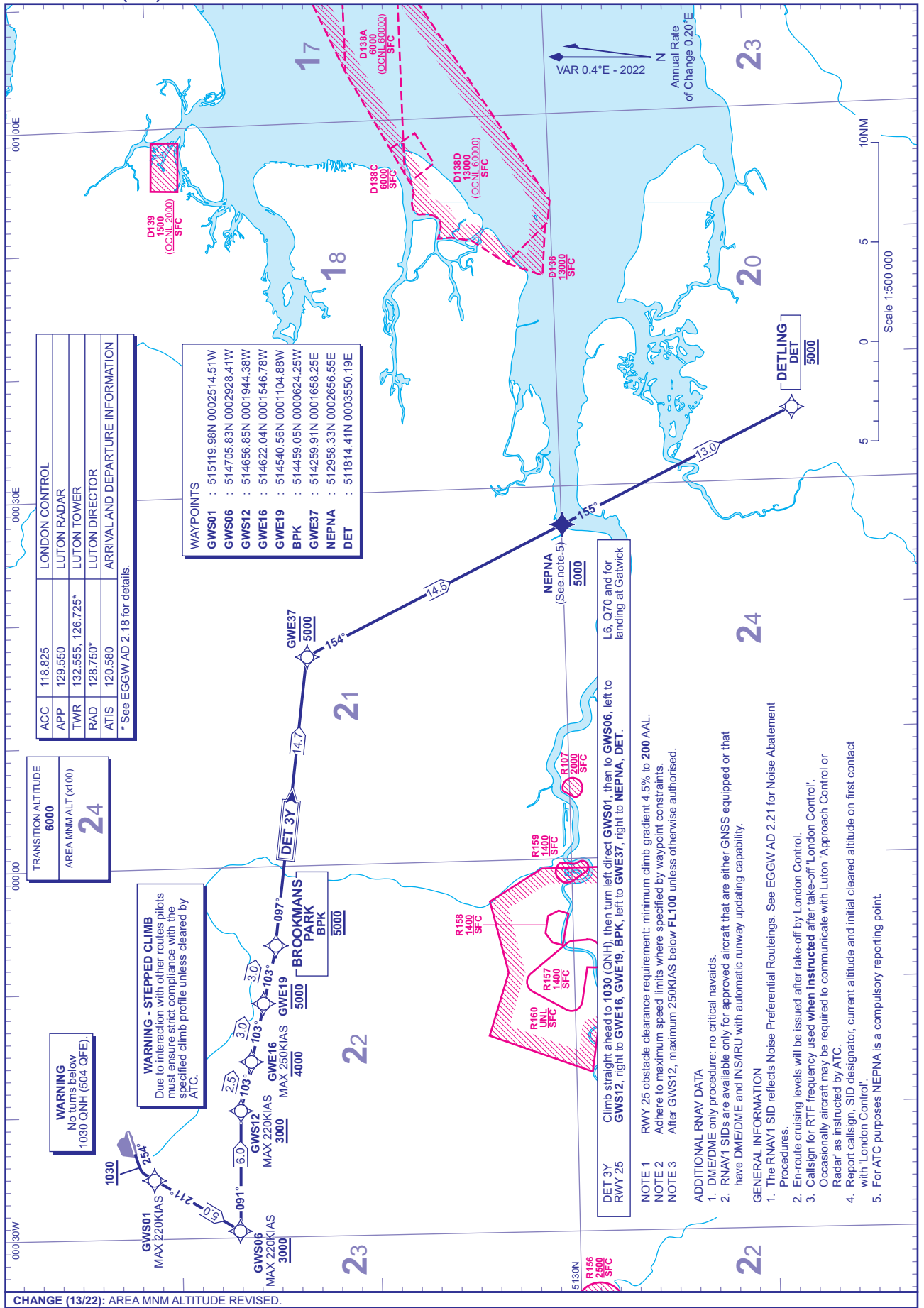
EGGW AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER 24 Hours.
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self briefing/telephone.

**RNAV1 (DME/DME or GNSS)
STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**LONDON LUTON
RWY 25
DET 3Y**



ACC	118.825	LONDON CONTROL
APP	129.550	LUTON RADAR
TWR	132.555, 126.725*	LUTON TOWER
RAD	128.750*	LUTON DIRECTOR
ATIS	120.580	ARRIVAL AND DEPARTURE INFORMATION

* See EGGW AD 2.18 for details.

WAYPOINTS	
GWS01	: 515119.98N 0002514.51W
GWS06	: 514705.83N 0002928.41W
GWE16	: 514656.85N 0001944.38W
GWE19	: 514622.04N 0001546.78W
BPK	: 514540.56N 0001104.88W
GWE37	: 514259.91N 0001659.25E
NEPNA	: 512958.33N 0002656.55E
DET	: 511814.41N 0003550.19E

TRANSITION ALTITUDE	6000
AREA MNM ALT (x100)	24

WARNING
No turns below
1030 QNH (504 CFE).

WARNING - STEPPED CLIMB
Due to interaction with other routes pilots must ensure strict compliance with the specified climb profile unless cleared by ATC.

DET 3Y Climb straight ahead to 1030 (QNH), then turn left direct **GWS01**, then turn left direct **GWS06**, left to **GWS12**, right to **GWE16**, **BPK**, left to **GWE37**, right to **NEPNA**, **DET**.

- NOTE 1 RWY 25 obstacle clearance requirement: minimum climb gradient 4.5% to 200 AAL.
NOTE 2 Adhere to maximum speed limits where specified by waypoint constraints.
NOTE 3 Alter GWS12, maximum 250KIAS below FL100 unless otherwise authorised.

ADDITIONAL RNAV DATA

- DME/DME only procedure: no critical nav aids.
 - RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.
- GENERAL INFORMATION**
- The RNAV1 SID reflects Noise Preferential Routings. See EGGW AD 2.21 for Noise Abatement Procedures.
 - En-route cruising levels will be issued after take-off by London Control.
 - Callsign for RTF frequency used **when instructed** after take-off 'London Control'. Occasionally aircraft may be required to communicate with Luton 'Approach Control or Radar' as instructed by ATC.
 - Report callsign, SID designator, current altitude and initial cleared altitude on first contact with 'London Control'.
 - For ATC purposes NEPNA is a compulsory reporting point.

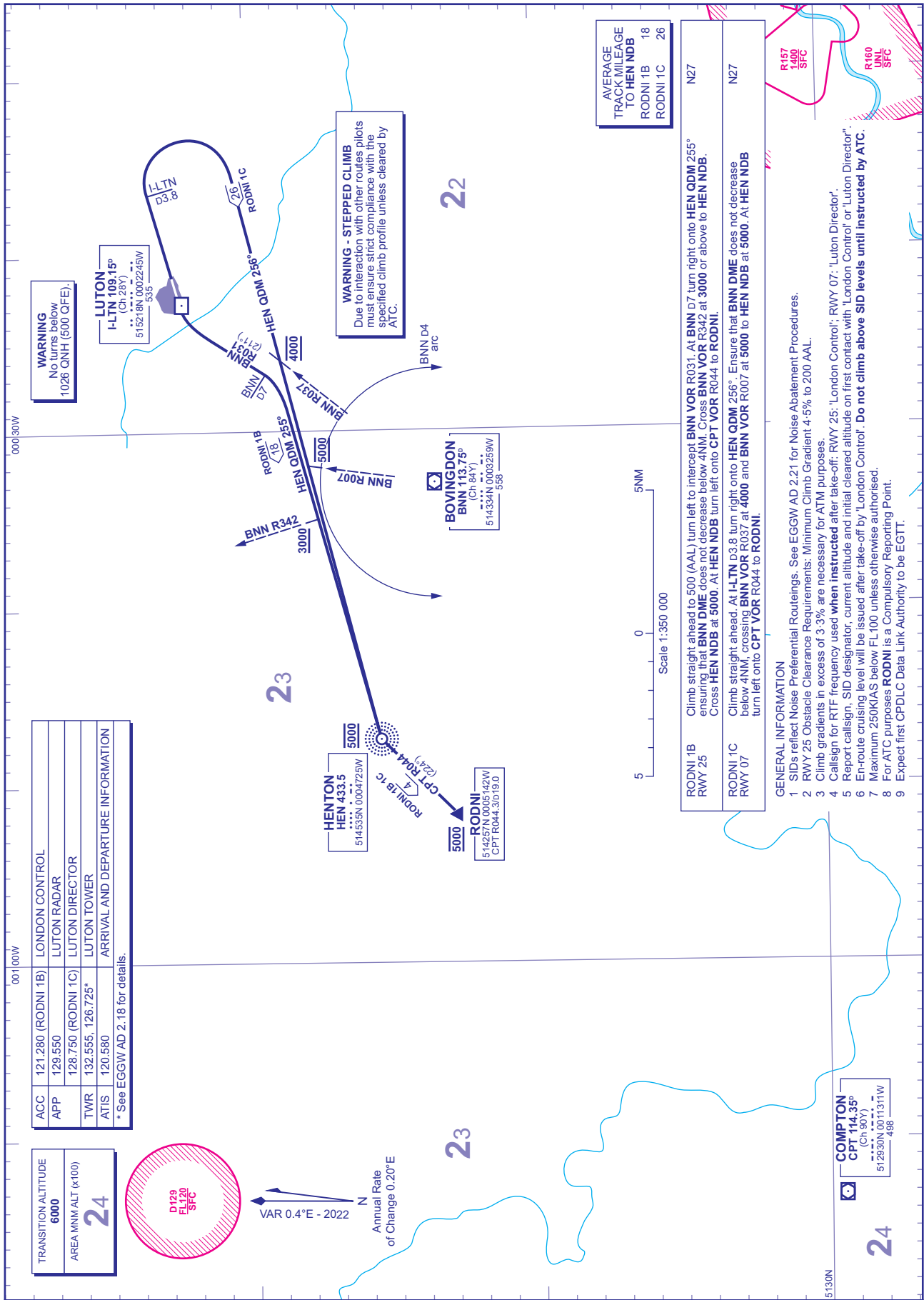
CHANGE (13/22): AREA MNM ALTITUDE REVISED.
AERO INFO DATE 04 OCT 22

AD 2.EGGW-6-3

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

LONDON LUTON
RWY 07 25
RODNI 1B 1C



CHANGE (4/25): AMA REVISED.

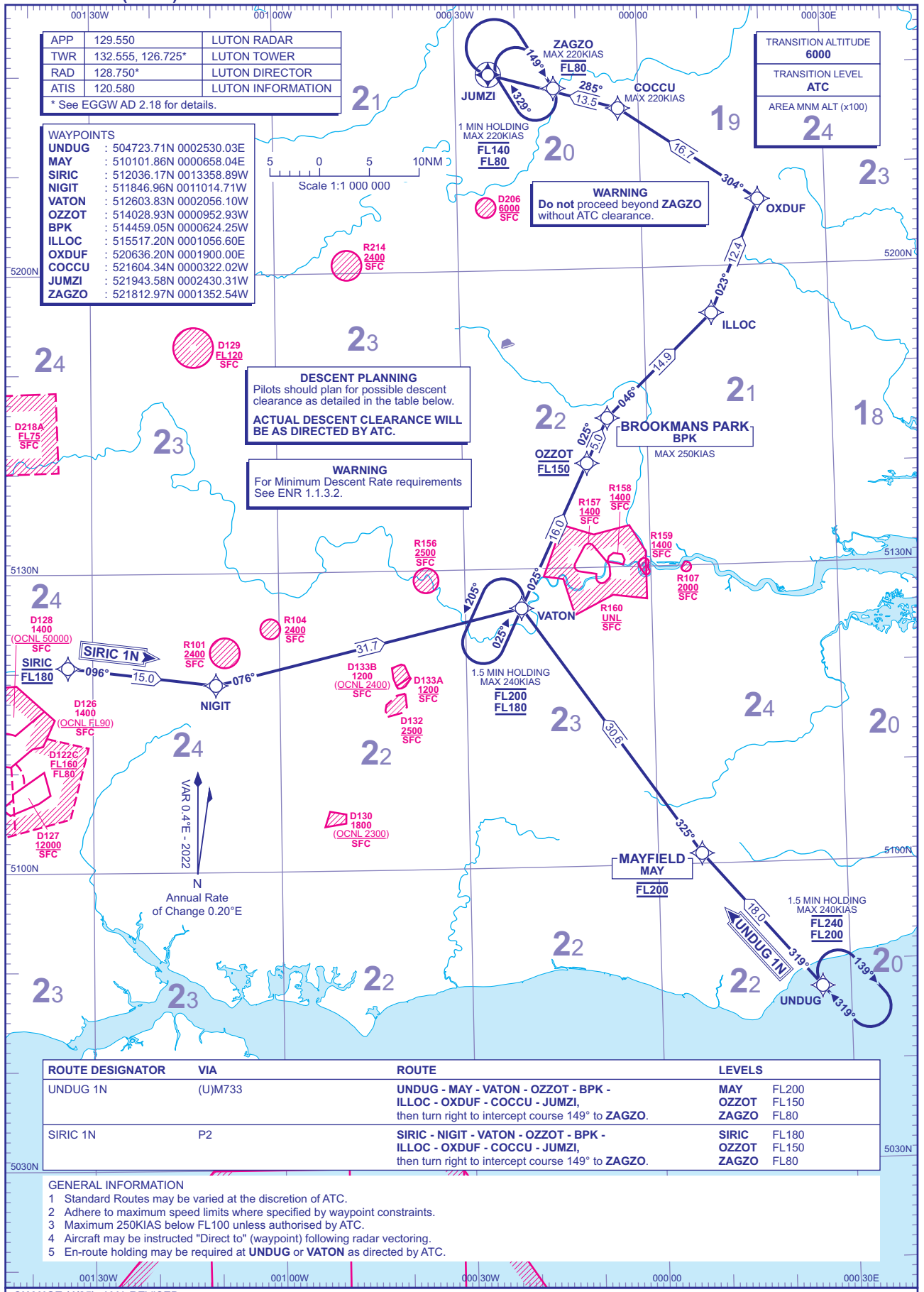
AERO INFO DATE 20 JAN 25

AD 2-EGGW-6-4

**RNAV1 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

**LONDON LUTON
UNDUG 1N SIRIC 1N**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET



APP	129.550	LUTON RADAR
TWR	132.555, 126.725*	LUTON TOWER
RAD	128.750*	LUTON DIRECTOR
ATIS	120.580	LUTON INFORMATION

* See EGGW AD 2.18 for details.

WAYPOINTS

UNDUG	: 504723.71N 0002530.03E
MAY	: 510101.86N 0000658.04E
SIRIC	: 512036.17N 0013358.89W
NIGIT	: 511846.96N 0011014.71W
VATON	: 512603.83N 0002056.10W
OZZOT	: 514028.93N 0000952.93W
BPK	: 514459.05N 0000624.25W
ILLOC	: 515517.20N 0001056.60E
OXDUF	: 520636.20N 0001900.00E
COCCU	: 521604.34N 0000322.02W
JUMZI	: 521943.58N 0002430.31W
ZAGZO	: 521812.97N 0001352.54W

TRANSITION ALTITUDE	6000
TRANSITION LEVEL	ATC
AREA MNM ALT (x100)	24

DESCENT PLANNING
Pilots should plan for possible descent clearance as detailed in the table below.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

WARNING
For Minimum Descent Rate requirements See ENR 1.1.3.2.

WARNING
Do not proceed beyond ZAGZO without ATC clearance.

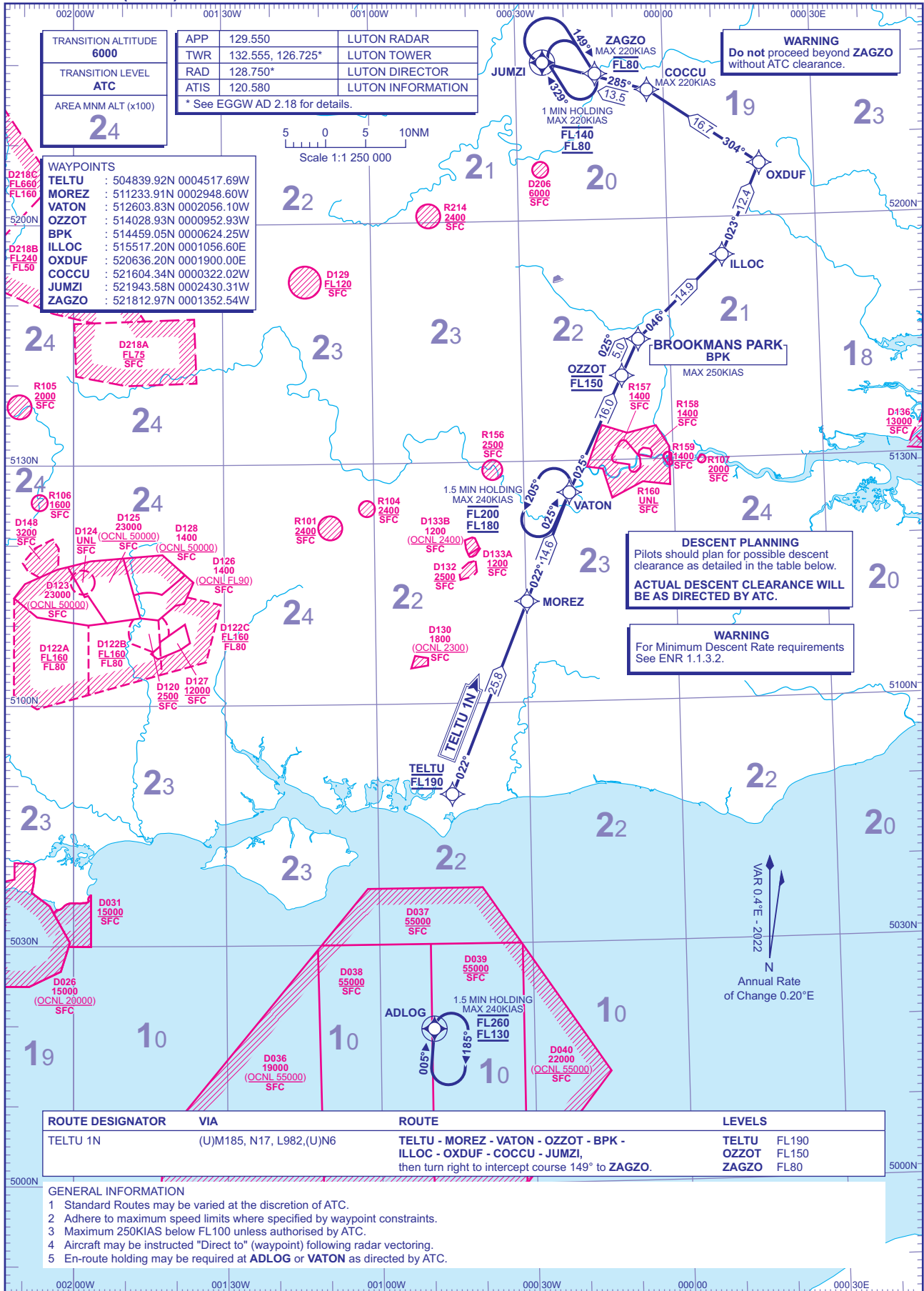
ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
UNDUG 1N	(U)M733	UNDUG - MAY - VATON - OZZOT - BPK - ILLOC - OXDUF - COCCU - JUMZI, then turn right to intercept course 149° to ZAGZO.	MAY FL200 OZZOT FL150 ZAGZO FL80
SIRIC 1N	P2	SIRIC - NIGIT - VATON - OZZOT - BPK - ILLOC - OXDUF - COCCU - JUMZI, then turn right to intercept course 149° to ZAGZO.	SIRIC FL180 OZZOT FL150 ZAGZO FL80

- GENERAL INFORMATION**
- Standard Routes may be varied at the discretion of ATC.
 - Adhere to maximum speed limits where specified by waypoint constraints.
 - Maximum 250KIAS below FL100 unless authorised by ATC.
 - Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
 - En-route holding may be required at **UNDUG** or **VATON** as directed by ATC.

**RNAV1 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**LONDON LUTON
TELTU 1N**



TRANSITION ALTITUDE	6000
TRANSITION LEVEL	ATC
AREA MNM ALT (x100)	24

APP	129.550	LUTON RADAR
TWR	132.555, 126.725*	LUTON TOWER
RAD	128.750*	LUTON DIRECTOR
ATIS	120.580	LUTON INFORMATION

* See EGGW AD 2.18 for details.

WAYPOINTS	
TELTU	: 504839.92N 0004517.69W
MOREZ	: 511233.91N 0002948.60W
VATON	: 512603.83N 0002056.10W
OZZOT	: 514028.93N 0000952.93W
BPK	: 514459.05N 0000624.25W
ILLOC	: 515517.20N 0001056.60E
OXDUF	: 520636.20N 0001900.00E
COCCU	: 521604.34N 0000322.02W
JUMZI	: 521943.58N 0002430.31W
ZAGZO	: 521812.97N 0001352.54W

WARNING
Do not proceed beyond ZAGZO without ATC clearance.

DESCENT PLANNING
Pilots should plan for possible descent clearance as detailed in the table below.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

WARNING
For Minimum Descent Rate requirements See ENR 1.1.3.2.

ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
TELTU 1N	(U)M185, N17, L982,(U)N6	TELTU - MOREZ - VATON - OZZOT - BPK - ILLOC - OXDUF - COCCU - JUMZI, then turn right to intercept course 149° to ZAGZO.	TELTU FL190 OZZOT FL150 ZAGZO FL80

- GENERAL INFORMATION**
- Standard Routes may be varied at the discretion of ATC.
 - Adhere to maximum speed limits where specified by waypoint constraints.
 - Maximum 250KIAS below FL100 unless authorised by ATC.
 - Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
 - En-route holding may be required at **ADLOG** or **VATON** as directed by ATC.

CHANGE (4/25): AMA REVISED.

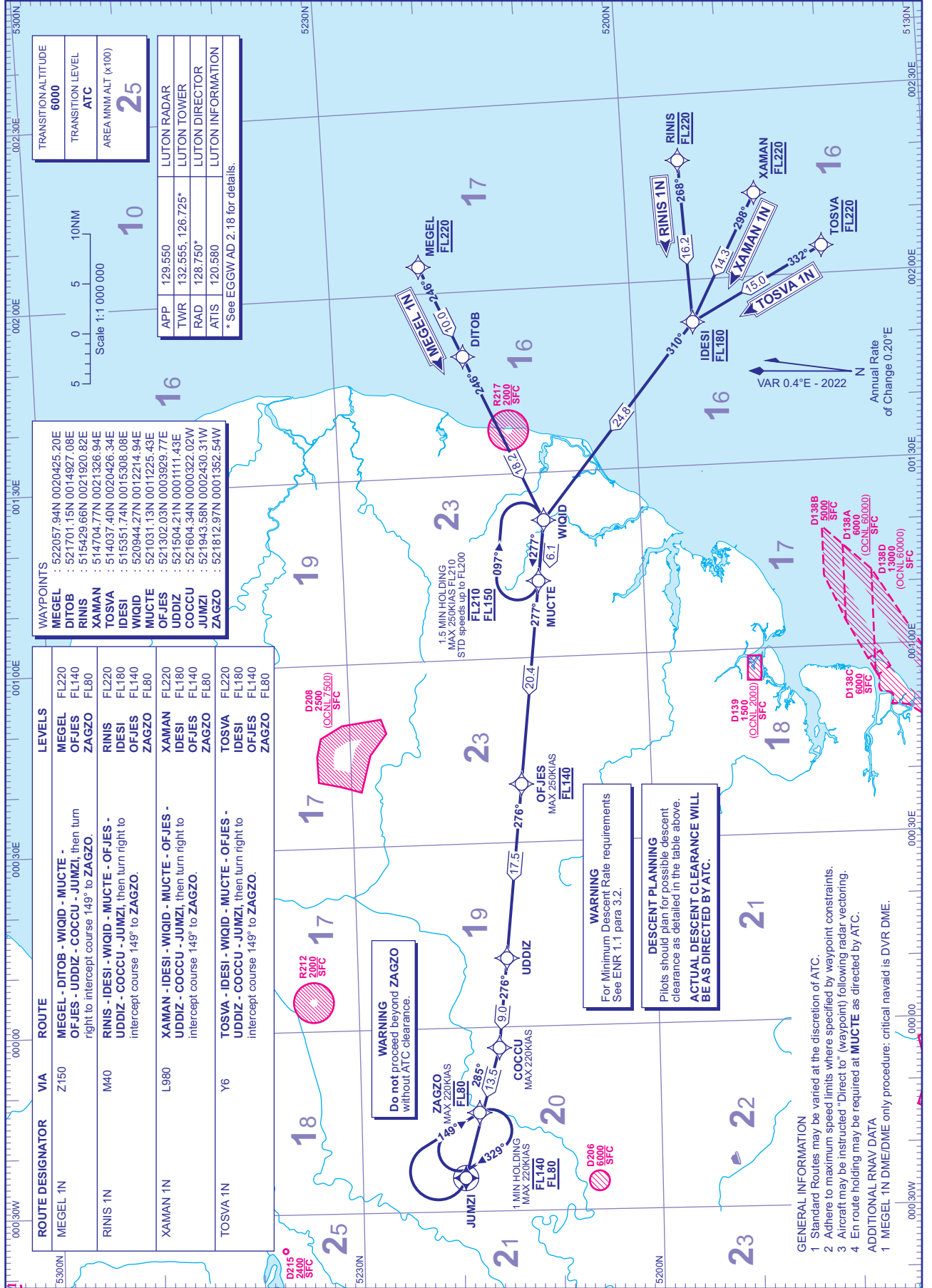
AERO INFO DATE 20 JAN 25

AD 2.EGGW-7-2

**RNAV1 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**LONDON LUTON
MEGEL 1N RINIS 1N
XAMAN 1N TOSVA 1N**



CHANGE (2/25): BARM1 1N TRUNCATED TO MEGEL AND REDESIGNATED MEGEL 1N.

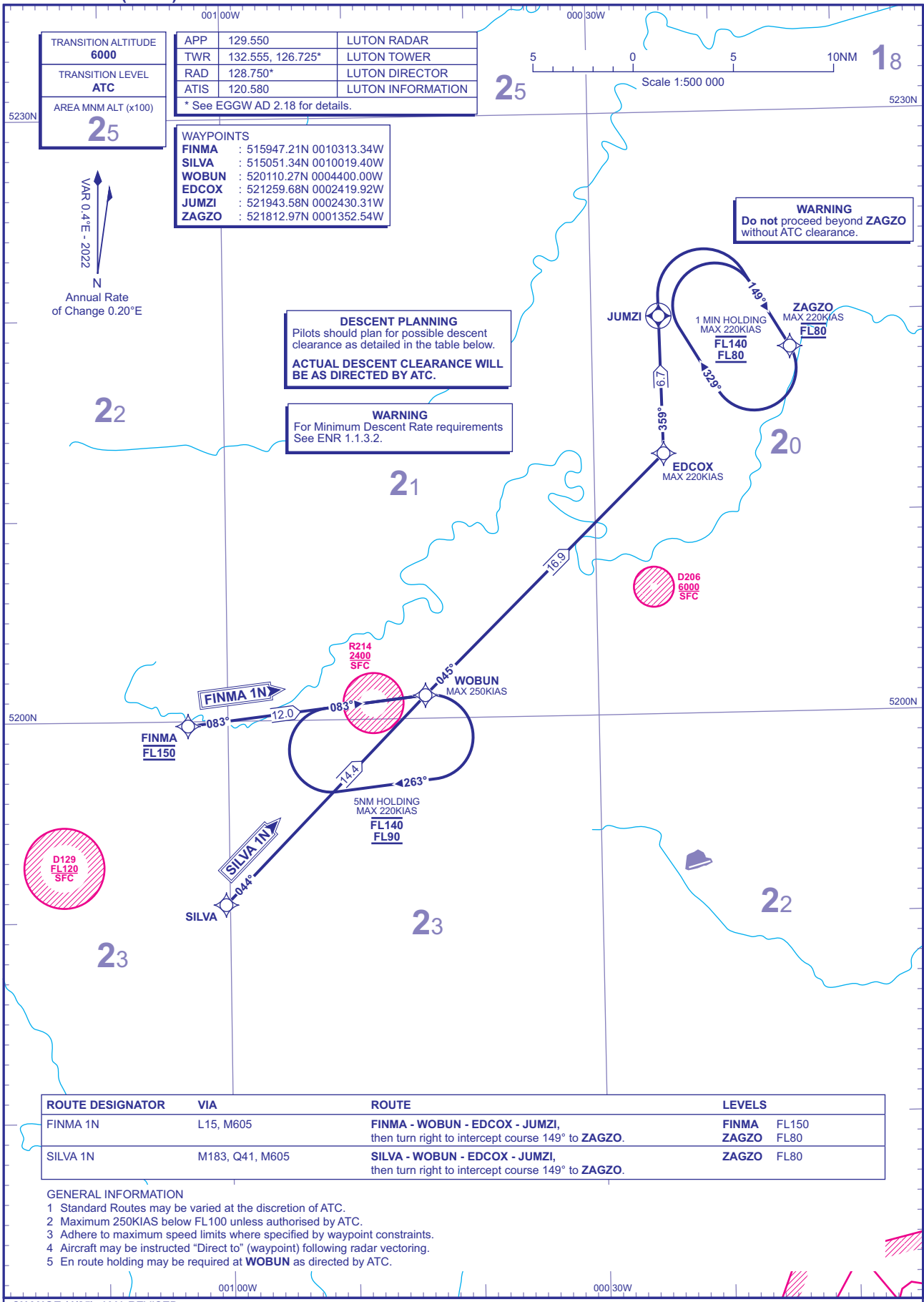
AERO INFO DATE 26 NOV 24

AD 2.EGGW-7-3

**RNAV1 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**LONDON LUTON
FINMA 1N SILVA 1N**



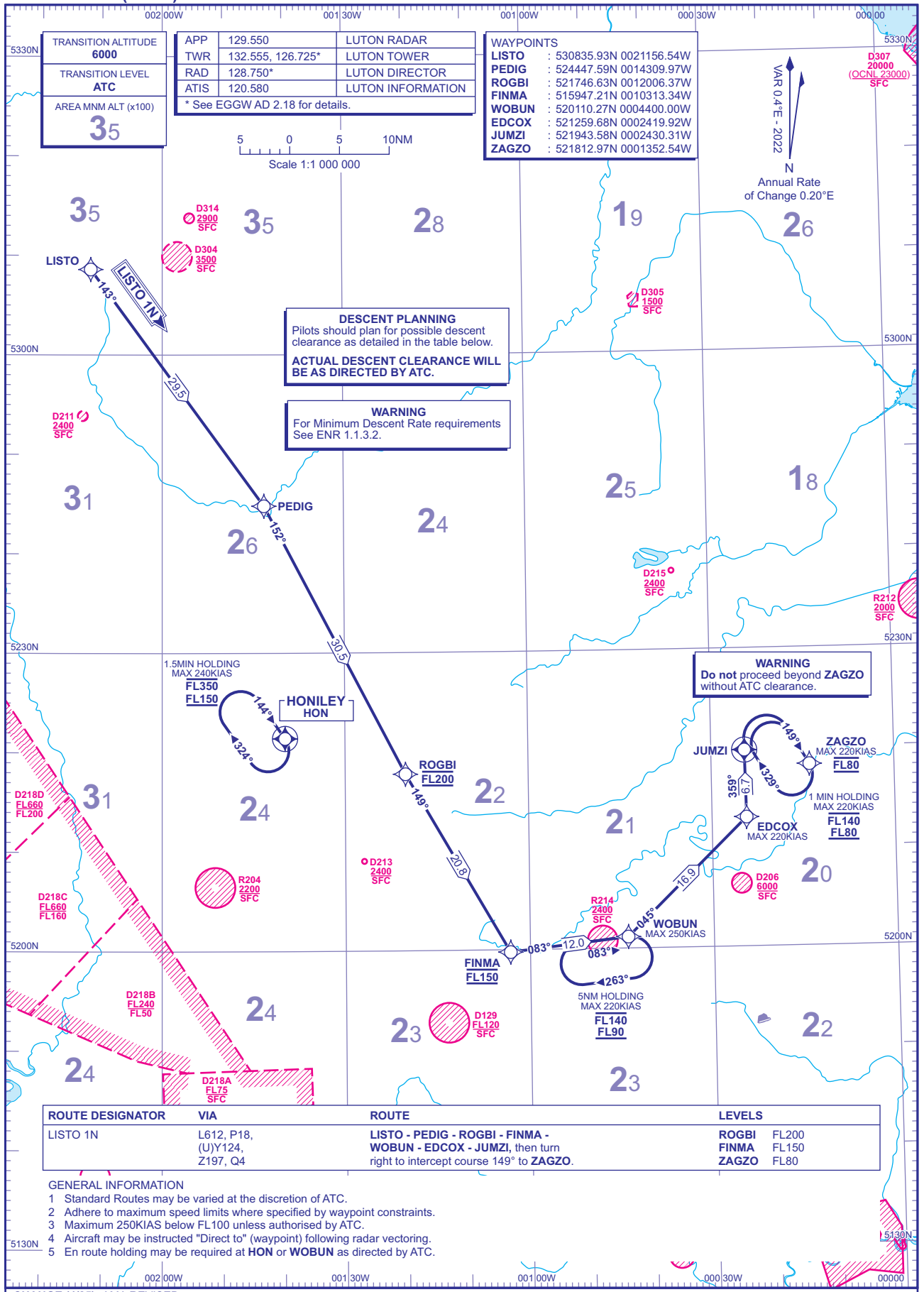
CHANGE (4/25): AMA REVISED.
AERO INFO DATE 20 JAN 25

AD 2.EGGW-7-4

**RNAV1 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

**LONDON LUTON
LISTO 1N**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET



TRANSITION ALTITUDE	APP	129.550	LUTON RADAR
TRANSITION LEVEL	TWR	132.555, 126.725*	LUTON TOWER
ATC	RAD	128.750*	LUTON DIRECTOR
AREA MNM ALT (x100)	ATIS	120.580	LUTON INFORMATION
35	* See EGGW AD 2.18 for details.		

WAYPOINTS	
LISTO	: 530835.93N 0021156.54W
PEDIG	: 524447.59N 0014309.97W
ROGBI	: 521746.63N 0012006.37W
FINMA	: 515947.21N 0010313.34W
WOBUN	: 520110.27N 0004400.00W
EDCOX	: 521259.68N 0002419.92W
JUMZI	: 521943.58N 0002430.31W
ZAGZO	: 521812.97N 0001352.54W

DESCENT PLANNING
Pilots should plan for possible descent clearance as detailed in the table below.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

WARNING
For Minimum Descent Rate requirements See ENR 1.1.3.2.

WARNING
Do not proceed beyond ZAGZO without ATC clearance.

ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
LISTO 1N	L612, P18, (U)Y124, Z197, Q4	LISTO - PEDIG - ROGBI - FINMA - WOBUN - EDCOX - JUMZI, then turn right to intercept course 149° to ZAGZO.	ROGBI FL200 FINMA FL150 ZAGZO FL80

- GENERAL INFORMATION**
- Standard Routes may be varied at the discretion of ATC.
 - Adhere to maximum speed limits where specified by waypoint constraints.
 - Maximum 250KIAS below FL100 unless authorised by ATC.
 - Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
 - En route holding may be required at HON or WOBUN as directed by ATC.

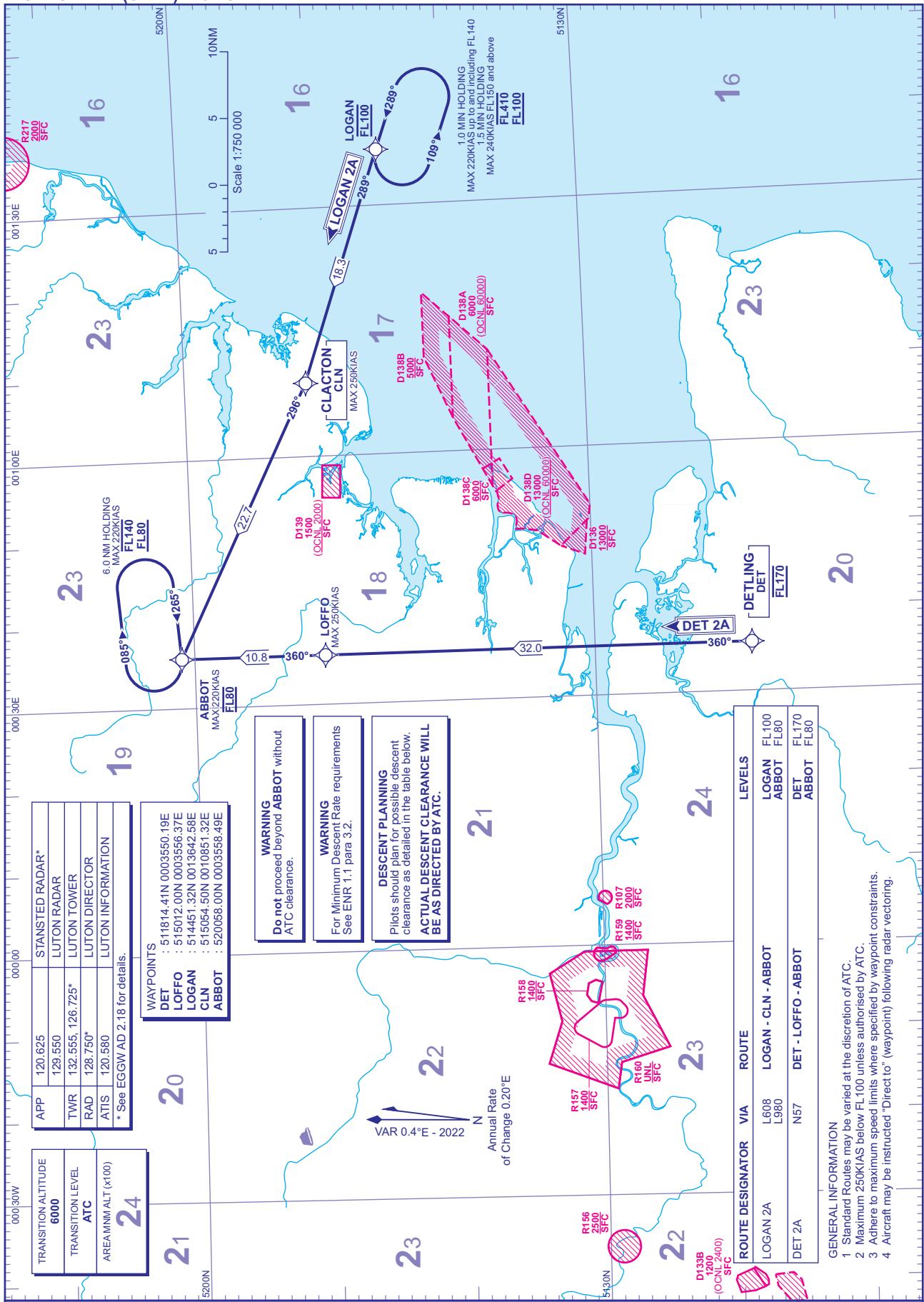
CHANGE (4/25): AMA REVISED.
AERO INFO DATE 20 JAN 25

AD 2-EGGW-7-5

**RNAV5 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**LONDON LUTON
LOGAN 2A DET 2A**



APP	120.625	STANSTED RADAR*
TWR	129.550	LUTON RADAR
RAD	132.555, 126.725*	LUTON TOWER
ATIS	128.750*	LUTON DIRECTOR
	120.580	LUTON INFORMATION

* See EGGW AD 2.18 for details.

WAYPOINTS	: 511814.41N 0003550.19E
DETT	: 515012.00N 0003556.37E
LOFFO	: 514451.32N 0013642.58E
LOGAN	: 515054.50N 0010861.32E
CLN	: 515054.50N 0010861.32E
ABBOT	: 520058.00N 0003558.49E

WARNING
Do not proceed beyond ABBOT without ATC clearance.

WARNING
For Minimum Descent Rate requirements See ENR 1.1 para 3.2.

DESCENT PLANNING
Pilots should plan for possible descent clearance as detailed in the table below.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
LOGAN 2A	L608 L980	LOGAN - CLN - ABBOT	LOGAN FL100 ABBOT FL80
DETT 2A	N57	DETT - LOFFO - ABBOT	DETT FL170 ABBOT FL80

- GENERAL INFORMATION**
- Standard Routes may be varied at the discretion of ATC.
 - Maximum 250KIAS below FL100 unless authorised by ATC.
 - Adhere to maximum speed limits where specified by waypoint constraints.
 - Aircraft may be instructed 'Direct to' (waypoint) following radar vectoring.

CHANGE (13/22): AREA MNM ALTITUDE REVISED.

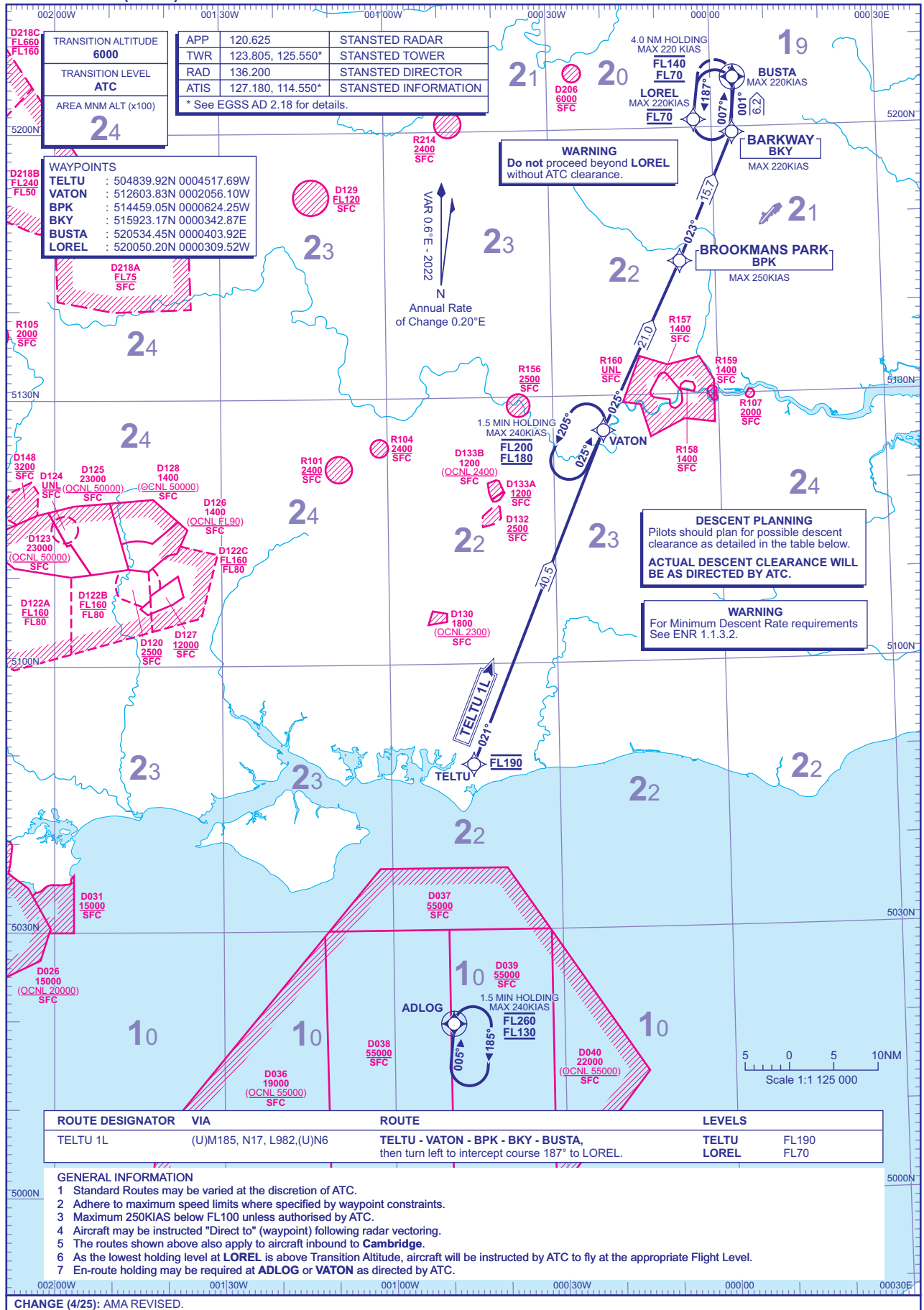
AERO INFO DATE 04 OCT 22

AD 2.EGGW-7-6

**RNAV1 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**LONDON STANSTED
TELTU 1L**



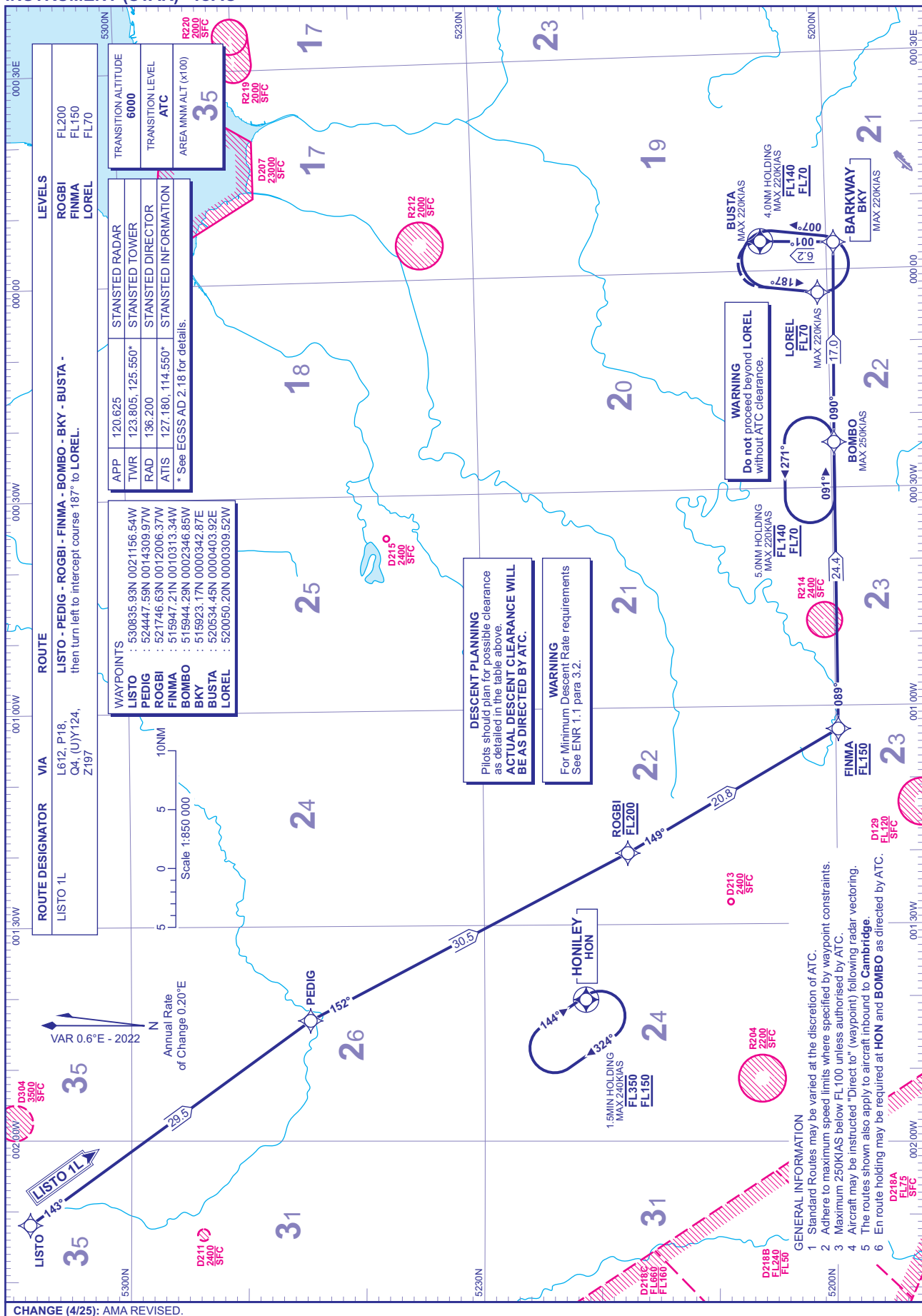
CHANGE (4/25): AMA REVISED.
AERO INFO DATE 20 JAN 25

AD 2-EGSS-7-1

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES TRACKS ARE MAGNETIC ALTITUDES AND ELEVATIONS ARE IN FEET

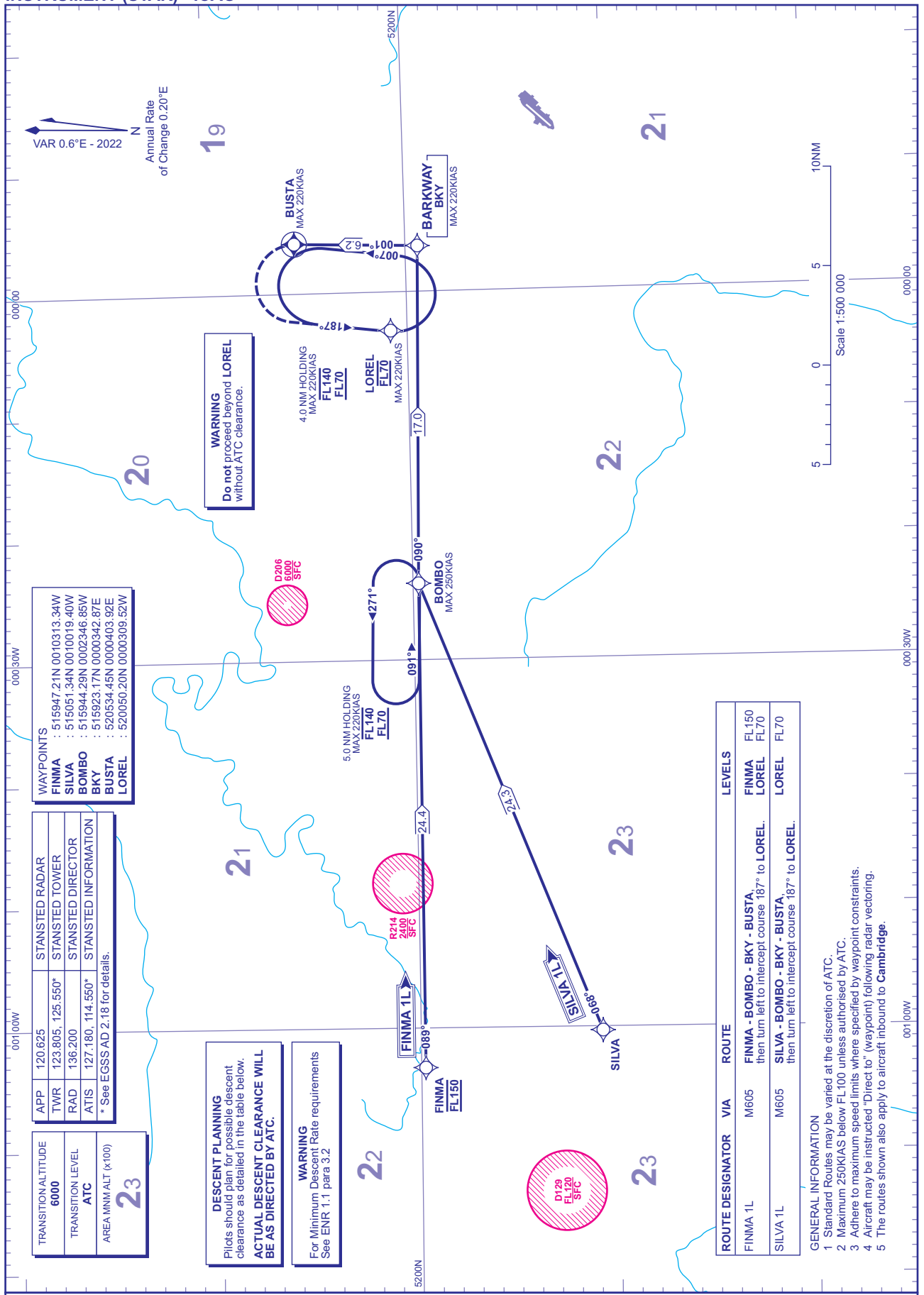
LONDON STANSTED LISTO 1L



**RNAV5 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**LONDON STANSTED
FINMA 1L SILVA 1L**



WAYPOINTS

FINMA	: 515947.21N 0010313.34W
SILVA	: 515051.34N 0010019.40W
BOMBO	: 515944.29N 0002346.85W
BKY	: 515923.17N 0000342.87E
BUSTA	: 520534.45N 0000403.92E
LOREL	: 520050.20N 0000309.52W

APP	120.625	STANSTED RADAR
TWR	123.805, 125.550*	STANSTED TOWER
RAD	136.200	STANSTED DIRECTOR
ATIS	127.180, 114.550*	STANSTED INFORMATION

* See EGSS AD 2.18 for details.

TRANSITION ALTITUDE	6000
TRANSITION LEVEL	ATC
AREA MIN ALT (x100)	23

DESCENT PLANNING
Pilots should plan for possible descent clearance as detailed in the table below.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

WARNING
For Minimum Descent Rate requirements See ENR 1.1 para 3.2

ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
FINMA 1L	M605	FINMA - BOMBO - BKY - BUSTA then turn left to intercept course 187° to LOREL.	FL150 LOREL FL70
SILVA 1L	M605	SILVA - BOMBO - BKY - BUSTA then turn left to intercept course 187° to LOREL.	LOREL FL70

- GENERAL INFORMATION**
- Standard Routes may be varied at the discretion of ATC.
 - Maximum 250KIAS below FL100 unless authorised by ATC.
 - Adhere to maximum speed limits where specified by waypoint constraints.
 - Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
 - The routes shown also apply to aircraft inbound to **Cambridge**.

CHANGE (4/25): AMA REVISED.

AERO INFO DATE 20 JAN 25

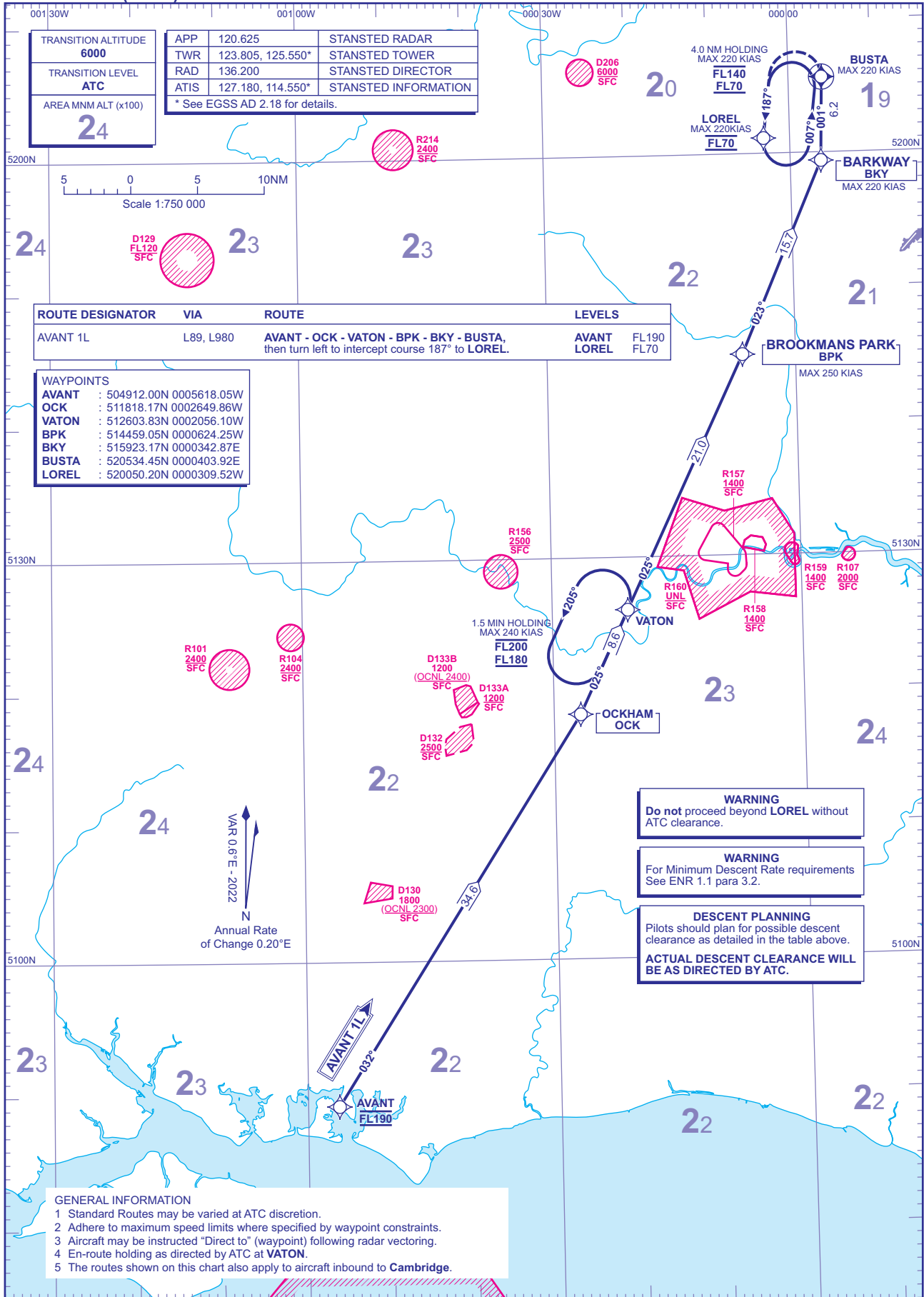
AD 2-EGSS-7-5

17 Apr 2025

**RNAV5 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**LONDON STANSTED
AVANT 1L**



TRANSITION ALTITUDE 6000	APP 120.625	STANSTED RADAR
TRANSITION LEVEL ATC	TWR 123.805, 125.550*	STANSTED TOWER
AREA MNM ALT (x100) 24	RAD 136.200	STANSTED DIRECTOR
	ATIS 127.180, 114.550*	STANSTED INFORMATION
	* See EGSS AD 2.18 for details.	

ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
AVANT 1L	L89, L980	AVANT - OCK - VATON - BPK - BKY - BUSTA, then turn left to intercept course 187° to LOREL.	AVANT FL190 LOREL FL70

WAYPOINTS	
AVANT	: 504912.00N 0005618.05W
OCK	: 511818.17N 0002649.86W
VATON	: 512603.83N 0002056.10W
BPK	: 514459.05N 0000624.25W
BKY	: 515923.17N 0000342.87E
BUSTA	: 520534.45N 0000403.92E
LOREL	: 520050.20N 0000309.52W

WARNING
Do not proceed beyond LOREL without ATC clearance.

WARNING
For Minimum Descent Rate requirements See ENR 1.1 para 3.2.

DESCENT PLANNING
Pilots should plan for possible descent clearance as detailed in the table above.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

- GENERAL INFORMATION**
- Standard Routes may be varied at ATC discretion.
 - Adhere to maximum speed limits where specified by waypoint constraints.
 - Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
 - En-route holding as directed by ATC at VATON.
 - The routes shown on this chart also apply to aircraft inbound to Cambridge.

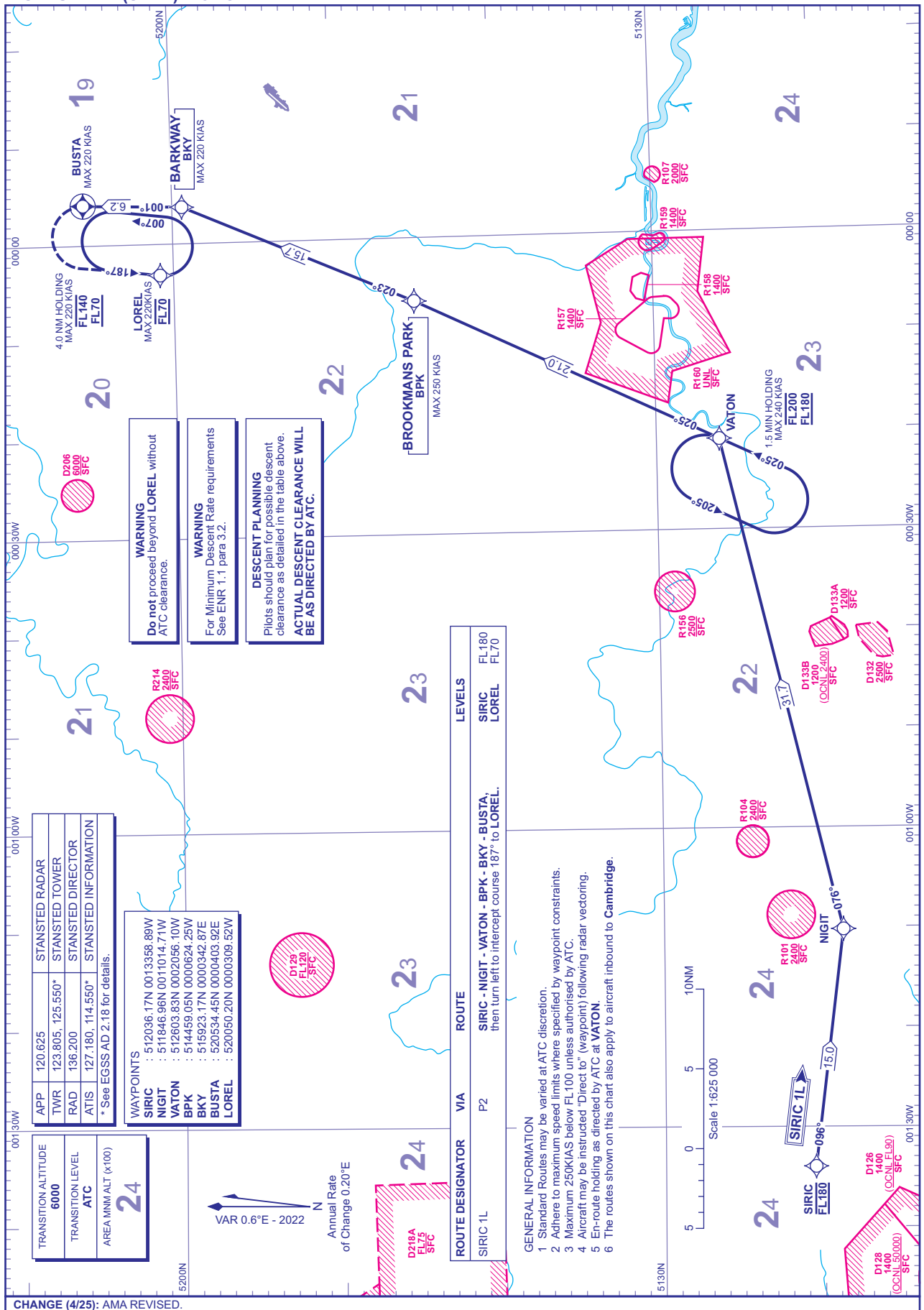
CHANGE (4/25): AMA REVISED.
AERO INFO DATE 20 JAN 25

AD 2-EGSS-7-6

RNAV1 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

LONDON STANSTED
SIRIC 1L



APP	120.625	STANSTED RADAR
TWR	123.805, 125.550*	STANSTED TOWER
RAD	136.200	STANSTED DIRECTOR
ATIS	127.180, 114.550*	STANSTED INFORMATION

* See EGSS AD 2.18 for details.

WAYPOINTS	
SIRIC	: 512036.17N 0013358.89W
NIGIT	: 511846.96N 0011014.71W
VATON	: 512603.83N 0002056.10W
BPK	: 514459.05N 0000624.25W
BKY	: 515923.17N 0000342.87E
BUSTA	: 520534.45N 0000403.92E
LOREL	: 520050.20N 0000309.52W

TRANSITION ALTITUDE	6000
TRANSITION LEVEL	ATC
AREA MIN ALT (K100)	24

WARNING
Do not proceed beyond LOREL without ATC clearance.

WARNING
For Minimum Descent Rate requirements See ENR 1.1 para 3.2.

DESCENT PLANNING
Pilots should plan for possible descent clearance as detailed in the table above. **ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.**

ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
SIRIC 1L	P2	SIRIC - NIGIT - VATON - BPK - BKY - BUSTA, then turn left to intercept course 187° to LOREL.	SIRIC LOREL FL180 FL70

- GENERAL INFORMATION**
- Standard Routes may be varied at ATC discretion.
 - Adhere to maximum speed limits where specified by waypoint constraints.
 - Maximum 250KIAS below FL100 unless authorised by ATC.
 - Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
 - En-route holding as directed by ATC at VATON.
 - The routes shown on this chart also apply to aircraft inbound to Cambridge.

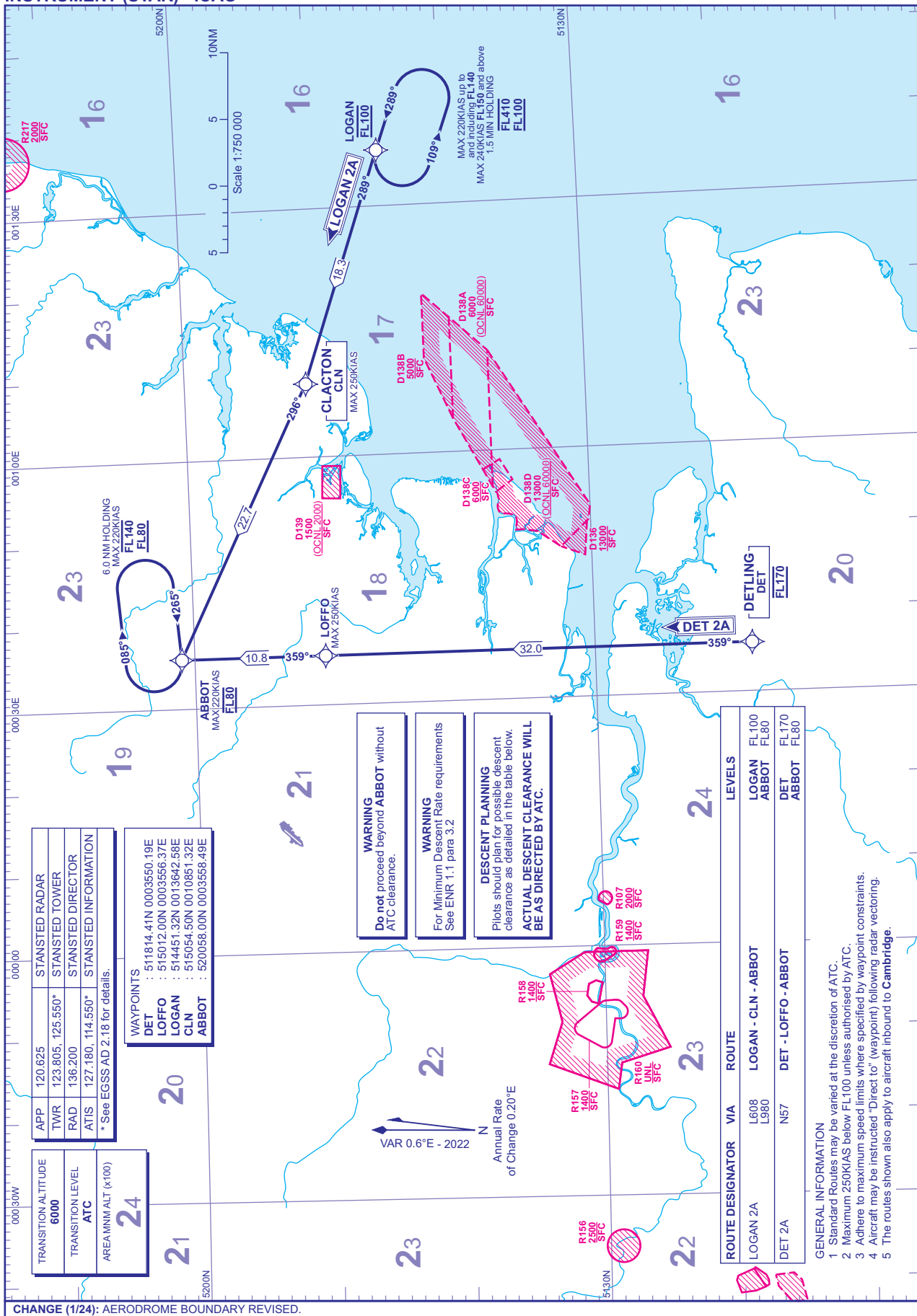
CHANGE (4/25): AMA REVISED.
AERO INFO DATE 20 JAN 25

AD 2-EGSS-7-7

**RNAV5 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**LONDON STANSTED
LOGAN 2A DET 2A**



APP	120.625	STANSTED RADAR
TWR	123.805, 125.550*	STANSTED TOWER
RAD	136.200	STANSTED DIRECTOR
ATIS	127.180, 114.550*	STANSTED INFORMATION

* See EGSS AD 2.18 for details.

WAYPOINTS	
DET	: 511814.41N 0003560.19E
LOFFO	: 515012.00N 0003566.37E
LOGAN	: 514451.32N 0013642.58E
CLN	: 515054.50N 0010851.32E
ABBOT	: 520058.00N 0003568.49E

WARNING
Do not proceed beyond ABBOT without ATC clearance.

WARNING
For Minimum Descent Rate requirements See ENR 1.1 para 3.2

DESCENT PLANNING
Pilots should plan for possible descent clearance as detailed in the table below.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
LOGAN 2A	L608 L880	LOGAN - CLN - ABBOT	LOGAN FL100 ABBOT FL80
DET 2A	N57	DET - LOFFO - ABBOT	DET FL170 ABBOT FL80

- GENERAL INFORMATION**
- Standard Routes may be varied at the discretion of ATC.
 - Maximum 250KIAS below FL100 unless authorised by ATC.
 - Adhere to maximum speed limits where specified by waypoint constraints.
 - Aircraft may be instructed 'Direct to' (waypoint) following radar vectoring.
 - The routes shown also apply to aircraft inbound to Cambridge.

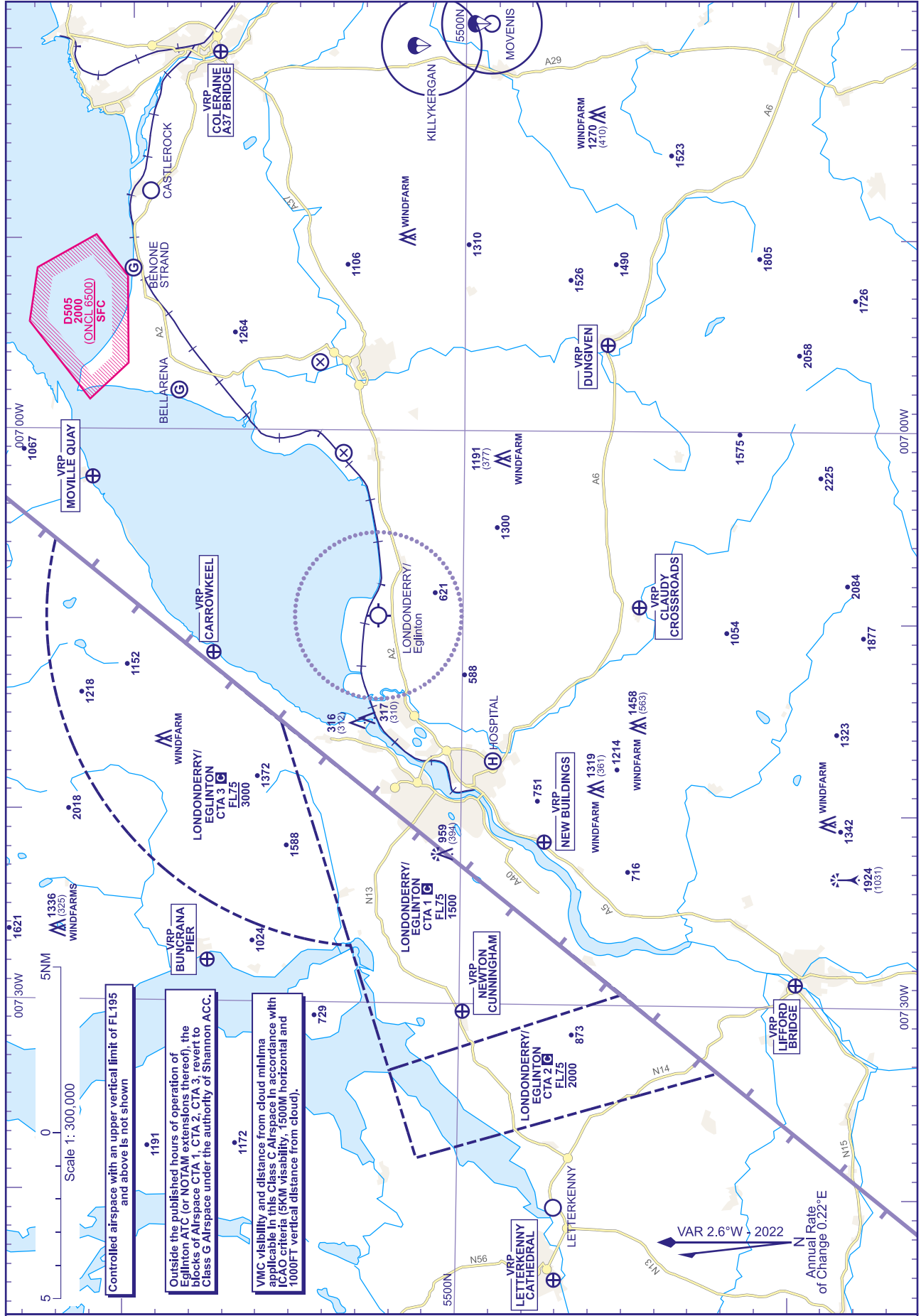
CHANGE (1/24): AERODROME BOUNDARY REVISED.

AERO INFO DATE 02 NOV 23

AD 2-EGSS-7-8

CONTROL AREA CHART - VRPs

LONDONDERRY/EGLINTON



Controlled airspace with an upper vertical limit of FL195 and above is not shown

Outside the published hours of operation of Eglinton ATC (or NOTAM extensions thereof), the blocks of Airspace CTA 1, CTA 2, CTA 3, revert to Class G Airspace under the authority of Shannon ACC.

VMC visibility and distance from cloud minima applicable in this Class C Airspace in accordance with ICAO criteria (5KM visibility, 1500M horizontal and 1000FT vertical distance from cloud).

CHANGE (4/25): HOSPITAL HELI SITE ADDED.
AERO INFO DATE 23 JAN 25

AD2-EGAE 4-1

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Type of Aid CAT of ILS/MLS MAG Var/ VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DME	INN	32X 109.500 MHz	HO	532111.40N 0021623.01W	264 FT	(RWY 23R) Range 15 NM. Zero range indicated at THR of runway in use. DME freq paired with ILS I-MM and I- NN.
VOR/DME 0.42°W (2022) 0.10°E (2022)	MCT	82Y 113.550 MHz	H24 Hours of operation for aerodrome purposes: HO	532125.29N 0021544.24W	280 FT	VOR DOC: 20 NM/50,000 FT (25 NM/ 50,000 FT in Sector R250-355). DME DOC: 90 NM/50,000 FT.
VOR/DME 0.17°W (2022) 0.10°E (2021)	TNT	104X 115.700 MHz	H24	530314.23N 0014011.90W	994 FT	VOR DOC: 20 NM/50,000 FT (40 NM/ 50,000 FT in Sector R100-205). DME DOC: 80 NM/50,000 FT (100 NM/ 50,000 FT in Sector R300-000).

EGCC AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

- a) Use governed by regulations applicable to Manchester CTR.
- b) All aircraft inbound to Manchester are to report aircraft type, latest ATIS received and cleared level on first contact with Manchester Approach.
- c) All flights are at all times subject to PPR. The filing of a flight plan with NATS Ltd does not constitute permission to use Manchester Aerodrome.
- d) Available H24, subject to the procedure and requirements listed at paragraph (f).
- e) Subject to paragraph g Operators of General and Business Aviation aircraft may only operate if they obtain permission to do so from the aerodrome operator in advance of each movement.
- f) Applications for prior permission and runway slots should be addressed as follows:
 - i. All requests for slots during office hours (0900-1700 (0800-1600)) are to be directed to Airport Co-ordination Ltd (ACL) Tel: 0161-493 1850/1851/1852, E-mail: manchester@acl-uk.org, SITA: LONACXH;
 - ii. Slots outside office hours can be requested from Manchester Airport Plc, Airfield Operations, Tel: 0161-489 3657.

These applications must include the following information:

1. Aircraft Owner/Operator;
 2. aircraft type and registration;
 3. flight number (if applicable);
 4. Requested time of arrival and departure at Manchester;
 5. Nominated handling agent at Manchester.
- g) Diversion Procedure — All operators are advised that before filing Manchester as an alternate, they are required to have made arrangements for ground handling; this arrangement is subject to the agreement of the Airport Management. Nothing in this procedure shall, however, prevent an aircraft that has declared an emergency from landing.
 - h) Fixed Electrical Ground Power must be used wherever available and serviceable. Use of GPU and APU should be limited to minimise environmental impact.
 - i) Due to aerodrome capacity and associated works in progress, operators of aircraft with wingspan greater than 36 M (ICAO Code D, E and F) scheduled to arrive between 0300 (0200) and 0800 (0700) are advised to plan for arrival in accordance with scheduled in blocks time (SIBT). Aircraft estimated to arrive before SIBT may be subject to extended air and ground holding delays.

2 GROUND MOVEMENT

- a) All surface movement of aircraft, vehicles and persons on the Manoeuvring area is subject to ATC authority.
- b) Start-Up Procedures.
 - i. ATC are responsible for clearance delivery.
 - ii. Pilots are requested to call Manchester Delivery for ATC clearance (stating aircraft type, stand number and code letter of latest ATIS received) at least 10 minutes, but not more than 15 minutes before start-up to allow for departure data to be processed.
 - iii. Start up and push-back clearance is given by Ground Movement Control. **Start-up approval does not imply approval to push-back.**
 - iv. Pilots are required to inform Clearance Delivery when ready to start. Aircrew shall include their cleared departure SID in this call.

25 Jan 2024

- v. When requesting start-up or push-back pilots should give the full call sign, type and stand number. Aircraft must be ready in all respects to start and if necessary push-back before calling on the appropriate frequency. **Pilots should only request push-back when they are actually ready to do so.**
- vi. When requesting push-back clearance, pilots are to inform ATC if headset communication with ground crew is not established. Push back clearance must not be requested until the ground crew has confirmed to the flight deck that the aircraft is closed up and the tug is manned and fully ready to move.
- vii. If within 30 minutes of a previously issued CTOT the flight is unable to comply with that CTOT, the pilot should advise Manchester Delivery as soon as possible.
- viii. Pilots are advised that delays in excess of 10 minutes can be expected at the Holding Point during busy morning and evening periods. Sufficient time should be allowed for start, push-back and taxi to take account of such a delay especially if to comply with an CTOT.

c) **Manchester Delivery.**

- i. Manchester Delivery will be responsible for passing ATC clearance to aircraft prior to start-up. **Push-back approval will only be given on the GMC frequency;**
- ii. Pre-departure clearance by datalink is available at Manchester for suitably equipped aircraft. For further information contact ATC Operations, Tel: +44-(0)161-209 2825.

d) **Ground Movement Control (GMC)** will be responsible for:

- i. the surface movement of all aircraft on the manoeuvring area excluding the runway(s) in use;
- ii. issuing start-up and push-back/taxi clearance within the apron areas;
- iii. the control of arriving aircraft after they leave the runway(s) in use, except in the case of landing on Runway 05R when aircraft will be transferred to Manchester Tower on 118.630 MHz for crossing Runway 05L;
- iv. Communicating allocated parking stand number.

e) **Push-back Procedures.**

- i. All aircraft making requests for taxiing or towing clearance on the GMC frequency should state their location in the initial call.
- ii. Aircraft requesting push-back must be in direct communication with the tug crew, via a headset person. Aircraft must inform ATC if they have no direct communication with a headset person.
- iii. Aircraft will not be permitted to reverse off pier-served stands under their own power. Aircraft may be permitted to reverse off remote stands at the discretion of the aerodrome authority. Permission must be obtained from the Airfield Duty Manager (Ext. 3331) via ATC prior to manoeuvre.
- iv. Aircraft that require to depart from T1 on Runway 23L for performance reasons must inform Manchester Delivery prior to requesting push-back.

f) **Push and Park Procedures.**

- i. A policy is in force at Manchester where flights subject to en-route ATC delays may request, or may be required, to push off stand and re-position at a remote location awaiting CTOT.
- ii. Airlines must co-ordinate push and park requests via Handling Agent, who must liaise with Airfield Control (telephone (0)161 489 3695).
- iii. Requests to push and park are to be made on the Clearance Delivery frequency.
- iv. ATC clearance for push and park manoeuvre will be given on the GMC frequency to the tug crew and not to the flight deck crew. Flight deck crew should monitor GMC frequency and note the instructions given.
- v. Remote locations for push and park are limited and subject to the conditions stated in the Manchester Airport Aerodrome Manual.
- vi. When in position at the remote location flight crew must monitor Clearance Delivery frequency.
- vii. Aircraft may taxi away from a remote parking location with caution and using minimum power.

g) **Push and Hold Procedures.**

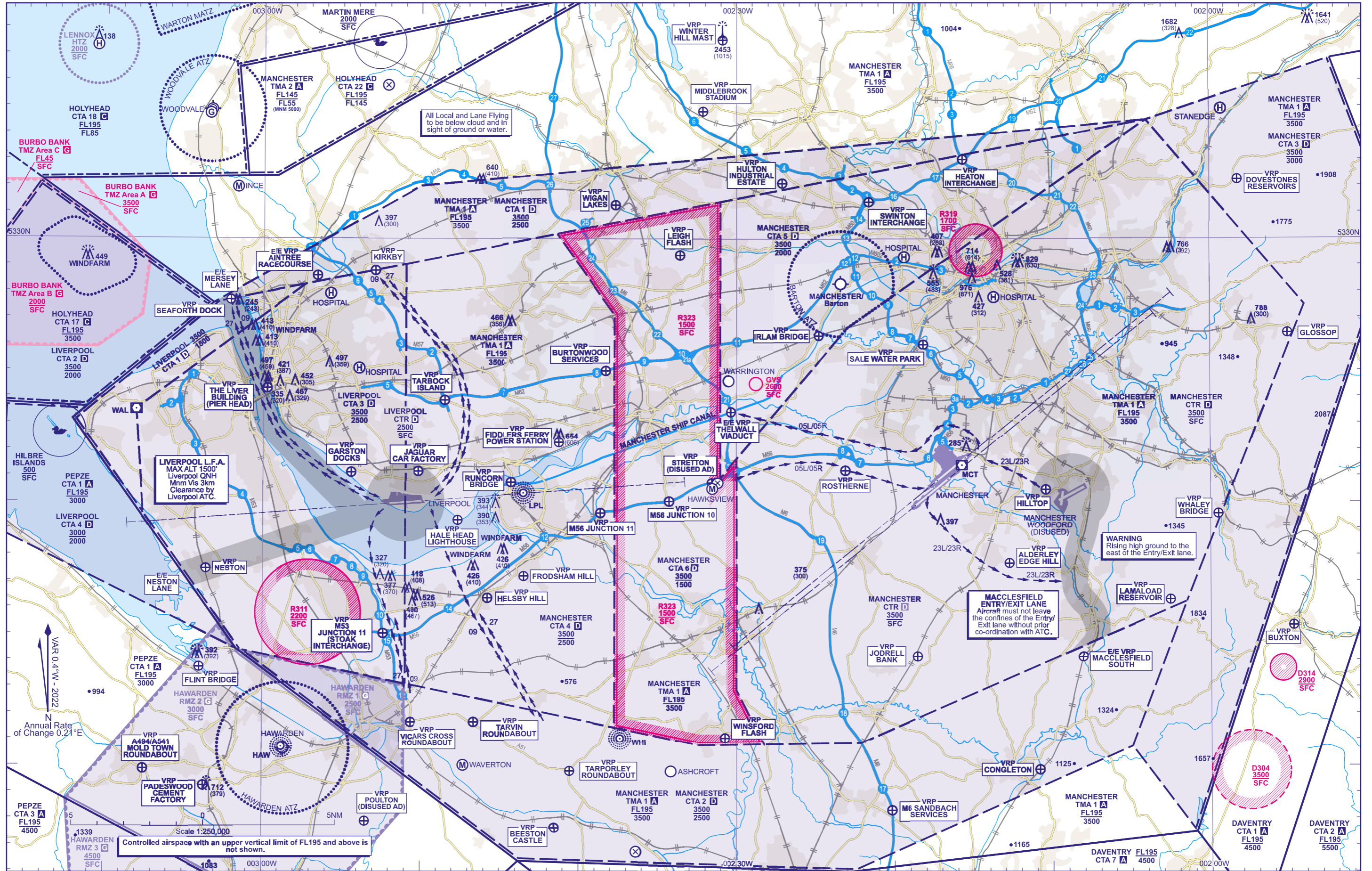
- i. A policy is in force at Manchester where flights subject to en-route ATC delays may request, or may be required, to push off stand and re-position at a remote location awaiting CTOT.
- ii. Airlines must co-ordinate push and hold requests via Handling Agent, who must liaise with Airfield Control (telephone (0)161-489 3695).
- iii. Requests to push and hold are to be made on the Clearance Delivery frequency.
- iv. ATC clearance for push and hold manoeuvre will be given on the GMC frequency to the flight deck crew. Flight deck crew should monitor GMC frequency and note the instructions given.
- v. Remote locations for push and hold are limited and subject to the conditions stated in the Manchester Airport Aerodrome Manual.
- vi. When in position at the remote location flight crew must monitor Clearance Delivery frequency.
- vii. Aircraft may taxi away from a remote parking location with caution and using minimum power.

h) **Ground Movement Restrictions.**

- i. Vehicular traffic operating on apron roadways to the rear of aircraft stands, parallel to taxi-lanes. Distance from taxi-lane centre-line to roadway varies between 34 M and 38.5 M for Code E taxi-lanes, the closest being alongside Taxiways J, L and R. There are also several roadway crossings of taxi-lanes (vehicular traffic on these roadways is not under ATC control but is required to give way to aircraft. Pilots should be aware of the proximity of road traffic whilst manoeuvring around the apron taxi-lanes).
- ii. Taxiways Quebec and November-Bravo will be used during peak movement rates. In darkness or if Low Visibility Procedures are in force a 'Follow-Me' will be provided.
- iii. Taxiway Golf, east of Stand 55 is restricted to aircraft with a maximum wingspan of 36 M.

CONTROL ZONE AND CONTROL AREA CHART - ENTRY/EXIT LANES AND VRPs

MANCHESTER



CHANGE (4/25): HOSPITAL HELI SITES ADDED.
AERO INFO DATE 29 JAN 25

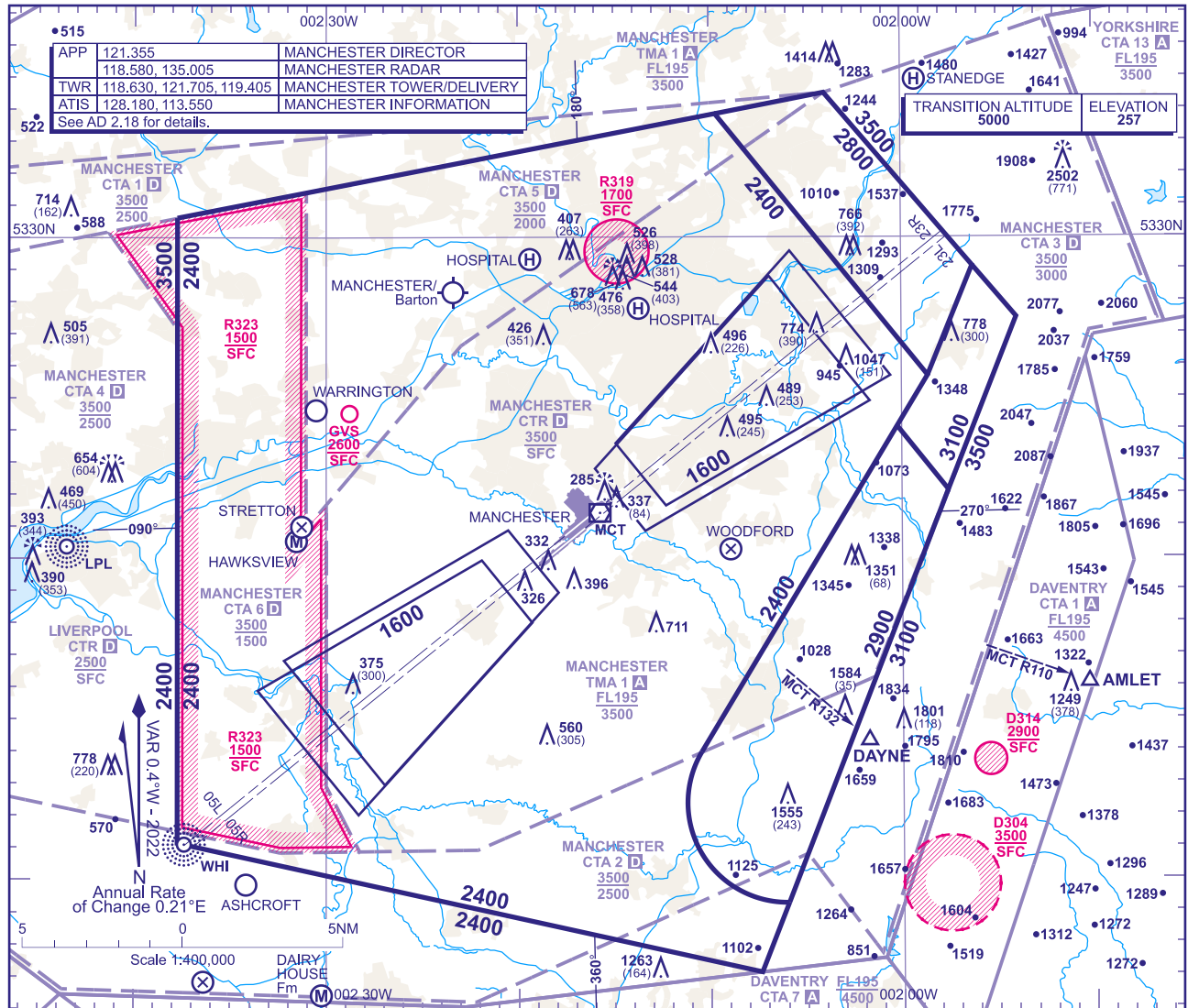
AD 2-EGCC-4-1

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ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL (2502)
HEIGHTS IN FEET AGL (771)

MANCHESTER



MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

- a) 2400 in the sector defined by the lateral limits; 533037N 0023746W - 533351N 0020941W - 532541N 0015838W - 531358N 0021029W - thence anti-clockwise by an arc of a circle radius 3.1NM centred on 531222N 0020603W to 530916N 0020558W - 530706N 0020723W - 531108N 0023744W - 533037N 0023746W.
- b) 2800 in the sector defined by the lateral limits; 533351N 0020941W - 533430N 0020400W - 532906N 0015617W - 532541N 0015838W - 533351N 0020941W.
- c) 2900 in the sector defined by the lateral limits; 532406N 0020014W - 532207N 0015735W - 530916N 0020558W thence clockwise by an arc of a circle radius 3.1NM centred on 531222N 0020603W to 531358N 0021029W - 532406N 0020014W.
- d) 3100 in the sector defined by the lateral limits; 532406N 0020014W - 532541N 0015838W - 532906N 0015617W - 532730N 0015400W - 532207N 0015735W - 532406N 0020014W.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or 1000 above any fixed obstacles:

- a) within 5NM of the aircraft*, and
 - b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.
- *When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

LOSS OF COMMUNICATION PROCEDURES

Initial Approach

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at FL60, or last assigned level if higher, to DAYNE hold via AMLET or ROSUN hold via BURNI, as appropriate to the final approach chart†.

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to DAYNE hold via AMLET or ROSUN hold via BURNI, as appropriate to the final approach chart†.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.4.

GENERAL INFORMATION

- 1. Levels shown are based on QNH.
- 2. Only significant obstacles and dominant spot heights are shown.
- 3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
- 4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
- 5. Controlled airspace with a base in excess of 5000 or FL55, as appropriate, is not shown.
- 6. This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.
- 7. When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an Intercept of 40° or less, and in the case of Instrument approaches other than SRA is cleared to intercept the final approach track.
- 8. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
- 9. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

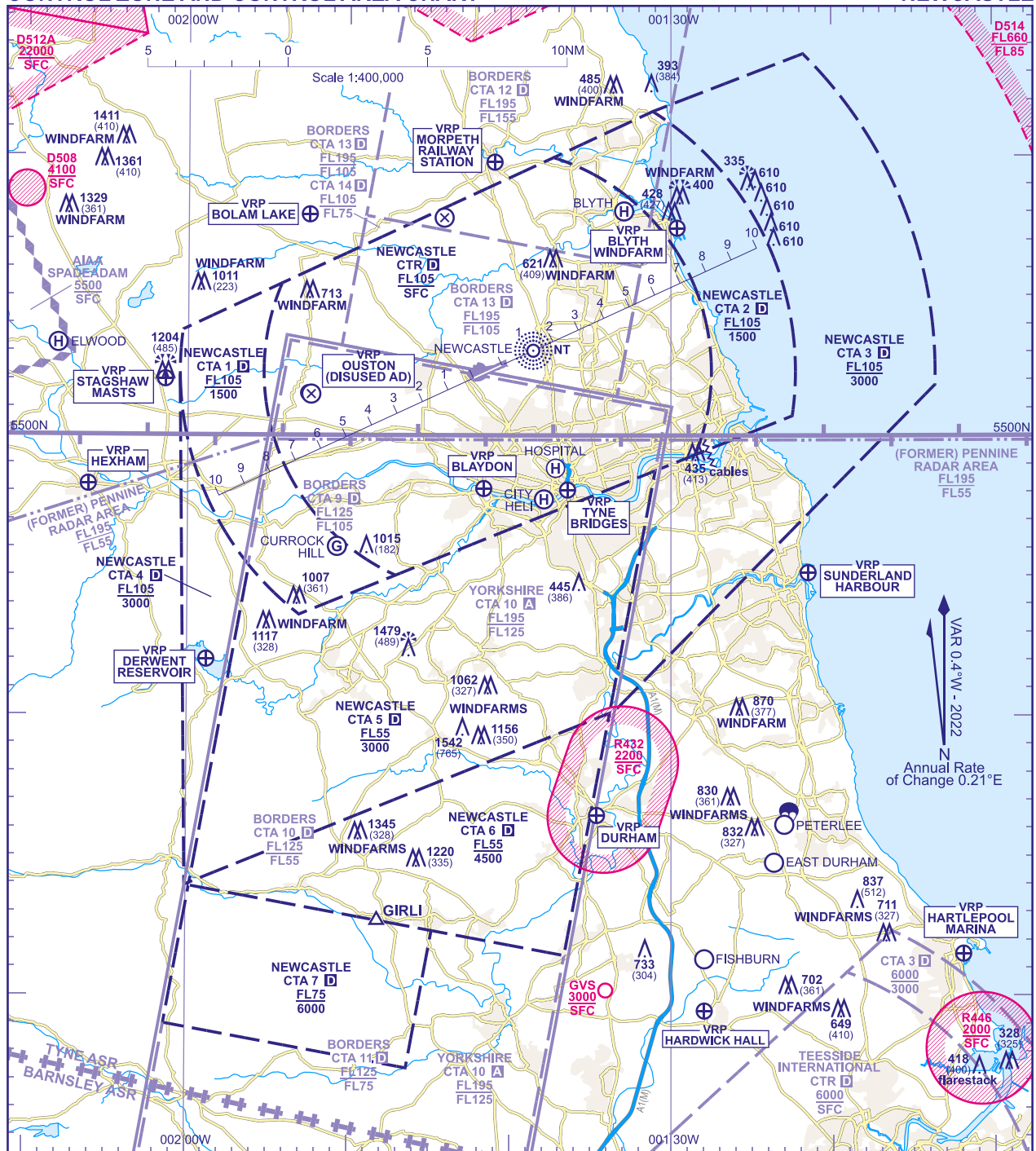
CHANGE (4/25): HOSPITAL HELI SITES ADDED.

AERO INFO DATE 29 JAN 25

AD 2.EGCC-5-1

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CONTROL ZONE AND CONTROL AREA CHART



ATS AIRSPACE VERTICAL LIMITS

Controlled airspace with an upper vertical limit of FL195 and above is not shown.

LATERAL LIMITS

Detailed description of FIR, UIR, CTA and TMA see ENR 2.1. Detailed description of air traffic services airspace organized at the aerodrome see AD 2.17.

CHANGE (4/25) HOSPITAL HELI SITE ADDED.

AERO INFO DATE 27 JAN 25

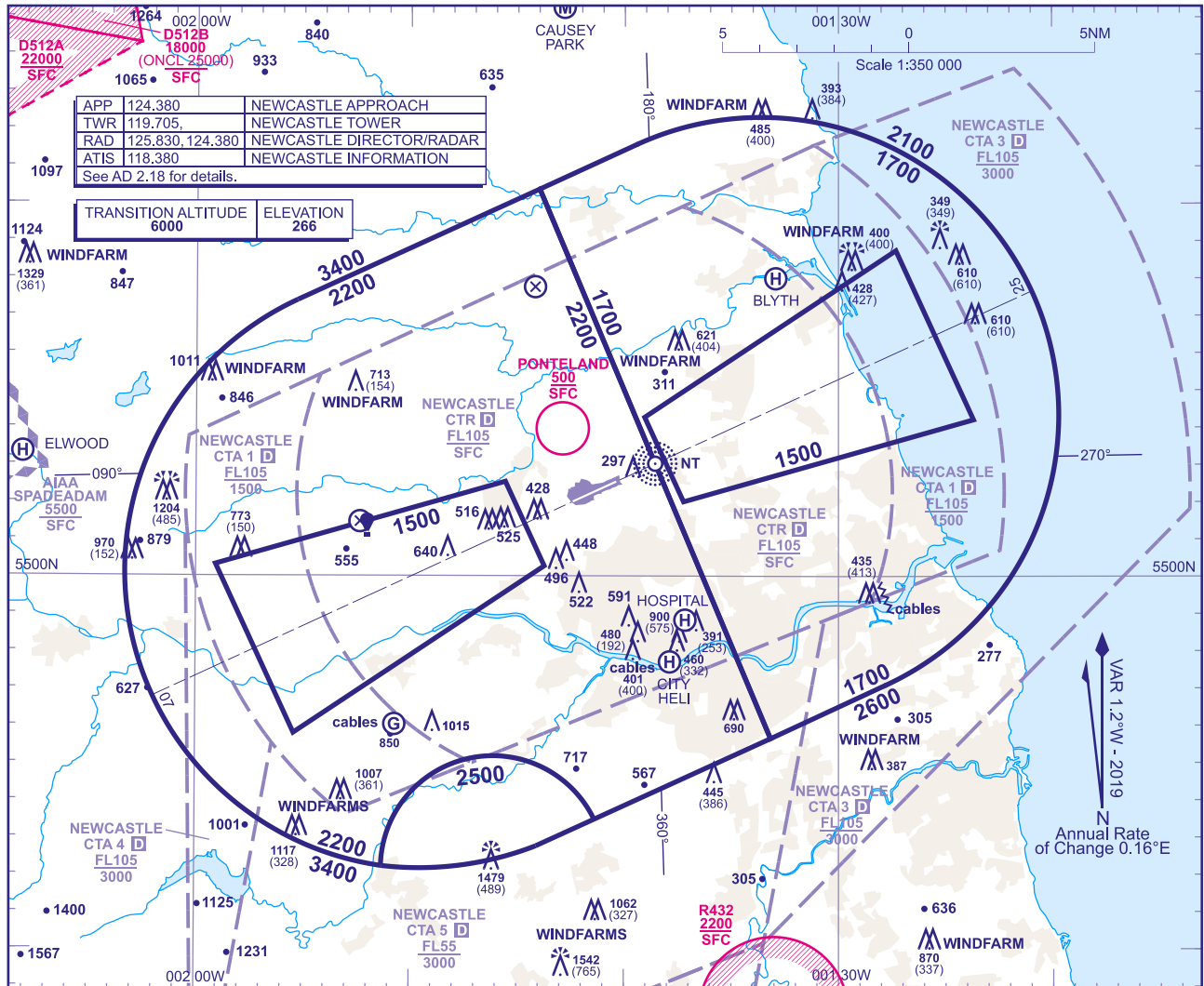
AD 2-EGNT-4-1

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ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1542
HEIGHTS IN FEET AGL (765)

NEWCASTLE



MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

- a) 1700 in the sector defined by the lateral limits; 551023N 0014359W - 551137N 0013926W thence clockwise by an arc of a circle radius 8NM centred on 550420N 0013337W to 545705N 0012748W - 545539N 0013310W - 551023N 0014359W.
- b) 2200 in the sector defined by the lateral limits; 550724N 0015517W - 551023N 0014359W - 545539N 0013310W - 545329N 0014123W thence anti-clockwise by an arc of a circle radius 3NM centred on 545210N 0014605W to 545214N 0015117W thence clockwise by an arc of a circle radius 8NM centred on 550009N 0014923W to 550724N 0015517W.

For right hand circuits to RWY 07 further descent to 2200 may be given on base leg when north of CTA boundary.

- c) 2500 in the sector defined by the lateral limits; 545214N 0015117W thence clockwise by an arc of a circle radius 3NM centred on 545210N 0014605W to 545329N 0014123W - 545254N 0014331W thence clockwise by an arc of a circle radius 8NM centred on 550009N 0014923W to 545214N 0015117W.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or 1000 above any fixed obstacles:

- a) within 5NM of the aircraft*, and
- b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

LOSS OF COMMUNICATION PROCEDURES

Initial Approach

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at 2500, or last assigned level if higher to **NDB(L) NT†**.

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) NT†**.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.4.

GENERAL INFORMATION

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights area shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of NDB(L) NT.
5. Controlled airspace with a base in excess of 5000 or FL55, as appropriate, is not shown.
6. This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.
7. When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final approach track.

CHANGE (4/25): HOSPITAL HELI SITE ADDED.

AERO INFO DATE 28 JAN 25

AD 2.EGNT-5-1

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EGHQ — NEWQUAY**EGHQ AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

EGHQ — NEWQUAY

EGHQ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 502627N Long: 0045943W Mid point of Runway 12/30.
2	Direction and distance from city	3.5 NM NE Newquay.
3	Elevation / Reference temperature / Mean Low Temperature	390 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	173 FT
5	Magnetic Variation / Annual Change	1.05°W (2022) / 0.20°E
6	AD Administration Address Telephone Telefax Web address	CORNWALL AIRPORT LTD Newquay Cornwall Airport St Mawgan, Newquay Cornwall TR8 4RQ 01637-861301 (ATC) 01637-860551 (Executive and GA Full Handling PPR) 01637-861744 (General Aviation PPR) 01637-860940 01637-861352 (ATC) www.cornwallairportnewquay.com
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	All telephone calls to ATC will be recorded.

EGHQ AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Sat 0645-2130 (0545-2030); Sun 0700-2130 (0600-2030). All other times by arrangement.
2	Customs and immigration	H24. 24 hours notice required for non-scheduled movements.
3	Health and sanitation	As AD.
4	AIS Briefing Office	As AD via Handling Agent or self briefing by Internet site.
5	ATS Reporting Office (ARO)	As AD.
6	MET Briefing Office	As AD via Handling Agent or self briefing by Internet site.
7	ATS	See AD 2.18.
8	Fuelling	As AD.
9	Handling	As AD.
10	Security	As AD.
11	De-icing	As AD on request.
12	Remarks	PPR before departure for all non-scheduled movements. For non-scheduled movements between 1700-0900 (1600-0800) PPR to be obtained before 1500 (1400).

EGHQ AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Limited
2	Fuel and oil types	AVTUR Jet A-1/ F35, AVGAS 100LL
3	Fuelling facilities/capacity	AVTUR Jet A-1 / F35 100,000 LTS. AVGAS 100LL 20,000 LTS.
4	De-icing facilities	Available via Airport Operations.
5	Hangar space for visiting aircraft	Limited.
6	Repair facilities for visiting aircraft	Limited. STS Aviation (UK CAA/EASA Part 145 Approved). www.stsaviationgroup.com
7	Remarks	Handling Agents: Fly NQY (GA): Tel: 01637-861744. Weston Aviation (Executive and GA full handling, including military training requests): Tel: 01637-860551 Fax: 01637-860788.

EGHQ AD 2.5 PASSENGER FACILITIES

1	Hotels	In the vicinity.
2	Restaurants	Cafe (landside and airside), Executive lounge (airside).
3	Transportation	Buses, Taxis and Car Hire.
4	Medical facilities	Limited First Aid.
5	Bank and Post Office	Cash Machine in Terminal
6	Tourist Office	
7	Remarks	

EGHQ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category 6 Mon-Sat 0645-2130 (0545-2030); Sun 0700-2130 (0600-2030). All other times by arrangement. RFF Category 7 accepted under remission. RFF Category 8 and 9 by prior arrangement.
2	Rescue equipment	3 x Panther 6 x 6 CA-5. Cutting equipment available.
3	Capability for removal of disabled aircraft	Limited.
4	Remarks	

EGHQ AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Limited Mechanical, Chemical De-Icing.
2	Clearance priorities	Standard.
3	Remarks	

EGHQ AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	<p>ALPHA APRON Surface: Asphalt/Brick Pavers. PCR 410/F/B/W/U</p> <p>ECHO APRON Surface: Concrete PCR 539/R/C/W/U</p> <p>FOXTROT APRON Surface: Asphalt</p> <p>GOLF APRON Surface: Concrete and asphalt PCR 655/R/C/W/U</p> <p>HOTEL APRON Surface: Concrete and asphalt PCR 448/R/C/W/U</p>
2	Taxiway width, surface and strength	<p>Taxiway ALPHA E OF BRAVO: 23 M Surface: Asphalt PCR 290/F/B/W/U</p> <p>Taxiway ALPHA W OF BRAVO: 18 M Surface: Asphalt PCR 410/F/B/W/U</p> <p>Taxiway BRAVO: 23 M Surface: Asphalt PCR 410/F/B/W/U</p> <p>Taxiway CHARLIE NORTH: 23 M Surface: Asphalt PCR 79/F/C/W/U PCR Value relevant North of Taxiway ALPHA.</p>

4	Secondary power supply/switch-over time	Yes/1 second.
5	Remarks	Floodlighting Alpha and Echo Aprons. GA Apron floodlighting by prior arrangement.

EGHQ AD 2.16 HELICOPTER LANDING AREA

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EGHQ AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
NEWQUAY ATZ A circle, 2.5 NM radius, centred at 502627N 0045943W on longest notified runway (12/30)	Upper limit: 2000 FT AGL Lower limit: SFC	G	NEWQUAY APPROACH English	3000 FT		

EGHQ AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	NEWQUAY APPROACH	133.405 MHz DOC 60 NM/ 20,000 FT.			Mon-Sat 0645-2130 (0545-2030); Sun 0700-2130 (0600-2030). All other times by arrangement.	ATZ hours coincident with Approach hours.
TWR	NEWQUAY GROUND	121.955 MHz			Only when directed by ATC or by prior arrangement.	
	NEWQUAY TOWER	134.380 MHz DOC 40 NM/ 10,000 FT.			Mon-Sat 0645-2130 (0545-2030); Sun 0700-2130 (0600-2030). All other times by arrangement.	
RADAR	NEWQUAY RADAR	127.930 MHz DOC 60 NM/ 20,000 FT.			Only when directed by ATC or by prior arrangement.	
ATIS	NEWQUAY INFORMATION	127.405 MHz DOC 60 NM/ 24,500 FT.			As directed by ATC and by arrangement.	
OTHER	NEWQUAY EMERGENCY	121.500 MHz Emergency frequency.			O/R Not continuously monitored.	
OTHER	NEWQUAY FIRE	121.600 MHz Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGHQ AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/ VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LLZ I 1.05°W (2022)	INEW	110.500 MHz	HO	502601.05N 0045835.04W		(RWY 12) ILS not to be used without clearance from Newquay ATC.

Type of Aid CAT of ILS/MLS MAG Var/ VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/GP	INEW	329.600 MHz	HO	502648.14N 0050028.11W		3° ILS Ref Datum Hgt 58 FT.
ILS/LLZ III 1.06°W (2022)	INWQ	110.500 MHz	HO	502658.38N 0050107.29W		(RWY 30) ILS not to be used without clearance from Newquay ATC.
ILS/GP	INWQ	329.600 MHz	HO	502610.55N 0045914.18W		3° ILS Ref Datum Hgt 51 FT.
NDB (L) 1.05°W (2022)	NQY	347.000 kHz	HO	502633.16N 0045948.03W		Range 50 NM.
ILS/DME	INEW	42X 110.500 MHz	HO	502632.30N 0045947.01W	365 FT	(RWY 12) On AD. Frequency paired with ILS I-NEW and I-NWQ. Zero range indicated at THR of Runway 12 and 30. DOC 25 NM/10,000 FT. DME error of up to 0.5 NM may occur in the sector 065-075M at or below 3000 FT to range 15 NM.
ILS/DME	INWQ	42X 110.500 MHz	HO	502632.30N 0045947.01W	365 FT	(RWY 30) On AD. Frequency paired with ILS I-NEW and I-NWQ. Zero range indicated at THR of Runway 12 and 30. DOC 25 NM/10,000 FT. DME error of up to 0.5 NM may occur in the sector 065-075M at or below 3000 FT to range 15 NM. On final approach RWY 30, DME not usable below 3000 FT outside 19 NM.

EGHQ AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

- a) All persons on the manoeuvring and apron areas at Newquay Airport must wear high visibility clothing at all times. Passengers not wearing high visibility clothing must be escorted by personnel wearing the required clothing.

2 GROUND MOVEMENT

- a) General Aviation light aircraft 3000 KG MTOW or less, not requiring executive handling will self position on the General Aviation parking area southeast of the control tower. Parking at night will be under ground crew guidance.
- b) All aircraft parking on Stands 18-24 and Echo Apron are to follow ground crew guidance.
- c) All engine starts and aircraft manoeuvring on Alpha Apron require ground crew guidance.
- d) Due to slopes on Echo Apron aircraft Code D and above must shut down on the apron taxi track and be towed to a parking position. Other aircraft will be directed to a parking position by ground crew guidance.
- e) All aircraft parked on Echo must be chocked before the crew leave the aircraft.
- f) Unless otherwise instructed by ATC: Pilots entering the Golf Apron are to follow the left hand fork. Pilots leaving the Golf Apron are to route via G1.

3 CAT II/III OPERATIONS

- a) Runway 30 is suitable for Category II/IIIb operations by operators whose minima have been accepted by the Civil Aviation Authority.
- b) During Category II/IIIb operations, special ATC procedures (Low Visibility Procedures (LVP)) will be applied. Pilots will be informed when these procedures are in operation by RTF and/or ATIS automatic broadcast.
- c) Category II/III Holding Points are A2, B2, C2, A3 and E2 only. Red stopbars and amber/green coded centre-line lights are switched on for runway protection and guidance.
- d) Special procedures will be applied to aircraft taxiing via D4, G1 and H1.

4 WARNINGS

- a) Light aircraft should be aware of the elevated runway edge lights and PAPI for Runway 12/30.

- b) Pilots are advised that bird concentrations may be present in agricultural areas on approaches to runways. Deterrent measures within the airport boundary are carried out by a Bird Control Unit and pilots may be requested by ATC to delay departure or arrival if bird concentrations within the BCU's area of control prove difficult to disperse.
- c) Pilots are warned of the possibility of terrain induced turbulence and wind shear effects when landing on Runway 12 or 30.
- d) From its junction with Taxiway Charlie to 650 M short of holding point Alpha 3, Taxiway Alpha exceeds the required transverse and longitudinal slopes. Advisory warning signs are positioned at the beginning and end of the up and down slope. Pilots are to exercise caution in this area especially in conditions of surface contamination or when following other aircraft.
- e) Aircraft on instrument approach to Runway 30 or climb out from Runway 12 may experience a smell of burning due to a waste incinerator to the south of the FAT.
- f) Overall runway longitudinal slope 1.17%. Maximum variation 1.3% located 1200 M from start of Rwy 30 TORA.
- g) Runway 30 sight distance 841 M from runway end or 541 M from 30 threshold.
- h) Taxiway Delta from Echo to Runway 30 threshold not suitable for use by aircraft.
- i) Due to 24 hour SAR helicopter operations ILS I-NWQ and ILS I-NEW are not to be used without positive clearance from Newquay ATC.
- j) Instrument approaches to Runway 12 require approximately 20 NM flight over water. Pilots of single engine aircraft are advised to carry appropriate safety equipment.

5 HELICOPTER OPERATIONS

- a) Light helicopters may operate direct to their indicated landing position. The route to the landing position MUST avoid overflying the Terminal, terminal car parks, Carnanton House and RAF St Mawgan domestic site.
- b) Helicopters are not to cross the runway or enter the runway strip (150 M either side of runway centre-line), without positive ATC clearance.
- c) Heavy helicopters (SK61, Puma/Tiger etc) will be integrated into the fixed wing circuit and approach to the runway. After landing heavy helicopters may request ground or air taxi subject to landing gear fitted via the taxiways to their parking position.
- d) Marked helicopter landing spots are for use by authorised operators only, unless specifically directed by ATC.

6 USE OF RUNWAYS

Not applicable

7 TRAINING

- a) Training by jet aircraft or aircraft of more than 17,000 KG MTOW not accepted on UK Public Holidays.
- b) Military training approach requests to be directed to Weston Aviation, Tel: 01637-860551. For other military operation requests contact Newquay Operations, Tel: 01637-861055.

EGHQ AD 2.21 NOISE ABATEMENT PROCEDURES

a) Departures

- i. Runway 30: Aircraft less than 5700 kg MTOW: Climb straight ahead until above 1000 ft aal before turning on track. Avoid overflying Newquay Town or any built up area as much as possible. Instructions for an earlier turn may be given by ATC if traffic or weather conditions dictate.

Aircraft 5700 kg or more: Climb straight ahead until above 2000 ft agl or across the coast before turning on track.

- ii. Runway 12: Aircraft less than 5700 kg MTOW: Climb straight ahead until above 1000 ft aal before turning on track. Avoid overflying Newquay Town or any built up area as much as possible. Instructions for an earlier turn may be given by ATC if traffic or weather conditions dictate.

Aircraft 5700 kg or more: Climb straight ahead until above 2000 ft aal.

b) Arrivals

- i. Jet aircraft must not join the final approach track to either runway at a height of less than 1500 ft agl, except that jet aircraft carrying out visual circuit training may descend from 1500 ft agl on base leg and join the final approach track not less than 1000 ft aal.
- ii. Propeller driven aircraft of more than 5700 kg MTWA must not join the final approach track to any runway at a height of less than 1000 ft aal.
- iii. Unless otherwise instructed by ATC, aircraft using the ILS in IMC or VMC shall not descend below the height specified above before intercepting the glide path nor thereafter fly below it. Aircraft approaching without assistance from ILS or radar shall follow a descent path which will not result in it being at any time lower than the approach path which would be followed by an aircraft using the ILS glidepath.

EGHQ AD 2.22 FLIGHT PROCEDURES

1 INSTRUMENT APPROACH PROCEDURES

- a) Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace. See ENR 1.5.

17 Apr 2025

2 PROCEDURES FOR INBOUND AIRCRAFT

- a) Recommended routes from the Airways System. Aircraft above FL 100 are recommended to contact Western Radar.

Approach from	Via	Route
Northeast	N92	EXMOR - NQY
East	L620	DAWLY - NQY
Southeast	N864	BHD - NQY
West		LND - NQY
Southwest		DCT - NQY

- b) Inbound aircraft from other than Airways System

- i. Aircraft inbound to Newquay from the London FIR may route direct towards the aerodrome. To avoid any commercial traffic it is recommended that an initial call be made 10 minutes before ETA, or at least 10 NM from the aerodrome
- ii. Traffic inbound from Bodmin, Truro and Perranporth aerodromes are to call before setting heading towards Newquay.
- iii. Inbound aircraft to contact Newquay Approach on 133.405 MHz unless otherwise instructed.

3 RADIO COMMUNICATIONS FAILURE

- a) In the event of complete radio communications failure in an aircraft the pilot will adopt the appropriate procedure notified at ENR 1.1 paragraph 3.4.

EGHQ AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGHQ AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO

AD 2.EGHQ-2-1

AIRCRAFT PARKING/DOCKING CHART - ICAO

AD 2.EGHQ-2-2

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2.EGHQ-5-1

INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 12 - ICAO

AD 2.EGHQ-8-1

INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 12 - ICAO

AD 2.EGHQ-8-2

INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 12 - ICAO

AD 2.EGHQ-8-3

INSTRUMENT APPROACH CHART NDB (L)/DME RWY 12 - ICAO

AD 2.EGHQ-8-4

INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 30 - ICAO

AD 2.EGHQ-8-5

INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 30 - ICAO

AD 2.EGHQ-8-6

INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 30 - ICAO

AD 2.EGHQ-8-7

INSTRUMENT APPROACH CHART NDB(L)/DME RWY 30 - ICAO

AD 2.EGHQ-8-8

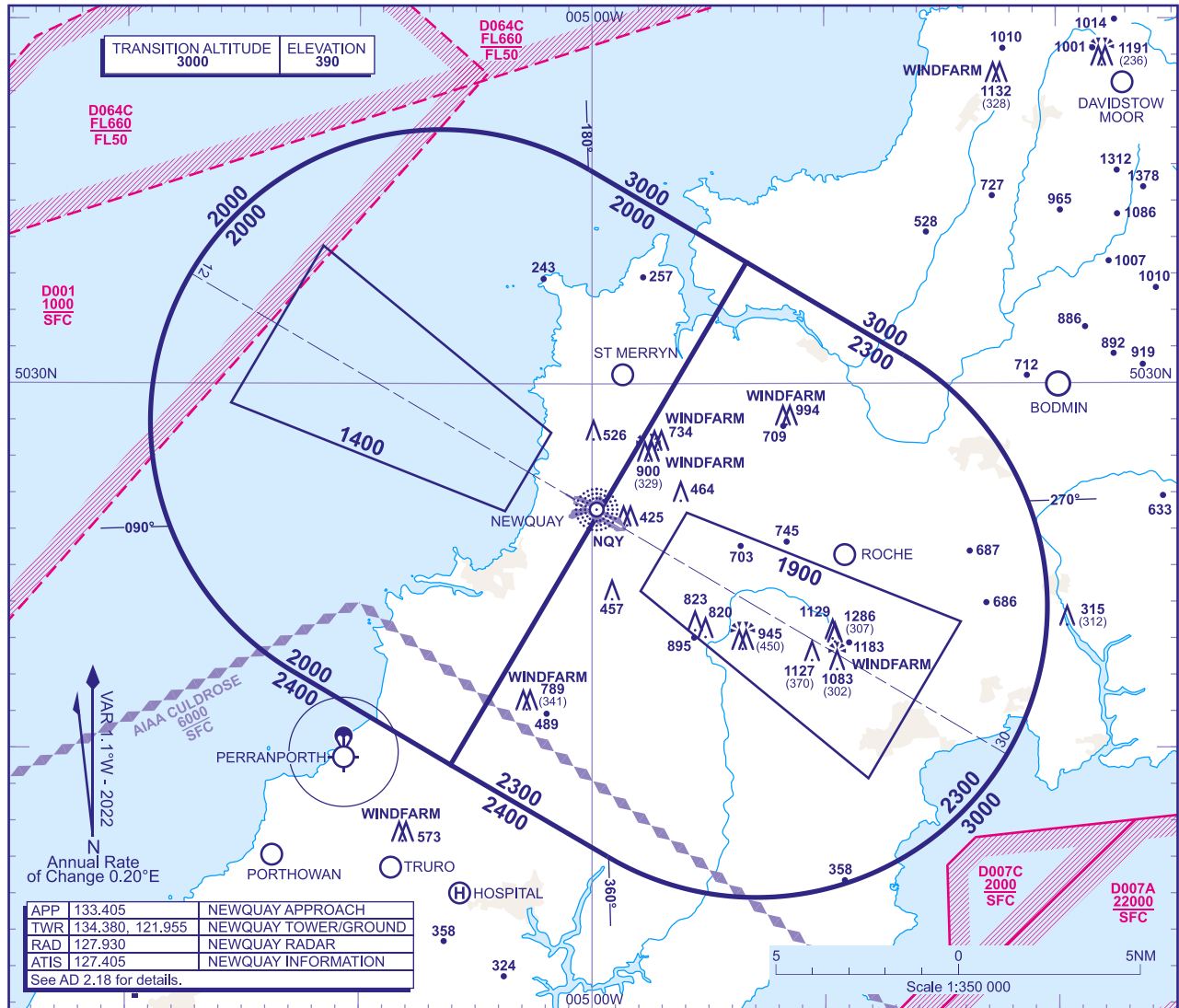
EGHQ AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1355
HEIGHTS IN FEET AGL (576)

NEWQUAY



MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

- a) **2300** in the sector defined by the lateral limits; 503320N 0045321W - 503047N 0044636W thence clockwise by an arc of a circle radius 8NM centred on 502351N 0045300W to 501702N 0045920W - 501933N 0050604W - 503320N 0045321W.
- b) **2000** in the sector defined by the lateral limits; 503552N 0050006W - 503320N 0045321W - 501933N 0050604W - 502205N 0051246W thence clockwise by an arc of a circle radius 8NM centred on 502859N 0050628W - 503552N 0050006W.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

- a) within 5NM of the aircraft*, and
- b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

LOSS OF COMMUNICATION PROCEDURES

Initial Approach

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **2500**, or last assigned level if higher to **NDB(L) NQY†**.

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) NQY†**.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.

GENERAL INFORMATION

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. The ATC Surveillance service is provided by Primary and/or Secondary Radar equipment.
7. **This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC Surveillance service.**
8. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an Intercept of 40° or less, and in the case of Instrument approaches other than SRA is cleared to Intercept the final approach track.**

CHANGE (4/25): BODMIN PARACHUTE SITE REMOVED, HOSPITAL HELI SITE ADDED.

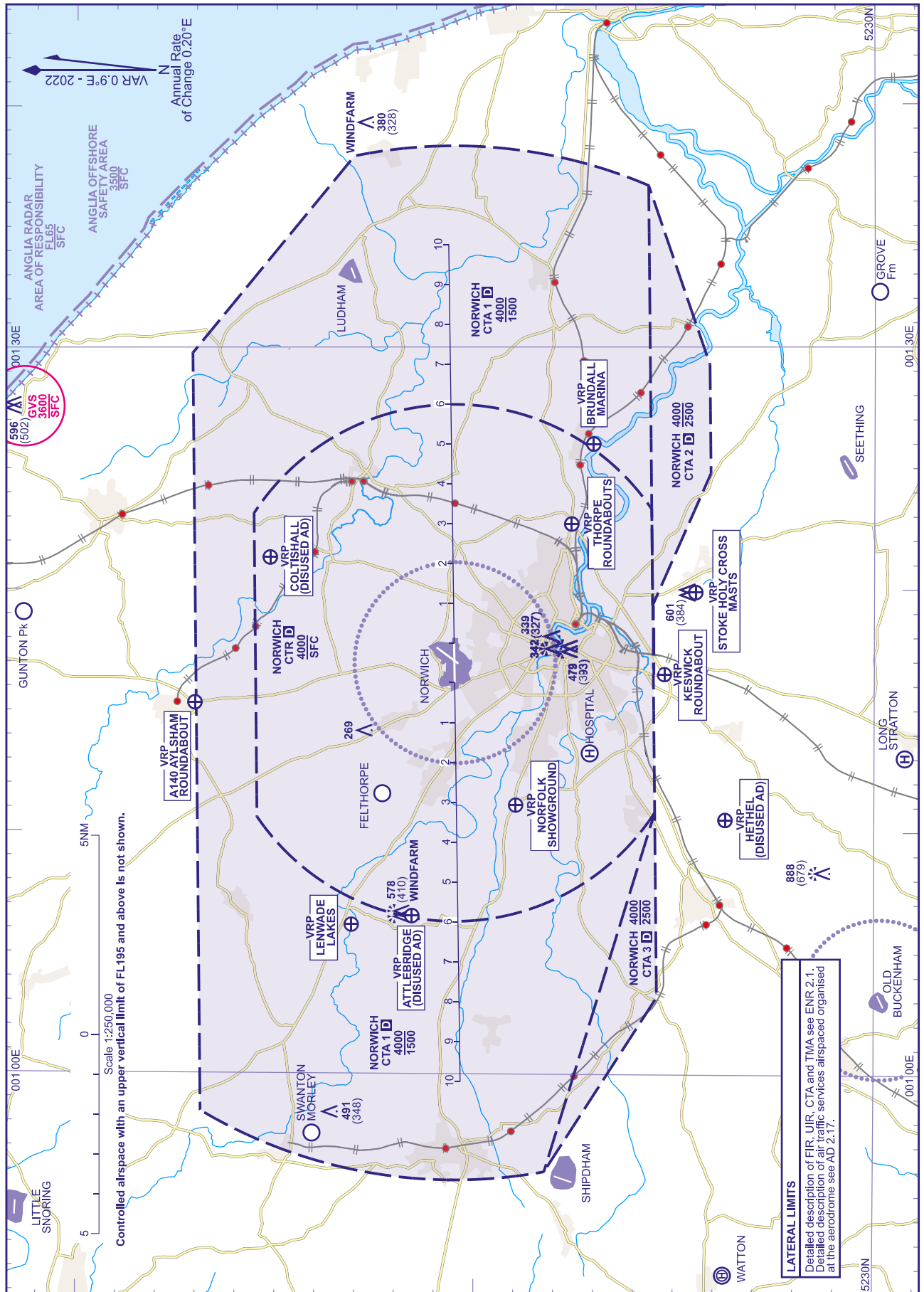
AERO INFO DATE 03 FEB 25

AD 2-EGHQ-5-1

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CONTROL ZONE AND CONTROL AREA CHART

NORWICH



CHANGE (4/25): HOSPITAL HELI SITE ADDED. AIRSPACE TINT ADDED.
AERO INFO DATE 30 JAN 25

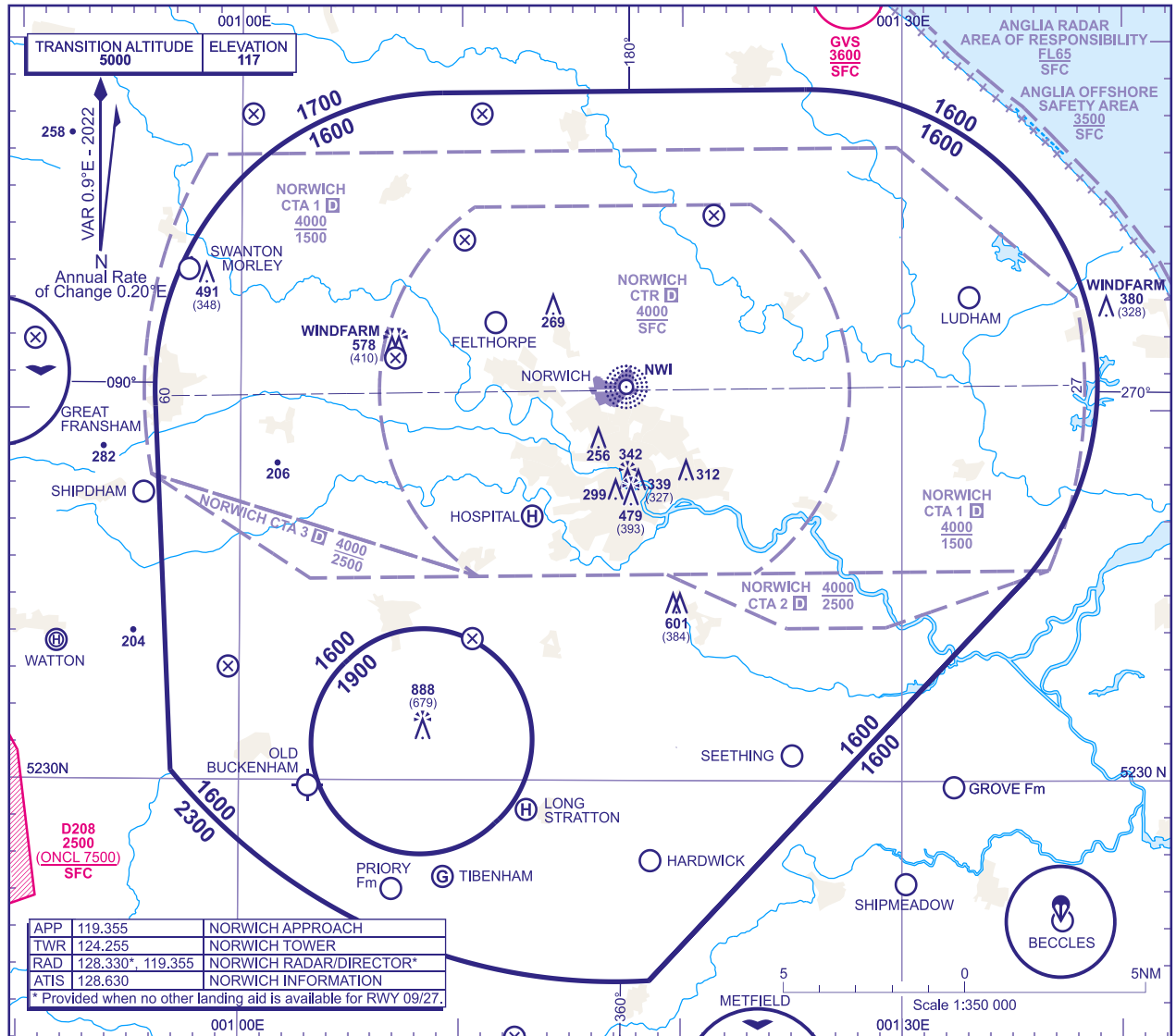
AD 2.EGSH-4-1

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ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 888
HEIGHTS IN FEET AGL (679)

NORWICH



MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is **1600** in the sector defined by the lateral limits; 524835N 0010905E - 524842N 0012534E thence clockwise by an arc of a circle radius 8NM centred on 524043N 0012542E - 523528N 0013537E - 522436N 0011835E - thence by an arc of a circle radius 16NM centred on 524033N 0011658E - 523015N 0005655E - 524005N 0005609E thence clockwise by an arc of a circle radius 8NM centred on 524035N 0010916E - 524835N 0010905E except, **1900** in the sector defined by the lateral limits; 523309N 0010446E - 523315N 0010457E thence clockwise by an arc of a circle radius 3NM centred on 523106N 0010822E to 522857N 0011147E - 522851N 0011136E thence clockwise by an arc of a circle radius 3NM centred on 523100N 0010811E - 523309N 0010446E.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

- a) within 5NM of the aircraft*, and
- b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

LOSS OF COMMUNICATION PROCEDURES

Initial Approach

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **2000**, or last assigned level if higher, to **NDB(L) NWI†**.

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) NWI†**.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.4.

GENERAL INFORMATION

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. The ATC Surveillance service is provided by Primary and/or Secondary Radar equipment.
7. **This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
8. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
9. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

CHANGE (4/25): HOSPITAL HELI SITE ADDED.

AERO INFO DATE 24 JAN 25

AD 2-EGSH-5-1

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EGBN — NOTTINGHAM

EGBN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGBN — NOTTINGHAM

EGBN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 525512N Long: 0010445W
2	Direction and distance from city	3 NM SE of Nottingham.
3	Elevation / Reference temperature / Mean Low Temperature	138 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	-
5	Magnetic Variation / Annual Change	0.06°E (2022) / 0.20°E
6	AD Administration Address Telephone Telefax E-mail address	TRUMAN AVIATION LTD Nottingham Airport, Tollerton, Notts, NG12 4GA. 0115-9815050 0115-9811444 info@trumanaviation.co.uk
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	

EGBN AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Sat 0900-1700 (0800-1700); Sun 1000-1700 (0900-1700).
2	Customs and immigration	By arrangement
3	Health and sanitation	
4	AIS Briefing Office	As AD hours.
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	By telephone or internet.
7	ATS	As AD hours. See also AD 2.18.
8	Fuelling	Winter: Mon-Fri 0930-1630; Sat 0930-1600; Sun 1030-1600. Summer: Mon-Fri 0830-1600; Sat 0830-1700; Sun 0930-1600.
9	Handling	
10	Security	
11	De-icing	
12	Remarks	This aerodrome is PPR. For aircraft movements requiring a licenced aerodrome, last take-off and landing is 15 minutes before published closing time. For aircraft movements requiring an unlicenced aerodrome, last landing 15 minutes before and last take off 5 minutes before published closing time. Refuelling may continue up to 30 min prior to closing pending manpower availability.

EGBN AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL. AD80, S80, 15W50
3	Fuelling facilities/capacity	AVTUR Jet A-1 up to 13638 lt. AVGAS 100LL up to 27276 lt.
4	De-icing facilities	
5	Hangar space for visiting aircraft	Yes pending availability
6	Repair facilities for visiting aircraft	
7	Remarks	

EGBN AD 2.5 PASSENGER FACILITIES

1	Hotels	
2	Restaurants	Cafe (Open Mon-Sat 0900-1630 (0800-1530); Sun 1000-1630 (0900-1530)).
3	Transportation	Taxis, Buses, Chauffeur Services on request.
4	Medical facilities	Limited first aid.
5	Bank and Post Office	Local Facilities in vicinity of Aerodrome or in town.
6	Tourist Office	
7	Remarks	

EGBN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A1 Category 2 accepted under remission.
2	Rescue equipment	
3	Capability for removal of disabled aircraft	
4	Remarks	

EGBN AD 2.7 SEASONAL AVAILABILITY - CLEARING

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EGBN AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	
2	Taxiway width, surface and strength	Taxiway M: Surface: Asphalt Taxiway S: Surface: Asphalt Taxiway W: Surface: Asphalt
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGBN AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	
2	Runway and taxiway markings and lighting	
3	Stop bars and runway guard lights (if any)	
4	Other runway protection measures	
5	Remarks	WDI 525521.8N 0010441.0W (LGTD).

EGBN AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/ Colour	Remarks
1	2	3	4		5	6
09/APPROACH 27/TAKE-OFF	Telegraph Pole	525515.46N 0010524.42W	161 FT		No	
09/APPROACH 27/TAKE-OFF	Tree	525515.39N 0010524.74W	161 FT		No	
09/APPROACH 27/TAKE-OFF	Tree	525514.72N 0010523.97W	160 FT		No	
09/APPROACH 27/TAKE-OFF	Tree	525512.42N 0010520.54W	157 FT		No	
09/APPROACH 27/TAKE-OFF	Tree	525511.97N 0010520.30W	156 FT		No	

In circling area and at aerodrome						
Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/ Colour	Remarks
1	2	3	4		5	6
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EGBN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	
2	Hours of service MET Office outside hour	
3	Office responsible for TAF preparation Periods of validity	
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self briefing facilities.
6	Flight documentation Language(s) used	English
7	Charts and other information available for briefing or consultation	Available in flight school.
8	Supplementary equipment available for providing information	Internet.
9	ATS units provided with information	
10	Additional information (limitation of service, etc.)	

EGBN AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength (PCN)	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
03	028.70°	821 x 23 M	RWY surface: Asphalt	525459.00N 0010446.00W	THR 114.0 FT	
21	208.70°	821 x 23 M	RWY surface: Asphalt	525523.00N 0010425.00W	THR 95.0 FT	
09	088.10°	1050 x 30 M	RWY surface: Concrete and asphalt	525514.00N 0010507.00W	THR 127.0 FT	
27	268.10°	1050 x 30 M	RWY surface: Concrete and asphalt	525515.00N 0010424.00W	THR 90.0 FT	

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
						RWY 03
						RWY 21
						RWY 09
						Threshold displaced by 152 M.
						RWY 27
						Threshold displaced by 60 M.

EGBN AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
09	989 M	1091 M	989 M	837 M	
27	970 M	1070 M	970 M	929 M	
03	799 M	799 M	799 M	821 M	
21	799 M	799 M	799 M	821 M	

EGBN AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
09		LI Green/Red wingbars	APAPI /3.5°			Light intensity low			
27		LI Green/Red wingbars	APAPI /3.5°			Light intensity low			

EGBN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	IBN: Flashing Green 'NT'
2	LDI location and lighting Anemometer location and lighting	
3	TWY edge and centre line lighting	CL: Green reflectors on taxiway centre-line.
4	Secondary power supply/switch-over time	
5	Remarks	

EGBN AD 2.16 HELICOPTER LANDING AREA

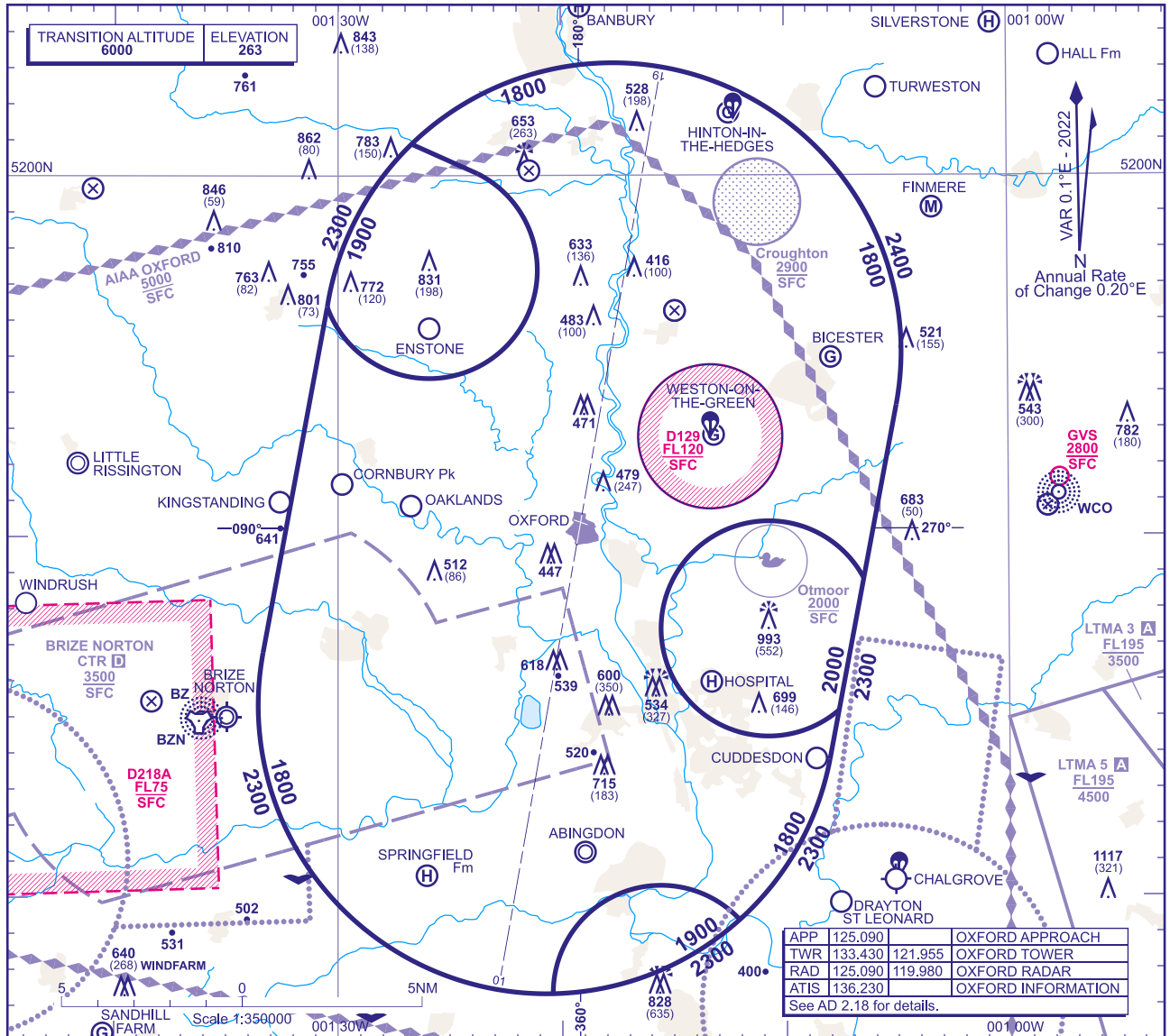
1	Coordinates TLOF or THR of FATO, geoid undulation	
2	TLOF and/or FATO elevation	
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	
4	True BRG of FATO	
5	Declared distance available	
6	APP and FATO lighting	
7	RMK	Center Grass Triangle used for Rotary training. An area approx 100 M x 50 M cut short.

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ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1358
HEIGHTS IN FEET AGL (800)

OXFORD



MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

- 1800** in the sector defined by the lateral limits; 520053N 0012642W thence clockwise by an arc of a circle radius 8NM centred on 515508N 0011742W to 515338N 0010500W - 514850N 0010630W thence anticlockwise by an arc of a circle radius 3NM centred on 514726N 0011045W to 514509N 0010738W - 514349N 0010803W thence clockwise by an arc of a circle radius 8NM centred on 514519N 0012041W to 513922N 0011205W thence anticlockwise by an arc of a circle radius 3NM centred on 513720N 0011537W to 513720N 0012025W thence clockwise by an arc of a circle radius 8NM centred on 514519N 0012041W to 514647N 0013321W - 515622N 0013029W thence anticlockwise by an arc of a circle radius 3NM centred on 515723N 0012555W to 520004N 0012344W - 520053N 0012642W.
- 2000** in the sector defined by the lateral limits; 514850N 0010630W - 514509N 0010738W thence clockwise by an arc of a circle radius 3NM centred on 514726N 0011045W to 514850N 0010630W.
- 1900** in the sector defined by the lateral limits; 513720N 0012025W thence clockwise by an arc of a circle radius 3NM centred on 513720N 0011537W to 513922N 0011205W thence clockwise by an arc of a circle radius 8NM centred on 514519N 0012041W to 513720N 0012025W.
- 1900** in the sector defined by the lateral limits; 520053N 0012642W - 520004N 0012344W thence clockwise by an arc of a circle radius 3NM centred on 515723N 0012555W to 515622N 0013029W - 515636N 0013024W thence clockwise by an arc of a circle radius 8NM centred on 515508N 0011742W to 520053N 0012642W.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

- within 5NM of the aircraft*, and
- within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

LOSS OF COMMUNICATION PROCEDURES

Initial Approach Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **2200**, or last assigned level if higher, to **NDB(L)DME OXT**.
Intermediate and Final Approach Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L)DME OXT**.
 † In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.4.

GENERAL INFORMATION

- Levels shown are based on QNH.
- Only significant obstacles and dominant spot heights are shown.
- The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
- Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of OX NDB.
- Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
- This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC Surveillance service.**

CHANGE (4/25): HOSPITAL HELI SITE ADDED.

AERO INFO DATE 23 JAN 25

AD 2-EGTK-5-1

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EGPK AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	<p>A Surface: Concrete and asphalt PCN 100/R/C/W/T</p> <p>B Surface: Concrete and asphalt PCN 100/R/C/W/T</p> <p>C Surface: Concrete and asphalt PCN 50/R/A/X/U</p> <p>F Surface: Concrete and asphalt PCN 50/R/A/X/U</p> <p>G Surface: Concrete and asphalt PCN 30/R/B/X/U</p> <p>H Surface: Concrete and asphalt PCN 50/R/A/X/U</p> <p>PARKING PAD 1 Surface: Concrete PCN 87/R/D/W/T</p> <p>PARKING PAD 2 Surface: Concrete PCN 81/R/C/W/T</p>
2	Taxiway width, surface and strength	<p>Taxiway JULIETT: 23 M Surface: Concrete and asphalt PCN 65/R/C/W/T</p> <p>Taxiway ROMEO: 23 M Surface: Concrete and asphalt PCN 65/R/C/W/T</p> <p>Taxiway SIERRA: 23 M Surface: Asphalt PCN 60/F/B/X/U</p>
3	Altimeter checkpoint location and elevation	Apron 30 FT amsl
4	VOR checkpoints	
5	INS checkpoints	See Aircraft Parking/Docking Chart.
6	Remarks	

EGPK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	<p>AGNIS, PAPA on stands 1A-4, 7 and 8. Stands 5, 6, 9, 10 and 11 under marshaller's instructions. Aircrews are to note that the Stand Entry Guidance (SEG) is activated by Airline and Handling Agent staff. Aircrew should not enter the stand unless the AGNIS is illuminated or if advised that it is unserviceable, under marshaller's guidance only. An emergency stop sign has also been installed on all SEG equipped stands. When activated an electronic flashing 'STOP' warning sign is illuminated. Aircraft must not enter the stand under any circumstances until the sign has been switched off.</p>
2	Runway and taxiway markings and lighting	<p>Runway marking aid(s): 02/20: Runway 02: Runway designation, runway threshold, runway centre-line and strip markings. Runway 20: Runway designation, runway threshold, runway centre-line and strip markings. Revised ICAO aiming point and touchdown zone markings. 12/30: Runway designation, runway threshold, runway centre-line and strip markings. Revised ICAO aiming point and touchdown zone markings.</p>

		<p>Runway light(s): 02: Runway guard lights, runway edge, threshold and wing bars, runway end. 20: Runway guard lights, runway edge, threshold and wing bars, runway end, stopway. 12/30: Runway guard lights (LED), colour coded runway centre-line, runway edge, threshold and wing bars, runway end (LED).</p> <p>Taxiway marking aid(s): Yellow taxiway centre-line, taxiway holding position, runway ahead markings. Enhanced taxiway centre-line markings approaching Romeo 1.</p> <p>Taxiway light(s): Green centre-line LED lights, blue edge lights on turns, blue retro/reflective edge markings/studs.</p>
3	Stop bars and runway guard lights (if any)	At Holds; J, K, Q (LED), R1 (LED), S, W and Y.
4	Other runway protection measures	
5	Remarks	WDI (LGTD): 553038.45N 0043505.08W; 553056.94N 0043632.72W; 552919.19N 0043507.01W; 553006.29N 0043445.98W. Standard apron markings.

EGPK AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/ Colour	Remarks
1	2	3	4		5	6
(EGPK3286) 20/APPROACH 02/ TAKE-OFF	TREE	553144.66N 0043255.07W	317 FT	63 FT	No	
(EGPK3209) 20/APPROACH 02/ TAKE-OFF	TREE	553132.14N 0043313.78W	298 FT	49 FT	No	
(EGPK3231) 20/APPROACH 02/ TAKE-OFF	TREE	553129.96N 0043309.63W	318 FT	48 FT	No	
(EGPK1424) 30/TAKE-OFF	ROAD SIGN	553059.12N 0043704.17W	45 FT	15 FT	No	
(EGPK2670) 20/APPROACH 02/ TAKE-OFF	TREE	553057.76N 0043410.21W	181 FT	61 FT	No	
(EGPK2757) 20/APPROACH 02/ TAKE-OFF	TREE	553038.28N 0043403.87W	154 FT	50 FT	No	
(EGPK2623) 20/APPROACH 02/ TAKE-OFF	TREE	553034.79N 0043411.13W	134 FT	62 FT	No	
(EGPK2469) 20/APPROACH 02/ TAKE-OFF	TREE	553034.07N 0043422.75W	112 FT	51 FT	No	
(EGPK2439) 20/APPROACH 02/ TAKE-OFF	FENCE	553017.74N 0043423.77W	76 FT	9 FT	No	
(EGPK2395) 20/APPROACH 02/ TAKE-OFF	FENCE	553015.09N 0043425.81W	77 FT	8 FT	No	
(EGPK2378) 20/APPROACH 02/ TAKE-OFF	FENCE	553014.05N 0043426.60W	77 FT	8 FT	No	
(EGPK3055) 30/APPROACH	TREE	553001.89N 0043340.01W	137 FT	24 FT	No	
(EGPK2391) 30/APPROACH	TREE	553001.86N 0043425.19W	99 FT	38 FT	No	
(EGPK2449) 30/APPROACH	TREE	553000.44N 0043422.10W	106 FT	49 FT	No	
(EGPK3047) 30/APPROACH 12/ TAKE-OFF	SILO	552948.76N 0043339.97W	141 FT	42 FT	No	
(EGPK3392) 30/APPROACH 12/ TAKE-OFF	BUILDING	552938.28N 0043221.48W	231 FT	23 FT	No	
(EGPK3293) 30/APPROACH 12/ TAKE-OFF	BUILDING	552927.89N 0043244.13W	232 FT	25 FT	No	
(EGPK1811) 20/TAKE-OFF	TREE	552851.69N 0043541.72W	106 FT	41 FT	No	
(EGPK1887) 20/TAKE-OFF	TREE	552850.56N 0043536.45W	111 FT	43 FT	No	

In Approach/Take-off areas						
Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/ Colour	Remarks
1	2	3	4		5	6
(EGPK1880) 20/TAKE-OFF	TREE	552850.52N 0043536.87W	107 FT	40 FT	No	
(EGPK1908) 20/TAKE-OFF	TREE	552850.16N 0043535.43W	107 FT	38 FT	No	
(EGPK1845) 20/TAKE-OFF	AERIAL	552849.94N 0043539.44W	102 FT	32 FT	No	
(EGPK1938) 20/TAKE-OFF	TREE	552849.69N 0043534.14W	107 FT	38 FT	No	
(EGPK1878) 20/TAKE-OFF	LAMP POST	552838.63N 0043536.20W	124 FT	37 FT	No	
(EGPK1800) 20/TAKE-OFF	TREE	552837.52N 0043541.71W	144 FT	77 FT	No	
(EGPK1863) 20/TAKE-OFF	TREE	552834.75N 0043537.19W	143 FT	84 FT	No	
(EGPK3845) 30/APPROACH	FLOODLIGHT	552717.81N 0042512.75W	627 FT	104 FT	No	
(EGPK3802) 30/APPROACH	PYLON	552701.55N 0042626.91W	607 FT	149 FT	No	
(EGPK3924) 30/APPROACH	PYLON	552527.14N 0042305.80W	751 FT	165 FT	No	

In circling area and at aerodrome						
Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/ Colour	Remarks
1	2	3	4		5	6
(EGPK1765)	MAST	553330.85N 0043605.10W	674 FT	195 FT	Yes Red	
	CRANE	552812N 0043821W	197 FT	197 FT	No	
(EGPK3710)	TREE	552438.72N 0042837.64W	714 FT	39 FT	No	
(EGPK3592)	PYLON	552438.52N 0043010.31W	729 FT	66 FT	No	
(EGPK1188)	MAST	552434.58N 0044158.62W	1017 FT	147 FT	Yes Red	
(EGPK1187)	MAST	552434.09N 0044200.47W	1057 FT	178 FT	Yes Red	
(EGPK1183)	MAST	552433.93N 0044202.61W	1056 FT	178 FT	Yes Red	
(EGPK1161)	BUSH	552420.59N 0044236.99W	829 FT	5 FT	No	
(EGPK1191)	TERRAIN	552359.08N 0044151.84W	773 FT	0 FT	No	
(EGPK1166)	TERRAIN	552358.27N 0044225.57W	797 FT	0 FT	No	
(EGPK3566)	PYLON	552318.21N 0043026.07W	723 FT	126 FT	No	

EGPK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE ABERDEEN
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE ABERDEEN 24 hours
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self briefing/telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English
7	Charts and other information available for briefing or consultation	Via Handling Agent.
8	Supplementary equipment available for providing information	Via Handling Agent.
9	ATS units provided with information	PRESTWICK
10	Additional information (limitation of service, etc.)	

EGPK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength (PCN)	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
02	023.74°	1906 x 45 M	RWY surface: Asphalt PCN 60/F/C/X/U	552918.17N 0043514.61W 179.2 FT	THR 48.2 FT TDZ 48.2 FT	
20	203.75°	1906 x 45 M	RWY surface: Asphalt PCN 60/F/C/X/U SWY surface: PCN 35/F/C/X/T	553012.19N 0043432.76W 179.1 FT	THR 60.4 FT TDZ 60.4 FT	
12	121.33°	2987 x 45 M	RWY surface: Concrete and asphalt PCN 90/R/C/W/T	553054.82N 0043641.31W 179.2 FT	THR 37.8 FT TDZ 37.8 FT	
30	301.36°	2987 x 45 M	RWY surface: Concrete and asphalt PCN 90/R/C/W/T	553008.68N 0043427.83W 179.1 FT	THR 65.5 FT TDZ 65.5 FT	

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
	93 x 150 M					RWY 02 Strip Dimensions: 2026 x 150 M. Landing threshold displaced by 81 M.
86 x 45 M	242 x 150 M					RWY 20 Strip Dimensions: 2111 x 150 M.
	184 x 150 M	3107 x 280 M				RWY 12 Landing threshold displaced by 244 M. Paved shoulders extend 23 M beyond each side of the runway for 2134 M from the threshold of Runway 30 and for 8 M beyond each side and end of the runway thereafter.

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
	89 x 150 M	3107 x 280 M				RWY 30 Paved shoulders extend 23 M beyond each side of the runway for 2134 M from the threshold of Runway 30 and for 8 M beyond each side and end of the runway thereafter. The downslope gradient over the first 400 M of LDA is: RWY 30 - 1.25%.

EGPK AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
12	2987 M	3171 M	2987 M	2743 M	
30	2987 M	3075 M	2987 M	2987 M	
12	2445 M	2629 M	2445 M		Take-off from Hold Kilo.
12	1453 M	1637 M	1453 M		Take-off from Hold Mike.
12	1366 M	1550 M	1366 M		Take-off from intersection Tango.
12	1190 M	1374 M	1190 M		Take-off from Hold November.
12	1128 M	1312 M	1128 M		Take-off from Hold Foxtrot.
30	2899 M	2988 M	2899 M		Take-off from intersection INT.
30	2678 M	2766 M	2678 M		Take-off from Hold Quebec.
30	1904 M	1992 M	1904 M		Take-off from Hold Foxtrot.
30	1841 M	1930 M	1841 M		Take-off from Hold November.
30	1652 M	1740 M	1652 M		Take-off from intersection Tango.
30	1589 M	1677 M	1589 M		Take-off from Hold Mike.
02	1906 M	1999 M	1906 M	1825 M	
20	1906 M	2147 M	1991 M	1906 M	
02	1906 M	2000 M	1906 M		Take-off from intersection Sierra.
02	1229 M	1322 M	1229 M		Take-off from Hold Yankee.
02	772 M	865 M	772 M		Take-off from Hold Whiskey.
20	1710 M	1951 M	1795 M		Take-off from Hold R1.
20	1158 M	1399 M	1243 M		Take-off from Hold Whiskey.
20	700 M	941 M	785 M		Take-off from Hold Yankee.

EGPK AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
02		Green Light intensity high With green wingbars	PAPI Left/3° 58 FT 399 M			HI bi-directional with LI omnidirectional component 64 M spacing	Red		
20	Centre-line with one crossbar. 420 M Light intensity high	Green Light intensity high With green wingbars	PAPI Left/3.5° 57 FT 341 M			HI bi-directional with LI omnidirectional component 64 M spacing	Red	175 M Red	

RWY	Approach lighting Type/Length/Intensity	Threshold lighting Colour/Wing bars	VASIS/MEHT/PAPI/PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/Spacing/Colour/Intensity	Runway edge lighting Length/Spacing/Colour/Intensity	Runway end lighting Colour/Wing bars	Stopway lighting Length/Colour	Remarks
1	2	3	4	5	6	7	8	9	10
12	Coded centre-line with five crossbars. 853 M Light intensity high	Green Light intensity high With green wingbars	PAPI Left/3° 58 FT 420 M		Colour coded 2987 M 30 M spacing Light intensity high	Elev HI bi-directional with LI omnidirectional component 60 M spacing	Red		EDGE: These show red in NW direction between NW end of the runway and the displaced 12 threshold.
30	Coded centre-line with five crossbars. 890 M Light intensity high	Green Light intensity high With green wingbars	PAPI Left/3.5° 64 FT 450 M		Colour coded 2987 M 30 M spacing Light intensity high	Elev HI bi-directional with LI omnidirectional component 60 M spacing	Red		EDGE: These show red in NW direction between NW end of the runway and the displaced 12 threshold.

EGPK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	Anemometer: Adjacent to both ILS glidepath aerails. 553051.63N 0043621.16W, 553018.27N 0043441.90W (LTGD).
3	TWY edge and centre line lighting	EDGE: Blue edge lights.
4	Secondary power supply/switch-over time	During LVP operations changeover from standby power to mains takes place in less than 1 second. During visual or non-precision operations changeover from mains to standby generator takes maximum 15 seconds in event of full mains failure.
5	Remarks	Apron floodlights. Obstacle lighting.

EGPK AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	
2	TLOF and/or FATO elevation	
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	
4	True BRG of FATO	
5	Declared distance available	
6	APP and FATO lighting	
7	RMK	Refer to item AD 2.20, paragraph 5. A helicopter aiming point is marked on Runway 12/30 between Links Mike and November. Runway thresholds may also be used, at the discretion of ATC.

EGPK AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
PRESTWICK CTR 553734N 0044227W - 552838N 0041639W thence clockwise by the arc of a circle radius 11 NM centred on 553034N 0043540W to 552150N 0042400W - 553044N 0044945W thence clockwise by the arc of a circle radius 8 NM centred on 553034N 0043540W to 553734N 0044227W	Upper limit: 5500 FT ALT Lower limit: SFC	D	PRESTWICK APPROACH English	6000 FT		

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
PRESTWICK ATZ A circle, 2.5 NM radius, centred at 553034N 0043540W on longest notified runway (12/30)	Upper limit: 2000 FT AGL Lower limit: SFC	D	PRESTWICK APPROACH English	6000 FT		

EGPK AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	PRESTWICK APPROACH	121.500 MHz Emergency frequency O/R.			H24	ATZ hours coincident with Approach hours.
		129.450 MHz DOC 40 NM/ 19,500 FT.			H24	
TWR	PRESTWICK TOWER	118.150 MHz DOC 25 NM/ 6,000 FT.			H24	
		121.500 MHz Emergency frequency O/R.			H24	
		127.155 MHz As directed by ATC.			H24	
RADAR	PRESTWICK RADAR	121.500 MHz Emergency frequency O/R.			H24	
		124.630 MHz As directed by ATC.			H24	
		129.450 MHz DOC 40 NM/ 19,500 FT.			H24	
ATIS	PRESTWICK INFORMATION	121.130 MHz			H24	
OTHER	PRESTWICK FIRE	121.600 MHz Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGPK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/ VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LLZ I 1.62°W (2022)	IPP	110.300 MHz	H24	553000.19N 0043403.31W		(RWY 12)
ILS/GP	IPP	335.000 MHz	H24	553052.15N 0043621.68W		3° ILS Ref Datum Hgt 53 FT. The quality of the guidance provided does not permit the use of the facility for coupled approaches below 200 FT. Full scale flydown indications may not be maintained when high above the glide path sector. Caution is advised on approach.

Type of Aid CAT of ILS/MLS MAG Var/ VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LLZ I 1.65°W (2022)	IKK	110.300 MHz	H24	553101.73N 0043701.31W		(RWY 30)
ILS/GP	IKK	335.000 MHz	H24	553018.01N 0043440.60W		3.5° ILS Ref Datum Hgt 56 FT. A weak signal may be experienced below the glide path slope at 8 degrees right of the centre-line.
VOR/DME 1.68°W (2022) 1.20°W (2022)	TRN	122X 117.500 MHz	H24	551848.28N 0044701.91W	586 FT	VOR DOC: 20 NM/50,000 FT, 30 NM/50,000 FT in Sector R056-106 and 45 NM/50,000 FT in Sector R356-056. DME DOC: 100 NM/50,000 FT (60 NM/50,000 FT in Sector R076-226 and 200 NM/50,000 FT in Sector R271-001). Due to terrain effects bearing errors of greater than 4 may occur in Sector R171-181. In addition coverage at low level is reduced in Sector R066-106.
NDB (L) 1.63°W (2022)	PIK	355.000 kHz	H24	553021.92N 0043438.11W		DOC 30 NM.
ILS/DME	IKK	40X 110.300 MHz	H24	553028.11N 0043538.49W	48 FT	(RWY 30) DOC 25 NM/10,000 FT. Zero range is indicated at THR of Runway 12 and 30.
ILS/DME	IPP	40X 110.300 MHz	H24	553028.11N 0043538.49W	48 FT	(RWY 12) DOC 25 NM/10,000 FT. Zero range is indicated at THR of Runway 12 and 30.

EGPK AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

- a) Pilots are to 'book-out' by telephoning ATC.
- b) Traffic flow management of inbound, outbound and local aircraft may be applied without notice.
- c) Aircraft with tail skids will not be permitted to use the aerodrome without first having been fitted with some form of wheel to prevent surface damage.
- d) The wearing of high visibility clothing is mandatory by all personnel working on airside areas.
- e) Fixed Electrical Ground Power must be used wherever available and serviceable. Use of GPU and APU should be limited to minimise environmental impact.
- f) Pilots of international arriving or departing GA aircraft are responsible for presenting their passengers to UK Border Force. Transport to and from the UK Border should be arranged with the Handling Agent.
- g) Aprons A & B are subject to security restrictions and searches.

2 GROUND MOVEMENT

- a) Holding positions are indicated at night by a row of red lights across the taxiway. Aircraft are not permitted to proceed on to the runway unless these lights have been extinguished or permission has been given by ATC.
- b) To prevent soil erosion by jet blast, an area contiguous with the beginning of Runway 30 has been concreted. This area is not load bearing and aircraft should not be taxied across it during line up for take-off. A hatched area separates this area from the runway.
- c) ATC taxiing instructions should be strictly observed.
- d) Link November has a reduced width of 16 M and is only available for aircraft up to and including Code C size.
- e) Only marked taxiways to be used.
- f) The arrangement of the Terminal apron, piers, stand numbers, nose wheel guide lines and alignment bars are shown at AD 2-EGPK-2-2.
- g) The taxiway Route to/from Spirit Aero systems and HMS Gannet is via Link Tango.
- h) Holding Point M is available to aircraft up to code F. During hours of darkness and low visibility all aircraft must use a follow me vehicle.
- i) The first 100 M of paved surface from Runway 30 threshold has been marked to provide 50 M width for large aircraft turning. All turns must be executed in a clockwise direction. Concrete outside the runway edge markings is unfit for the movement of aircraft. Any pilot who may require marshaller assistance is to advise ATC before taxi.
- j) Commanders of wide-bodied aircraft are reminded that minimum power only should be applied on Taxiway Juliet, particularly when entering the runway via holding point Juliet.

- k) Aircraft that require starting by manual swinging of propellers are only permitted to undertake engine starting as a two person operation. An assistant familiar with manual swinging of propellers must be present in addition to the pilot in command and both persons must carry out the operation in a safe manner.
- l) Link R1 is a dual holding point. Aircraft will be held parallel to Runway 30, when instructed by ATC access is via Runway 20.
- m) Due to limited line of sight of certain parts of the manoeuvring area, such as Aprons A, B, G & H and the Southwestern section of Taxiway S south of holding point W, ATC may request additional position reports. Pilots should maintain a good lookout in these areas.

3 CAT II/III OPERATIONS

Not Applicable

4 WARNINGS

- a) Except for light signals, ground signals are not displayed.
- b) Aircraft carrying out circuits on Runway 02/20 are warned of rising ground to the Northeast.
- c) Pilots are advised that bird numbers have been assessed as 'severe' during migratory periods (Oct/Nov and Mar/Apr). During Spring and Autumn, bird concentrations may be present on surrounding agricultural land. Active dispersal methods are employed within the Airport's boundaries. This will be the subject of a NOTAM.
- d) Because of the extreme width of the concrete/asphalt surface forming Runway 12/30 (92 M) paved shoulders extend 23 M beyond each side of the runway. In certain conditions (poor visibility and at night) the edge lights may be mistaken for the centre-line (albeit the edge lights are raised and the centre-line lights are flush mounted). Pilots of departing aircraft should exercise extreme caution when lining up on the centre-line of the runway in such circumstances.
- e) When visibility is less than 800 M, Low Visibility Procedures will be applied. Pilots will be informed by RTF or ATIS. Pilots are advised that these procedures can cause delays for inbound and outbound traffic.
- f) When RVR is less than 600 M, only one aircraft movement is permitted at a time on the manoeuvring area.
- g) The maximum reportable RVR value for Runway 30 is 1400 M.
- h) Caution Runway Incursion Prevention. Dual runway hold at Runway 02/20. Pilots are to adhere to ATC instructions / information and relevant ground markings at all times. See Aerodrome charts for hotspot location.
- i) Grass Cutting - Consequent upon the implementation of the long grass programme relating to the control of birds, the following will be introduced:

Grass cutting may take place on a daily basis between April and October inclusive within the strip enclosing Runways 12/30 and 02/20.

- j) Deer hazard, aircrews to report any sightings to ATC.
- k) Low level mechanical turbulence due to terrain and the presence of buildings on short final for all runways can affect the wind, resulting in the reported wind speed sometimes being lower than that experienced by pilots.

5 HELICOPTER OPERATIONS

- a) Civil helicopters operating to Prestwick will normally be allocated to Apron G or H. Such helicopters are to operate to/from Aprons G and H by approaching to/from the aiming point marked on Runway 12/30 between Links M and N.
- b) Military helicopters may operate directly to and from Apron C, subject to ATC permission.
- c) At ATC discretion, the thresholds of Runways 12/30 and 02/20 may also be used as aiming points.
- d) Helicopters may 'air' or 'ground' taxi between the aiming point and the designated parking area, including the military parking circles. Due to the surface condition of Apron C, only marked designated taxiway routes should be used.

6 USE OF RUNWAYS

- a) During winter conditions when the runway is contaminated, estimated braking action will be provided in accordance with the CAA Estimated Braking Action Table.

7 TRAINING

- a) Aircraft training slots are to be requested from ATC: 01292-511107.
- b) The use of the airport for circuit and instrument training purposes is subject to the prior arrangement with ATC operations, Tel: 01292-511107.
- c) ATC must be advised of any cancellations. Any training slot delayed by 30 minutes or more will be deemed to have been cancelled and the slot re-negotiated.
- d) Failure to cancel a booked slot may result in cancellation charges.
- e) The filing of a flight plan for a training slot does not imply acceptance.
- f) Asymmetric flight must not be carried out without ATC permission.
- g) From 1900-0800 (1800-0700) jet circuit training is not available due to noise abatement. Non jet aircraft may be accepted subject to PPR.
- h) No training will be accepted on Tuesdays between 0800-1200 (0700-1100) due to essential airfield maintenance.

EGPK AD 2.21 NOISE ABATEMENT PROCEDURES

1 NOISE PREFERENTIAL PROCEDURES

- a) Operators of all aircraft using the airport should ensure that at all times their aircraft conform to the noise abatement techniques laid down for that type of aircraft and that operations are conducted in a manner calculated to cause the least disturbance practicable in areas surrounding the aerodrome.
- b) These requirements may at any time be departed from, to the extent necessary, for avoiding immediate danger and for complying with the instructions of ATC.
- c) All aircraft using the aerodrome shall maintain as high an altitude as practicable.
- d) Aircraft using the ILS in IMC or VMC shall not descend below 2000 FT before intercepting the glidepath unless directed by radar, nor thereafter fly below it. An Aircraft approaching without assistance from ILS or radar shall follow a descent path which will not result in its being lower than the approach path which would be followed by an aircraft using the ILS glidepath.
- e) All airline crew training circuits shall be flown at a height of at least 1500 FT AAL. In other respects training aircraft shall comply with the procedures and routings detailed in this notice together with procedures laid down by GPA Ltd with regard to training circuits.
- f) Noise from ground running of aircraft engines is controlled in accordance with instructions issued by GPA Ltd.

2 NOISE PREFERENTIAL ROUTES

- a) The Noise Preferential Routes (NPR) specified below are compatible with ATC requirements and shall apply in both IMC and VMC.
- b) The tracks are to be flown by all departing jet aircraft and by all other aircraft of more than 12,500 KG MTWA unless otherwise instructed by ATC or unless deviations are required in the interests of safety.

Departure Runway	NPR
12	Climb straight ahead until passing DME I-PP or I-KK 4, or until passing 3000 FT ALT.
30	Climb straight ahead and after passing DME I PP or I KK 1.0 turn left onto track not North of 289°M until passing 3000 FT ALT.

- c) The following NPR's will apply to circuit training as follows:

Departure Runway	NPR
12	Climb straight ahead until 1500 FT HGT / 1600 FT ALT before turning left or right into the circuit.
30	Climb straight ahead and after passing DME I-PP or I-KK 1.0 turn left onto track 289°M until 1500 FT HGT or 1600 FT ALT before turning left or right into the circuit.

3 VISUAL CIRCUITS

- a) Aircraft carrying out right hand visual circuits on Runway 30 should avoid overflying Troon.

EGPK AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR INBOUND AIRCRAFT

- a) The Standard Arrival Routes for arrivals from the ATS route system are as follows, and are detailed at AD 2-EGPK-7-1

Approach from	Via	Route
Southeast and South	N601/UN601, UN590	ASLIB - ENIPI - direct TRN For Runway 30 arrivals, tactical routing to SUMIN may be given.
Southwest	P600	BLACA - P600 - TRN

- b) Arrival routes from all other directions are as follows:

Approach from	Via	Route
North and Northeast	P600	Direct to TRN or SUMIN REP by Scottish ACC, or transferred to Glasgow Approach for transit of the Glasgow CTR/CTA and/or Scottish TMA.
East	Y96	Tactical routing to TRN or SUMIN by Scottish ACC.
West and Northwest	N562	Routed direct to TRN by Scottish ACC.

- c) Inbound aircraft other than from the Airways Route Structure:
- i. Aircraft wishing to enter the CTR or CTA under IFR direct from the FIR must observe the normal procedure for joining Controlled Airspace.
 - ii. Pilots inbound to Prestwick under VFR must contact Prestwick Approach Control and request clearance to enter the Prestwick CTR/CTA at least 10 minutes before reaching the CTR/CTA boundary. VFR and Special VFR aircraft will usually be instructed to route either via one of the designated VFR routes or via Visual Reference Points (see paragraphs 5 to 8).
- d) Aircraft routing inbound from other Scottish TMA airfields will be cleared the PIK NDB not below the MSA.
- e) Approach Procedures with Radar Control
- i. When Prestwick inbound traffic is being sequenced by radar, the Approach Procedures will be flown under directions from the Approach Radar Controller and will consist of that part of the approach between the Terminal Holding Fix and the Final Approach Path. When holding procedures are not in use, radar sequencing may commence before the Terminal Holding Fix.
 - ii. Pilots should plan their flight profile in such a manner as to be able to achieve the Minimum Holding Level at the appropriate holding point if so required.
 - iii. When an aircraft is under Approach Radar Control, changes of heading or Flight Level/Altitude will be made only on instructions from the Radar Controller except in the case of radio communication failure in the aircraft or at the Radar Unit.
 - iv. Headings and Flight Levels/Altitudes at which to leave the holding areas will be passed by ATC. Radar vectors will be given and descent clearance will include an estimate of track distance to touchdown. Further distance information will be given between the initial descent clearance and intercept heading to the ILS.
 - v. Speed Control may be applied on a tactical basis to aircraft whilst radar sequencing is in progress. Aircraft unable to comply with requested speeds should inform the radar controller immediately and state what speeds will be used. In the interests of accurate spacing, pilots are requested to comply with speed adjustments as promptly as is feasible within their own operational constraints, and should advise ATC if circumstances necessitate a change of speed for aircraft performance reasons.
 - vi. In the event of a radar failure, new instructions will be issued to aircraft under Radar Control and the procedures as defined for approach without Radar Control will be put in effect.
- f) Approach Procedures without Radar Control

When inbound traffic is not being sequenced by radar, aircraft will normally be cleared to either TRN VOR, SUMIN REP or PIK NDB in order to carry out an Instrument Approach Procedure appropriate to the landing direction.

2 RADIO COMMUNICATIONS FAILURE PROCEDURES

- a) In the event of complete radio communication failure, pilots are to adopt the appropriate national basic procedures notified at ENR 1.1.3.
- b) When leaving the CTR in accordance with national basic procedures, aircraft are to track 180° TRUE from the PIK NDB at 4000 FT ALT until clear of the Prestwick CTR Boundary.

3 PROCEDURES FOR OUTBOUND AIRCRAFT

- a) Standard Instrument Departures from Prestwick are as follows (see AD 2-EGPK-6-1/2):
- P600 via TRN
 - N560 via TRN to GOW
 - L602 via TRN to GOW
 - UL612 North via TRN to GOW
 - T256/UT256 departing Runway 30, LUCCO Z248 OSMEG T256 DCS
 - T256/UT256 departing Runway 12, SUDBY Z249 OSMEG T256 DCS
 - Y96 departing Runway 30, LUCCO Z250 HAVEN
 - Y96 departing Runway 12, SUMIN Z250 HAVEN
 - N562 departing Runway 30, DAUNT Z246 HERON
 - N562 departing Runway 12, OKNOB Z247 HERON
- b) North Atlantic Departures.
- i. Due to the proximity of the Shanwick Oceanic boundary to Prestwick, pilots of jet aircraft planned to enter Shanwick airspace at GOMUP and ETILO should contact Shanwick CDO prior to departure. On all other oceanic routes an 'RCL' can be submitted after the aircraft is airborne. ENR 2.2, paragraph 3.8.2 refers.
 - ii. When TRA 008 (ENR 5.2 and ENR 6-13) is active, aircraft entering Shanwick/Reykjavik airspace at ETILO, ERAKA, ADODO, BALIX, ORTAV, ATSIX, LUSEN or RATSU should file via TRN GOW.

4 SPEED LIMIT

- a) A speed limitation of 250 KT applies to all departures whilst flying below FL 100 except when a request has been approved and exceptional circumstances require its removal.

5 VFR FLIGHTS

- a) VFR flights in the Control Zone will be given routing instructions and/or altitude restrictions in order to integrate VFR flights with other traffic.
- b) Pilots should anticipate routing instructions via the routes detailed in paragraph 7 or the Visual Reference Points detailed in paragraph 9.

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- c) Pilots of VFR flights are required to remain in VMC at all times and to comply with the relevant Rules of the Air Regulations 2015, and must advise ATC if at any times they are unable to comply with the instructions given.

6 SPECIAL VFR FLIGHTS

- a) Clearance may be requested for Special VFR flight in IMC or at night within the Prestwick Control Zone and will be given whenever the traffic situation permits. These flights are subject to the general provisions laid down for Special VFR flights.
- b) Special VFR clearances will include routing and maximum altitude instructions and may not necessarily be confined to the entry/exit lanes detailed at paragraph 7. Pilots holding a Private Pilots Licence (Aeroplanes) are reminded of the visibility requirements of Special VFR flights laid down in Schedule 7 of the Air Navigation Order 2009 and the related notification at ENR 1-4-6 note 4, which may require them to request routing via the notified Entry/Exit Lanes.
- c) Pilots are reminded that they must at all times, when operating on a Special VFR clearance, remain clear of cloud and in sight of the surface and in flight conditions which will enable them to determine their flight path and keep clear of obstacles. Due to the nature of the terrain in the vicinity of Prestwick Airport, radar vectoring will not normally be applied to aircraft operating in accordance with a Special VFR clearance.
- d) Pilots are reminded that a Special VFR clearance applies only to flight within the Prestwick Control Zone and does not extend to flight within the surrounding airspace of the Prestwick Control Area or Scottish Terminal Control Area.
- e) Special VFR clearances will not normally be granted for flights operating in VMC or for flights by aircraft exceeding 5700 KG MTWA.

7 ENTRY/EXIT LANES

- a) The following entry/exit lanes are notified for the purposes of Schedule 7 of the Air Navigation Order 2009, Part A, Private Pilots Licence (Aeroplanes), sub-para 2 (c) (ii) to permit aircraft to operate to and from Prestwick Airport in IMC under the conditions stated, as follows:
- i.
 1. A lane 3 NM wide, with centre-line from Irvine Harbour VRP (a point on the northern Prestwick CTR boundary), thence southeast along the coast to Barassie, then along the railway line to the point at which it joins the Prestwick Aerodrome Traffic Zone;
 2. A lane 3 NM wide, with centre-line from Doonfoot (Millennium Bridge) VRP (a point on the southern Prestwick CTR boundary), thence northeast along the coast to the point at which it joins the Prestwick Aerodrome Traffic Zone.
 - ii. Use of the lanes is subject to clearance by Prestwick ATC and the carriage of the Prestwick Approach Control frequency.
 - iii. Aircraft using the lanes must remain clear of cloud and in sight of the surface, not above 3000 FT (Prestwick QNH), and in flight visibility of not less than 3 KM.
 - iv. An aircraft using a lane shall keep the centre-line on its left, unless otherwise instructed by ATC for separation purposes. In these circumstances ATC will pass traffic information to the aircraft concerned.
 - v. Pilots of aircraft are responsible for maintaining adequate clearance from the surface or other obstacles.
- b) Additionally, to permit the effective integration of traffic, flights operating under VFR may be required by ATC to follow these routes as detailed in paragraph 5.

8 MICROLIGHT AND MODEL AIRCRAFT OPERATIONS IN THE PRESTWICK CONTROL ZONE

- a) Model aircraft operations take place at Tarbolton, 553158.81N 0042900.98W up to 400 FT AGL during daylight hours and Auchens, 553453N 0043653W, up to 1000 FT AGL during daylight hours. Operations at Auchens above 400 FT AGL will be advised by ATC. For further information on operations at Auchens, contact 07828-160896.
- b) Weight shift/flex wing microlights are not allowed to use the aerodrome unless in emergency. Limited numbers of three-axis microlights may be permitted with prior permission from the aerodrome operator.

9 VISUAL REFERENCE POINTS (VRP)

- a) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

10 OMNI-DIRECTIONAL DEPARTURES

Omni-directional Departures		
Runway	Description	Restrictions
12	Climb straight ahead MAG track 124° to 740 FT then turn on track climbing to enroute safety altitude/MSA. PDG 3.8% to 740 FT then 3.3% after turn.	Close-in obstacles exist. See Aerodrome Obstacle Chart and EGPK AD 2.10 Aerodrome Obstacles. This procedure does not take account of noise abatement procedures which may require additional manoeuvres once above the initial altitude and climbing. See EGPK AD 2.21 for Noise Abatement Procedures.
20	Climb straight ahead MAG track 206° to 1350 FT then turn on track climbing to enroute safety altitude/MSA. PDG 3.7% to 1350 FT then 3.3% after turn.	Close-in obstacles exist. See Aerodrome Obstacle Chart and EGPK AD 2.10 Aerodrome Obstacles.
30	Climb straight ahead MAG track 304° to 570 FT then turn on track climbing to enroute safety altitude/MSA. PDG 3.3%.	Close-in obstacles exist. See Aerodrome Obstacle Chart and EGPK AD 2.10 Aerodrome Obstacles. This procedure does not take account of noise abatement procedures which may require additional manoeuvres once above the initial altitude and climbing. See EGPK AD 2.21 for Noise Abatement Procedures.

EGPK AD 2.23 ADDITIONAL INFORMATION

- a) Glasgow Prestwick Airport will only sanction the use of Remotely Piloted Aircraft Systems (RPAS) by professional licensed operators. All professional enquiries should be forwarded to ATC, Telephone: 01292-511107 or Email: atswatchmanager@glasgowprestwick.com.

EGPK AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO

AD 2.EGPK-2-1

AIRCRAFT PARKING/DOCKING CHART - ICAO

AD 2.EGPK-2-2

PRESTWICK CONTROL ZONE AND CONTROL AREA CHART

AD 2.EGPK-4-1

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2.EGPK-5-1

RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) LUCCO 1K SUDBY 1L SUMIN 1L - ICAO

AD 2.EGPK-6-1

RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) TRN 2K 2L DAUNT 1K OKNOB 1L - ICAO

AD 2.EGPK-6-2

STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 30 LUCCO 1K RWY 12 SUDBY 1L SUMIN 1L

AD 2.EGPK-6-3

STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 30 TRN 2K DAUNT 1K RWY 12 TRN 2L OKNOB 1L

AD 2.EGPK-6-4

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) BLACA 1P - ICAO

AD 2.EGPK-7-1

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) APPLE 2P RIBEL 2P - ICAO

AD 2.EGPK-7-2

RNAV1 (DME/DME or GNSS) APPROACH TRANSITIONS CHART - INSTRUMENT RWY 12 TRN 2Q – ICAO

AD 2.EGPK-7-3

RNAV1 (DME/DME or GNSS) APPROACH TRANSITIONS CHART - INSTRUMENT RWY 20 TRN 2S SUMIN 2S – ICAO

AD 2.EGPK-7-4

RNAV1 (DME/DME or GNSS) APPROACH TRANSITIONS CHART - INSTRUMENT RWY 30 TRN 2R SUMIN 2R – ICAO

AD 2.EGPK-7-5

STANDARD INSTRUMENT ARRIVAL CODING TABLES BLACA 1P APPLE 2P RIBEL 2P

AD 2.EGPK-7-6

TRANSITION CODING TABLES RWY 12 TRN 2Q RWY 20 TRN 2S SUMIN 2S RWY 30 TRN 2R SUMIN 2R

AD 2.EGPK-7-7

RNAV HOLD CODING TABLE TRN SUMIN

AD 2.EGPK-7-8

INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 12 - ICAO

AD 2.EGPK-8-1

INSTRUMENT APPROACH CHART – LOC/DME/NDB(L) RWY 12 – ICAO

AD 2.EGPK-8-2

INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 12 - ICAO

AD 2.EGPK-8-3

INSTRUMENT APPROACH CHART RNP RWY 12 - ICAO

AD 2.EGPK-8-4

INSTRUMENT APPROACH CHART NDB(L)/DME RWY 12 - ICAO

AD 2.EGPK-8-5

INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 20 - ICAO

AD 2.EGPK-8-6

INSTRUMENT APPROACH CHART RNP RWY 20 - ICAO

AD 2.EGPK-8-7

INSTRUMENT APPROACH CHART NDB(L)/DME RWY 20 - ICAO

AD 2.EGPK-8-8

INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 30 - ICAO

AD 2.EGPK-8-9

INSTRUMENT APPROACH CHART – ILS/DME/NDB(L) RWY 30 (ACFT CAT A,B) SHORT PROCEDURE – ICAO

AD 2.EGPK-8-10

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INSTRUMENT APPROACH CHART – LOC/DME/NDB(L) RWY 30 – ICAO

AD 2.EGPK-8-11

INSTRUMENT APPROACH CHART – LOC/DME/NDB(L) RWY 30 (ACFT CAT A,B) SHORT PROCEDURE – ICAO

AD 2.EGPK-8-12

INSTRUMENT APPROACH CHART – SRA RTR 2NM RWY 30 – ICAO

AD 2.EGPK-8-13

INSTRUMENT APPROACH CHART RNP RWY 30 – ICAO

AD 2.EGPK-8-14

INSTRUMENT APPROACH CHART – NDB(L)/DME RWY 30 – ICAO

AD 2.EGPK-8-15

INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 12

AD 2.EGPK-8-16

INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 20

AD 2.EGPK-8-17

INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 30

AD 2.EGPK-8-18

EGPK AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

**AERODROME
CHART - ICAO**

ARP 553034N 0043540W

AD ELEV 65FT

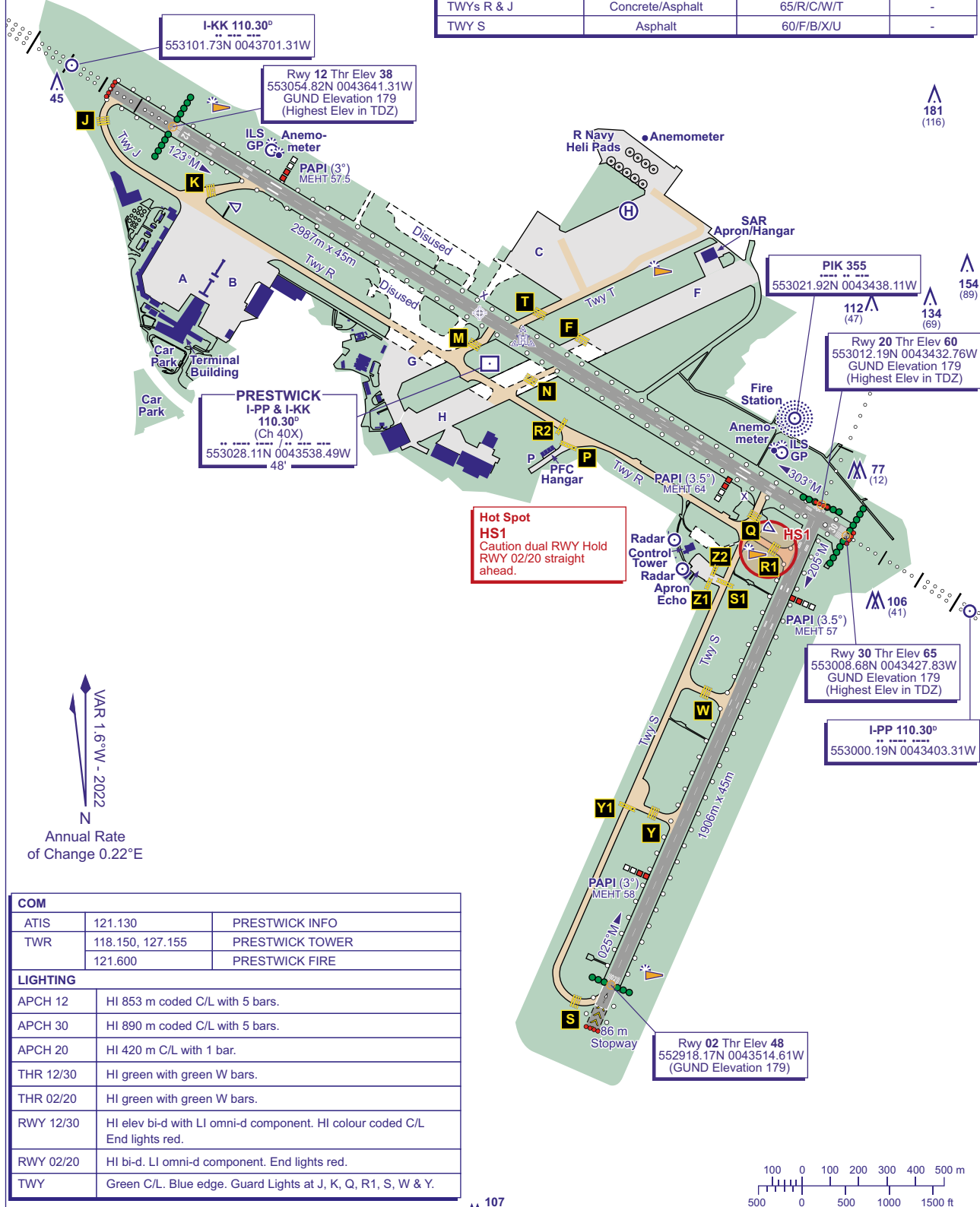
**PRESTWICK
EGPK**

GUND (Geoid Undulation) =
The height of the Geoid (MSL) above the
Reference Ellipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL	181
HEIGHTS IN FEET ABOVE AD	(116)

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	BEARING STRENGTH	ELEVATION
RWY 12/30	Concrete/Asphalt	90/R/C/W/T	-
RWY 02/20	Asphalt	60/F/C/X/U	-
Aprons A & B	Concrete/Asphalt	100/R/C/W/T	30 ft amsl
Aprons C, F & H	Concrete/Asphalt	50/R/A/X/U	-
Aprons G	Concrete/Asphalt	30/R/B/X/U	-
TWYs R & J	Concrete/Asphalt	65/R/C/W/T	-
TWY S	Asphalt	60/F/B/X/U	-



COM		
ATIS	121.130	PRESTWICK INFO
TWR	118.150, 127.155	PRESTWICK TOWER
	121.600	PRESTWICK FIRE
LIGHTING		
APCH 12	HI 853 m coded C/L with 5 bars.	
APCH 30	HI 890 m coded C/L with 5 bars.	
APCH 20	HI 420 m C/L with 1 bar.	
THR 12/30	HI green with green W bars.	
THR 02/20	HI green with green W bars.	
RWY 12/30	HI elev bi-d with LI omni-d component. HI colour coded C/L End lights red.	
RWY 02/20	HI bi-d. LI omni-d component. End lights red.	
TWY	Green C/L. Blue edge. Guard Lights at J, K, Q, R1, S, W & Y.	

CHANGE (4/25): OBSTACLE 134FT MODIFIED.

AERO INFO DATE 31 JAN 25

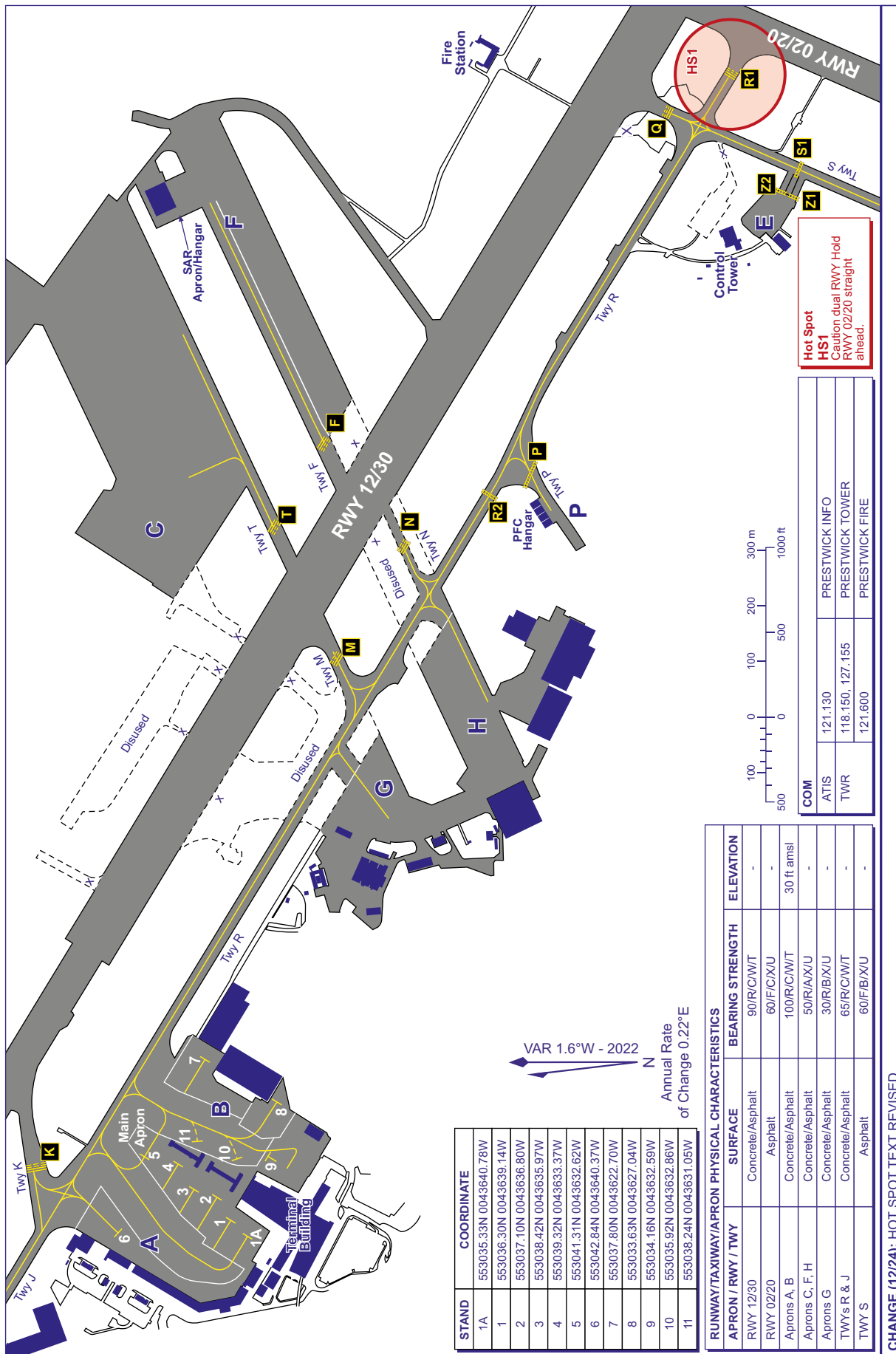
AD 2-EGPK-2-1

PRESTWICK
EGPK

AD ELEV 65FT

ARP 553034N 0043540W

AIRCRAFT PARKING/DOCKING
CHART - ICAO

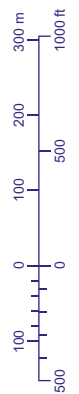


STAND	COORDINATE
1A	553035.33N 0043640.78W
1	553036.30N 0043639.14W
2	553037.10N 0043636.80W
3	553038.42N 0043635.97W
4	553039.32N 0043633.37W
5	553041.31N 0043632.62W
6	553042.84N 0043640.37W
7	553037.80N 0043622.70W
8	553033.63N 0043627.04W
9	553034.16N 0043632.59W
10	553035.92N 0043632.86W
11	553038.24N 0043631.05W

VAR 1.6°W - 2022

Annual Rate
of Change 0.22°E

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	BEARING STRENGTH	ELEVATION
RWY 12/30	Concrete/Asphalt	90/R/C/W/T	-
RWY 02/20	Asphalt	60/F/C/X/U	-
Aprons A, B	Concrete/Asphalt	100/R/C/W/T	30 ft amsl
Aprons C, F, H	Concrete/Asphalt	50/R/A/X/U	-
Aprons G	Concrete/Asphalt	30/R/B/X/U	-
TWY's R & J	Concrete/Asphalt	65/R/C/W/T	-
TWY S	Asphalt	60/F/B/X/U	-



Hot Spot
HS1
Caution dual RWY Hold
RWY 02/20 straight
ahead.

COM	PRESTWICK INFO	PRESTWICK TOWER	PRESTWICK FIRE
ATIS	121.130	118.150, 127.155	121.600
TWR			

CHANGE (12/24): HOT SPOT TEXT REVISED.

AERO INFO DATE 05 SEP 24

AD 2-EGPK-2-2

EGKR — REDHILL

EGKR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGKR — REDHILL

EGKR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 511249N Long: 0000819W Mid point of Runway 07R/25L.
2	Direction and distance from city	1.5 NM SE of Redhill.
3	Elevation / Reference temperature / Mean Low Temperature	222 FT / 20 °C / -
4	Geoid undulation at AD ELEV PSN	149 FT
5	Magnetic Variation / Annual Change	0.55°E (2022) / 0.19°E
6	AD Administration Address Telephone E-mail address	REDHILL AERODROME LTD Terminal Building, Redhill Aerodrome, Surrey, RH1 5YP. 01737-823377 (Administration) Mon-Fri 0900-1700 (0800-1600) 01737-821802 (ATC) 01737-821805 (Fuel) 01737-822947 (ATIS available H24) reception@redhillaerodrome.com (Administration) atc@redhillaerodrome.com (ATC) arffs@redhillaerodrome.com (ARFFS/Fuel)
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	ATC telephone calls are recorded.

EGKR AD 2.3 OPERATIONAL HOURS

1	AD Administration	0900-1700 (0800-1800).
2	Customs and immigration	Available by arrangement. Submit GAR form via www.submit-general-aviation-report.service.gov.uk 4 hours notice required for inbound flights. Flights within the UK Common Travel Area require 24hrs notice to Surrey Police.
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	0845-1715 (0745-1815).
8	Fuelling	0900-1630 (0800-1730); and by arrangement.
9	Handling	
10	Security	
11	De-icing	
12	Remarks	This aerodrome is PPR.

EGKR AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVTUR JET A-1 (with AL48), AVGAS 100LL W80, W100
3	Fuelling facilities/capacity	AVTUR JET A-1 fixed installation 60,000 lt. Bowser 12,000 lt. AVGAS 100LL fixed installation 25,000 lt.
4	De-icing facilities	
5	Hangar space for visiting aircraft	
6	Repair facilities for visiting aircraft	
7	Remarks	

EGKR AD 2.5 PASSENGER FACILITIES

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EGKR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A2 RFFS Category A2/H2.
2	Rescue equipment	
3	Capability for removal of disabled aircraft	
4	Remarks	

EGKR AD 2.7 SEASONAL AVAILABILITY - CLEARING

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EGKR AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	
2	Taxiway width, surface and strength	<p>Taxiway A: 10 M Surface: Asphalt</p> <p>Taxiway B: 10 M Surface: Asphalt</p> <p>Taxiway C: 10 M Surface: Asphalt Taxiway C has a width of 10 M, except section marked as unlicensed Runway 06/24, which has a width of 14 M.</p> <p>Taxiway D: 10 M Surface: Asphalt</p> <p>Taxiway E: 10 M Surface: Asphalt</p> <p>Taxiway F: 7.5 M Surface: Concrete</p> <p>Taxiway G: Surface: Grass</p> <p>Taxiway H: 10 M Surface: Asphalt</p>
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGKR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	
2	Runway and taxiway markings and lighting	<p>Taxiway marking aid(s): Painted centre-line and hold markings on Taxiways A, B, C, D, E, F and H.</p> <p>Taxiway light(s): Runway Guard Lights at Holding Points A1 and B1.</p>

2 GROUND MOVEMENT

- a) Fixed-wing aircraft operations are confined to the marked runways and taxiways and to the grass areas north of Runway 07R/25L. Unmarked taxiways should not be used without ATC permission.
- b) Pilots of fixed-wing aircraft must exercise caution when taxiing on the grass, especially west of Runway 18/36 where the surface is uneven in places.
- c) Hangar Apron - a dashed yellow advisory centre-line is marked to assist pilots in avoiding obstacles located adjacent to the apron. This centre-line is based on aircraft with a wing span of up to but not including 11 M. A red safety line is marked on the eastern edge of the paved apron, aircraft must be parked behind this line. Pilots unsure about their wing tip clearance should either obtain the services of a competent "wing-walker" or request assistance from the ARFFS via ATC.
- d) Traffic lights control non-radio vehicles between holds H2 and E1. Radio equipped vehicles may be instructed by ATC to proceed past a red signal. These traffic lights do not apply to taxiing aircraft.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

- a) The aerodrome is subject to waterlogging.
- b) The surface slopes up 10 FT from the centre to the West boundary.
- c) Intensive helicopter operations (Caution wake turbulence): Care must be taken by fixed-wing pilots on approach and departure from all runways not to drift into the helicopter circuit area. Do not vacate any runway until instructed to by ATC.
- d) Air Taxiing helicopters direct a forceful blast of air downwards which rolls out in all directions. Also, when a helicopter's weight is transferred from the landing gear to the rotor a strong downwash is created. Fixed-wing aircraft should not be parked close to helicopter aprons.
- e) Helicopters may not comply with standard RTF procedures.
- f) When Runway 18/36 is in use it is not possible to provide separation between the runway and air-taxiing helicopters. Consequently, delays may occur to both helicopters and fixed-wing aircraft.
- g) Operations by Police, Air Ambulance and commercial helicopters take place H24.
- h) Ridge running east - west 545 FT AMSL 1.3 NM north of the aerodrome.
- i) Caution: Model aircraft flying (North Downs Flyers) approximately 1.3 NM from the threshold of Runway 18 310 M west of centre-line up to 400 FT AGL/790 FT AMSL.
- j) Caution: Model aircraft flying (Esher & District Model Flying Club) approximately 2 NM from the threshold of Runway 07R 170 M south of centre-line up to 400 FT AGL/575 FT AMSL.

5 HELICOPTER OPERATIONS

- a) Two grass heli-strips (H07/H25 and H18/H36) are marked on the Aerodrome with standard ICAO markings and are available for helicopters up to and including 13 M overall length. Larger helicopters will operate from the marked hover squares or the fixed-wing runways.
- b) The helicopter operating areas (heli-strips, confined areas and sloping ground) are separated from the fixed-wing runways and procedures are in place that permit independent and simultaneous helicopter/fixed-wing operations. Special procedures apply to A139 helicopters or larger. Helicopters will only be parked on marked grass or concrete pads. Non based helicopters will be directed by ATC to an appropriate pad.
- c) Night Operations
 - i. Helicopters are not permitted to arrive and depart via unlit areas of the Aerodrome unless operators have procedures, agreed with the Aerodrome Licensee, published in their Operations Manual.
 - ii. At night helicopters will operate to/from H07/H25 (equipped with flush green edge lights) or Runway 07R/25L.
 - iii. Additionally a lighted concrete helipad, equipped with green FATO LED edge lights, blue LED taxi area lights and red LED stop line lights, is available adjacent to the Air Ambulance Kent Surrey Sussex (AAKSS) hangar. Use of this pad is PPR through AAKSS Ops.
- d) Helicopters operating in the visual circuit must remain east of the Redhill-Brighton Railway Line.

6 USE OF RUNWAYS

- a) Runway 07R/25L is the preferential runway.
- b) Runway 07L/25R is primarily used as a taxiway, it is only available as a runway when Runway 07R/25L is NOTAM out of service.
- c) The aerodrome is equipped with Pilot Activated Lighting, pre-set to 10% intensity. Details from Aerodrome Licensee.
- d) An unlicensed paved runway 06/24 is available for use by fixed-wing aircraft when the licensed grass runways are unserviceable. Helicopters equipped with wheeled undercarriage may be directed to use this facility when the grass areas are soft. Details on this runway are available on the aerodrome website www.redhillaerodrome.com
- e) Runway 18/36 is not available to aircraft that are not equipped with a serviceable transponder.

7 TRAINING

- a) Training is restricted to based operators and approved helicopter operations.

EGKR AD 2.21 NOISE ABATEMENT PROCEDURES

- a) Pilots are to operate their aircraft in a manner that will minimise the disturbance caused to local residents.
- b) Aerobatic manoeuvres are prohibited within the Redhill ATZ.
- c) Runway 07R/25L is the preferential runway.
- d) Fixed-wing aircraft departing Runway 07L/R must climb straight ahead, tracking the extended centre-line, until passed Henhaw Farm before turning on track.
- e) Fixed-wing aircraft departing Runway 25L/R must climb straight ahead, tracking the extended centre-line, until reaching the centre of Benting Wood before turning on track.
- f) Multi-engine fixed-wing aircraft may only use Runway 18/36 when the surface wind precludes the safe use of Runway 07R/25L.
- g) Circuit training by multi-engine fixed-wing aircraft is not permitted on Runway 18/36.
- h) Circuit training by multi-engine fixed-wing aircraft is not permitted on a Sunday.
- i) Helicopter night flying training within the ATZ is not permitted Mon-Fri after 2359 (2300).
- j) Helicopter night flying training within the ATZ is prohibited on Saturday and Sunday.
- k) During ATC hours all ground running of helicopters for maintenance purposes is subject to ATC approval. Except for Police and Air Ambulance helicopters ground runs may not take place prior to 0800 (0700) hours or after 2100 (2000) hours.
- l) Except for Police, Air Ambulance and based news gathering helicopters flights are not normally permitted during 0001-0700 (2301-0600) Mon-Sat or during the periods of 0001-0800 (2301-0700) and 2200-2359 (2100-2300) on a Sunday.
- m) Helicopters departing from the Runway 18 displaced threshold markings to the north are to use their best angle of climb speed.
- n) Except for Category A or B flights (MATS Part 1 Section 1 Chapter 4) helicopter departures or arrivals below the circuit altitude are not permitted.
- o) Helicopter departures or arrivals via the Runway 18 displaced threshold markings are not permitted if the tail wind component exceeds 10 KTS.

EGKR AD 2.22 FLIGHT PROCEDURES

1 GENERAL

- a) All procedures are based on Redhill QNH. ATC will provide QFE when requested by pilots.
- b) Variable circuits, no dead-side, helicopters will fly a circuit pattern opposite to that used by fixed-wing aircraft. Circuit height: Fixed-wing and Helicopters 1200 FT QNH.
- c) All inbound aircraft must establish contact with Redhill ATC at least 5 minutes prior to their ETA.
- d) Runway 18 departing fixed-wing aircraft must commence their left turn within 0.5 NM of crossing Taxiway C/D and track 070°(M) on the crosswind leg.
- e) Runway 36 fixed-wing aircraft must turn right base at Burstow Park Farm and track 250°(M) to turn onto final approach at a range not greater than 0.5 NM of the threshold. Report FINAL on crossing the M23 motorway.

2 VFR ARRIVAL AND DEPARTURE PROCEDURES

- a) ATC will require all VFR/SVFR aircraft to enter and leave the ATZ by routing via one of the VRPs (listed in paragraph 4) as follows:
 - i. Fixed-wing aircraft:
 1. Join at 1400 FT QNH. If required to join overhead - enter the ATZ on the runway QDM remaining within the fixed-wing circuit area. When instructed, descend to circuit height and join the visual circuit pattern. Note: overhead join is not available when Runway 36 is in use or on other runways when operating SVFR.
 2. Departures are to fly not above 1400 FT QNH until passed the appropriate VRP.
 - ii. Helicopters:
 1. Join at 1200 FT QNH and enter the circuit pattern via the appropriate VRP or outside the Gatwick CTA.

Note: When Runway 18/36 is in operation helicopters joining from the east may be instructed to route from Godstone Railway Station to the eastern aerodrome boundary at 700 FT QNH.
 2. Departures are fly between 700 FT and 1200 FT QNH until passed the appropriate VRP or until outside the Gatwick CTA.

3 REDHILL LOCAL FLYING AREA (LFA) AND PROCEDURES

- a) The southern half of Redhill aerodrome lies within the Gatwick CTR and the northern half lies beneath the Gatwick CTA. During the hours of watch of Redhill ATC, subject to the restrictions listed in paragraph (b), VFR and SVFR flights without reference to Gatwick ATC may be made within a LFA which is bounded by the following positions:

511405N 0001047W - 511437N 0000656W thence south by the arc of a circle radius 2 NM centred on 511249N 0000819W to 511230N 0000511W - 511134N 0001048W - 511248N 0001240W - 511258N 0001129W thence north by the arc of a circle radius 2 NM centred on 511249N 0000819W to 511405N 0001047W.

RETFORD/GAMSTON
EGNE

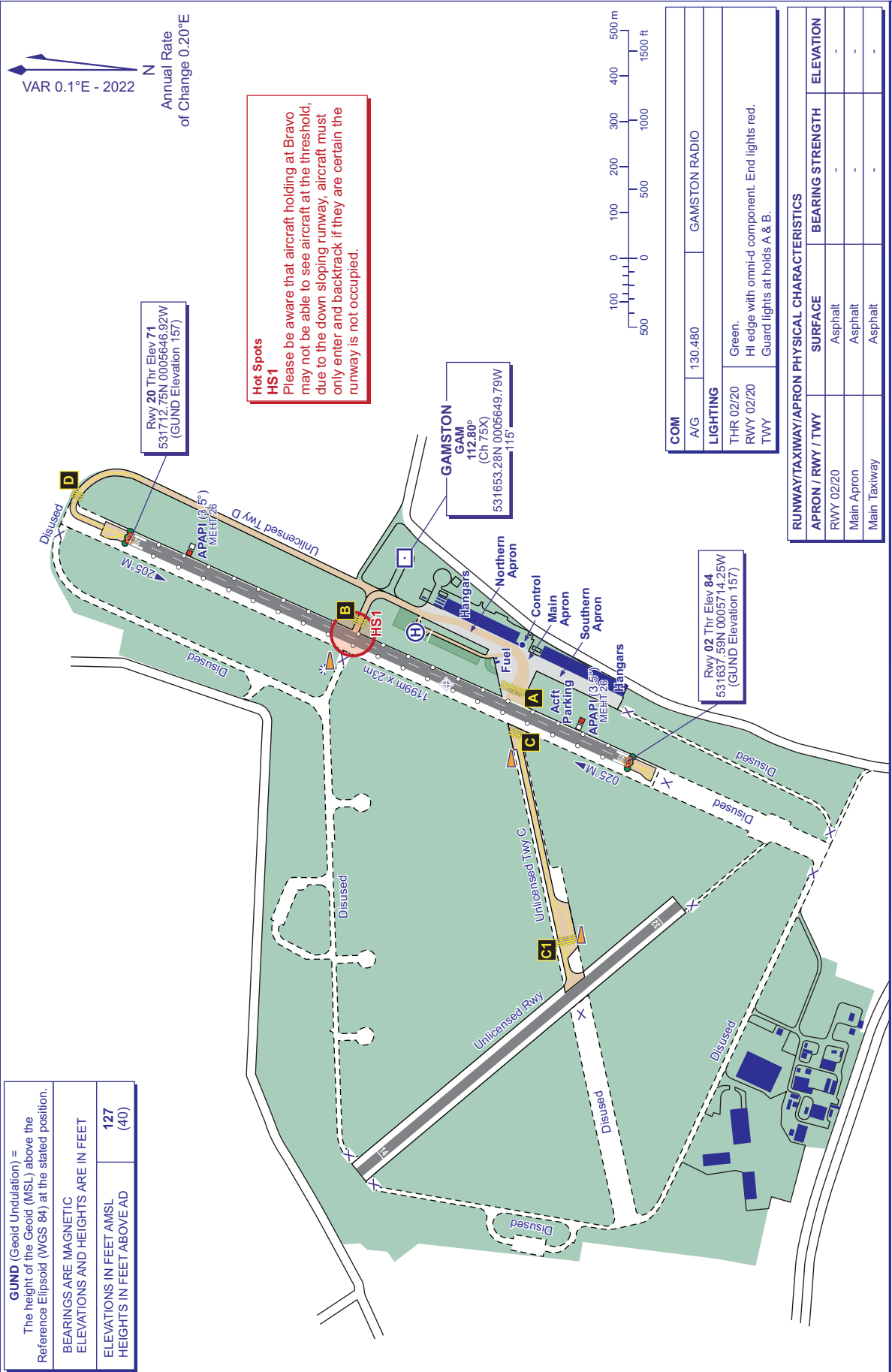
AD ELEV 87FT

ARP 531650N 0005705W

AERODROME
CHART - ICAO

GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Ellipsoid (WGS 84) at the stated position.	
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET	127 (40)
ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	

AERO INFO DATE 21 JAN 25



Hot Spots
HS1
Please be aware that aircraft holding at Bravo may not be able to see aircraft at the threshold, due to the down sloping runway, aircraft must only enter and backtrack if they are certain the runway is not occupied.

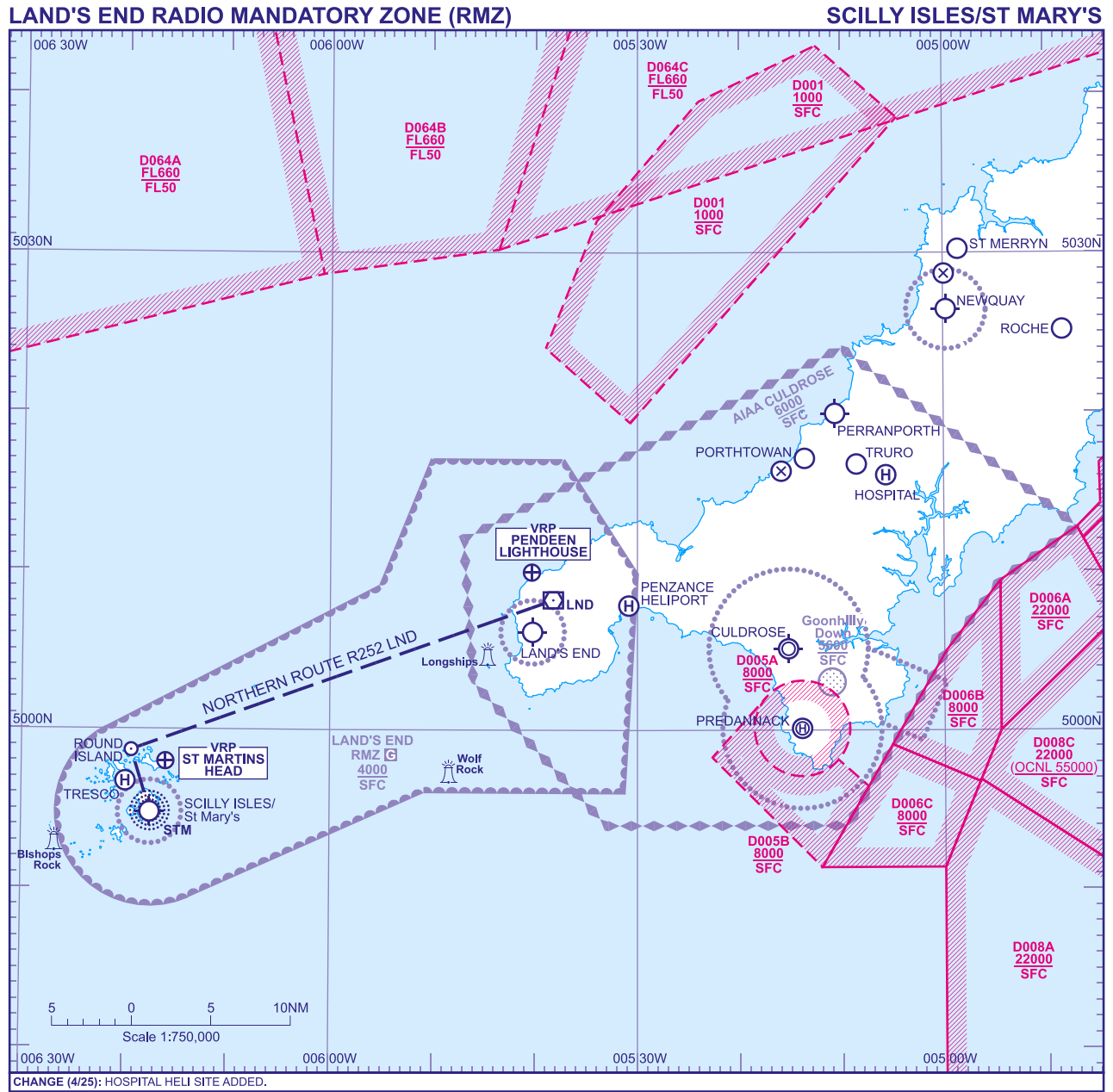
COM	A/G	130.480	GAMSTON RADIO
LIGHTING	THR 02/20	Green.	
TWY	RWY 02/20	Hi edge with omni-d component. End lights red.	
		Guard lights at holds A & B.	

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	BEARING STRENGTH	ELEVATION
RWY 02/20	Asphalt	-	-
Main Apron	Asphalt	-	-
Main Taxiway	Asphalt	-	-

CHANGE (4/25): UNLICENCED TWY & HOLD DELTA ADDED. EDITORIAL.

AD 2-EGNE-2-1

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In circling area and at aerodrome						
Obstacle ID/ Designation	Obstacle Type	Obstacle Position	Elevation/Height		Obstruction Lighting Type/ Colour	Remarks
1	2	3	4		5	6
(EGBS2624)	TREE	521617.29N 0025420.83W	1150 FT		No	

EGBS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self-briefing/telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. English.
7	Charts and other information available for briefing or consultation	Met Office Aviation Briefing Service Metforms F214 and F215.
8	Supplementary equipment available for providing information	
9	ATS units provided with information	SHOBDON
10	Additional information (limitation of service, etc.)	

EGBS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength (PCN)	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
08	082.71°	836 x 18 M	RWY surface: Macadam	521428.27N 0025314.31W 170.0 FT	THR 317.0 FT	
26	262.72°	836 x 18 M	RWY surface: Macadam	521431.70N 0025230.59W 170.0 FT	THR 301.3 FT	

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
						RWY 08
						RWY 26

EGBS AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
08	799 M	799 M	799 M	836 M	
26	799 M	799 M	799 M	836 M	

EGBS AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
08		Green Light intensity low				Light intensity low	Red Light intensity low		
26		Green Light intensity low	APAPI Left/3.5° 27 FT			Light intensity low	Red Light intensity low		

EGBS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: 521436.97N 0025251.70W Flashing White.
2	LDI location and lighting Anemometer location and lighting	Anemometer: 521434.66N 0025308.80W, 521429.64N 0025237.19W
3	TWY edge and centre line lighting	
4	Secondary power supply/switch-over time	
5	Remarks	

EGBS AD 2.16 HELICOPTER LANDING AREA

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EGBS AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

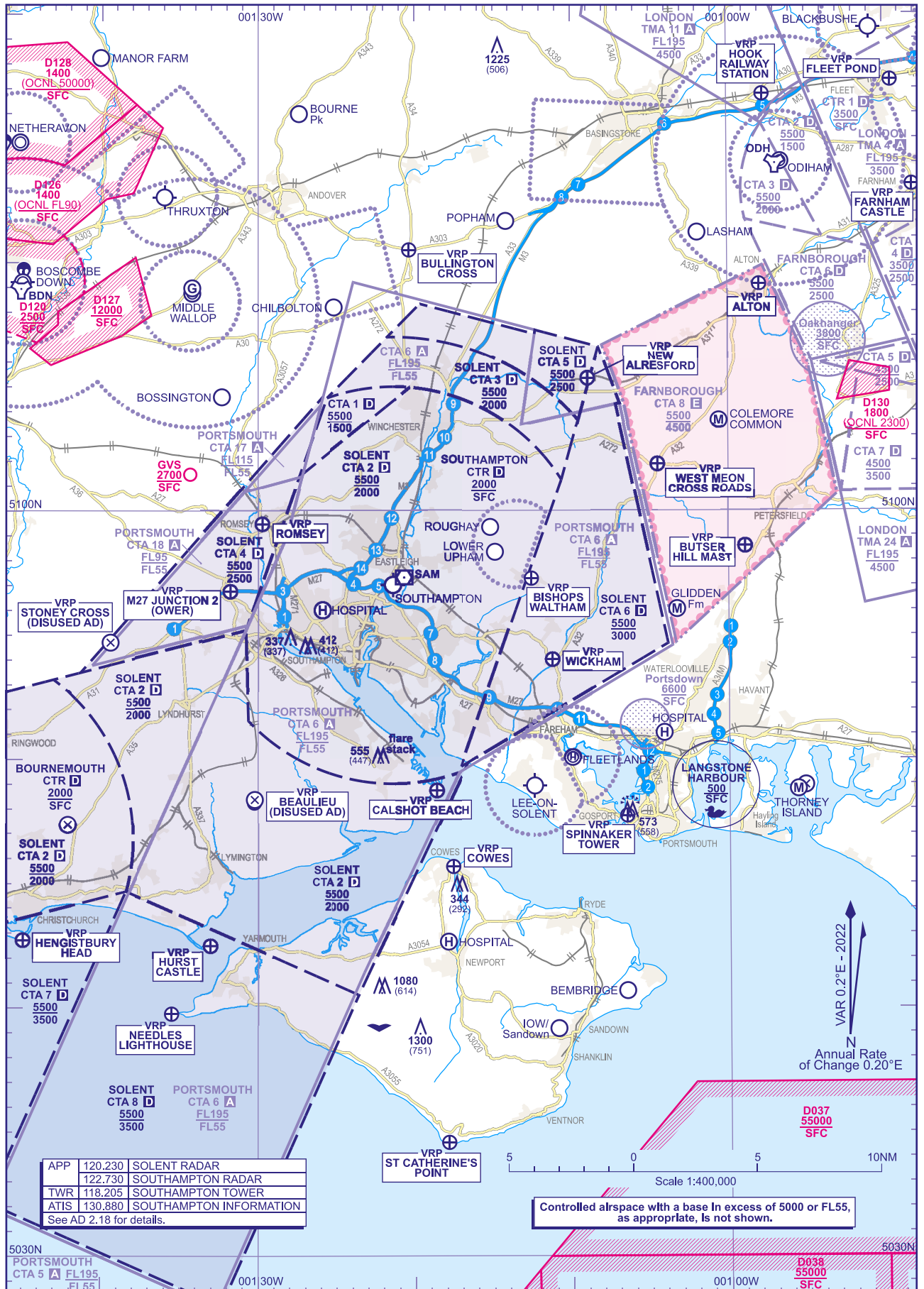
Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
SHOBDON ATZ A circle, 2 NM radius, centred at 521430N 0025252W on longest notified runway (08/26)	Upper limit: 2000 FT AGL Lower limit: SFC	G	SHOBDON INFORMATION English			

EGBS AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
AFIS	SHOBDON INFORMATION	118.155 MHz DOC 10 NM/ 3000 FT.			0915-1700 (0815-1600).	ATZ coincident with AFIS hours. AFIS may downgrade to Air Ground Communication Service at short notice.
OTHER	SHOBDON RADIO	118.155 MHz A/G Frequency.			Outside of published AD opening hours or Temporarily during opening hours.	

CONTROL ZONE AND CONTROL AREA CHART

SOUTHAMPTON



APP	120.230	SOLENT RADAR
	122.730	SOUTHAMPTON RADAR
TWR	118.205	SOUTHAMPTON TOWER
ATIS	130.880	SOUTHAMPTON INFORMATION

See AD 2.18 for details.

Controlled airspace with a base in excess of 5000 or FL55, as appropriate, is not shown.

CHANGE (4/25): HOSPITAL HELI SITES ADDED.
AERO INFO DATE 24 JAN 25

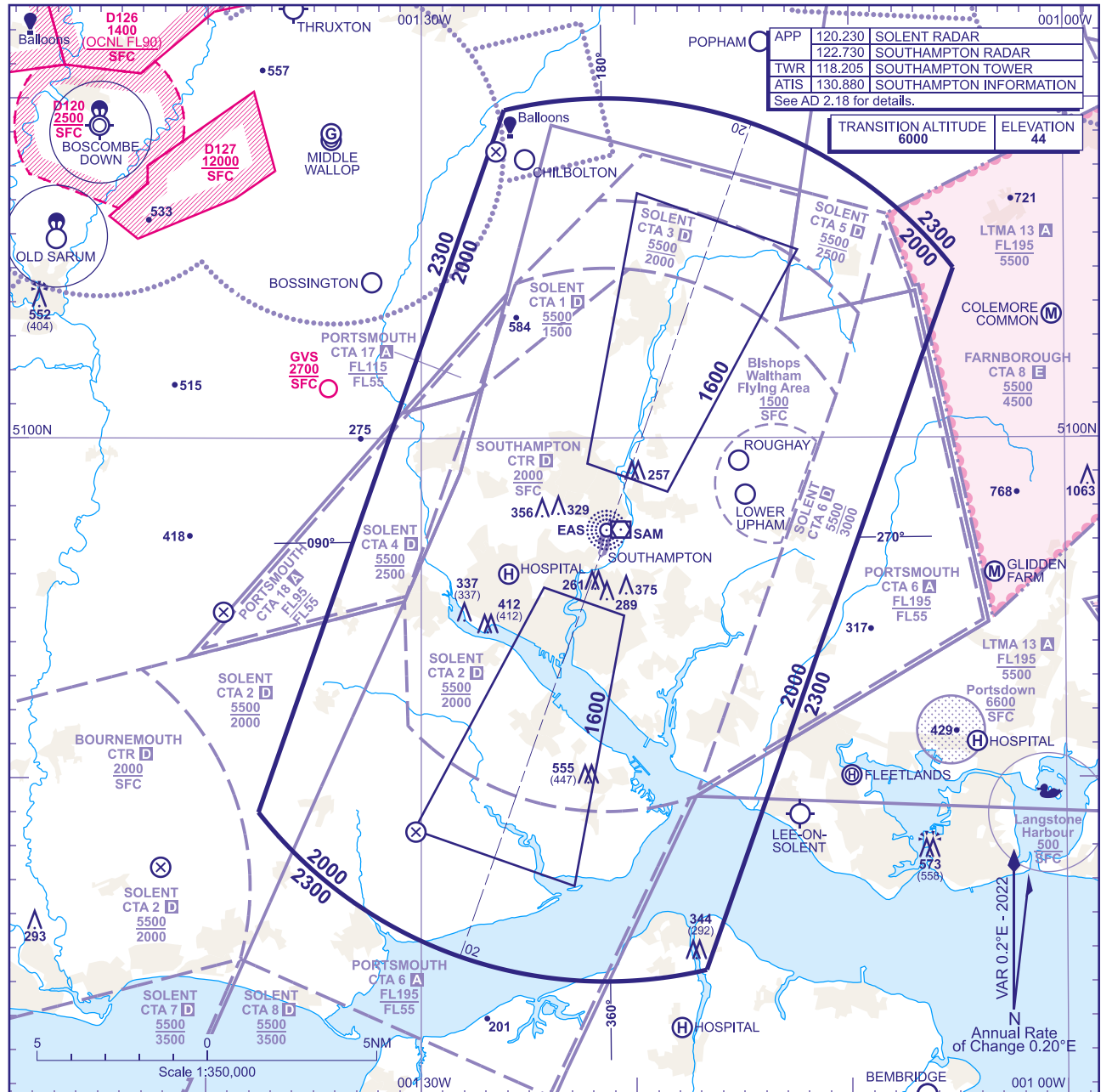
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ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 947
HEIGHTS IN FEET AGL (498)

SOUTHAMPTON



MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is **2000** in the sector defined by the lateral limits; 504900N 0013734W - 510940N 0012608W thence clockwise by an arc of a circle radius 13NM centred on 505701N 0012124W to 510500N 0010510W - 504422N 0011645W thence clockwise by an arc of a circle radius 13NM centred on 505701N 0012124W to 504900N 0013734W.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:
a) within 5NM of the aircraft, and
b) within the sector 15NM ahead of and within 20° either side of the aircraft's track.

LOSS OF COMMUNICATION PROCEDURES

Initial Approach

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **2000**, or last assigned level if higher to **NDB(L) EAS†**.

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) EAS†**.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.

GENERAL INFORMATION

- Levels shown are based on QNH.
- Only significant obstacles and dominant spot heights are shown.
- The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA. 5015.
- Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
- Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
- The ATC Surveillance service is provided by Primary and Secondary Radar equipment, or exceptionally by only Primary or Secondary Radar equipment.
- This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
- When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final approach track.**

CHANGE (4/25): HOSPITAL HELI SITES ADDED.

AERO INFO DATE 24 JAN 25

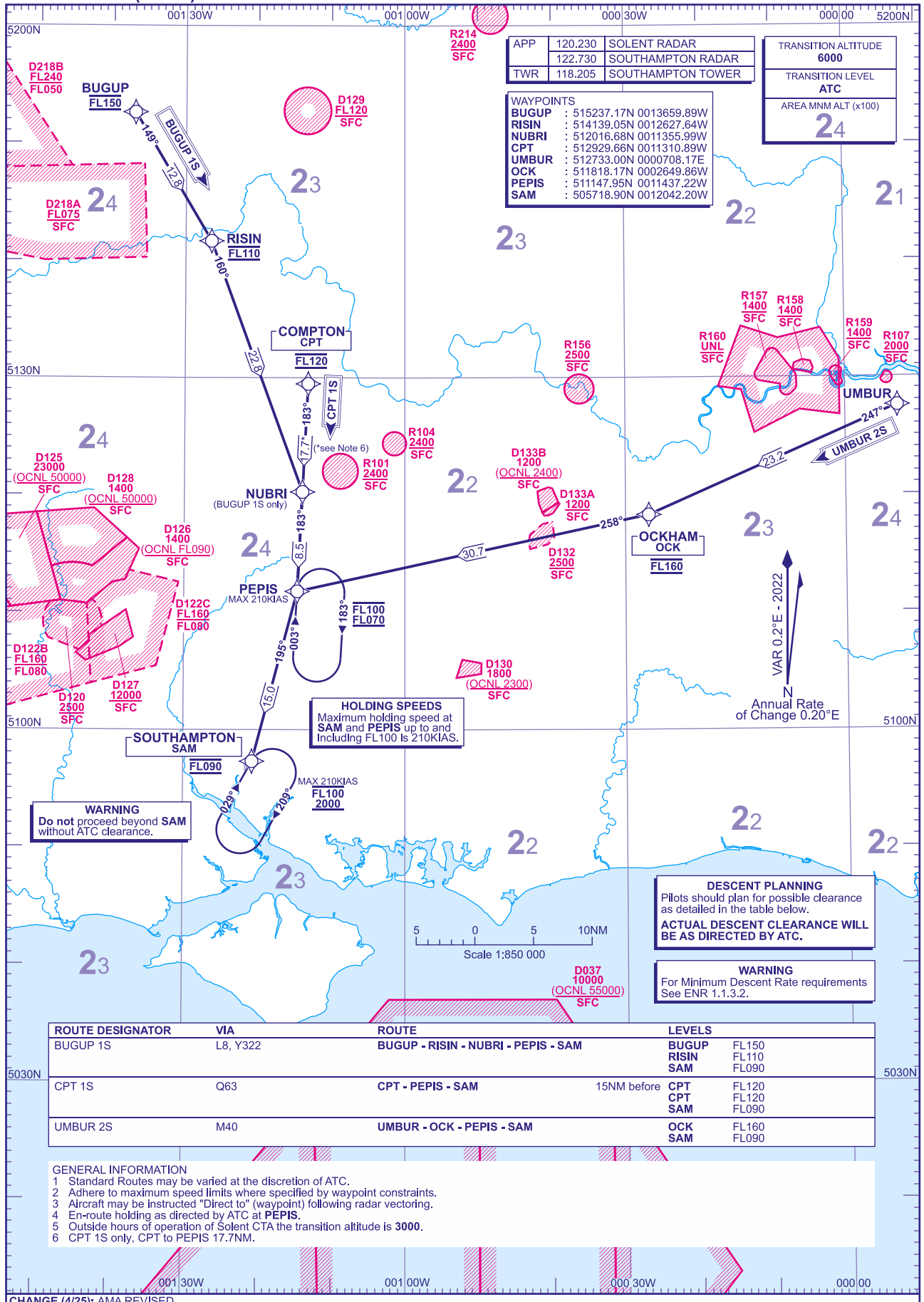
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**RNAV5 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**SOUTHAMPTON
BUGUP 1S CPT 1S UMBUR 2S**



APP	120.230	SOLENT RADAR
	122.730	SOUTHAMPTON RADAR
TWR	118.205	SOUTHAMPTON TOWER

TRANSITION ALTITUDE	6000
TRANSITION LEVEL	ATC
AREA MNM ALT (x100)	24

WAYPOINTS	
BUGUP	: 515237.17N 0013659.89W
RISIN	: 514139.05N 0012627.64W
NUBRI	: 512016.68N 0011355.99W
CPT	: 512929.66N 0011310.89W
UMBUR	: 512733.00N 0000708.17E
OCK	: 511818.17N 0002649.86W
PEPIS	: 511147.95N 0011437.22W
SAM	: 505718.90N 0012042.20W

HOLDING SPEEDS
Maximum holding speed at SAM and PEPIS up to and including FL100 is 210KIAS.

WARNING
Do not proceed beyond SAM without ATC clearance.

DESCENT PLANNING
Pilots should plan for possible clearance as detailed in the table below.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

WARNING
For Minimum Descent Rate requirements See ENR 1.1.3.2.

ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
BUGUP 1S	L8, Y322	BUGUP - RISIN - NUBRI - PEPIS - SAM	BUGUP FL150 RISIN FL110 SAM FL090
CPT 1S	Q63	CPT - PEPIS - SAM	CPT FL120 CPT FL120 SAM FL090
UMBUR 2S	M40	UMBUR - OCK - PEPIS - SAM	OCK FL160 SAM FL090

- GENERAL INFORMATION**
- Standard Routes may be varied at the discretion of ATC.
 - Adhere to maximum speed limits where specified by waypoint constraints.
 - Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
 - En-route holding as directed by ATC at PEPIS.
 - Outside hours of operation of Solent CTA the transition altitude is 3000.
 - CPT 1S only, CPT to PEPIS 17.7NM.

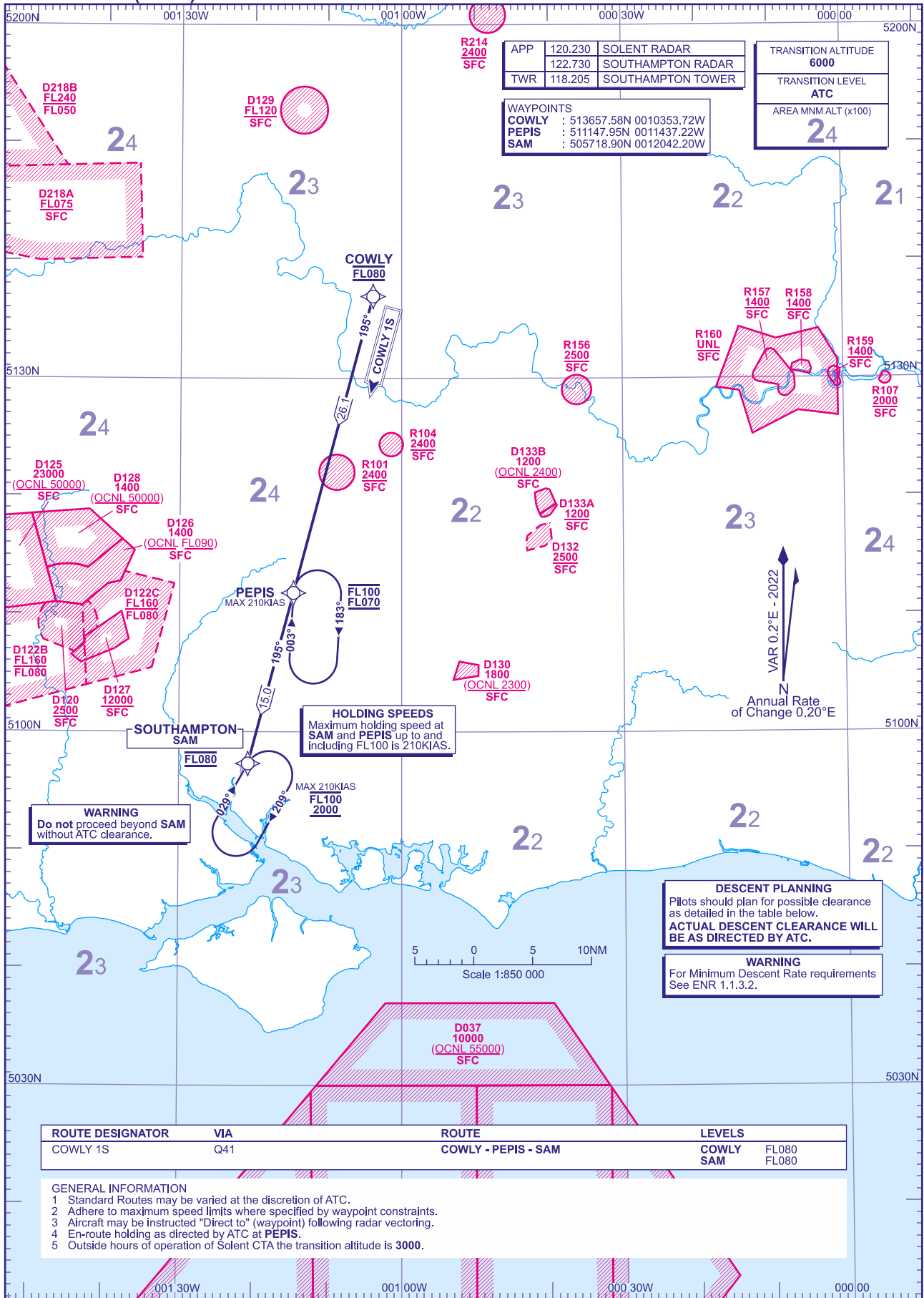
CHANGE (4/25): AMA REVISED.
AERO INFO DATE 20 JAN 25

AD 2.EGHI-7-1

**RNAV5 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**SOUTHAMPTON
COWLY 1S**



ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
COWLY 1S	Q41	COWLY - PEPIS - SAM	COWLY FL080 SAM FL080

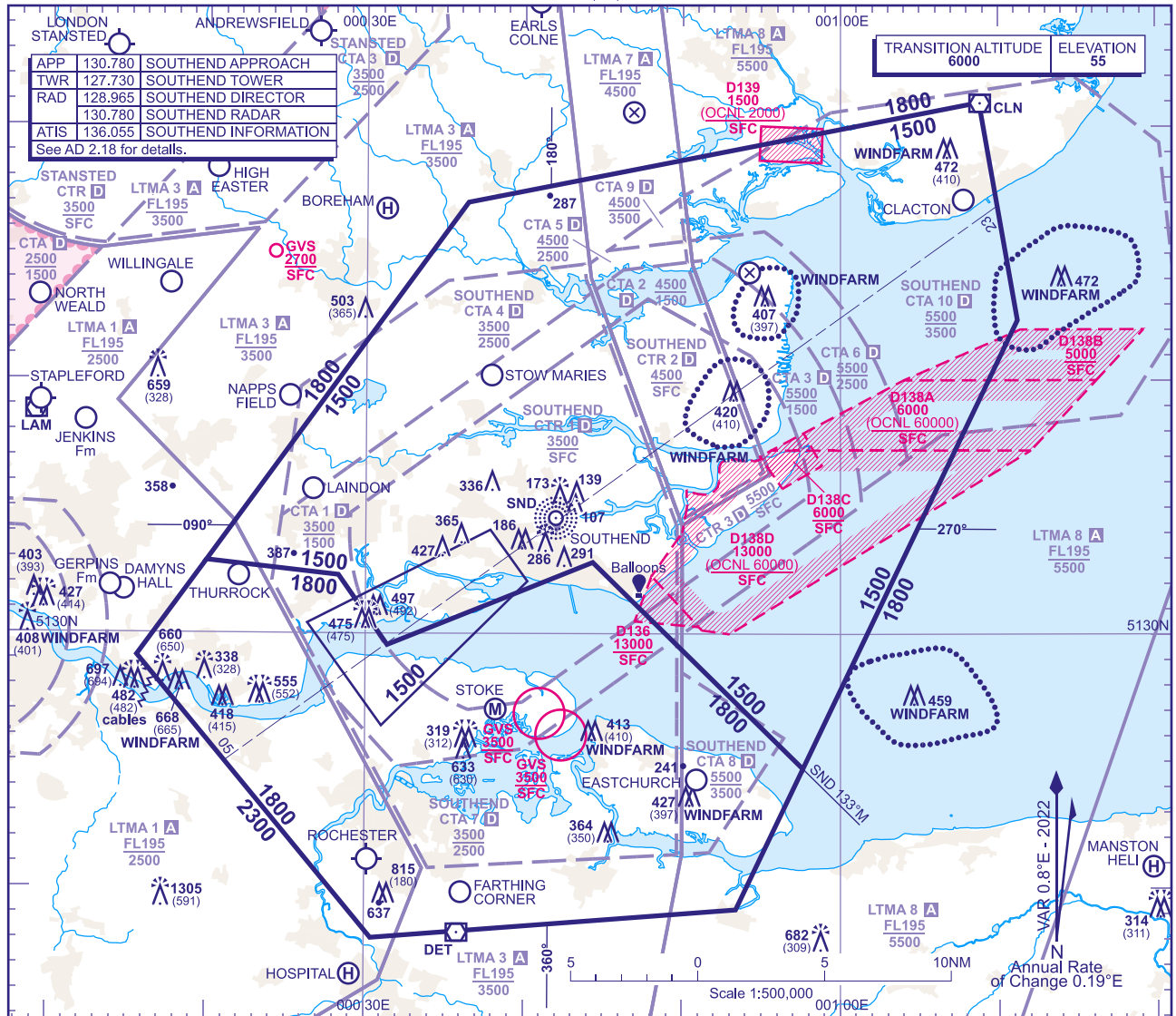
- GENERAL INFORMATION**
- Standard Routes may be varied at the discretion of ATC.
 - Adhere to maximum speed limits where specified by waypoint constraints.
 - Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
 - En-route holding as directed by ATC at PEPIS.
 - Outside hours of operation of Solent CTA the transition altitude is 3000.

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**ATC SURVEILLANCE MINIMUM
ALTITUDE CHART - ICAO**

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1305
HEIGHTS IN FEET AGL (591)

SOUTHEND



MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:
 a) 1500 in the sector defined by the lateral limits; 513252N 0001957E - 514659N 0003625E - 515056N 0010848E - 514222N 001113E - 512442N 0005738E - 513249N 0004421E - 512933N 0003123E - 513218N 0002817E - 513252N 0001957E.
 b) 1800 in the sector defined by the lateral limits; 512907N 0001535E - 513252N 0001957E - 513218N 0002817E - 512933N 0003123E - 513249N 0004421E - 512442N 0005738E - 511909N 0005324E - 511801N 0003025E - 512907N 0001535E.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or 1000 above any fixed obstacles:
 a) within 5NM of the aircraft, and
 b) within the sector 15NM ahead of and within 20° either side of the aircraft's track.

LOSS OF COMMUNICATION PROCEDURES

Initial Approach

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at 2000, or last assigned level if higher to NDB(L) SND†.

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to NDB(L) SND†.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.

GENERAL INFORMATION

- Levels shown are based on QNH.
- Only significant obstacles and dominant spot heights are shown.
- The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
- Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of NDB SND.
- Controlled airspace with a base in excess of 5000 or FL55, as appropriate, is not shown.
- This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.
- When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final approach track.

CHANGE (4/25): HOSPITAL HELI ADDED.

AERO INFO DATE 23 JAN 25

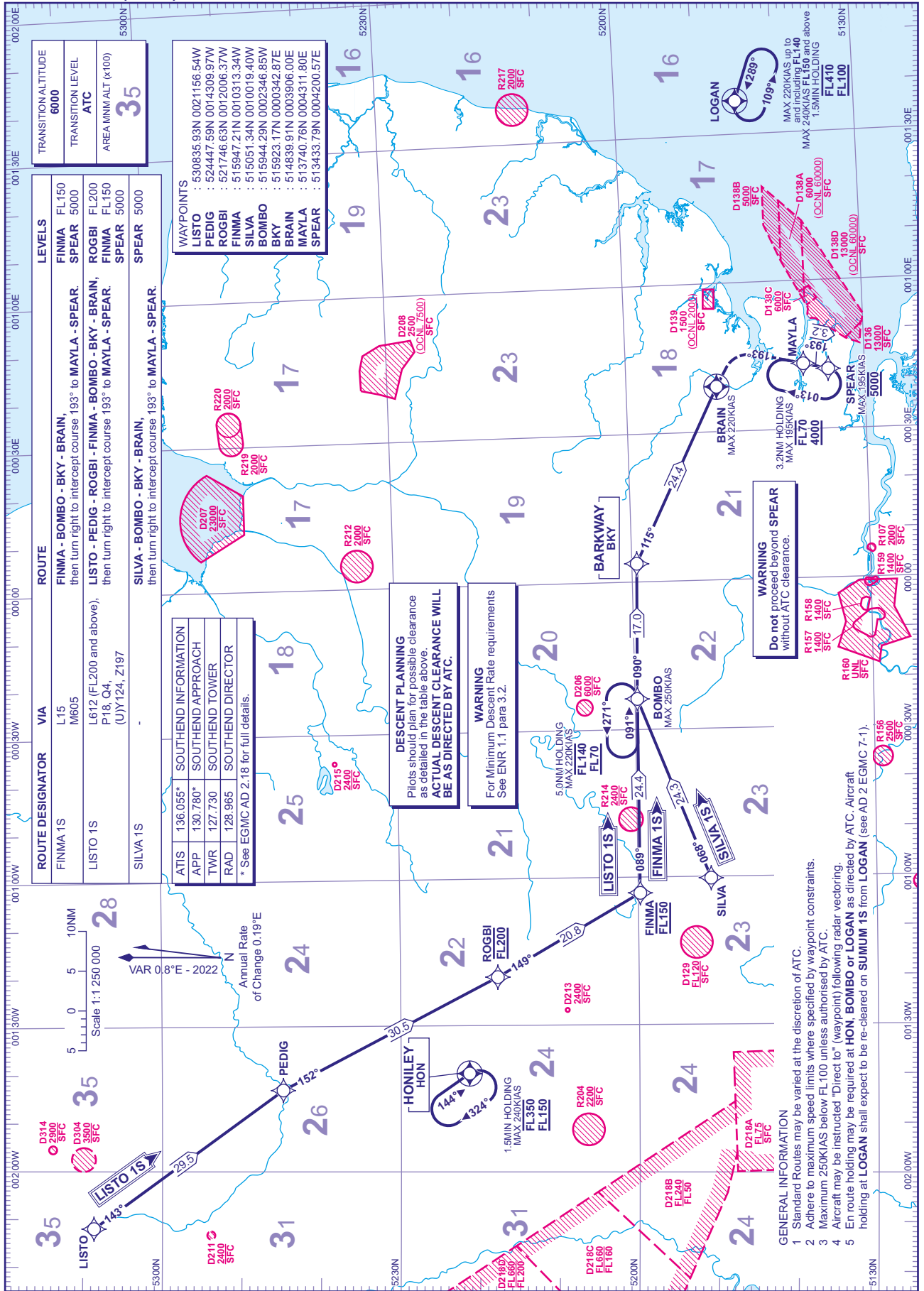
AD 2.EGMC-5-1

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RNAV5 (DME/DME or GNSS)
STANDARD ARRIVAL CHART -
INSTRUMENT (STAR) - ICAO

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

SOUTHEND
RWY 05/23
FINMA 1S LISTO 1S SILVA 1S



TRANSITION ALTITUDE	6000
TRANSITION LEVEL	ATC
AREA MM ALT (x100)	35

ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
FINMA 1S	L15 M605	FINMA - BOMBO - BKY - BRAIN, then turn right to intercept course 193° to MAYLA - SPEAR.	FINMA FL150 SPEAR 5000
LISTO 1S	M605 P18, Q4, (UY)124, Z197	LISTO - PEDIG - ROGBI - FINMA - BOMBO - BKY - BRAIN, then turn right to intercept course 193° to MAYLA - SPEAR.	LISTO FL200 FINMA FL150 SPEAR 5000
SILVA 1S	-	SILVA - BOMBO - BKY - BRAIN, then turn right to intercept course 193° to MAYLA - SPEAR.	SPEAR 5000

WAYPOINTS	COORDINATES
LISTO	: 530835.93N 0021156.54W
PEDIG	: 524447.59N 0014309.97W
ROGBI	: 521746.63N 0012006.37W
FINMA	: 515947.21N 0010313.34W
SILVA	: 515051.34N 0010019.40W
BOMBO	: 515944.29N 0002346.85W
BKY	: 515923.17N 0000342.87E
BRAIN	: 514839.91N 0003906.00E
MAYLA	: 513740.76N 0004311.80E
SPEAR	: 513433.79N 0004200.57E

ATIS	136.055*	SOUTHEND INFORMATION
APP	130.780*	SOUTHEND APPROACH
TWR	127.730	SOUTHEND TOWER
RAD	128.965	SOUTHEND DIRECTOR

* See EGMC AD 2.18 for full details.

DESCENT PLANNING
Pilots should plan for possible clearance as detailed in the table above.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

WARNING
For Minimum Descent Rate requirements See ENR 1.1 para 3.2.

WARNING
Do not proceed beyond SPEAR without ATC clearance.

- GENERAL INFORMATION**
- Standard Routes may be varied at the discretion of ATC.
 - Adhere to maximum speed limits where specified by waypoint constraints.
 - Maximum 250KIAS below FL100 unless authorised by ATC.
 - Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
 - En route holding may be required at HON, BOMBO or LOGAN as directed by ATC. Aircraft holding at LOGAN shall expect to be re-cleared on SUMUM 1S from LOGAN (see AD 2.EGMC 7-1).

CHANGE (4/25): AMA REVISED.
AERO INFO DATE 06 FEB 25

AD 2-EGMC-7-3

Standard Instrument Arrival Coding Tables

Southend Runway 05/23 SUMUM 1S

Designator	Sequence Number	Path Terminator	Waypoint Name	Waypoint Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
SUMUM 1S	001	IF	SUMUM	513814.25N 0020627.77E	N	-	-	-	-	-	-	RNAV5
SUMUM 1S	002	TF	LOGAN	514451.32N 0013642.58E	N	289° (289.9°)	0.8	19.7	LEFT	-	-250	RNAV5
SUMUM 1S	003	TF	JACKO	514408.65N 0012536.00E	N	264° (264.3°)	0.8	6.9	-	-	-250	RNAV5
SUMUM 1S	004	TF	GEGMU	514253.48N 0010633.89E	N	263° (264.0°)	0.8	11.9	-	6000	-195	RNAV5

Southend Runway 05/23 XAMAN 1S

Designator	Sequence Number	Path Terminator	Waypoint Name	Waypoint Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
XAMAN 1S	001	IF	XAMAN	514704.77N 0021326.94E	N	-	-	-	-	-	-	RNAV5
XAMAN 1S	002	TF	LOGAN	514451.32N 0013642.58E	N	264° (264.6°)	0.8	22.9	-	-	-250	RNAV5
XAMAN 1S	003	TF	JACKO	514408.65N 0012536.00E	N	264° (264.3°)	0.8	6.9	-	-	-250	RNAV5
XAMAN 1S	004	TF	GEGMU	514253.48N 0010633.89E	N	263° (264.0°)	0.8	11.9	-	6000	-195	RNAV5

Southend Runway 05/23 SOVAT 1S

Designator	Sequence Number	Path Terminator	Waypoint Name	Waypoint Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
SOVAT 1S	001	IF	SOVAT	504645.67N 0012800.00E	N	-	-	-	-	F120	-	RNAV5
SOVAT 1S	002	TF	ERKEX	505240.62N 0011936.96E	N	317° (318.1°)	0.8	8.0	RIGHT	-	-	RNAV5
SOVAT 1S	003	TF	OKVAP	505748.96N 0011955.98E	N	001° (002.2°)	0.8	5.1	RIGHT	F090	-250	RNAV5
SOVAT 1S	004	TF	ATSAP	512715.96N 0013016.98E	N	012° (012.4°)	0.8	30.2	LEFT	F070	-220	RNAV5
SOVAT 1S	005	TF	ADVAS	514053.03N 0012633.13E	N	350° (350.3°)	0.8	13.8	LEFT	-	-220	RNAV5
SOVAT 1S	006	TF	GEGMU	514253.48N 0010633.89E	N	279° (279.3°)	0.8	12.6	-	6000	-195	RNAV5

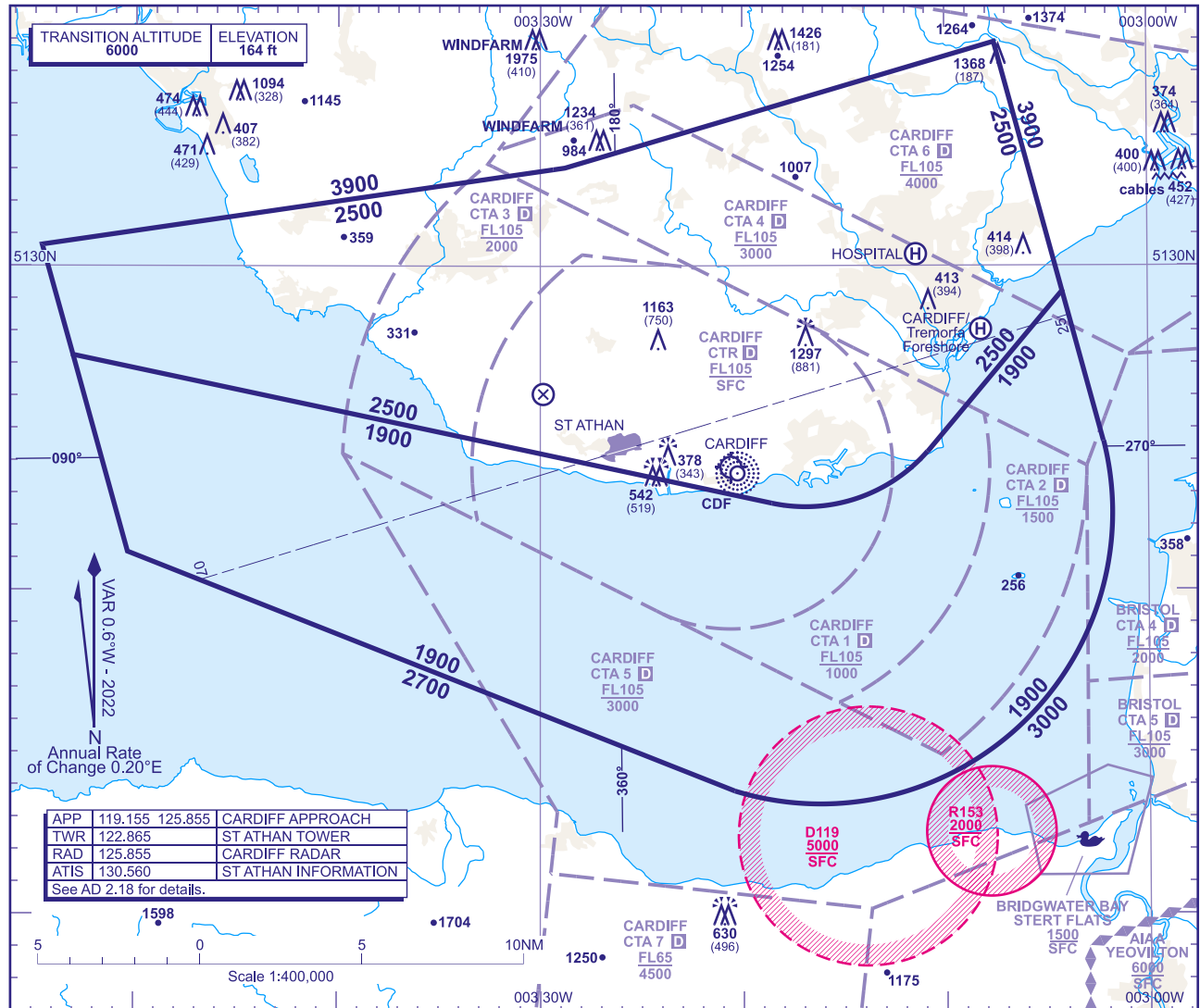
Southend Runway 05/23 KATHY 1S

Designator	Sequence Number	Path Terminator	Waypoint Name	Waypoint Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
KATHY 1S	001	TF	KATHY	503113.59N 0012000.23W	N	-	-	-	-	-	-	RNAV5
KATHY 1S	002	TF	BIDVA	504338.76N 0005839.48W	N	047° (047.4°)	0.8	18.4	RIGHT	F130	-	RNAV5
KATHY 1S	003	TF	EVE XU	504115.78N 0003440.86W	N	098° (098.7°)	0.8	15.4	LEFT	-	-	RNAV5
KATHY 1S	004	TF	SOXUX	503546.32N 0005545.48E	N	094° (094.9°)	0.8	57.8	LEFT	-	-	RNAV5
KATHY 1S	005	TF	OKVAP	505748.96N 0011955.98E	N	034° (034.7°)	0.8	26.9	LEFT	F090	-250	RNAV5
KATHY 1S	006	TF	ATSAP	512715.96N 0013016.98E	N	012° (012.4°)	0.8	30.2	LEFT	F070	-220	RNAV5
KATHY 1S	007	TF	ADVAS	514053.03N 0012633.13E	N	350° (350.3°)	0.8	13.8	LEFT	-	-220	RNAV5
KATHY 1S	008	TF	GEGMU	514253.48N 0010633.89E	N	279° (279.3°)	0.8	12.6	-	6000	-195	RNAV5

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1975
HEIGHTS IN FEET AGL (410)

ST ATHAN



APP	119.155	125.855	CARDIFF APPROACH
TWR	122.865		ST ATHAN TOWER
RAD	125.855		CARDIFF RADAR
ATIS	130.560		ST ATHAN INFORMATION

See AD 2.18 for details.

MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

- 2500** in the sector defined by the lateral limits; 513039N 0035438W - 513302N 0032847W - 513655N 0030733W - 512913N 0030413W - 512416N 0031053W thence clockwise by an arc of a circle radius 5NM centred on 512734N 0031654W to 512241N 0031835W - 512715N 0035305W - 513039N 0035438W.
- 1900** in the sector defined by the lateral limits; 512715N 0035305W - 512241N 0031835W thence anticlockwise by an arc of a circle radius 5NM centred on 512734N 0031654W to 512416N 0031053W - 512913N 0030413W - 512435N 0030213W thence clockwise by an arc of a circle radius 9NM centred on 512224N 0031610W to 511348N 0032026W - 512111N 0035021W - 512715N 0035305W.

NOTE: Radar headings will be allocated so as to avoid Danger Area D119 when active.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

- within 5NM of the aircraft*, and
- within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

LOSS OF COMMUNICATION PROCEDURES

Initial Approach

Continue visually or by means of an appropriate approved final approach aid. If not possible, continue on last assigned heading until reaching **5000** then turn to enter the hold at **NDB(L) CDF†**.

Intermediate and Final Approach

Continue visually or by means of an appropriate approved final approach aid. If not possible follow the RCF Procedure to **NDB(L) CDF†**.
† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.

GENERAL INFORMATION

- Radar vectoring for initial approach to St Athan is provided by CARDIFF APPROACH.
- Levels shown are based on QNH.
- Only significant obstacles and dominant spot heights are shown.
- The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
- Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
- Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
- This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC Surveillance service.**
- Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
- Detailed description of ATS airspace organized at Cardiff Airport see EGFF AD 2.17.

CHANGE (4/25): HOSPITAL HELI SITE ADDED.

AERO INFO DATE 23 JAN 25

AD 2.EGSY-5-1

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EGFH AD 2.16 HELICOPTER LANDING AREA

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EGFH AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
SWANSEA ATZ A circle, 2 NM radius, centred at 513619N 0040404W on longest notified runway (04/22)	Upper limit: 2000 FT AGL Lower limit: SFC	G	SWANSEA RADIO English	3000 FT		

EGFH AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
OTHER	SWANSEA FIRE	121.600 MHz Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	
OTHER	SWANSEA RADIO	119.705 MHz A/G frequency.			Mon-Sun 0900-1800 (0800-1700).	ATZ hours coincident with A/G hours and when notified by NOTAM.

EGFH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGFH AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

- a) Use of the aerodrome is subject to the provisions of a document entitled Swansea Airport Limited, Conditions of Use. A copy of this document may be obtained on request to the Airport Manager, at the address specified at AD 2.2.
- b) Aerodrome not available to aircraft unable to communicate via radio with the A/G station.
- c) Information and/or instructions from the Airport Manager may be relayed via A/G. Such messages will be prefixed 'Message from the aerodrome authority...'. Compliance with any relayed instruction is mandatory.
- d) Permission to use the aerodrome either to land or depart, may be withdrawn without notice. Withdrawal of permission may occur due to prevailing weather conditions, if it is considered that the requirements of the airport's Safety Management System cannot be met.

2 GROUND MOVEMENT

- a) All aircraft to call for start.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

- a) The carriage of Dangerous Goods, as specified by the Air Navigation (Dangerous Goods) Regulations 2002, is prohibited unless written approval has been issued by the Airport Manager or nominated deputy.
- b) Each aircraft commander is responsible for the safety of his/her passengers and other crew members. To ensure the safety of passengers and crew members, the aircraft commander or other competent crew member is to supervise and escort passengers whilst airside.
- c) Smoking and use of mobile phones whilst airside is strictly prohibited.

16 May 2024

- d) Except for passengers and other persons that are being escorted, the wearing of High Visibility clothing is mandatory for all persons permitted airside access.

5 HELICOPTER OPERATIONS

- a) Helicopter landing spots situated on Apron 1 and adjacent to Holding Point B1.

6 USE OF RUNWAYS

- a) Runway 10/28 is restricted to aircraft with MTOW 5700 KG or less.

7 TRAINING

- a) Use of the aerodrome by training flights is subject to approval, which may be withdrawn without prior notice. Issue of approval is conditional upon training flights not causing delays to other aircraft and not causing movement area or airspace congestion.

EGFH AD 2.21 NOISE ABATEMENT PROCEDURES

- a) Aircraft are to be operated in a manner to cause least disturbance in areas surrounding the aerodrome.

EGFH AD 2.22 FLIGHT PROCEDURES

1 RADIO COMMUNICATION FAILURE PROCEDURES

- a) If a radio communications failure is experienced after establishment of RTF contact, a standard overhead joining procedure is to be flown for the notified runway in use and circuit direction. If RTF contact has not been established, unless an emergency is experienced which requires immediate landing, the ATZ is not to be entered, and a diversion made to a suitable alternate aerodrome.

2 CIRCUITS

- a) Unless notified by A/G that parachute descents are in progress a standard overhead circuit joining procedure must normally be flown for the notified runway in use and circuit direction. However, a straight-in approach to the notified runway in use may be flown if 'Swansea Radio' notify that there is no reported traffic to affect this course of action.
- b) Unless otherwise notified by 'Swansea Radio' standard circuit directions are as follows: Runway 10 and 22 - Right Hand; Runway 28 and 04 - Left Hand.

3 FREE-FALL PARACHUTING PROCEDURES

- a) Free-fall parachuting takes place overhead the aerodrome. ENR 5.5 refers. A/G will notify when parachute descents are taking place.
- b) Subject to the notified runway in use, one of two parachute landing areas will be used. When Runway 04/22 is in use, the Southern Parachute Landing Area (PLA), located in the south eastern corner of the aerodrome, south of Runway 28 threshold, will be used. When Runway 10/28 is in use, the Northern PLA, located in the northeast corner of the aerodrome, north of Taxiway A, will be used.
- c) Arriving aircraft that have not entered the ATZ are advised to remain outside until notified by A/G that all parachutes have landed. Any aircraft within the ATZ on final approach, requiring to go around, should climb straight ahead and then conform to the notified circuit direction.

EGFH AD 2.23 ADDITIONAL INFORMATION

Not applicable

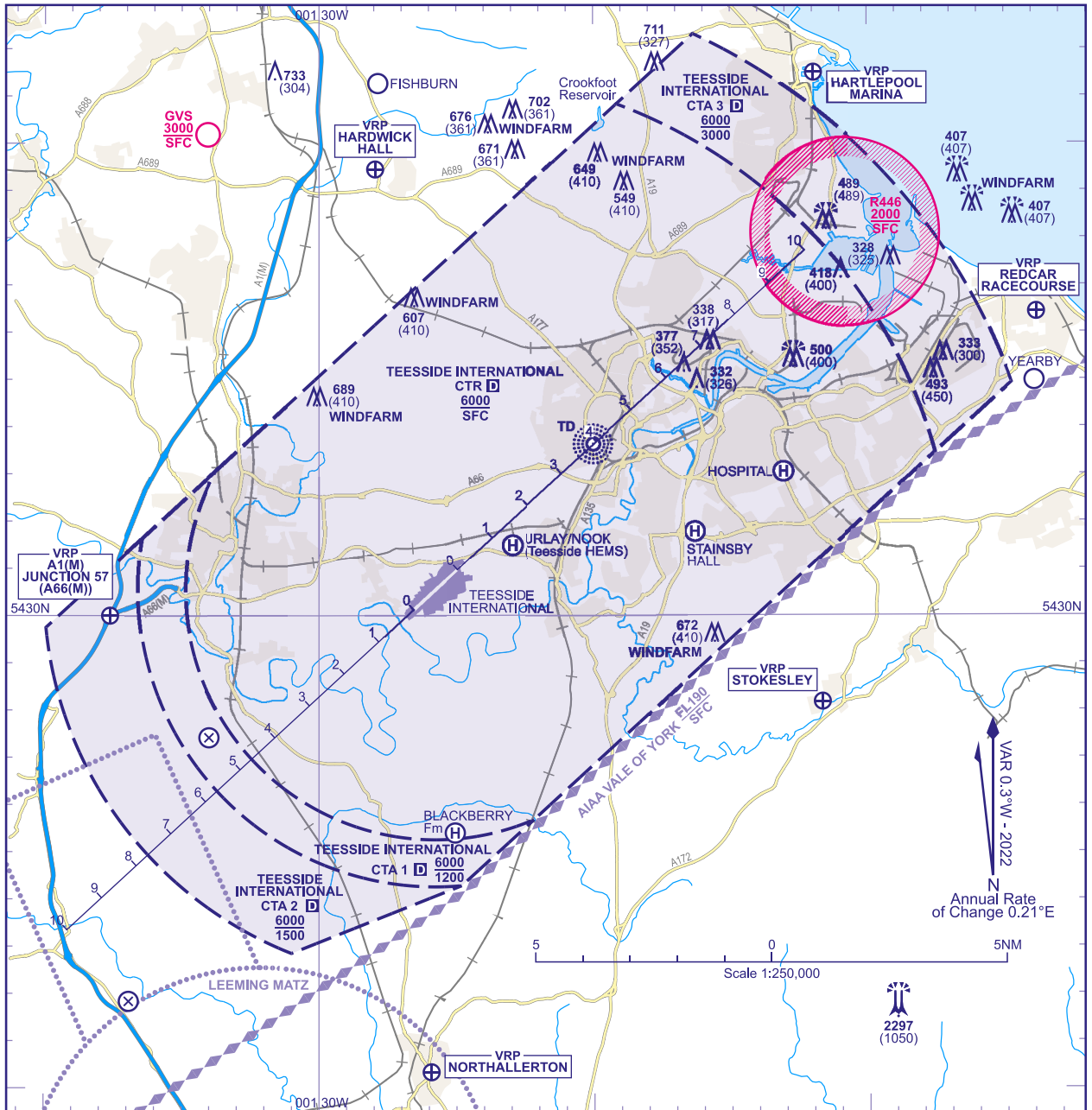
EGFH AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGFH-2-1

EGFH AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

CONTROL ZONE AND CONTROL AREA TEESIDE INTERNATIONAL



CHANGE (4/25): HOSPITAL HELI SITE ADDED.
AERO INFO DATE 30 JAN 25

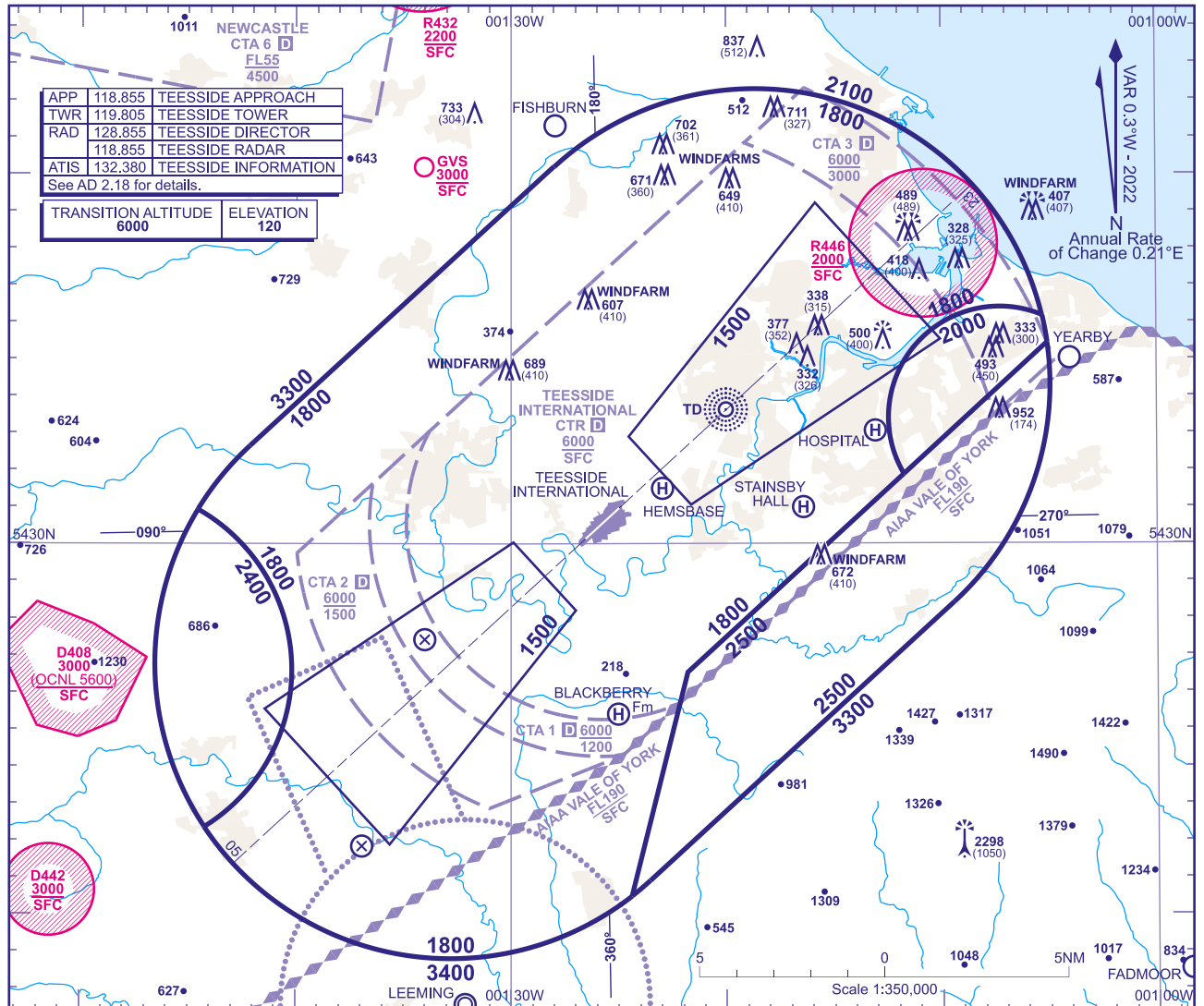
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ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 982
HEIGHTS IN FEET AGL (328)

TEESSIDE INTERNATIONAL



MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

- 1800** In the sector defined by the lateral limits: 543239N 0014208W - 544012N 0012800W thence clockwise by an arc of a circle radius 8NM centred on 543419N 0011841W to 543610N 0010519W thence anticlockwise by an arc of a circle radius 3NM centred on 543324N 0010718W to 543153N 0011145W - 542632N 0012148W - 542029N 0012424W thence clockwise by an arc of a circle radius 8NM centred on 542647N 0013249W to 542221N 0014413W thence anti-clockwise by an arc of a circle radius 5NM centred on 542635N 0014843W to 543056N 0014432W thence clockwise by an arc of a circle radius 8NM centred on 542647N 0013249W to 542632N 0012148W.
- 2000** In the sector defined by the lateral limits: 543153N 0011145W thence clockwise by an arc of a circle radius 3NM centred on 543324N 0010718W to 543610N 0010519W thence clockwise by an arc of a circle radius 8NM centred on 543419N 0011841W to 543526N 0010504W - 543153N 0011145W.
- 2400** In the sector defined by the lateral limits: 543056N 0014432W thence clockwise by an arc of a circle radius 5NM centred on 542635N 0014843W to 542221N 0014413W thence clockwise by an arc of a circle radius 8NM centred on 542647N 0013249W to 543056N 0014432W.
- 2500** In the sector defined by the lateral limits: 542632N 0012148W - 543526N 0010504W thence clockwise by an arc of a circle radius 8NM centred on 543419N 0011841W to 542825N 0010926W - 542054N 0012333W thence clockwise by an arc of a circle radius 8NM centred on 542647N 0013249W to 542029N 0012424W - 542632N 0012148W.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or 1000 above any fixed obstacles:

- within 5NM of the aircraft*, and
- within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

LOSS OF COMMUNICATION PROCEDURES

Initial Approach
Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at 2500, or last assigned level if higher to NDB(L) TD†.

Intermediate and Final Approach
Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to NDB(L) TD†.

† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.

GENERAL INFORMATION

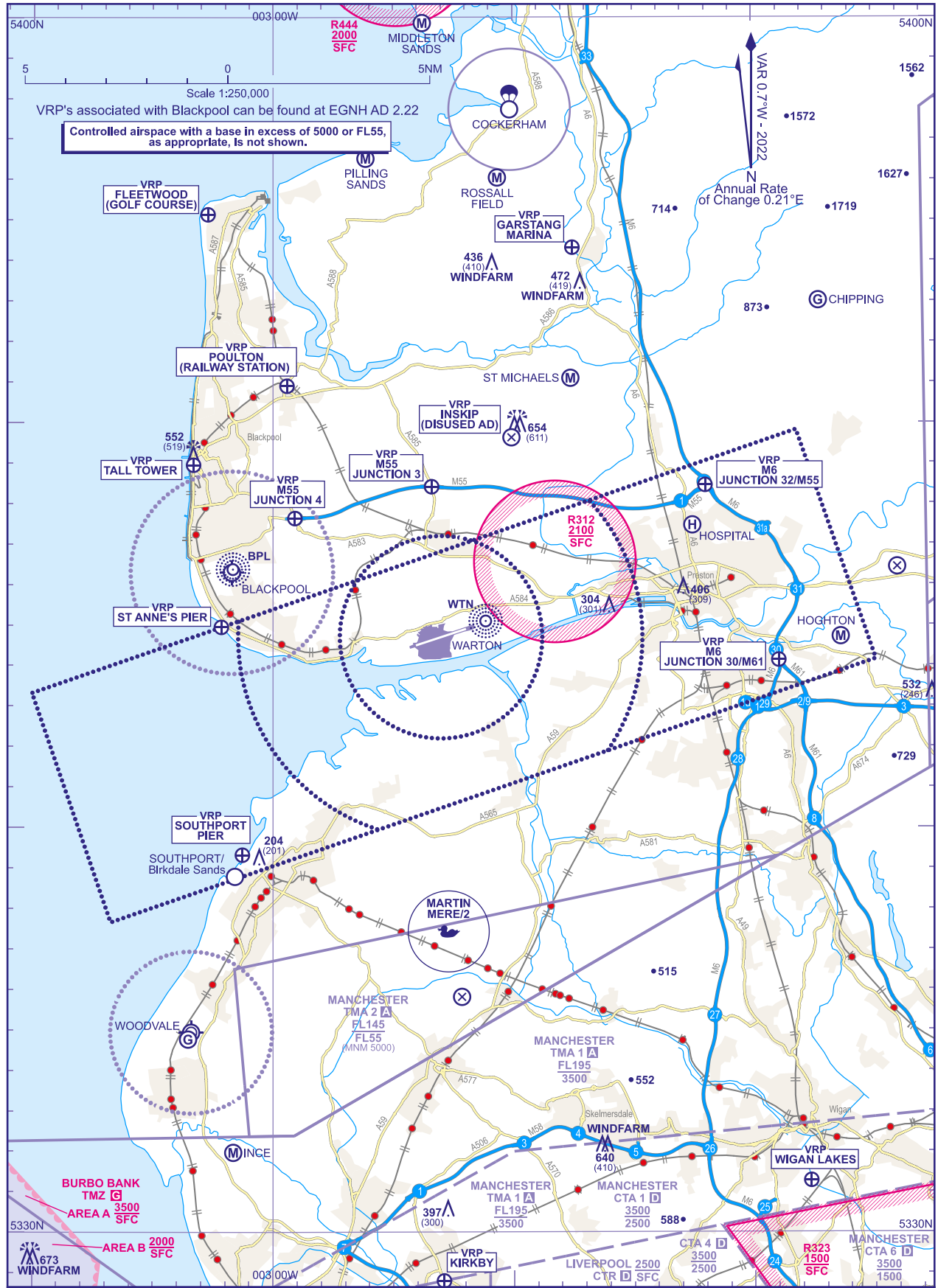
- Levels shown are based on QNH.
- Only significant obstacles and dominant spot heights are shown.
- The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
- Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
- Controlled airspace with a base in excess of 5000 or FL55, as appropriate, is not shown.
- The ATC Surveillance service is provided by Primary and/or Secondary Radar equipment.
- This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
- When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA or the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an Intercept of 40° or less, and in the case of Instrument approaches other than SRA is cleared to Intercept the final approach track.**
- Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
- Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

CHANGE (4/25): HOSPITAL HELI SITE ADDED.
AERO INFO DATE 30 JAN 25

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AERODROME TRAFFIC ZONE AND MILITARY AERODROME TRAFFIC ZONE

WARTON



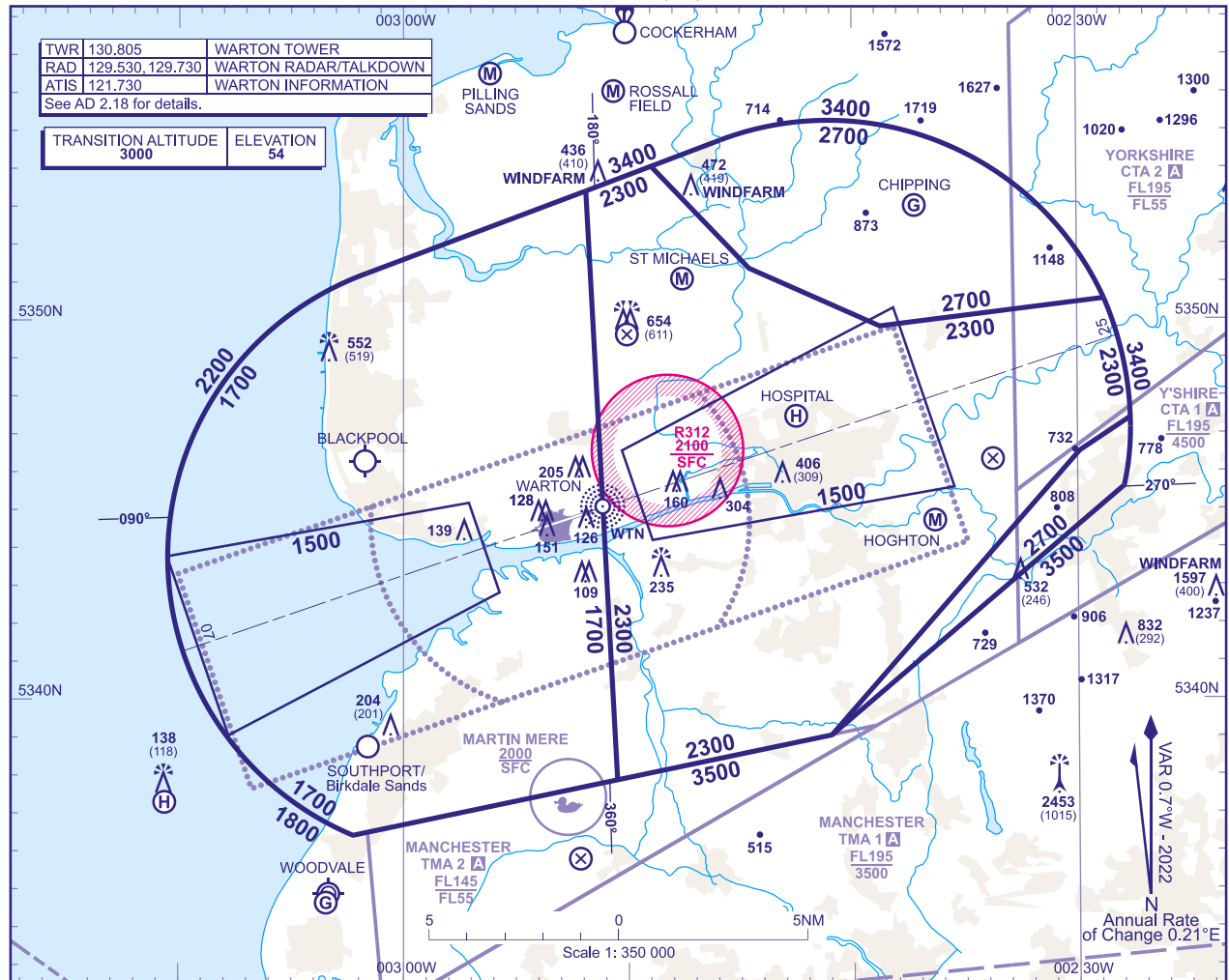
CHANGE (4/25): HOSPITAL HELI SITE ADDED.
 AERO INFO DATE 24 JAN 25
 AD 2-EGNO-4-1

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ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 2453
HEIGHTS IN FEET AGL (1015)

WARTON



MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is:

- a) **1700** in the sector defined by the lateral limits; 535115N 0030138W - 535325N 0025152W - 533753N 0025030W - 533625N 0030215W thence clockwise by an arc of a circle radius 8NM centred on 534346N 0025704W - 535115N 0030138W.
- b) **2300** in the sector defined by the lateral limits; 535325N 0025152W - 535404N 0024858W - 535122N 0024436W - 534950N 0023847W - 535033N 0022848W thence clockwise by an arc of a circle radius 8NM centred on 534716N 0024107W to 534725N 0022738W - 534632N 0022954W - 533903N 0024059W - 533753N 0025030W - 535325N 0025152W.
- c) **2700** in the sector defined by the lateral limits; 535404N 0024858W - 535440N 0024548W thence clockwise by an arc of a circle radius 8NM centred on 534716N 0024107W to 535033N 0022848W - 534950N 0023847W - 535122N 0024436W - 535404N 0024858W.
- d) **2700** in the sector defined by the lateral limits; 534632N 0022954W - 534725N 0022738W thence clockwise by an arc of a circle radius 8NM centred on 534716N 0024107W to 534536N 0022756W - 533903N 0024059W - 534632N 0022954W.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the approach surveillance controller will be either the Minimum Sector Altitude, or **1000** above any fixed obstacles:

- a) within 5NM of the aircraft*, and
- b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*When the aircraft is within 15NM of the radar antennae, the 5NM in a) and the 15NM in b) may be reduced to 3NM and 10NM respectively.

LOSS OF COMMUNICATION PROCEDURES

Initial Approach

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **3500**, or last assigned level if higher, to **WTN NDB†**.

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **WTN NDB†**.

†In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.4.

GENERAL INFORMATION

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of **WTN NDB**.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. **This chart may only be used for cross-checking of assigned altitudes whilst in receipt of an ATC Surveillance service.**
7. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be Issued if the aircraft is either established on the final approach track or on an Intercept of 40° or less, and In the case of Instrument approaches other than SRA Is cleared to Intercept the final approach track.**

CHANGE (4/25): HOSPITAL HELI SITE ADDED.

AERO INFO DATE 30 JAN 25

AD 2.EGNO-5-1

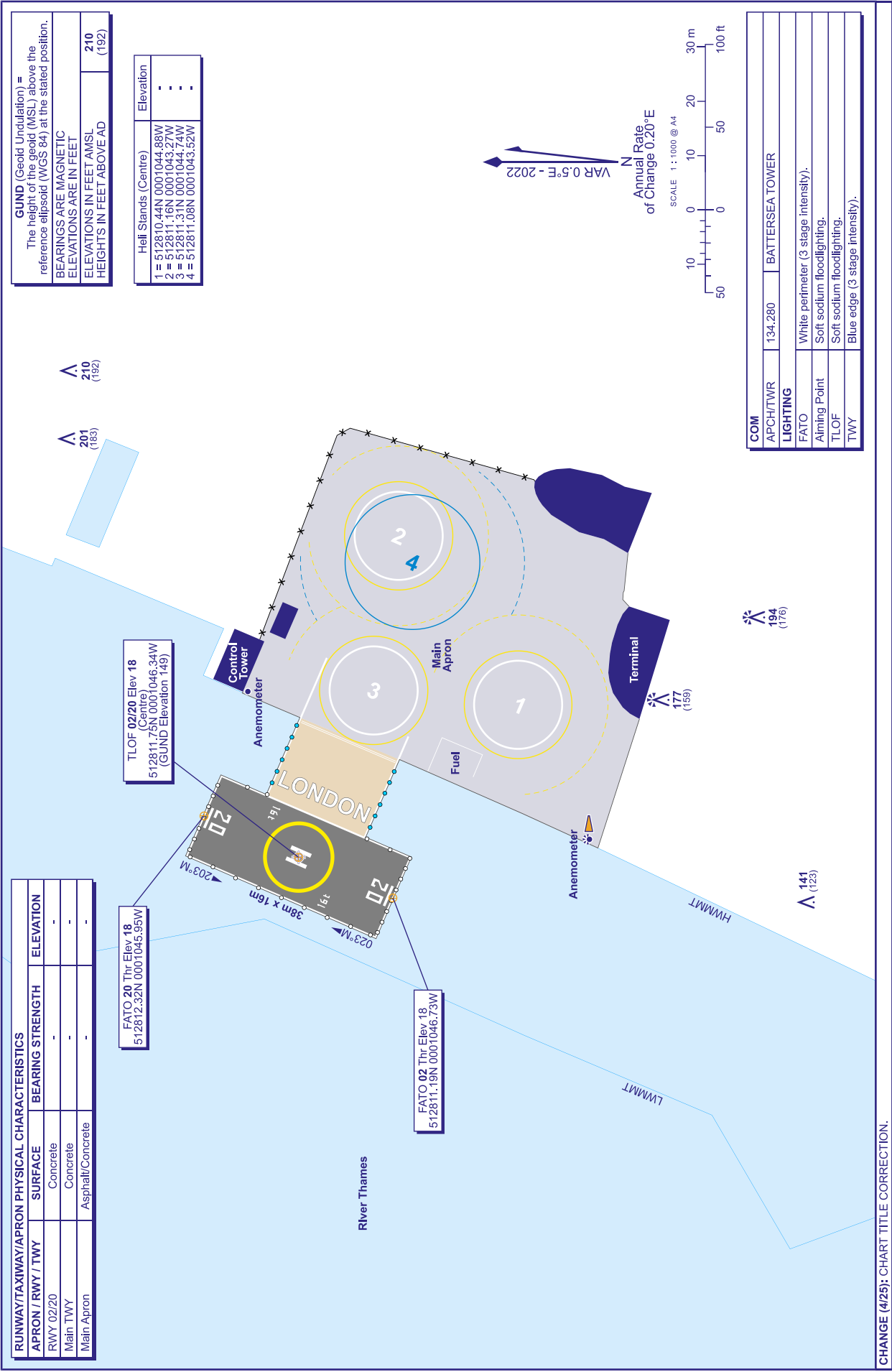
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**LONDON HELIPORT
EGLW**

AD ELEV 18 ft

ARP 512812N 0001046W

**HELICOPTER
CHART - ICAO**



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EGHT AD 3.17 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
OTHER	TRESCO RADIO	118.205 MHz A/G frequency.			As Heliport hours. Extended opening by request.	Prior permission and ETA needed for radio to be manned.

EGHT AD 3.18 RADIO NAVIGATION AND LANDING AIDS

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EGHT AD 3.19 LOCAL HELIPORT REGULATIONS

1 HELICOPTER REGULATIONS

Not applicable.

2 GROUND MOVEMENT

Not applicable.

3 WARNINGS

- a) Line of trees 50 M to the north and parallel to the strip 30 FT AGL.
- b) Great Rock 100 M southeast, 40 FT AGL.

EGHT AD 3.20 NOISE ABATEMENT PROCEDURES

Not applicable.

EGHT AD 3.21 FLIGHT PROCEDURES

1 ARRIVING AND DEPARTING

- a) Land's End Radio Mandatory Zone (RMZ). See EGHE AD 2.17 & AD 2.22.
- b) Pilots are to avoid overflying a bird nesting site located 500 M to the southeast of the heliport by not approaching from that direction.

EGHT AD 3.22 ADDITIONAL INFORMATION

Not applicable.

EGHT AD 3.23 CHARTS RELATED TO A HELIPORT

HELICOPTER CHART - ICAO
AD 3.EGHT-2-1

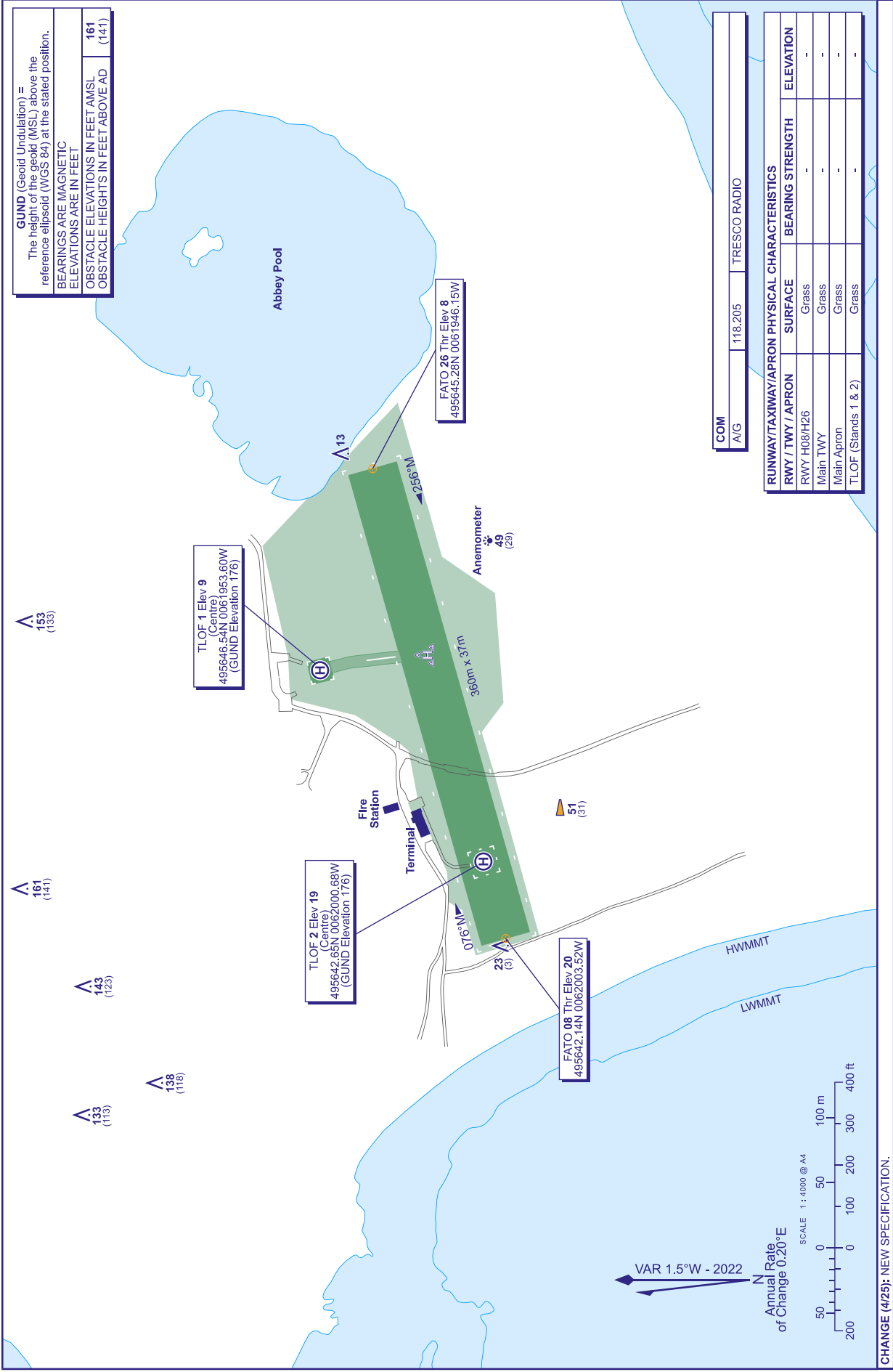
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TRESCO HELIPIORT
EGHT

AD ELEV 20 ft

ARP 495644N 0061953W

HELICOPTER
CHART - ICAO



AERO INFO DATE 12 FEB 25

AD 3-EGHT-2-1

CHANGE (4/25): NEW SPECIFICATION.

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