



UNITED KINGDOM AERONAUTICAL INFORMATION PUBLICATION

AIRAC 08/2025 - EFFECTIVE DATE: 7 Aug 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 2.3	Chart symbols - Addition of Other sporting and recreational activities.
ENR 3.2	L186, P600, P620, T256, Y96, Z250 - TRN VOR radials revised due to VOR declination change. P144, Q295 - BPK VOR radials revised due to BPK VOR declination setting change.
ENR 4.1	BROOKMANS PARK (BPK) DME - DME DOC sector revised.
ENR 5.1	AIRAC EGD147 PONTRILAS and EGD216 CREDEHILL - Addition of activity descriptors. EGD307, EGD513A/B/C, EGD514, EGD613A/B/C/D, EGD703, EGD712A/B/C/D, EGD803 - Amendment to activity descriptors.
ENR 5.3	New MET office laser sites added.
ENR 5.5	ODIHAM glider site - Frequency converted to 8.33 kHz channel.
ENR 6	ENR 6-41 N862 label removed. ENR 6-70 Editorial corrections. ENR 6-75 New MET office laser sites added. EGD147 and EGD216.
AD 2.EGPD-2	AD 2 EGPD 2-1 Chart republished due to a revised chart specification.
AD 2.EGPD-5	AD 2 EGPD 5-1/5-2 SMAA boundary and minimum altitudes revised.
AD 2.EGAA	AD 2.22 Flight procedures - Procedures for inbound aircraft.
AD 2.EGKB	AD 2.19 Radio navigation and landing aids - BIG VOR DOC updated.
AD 2.EGNH	AD 2.9 Surface movement guidance and control system and markings - WDI - Editorial. AD 2.10 Aerodrome obstacles - Crane removed. AD 2.12 Runway physical characteristics - RESA added. OFZ added to RWY 28. AD 2.18 Air traffic services communication facilities - New ATIS telephone number added.
AD 2.EGNH-2	AD 2 EGNH 2-1/2-2 Charts revised due to incorporation of the latest aerodrome survey.
AD 2.EGGD-2	AD 2 EGGD 2-1/2-2 Hotspot 1 added. Central pier label removed. Hold G3 added. Hold W2 moved. Caution note.
AD 2.EGGD-4	AD 2 EGGD 4-1 N862 label removed.
AD 2.EGSC	AD 2.10 Aerodrome obstacles - Cranes C012.25 and C022.25 added. AD 2.12 Runway physical characteristics - Runway 05 TDZ removed.
AD 2.EGSC-2	AD 2 EGSC 2-1 Revised due to incorporation of the latest aerodrome survey.
AD 2.EGEC	AD 2.10 Aerodrome obstacles - (EGEC2593) 29/APPROACH 11/TAKE-OFF removed.
AD 2.EGEC-2	AD 2 EGEC 2-1 Obstacle.
AD 2.EGFF-4	AD 2 EGFF 4-1 N862 label removed.
AD 2.EGBD	AD 2.3 Operational hours - AD administration. AD 2.18 Air traffic services communication facilities - Hours of operation.
AD 2.EGSU	AD 2.18 Air traffic services communication facilities - Fire frequency revised.
AD 2.EGSU-2	AD 2 EGSU 2-1 Fire frequency.
AD 2.EGNX	AD 2.19 Radio navigation and landing aids - TNT VOR declination setting revised.
AD 2.EGNX-2	AD 2 EGNX 2-2 Central West apron markings revised for stands 40-45. New stand 46. Caution note.
AD 2.EGPH	AD 2.2 Aerodrome geographical and administrative data - AD elevation updated. AD 2.9 Surface movement guidance and control system and markings - Stands. AD 2.10 Aerodrome obstacles - Revised. New crane added. AD 2.19 Radio navigation and landing aids - TRN VOR declination setting revised.
AD 2.EGPH-2	AD 2 EGPH 2-1/2-2-3 Charts revised due to incorporation of the latest aerodrome survey.
AD 2.EGPH-5	AD 2 EGPH 5-1 Minimum initial altitude revised. AD elevation updated.
AD 2.EGPH-6	AD 2 EGPH 6-1 VOR TRN radials updated.
AD 2.EGPH-8	AD 2 EGPH 8-1 to 8-6 Minima and AD elevation revised.
AD 2.EGTE	AD 2.6 Rescue and fire fighting services - RFFS category.
AD 2.EGPF	AD 2.19 Radio navigation and landing aids - TRN VOR declination setting revised.

AD 2.EGPF-6	AD 2 EGPF 6-1/6-4 VOR TRN radials updated. NORBO 1H GOW D12 altitude restriction added.
AD 2.EGBJ	AD 2.10 Aerodrome obstacles - Crane removed.
AD 2.EGBJ-2	AD 2 EGBJ 2-1 Hotspot 1 revised. TWY centrelines added. On runway holds moved.
AD 2.EGNJ	AD 2.4 Handling services and facilities - De-icing facilities.
AD 2.EGPE	AD 2.23 Additional information - Content removed.
AD 2.EGNS	AD 2.20 Local aerodrome regulations - Airport regulations.
AD 2.EGPA	AD 2.9 Surface movement guidance and control system and markings - Stop bars added.
AD 2.EGPA-2	AD 2 EGPA 2-1 TWY stop bars lighting table.
AD 2.EGNM	AIRAC AD 2.2 Aerodrome geographical and administrative data - Aerodrome elevation revised. AD 2.10 Aerodrome obstacles - Close-in obstacles added. AD 2.21 Noise abatement procedures - RWY 32 departure updated. AD 2.24 Charts related to an aerodrome - Chart title revised.
AD 2.EGNM-2	AIRAC AD 2 EGNM 2-1/2-2 AD elevation revised.
AD 2.EGNM-5	AIRAC AD 2 EGNM 5-1 AD elevation revised. Area A and D minimum initial altitudes and NW minimum sector altitude revised.
AD 2.EGNM-6	AIRAC AD 2 EGNM 6-1 SID designator and turn restriction altitude revised. Note added. AD 2 EGNM 6-2 SID designators and turn restriction altitude revised. Note added.
AD 2.EGNM-8	AIRAC AD 2 EGNM 8-1 to 8-9 Minima, MSA and AD elevation revised.
AD 2.EGGP	AD 2.19 Radio navigation and landing aids - TNT VOR declination setting revised. AD 2.20 Local aerodrome regulations - Airport regulations.
AD 2.EGLC	AD 2.10 Aerodrome obstacles - 2025/CR/021 cranes added. AD 2.19 Radio navigation and landing aids - BIG VOR DOC updated.
AD 2.EGKK	AD 2.10 Aerodrome obstacles - Revised. AD 2.12 Runway physical characteristics - THR 08R elevation and TDZ updated. AD 2.13 Declared distances - RWY 08R TODA intersection with Hold Golf 1 updated. AD 2.19 Radio navigation and landing aids - BIG VOR DOC updated. VOR LAM and VOR MAY declination setting updated. AD 2.20 Local aerodrome regulations - Use of runways - Runway and approach lights. Minimum runway occupancy time.
AD 2.EGKK-2	AD 2 EGKK 2-1/2-2/2-4/2-5/2-6 TWY ER editorial.
AD 2.EGKK-6	AD 2 EGKK 6-1/6-2/6-4/6-14 VOR LAM radials updated. AD 2 EGKK 6-12/6-16 VOR MAY radials updated.
AD 2.EGKK-7	AD 2 EGKK 7-17/7-18 VOR MAY radials updated.
AD 2.EGKK-8	AD 2 EGKK 8-3/8-4/8-7/8-8 VOR MID/MAY radials updated.
AD 2.EGLL	AD 2.19 Radio navigation and landing aids - BIG VOR DOC updated. LAM VOR and MAY VOR declination setting revised. BPK VOR declination setting and DOC revised. AD 2.21 Noise abatement procedures - VOR radials for RWY 27R and RWY 09L departures revised.
AD 2.EGLL-6	AD 2 EGLL 6-3 VOR BPK radials updated.
AD 2.EGLL-7	AD 2 EGLL 7-25 VOR LAM radials updated.
AD 2.EGGW	AD 2.19 Radio navigation and landing aids - LAM VOR declination setting revised. BPK VOR declination setting and DOC revised. AD 2.21 Noise abatement procedures - Noise preferential routings - VOR radials for RWY 25 and RWY 07 departures revised.
AD 2.EGGW-3	AD 2 EGGW 3-1 VOR BPK radials updated.
AD 2.EGGW-6	AD 2 EGGW 6-1/6-6/6-7/6-8/6-9 VOR BPK radials updated. AD 2 EGGW 6-9 VOR LAM radials updated.
AD 2.EGSS	AD 2.19 Radio navigation and landing aids - LAM VOR declination setting revised. BPK VOR declination setting and DOC revised. AD 2.21 Noise abatement procedures - Departure RWY 22 via Detling - DET VOR radial revised.
AD 2.EGSS-3	AD 2 EGSS 3-1 VOR LAM radial updated.
AD 2.EGSS-6	AD 2 EGSS 6-5 VOR LAM radials updated.
AD 2.EGSS-7	AD 2 EGSS 7-17/7-18 VOR BPK radials updated.
AD 2.EGCC	AD 2.19 Radio navigation and landing aids - TNT VOR declination setting revised.
AD 2.EGCC-8	AD 2 EGCC 8-1/8-2/8-3/8-4/8-5/8-6/8-7/8-8/8-13/8-14 VOR TNT radials updated.
AD 2.EGNT	AD 2.20 Local aerodrome regulations - Warnings.
AD 2.EGPK	AD 2.19 Radio navigation and landing aids - TRN VOR declination setting revised.
AD 2.EGPK-8	AD 2 EGPK 8-1/8-2/8-4/8-5/8-7/8-9/8-11/8-14 VOR TRN radials updated.
AD 2.EGCF	AD 2.10 Aerodrome obstacles - Revised.
AD 2.EGCF-2	AD 2 EGCF 2-1 Obstacles revised.
AD 2.EGMC	AD 2.19 Radio navigation and landing aids - LAM VOR declination setting revised.
AD 2.EGSG	AD 2.19 Radio navigation and landing aids - LAM VOR declination setting revised.

AD 2.EGNV	AD 2.3 Operational hours - AD administration. AD 2.4 Handling services and facilities - Handling agent contact details updated. AD 2.5 Passenger facilities - Transportation updated. AD 2.9 Surface movement guidance and control system and markings - Taxiway lighting updated. AD 2.15 Other lighting, secondary power supply - Taxiway lighting updated. AD 2.18 Air traffic services communication facilities - Hours of operation. AD 2.20 Local aerodrome regulations - Warnings. Training.
AD 2.EGNV-2	AD 2 EGNV 2-1 Lighting table TWY guard lights. Hangar 4 apron. AD 2 EGNV 2-2 Light aircraft apron removed. New stand area 13.
AD 2.EGHO	AD 2.20 Local aerodrome regulations - Airport regulations.

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2.EGPH-1	14 Jul 2022	2.EGPH-1	7 Aug 2025
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2.EGTE-2	13 Jun 2024	2.EGTE-2	7 Aug 2025
2.EGPF-9	10 Jul 2025	2.EGPF-9	7 Aug 2025
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2.EGNJ-1	14 Jul 2022	2.EGNJ-1	7 Aug 2025
2.EGPE-10	12 Jun 2025	2.EGPE-10	7 Aug 2025
2.EGNS-9	10 Jul 2025	2.EGNS-9	7 Aug 2025
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2.EGKK-6-14	17 Apr 2025	2.EGKK-6-14	7 Aug 2025
2.EGKK-6-16	17 Apr 2025	2.EGKK-6-16	7 Aug 2025
2.EGKK-7-17	12 Jun 2025	2.EGKK-7-17	7 Aug 2025
2.EGKK-7-18	12 Jun 2025	2.EGKK-7-18	7 Aug 2025
2.EGKK-8-3	15 May 2025	2.EGKK-8-3	7 Aug 2025
2.EGKK-8-4	15 May 2025	2.EGKK-8-4	7 Aug 2025

Remove		Insert	
Page No	Date	Page No	Date
2.EGKK-8-7	15 May 2025	2.EGKK-8-7	7 Aug 2025
2.EGKK-8-8	15 May 2025	2.EGKK-8-8	7 Aug 2025
2.EGLL-17	10 Jul 2025	2.EGLL-17	7 Aug 2025
2.EGLL-18	10 Jul 2025	2.EGLL-18	7 Aug 2025
2.EGLL-19	10 Jul 2025	2.EGLL-19	7 Aug 2025
2.EGLL-20	10 Jul 2025	2.EGLL-20	7 Aug 2025
2.EGLL-21	10 Jul 2025	2.EGLL-21	7 Aug 2025
2.EGLL-22	10 Jul 2025	2.EGLL-22	7 Aug 2025
2.EGLL-23	10 Jul 2025	2.EGLL-23	7 Aug 2025
2.EGLL-24	10 Jul 2025	2.EGLL-24	7 Aug 2025
2.EGLL-25	10 Jul 2025	2.EGLL-25	7 Aug 2025
2.EGLL-26	10 Jul 2025	2.EGLL-26	7 Aug 2025
2.EGLL-27	10 Jul 2025	2.EGLL-27	7 Aug 2025
2.EGLL-29	10 Jul 2025	2.EGLL-29	7 Aug 2025
2.EGLL-30	10 Jul 2025	2.EGLL-30	7 Aug 2025
2.EGLL-6-3	11 Jul 2024	2.EGLL-6-3	7 Aug 2025
2.EGLL-7-25	12 Jun 2025	2.EGLL-7-25	7 Aug 2025
2.EGGW-8	10 Jul 2025	2.EGGW-8	7 Aug 2025
2.EGGW-12	10 Jul 2025	2.EGGW-12	7 Aug 2025
2.EGGW-3-1	10 Jul 2025	2.EGGW-3-1	7 Aug 2025
2.EGGW-6-1	25 Jan 2024	2.EGGW-6-1	7 Aug 2025
2.EGGW-6-6	10 Jul 2025	2.EGGW-6-6	7 Aug 2025
2.EGGW-6-7	7 Sep 2023	2.EGGW-6-7	7 Aug 2025
2.EGGW-6-8	10 Jul 2025	2.EGGW-6-8	7 Aug 2025
2.EGGW-6-9	7 Sep 2023	2.EGGW-6-9	7 Aug 2025
2.EGSS-10	10 Jul 2025	2.EGSS-10	7 Aug 2025
2.EGSS-11	10 Jul 2025	2.EGSS-11	7 Aug 2025
2.EGSS-17	12 Jun 2025	2.EGSS-17	7 Aug 2025
2.EGSS-18	12 Jun 2025	2.EGSS-18	7 Aug 2025
2.EGSS-3-1	25 Jan 2024	2.EGSS-3-1	7 Aug 2025
2.EGSS-6-5	25 Jan 2024	2.EGSS-6-5	7 Aug 2025
2.EGSS-7-17	25 Jan 2024	2.EGSS-7-17	7 Aug 2025
2.EGSS-7-18	25 Jan 2024	2.EGSS-7-18	7 Aug 2025

Remove		Insert	
Page No	Date	Page No	Date
2.EGCC-12	10 Jul 2025	2.EGCC-12	7 Aug 2025
2.EGCC-13	10 Jul 2025	2.EGCC-13	7 Aug 2025
2.EGCC-8-1	20 Feb 2025	2.EGCC-8-1	7 Aug 2025
2.EGCC-8-2	20 Feb 2025	2.EGCC-8-2	7 Aug 2025
2.EGCC-8-3	20 Feb 2025	2.EGCC-8-3	7 Aug 2025
2.EGCC-8-4	20 Feb 2025	2.EGCC-8-4	7 Aug 2025
2.EGCC-8-5	20 Feb 2025	2.EGCC-8-5	7 Aug 2025
2.EGCC-8-6	20 Feb 2025	2.EGCC-8-6	7 Aug 2025
2.EGCC-8-7	20 Feb 2025	2.EGCC-8-7	7 Aug 2025
2.EGCC-8-8	20 Feb 2025	2.EGCC-8-8	7 Aug 2025
2.EGCC-8-13	20 Feb 2025	2.EGCC-8-13	7 Aug 2025
2.EGCC-8-14	20 Feb 2025	2.EGCC-8-14	7 Aug 2025
2.EGNT-11	10 Jul 2025	2.EGNT-11	7 Aug 2025
2.EGNT-12	10 Jul 2025	2.EGNT-12	7 Aug 2025
2.EGNT-13	11 Jul 2024	2.EGNT-13	7 Aug 2025
2.EGPK-10	10 Jul 2025	2.EGPK-10	7 Aug 2025
2.EGPK-8-1	16 May 2024	2.EGPK-8-1	7 Aug 2025
2.EGPK-8-2	16 May 2024	2.EGPK-8-2	7 Aug 2025
2.EGPK-8-4	29 Dec 2022	2.EGPK-8-4	7 Aug 2025
2.EGPK-8-5	16 May 2024	2.EGPK-8-5	7 Aug 2025
2.EGPK-8-7	12 Jun 2025	2.EGPK-8-7	7 Aug 2025
2.EGPK-8-9	16 May 2024	2.EGPK-8-9	7 Aug 2025
2.EGPK-8-11	16 May 2024	2.EGPK-8-11	7 Aug 2025
2.EGPK-8-14	14 Jul 2022	2.EGPK-8-14	7 Aug 2025
2.EGCF-2	11 Aug 2022	2.EGCF-2	7 Aug 2025
2.EGCF-3	10 Jul 2025	2.EGCF-3	7 Aug 2025
2.EGCF-4	10 Jul 2025	2.EGCF-4	7 Aug 2025
2.EGCF-5	20 Feb 2025	2.EGCF-5	7 Aug 2025
2.EGCF-6	14 Jul 2022	-	-
2.EGCF-2-1	20 Feb 2025	2.EGCF-2-1	7 Aug 2025
2.EGMC-10	10 Jul 2025	2.EGMC-10	7 Aug 2025
2.EGSG-5	10 Jul 2025	2.EGSG-5	7 Aug 2025
2.EGNV-1	21 Mar 2024	2.EGNV-1	7 Aug 2025
2.EGNV-2	15 May 2025	2.EGNV-2	7 Aug 2025
2.EGNV-3	26 Dec 2024	2.EGNV-3	7 Aug 2025
2.EGNV-4	10 Jul 2025	2.EGNV-4	7 Aug 2025
2.EGNV-5	26 Dec 2024	2.EGNV-5	7 Aug 2025
2.EGNV-6	10 Jul 2025	2.EGNV-6	7 Aug 2025
2.EGNV-7	10 Jul 2025	2.EGNV-7	7 Aug 2025

Remove		Insert	
Page No	Date	Page No	Date
2.EGNV-8	15 May 2025	2.EGNV-8	7 Aug 2025
2.EGNV-2-1	20 Feb 2025	2.EGNV-2-1	7 Aug 2025
2.EGNV-2-2	26 Dec 2024	2.EGNV-2-2	7 Aug 2025
2.EGHO-5	10 Jul 2025	2.EGHO-5	7 Aug 2025
2.EGHO-6	23 Jan 2025	2.EGHO-6	7 Aug 2025
2.EGHO-7	23 Jan 2025	2.EGHO-7	7 Aug 2025

The following publications have been incorporated in this AIRAC AMDT:

AIP SUP	NIL
AIC	NIL
NOTAM	A2545/25, A2698/25, A2809/25, A2821/25, A2826/25, A2827/25, A2828/25, A2829/25, A2830/25, A2831/25, A2833/25, A2834/25, A2836/25, A2837/25, A2838/25, A2843/25, A2889/25, A2987/25, A2988/25, A3030/25, C2593/25, C2728/25, C2734/25, C2794/25, D0820/25, D0821/25, I1308/25

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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		
AIRAC 05/2025	03 Apr 2025	15 May 2025		
AIRAC 06/2025	01 May 2025	12 Jun 2025		
AIRAC 07/2025	29 May 2025	10 Jul 2025		
AIRAC 08/2025	26 Jun 2025	07 Aug 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
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
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
046/2024	SOUTHAMPTON AIRPORT (EGHI) - STAND CLOSURE	AD	02 MAY 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
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
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
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
102/2024	EXETER AIRPORT (EGTE) - RUNWAY 08 APPROACH LIGHTS NOT FULLY SERVICEABLE	AD	14 NOV 2024 - UFN
107/2024	UKRAINE CRISIS - AIRSPACE RESTRICTION - REPLACES SUP 016/2024	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
006/2025	LONDON GATWICK AIRPORT (EGKK) - INTRODUCTION OF TIME BASED SEPARATION (TBS) - ADVANCED MIXED MODE (AMM)	AD	06 FEB 2025 - UFN



GEN 0.3 RECORD OF AIP SUPPLEMENTS (continued)

NR/Year	Subject	AIP section(s) affected	Period of validity
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
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
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) - TAXIWAY 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
021/2025	EDINBURGH AIRPORT (EGPH) - MIDFIELD STANDS PROJECT - TAXIWAY CLOSURES - EFFECTIVE AS OF 09 MARCH 2025	AD	03 APR 2025 - UFN
022/2025	SOUTHAMPTON AIRPORT (EGHI) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	03 APR 2025 - UFN
024/2025	MANCHESTER AIRPORT (EGCC) - AIRFIELD DEVELOPMENT WORKS SUMMER 2025	AD	03 APR 2025 - UFN
025/2025	ABERDEEN AIRPORT (EGPD) - CRANES OPERATING IN THE VICINITY OF THE AIRPORT - REPLACES SUP 010/2024	AD	03 APR 2025 - UFN
026/2025	OXFORD AIRPORT (EGTK) - HANGAR 16 CONSTRUCTION	AD	03 APR 2025 - UFN
027/2025	HUMBERSIDE AIRPORT (EGNJ) - LIMITED SRA AVAILABILITY	AD	03 APR 2025 - UFN
029/2025	SOUTHAMPTON AIRPORT (EGHI) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	01 MAY 2025 - UFN
030/2025	TRAFFIC DISTRIBUTION RULES 1991 FOR AIRPORTS SERVING THE LONDON AREA	AD	01 MAY 2025 - UFN
032/2025	BOURNEMOUTH AIRPORT (EGHH) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	01 MAY 2025 - UFN
034/2025	EGD206 CARDINGTON - REMOVAL OF SPECIAL USE AIRSPACE AND RELATED ACTIVITIES	ENR	01 MAY 2025 - UFN
035/2025	BELFAST ALDERGROVE (EGAA) - RECONFIGURATION OF APRON LAYOUT	AD	01 MAY 2025 - UFN
038/2025	EDINBURGH (EGPH) - STEEL PLATE ON TAXIWAY ALPHA	AD	29 MAY 2025 - UFN
039/2025	LONDON STANSTED (EGSS) - FINAL APPROACH SPEED TRIAL OF 165 +/- 5 KTS UNTIL 5 DME	AD	29 MAY 2025 - UFN
040/2025	SUMBURGH AIRPORT (EGPB) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	29 MAY 2025 - UFN
042/2025	LONDON GATWICK AIRPORT (EGKK) - RECONFIGURATION OF STANDS 178 AND 180	AD	29 MAY 2025 - UFN
043/2025	BIRMINGHAM AIRPORT (EGBB) - NEW TWY HOTEL WORKS - REPLACES SUP 031/2025	AD	29 MAY 2025 - UFN
045/2025	EGD307 DONNA NOOK TEMPORARY CLOSURE	ENR	26 JUN 2025 - UFN
046/2025	BOURNEMOUTH AIRPORT (EGHH) - EXTENDED CLOSURE OF TAXIWAY ALPHA	AD	26 JUN 2025 - UFN
047/2025	EXETER AIRPORT (EGTE) - RUNWAY 08 ILS FLUCTUATION	AD	26 JUN 2025 - UFN
048/2025	EXETER AIRPORT (EGTE) - RUNWAY 26 ILS FLUCTUATION	AD	26 JUN 2025 - UFN

GEN 0.3 RECORD OF AIP SUPPLEMENTS (continued)

NR/Year	Subject	AIP section(s) affected	Period of validity
049/2025	BLACKPOOL AIRPORT (EGNH) - DIRECT ARRIVAL APPROACHES RWY 28 FROM VOR/DME POL NOT AVAILABLE - REPLACES SUP 039/2023	AD	26 JUN 2025 - UFN
050/2025	SUMBURGH AIRPORT (EGPB) - UNSERVICEABLE OBST LIGHT COMPASS RADAR	AD	26 JUN 2025 - UFN
051/2025	BRISTOL AIRPORT (EGGD) - SUMMER PLANNED OVERNIGHT CLOSURES	AD	26 JUN 2025 - UFN
052/2025	LONDON HEATHROW AIRPORT (EGLL) - TAXI-WAY ALPHA SOUTH BETWEEN TWY FOXTROT AND ECHO CLOSED DUE TO WIP - REPLACES SUP 033/2025	AD	26 JUN 2025 - UFN
053/2025	LIVERPOOL AIRPORT (EGGP) - NDB (L) LPL UNSERVICEABILITY AND USE OF RNAV SUBSTITUTION	AD	26 JUN 2025 - UFN
054/2025	PORTLAND HELIPORT (EGDP) - NEW HANGAR CONSTRUCTION	AD	26 JUN 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	7 Aug 2025
0.1-2	7 Oct 2021	1.4-1	24 May 2018	1.7-23	7 Sep 2023	* 2.3-2	7 Aug 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	7 Aug 2025	1.5-3	20 Feb 2025	1.7-28	13 Jun 2024	2.3-7	23 Jan 2025
* 0.3-1	7 Aug 2025	1.5-4	20 Feb 2025	1.7-29	13 Jun 2024	2.4-1	5 Sep 2024
* 0.3-2	7 Aug 2025	1.5-5	27 Feb 2020	1.7-30	13 Jun 2024	2.4-2	28 Nov 2024
* 0.3-3	7 Aug 2025	1.5-6	27 Feb 2020	1.7-31	13 Jun 2024	2.4-3	12 Jun 2025
* 0.4-1	7 Aug 2025	1.5-7	27 Feb 2020	1.7-32	13 Jun 2024	2.4-4	5 Sep 2024
* 0.4-2	7 Aug 2025	1.5-8	24 Mar 2022	1.7-33	13 Jun 2024	2.4-5	12 Jun 2025
* 0.4-3	7 Aug 2025	1.5-9	24 Mar 2022	1.7-34	13 Jun 2024	2.4-6	5 Sep 2024
* 0.4-4	7 Aug 2025	1.5-10	24 Mar 2022	1.7-35	13 Jun 2024	2.5-1	12 Jun 2025
* 0.4-5	7 Aug 2025	1.5-11	4 Nov 2021	1.7-36	13 Jun 2024	2.5-2	12 Jun 2025
* 0.4-6	7 Aug 2025	1.5-12	25 Feb 2021	1.7-37	13 Jun 2024	2.5-3	17 Apr 2025
* 0.4-7	7 Aug 2025	1.5-13	24 Feb 2022	1.7-38	13 Jun 2024	2.5-4	20 Feb 2025
* 0.4-8	7 Aug 2025	1.5-14	20 Feb 2025	1.7-39	13 Jun 2024	2.5-5	20 Feb 2025
* 0.4-9	7 Aug 2025	1.5-15	20 Feb 2025	1.7-40	15 May 2025	2.5-6	20 Feb 2025
* 0.4-10	7 Aug 2025	1.5-16	20 Feb 2025	1.7-41	15 May 2025	2.5-7	12 Jun 2025
* 0.4-11	7 Aug 2025	1.5-17	20 Feb 2025	1.7-42	15 May 2025	2.6-1	28 Dec 2023
* 0.4-12	7 Aug 2025	1.5-18	20 Feb 2025	1.7-43	15 May 2025	2.6-2	24 May 2018
* 0.4-13	7 Aug 2025	1.5-19	20 Feb 2025	1.7-44	15 May 2025	2.7-1	24 May 2018
* 0.4-14	7 Aug 2025	1.5-20	24 Feb 2022	1.7-45	15 May 2025	3.1-1	23 Jan 2025
* 0.4-15	7 Aug 2025	1.5-21	28 Nov 2024	1.7-46	15 May 2025	3.1-2	23 Jan 2025
* 0.4-16	7 Aug 2025	1.6-1	30 Dec 2021	1.7-47	15 May 2025	3.1-3	23 Jan 2025
* 0.4-17	7 Aug 2025	1.6-2	17 Apr 2025	1.7-48	15 May 2025	3.1-4	23 Jan 2025
* 0.4-18	7 Aug 2025	1.6-3	17 Apr 2025	1.7-49	15 May 2025	3.1-5	23 Jan 2025
0.5-1	24 May 2018	1.6-4	17 Apr 2025	1.7-50	15 May 2025	3.1-6	23 Jan 2025
0.6-1	23 Apr 2020	1.6-5	17 Apr 2025	1.7-51	15 May 2025	3.2-1	23 Jan 2025
1.1-1	2 Jan 2020	1.6-6	17 Apr 2025	1.7-52	13 Jun 2024	3.2-2	23 Jan 2025
1.1-2	2 Jan 2020	1.6-7	17 Apr 2025	1.7-53	13 Jun 2024	3.2-3	23 Jan 2025
1.2-1	23 Apr 2020	1.7-1	7 Sep 2023	1.7-54	13 Jun 2024	3.2-4	16 May 2024
1.2-2	29 Dec 2022	1.7-2	1 Dec 2022	1.7-55	13 Jun 2024	3.2-5	25 Jan 2024
1.2-3	21 Jun 2018	1.7-3	7 Sep 2023	1.7-56	13 Jun 2024	3.2-6	7 Sep 2023
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2.EGNH-8-3	16 May 2024	2.EGGD-6-1	18 Apr 2024	2.EGEC-4	10 Jul 2025	2.EGFF-8-14	22 Apr 2021
2.EGNH-8-4	16 May 2024	2.EGGD-6-2	18 Apr 2024	2.EGEC-5	2 Nov 2023	2.EGFF-8-15	2 Dec 2021
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2.EGHH-2	14 Jul 2022	2.EGGD-7-4	18 Apr 2024	2.EGEC-8-2	3 Oct 2024	2.EGLJ-5	20 Apr 2023
2.EGHH-3	12 Jun 2025	2.EGGD-7-5	18 Apr 2024	2.EGEC-8-3	3 Oct 2024	2.EGLJ-2-1	18 May 2023
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2.EGTR-4	10 Jul 2025	2.EGTF-7	10 Jul 2025	2.EGLF-8-9	18 Apr 2024	2.EGPF-8-7	12 Jun 2025
2.EGTR-5	10 Jul 2025	2.EGTF-8	10 Jul 2025	2.EGCL-1	15 May 2025	2.EGPF-8-8	12 Jun 2025
2.EGTR-6	14 Jul 2022	2.EGTF-9	10 Jul 2025	2.EGCL-2	5 Sep 2024	2.EGPF-8-9	12 Jun 2025
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2.EGTE-8-11	2 Nov 2023	2.EGLF-7-3	17 Apr 2025	2.EGPF-6-9	12 Jun 2025	2.EGJB-10	11 Jul 2024
2.EGTE-8-12	2 Nov 2023	2.EGLF-7-4	28 Dec 2023	2.EGPF-7-1	12 Jun 2025	2.EGJB-11	11 Jul 2024
2.EGTE-8-13	15 Jul 2021	2.EGLF-7-5	28 Dec 2023	2.EGPF-7-2	12 Jun 2025	2.EGJB-12	31 Oct 2024
2.EGTE-8-14	2 Nov 2023	2.EGLF-7-6	28 Dec 2023	2.EGPF-7-3	12 Jun 2025	2.EGJB-13	10 Jul 2025
2.EGEF-1	26 Dec 2024	2.EGLF-7-7	28 Dec 2023	2.EGPF-7-4	12 Jun 2025	2.EGJB-2-1	11 Jul 2024
2.EGEF-2	11 Jul 2024	2.EGLF-7-8	28 Dec 2023	2.EGPF-7-5	12 Jun 2025	2.EGJB-2-2	11 Jul 2024
2.EGEF-3	10 Jul 2025	2.EGLF-7-9	17 Apr 2025	2.EGPF-7-6	12 Jun 2025	2.EGJB-5-1	5 Oct 2023
2.EGEF-4	10 Jul 2025	2.EGLF-7-10	17 Apr 2025	2.EGPF-7-7	5 Sep 2024	2.EGJB-6-1	12 Jun 2025
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	12 Jun 2025	2.EGJB-6-4	12 Jun 2025
2.EGTF-2	17 Apr 2025	2.EGLF-8-4	18 Apr 2024	2.EGPF-8-2	12 Jun 2025	2.EGJB-6-5	8 Aug 2024
2.EGTF-3	17 Apr 2025	2.EGLF-8-5	18 Apr 2024	2.EGPF-8-3	12 Jun 2025	2.EGJB-6-6	8 Aug 2024
2.EGTF-4	10 Jul 2025	2.EGLF-8-6	18 Apr 2024	2.EGPF-8-4	12 Jun 2025	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
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2.EGJB-8-7	11 Jul 2024	2.EGNJ-8-6	16 May 2024	2.EGNS-8	10 Jul 2025	2.EGJJ-8-5	18 May 2023
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2.EGJB-8-10	8 Oct 2020	2.EGNJ-8-9	17 Jun 2021	2.EGNS-11	28 Nov 2024	2.EGJJ-8-8	15 May 2025
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2.EGJB-8-12	8 Oct 2020	2.EGPE-1	12 Jun 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	10 Jul 2025	2.EGPE-4	10 Jul 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	10 Jul 2025	2.EGNS-8-5	5 Sep 2024	2.EGBP-4	20 Feb 2025
2.EGNR-2	10 Jul 2025	* 2.EGPE-10	7 Aug 2025	2.EGNS-8-6	5 Sep 2024	2.EGBP-5	20 Feb 2025
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2.EGNR-5	10 Jul 2025	2.EGPE-2-2	23 Jan 2025	2.EGNS-8-9	5 Sep 2024	2.EGBP-8	20 Feb 2025
2.EGNR-6	10 Jul 2025	2.EGPE-5-1	12 Jun 2025	2.EGNS-8-10	5 Sep 2024	2.EGBP-2-1	20 Feb 2025
2.EGNR-7	10 Jul 2025	2.EGPE-8-1	12 Jun 2025	2.EGJJ-1	20 Apr 2023	2.EGBP-2-2	20 Feb 2025
2.EGNR-8	10 Jul 2025	2.EGPE-8-2	12 Jun 2025	2.EGJJ-2	8 Aug 2024	2.EGBP-8-1	20 Feb 2025
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2.EGNR-8-4	20 Feb 2025	2.EGPE-8-12	12 Jun 2025	2.EGJJ-12	8 Aug 2024	2.EGPA-7	10 Jul 2025
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* 2.EGNJ-1	7 Aug 2025	2.EGPI-1	18 Apr 2024	2.EGJJ-2-1	12 Jun 2025	2.EGPA-8-1	25 Jan 2024
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2.EGNJ-5	11 Jul 2024	2.EGPI-5	10 Jul 2025	2.EGJJ-6-1	27 Jan 2022	2.EGPA-8-5	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
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2.EGPA-8-12	25 Jan 2024	* 2.EGNM-15	7 Aug 2025	2.EGGP-9	10 Jul 2025	2.EGLC-2-2	20 Feb 2025
2.EGPA-8-13	25 Jan 2024	* 2.EGNM-16	7 Aug 2025	2.EGGP-10	10 Jul 2025	2.EGLC-4-1	17 Apr 2025
2.EGPA-8-14	25 Jan 2024	* 2.EGNM-17	7 Aug 2025	* 2.EGGP-11	7 Aug 2025	2.EGLC-5-1	17 Apr 2025
2.EGPA-8-15	12 Aug 2021	* 2.EGNM-18	7 Aug 2025	* 2.EGGP-12	7 Aug 2025	2.EGLC-6-1	2 Nov 2023
2.EGPA-8-16	2 Dec 2021	* 2.EGNM-2-1	7 Aug 2025	* 2.EGGP-13	7 Aug 2025	2.EGLC-6-2	29 Dec 2022
2.EGHC-1	14 Jul 2022	* 2.EGNM-2-2	7 Aug 2025	2.EGGP-14	10 Jul 2025	2.EGLC-6-3	2 Nov 2023
2.EGHC-2	11 Jul 2024	* 2.EGNM-5-1	7 Aug 2025	2.EGGP-15	10 Jul 2025	2.EGLC-6-4	2 Nov 2023
2.EGHC-3	31 Oct 2024	* 2.EGNM-6-1	7 Aug 2025	2.EGGP-16	10 Jul 2025	2.EGLC-6-5	29 Dec 2022
2.EGHC-4	31 Oct 2024	* 2.EGNM-6-2	7 Aug 2025	2.EGGP-17	10 Jul 2025	2.EGLC-6-6	29 Dec 2022
2.EGHC-5	10 Jul 2025	* 2.EGNM-8-1	7 Aug 2025	2.EGGP-18	20 Feb 2025	2.EGLC-6-7	29 Dec 2022
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2.EGHC-2-1	11 Jul 2024	* 2.EGNM-8-7	7 Aug 2025	2.EGGP-6-1	20 Feb 2025	2.EGLC-7-5	10 Jul 2025
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2.EGHC-3-1	17 Apr 2025	* 2.EGNM-8-9	7 Aug 2025	2.EGGP-6-3	20 Feb 2025	2.EGLC-7-7	17 Apr 2025
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2.EGHC-8-2	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-8-3	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-8-4	22 Feb 2024	2.EGCM-4	10 Jul 2025	2.EGGP-7-2	23 Mar 2023	2.EGLC-7-11	5 Sep 2024
2.EGHC-8-5	30 Dec 2021	2.EGCM-5	10 Aug 2023	2.EGGP-7-3	20 Feb 2025	2.EGLC-7-12	5 Sep 2024
2.EGHC-8-6	30 Dec 2021	2.EGCM-6	10 Jul 2025	2.EGGP-7-4	23 Mar 2023	2.EGLC-7-13	5 Sep 2024
2.EGHC-8-7	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-8-8	30 Dec 2021	2.EGCM-8	31 Oct 2024	2.EGGP-7-6	23 Mar 2023	2.EGLC-7-15	5 Sep 2024
2.EGKH-1	23 Jan 2025	2.EGCM-2-1	7 Sep 2023	2.EGGP-7-7	23 Mar 2023	2.EGLC-7-16	5 Sep 2024
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2.EGKH-3	10 Jul 2025	2.EGCM-8-2	28 Dec 2023	2.EGGP-8-2	20 Feb 2025	2.EGLC-7-18	28 Dec 2023
2.EGKH-4	10 Jul 2025	2.EGCM-8-3	10 Aug 2023	2.EGGP-8-3	20 Feb 2025	2.EGLC-7-19	28 Dec 2023
2.EGKH-5	14 Jul 2022	2.EGCM-8-4	10 Aug 2023	2.EGGP-8-4	20 Feb 2025	2.EGLC-8-1	3 Oct 2024
2.EGKH-2-1	11 Jul 2024	2.EGBG-1	14 Jul 2022	2.EGGP-8-5	20 Feb 2025	2.EGLC-8-2	3 Oct 2024
2.EGHF-1	15 Jun 2023	2.EGBG-2	10 Jul 2025	2.EGGP-8-6	20 Feb 2025	2.EGLC-8-3	13 Jul 2023
2.EGHF-2	22 Apr 2021	2.EGBG-3	14 Jul 2022	2.EGGP-8-7	20 Feb 2025	2.EGLC-8-4	3 Oct 2024
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2.EGHF-5	10 Jul 2025	2.EGBG-6	10 Jul 2025	2.EGGP-8-10	17 Jun 2021	2.EGKK-1	13 Jun 2024
2.EGHF-6	10 Jul 2025	2.EGBG-2-1	25 Apr 2019	2.EGGP-8-11	17 Jun 2021	2.EGKK-2	8 Aug 2024
2.EGHF-7	10 Jul 2025	2.EGET-1	5 Sep 2024	2.EGLC-1	3 Oct 2024	2.EGKK-3	10 Jul 2025
2.EGHF-2-1	10 Jul 2025	2.EGET-2	5 Sep 2024	2.EGLC-2	28 Nov 2024	* 2.EGKK-4	7 Aug 2025
* 2.EGNM-1	7 Aug 2025	2.EGET-3	15 May 2025	2.EGLC-3	20 Mar 2025	* 2.EGKK-5	7 Aug 2025
2.EGNM-2	8 Sep 2022	2.EGET-4	10 Jul 2025	* 2.EGLC-4	7 Aug 2025	* 2.EGKK-6	7 Aug 2025
2.EGNM-3	19 May 2022	2.EGET-5	3 Oct 2024	2.EGLC-5	10 Jul 2025	* 2.EGKK-7	7 Aug 2025
* 2.EGNM-4	7 Aug 2025	2.EGET-6	10 Jul 2025	2.EGLC-6	10 Jul 2025	* 2.EGKK-8	7 Aug 2025
* 2.EGNM-5	7 Aug 2025	2.EGET-7	3 Oct 2024	2.EGLC-7	20 Feb 2025	2.EGKK-9	10 Jul 2025
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* 2.EGNM-13	7 Aug 2025	2.EGGP-7	10 Jul 2025	* 2.EGLC-15	7 Aug 2025	* 2.EGKK-17	7 Aug 2025

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* 2.EGKK-19	7 Aug 2025	2.EGKK-7-13	25 Jan 2024	2.EGLL-40	10 Jul 2025	2.EGLL-7-26	12 Jun 2025
* 2.EGKK-20	7 Aug 2025	2.EGKK-7-14	25 Jan 2024	2.EGLL-41	10 Jul 2025	2.EGLL-8-1	12 Jun 2025
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2.EGKK-25	10 Jul 2025	2.EGKK-8-1	15 May 2025	2.EGLL-2-1	12 Jun 2025	2.EGLL-8-6	12 Jun 2025
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* 2.EGKK-2-2	7 Aug 2025	* 2.EGKK-8-7	7 Aug 2025	2.EGLL-2-7	12 Jun 2025	2.EGLL-8-12	12 Jun 2025
2.EGKK-2-3	10 Jul 2025	* 2.EGKK-8-8	7 Aug 2025	2.EGLL-2-8	13 Jun 2024	2.EGLL-8-13	2 Dec 2021
* 2.EGKK-2-4	7 Aug 2025	2.EGKK-8-9	13 Jul 2023	2.EGLL-2-9	13 Jun 2024	2.EGGW-1	18 May 2023
* 2.EGKK-2-5	7 Aug 2025	2.EGLL-1	31 Oct 2024	2.EGLL-2-10	13 Jun 2024	2.EGGW-2	5 Sep 2024
* 2.EGKK-2-6	7 Aug 2025	2.EGLL-2	28 Nov 2024	2.EGLL-2-11	24 May 2018	2.EGGW-3	25 Jan 2024
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2.EGKK-4-2	23 Mar 2023	2.EGLL-4	28 Nov 2024	2.EGLL-3-1	17 Apr 2025	2.EGGW-5	10 Jul 2025
2.EGKK-5-1	17 Apr 2025	2.EGLL-5	28 Nov 2024	2.EGLL-3-2	17 Apr 2025	2.EGGW-6	8 Aug 2024
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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	10 Jul 2025
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2.EGKK-6-5	17 Apr 2025	2.EGLL-10	10 Jul 2025	2.EGLL-6-2	12 Jun 2025	2.EGGW-11	10 Jul 2025
2.EGKK-6-6	12 Jun 2025	2.EGLL-11	10 Jul 2025	* 2.EGLL-6-3	7 Aug 2025	* 2.EGGW-12	7 Aug 2025
2.EGKK-6-7	17 Apr 2025	2.EGLL-12	17 Apr 2025	2.EGLL-6-4	12 Jun 2025	2.EGGW-13	10 Jul 2025
2.EGKK-6-8	12 Jun 2025	2.EGLL-13	17 Apr 2025	2.EGLL-6-5	25 Jan 2024	2.EGGW-14	10 Jul 2025
2.EGKK-6-9	17 Apr 2025	2.EGLL-14	10 Jul 2025	2.EGLL-6-6	17 Apr 2025	2.EGGW-15	10 Jul 2025
2.EGKK-6-10	17 Apr 2025	2.EGLL-15	10 Jul 2025	2.EGLL-7-1	12 Jun 2025	2.EGGW-16	10 Jul 2025
2.EGKK-6-11	17 Apr 2025	2.EGLL-16	10 Jul 2025	2.EGLL-7-2	12 Jun 2025	2.EGGW-17	10 Jul 2025
* 2.EGKK-6-12	7 Aug 2025	* 2.EGLL-17	7 Aug 2025	2.EGLL-7-3	12 Jun 2025	2.EGGW-18	10 Jul 2025
2.EGKK-6-13	17 Apr 2025	* 2.EGLL-18	7 Aug 2025	2.EGLL-7-4	10 Jul 2025	2.EGGW-19	10 Jul 2025
* 2.EGKK-6-14	7 Aug 2025	* 2.EGLL-19	7 Aug 2025	2.EGLL-7-5	10 Jul 2025	2.EGGW-2-1	8 Aug 2024
2.EGKK-6-15	17 Apr 2025	* 2.EGLL-20	7 Aug 2025	2.EGLL-7-6	10 Jul 2025	2.EGGW-2-2	28 Nov 2024
* 2.EGKK-6-16	7 Aug 2025	* 2.EGLL-21	7 Aug 2025	2.EGLL-7-7	10 Jul 2025	2.EGGW-2-3	3 Oct 2024
2.EGKK-6-17	17 Apr 2025	* 2.EGLL-22	7 Aug 2025	2.EGLL-7-8	12 Jun 2025	* 2.EGGW-3-1	7 Aug 2025
2.EGKK-6-18	17 Apr 2025	* 2.EGLL-23	7 Aug 2025	2.EGLL-7-9	12 Jun 2025	2.EGGW-4-1	10 Jul 2025
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2.EGKK-6-20	17 Apr 2025	* 2.EGLL-25	7 Aug 2025	2.EGLL-7-11	12 Jun 2025	* 2.EGGW-6-1	7 Aug 2025
2.EGKK-6-21	17 Apr 2025	* 2.EGLL-26	7 Aug 2025	2.EGLL-7-12	12 Jun 2025	2.EGGW-6-2	29 Dec 2022
2.EGKK-6-22	17 Apr 2025	* 2.EGLL-27	7 Aug 2025	2.EGLL-7-13	23 Jan 2025	2.EGGW-6-3	29 Dec 2022
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2.EGKK-7-2	25 Jan 2024	* 2.EGLL-29	7 Aug 2025	2.EGLL-7-15	12 Jun 2025	2.EGGW-6-5	10 Jul 2025
2.EGKK-7-3	25 Jan 2024	* 2.EGLL-30	7 Aug 2025	2.EGLL-7-16	12 Jun 2025	* 2.EGGW-6-6	7 Aug 2025
2.EGKK-7-4	25 Jan 2024	2.EGLL-31	10 Jul 2025	2.EGLL-7-17	28 Nov 2024	* 2.EGGW-6-7	7 Aug 2025
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2.EGKK-7-7	10 Jul 2025	2.EGLL-34	10 Jul 2025	2.EGLL-7-20	12 Jun 2025	2.EGGW-6-10	8 Oct 2020
2.EGKK-7-8	25 Jan 2024	2.EGLL-35	10 Jul 2025	2.EGLL-7-21	12 Jun 2025	2.EGGW-6-11	8 Oct 2020
2.EGKK-7-9	25 Jan 2024	2.EGLL-36	10 Jul 2025	2.EGLL-7-22	12 Jun 2025	2.EGGW-7-1	10 Jul 2025
2.EGKK-7-10	25 Jan 2024	2.EGLL-37	10 Jul 2025	2.EGLL-7-23	12 Jun 2025	2.EGGW-7-2	10 Jul 2025
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2.EGGW-7-6	29 Dec 2022	2.EGSS-6-2	25 Jan 2024	2.EGAE-8-6	22 Feb 2024	2.EGCC-2-4	15 May 2025
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2.EGGW-7-8	20 Feb 2025	2.EGSS-6-4	25 Jan 2024	2.EGAE-8-8	22 Feb 2024	2.EGCC-3-2	22 Feb 2024
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2.EGGW-7-12	24 Feb 2022	2.EGSS-6-8	24 Feb 2022	2.EGMD-1	26 Dec 2024	2.EGCC-6-2	20 Feb 2025
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2.EGNT-16	31 Oct 2024	2.EGEN-2	23 Apr 2020	2.EGTK-1	31 Oct 2024	2.EGPK-6-1	8 Aug 2024
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2.EGNT-2-2	10 Jul 2025	2.EGEN-4	7 Oct 2021	2.EGTK-3	22 Feb 2024	2.EGPK-6-3	8 Aug 2024
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2.EGNT-7-5	22 Feb 2024	2.EGSH-8	10 Jul 2025	2.EGTK-2-2	13 Jun 2024	* 2.EGPK-8-2	7 Aug 2025
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2.EGNT-8-6	11 Jul 2024	2.EGSH-4-1	17 Apr 2025	2.EGTK-8-4	28 Nov 2024	2.EGPK-8-8	16 May 2024
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2.EGNT-8-9	11 Jul 2024	2.EGSH-8-2	30 Nov 2023	2.EGEP-3	10 Jul 2025	* 2.EGPK-8-11	7 Aug 2025
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2.EGHQ-1	17 Apr 2025	2.EGSH-8-4	30 Nov 2023	2.EGEP-5	31 Dec 2020	2.EGPK-8-13	16 May 2024
2.EGHQ-2	17 Apr 2025	2.EGBN-1	14 Jul 2022	2.EGEP-6	14 Jul 2022	* 2.EGPK-8-14	7 Aug 2025
2.EGHQ-3	23 Jan 2025	2.EGBN-2	17 Apr 2025	2.EGEP-2-1	20 Mar 2025	2.EGPK-8-15	16 May 2024
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2.EGKR-2-1	10 Jul 2025	2.EGCJ-8-3	15 Jun 2023	2.EGHI-7-5	8 Aug 2024	2.EGSY-7	11 Jul 2024
2.EGKR-4-1	23 Mar 2023	2.EGCJ-8-4	15 Jun 2023	2.EGHI-7-6	8 Aug 2024	2.EGSY-8	10 Jul 2025
2.EGNE-1	10 Aug 2023	2.EGBS-1	13 Jun 2024	2.EGHI-7-7	8 Aug 2024	2.EGSY-9	10 Jul 2025
2.EGNE-2	10 Aug 2023	2.EGBS-2	27 Jan 2022	2.EGHI-8-1	6 Oct 2022	2.EGSY-10	11 Jul 2024
2.EGNE-3	10 Jul 2025	2.EGBS-3	10 Jul 2025	2.EGHI-8-2	28 Nov 2024	2.EGSY-11	11 Jul 2024
2.EGNE-4	5 Sep 2024	2.EGBS-4	10 Jul 2025	2.EGHI-8-3	10 Aug 2023	2.EGSY-12	11 Jul 2024
2.EGNE-5	10 Jul 2025	2.EGBS-5	15 May 2025	2.EGHI-8-4	28 Nov 2024	2.EGSY-13	31 Oct 2024
2.EGNE-6	10 Aug 2023	2.EGBS-6	20 Mar 2025	2.EGHI-8-5	28 Nov 2024	2.EGSY-2-1	28 Nov 2024
2.EGNE-7	10 Aug 2023	2.EGBS-2-1	12 Jun 2025	2.EGHI-8-6	6 Oct 2022	2.EGSY-4-1	20 Apr 2023
2.EGNE-2-1	17 Apr 2025	2.EGKA-1	12 Jun 2025	2.EGHI-8-7	6 Oct 2022	2.EGSY-5-1	17 Apr 2025
2.EGTO-1	23 Jan 2025	2.EGKA-2	12 Jun 2025	2.EGHI-8-8	28 Nov 2024	2.EGSY-8-1	12 Aug 2021
2.EGTO-2	23 Jan 2025	2.EGKA-3	12 Jun 2025	2.EGHI-8-9	6 Oct 2022	2.EGSY-8-2	12 Aug 2021
2.EGTO-3	23 Jan 2025	2.EGKA-4	10 Jul 2025	2.EGHI-8-10	28 Nov 2024	2.EGSG-1	14 Jul 2022
2.EGTO-4	10 Jul 2025	2.EGKA-5	15 May 2025	2.EGHI-8-11	17 Jun 2021	2.EGSG-2	31 Dec 2020
2.EGTO-5	23 Jan 2025	2.EGKA-6	12 Jun 2025	2.EGMC-1	31 Oct 2024	2.EGSG-3	10 Jul 2025
2.EGTO-6	10 Jul 2025	2.EGKA-7	10 Jul 2025	2.EGMC-2	20 Feb 2025	2.EGSG-4	14 Jul 2022
2.EGTO-7	10 Jul 2025	2.EGKA-8	12 Jun 2025	2.EGMC-3	8 Sep 2022	* 2.EGSG-5	7 Aug 2025
2.EGTO-8	23 Jan 2025	2.EGKA-9	12 Jun 2025	2.EGMC-4	20 Feb 2025	2.EGSG-6	14 Jul 2022
2.EGTO-2-1	23 Jan 2025	2.EGKA-10	12 Jun 2025	2.EGMC-5	20 Feb 2025	2.EGSG-2-1	23 May 2019
2.EGES-1	14 Jul 2022	2.EGKA-2-1	22 Feb 2024	2.EGMC-6	10 Jul 2025	2.EGPO-1	20 Feb 2025
2.EGES-2	14 Jul 2022	2.EGKA-4-1	13 Jul 2023	2.EGMC-7	8 Aug 2024	2.EGPO-2	20 Feb 2025
2.EGES-3	10 Jul 2025	2.EGKA-8-1	26 Dec 2024	2.EGMC-8	8 Aug 2024	2.EGPO-3	20 Feb 2025
2.EGES-4	7 Oct 2021	2.EGKA-8-2	26 Dec 2024	2.EGMC-9	10 Jul 2025	2.EGPO-4	20 Feb 2025
2.EGES-5	23 Apr 2020	2.EGKA-8-3	26 Dec 2024	* 2.EGMC-10	7 Aug 2025	2.EGPO-5	10 Jul 2025
2.EGES-6	14 Jul 2022	2.EGKA-8-4	26 Dec 2024	2.EGMC-11	8 Aug 2024	2.EGPO-6	18 May 2023
2.EGES-2-1	20 May 2021	2.EGCV-1	8 Aug 2024	2.EGMC-12	8 Aug 2024	2.EGPO-7	10 Jul 2025
2.EGCF-1	13 Jun 2024	2.EGCV-2	8 Aug 2024	2.EGMC-13	20 Feb 2025	2.EGPO-8	10 Jul 2025
* 2.EGCF-2	7 Aug 2025	2.EGCV-3	10 Jul 2025	2.EGMC-14	20 Feb 2025	2.EGPO-9	10 Jul 2025
* 2.EGCF-3	7 Aug 2025	2.EGCV-4	10 Jul 2025	2.EGMC-15	15 May 2025	2.EGPO-10	10 Jul 2025
* 2.EGCF-4	7 Aug 2025	2.EGCV-5	12 Jun 2025	2.EGMC-2-1	20 Feb 2025	2.EGPO-11	20 Feb 2025
* 2.EGCF-5	7 Aug 2025	2.EGCV-6	12 Jun 2025	2.EGMC-2-2	8 Aug 2024	2.EGPO-2-1	20 Feb 2025
* 2.EGCF-2-1	7 Aug 2025	2.EGCV-7	12 Jun 2025	2.EGMC-4-1	17 Apr 2025	2.EGPO-8-1	11 Aug 2022
2.EGHE-1	25 Jan 2024	2.EGCV-2-1	8 Aug 2024	2.EGMC-5-1	17 Apr 2025	2.EGPO-8-2	11 Aug 2022
2.EGHE-2	3 Oct 2024	2.EGHI-1	23 Jan 2025	2.EGMC-7-1	15 May 2025	2.EGPO-8-3	12 Jun 2025
2.EGHE-3	10 Jul 2025	2.EGHI-2	13 Jun 2024	2.EGMC-7-2	15 May 2025	2.EGPO-8-4	18 May 2023
2.EGHE-4	23 Feb 2023	2.EGHI-3	12 Jun 2025	2.EGMC-7-3	10 Jul 2025	2.EGPO-8-5	11 Aug 2022
2.EGHE-5	3 Oct 2024	2.EGHI-4	12 Jun 2025	2.EGMC-7-4	15 May 2025	2.EGPO-8-6	12 Jun 2025
2.EGHE-6	10 Jul 2025	2.EGHI-5	10 Jul 2025	2.EGMC-7-5	15 May 2025	2.EGPO-8-7	11 Aug 2022
2.EGHE-7	3 Oct 2024	2.EGHI-6	12 Jun 2025	2.EGMC-7-6	15 May 2025	2.EGPO-8-8	12 Jun 2025
2.EGHE-8	18 May 2023	2.EGHI-7	12 Jun 2025	2.EGMC-7-7	15 May 2025	2.EGPO-8-9	18 May 2023
2.EGHE-2-1	3 Oct 2024	2.EGHI-8	10 Jul 2025	2.EGMC-8-1	23 Jan 2025	2.EGPO-8-10	12 Jun 2025
2.EGHE-3-1	17 Apr 2025	2.EGHI-9	10 Jul 2025	2.EGMC-8-2	23 Jan 2025	2.EGER-1	14 Jul 2022
2.EGHE-8-1	30 Dec 2021	2.EGHI-10	12 Jun 2025	2.EGMC-8-3	23 Jan 2025	2.EGER-2	23 Apr 2020
2.EGHE-8-2	30 Dec 2021	2.EGHI-11	12 Jun 2025	2.EGMC-8-4	23 Jan 2025	2.EGER-3	10 Jul 2025
2.EGCJ-1	10 Aug 2023	2.EGHI-12	12 Jun 2025	2.EGMC-8-5	18 Apr 2024	2.EGER-4	14 Jul 2022
2.EGCJ-2	7 Sep 2023	2.EGHI-13	12 Jun 2025	2.EGMC-8-6	23 Jan 2025	2.EGER-5	14 Jul 2022
2.EGCJ-3	10 Jul 2025	2.EGHI-2-1	12 Jun 2025	2.EGMC-8-7	23 Jan 2025	2.EGER-6	10 Jul 2025
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	10 Jul 2025	2.EGHI-4-1	17 Apr 2025	2.EGSY-1	16 May 2024	2.EGPB-1	20 Feb 2025
2.EGCJ-6	7 Sep 2023	2.EGHI-5-1	17 Apr 2025	2.EGSY-2	29 Dec 2022	2.EGPB-2	20 Feb 2025
2.EGCJ-7	31 Oct 2024	2.EGHI-7-1	17 Apr 2025	2.EGSY-3	16 May 2024	2.EGPB-3	10 Jul 2025
2.EGCJ-2-1	7 Sep 2023	2.EGHI-7-2	17 Apr 2025	2.EGSY-4	16 May 2024	2.EGPB-4	10 Jul 2025
2.EGCJ-8-1	28 Dec 2023	2.EGHI-7-3	8 Aug 2024	2.EGSY-5	10 Jul 2025	2.EGPB-5	10 Jul 2025
2.EGCJ-8-2	28 Dec 2023	2.EGHI-7-4	8 Aug 2024	2.EGSY-6	11 Jul 2024	2.EGPB-6	10 Jul 2025

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2.EGPB-7	10 Jul 2025	2.EGNV-8-2	16 May 2024	2.EGNO-11	23 Jan 2025	2.EGPC-8-3	10 Aug 2023
2.EGPB-8	10 Jul 2025	2.EGNV-8-3	16 May 2024	2.EGNO-12	23 Jan 2025	2.EGPC-8-4	10 Aug 2023
2.EGPB-9	10 Jul 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	10 Jul 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	10 Jul 2025	2.EGNV-8-6	16 May 2024	2.EGNO-5-1	17 Apr 2025	2.EGPC-8-7	10 Aug 2023
2.EGPB-2-1	10 Jul 2025	2.EGNV-8-7	21 Apr 2022	2.EGBW-1	20 Feb 2025	2.EGPC-8-8	10 Aug 2023
2.EGPB-2-2	10 Jul 2025	2.EGHO-1	23 Jan 2025	2.EGBW-2	23 Apr 2020	2.EGPC-8-9	10 Aug 2023
2.EGPB-3-1	20 Apr 2023	2.EGHO-2	18 Apr 2024	2.EGBW-3	10 Jul 2025	2.EGPC-8-10	31 Dec 2020
2.EGPB-3-2	20 Apr 2023	2.EGHO-3	10 Jul 2025	2.EGBW-4	5 Sep 2024	2.EGPC-8-11	2 Dec 2021
2.EGPB-5-1	19 May 2022	2.EGHO-4	30 Nov 2023	2.EGBW-5	10 Jul 2025	2.EGNW-1	18 Apr 2024
2.EGPB-8-1	28 Dec 2023	* 2.EGHO-5	7 Aug 2025	2.EGBW-6	20 Feb 2025	2.EGNW-2	9 Sep 2021
2.EGPB-8-2	2 Dec 2021	* 2.EGHO-6	7 Aug 2025	2.EGBW-2-1	20 May 2021	2.EGNW-3	10 Jul 2025
2.EGPB-8-3	28 Dec 2023	* 2.EGHO-7	7 Aug 2025	2.EGCW-1	18 May 2023	2.EGNW-4	10 Jul 2025
2.EGPB-8-4	2 Dec 2021	2.EGHO-2-1	5 Sep 2024	2.EGCW-2	23 Jan 2025	2.EGNW-5	14 Jul 2022
2.EGPB-8-5	28 Dec 2023	2.EGPU-1	5 Oct 2023	2.EGCW-3	10 Jul 2025	2.EGNW-2-1	9 Sep 2021
2.EGPB-8-6	28 Dec 2023	2.EGPU-2	28 Nov 2024	2.EGCW-4	10 Jul 2025	2.EGBO-1	5 Sep 2024
2.EGPB-8-7	2 Dec 2021	2.EGPU-3	10 Jul 2025	2.EGCW-5	10 Jul 2025	2.EGBO-2	26 Dec 2024
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	10 Jul 2025	2.EGCW-2-1	23 Jan 2025	2.EGBO-4	10 Jul 2025
2.EGPB-8-10	28 Dec 2023	2.EGPU-6	28 Nov 2024	2.EGFA-1	12 Jun 2025	2.EGBO-5	10 Jul 2025
2.EGPB-8-11	28 Dec 2023	2.EGPU-7	28 Nov 2024	2.EGFA-2	12 Jun 2025	2.EGBO-6	10 Jul 2025
2.EGPB-8-12	28 Dec 2023	2.EGPU-2-1	20 Feb 2025	2.EGFA-3	10 Jul 2025	2.EGBO-7	10 Jul 2025
2.EGPB-8-13	20 May 2021	2.EGPU-8-1	23 Jan 2025	2.EGFA-4	10 Jul 2025	2.EGBO-8	10 Jul 2025
2.EGPB-8-14	2 Dec 2021	2.EGPU-8-2	23 Jan 2025	2.EGFA-5	12 Jun 2025	2.EGBO-2-1	26 Dec 2024
2.EGPB-8-15	2 Dec 2021	2.EGPU-8-3	23 Jan 2025	2.EGFA-6	12 Jun 2025	2.EGTB-1	13 Jun 2024
2.EGFH-1	23 Jan 2025	2.EGPU-8-4	23 Jan 2025	2.EGFA-2-1	12 Jun 2025	2.EGTB-2	20 Feb 2025
2.EGFH-2	12 Jun 2025	2.EGNL-1	18 Apr 2024	2.EGEW-1	14 Jul 2022	2.EGTB-3	10 Jul 2025
2.EGFH-3	1 Dec 2022	2.EGNL-2	31 Oct 2024	2.EGEW-2	14 Jul 2022	2.EGTB-4	20 Feb 2025
2.EGFH-4	10 Jul 2025	2.EGNL-3	31 Oct 2024	2.EGEW-3	10 Jul 2025	2.EGTB-5	10 Jul 2025
2.EGFH-5	10 Jul 2025	2.EGNL-4	10 Jul 2025	2.EGEW-4	14 Jul 2022	2.EGTB-6	20 Feb 2025
2.EGFH-6	16 May 2024	2.EGNL-5	31 Oct 2024	2.EGEW-5	14 Jul 2022	2.EGTB-7	20 Feb 2025
2.EGFH-2-1	1 Dec 2022	2.EGNL-6	10 Jul 2025	2.EGEW-6	14 Jul 2022	2.EGTB-2-1	20 Feb 2025
2.EGBM-1	14 Jul 2022	2.EGNL-7	10 Jul 2025	2.EGEW-2-1	13 Aug 2020	2.EGHG-1	11 Jul 2024
2.EGBM-2	3 Oct 2024	2.EGNL-8	31 Oct 2024	2.EGLM-1	10 Jul 2025	2.EGHG-2	15 May 2025
2.EGBM-3	10 Jul 2025	2.EGNL-9	31 Oct 2024	2.EGLM-2	20 Mar 2025	2.EGHG-3	15 May 2025
2.EGBM-4	10 Jul 2025	2.EGNL-2-1	31 Oct 2024	2.EGLM-3	10 Jul 2025	2.EGHG-4	10 Jul 2025
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
2.EGBM-6	3 Oct 2024	2.EGNL-8-2	13 Jun 2024	2.EGLM-5	10 Jul 2025	2.EGHG-6	10 Jul 2025
2.EGBM-2-1	3 Oct 2024	2.EGNL-8-3	2 Nov 2023	2.EGLM-6	20 Mar 2025	2.EGHG-7	10 Jul 2025
* 2.EGNV-1	7 Aug 2025	2.EGNL-8-4	23 Jan 2025	2.EGLM-2-1	20 Mar 2025	2.EGHG-8	10 Jul 2025
* 2.EGNV-2	7 Aug 2025	2.EGNL-8-5	2 Nov 2023	2.EGLM-4-1	02 Mar 2017	2.EGHG-2-1	15 May 2025
* 2.EGNV-3	7 Aug 2025	2.EGNL-8-6	2 Nov 2023	2.EGPC-1	28 Nov 2024	2.EGHG-8-1	11 Jul 2024
* 2.EGNV-4	7 Aug 2025	2.EGNL-8-7	21 Mar 2024	2.EGPC-2	21 Mar 2024	2.EGHG-8-2	11 Jul 2024
* 2.EGNV-5	7 Aug 2025	2.EGNL-8-8	8 Sep 2022	2.EGPC-3	28 Nov 2024	2.EGHG-8-3	20 Apr 2023
* 2.EGNV-6	7 Aug 2025	2.EGNO-1	23 Jan 2025	2.EGPC-4	10 Jul 2025	2.EGHG-8-4	11 Jul 2024
* 2.EGNV-7	7 Aug 2025	2.EGNO-2	3 Oct 2024	2.EGPC-5	28 Nov 2024	2.EGHG-8-5	11 Jul 2024
* 2.EGNV-8	7 Aug 2025	2.EGNO-3	3 Oct 2024	2.EGPC-6	10 Jul 2025	2.EGHG-8-6	20 Apr 2023
2.EGNV-9	18 Apr 2024	2.EGNO-4	3 Oct 2024	2.EGPC-7	10 Jul 2025	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
* 2.EGNV-2-1	7 Aug 2025	2.EGNO-6	10 Jul 2025	2.EGPC-9	28 Nov 2024	3.EGBC-1	10 Jul 2025
* 2.EGNV-2-2	7 Aug 2025	2.EGNO-7	3 Oct 2024	2.EGPC-10	23 Feb 2023	3.EGBC-2	20 Mar 2025
2.EGNV-4-1	17 Apr 2025	2.EGNO-8	10 Jul 2025	2.EGPC-2-1	28 Nov 2024	3.EGBC-3	20 Mar 2025
2.EGNV-5-1	17 Apr 2025	2.EGNO-9	10 Jul 2025	2.EGPC-8-1	10 Aug 2023	3.EGBC-4	20 Apr 2023
2.EGNV-8-1	16 May 2024	2.EGNO-10	23 Jan 2025	2.EGPC-8-2	10 Aug 2023	3.EGBC-5	20 Apr 2023

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3.EGLW-1	10 Jul 2025
3.EGLW-2	26 Dec 2024
3.EGLW-3	28 Dec 2023
3.EGLW-4	28 Dec 2023
3.EGLW-5	13 Jun 2024
3.EGLW-6	26 Dec 2024
3.EGLW-7	10 Jul 2025
3.EGLW-8	28 Dec 2023
3.EGLW-9	28 Dec 2023
3.EGLW-2-1	17 Apr 2025
3.EGLW-4-1	16 Jun 2022
3.EGHK-1	11 Jul 2024
3.EGHK-2	11 Jul 2024
3.EGHK-3	14 Jul 2022
3.EGHK-4	14 Jul 2022
3.EGHK-5	11 Jul 2024
3.EGHK-6	10 Jul 2025
3.EGHK-7	4 Nov 2021
3.EGHK-2-1	15 May 2025
3.EGDP-1	13 Jun 2024
3.EGDP-2	30 Nov 2023
3.EGDP-3	5 Sep 2024
3.EGDP-4	5 Sep 2024
3.EGDP-5	5 Sep 2024
3.EGDP-6	10 Jul 2025
3.EGDP-7	10 Jul 2025
3.EGDP-2-1	5 Sep 2024
3.EGDP-4-1	11 Jul 2024
3.EGHT-1	5 Sep 2024
3.EGHT-2	26 Dec 2024
3.EGHT-3	15 May 2025
3.EGHT-4	15 May 2025
3.EGHT-5	10 Jul 2025
3.EGHT-2-1	17 Apr 2025

GEN 2.3 CHART SYMBOLS

AERONAUTICAL CHART SYMBOLOGY

AERODROME - Civil	
AERODROME - Civil, limited or no facilities	
HELIPORT - Civil	
AERODROME - Government, available for Civil use	
AERODROME - Government	
HELIPORT - Government	
MICROLIGHT FLYING SITES	
DISUSED or ABANDONED Aerodrome	
Aerodrome ELEVATION AMSL	250 250
AERODROME - Training Aerodrome: flight training, including circuit training, takes place from this aerodrome. See UK AIP ENR 1.1 & ENR 5.5	
AERODROME - Unusual Activity: Unusual aerial activities including aerobatic and formation flights take place from this aerodrome. See UK AIP ENR 1.1 & ENR 5.5	
Aerodrome having one or more IAPs outside Controlled Airspace	
AERODROME TRAFFIC ZONE (ATZ)	
Customs Aerodromes	
AERODROME LIGHT BEACON	
GLIDER LAUNCHING SITES	
a. Primary activity at locations showing Maximum Altitude of winch launch. AMSL	
b. Additional activity at locations showing Maximum Altitude of winch launch. AMSL	
c. Additional activity without cables	
HANG/PARA GLIDING - showing Maximum Altitude of winch launch. AMSL	
FREE-FALL PARACHUTING DROP ZONE	
OTHER SPORTING & RECREATIONAL ACTIVITIES	
Showing Maximum Altitude AMSL: K = Kite Flying. M = Model Aircraft Flying. R = Rocket Launch Sites. See UK AIP ENR 5.5	
RADIO NAVIGATION AIDS	
Distance Measuring Equipment (DME)	
VHF Omnidirectional Radio Range (VOR)	
Collocated, freq-paired VOR/DME	
UHF Tactical Air Navigation Aid (TACAN)	
Non-Directional Radio Beacon (NDB and NDB(L))	
Other Navigational Aids	
VOR COMPASS ROSE	
Oriented on Magnetic North	
Marine Light	
Lightship	
MAXIMUM ELEVATION FIGURES (MEF)	
MILITARY AERODROME	
TRAFFIC ZONE (MATZ)	
Standard MATZ with two stubs and LARS	
CONTROLLED AIRSPACE	
Annotation of vertical limits for controlled airspace which have an upper limit of FL195 are shown with a plus (+) after their base level altitude, eg 3000'-FL195 is shown as 3000'+. Where the upper limit is below FL195 both base and upper limits are shown. Airspace vertical limits are defined by altitude/flight level unless otherwise noted. Wide tint banding denotes the extremity of controlled airspace and narrow tint banding denotes level changes within area.	
All airspace not covered by classes A-E	
Controlled Airspace or ATZ with Lower Limit as the surface	
Low Level Corridor or Special Route	
Radar Advisory Service Zone or Area	
Air Traffic Service Unit (ATSU) Area	
Transponder Mandatory Zone (TMZ)	
Radio Mandatory Zone (RMZ)	
RMZ/TMZ	
Reporting Point	
Compulsory Reporting Point	
Altimeter Setting Region (ASR) Boundary	
AIAA and ATA areas	
Lines of equal magnetic variation	
Special Access Lane Entry/Exit (indicates centre of lane)	
Visual Reference Point (VRP) Location identified by	
AIRSPACE RESTRICTIONS	
Prohibited 'P', Restricted 'R' and Danger Areas 'D' are shown with identification number/effective altitude (in thousands of feet AMSL) or a Flight Level. Areas activated by NOTAM are shown with a broken boundary line	
HIGH INTENSITY RADIO TRANSMISSION AREA (HIRTA)	
BIRD SANCTUARIES	
GAS VENTING OPERATIONS	
LASER SITES	
AIR NAVIGATION OBSTACLES	
Exceptionally High Obstacle (Lighted) 1000ft or more AGL	
Single Obstacle (Unlighted)	
Multiple Obstacle (Lighted)	
Cable joining Obstacles	
Wind Turbine (Single Unlighted)	
Windfarm (Multiple Lighted) minor group	
Windfarm (Multiple Lighted) major group	

CHANGE (8/25): OTHER SPORTING & RECREATIONAL ACTIVITIES ADDED.

AERO INFO DATE 14 MAY 25

GEN 2.3 CHART SYMBOLS (continued)

ADDITIONAL SYMBOLS FOR THE 1:250,000 TOPOGRAPHICAL AIR CHARTS

AERODROMES - Field limits with hard runway pattern.....	Civil..... Government.....
- Showing disused runways as solid patterns	
HELIPORT.....	
MINOR AERODROME with runway pattern unknown or not portrayable and where flying training may be taking place	
DISUSED or ABANDONED Aerodrome. Shown for navigational landmark purposes only	
Power Transmission Line	
Power Transmission Line over 200' AGL	
Low Level Corridor or Special.....	750'-2500' or

ADDITIONAL SYMBOLS FOR THE 1:50,000 HELICOPTER ROUTES IN THE LONDON CTR & THE LONDON CITY CTR (LONDON HELI CHART)

Annotation of vertical limits for controlled airspace which have an upper limit of FL195 are shown with a plus (+) after their base level/altitude, eg 3000'-FL195 is shown as 3000' +. Where the upper limit is below FL195 both base and upper limits are shown.	
.....	LONDON CTR SFC-2500' ALT
.....	LONDON TMA 2500' ALT +
Cable Car, etc.	
Power Transmission Line (80'-200' AGL)	
Power Transmission Line (over 200' AGL)	
Hospital Helicopter Landing Site	
Aerodrome Traffic Zone (ATZ) circle 2.0NM or 2.5NM radius and Local Flying Area within the London CTR	
Route from BEDFONT to SIPSON & vice versa, as directed by ATC	
Helicopter Routes	
Helicopter Routes not available to single-engined Helicopters at night	
Compulsory & On Request Reporting Point	
Reporting Points where Holding may be required	
Route Identifier	
Maximim Route Altitude between Max Altitude extent markers []	
Suggested Minimum Route Altitude to achieve required obstacle clearance between consecutive reporting points [/]	
Special Access Lane, Entry/Exit	
Aerodromes With Instrument Approach Procedures (IAP) Outside Controlled Airspace. Pilots are strongly recommended to contact aerodrome ATSU before flying within 10nm of any aerodrome marked with instrument approach feathers. Note that the feathers only align with the main instrument runway. There may also be approaches to other runways as well.	
Runway Extended Centrelines	

CHANGE (1/25): UPDATE, VARIOUS.

AERO INFO DATE 07 NOV 24

ADDITIONAL SYMBOLS FOR AERODROME AND AIRCRAFT PARKING/DOCKING CHARTS - ICAO

Wind Direction Indicator													
Illuminated Wind Direction Indicator													
Aerodrome Reference Point													
Runway Visual Range													
Pattern A (CAT I) Holding Position Closest to the Runway													
Pattern B (CAT II/III) Holding Position													
Intermediate Holding Position													
Holding Position Signs													
Helicopter Approach Aiming Point													
Helicopter Training Area													
Approach Lighting, simple approach - 2 bar (spacing not to scale)													
Approach Lighting													
Supplementary Lighting (spacing not to scale)													
Precision Approach Path Indicator (PAPI).....													
Runway Lighting													
Aerodrome Radar													
Aerodrome Radar (lit)													
Aerodrome Radar and Obstacle													
Aerodrome Radar and Obstacle (lit)													
Centreline, Threshold and Touch-Down Zone Markings:													
Starter Extension/Stopway													
Taxiway Centreline, Stands & TRP													
Apron													
Operational Taxiway													
Disused Area													
Apron/Taxiway/Runway													
Grass Apron/Taxiway/Runway													
Hot Spot													
Lighting Table	<table> <tr> <th colspan="2">LIGHTING</th></tr> <tr> <td>APCH 05/23</td><td>HI 900m with 5 crossbars.</td></tr> <tr> <td>THR 05/23</td><td>HI green W bars.</td></tr> <tr> <td>THR 12/30</td><td>HI green W bars.</td></tr> <tr> <td>RWY 05/23</td><td>HI white final 600m yellow. HI white final 600m yellow. HI white final 600m yellow.</td></tr> <tr> <td>TWY</td><td>Blue edge between THR 12 and THR 05 round apron. (but not via Hold C) Green C/L through north apron. Guard lights and stop bars at Holds A and F. Guard lights and stop bars at Holds A and F.</td></tr> </table>	LIGHTING		APCH 05/23	HI 900m with 5 crossbars.	THR 05/23	HI green W bars.	THR 12/30	HI green W bars.	RWY 05/23	HI white final 600m yellow. HI white final 600m yellow. HI white final 600m yellow.	TWY	Blue edge between THR 12 and THR 05 round apron. (but not via Hold C) Green C/L through north apron. Guard lights and stop bars at Holds A and F. Guard lights and stop bars at Holds A and F.
LIGHTING													
APCH 05/23	HI 900m with 5 crossbars.												
THR 05/23	HI green W bars.												
THR 12/30	HI green W bars.												
RWY 05/23	HI white final 600m yellow. HI white final 600m yellow. HI white final 600m yellow.												
TWY	Blue edge between THR 12 and THR 05 round apron. (but not via Hold C) Green C/L through north apron. Guard lights and stop bars at Holds A and F. Guard lights and stop bars at Holds A and F.												

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator		Route Usage Notes					
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna		Remarks	
(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
					↓	↑	
△	ICTAM	513137.37N 0010948.12W					Intersection with M197, T421 and Q63.
(RNAV 5)		280°/100°	18.7 NM	FL 460 / FL 95	even FL 430 / FL 100	odd FL 450 / FL 250	FL 460/FL 195 Class C, FL 195/FL 95 Class A. Between ICTAM and 7NM from ICTAM: London ACC Freq: 134.460 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 135.805 (Below FL 215 to FL 155); Freq: 134.125 (Below FL 155). Between 7NM from ICTAM and SAWPE: London ACC Freq: 134.460 (FL 305 and above); Freq: 133.600 (Below FL 305 to FL 265); Freq: 134.755 (Below FL 265 to FL 115); Freq: 134.125 (Below FL 115).
△	SAWPE	513504.67N 0013916.42W					FRA Entry/Exit Point. Extremity of L179.
<u>Route Remarks:</u> GILTI - TERKO CDR H24. Rest of L179 - PERM. See also ENR 1.1, paragraph 1.1.3.							

Route Designator		Route Usage Notes				
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna		Remarks
(RNP/RNAV Type & Accuracy)		MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min	
					↓	↑
L180						
△	LEKCI	513440.46N 0025314.66W				
(RNAV 1)		- /107°	26.6 NM	FL 245 / FL 195		odd FL 230 / FL 210
						Eastbound route only btn ZIPWE and LEKCI. Extremity of L180. Class C. London ACC Freq: 134.755 (All Levels).
△	ZIPWE	514235.40N 0033400.70W				
(RNAV 1)		066°/246°	14.3 NM	FL 245 / FL 125	odd FL 230 / FL 130	even FL 240 / FL 200
						FL 245/FL 195 Class C, FL 195/FL 125 Class A. 0600-2300 (0500-2200) London ACC Freq: 134.755 (Above FL 165); Cardiff APP Freq: 125.855 (FL 165 and below). 2300-0600 (2200-0500) London ACC Freq: 134.755 (All Levels).
△	TIGWE	514822.73N 0031257.91W				

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator		Route Usage Notes					
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna		Remarks	
(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
					↓	↑	
(RNAV 1)		068°/248°	16.0 NM	FL 245 / FL 125	odd FL 230 / FL 130	even FL 240 / FL 200	FL 245/FL 195 Class C, FL 195/FL 125 Class A. 0600-2300 (0500-2200) London ACC Freq: 134.755 (Above FL 165); Cardiff APP Freq: 125.855 (FL 165 and below). 2300-0600 (2200-0500) London ACC Freq: 134.755 (All Levels).
△	OXCUD	515423.03N 0024906.11W					Eastbound route only btn OXCUD and FIGZI.
(RNAV 1)		068°/ -	8.6 NM	FL 245 / FL 125	odd FL 230 / FL 130		Between OXCUD and the western boundary of Cotswold CTA 15 (515448N 0024727W): FL 245/FL 195 Class C, FL 195/FL 125 Class A. 0600-2300 (0500-2200) London ACC Freq: 134.755 (Above FL 165); Cardiff APP Freq: 125.855 (FL 165 and below). 2300-0600 (2200-0500) London ACC Freq: 134.755 (All Levels). Between the western boundary of Cotswold CTA 15 (515448N 0024727W) and FIGZI: Class C. London ACC Freq: 134.755 (All Levels).
△	FIGZI	515734.77N 0023613.57W					Extremity of L180.
Route Remarks: TIGWE – FIGZI CDR H24. Rest of L180 Perm.							

Route Designator		Route Usage Notes						
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks	
(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	
					↓	↑		
L186								
△	TURNBERRY DME (TRN)	551848.28N 0044701.91W					Westbound route only. Extremity of L186. Intersection with N562 and P600.	
(RNAV 5)		- /184°	17.0 NM	FL 255 / 6000 FT ALT			even FL 240 / FL 80	FL 255/FL 195 Class C, FL 195/Alt 6000 FT Class D. Scottish ACC Freq: 124.825 (All Levels).
△	NORBO	553545.36N 0044543.46W		TRN R003 17.0 NM 586 FT			Extremity of L186.	

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator		Route Usage Notes				
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna		Remarks
(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
P166						
△	DAVENTRY DME (DTY)	521048.51N 0010649.64W				Eastbound route only. Extremity of P166.
(RNAV 5)		067° / -	10.5 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: 127.880 (FL 295 and above); Freq: 127.105 (Below FL 295 to FL 215); Freq: 130.925 (Below FL 215).
△	WELIN	521450.25N 0005108.41W		HON R101 30.6 NM 435 FT		
(RNAV 5)		073° / -	23.8 NM	FL 460 / FL 205	odd FL 450 / FL 210	Class C. London ACC Freq: 133.940 (All Levels).
△	BANTO	522127.65N 0001357.38W				Extremity of P166. Intersection with P155.

Route Designator		Route Usage Notes				
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna		Remarks
(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
P600						
△	ROTEV	540143.72N 0060358.39W				Northbound route only btn ROTEV and BLACA. FIR Boundary.
(RNAV 5)		028° / -	37.8 NM	FL 255 / FL 75	odd FL 250 / FL 90	FL 255/FL 195 Class C, FL 195/FL 75 Class D. Scottish ACC Freq: 123.775 (All Levels).
△	GOTNA	543541.43N 0053552.85W				
(RNAV 5)		043° / -	23.1 NM	FL 255 / FL 55	odd FL 250 / FL 70	FL 255/FL 195 Class C, FL 195/FL 55 Class D. Scottish ACC Freq: 123.775 (All Levels).
△	BLACA	545300.00N 0050931.92W		TRN R208 28.9 NM 586 FT		Intersection with P620.
(RNAV 5)		028°/208°	15.3 NM	FL 255 / FL 55	odd FL 250 / FL 70	FL 255/FL 195 Class C, FL 195/FL 55 Class D. Scottish ACC Freq: 123.775 (All Levels).
△	TUNSO	550640.24N 0045740.78W		TRN R208 13.6 NM 586 FT		
(RNAV 5)		028°/208°	5.0 NM	FL 255 / FL 55	odd FL 250 / FL 70	FL 255/FL 195 Class C, FL 195/FL 55 Class D. Scottish ACC Freq: 123.775 (All Levels).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator		Route Usage Notes				
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna		Remarks
(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
				↓	↑	
△	GIRVA	551107.99N 0045346.67W	TRN R208 8.6 NM 586 FT			Base level change is aligned with Scottish TMA.
(RNAV 5)	028°/208°	8.6 NM	FL 255 / 6000 FT ALT	odd FL 250 / FL 70	even FL 240 / FL 80	FL 255/FL 195 Class C, FL 195/Alt 6000 FT Class D. Scottish ACC Freq: 124.825 (All Levels).
△	TURNBERRY DME (TRN)	551848.28N 0044701.91W				
(RNAV 5)	036°/217°	29.4 NM	FL 255 / 6000 FT ALT	odd FL 250 / FL 70	even FL 240 / FL 80	FL 255/FL 195 Class C, FL 195/Alt 6000 FT Class D. Scottish ACC Freq: 124.825 (All Levels).
△	FENIK	554254.65N 0041730.91W	GOW R152 10.7 NM 46 FT			Intersection with L612.
(RNAV 5)	037°/217°	5.4 NM	FL 255 / 6000 FT ALT	odd FL 250 / FL 70	even FL 240 / FL 80	FL 255/FL 195 Class C, FL 195/Alt 6000 FT Class D. Scottish ACC Freq: 124.825 (All Levels).
△	GOSAM	554719.18N 0041202.10W	TRN R035 34.8 NM 586 FT			
(RNAV 5)	037°/217°	30.0 NM	FL 255 / 6000 FT ALT	odd FL 250 / FL 70	even FL 240 / FL 80	FL 255/FL 195 Class C, FL 195/Alt 6000 FT Class D. Scottish ACC Freq: 124.825 (All Levels).
△	GRICE	561148.00N 0034107.79W	GOW R053 32.2 NM 46 FT			Intersection with N601.
(RNAV 5)	037°/217°	2.7 NM	FL 255 / 6000 FT ALT	odd FL 250 / FL 70	even FL 240 / FL 80	FL 255/FL 195 Class C, FL 195/Alt 6000 FT Class D. Scottish ACC Freq: 124.825 (All Levels).
△	ENUKU	561400N 0033819W				
(RNAV 5)	037°/217°	4.4 NM	FL 255 / FL 55	odd FL 250 / FL 70	even FL 240 / FL 60	FL 255/FL 195 Class C, FL 195/FL 55 Class A. Scottish ACC Freq: 124.500 (All Levels).
△	EDONU	561736N 0033341W				
(RNAV 5)	037°/217°	5.6 NM	FL 255 / FL 85	odd FL 250 / FL 90	even FL 240 / FL 100	FL 255/FL 195 Class C, FL 195/FL 85 Class A. Scottish ACC Freq: 124.500 (All Levels).
△	FINDO	562209.05N 0032748.80W				
(RNAV 5)	037°/217°	5.4 NM	FL 255 / FL 85	odd FL 250 / FL 90	even FL 240 / FL 100	FL 255/FL 195 Class C, FL 195/FL 85 Class A. Scottish ACC Freq: 124.500 (All Levels).
△	PERTH VOR (PTH)	562632.63N 0032206.96W				
(RNAV 5)	036°/216°	18.4 NM	FL 255 / FL 105	odd FL 250 / FL 110	even FL 240 / FL 120	FL 255/FL 195 Class C, FL 195/FL 105 Class A. Scottish ACC Freq: 124.500 (All Levels).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator		Route Usage Notes				
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna		Remarks
(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
				↓	↑	
T256						
△	DEAN CROSS DME (DCS)	544318.88N 0032026.30W				Eastbound route only. Extremity of T256. Intersection with L612, N57 and N864.
(RNAV 5)		- /135°	19.1 NM	FL 245 / FL 95		odd FL 230 / FL 110 FL 245/FL 195 Class C, FL 195/FL 95 Class A. (Variable lower limit) Scottish ACC Freq: 124.825 (All Levels).
△	RIPNO	545632N 0034415W				
(RNAV 5)		- /135°	17.3 NM	FL 245 / FL 85		odd FL 230 / FL 90 FL 245/FL 195 Class C, FL 195/FL 85 Class A. Scottish ACC Freq: 124.825 (All Levels).
△	OSMEG	550826N 0040603W				
(RNAV 5)		- /135°	3.2 NM	FL 245 / 6000 FT ALT		odd FL 230 / FL 70 FL 245/FL 195 Class C, FL 195/Alt 6000 FT Class D. Scottish ACC Freq: 124.825 (All Levels).
△	ORVUL	551038.52N 0041007.02W				
(RNAV 5)		- /143°	16.7 NM	FL 255 / 6000 FT ALT		odd FL 250 / FL 70 FL 255/FL 195 Class C, FL 195/ALT 6000 FT Class D. Scottish ACC Freq: 124.825 (All Levels).
△	ROVLA	552338.18N 0042824.96W				
(RNAV 5)		- /143°	15.6 NM	FL 255 / 6000 FT ALT		odd FL 250 / FL 70 FL 255/FL 195 Class C, FL 195/ALT 6000 FT Class D. Scottish ACC Freq: 124.825 (All Levels).
△	NORBO	553545.36N 0044543.46W		TRN R003 17.0 NM 586 FT		Extremity of T256.
Route Remarks:						
Variable lower limit: Daily from 0700-2000 (0600-1900) btn DCS and RIPNO the lower limit is FL 125.						

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			Remarks
(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	
				↓	↑		
T418							
△	UMLAT	514019.70N 0004139.32W		DTY R152 34.3 NM 600 FT			Westbound route only. Extremity of T418.
(RNAV 5)		356° / -	20.9 NM	FL 460 / FL 95	even FL 430 / FL 100		FL 460/FL 195 Class C, FL 195/FL 95 Class A. London ACC Freq: 127.430 (FL 305 and above); Freq: 132.605 (Below FL 305 to FL 215); Freq: 127.955 (Below FL 215 to FL 175); Freq: 135.800 (Below FL 175 to FL 155); Freq: 129.280 (Below FL 155 to FL 115); Freq: 118.825 (Below FL 115).
△	WOBUN	520110.27N 0004400.00W		DTY R123 17.1 NM 600 FT			
(RNAV 5)		342° / -	14.4 NM	FL 460 / FL 95	even FL 430 / FL 100		FL 460/FL 195 Class C, FL 195/FL 95 Class A. London ACC Freq: 127.880 (FL 295 and above); Freq: 127.105 (Below FL 295 to FL 195); Freq: 130.925 (Below FL 195).
△	WELIN	521450.25N 0005108.41W		HON R101 30.6 NM 435 FT			Extremity of T418. Intersection with T420.

Route Designator		Route Usage Notes				
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna		Remarks
(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
				↓	↑	
T420						
△	ALESO	503432.24N 0011331.50E				Westbound route only btn ALESO and WELIN. FIR/UIR Boundary. For continuation see AIP France.
(RNAV 5)		314° / -	24.0 NM	FL 460 / FL 95	even FL 430 / FL 100	FL 460/FL 195 Class C, FL 195/FL 95 Class A. London ACC Freq: 128.430 (FL 195 and above); Freq: 120.175 (Below FL 195).
△	ROTNO	505126.07N 0004641.20E				
(RNAV 5)		314° / -	9.5 NM	FL 460 / FL 95	even FL 430 / FL 100	FL 460/FL 195 Class C, FL 195/FL 95 Class A. London ACC Freq: 127.430 (FL 355 and above); Freq: 128.430 (Below FL 355 to FL 195); Freq: 120.175 (Below FL 195).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator		Route Usage Notes					
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna		Remarks	
(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
					↓	↑	
△	OTBUN	551650.10N 0022600.00W					
(RNAV 5)		300°/120°	10.0 NM	FL 460 / FL 155	even FL 430 / FL 160	odd FL 450 / FL 170	FL 460/FL 195 Class C, FL 195/FL 155 Class A. Scottish ACC Freq: 135.855 (FL 255 and above); Freq: 124.500 (Below FL 255).
△	IPSAD	552145N 0024114W					
(RNAV 5)		300°/120°	12.1 NM	FL 460 / FL 115	even FL 430 / FL 120	odd FL 450 / FL 130	FL 460/FL 195 Class C, FL 195/FL 115 Class A. Scottish ACC Freq: 135.855 (FL 255 and above); Freq: 124.500 (Below FL 255).
△	HAVEN	552740.00N 0025946.67W		TLA R101 12.4 NM 2773 FT			FRA Entry Point.
(RNAV 5)		282°/102°	12.4 NM	FL 460 / FL 95	even FL 430 / FL 100	odd FL 450 / FL 110	FL 460/FL 195 Class C, FL 195/FL 95 Class D. Scottish ACC Freq: 135.855 (FL 255 and above); Freq: 124.500 (Below FL 255).
△	TALLA VOR/DME (TLA)	552956.84N 0032110.09W					FRA Entry/Exit Point. Eastbound route only btn NORBO and TLA. Intersection with N601 and N864.
(RNAV 5)		- /098°	48.4 NM	FL 255 / 6000 FT ALT		odd FL 250 / FL 70	FL 255/FL 195 Class C, FL 195/ALT 6000 FT Class D. Scottish ACC Freq: 135.855 (FL 255 and above); Freq: 124.825 (Below FL 255).
△	NORBO	553545.36N 0044543.46W		TRN R003 17.0 NM 586 FT			Extremity of Y96.

Route Remarks:

AGPED - IPSAD may not be available due to activity within either EGD512A or EGD512B (Otterburn Danger Areas).

RENEQ - NATEB CDR H24

Route Designator		Route Usage Notes				
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna		Remarks
(RNP/RNAV Type & Accuracy)		MAG Track ↓ / ↑	Geodesic Distance	Upper limit / Lower limit	IFR cruising levels max/min	
					↓	↑
Y110						
△	ORIST	500000N 0015042W				Eastbound route only. FIR/UIR Boundary. Continues as UY110 (see AIP France).
(RNAV 5)		005°/ -	8.4 NM	FL 460 / FL 125	even FL 430 / FL 200 odd FL 190 / FL 130	
FL 460/FL 195 Class C, FL 195/FL 125 Class A. London ACC Freq: 134.440 (FL 345 and above); Freq: 127.830 (Below FL 345 to FL 225); Freq: 129.430 (Below FL 225).						

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
				↓	↑	
△ VEXEN	500821.98N 0014934.38W					Intersection with L980.
(RNAV 5)	016° -	22.5 NM	FL 460 / FL 105	odd FL 150 / FL 110		FL 460/FL 195 Class C, FL 195/FL 105 Class A. Between VEXEN and 5 NM from VEXEN: London ACC Freq: 134.440 (FL 345 and above); Freq: 127.830 (Below FL 345 to FL 225); Freq: 129.430 (Below FL 225). Between 5 NM from VEXEN and THRED: London ACC Freq: 129.430 (All Levels).
△ THRED	502955.11N 0013950.03W		SAM R203 30.0 NM 64 FT			Extremity of Y110. Intersection with Q41 and Z171.
Route Remarks: CDR FL 225 and above H24. Below FL 225 - PERM. Due to ATC operational requirements, the cruising level allocation above FL 195 between ORIST and VEXEN is inappropriate to the MAG Track. See also ENR 1.1, paragraph 1.1.3.						

Route Designator		Route Usage Notes					
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna		Remarks	
(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
					↓	↑	
Y124							
△	LISTO	530835.93N 0021156.54W		POL R185 36.2 NM 1438 FT		Eastbound route only. Available for jet traffic only. Extremity of Y124.	
(RNAV 5)		- /096°	15.9 NM	FL 245 / FL 195		odd FL 230 / FL 210	Class C. Scottish ACC Freq: 118.780 (All Levels).
△	MOGTA	531008N 0023810W				Intersection with Y53.	
(RNAV 5)		- /095°	20.1 NM	FL 245 / FL 195		odd FL 230 / FL 210	Class C. Scottish ACC Freq: 118.780 (All Levels).
△	AMPIT	531139.41N 0031132.59W				Intersection with L15.	
(RNAV 5)		- /095°	15.9 NM	FL 245 / FL 195		odd FL 230 / FL 210	Class C. Scottish ACC Freq: 133.050 (All Levels).
△	DOLOP	531250.90N 0033750.73W					
(RNAV 5)		- /095°	12.9 NM	FL 245 / FL 195		odd FL 230 / FL 210	Class C. Scottish ACC Freq: 133.050 (All Levels).

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator		Route Usage Notes					
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna		Remarks	
(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	
				↓	↑		
Z246							
△	HERON	552035.29N 0050000.00W				Westbound route only. Extremity of Z246. Intersection with N562.	
(RNAV 1)		- /224°	6.1 NM	FL 255 / 5500 FT ALT		even FL 240 / FL 80	FL 255/FL 195 Class C, FL 195/ALT 5500 FT Class D. Scottish ACC Freq: 127.275 (All Levels).
△	DAUNT	552508.18N 0045246.93W				Extremity of Z246.	

Route Designator		Route Usage Notes					
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna		Remarks	
(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	
				↓	↑		
Z247							
△	HERON	552035.29N 0050000.00W				Westbound route only. Extremity of Z247. Intersection with N562.	
(RNAV 1)		- /261°	6.0 NM	FL 255 / 5500 FT ALT		even FL 240 / FL 80	FL 255/FL 195 Class C, FL 195/ALT 5500 FT Class D. Scottish ACC Freq: 127.275 (All Levels).
△	AKODA	552144.78N 0044942.12W				Extremity of Z247.	

Route Designator		Route Usage Notes				
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna		Remarks
(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
				↓	↑	
Z248						
△	OSMEG	550826N 0040603W				Eastbound route only. Extremity of Z248. Intersection with T256.
(RNAV 1)		~ /129°	20.1 NM	FL 255 / 5500 FT ALT	odd FL 230 / FL 70	FL 255/FL 195 Class C, FL 195/ALT 5500 FT Class D. Scottish ACC Freq: 124.825 (FL 195 and above); Freq: 121.375 (Below FL 195).
△	LUCCO	552048.54N 0043341.11W				Extremity of Z248.

ENR 3.2 AREA NAVIGATION ROUTES (continued)

Route Designator		Route Usage Notes						
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks	
(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		
				↓	↑			
Z249								
△	OSMEG	550826N 0040603W					Eastbound route only. Extremity of Z249. Intersection with T256.	
(RNAV 1)		- /150°	11.0 NM	FL 255 / 5500 FT ALT			odd FL 230 / FL 70	FL 255/FL 195 Class C, FL 195/ALT 5500 FT Class D. Scottish ACC Freq: 124.825 (FL 195 and above); Freq: 121.375 (Below FL 195).
△	SUDBY	551745.35N 0041606.05W					Extremity of Z249.	

Route Designator		Route Usage Notes						
Significant Point Name		Significant Point Coordinates		Waypoint: IDENT of VOR/DME BRG, DIST & ELEV of DME antenna			Remarks	
(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		
				↓	↑			
Z250								
△	LUCCO	552048.54N 0043341.11W					Eastbound route only. Extremity of Z250.	
(RNAV 1)		095° / -	17.4 NM	FL 255 / 5500 FT ALT	odd FL 230 / FL 70		FL 255/FL 195 Class C, FL 195/ALT 5500 FT Class D. Scottish ACC Freq: 124.825 (FL 195 and above); Freq: 121.375 (Below FL 195).	
△	SUMIN	551945.76N 0040318.17W		TRN R088 25.0 NM 586 FT				
(RNAV 1)		079° / -	37.1 NM	FL 255 / FL 125	odd FL 230 / FL 130		FL 255/FL 195 Class C, FL 195/FL 125 Class D. Scottish ACC Freq: 126.300 (FL 195 and above); Freq: 130.975 (Below FL 195).	
△	HAVEN	552740.00N 0025946.67W		TLA R101 12.4 NM 2773 FT			Extremity of Z250. Intersection with Y96.	

ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 RADIO NAVIGATION AIDS - EN-ROUTE

Name of Station/ MAG Var/ VOR Declination	Ident	Frequency (Channel)	Hours of operation	Coordinates	DME Aerial Elevation	FRA Relevance	Remarks/ Usage
1.	2.	3.	4.	5.	6.	7.	8.
ABERDEEN VOR/DME 0.95°W (2022) 0.37°W (2021)	ADN	114.300 MHz 90X	H24 Hours of operation for aerodrome purposes: HO	571837.62N 0021602.09W	610 FT	IAD	FRA (A): EGPC, EGPE, EGPB, EGPT, EGQL, EGPF, EGPB, EGPB, EGPK FRA (D): EGPC, EGPE, EGPB, EGPT, EGQL APCH Aid to Aberdeen/Dyce. VOR/DME DOC: 90 NM/50,000 FT (200 NM/50,000 FT in Sector R045- 135).
BARKWAY DME 0.55°E (2022)	BKY	109Y 116.250 MHz	H24	515923.17N 0000342.87E	486 FT		No associated En-route VOR. DME DOC: 120 NM/50,000 FT.
BELFAST VOR/DME 2.16°W (2022) 1.2°W (2024)	BEL	117.200 MHz 119X	H24	543940.12N 0061347.66W	221 FT		APCH Aid to Belfast Aldergrove. On Belfast Aldergrove AD. VOR/DME DOC: 40 NM/50,000 FT (200 NM/50,000 FT in Sector R226- 346). There may be VOR bearing fluctuations in Sectors R060-110 and R140-180.
BENBECULA DME 3.17°W (2022)	BEN	86Y 113.950 MHz	H24 Hours of operation for aerodrome purposes: Refer to EGPL AD 2.3 Operational hours.	572840.57N 0072155.08W	46 FT		No associated En-route VOR. APCH Aid to Benbecula. On Benbecula AD. DME DOC: 150 NM/50,000 FT (200 NM/50,000 FT in Sector R197-002).
BERRY HEAD VOR/DME 0.52°W (2022) 0.4°W (2020)	BHD	112.050 MHz 57Y	H24	502354.96N 0032937.28W	218 FT	IAD	FRA (A): EGGH FRA (D): EGGF, EGGD VOR DOC: 85 NM/50,000 FT. DME DOC: 85 NM/50,000 FT (160 NM in Sector R210-015). Due to terrain effects significant bearing errors may occur below 3000 FT in Sector R010-025 at ranges between 14 NM and 19 NM.
BIGGIN DME 0.59°E (2022)	BIG	98X 115.100 MHz	H24	511951.15N 0000205.32E	589 FT		No associated En-route VOR. APCH Aid to Biggin Hill. On Biggin Hill AD. DME DOC: 60 NM/50,000 FT (125 NM/50,000 FT in Sector R284-044 and 100 NM/50,000 FT in Sector R044-134). Due to terrain, coverage at low level is reduced in Sector R114-219. In addition DME unlocks may occur in Sector R004-039 at ranges up to 25 NM.
BOVINGDON DME 0.36°E (2022)	BNN	84Y 113.750 MHz	H24	514334.19N 0003259.10W	558 FT		No associated En-route VOR. DME DOC: 60 NM/50,000 FT.
BRECON DME 0.59°W (2022)	BCN	121Y 117.450 MHz	H24	514331.89N 0031546.92W	1450 FT	D	FRA (D): EGTE No associated En-route VOR. DME DOC: 65 NM/50,000 FT (125 NM/50,000 FT in Sector R136-001).
BROOKMANS PARK DME 0.51°E (2022)	BPK	122X 117.500 MHz	H24	514459.05N 0000624.25W	392 FT		No associated En-route VOR. DME DOC: 40 NM/50,000 FT (80 NM/50,000 FT in Sector R284-359).

ENR 4.1 RADIO NAVIGATION AIDS - EN-ROUTE (continued)

Name of Station/ MAG Var/ VOR Declination	Ident	Frequency (Channel)	Hours of operation	Coordinates	DME Aerial Elevation	FRA Relevance	Remarks/ Usage
1.	2.	3.	4.	5.	6.	7.	8.
CLACTON VOR/DME 0.93°E (2022) 1.3°E (2022)	CLN	114.550 MHz 92Y	H24	515054.50N 0010851.32E	100 FT		VOR/DME DOC: 100 NM/50,000 FT (150 NM/50,000 FT in Sector R314-044).
COMPTON VOR/DME 0.15°E (2022) 0.4°E (2021)	CPT	114.350 MHz 90Y	H24	512929.66N 0011310.89W	498 FT		VOR/DME DOC: 80 NM/50,000 FT (150 NM/50,000 FT in Sector R225- 045 and 130 NM/ 50,000 FT in Sector R045-135).
DAVENTRY DME 0.12°E (2022)	DTY	111X 116.400 MHz	H24	521048.51N 0010649.64W	600 FT		No associated En-route VOR. DME DOC: 60 NM/50,000 FT (75 NM/50,000 FT in Sector R284-344).
DEAN CROSS DME 1.02°W (2022)	DCS	99X 115.200 MHz	H24	544318.88N 0032026.30W	732 FT		No associated VOR. Any VOR indications should be ignored. DME DOC: 100 NM/50,000 FT. Due to terrain, coverage at low level is reduced in Sector R093-163.
DETLING DME 0.78°E (2022)	DET	120X 117.300 MHz	H24	511814.41N 0003550.19E	645 FT		No associated En-route VOR. DME DOC: 60 NM/50,000 FT.
DOVER DME 1.04°E (2022)	DVR	96Y 114.950 MHz	H24	510945.44N 0012132.71E	325 FT		No associated En-route VOR. DME DOC: 80 NM/50,000 FT (200 NM/50,000 FT in Sector R013-073).
DUNDONALD DME 1.65°W (2022)	DUD	101Y 115.450 MHz	H24	553331.70N 0043605.54W	506 FT		No associated En-route VOR. DME DOC: 160 NM/50,000 FT. Coverage is reduced in the sector R115-145.
GAMSTON DME 0.07°E (2022)	GAM	75X 112.800 MHz	H24	531653.28N 0005649.79W	115 FT		No associated En-route VOR. DME DOC: 80 NM/25,000 FT.
GLASGOW DME 1.63°W (2022)	GOW	101X 115.400 MHz	H24 Hours of operation for aerodrome purposes: HO	555213.81N 0042644.60W	46 FT	IAD	FRA (A): EGPI, EGPU FRA (D): EGPI, EGPW, EGPT, EGPU, EGQL No associated En-route VOR. DME DOC: 70 NM/50,000 FT (200 NM/50,000 FT in Sector R241-001). Due to terrain, coverage at low level is reduced in Sectors R346-026 and R181-201.
GOODWOOD DME 0.37°E (2022)	GWC	94Y 114.750 MHz	H24	505118.79N 0004524.25W	122 FT		No associated En-route VOR. DME DOC: 80 NM/50,000 FT. Due to terrain, coverage at low level is reduced in Sector R299-044.
GREAT DUN FELL DME 0.66°W (2022)	DUF	99Y 115.250 MHz	H24	544100.60N 0022703.66W	2803 FT		No associated En-route VOR. DME DOC: 160 NM/50,000 FT. Due to terrain, coverage at low level is reduced in Sector R300-020.
GREEN LOWTHER DME 1.27°W (2022)	GLO	33Y 109.650 MHz	H24	552324.44N 0034411.52W	2408 FT		No associated En-route VOR. DME DOC: 160 NM/50,000 FT. Coverage is reduced in the sectors R005-020 and R235-270.
HENTON NDB 0.28°E (2022)	HEN	433.500 kHz	H24	514535.07N 0004725.05W			No associated En-route navigational dependency. Range 30 NM.
HONILEY VOR/DME 0.09°W (2022) 0.6°E (2023)	HON	113.650 MHz 83Y	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).
ISLE OF MAN VOR/DME 1.48°W (2022) 0.8°W (2022)	IOM	112.200 MHz 59X	H24	540401.12N 0044548.50W	567 FT	I	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 R271-076 and 130 NM/ 50,000 FT in Sector R076-211).

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
EGD138C SHOEBURYNESSE 513700N 0005455E - 513755N 0005740E - 513638N 0005850E - 513544N 0005620E - 513700N 0005455E	Upper limit: 6000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards. Service: SUAAIS: Southend APP on 130.780 MHz when open; at other times London Information on 124.600 MHz. Contact: Pre-flight information: Range Control, Tel: 01702-383211 or 01702-383212. May be activated at the same time as EGD138A and/or EGD138D as a separate activity. SI 1936/714. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD138D SHOEBURYNESSE 513714N 0005536E - 513714N 0011203E - 513000N 0005300E - 513009N 0005115E - 513217N 0004804E - 513400N 0005000E - 513500N 0005018E - 513541N 0005016E - then along the north coast of Foulness Island to 513700N 0005455E - 513714N 0005536E	Upper limit: 60000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 13,000 FT ALT. Vertical Limit OCNL notified to altitudes up to 60,000 FT ALT. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards. Service: SUAAIS: Southend APP on 130.780 MHz when open; at other times London Information on 124.600 MHz. Contact: Pre-flight information: Range Control, Tel: 01702-383211 or 01702-383212. SI 1936/714. SUA Authority: DAATM (DE&S). 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. Hours: Activated by NOTAM.
EGD139 FINGRINGHOE 515000N 0005458E - 514954N 0005852E - 514833N 0005848E - 514839N 0005452E - 515000N 0005458E	Upper limit: 2000 FT ALT Lower limit: SFC	Vertical Limit 1500 FT ALT. Vertical Limit OCNL notified to altitudes up to 2000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS). Service: SUAAIS: London Information on 124.600 MHz. Contact: Pre-flight information / Booking: Range TSO, Tel: 01206-736149. SI 1974/665. SUA Authority: DAATM (DIO). Hours: H24

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
EGD141 HYTHE RANGES 510419N 0010426E - 510212N 0010531E - 510120N 0010148E - 510158N 0010111E - 510323N 0010214E - 510419N 0010426E	Upper limit: 3200 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS). Service: SUAAIS: Lydd Approach on 120.705 MHz when open; at other times London Information on 124.600 MHz. Contact: Pre-flight information / Booking: Range TSO, Tel: 01303-225879. SI 1966/814. SUA Authority: DAATM (DIO). Hours: H24
EGD147 PONTRILAS A circle, 2 NM radius, centred at 515800N 0025300W	Upper limit: 10000 FT ALT Lower limit: SFC	Activity: Para Dropping / Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards. Service: SUAAIS: London Information 124.750 MHz. Contact: Pre-flight information: Air Ops, 01432-357311 Ext 2369. Booking: Range Control, Tel: 01432-357311 Ext 3239. SUA Authority: DAATM (Strategic Command). Hours: H24
EGD148 KEEVIL 511744N 0021016W - 511937N 0020745W - 512055N 0020410W - 511946N 0020305W - 511705N 0020312W - 511602N 0020657W - 511701N 0020929W - 511744N 0021016W	Upper limit: 3200 FT ALT Lower limit: SFC	Activity: Unmanned Aircraft System (VLOS/BVLOS). Service: SUACS: Boscombe Down ATC on 126.705. SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Salisbury Operations, Tel: 01980-674710. SUA Authority: DAATM (JHC HQ). Hours: Activated by NOTAM.
EGD201A ABERPORTH 523427N 0052148W - 520903N 0050057W - 521000N 0050822W - 521307N 0051616W - 522013N 0052151W - 523427N 0052148W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Target Towing / Balloons / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Aberporth Radar on 120.835 MHz / 244.575 MHz, or West Wales Radar on 127.090 MHz. SUAAIS: West Wales Information on 122.155 MHz. Contact: Pre-flight information: Range Control, Tel: 01239-813219. Only available above FL 145 for QinetiQ managed activity. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD201AZ ABERPORTH FBZ 523447N 0052327W - 523520N 0052244W - 523530N 0052138W - 523512N 0052036W - 520914N 0045917W - 520840N 0045923W - 520813N 0045957W - 520801N 0050050W - 520904N 0050859W - 521225N 0051732W - 521959N 0052329W - 523447N 0052327W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.

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
EGD203 SENNYBRIDGE 520743N 0032924W - 520613N 0032645W - 520451N 0032532W - 520252N 0032804W - 520156N 0032943W - 520150N 0033139W - 515858N 0033729W - 515815N 0033935W - 515947N 0034105W - 520211N 0034019W - 520501N 0033532W - 520743N 0032924W	Upper limit: 23000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 23,000 FT ALT Mon-Fri 0800-1800 (0700-1700). Vertical Limit 18,000 FT ALT Mon-Fri 1800-0800 (1700-0700), Fri 1800 (1700) - Mon 0800 (0700). Vertical Limit OCNL notified to altitudes up to 23,000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Unmanned Aircraft System (VLOS/BVLOS). Service: SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Range Control, Tel: 01874-635599. SI 1974/1773. SUA Authority: DAATM (DIO). Hours: H24
EGD203Z SENNYBRIDGE FBZ 520844N 0032952W - 520841N 0032844W - 520650N 0032527W - 520504N 0032353W - 520428N 0032358W - 520211N 0032653W - 520058N 0032902W - 520052N 0033102W - 515808N 0033635W - 515711N 0033922W - 515723N 0034038W - 515936N 0034247W - 520241N 0034148W - 520547N 0033634W - 520844N 0032952W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD207 HOLBEACH 524830N 0001200E - 525400N 0000633E thence clockwise by the arc of a circle radius 6.5 NM centred on 525000N 0001500E to 525300N 0002430E - 524830N 0002000E - 524830N 0001200E	Upper limit: 23000 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / High Energy Manoeuvres / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards. Service: SUACS: Holbeach Range on 122.755 when open. SUAAIS: Holbeach Range on 122.755 when open; at other times London Information on 124.600 MHz. Contact: Pre-flight information: Range Ops, Tel: 01406-550083. Booking: Range ATC, Tel: 01406-550364 Ext 7119. Airborne bookings and free-calling aircraft accepted subject to availability. Associated aircraft operations outside area boundary. 122.755 is a common channel also used by Donna Nook and Pembrey AWRs. Ensure crossing clearance request is specific to Holbeach AWR. SI 1939/1608. UAS BVLOS will not be conducted above 18,000 FT ALT (12,000 FT ALT in the event of the activation of Contingency ATS Route T999). SUA Authority: DAATM (DIO). Hours: Mon-Thu 0900-1700 (0800-1600), Fri 0900-1200 (0800-1100). September - April inclusive Tue, Thu 1700-2200 (1600-2100); and as activated by NOTAM.

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
EGD208 STANFORD 523315N 0004050E - 523320N 0004500E - 523255N 0004800E - 523045N 0005000E - 522650N 0005050E - 522620N 0004830E - 522800N 0004500E - 522900N 0003900E - 523100N 0004000E - 523315N 0004050E	Upper limit: 7500 FT ALT Lower limit: SFC	Vertical Limit 2500 FT ALT. Vertical Limit OCNL notified to altitudes up to 7500 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Unmanned Aircraft System (VLOS/BVLOS). Service: SUAAIS: Lakenheath Zone on 128.900 MHz. Contact: Pre-flight information / Booking: Range Control, Tel: 01842-855367. SI 1970/909 & SI 1975/24 (Amendment). SUA Authority: DAATM (DIO). Hours: H24
EGD211 SWYNNERTON A circle, 0.5 NM radius, centred at 525352N 0021312W	Upper limit: 2400 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS). Service: SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Range TSO, Tel: 01785-763134. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.
EGD213 KINETON A circle, 700 M radius, centred at 520902N 0012656W	Upper limit: 2400 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives. Service: SUAAIS: Coventry Information on 123.830 MHz when open; at other times London Information on 124.600 MHz. Contact: Pre-flight information / Booking: Range TSO, Tel: 01869-257489. SUA Authority: DAATM (HQ Land). Hours: Activated by NOTAM.
EGD215 NORTH LUFFENHAM A circle, 610 M radius, centred at 523754N 0003557W	Upper limit: 2400 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives. Service: SUAAIS: London Information on 124.600 MHz. Contact: Pre-flight information: Guard Room, Tel: 01780-727644. SUA Authority: DAATM (HQ Land). Hours: Activated by NOTAM.
EGD216 CREDENHILL A circle, 2 NM radius, centred at 520453N 0024806W	Upper limit: 10000 FT ALT Lower limit: SFC	Vertical Limit 2300 FT ALT. Vertical Limit OCNL notified to altitudes up to 10,000 FT ALT by NOTAM. Activity: Para Dropping / Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards. Service: SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information: Air Ops, 01432-357311 Ext 2369. Booking: Range Control, Tel: 01432-357311 Ext 3239. SUA Authority: DAATM (Strategic Command). Hours: H24

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
EGD219H RPAS CORRIDOR 610000N 0073143W - 581543N 0055534W - 561337N 0044446W - 553714N 0023450W - 535608N 0021918W - 522603N 0020353W - 523258N 0023414W - 522607N 0025118W - 521902N 0025154W - 535306N 0030946W - 551801N 0032431W - 555211N 0052852W - 580650N 0064941W - 610000N 0083622W - 610000N 0073143W	Upper limit: FL660 Lower limit: FL500	AMC - Manageable. Activity: Unmanned Aircraft System Beyond Visual Line Of Sight. Service: SUACS: Swanwick Mil on 128.700 MHz and 252.875 MHz south of 53 degrees north and from Swanwick Mil on 127.450 MHz and 282.125 MHz north of 53 degrees north. Contact: Booking: Military Airspace Management Cell - Managed Airspace, Tel: 01489-612495. Danger Area Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD219HZ RPAS CORRIDOR FBZ 610000N 0072934W - 581600N 0055345W - 561420N 0044317W - 553800N 0023338W - 553734N 0023307W - 535614N 0021737W - 522553N 0020213W - 522524N 0020234W - 522506N 0020314W - 522501N 0020404W - 523152N 0023401W - 522533N 0024943W - 521835N 0025018W - 521802N 0025113W - 521801N 0025229W - 521832N 0025327W - 535300N 0031127W - 551723N 0032609W - 555128N 0053020W - 580631N 0065129W - 610000N 0083832W - 610000N 0072934W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only.
EGD220A MARHAM A circle, 5 NM radius, centred at 523854N 0003302E	Upper limit: FL105 Lower limit: SFC	Activity: Unmanned Aircraft System (VLOS/BVLOS). Service: SUACS. Marham ATC on 124.155. SAAIS: London Information on 124.600 MHz. Contact: Marham ATC, Tel: 01760-337261. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD220B MARHAM A circle, 5 NM radius, centred at 523854N 0003302E	Upper limit: FL195 Lower limit: FL105	Activity: Unmanned Aircraft System (VLOS/BVLOS). Service: SUACS. Marham ATC on 124.155. SAAIS: London Information on 124.600 MHz. Contact: Marham ATC, Tel: 01760-337261. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD304 UPPER HULME A circle, 1.5 NM radius, centred at 530951N 0015730W	Upper limit: 3500 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS). Service: SAAIS: Manchester APP on 118.580 MHz. Contact: Pre-flight information / Booking: Range TSO, Tel: 01785-763134. SI 1985/1082. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.

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
EGD305 BECKINGHAM 530554N 0004134W - 530542N 0004034W - 530427N 0004044W - 530428N 0004205W - 530534N 0004217W - 530554N 0004134W	Upper limit: 1500 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS). Service: SUA AIS: London Information on 124.600 MHz. Contact: Pre-flight information / Booking: Range TSO, Tel: 07769-730481. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.
EGD307 DONNA NOOK 532331N 0001354E - 532932N 0000503E thence clockwise by the arc of a circle radius 5 NM centred on 532830N 0001315E to 532331N 0001354E	Upper limit: 23000 FT ALT Lower limit: SFC	Vertical Limit 20,000 FT ALT. Vertical Limit OCNL notified to altitudes up to 23,000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / High Energy Manoeuvres / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards. Service: SUACS: Donna Nook Range on 122.755 when open. SUA AIS: Donna Nook Range on 122.755 when open; at other times London Information on 124.600 MHz. Contact: Pre-flight information / Booking: Range ATC, Tel: 01507-359126. Associated aircraft operations outside area boundary. 122.755 is a common channel also used by Holbeach and Pembrey AWRs. Ensure crossing clearance request is specific to Donna Nook AWR. SI 1939/451. SUA Authority: DAATM (DIO). Hours: Mon-Thu 0900-1630 (0800-1530), Fri 0900-1500 (0800-1400). September-April inclusive Mon, Wed 1630-2200 (1530-2100); and as Activated by NOTAM.
EGD314 HARPUR HILL A circle, 0.5 NM radius, centred at 531343N 0015528W	Upper limit: 2900 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives. Service: SUA AIS: Manchester APP on 118.580 MHz. Contact: HSE (The Health and Safety Executive), Tel: 0203-028 2000. SUA Authority: DAATM (DIO). Hours: Mon-Fri 0800-1900 (0700-1800).
EGD323A SOUTHERN COMPLEX 551710N 0001428E - 550143N 0011753E - 543102N 0003132W - 544841N 0005456W - 545744N 0005457W - 551710N 0001428E	Upper limit: FL660 Lower limit: FL50	AMC - Manageable. Activity: High Energy Manoeuvres / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards / Unmanned Aircraft System (BVLOS). Service: SUA AIS: London Information on 125.475 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM. Not available Sat/Sun/PH.

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
EGD510A SPADEADAM 551500N 0025256W - 550112N 0024453W - 550900N 0030000W - 551500N 0025400W - 551500N 0025256W	Upper limit: 15000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 5500 FT ALT. Vertical Limit OCNL notified to altitudes up to 15,000 FT ALT by NOTAM. Activity: Electronic/optical hazards / High Energy Manoeuvres / Para Dropping / Balloons / Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS). Service: SUACS: Spadeadam on 128.725 MHz. SUAAIS: Newcastle APP on 124.380 MHz. Contact: Pre-flight information / Booking: Range ATC, Tel: 01697-749486/749488. SUA Authority: DAATM (HQ Air). Hours: Mon-Thu 0900-1700 (0800-1600), Fri 0900-1600 (0800-1500); and as activated by NOTAM.
EGD510B SPADEADAM 551500N 0025256W - 551500N 0023951W - 550453N 0021743W - 550417N 0021717W - 550206N 0021640W - 550000N 0022752W - 550000N 0024235W - 550112N 0024453W - 551500N 0025256W	Upper limit: 18000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 5500 FT ALT. Vertical Limit OCNL notified to altitudes up to 18,000 FT ALT by NOTAM. Activity: Electronic/optical hazards / High Energy Manoeuvres / Para Dropping / Balloons / Ordnance, Munitions Explosives / Unmanned Aircraft System (VLOS/BVLOS). Service: SUACS: Spadeadam on 128.725 MHz. SUAAIS: Newcastle APP on 124.380 MHz. Contact: Pre-flight information / Booking: Range ATC, Tel: 01697-749486/749488. SUA Authority: DAATM (HQ Air). Hours: Mon-Thu 0900-1700 (0800-1600), Fri 0900-1600 (0800-1500); and as activated by NOTAM.
EGD510C SPADEADAM A circle, 1.5 NM radius, centred at 550243N 0023526W	Upper limit: 18000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 5500 FT ALT. Vertical Limit OCNL notified to altitudes up to 18,000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives. Service: SUACS: Spadeadam on 128.725 MHz. SUAAIS: Newcastle APP on 124.380 MHz. Contact: Pre-flight information / Booking: Range ATC, Tel: 01697-749486/749488. SUA Authority: DAATM (HQ Air). Hours: Mon-Thu 0900-1700 (0800-1600), Fri 0900-1600 (0800-1500); and as activated by NOTAM.

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
EGD512A OTTERBURN 551418N 0020239W - 551054N 0021311W - 551615N 0022552W - 551857N 0022315W - 551525N 0021352W - 551418N 0020239W	Upper limit: 22000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Para Dropping / Unmanned Aircraft System (VLOS). Service: SUAAIS: Scottish Information on 119.875 MHz. Contact: Pre-flight information / Booking: Range Control, Tel: 01912-394261. SI 1971/919 and SI 1980/38. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM. Not from Mon-Fri 0600-0900 (0500-0800) or Mon-Thu 1700-1900 (1600-1800); except under specially agreed arrangements.
EGD512B OTTERBURN 552426N 0021355W - 551719N 0020336W - 551418N 0020239W - 551525N 0021352W - 551857N 0022315W - 552212N 0022009W - 552426N 0021355W	Upper limit: 25000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 18,000 FT ALT. Vertical Limit OCNL notified to altitudes up to 25,000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Unmanned Aircraft System (VLOS). Service: SUAAIS: Scottish Information on 119.875 MHz. Contact: Pre-flight information / Booking: Range Control, Tel: 01912-394261. SI 1971/919 and SI 1980/38. SUA Authority: DAATM (DIO). Hours: H24 For notifiable upper limit extension, not available from Mon-Fri 0600-0900 (0500-0800) or Mon-Thu 1700-1900 (1600-1800); except under specially agreed arrangements.
EGD513A DRURIDGE BAY 550200N 0010000W - 552000N 0010640W - 552000N 0002300W - 550200N 0004000W - 550200N 0010000W	Upper limit: FL230 Lower limit: SFC	AMC - Manageable. Activity: High Energy Manoeuvres / Unmanned Aircraft System (VLOS/ BVLOS) / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards. Service: SUAAIS: Scottish Information on 134.775 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.

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
EGD513B DRURIDGE BAY 554400N 0011543W - 554400N 0000726E - 552000N 0001700E - 550200N 0004000W - 552000N 0002300W - 552000N 0010640W - 554400N 0011543W	Upper limit: FL230 Lower limit: SFC	AMC - Manageable. Activity: High Energy Manoeuvres / Unmanned Aircraft System (VLOS/ BVLOS) / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards. Service: SUAAIS: Scottish Information on 134.775 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD513C DRURIDGE BAY 555000N 0011800W - 555000N 0000500E - 552000N 0001700E - 550200N 0004000W - 550200N 0010000W - 555000N 0011800W	Upper limit: FL100 Lower limit: SFC	AMC - Manageable. Activity: High Energy Manoeuvres / Unmanned Aircraft System (VLOS/ BVLOS) / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards. Service: SUAAIS: Scottish Information on 134.775 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD514 COMBAT AIRSPACE 564944N 0023059W - 561522N 0003908E - 554828N 0020148E - 542337N 0012225E - 550310N 0010229W - 550419N 0010503W thence anti-clockwise by the arc of a circle radius 21 NM centred on 550217N 0014123W to 551920N 0012007W - 551610N 0013433W - 551426N 0014100W - 551403N 0014229W - 552952N 0023047W - 553928N 0024212W - 560122N 0023945W - 561317N 0025226W - 563754N 0024601W - 564944N 0023059W	Upper limit: FL660 Lower limit: FL85	AMC - Manageable. Activity: High Energy Manoeuvres / Unmanned Aircraft System (VLOS/ BVLOS) / Ordnance, Munitions and Explosives (OME) / Electrical/Optical Hazards. Service: SUAAIS: Scottish Information on 119.875 MHz and London Information on 125.475 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD514Z COMBAT AIRSPACE FBZ 565458N 0023110W - 561955N 0004252E - 555154N 0020854E - 554847N 0021108E - 542003N 0012939E - 541805N 0012217E - 545851N 0010701W - 550149N 0011336W thence anti-clockwise by the arc of a circle radius 16 NM centred on 550217N 0014123W to 551338N 0012147W - 551134N 0013108W - 550955N 0013719W - 550826N 0014256W - 552606N 0023655W - 553805N 0025111W - 560008N 0024849W - 561214N 0030145W - 563947N 0025440W - 565355N 0023645W - 565458N 0023110W	Upper limit: As Per AUP / UUP Lower limit: As Per AUP / UUP	For IFR flight planning purposes only.

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
EGD601 GARELOCHHEAD 560805N 0044636W - 560505N 0044656W - 560440N 0044740W - 560547N 0044912W - 560706N 0044912W - 560805N 0044636W	Upper limit: 4000 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS). Service: SUAAIS: Scottish Information on 119.875 MHz. Contact: Pre-flight information / Booking: Range TSO, Tel: 01412-248123. SUA Authority: DAATM (DIO). UAS BVLOS will not be conducted above 1500 FT ALT. Hours: 0800-2359 (0700-2300); and as activated by NOTAM.
EGD604 BARRY BUDDON 562849N 0024849W - 562957N 0024010W - 562735N 0023943W - 562738N 0024829W - 562849N 0024849W	Upper limit: 9000 FT ALT Lower limit: SFC	Vertical Limit 1500 FT ALT. Vertical Limit OCNL notified to altitudes up to 9000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Unmanned Aircraft System (VLOS/BVLOS). Service: SUAAIS: Leuchars APP on 126.505. Contact: Pre-flight information / Booking: Range TSO, Tel: 01313-103426. SI 1973/1428. UAS BVLOS will not be conducted above 3000 FT ALT. SUA Authority: DAATM (DIO). Hours: H24
EGD613A CENTRAL COMPLEX 574421N 0002631E - 571940N 0004851E - 564725N 0013559W - 571447N 0014618W - 574421N 0002631E	Upper limit: FL660 Lower limit: FL100	AMC - Manageable. Activity: High Energy Manoeuvres / Unmanned Aircraft System (VLOS/BVLOS) / Ordnance, Munitions and Explosives. Service: SUAAIS: Swanwick Military on 136.375 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD613AZ CENTRAL COMPLEX FBZ 574942N 0002629E - 574818N 0003318E - 571952N 0005854E - 571548N 0005556E - 564153N 0013621W - 564405N 0014400W - 571530N 0015558W - 571839N 0015258W - 574942N 0002629E	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EGD613B CENTRAL COMPLEX 571940N 0004851E - 565256N 0011225E - 564725N 0013559W - 571940N 0004851E	Upper limit: FL660 Lower limit: FL100	AMC - Manageable. Activity: High Energy Manoeuvres / Unmanned Aircraft System (VLOS/BVLOS) / Ordnance, Munitions and Explosives. Service: SUAAIS: Swanwick Military on 136.375 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.

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
EGD613BZ CENTRAL COMPLEX FBZ 572443N 0004724E - 572230N 0005634E - 565246N 0012239E - 564804N 0011753E - 564206N 0014256W - 565019N 0014640W - 572443N 0004724E	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EGD613C CENTRAL COMPLEX 565256N 0011225E - 561750N 0012507W - 564725N 0013559W - 565256N 0011225E	Upper limit: FL660 Lower limit: FL100	AMC - Manageable. Activity: High Energy Manoeuvres / Unmanned Aircraft System (VLOS/ BVLOS) / Ordnance, Munitions and Explosives. Service: SUAAIS: Swanwick Military on 136.375 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD613CZ CENTRAL COMPLEX FBZ 565212N 0014048W - 565805N 0011948E - 564947N 0012253E - 561219N 0012531W - 561431N 0013303W - 564836N 0014542W - 565212N 0014048W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EGD613D CENTRAL COMPLEX 565256N 0011225E - 560344N 0015411E - 560509N 0002907W - 561750N 0012507W - 565256N 0011225E	Upper limit: FL660 Lower limit: FL100	AMC - Manageable. Activity: High Energy Manoeuvres / Unmanned Aircraft System (VLOS/ BVLOS) / Ordnance, Munitions and Explosives. Service: SUAAIS: Swanwick Military on 136.375 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD613DZ CENTRAL COMPLEX FBZ 565818N 0011229E - 565651N 0011907E - 560318N 0020423E - 555839N 0015851E - 560009N 0003053W - 561426N 0013400W - 562106N 0013410W - 565818N 0011229E	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EGD701A HEBRIDES 573347N 0074803W - 572253N 0072531W - 572324N 0072233W - 572147N 0072116W - 571056N 0072253W - 571034N 0073131W - 570200N 0073421W thence clockwise by the arc of a circle radius 19 NM centred on 572004N 0072347W to 573347N 0074803W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701AZ HEBRIDES FBZ 573848N 0075129W - 573845N 0074426W - 572831N 0072317W - 572844N 0072159W - 572708N 0071527W - 572236N 0071153W - 570842N 0071400W - 570606N 0071848W - 570554N 0072345W - 565904N 0072602W - 565636N 0073235W thence clockwise by the arc of a circle radius 24 NM centred on 572004N 0072347W to 573848N 0075129W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only

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
EGD701B HEBRIDES 570200N 0073421W - 565713N 0073556W - 571703N 0092047W - 574801N 0092039W - 574514N 0083032W - 574224N 0080606W - 573347N 0074803W thence anti-clockwise by the arc of a circle radius 19 NM centred on 572004N 0072347W to 570200N 0073421W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701BZ1 HEBRIDES FBZ 575312N 0092352W - 575010N 0082902W - 574659N 0080143W - 573659N 0074047W - 573227N 0073547W thence anti-clockwise by the arc of a circle radius 14 NM centred on 572004N 0072347W to 570609N 0072551W - 570144N 0072508W - 565403N 0072743W - 565144N 0073503W - 571249N 0092631W - 571526N 0093000W - 575014N 0093000W - 575312N 0092352W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EGD701BZ2 HEBRIDES FBZ 573803N 0100000W following the line of latitude to - 573803N 0092042W - 573703N 0092042W - 573703N 0100000W - 573803N 0100000W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EGD701C HEBRIDES 574801N 0092039W - 575639N 0081032W - 575154N 0074532W - 573809N 0073422W thence anti-clockwise by the arc of a circle radius 19 NM centred on 572004N 0072347W to 573347N 0074803W - 574224N 0080606W - 574514N 0083032W - 574801N 0092039W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701CZ HEBRIDES FBZ 580150N 0080956W - 575615N 0074032W - 575450N 0073743W - 573357N 0072052W thence anti-clockwise by the arc of a circle radius 14 NM centred on 572004N 0072347W to 572629N 0074646W - 573748N 0081028W - 574018N 0083201W - 574328N 0092925W - 575153N 0093032W - 580150N 0080956W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EGD701D HEBRIDES 571703N 0092047W - 565801N 0074000W - 564302N 0074000W - 565603N 0090000W - 571703N 0092047W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.

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
EGD701DZ HEBRIDES FBZ 572251N 0092349W - 570211N 0073410W - 565935N 0073052W - 564031N 0073056W - 563732N 0073818W - 565133N 0090420W - 565250N 0090711W - 571739N 0093152W - 572251N 0092349W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EGD701E HEBRIDES 582859N 0094100W following the line of latitude to - 582859N 0084939W - 574923N 0071500W - 574128N 0073703W - 575154N 0074532W - 575639N 0081032W - 575411N 0083112W - 580439N 0085353W - 582859N 0094100W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701EZ HEBRIDES FBZ 583357N 0094729W - 583358N 0084622W - 575140N 0070526W - 574638N 0070553W - 573603N 0073522W - 573717N 0074348W - 574756N 0075229W - 575128N 0081108W - 574903N 0083119W - 574938N 0083540W - 580059N 0090016W - 582744N 0095213W - 583357N 0094729W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EGD701F HEBRIDES 593000N 0100000W - 584715N 0074914W - 582525N 0070835W - 574923N 0071500W - 582859N 0084939W following the line of latitude to - 582859N 0100000W - 593000N 0100000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701FZ HEBRIDES FBZ 593547N 0095946W - 585107N 0074305W - 582805N 0070017W - 582601N 0065855W - 574557N 0070614W - 574338N 0071632W - 582400N 0085254W following the line of latitude to - 582400N 0100356W - 582655N 0100931W - 593255N 0100949W - 593547N 0095946W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EGD701G HEBRIDES 582859N 0100000W following the line of latitude to - 582859N 0094100W - 580439N 0085353W - 575411N 0083112W - 574801N 0092039W - 571703N 0092047W - 573301N 0100000W - 582859N 0100000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.

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
EGD701GZ HEBRIDES FBZ 583358N 0100358W - 583358N 0093908W - 583315N 0093542W - 580819N 0084728W - 575555N 0082042W - 574959N 0082333W - 574405N 0091121W - 571356N 0091136W - 571112N 0092149W - 572943N 0100718W - 573149N 0100916W - 583103N 0100932W - 583358N 0100358W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EGD701H HEBRIDES 573301N 0100000W - 571703N 0092047W - 565603N 0090000W - 571500N 0100000W - 573301N 0100000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUA AIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701HZ HEBRIDES FBZ 573851N 0095902W - 572022N 0091337W - 565504N 0084842W - 564950N 0085841W - 571120N 0100642W - 571339N 0100912W - 573605N 0100918W - 573851N 0095902W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EGD701I HEBRIDES 571500N 0100000W - 565603N 0090000W - 564302N 0074000W - 563510N 0074307W - 563524N 0083728W - 564548N 0100000W - 571500N 0100000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUA AIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701IZ HEBRIDES FBZ 572045N 0100003W - 570041N 0085622W - 564714N 0073356W - 564352N 0073023W - 563221N 0073458W - 563009N 0074001W - 563024N 0083833W - 564118N 0100504W - 564402N 0100905W - 571752N 0100913W - 572045N 0100003W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EGD701J HEBRIDES 564548N 0100000W - 563524N 0083728W - 563510N 0074307W - 560339N 0074415W - 563523N 0100000W - 564548N 0100000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUA AIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701JZ HEBRIDES FBZ 565111N 0100219W - 564023N 0083624W - 564007N 0073913W - 563708N 0073359W - 560052N 0073526W - 555800N 0074328W - 563119N 0100556W - 563351N 0100902W - 564811N 0100906W - 565111N 0100219W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only

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
EGD701W HEBRIDES 581454N 0130000W - 580135N 0120000W - 572125N 0120000W - 573126N 0130000W - 581454N 0130000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701WZ HEBRIDES FBZ 584734N 0130634W - 582441N 0112306W - 581004N 0110515W - 570632N 0110649W - 570000N 0112336W following the line of latitude to - 570000N 0125241W - 570626N 0133212W - 572140N 0135333W - 583000N 0135516W - 584734N 0130634W	Upper limit: As Per AUP / UUP Lower limit: FL050	For IFR flight planning purposes only
EGD701X HEBRIDES 573126N 0130000W - 572125N 0120000W - 564357N 0120000W - 573126N 0130000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701XZ HEBRIDES FBZ 580503N 0132125W - 574603N 0112644W - 573041N 0110614W - 570000N 0110658W - 564015N 0115056W - 563806N 0120345W - 570000N 0132431W - 572209N 0135333W - 574038N 0135401W - 580503N 0132125W	Upper limit: As Per AUP / UUP Lower limit: FL050	For IFR flight planning purposes only
EGD701Y HEBRIDES 573809N 0073422W - 572324N 0072233W - 572253N 0072531W - 573347N 0074803W thence clockwise by the arc of a circle radius 19 NM centred on 572004N 0072347W to 573809N 0073422W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD701YZ HEBRIDES FBZ 574321N 0073409W - 574212N 0072729W - 572320N 0071227W - 571919N 0071551W - 571744N 0072502W - 571817N 0072952W - 573144N 0075744W - 573559N 0075659W thence clockwise by the arc of a circle radius 23.99999999936406 NM centred on 572004N 0072347W to 574321N 0073409W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only

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
EGD702 FORT GEORGE 573617N 0040047W - 573449N 0040128W - 573440N 0040257W - 573456N 0040438W - 573534N 0040338W - 573617N 0040047W	Upper limit: 2100 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS). Service: SUAAIS: Inverness Radar on 122.605 when open; at other times Scottish Information on 134.850 MHz. Contact: Pre-flight information / Booking: Range TSO, Tel: 01313-108124/108114. SI 1940/30. SUA Authority: DAATM (DIO). Hours: 0800-1600 (0700-1500); and as activated by NOTAM.
EGD703 TAIN 575224N 0033030W - 575054N 0034630W - 574500N 0035500W - 574500N 0040254W - 575136N 0040812W - 580324N 0034436W - 580700N 0033700W - 580300N 0033000W - 575224N 0033000W - 575224N 0033030W	Upper limit: 22000 FT ALT Lower limit: SFC	Vertical Limit 15,000 FT ALT. Vertical Limit OCNL notified to altitudes up to 22,000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Para Dropping / Electronic/Optical Hazards. Service: SUACS: Tain Range on 122.755 when open. SUAAIS: Tain Range on 122.755 when open; at other times Scottish Information on 134.850 MHz. Contact: Pre-flight information / Booking: Range ATC, Tel: 01862-892185 Ext 4945. Aircraft wishing to use Dornoch or Easter Aerodromes during range opening hours are to contact Tain Range on 122.755 prior to entering the range. Associated aircraft operations outside area boundary. SI 1940/684. SUA Authority: DAATM (DIO). Hours: Mon-Thu 0900-2200 (0800-2100), Fri 0900-1400 (0800-1300); and as activated by NOTAM.
EGD704 HEBRIDES 573727N 0071811W - 573143N 0071055W - 572625N 0072457W - 573305N 0073017W - 573727N 0071811W	Upper limit: 10000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Ordnance, Munitions and Explosives / Para Dropping / Balloons / Electronic/Optical Hazards. Service: SUACS: Benbecula Approach on 119.205 MHz when open. SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01870-604449. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.

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
EGD710 RAASAY 572200N 0054927W - 572200N 0055935W - then along the east coast of Raasay and Rona in an northerly direction to 573500N 0055800W - 573800N 0055800W - 573800N 0055000W - 573445N 0055000W - then along the west coast of the Applecross peninsula in an southerly direction to 572200N 0054927W	Upper limit: 1500 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives / Electronic/Optical Hazards / Unmanned Aircraft System (VLOS/BVLOS). Service: SUAAIS: Scottish Information on 127.275 MHz. Contact: Pre-flight information: Range Control, Tel: 01397-436720. SI 2016/654. SUA Authority: DAATM (DE&S). 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. Hours: Activated by NOTAM. Mon-Sat SR to SS.
EGD712A NORTHERN COMPLEX 585202N 0052659W - 581310N 0052344W - 581920N 0055243W - 584432N 0055510W - 585202N 0052659W	Upper limit: FL660 Lower limit: FL245	AMC - Manageable. Activity: High Energy Manoeuvres / Unmanned Aircraft System (VLOS/BVLOS). Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD712AZ NORTHERN COMPLEX FBZ 585743N 0052640W - 585458N 0051735W - 581039N 0051405W - 580731N 0052231W - 581514N 0055848W - 581737N 0060202W - 584544N 0060454W - 584817N 0060206W - 585743N 0052640W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EGD712B NORTHERN COMPLEX 591444N 0035801W - 590716N 0033308W - 580412N 0044247W - 581310N 0052344W - 585202N 0052659W - 591444N 0035801W	Upper limit: FL660 Lower limit: FL245	AMC - Manageable. Activity: High Energy Manoeuvres / Unmanned Aircraft System (VLOS/BVLOS). Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD712BZ NORTHERN COMPLEX FBZ 591945N 0040004W - 591940N 0035513W - 591031N 0032445W - 590631N 0032245W - 580006N 0043621W - 575852N 0044307W - 580906N 0052952W - 581129N 0053303W - 585317N 0053644W - 585549N 0053353W - 591945N 0040004W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EGD712C NORTHERN COMPLEX 590716N 0033308W - 584654N 0022720W - 574827N 0033350W - 580412N 0044247W - 590716N 0033308W	Upper limit: FL660 Lower limit: FL245	AMC - Manageable. Activity: High Energy Manoeuvres / Unmanned Aircraft System (VLOS/BVLOS). Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.

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
EGD712CZ NORTHERN COMPLEX FBZ 591237N 0033141W - 585005N 0021855W - 584604N 0021704W - 574417N 0032735W - 574307N 0033420W - 580028N 0045018W - 580442N 0045303W - 591135N 0033929W - 591237N 0033141W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EGD712D NORTHERN COMPLEX 584654N 0022720W - 583622N 0015427W - 574000N 0020624W following the line of latitude to - 574000N 0025821W - 574827N 0033350W - 584654N 0022720W	Upper limit: FL660 Lower limit: FL245	AMC - Manageable. Activity: High Energy Manoeuvres / Unmanned Aircraft System (VLOS/ BVLOS). Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD712DZ NORTHERN COMPLEX FBZ 585214N 0022543W - 583950N 0014702W - 583713N 0014438W - 573732N 0015733W - 573501N 0020251W following the line of latitude to - 573501N 0030021W - 574447N 0034125W - 574902N 0034401W - 585116N 0023328W - 585214N 0022543W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EGD713 FAST JET AREA SOUTH 575900N 0065200W - 574600N 0061000W - 563500N 0052200W - 560600N 0063000W - 561000N 0065400W - 564200N 0081500W - 575000N 0081500W - 575900N 0065200W	Upper limit: FL550 Lower limit: FL245	AMC: Manageable. Activity: High Energy Manoeuvres / Ordnance, Munitions & Explosives (OME). Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel 01489-612495. SUA Authority: DAATM (HQ Air). EGD713 is solely in support of Ex Joint Warrior. Hours: Activated by NOTAM.
EGD713Z FAST JET AREA SOUTH FBZ 580415N 0065021W - 574924N 0060224W - 563509N 0051229W - 563200N 0051411W - 560119N 0062614W - 560052N 0063030W - 560527N 0065800W - 563836N 0082200W - 564046N 0082404W - 575146N 0082422W - 575430N 0082012W - 580415N 0065021W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR planning purposes only
EGD801 CAPE WRATH (NORTH WEST) 590000N 0043000W - 584500N 0043000W following the line of latitude to - 584500N 0050000W - 590000N 0050000W following the line of latitude to - 590000N 0043000W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 133.675 MHz. Contact: Pre-flight information / Booking: Range Control, Tel: 01971- 511242 when open; at other times Tain Range ATC, Tel: 01862-892185 Ext 4945. SI 1933/40. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.

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
EGD801Z CAPE WRATH (NORTH WEST) FBZ 590459N 0050402W following the line of latitude to - 590459N 0042558W - 590203N 0042019W - 584255N 0042025W - 584000N 0042604W following the line of latitude to - 584000N 0050356W - 584255N 0050935W - 590203N 0050941W - 590459N 0050402W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EGD802 CAPE WRATH (SOUTH EAST) FBZ 584500N 0043000W - 583435N 0043000W - then along the coastline to 583200N 0044728W - 583200N 0050000W - 584500N 0050000W - 584500N 0043000W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 133.675 MHz. Contact: Pre-flight information / Booking: Range Control, Tel: 01971-511242 when open; at other times Tain Range ATC, Tel: 01862-892185 Ext 4945. SI 1933/40. SUA Authority: DAATM (DIO). 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. Hours: Activated by NOTAM.
EGD802Z CAPE WRATH (SOUTH EAST) FBZ 584959N 0050401W following the line of latitude to - 584959N 0042559W - 584703N 0042024W - 583236N 0042028W - 582715N 0043007W - 582529N 0043257W - 582258N 0043807W - 582211N 0044011W - 582134N 0044517W - 582212N 0044953W - 582426N 0045426W - 582701N 0045522W - 582700N 0050356W - 582956N 0050932W - 584703N 0050936W - 584959N 0050401W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EGD803 GARVIE ISLAND A circle, 4 NM radius, centred at 583705N 0045220W	Upper limit: 40000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUAAIS: Scottish Information on 133.675 MHz. Contact: Pre-flight information / Booking: Range Control, Tel: 01971-511242 when open; at other times Tain Range ATC, Tel: 01862-892185 Ext 4945. SUA Authority: DAATM (DIO). Hours: Activated by NOTAM.
EGD803Z GARVIE ISLAND FBZ A circle, 9 NM radius, centred at 583705N 0045220W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only

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
EGD809C MORAY FIRTH (CENTRAL) 585000N 0023314W following the line of latitude to - 585000N 0014526W - 582600N 0015049W following the line of latitude to - 582600N 0024048W - 585000N 0023314W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft system (VLOS/BVLOS) / High Energy Manoeuvres. Service: SUAAIS: Scottish Information on 133.675 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD809CZ MORAY FIRTH (CENTRAL) FBZ 585459N 0023649W - 585458N 0014104W - 585138N 0013522W - 582331N 0014148W - 582100N 0014715W - 582100N 0024509W - 582431N 0025054W - 585236N 0024210W - 585459N 0023649W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EGD809N MORAY FIRTH (NORTH) 592300N 0015130W following the line of latitude to - 592300N 0014200W - 590500N 0014200W - 585000N 0014526W following the line of latitude to - 585000N 0023314W - 585800N 0023040W - 592300N 0015130W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft system (VLOS/BVLOS) / High Energy Manoeuvres. Service: SUAAIS: Scottish Information on 133.675 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD809NZ MORAY FIRTH (NORTH) FBZ 592759N 0015343W - 592759N 0013756W - 592503N 0013213W - 590442N 0013219W - 584731N 0013619W - 584500N 0014149W - 584500N 0023730W - 584827N 0024328W - 590005N 0023947W - 592701N 0015743W - 592759N 0015343W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only
EGD809S MORAY FIRTH (SOUTH) 582600N 0024048W following the line of latitude to - 582600N 0015049W - 575000N 0015840W following the line of latitude to - 575000N 0022415W - 581630N 0024345W - 582600N 0024048W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft system (VLOS/BVLOS) / High Energy Manoeuvres. Service: SUAAIS: Scottish Information on 133.675 MHz. Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel: 01489-612495. SUA Authority: DAATM (HQ Air). Hours: Activated by NOTAM.
EGD809SZ MORAY FIRTH (SOUTH) FBZ 583059N 0024421W - 583058N 0014630W - 582738N 0014052W - 574732N 0014947W - 574500N 0015508W - 574500N 0022707W - 574645N 0023155W - 581557N 0025331W - 582836N 0024938W - 583059N 0024421W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR flight planning purposes only

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
NERC SPACE GEODESY FACILITY LASER SITE A circle, 1 NM radius, centred at 505205N 0002016E (Herstmonceux Castle)	Upper limit: UNL Lower limit: SFC	Visible beam is potentially hazardous to aircrew. Operator extinguishes beam when aircraft are sighted in the vicinity.	Site Operations, NERC Tel: 01323-833888.	Hours: H24 Laser operations are H24 throughout the year.
QINETIQ PERSHORE A circle, 1 NM radius, centred at 520837N 0020217W	Upper limit: UNL Lower limit: SFC		Site Operations, QinetiQ Pershore.	
UK MET OFFICE CAMBORNE LASER SITE A circle, 0.5 NM radius, centred at 501307N 0051938W	Upper limit: UNL Lower limit: SFC			Hours: H24
UK MET OFFICE EAST MALLING LASER SITE A circle, 0.5 NM radius, centred at 511715N 0002654E	Upper limit: UNL Lower limit: SFC			Hours: H24
UK MET OFFICE EXETER LASER SITE A circle, 0.5 NM radius, centred at 504341N 0033200W	Upper limit: UNL Lower limit: SFC			Hours: H24
UK MET OFFICE GLASGOW BISHOPTON LASER SITE A circle, 0.5 NM radius, centred at 555425N 0043158W	Upper limit: UNL Lower limit: SFC			Hours: H24
UK MET OFFICE LERWICK LASER SITE A circle, 0.5 NM radius, centred at 600823N 0011104W	Upper limit: UNL Lower limit: SFC			Hours: H24
UK MET OFFICE LOFTUS LASER SITE A circle, 0.5 NM radius, centred at 543347N 0005143W	Upper limit: UNL Lower limit: SFC			Hours: H24
UK MET OFFICE PORTGLENONE LASER SITE A circle, 0.5 NM radius, centred at 545155N 0062728W	Upper limit: UNL Lower limit: SFC			Hours: H24
UK MET OFFICE RHYL LASER SITE A circle, 0.5 NM radius, centred at 531534N 0033031W	Upper limit: UNL Lower limit: SFC			Hours: H24
UK MET OFFICE STORNOWAY DRUIM A STARRAIG LASER SITE A circle, 0.5 NM radius, centred at 581243N 0061055W	Upper limit: UNL Lower limit: SFC			Hours: H24
UK MET OFFICE WATNALL LASER SITE A circle, 0.5 NM radius, centred at 530021N 0011501W	Upper limit: UNL Lower limit: SFC			Hours: H24
UNIVERSITY OF HERTFORDSHIRE LASER SITE A circle, 1 NM radius, centred at 514512N 0001428W	Upper limit: UNL Lower limit: SFC	Visible beam is potentially hazardous to aircrew. System extinguishes beam when aircraft are observed by radar with +/- 15 degrees of the vertical position.	Physics, Astronomy and Mathematics Dept., Tel: 01707-285555.	Hours: H24
UK ORBIT AREA 01 511500N 0073000W - 511500N 0053000W - 493700N 0053000W - 493700N 0073000W - 511500N 0073000W	Upper limit: FL330 Lower limit: FL290		Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	Hours: H24 Permanently available.
UK ORBIT AREA 01 LOBE 01 A circle, 15 NM radius, centred at 505500N 0070000W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	
UK ORBIT AREA 01 LOBE 02 A circle, 15 NM radius, centred at 505500N 0063000W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	
UK ORBIT AREA 01 LOBE 03 A circle, 15 NM radius, centred at 505500N 0060000W			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
UK ORBIT AREA 01 LOBE 04 A circle, 15 NM radius, centred at 502500N 0070000W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	
UK ORBIT AREA 01 LOBE 05 A circle, 15 NM radius, centred at 502500N 0063000W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	
UK ORBIT AREA 01 LOBE 06 A circle, 15 NM radius, centred at 502500N 0060000W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	
UK ORBIT AREA 01 LOBE 07 A circle, 15 NM radius, centred at 495500N 0070000W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	
UK ORBIT AREA 01 LOBE 08 A circle, 15 NM radius, centred at 495500N 0063000W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	
UK ORBIT AREA 01 LOBE 09 A circle, 15 NM radius, centred at 495500N 0060000W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	
UK ORBIT AREA 02 514200N 0045200W - 513700N 0033300W - 511200N 0033700W - 505900N 0043700W - 510500N 0045000W - 514200N 0045200W	Upper limit: FL330 Lower limit: FL290		Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	Hours: H24 Permanently available.
UK ORBIT AREA 02 LOBE 01 A circle, 15 NM radius, centred at 512000N 0041500W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	
UK ORBIT AREA 02 LOBE 02 A circle, 12 NM radius, centred at 512400N 0035800W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	
UK ORBIT AREA 02 LOBE 03 A circle, 12 NM radius, centred at 511500N 0043000W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	
UK ORBIT AREA 03 525836N 0003322W - 524210N 0015344E - 523947N 0015344E - 522528N 0011245E - 522624N 0000434W - 525836N 0003322W	Upper limit: FL350 Lower limit: FL270		Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	Remarks: EAMTA A. Hours: H24 Permanently available.
UK ORBIT AREA 03 LOBE 01 A circle, 12 NM radius, centred at 524100N 0000650E			Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	
UK ORBIT AREA 03 LOBE 02 A circle, 11 NM radius, centred at 523750N 0005150E			Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	
UK ORBIT AREA 03 LOBE 03 A circle, 11 NM radius, centred at 523650N 0010450E			Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	
UK ORBIT AREA 05 555123N 0011510W - 553953N 0010247W - 553010N 0011022W - 551333N 0020652W - 551723N 0022711W - 553024N 0024003W - 554233N 0022635W - 555053N 0014116W - 555123N 0011510W	Upper limit: FL350 Lower limit: FL270		Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	Remarks: Non-RVSM compliant aircraft FL 280 only. 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 05 LOBE 01 A circle, 14 NM radius, centred at 553000N 0020900W			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
UK ORBIT AREA 05 LOBE 02 A circle, 11 NM radius, centred at 553900N 0012650W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	
UK ORBIT AREA 06 554800N 0033200E - 551500N 0035000E - 550500N 0030800E - 552400N 0020000E - 554600N 0021700E - 554800N 0033200E	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 06 LOBE 01 A circle, 12 NM radius, centred at 553300N 0023300E			Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	
UK ORBIT AREA 06 LOBE 02 A circle, 12 NM radius, centred at 552300N 0032100E			Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	
UK ORBIT AREA 06 LOBE 03 A circle, 18 NM radius, centred at 552700N 0030600E			Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	
UK ORBIT AREA 07 570000N 0095000W - 565000N 0073000W - 562000N 0070000W - 553000N 0070000W - 553000N 0095000W - 570000N 0095000W	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 07 LOBE 01 A circle, 20 NM radius, centred at 563100N 0090000W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	
UK ORBIT AREA 07 LOBE 02 A circle, 20 NM radius, centred at 562700N 0080000W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	
UK ORBIT AREA 07 LOBE 03 A circle, 20 NM radius, centred at 555500N 0090000W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	
UK ORBIT AREA 07 LOBE 04 A circle, 20 NM radius, centred at 555500N 0075000W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	
UK ORBIT AREA 08 572000N 0010000W - 574000N 0001500E - 561000N 0012000E - 561000N 0013000W - 572000N 0010000W	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.

**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 08 LOBE 01 A circle, 20 NM radius, centred at 571000N 0001500W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	
UK ORBIT AREA 08 LOBE 02 A circle, 20 NM radius, centred at 563100N 0004400W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	
UK ORBIT AREA 08 LOBE 03 A circle, 20 NM radius, centred at 563100N 0002400E			Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	
UK ORBIT AREA 09 572200N 0043000W - 574000N 0032200W - 573500N 0021500W - 562200N 0025200W - 562200N 0035700W - 572200N 0043000W	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 09 LOBE 01 A circle, 15 NM radius, centred at 572200N 0025200W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	
UK ORBIT AREA 09 LOBE 02 A circle, 15 NM radius, centred at 571500N 0035000W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	
UK ORBIT AREA 09 LOBE 03 A circle, 15 NM radius, centred at 563800N 0032500W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	
UK ORBIT AREA 10 590000N 0030000W - 590000N 0005000W - 575800N 0000000W - 575000N 0004000W - 575000N 0024000W - 590000N 0030000W	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 10 LOBE 01 A circle, 15 NM radius, centred at 584400N 0022500W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	
UK ORBIT AREA 10 LOBE 02 A circle, 15 NM radius, centred at 584400N 0011000W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	
UK ORBIT AREA 10 LOBE 03 A circle, 15 NM radius, centred at 580600N 0021500W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	
UK ORBIT AREA 10 LOBE 04 A circle, 15 NM radius, centred at 580600N 0005000W			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
UK ORBIT AREA 11 600000N 0095000W - 600000N 0060000W - 584000N 0060000W - 582000N 0070000W - 582000N 0095000W - 600000N 0095000W	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 11 LOBE 01 A circle, 20 NM radius, centred at 593800N 0090000W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522- 726448.	
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.	

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 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.	
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.

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 BRAVO 533000N 003000W following the line of latitude to - 533000N 005300W - 535500N 005300W - 542500N 008100W - 552000N 0065500W - 552600N 007200W - 552000N 0081600W - 544500N 009000W - 543500N 010000W - 610000N 010000W following the line of latitude to - 610000N 003000W - 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 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.
UK OPERATING AREA A1 594551N 008382W - 585614N 006355W thence clockwise by the arc of a circle radius 10 NM centred on 584830N 006480W to 584046N 007001W - 593000N 009021W thence clockwise by the arc of a circle radius 10 NM centred on 593756N 008502W to 594551N 008382W	Upper limit: FL350 Lower limit: FL270		Air-1Gp-ISTAR E-7 SO2 (Tel: 01343- 815801).	Hours: H24 Permanently available.
UK OPERATING AREA A2 601951N 006532W thence clockwise by the arc of a circle radius 10 NM centred on 601409N 006365W to 600826N 006202W - 590240N 007493W thence clockwise by the arc of a circle radius 10 NM centred on 590812N 008054W to 591343N 008215W - 601951N 006532W	Upper limit: FL350 Lower limit: FL270		Air-1Gp-ISTAR E-7 SO2 (Tel: 01343- 815801).	Hours: H24 Permanently available.

**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 OPERATING AREA B1 604100N 0045539W - 592114N 0045150W thence clockwise by the arc of a circle radius 10 NM centred on 592059N 0051121W to 592040N 0053053W - 604025N 0053618W thence clockwise by the arc of a circle radius 10 NM centred on 604044N 0051558W to 604100N 0045539W	Upper limit: FL350 Lower limit: FL270		Air-1Gp-ISTAR E-7 SO2 (Tel: 01343- 815801).	Hours: H24 Permanently available.
UK OPERATING AREA B2 595907N 0033548W - 595832N 0005634W thence clockwise by the arc of a circle radius 10 NM centred on 594834N 0005707W to 593836N 0005739W - 593910N 0033518W thence clockwise by the arc of a circle radius 10 NM centred on 594909N 0033533W to 595907N 0033548W	Upper limit: FL350 Lower limit: FL270		Air-1Gp-ISTAR E-7 SO2 (Tel: 01343- 815801).	Hours: H24 Permanently available.
UK OPERATING AREA B3 604321N 0030104W - 600350N 0004059W thence clockwise by the arc of a circle radius 10 NM centred on 595515N 0005107W to 594640N 0010110W - 602549N 0032025W thence clockwise by the arc of a circle radius 10 NM centred on 603435N 0031047W to 604321N 0030104W	Upper limit: FL350 Lower limit: FL270		Air-1Gp-ISTAR E-7 SO2 (Tel: 01343- 815801).	Hours: H24 Permanently available.
UK OPERATING AREA B4 604359N 0033137W - 604156N 0004849W thence clockwise by the arc of a circle radius 10 NM centred on 603158N 0004945W to 602200N 0005041W - 602403N 0033150W thence clockwise by the arc of a circle radius 10 NM centred on 603401N 0033143W to 604359N 0033137W	Upper limit: FL350 Lower limit: FL270		Air-1Gp-ISTAR E-7 SO2 (Tel: 01343- 815801).	Hours: H24 Permanently available.
UK OPERATING AREA C1 585616N 0004732W thence clockwise by the arc of a circle radius 10 NM centred on 584752N 0003709W to 583927N 0002651W - 575538N 0023334W thence clockwise by the arc of a circle radius 10 NM centred on 580353N 0024409W to 581207N 0025448W - 585616N 0004732W	Upper limit: FL350 Lower limit: FL270		Air-1Gp-ISTAR E-7 SO2 (Tel: 01343- 815801).	Hours: H24 Permanently available.
UK OPERATING AREA C2 593317N 0000114W - 582137N 0010646E thence clockwise by the arc of a circle radius 10 NM centred on 581717N 0004941E to 581255N 0003241E - 592416N 0003613W thence clockwise by the arc of a circle radius 10 NM centred on 592848N 0001846W to 593317N 0000114W	Upper limit: FL350 Lower limit: FL270		Air-1Gp-ISTAR E-7 SO2 (Tel: 01343- 815801).	Hours: H24 Permanently available.
UK OPERATING AREA D1 573015N 0030218W thence clockwise by the arc of a circle radius 10 NM centred on 572632N 0024507W to 572246N 0022800W - 561320N 0031859W thence clockwise by the arc of a circle radius 10 NM centred on 561700N 0033540W to 562037N 0035224W - 573015N 0030218W	Upper limit: FL350 Lower limit: FL290		Air-1Gp-ISTAR E-7 SO2 (Tel: 01343- 815801).	Hours: H24 Permanently available.
UK OPERATING AREA E1 563737N 0021052W - 553503N 0014659W thence clockwise by the arc of a circle radius 10 NM centred on 553258N 0020413W to 553051N 0022125W - 563318N 0024611W thence clockwise by the arc of a circle radius 10 NM centred on 563529N 0022833W to 563737N 0021052W	Upper limit: FL350 Lower limit: FL290		Air-1Gp-ISTAR E-7 SO2 (Tel: 01343- 815801).	Hours: H24 Permanently available.

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 OPERATING AREA E2 571222N 0011443W - 564624N 0010334E thence clockwise by the arc of a circle radius 10 NM centred on 563701N 0005724E to 562738N 0005117E - 565323N 0012600W thence clockwise by the arc of a circle radius 10 NM centred on 570252N 0012023W to 571222N 0011443W	Upper limit: FL350 Lower limit: FL290		Air-1Gp-ISTAR E-7 SO2 (Tel: 01343- 815801).	Hours: H24 Permanently available.
UK OPERATING AREA F1 560307N 0004123W - 560207N 0015906E thence clockwise by the arc of a circle radius 10 NM centred on 555208N 0015833E to 554210N 0015801E - 554310N 0004105W thence clockwise by the arc of a circle radius 10 NM centred on 555309N 0004114W to 560307N 0004123W	Upper limit: FL350 Lower limit: FL270		Air-1Gp-ISTAR E-7 SO2 (Tel: 01343- 815801).	Hours: H24 Permanently available.
UK OPERATING AREA F2 575332N 0013156E - 564100N 0023329E thence clockwise by the arc of a circle radius 10 NM centred on 563653N 0021659E to 563244N 0020033E - 574500N 0005808E thence clockwise by the arc of a circle radius 10 NM centred on 574917N 0011500E to 575332N 0013156E	Upper limit: FL350 Lower limit: FL270		Air-1Gp-ISTAR E-7 SO2 (Tel: 01343- 815801).	Hours: H24 Permanently available.
UK OPERATING AREA G1 561150N 0030026E - 550744N 0034935E thence clockwise by the arc of a circle radius 10 NM centred on 550348N 0033335E to 545950N 0031738E - 560343N 0022747E thence clockwise by the arc of a circle radius 10 NM centred on 560748N 0024405E to 561150N 0030026E	Upper limit: FL350 Lower limit: FL270		Air-1Gp-ISTAR E-7 SO2 (Tel: 01343- 815801).	Hours: H24 Permanently available.
UK OPERATING AREA H1 525902N 0001238W - 524409N 0012457E thence clockwise by the arc of a circle radius 9.5 NM centred on 523458N 0012059E to 522548N 0011702E - 524035N 0001955W thence clockwise by the arc of a circle radius 9.5 NM centred on 524949N 0001617W to 525902N 0001238W	Upper limit: FL350 Lower limit: FL270		Air-1Gp-ISTAR E-7 SO2 (Tel: 01343- 815801).	Hours: H24 Permanently available.
UK OPERATING AREA I1 512330N 0061525W - 512222N 0042342W thence clockwise by the arc of a circle radius 10 NM centred on 511223N 0042410W to 510224N 0042437W - 510332N 0061532W thence clockwise by the arc of a circle radius 10 NM centred on 511331N 0061528W to 512330N 0061525W	Upper limit: FL350 Lower limit: FL270		Air-1Gp-ISTAR E-7 SO2 (Tel: 01343- 815801).	Hours: H24 Permanently available.
UK OPERATING AREA J1 510503N 0072102W thence clockwise by the arc of a circle radius 10 NM centred on 510502N 0070511W to 510459N 0064919W - 494704N 0065011W thence clockwise by the arc of a circle radius 10 NM centred on 494707N 0070537W to 494708N 0072102W - 510503N 0072102W	Upper limit: FL350 Lower limit: FL270		Air-1Gp-ISTAR E-7 SO2 (Tel: 01343- 815801).	Hours: H24 Permanently available.
UK OPERATING AREA J2 505939N 0054841W thence clockwise by the arc of a circle radius 10 NM centred on 505318N 0053629W to 504656N 0052420W - 494501N 0064311W thence clockwise by the arc of a circle radius 10 NM centred on 495115N 0065514W to 495728N 0070721W - 505939N 0054841W	Upper limit: FL350 Lower limit: FL270		Air-1Gp-ISTAR E-7 SO2 (Tel: 01343- 815801).	Hours: H24 Permanently available.

**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 OPERATING AREA J3 500313N 0073725W - 500312N 0053317W thence clockwise by the arc of a circle radius 10 NM centred on 495313N 0053330W to 494314N 0053343W - 494314N 0073700W thence clockwise by the arc of a circle radius 10 NM centred on 495314N 0073712W to 500313N 0073725W	Upper limit: FL350 Lower limit: FL270		Air-1Gp-ISTAR E-7 SO2 (Tel: 01343- 815801).	Hours: H24 Permanently available.
UK OPERATING AREA K1 570124N 0081707W thence clockwise by the arc of a circle radius 10 NM centred on 565722N 0080023W to 565319N 0074343W - 554014N 0084131W thence clockwise by the arc of a circle radius 10 NM centred on 554410N 0085745W to 554804N 0091403W - 570124N 0081707W	Upper limit: FL350 Lower limit: FL270		Air-1Gp-ISTAR E-7 SO2 (Tel: 01343- 815801).	Hours: H24 Permanently available.
UK OPERATING AREA K2 562100N 0092451W - 560229N 0070533W thence clockwise by the arc of a circle radius 10 NM centred on 555249N 0070957W to 554308N 0071419W - 560130N 0093232W thence clockwise by the arc of a circle radius 10 NM centred on 561115N 0092842W to 562100N 0092451W	Upper limit: FL350 Lower limit: FL270		Air-1Gp-ISTAR E-7 SO2 (Tel: 01343- 815801).	Hours: H24 Permanently available.

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
NEWTON PEVERIL MICROLIGHT SITE 504738N 0020603W			Site elevation: 9 FT AMSL.
NORFOLK AND NORWICH HOSPITAL HELICOPTER LANDING SITE 523709N 0011315E			Site elevation: 68 FT AMSL.
NORMANS BAY KITE FLYING SITE, EAST SUSSEX A circle, 1 NM radius, centred at 504935N 0002350E	Upper limit: 3000 FT AGL Lower limit: SFC		Site elevation: 19 FT AMSL. VFR ID: K32 Hours: SR-SS. Activated by NOTAM.
NORTH HILL GLIDER SITE, DEVON (W AND T) 505107N 0031639W	Upper limit: 3000 FT AGL Lower limit: SFC	Phone: Devon & Somerset Gliding Club 01404- 841386.	Site elevation: 921 FT AMSL. Hours: HJ
NORTH LUFFENHAM HANGGLIDER SITE, RUTLAND (AD) (W) A circle, 2 NM radius, centred at 523758N 0003629W	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: Rutland Airsports.	Site elevation: 350 FT AMSL. Hours: Wed, Fri 1200-SS+30 (1100-SS+30); Sun 1000- SS+30 (0900-SS+30).
NORTH WEALD (TRAINING UNUSUAL ACT AERODROME) 514318N 0000915E		Phone: 01992-564200. Tower: 01992-524740.	Freq: 123.530 MHz. Site elevation: 321 FT AMSL. Training and Unusual Activity Aerodrome. Occasional opposite direction circuits being used by warbirds aircraft including run and breaks.
NORTH WEALD AD MODEL AIRCRAFT FLYING, ESSEX 514323N 0000936E	Upper limit: 500 FT AGL Lower limit: SFC	Phone: 01992-564200.	Site elevation: 250 FT AMSL. VFR ID: M20 Hours: HJ
NORTHAMPTON (SYWELL) UNUSUAL ACT AERODROME 521822N 0004732W		Phone: 01604-801620 (Administration), 01604- 801630 (A/G).	Freq: 122.705 MHz. Site elevation: 424 FT AMSL. Unusual Activity. Training and Unusual Activity Aerodrome. Intensive helicopter and fixed-wing training, aerobatics, warbird testing, and PAX flights, including run-and-break manoeuvres.
NORTHAM MICROLIGHT SITE 510016N 0003718E		Phone: Witherenden Flying Club 01580-712773 : Website: www.witherenden.co.uk.	Site Elevation: 60 FT AMSL. PPR.
NYMPSFIELD GLIDER SITE, GLOS (W AND T) 514251N 0021701W	Upper limit: 3000 FT AGL Lower limit: SFC	Phone: Bristol & Gloucester Gliding Club 01453-860342.	Freq: 129.980 MHz. Site elevation: 700 FT AMSL. Hours: HJ
OAKSEY PARK TRAINING AERODROME 513757N 0020055W		Phone: 01666-577130 Email: oakseyairfield@supanet.c om.	Site elevation: 250 FT AMSL. Training Aerodrome.
ODIHAM GLIDER SITE (MIL), HANTS (AD) (W AND T) 511405N 0005657W	Upper limit: 2500 FT AGL Lower limit: SFC	Phone: Kestrel Gliding Club 07796-908168.	Strictly PPR. Channel: 119.230. Site elevation: 405 FT AMSL. Hours: SR to SS+15.

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

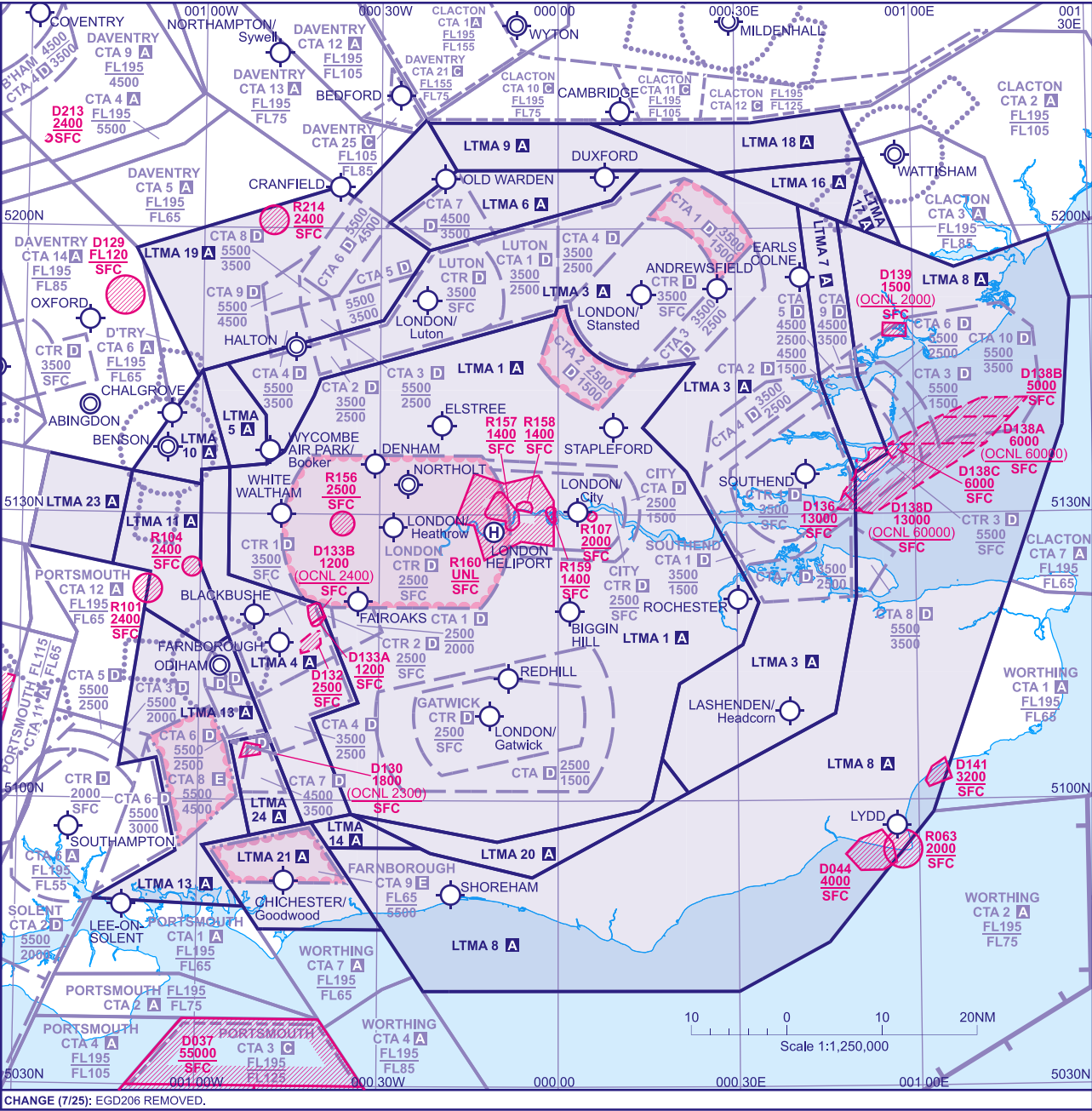
Designation Lateral limits	Vertical Limits	Operator/User Tel No	Remarks Activity times
1	2	3	4
OLD SARUM PARACHUTE SITE, WILTS A circle, 1.5 NM radius, centred at 510556N 0014703W	Upper limit: FL150 Lower limit: SFC	Phone: 01722-567863. London Control (Swanwick): 01489-612420.	Activity notified on the day to London Control (Swanwick). Alternative contact: 129.905 MHz. Hours: Normally during daylight hours.
OTHERTON MICROLIGHT SITE 524231N 0020541W			Site elevation: 340 FT AMSL.
OUSTON MODEL AIRCRAFT FLYING, NEWCASTLE- UPON-TYNE 550125N 0015227W	Upper limit: 1500 FT AGL Lower limit: SFC	Phone: S.W. Model Flyers 07742-131833.	Site elevation: 475 FT AMSL. VFR ID: M31 Hours: HJ
OVER FARM MICROLIGHT SITE, GLOUCESTER 515239N 0021657W		Phone: 07831-237353.	Strictly PPR. Site elevation: 47 FT AMSL. Hours: HJ
OXTON MICROLIGHT SITE 530241N 0010006W			Site elevation: 273 FT AMSL.
PACKINGTON MICROLIGHT SITE 524258N 0012817W			Site elevation: 320 FT AMSL.
PARHAM GLIDER SITE, W SUSSEX (W AND T) 505532N 0002828W	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: Southdown Gliding Club 01903-746706.	Freq: 124.965. Site elevation: 110 FT AMSL. Hours: HJ
PARK HALL MICROLIGHT SITE 525859N 0012215W		Phone: Ram Air Microlights 07974-466923.	Site elevation: 377 FT AMSL.
PENRHOS MODEL AIRCRAFT FLYING, GWYNEDD 525220N 0042836W	Upper limit: 1000 FT AGL Lower limit: SFC	Phone: 01758-701404.	Site elevation: 70 FT AMSL. VFR ID: M21 Hours: HJ
PERRANPORTH GLIDER SITE, CORNWALL (AD) (W AND T) 501947N 0051039W	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: Perranporth Flying Club 01872-552266.	Site elevation: 330 FT AMSL. Freq: 119.755 MHz. Hours: HJ
PERRANPORTH PARACHUTE SITE, CORNWALL A circle, 1.5 NM radius, centred at 501954N 0051039W	Upper limit: FL150 Lower limit: SFC	Phone: 07885-628772 or 01872-552266.	Activity must be notified on the day to Newquay ATC (133.405 MHz (Tel: 01637- 861300)) and Culdrose ATC. Hours: Normally during daylight hours.
PETERBOROUGH/SIBSON PARACHUTE SITE, CAMBS A circle, 1.5 NM radius, centred at 523329N 0002349W	Upper limit: FL150 Lower limit: SFC	Phone: 01832-280490. Marham ATC: 01760- 337261 Ext: 4949. London Control (Swanwick): 023- 8040 1102.	Activity notified on the day to Marham ATC during weekdays or London Control (Swanwick) outside hours of Marham. Alternative contact: 129.905 MHz or 120.330 MHz. Hours: Normally during daylight hours.
PETERLEE PARACHUTE SITE, CO DURHAM A circle, 1.5 NM radius, centred at 544556N 0012243W	Upper limit: FL150 Lower limit: SFC	Phone: 0191-517 1234. Newcastle ATC: 0191-286 0966.	Activity notified on the day to Newcastle ATC. Alternative contact: 129.905 MHz. Hours: Normally during daylight hours.

[illegible]

AERO INFO DATE 07 MAY 25

ENR 6-41

LONDON TMA



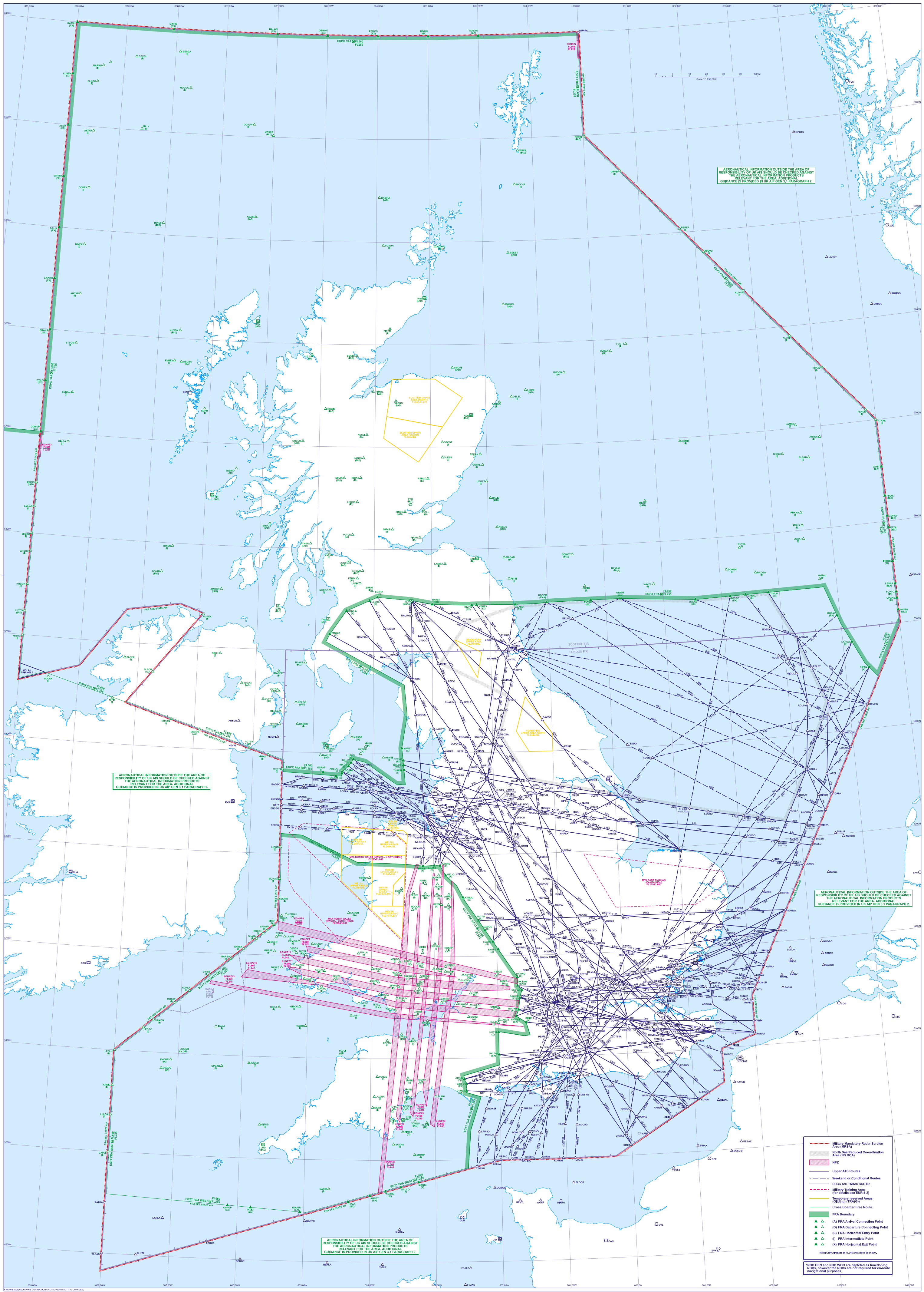
ATS AIRSPACE VERTICAL LIMITS				
Controlled airspace with an upper vertical limit of FL195 and above is not shown				
LONDON	LONDON	LONDON	LONDON	LONDON
TMA 1 A FL195 2500	TMA 6 A FL195 4500	TMA 11 A FL195 4500	TMA 16 A FL195 5500	TMA 21 A FL195 FL65
TMA 3 A FL195 3500	TMA 7 A FL195 4500	TMA 13 A FL195 5500	TMA 17 A FL195 FL75	TMA 23 A FL195 5500
TMA 4 A FL195 3500	TMA 8 A FL195 5500	TMA 14 A FL195 5000	TMA 18 A FL195 FL75	TMA 24 A FL195 4500
TMA 5 A FL195 4500	TMA 9 A FL195 5500		TMA 19 A FL195 5500	
	TMA 10 A FL195 5500		TMA 20 A FL195 4500	
LATERAL LIMITS				
See London TMA ENR 2.1				

LOWER ATS ROUTES (North Sheet)



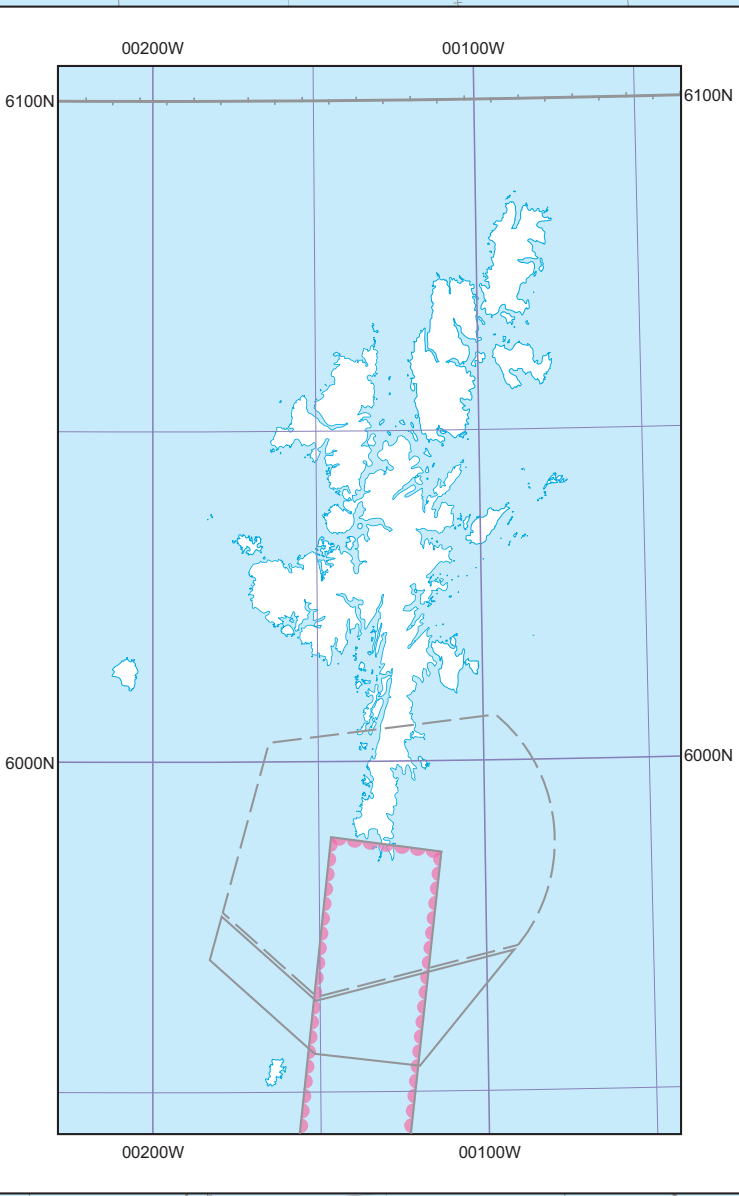
CHANGE (6/25): STRANGFORD CTA 3 LATERAL LIMITS REVISED. Z247 WAYPOINT OKNOB REPLACED BY AKODA. P18 WAYPOINT RATPU REPLACED BY EPCAN.

UPPER AIRSPACE CONTROL AREA, FREE ROUTE AIRPACE (FRA) AND UPPER ATS ROUTES



[illegible][illegible]

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Published by *NATS* 2025
Chart compiled and drawn by *NATS*
A930 INFO DATE 26 MAR 25



AIAAs are defined as: 'An airspace within which aircraft, singly or in combination with others, regularly participate in unusual manoeuvres'. Pilots of non-participating aircraft who are unable to avoid these areas are strongly advised to make use of a radar service.

* Peak activity takes place

See UK AIP ENR 5.2 for details of AIAAs.

*Within these areas, night operations may be conducted by aircraft using reduced navigation and/or anti-collision lights.

*Within these areas, night operations may be conducted by aircraft using reduced navigation and/or anti-collision lights.

Military low flying occurs in most parts of the UK at any height up to 2000 feet above the surface. However, the greatest concentration is between surface and 1000 feet and civil pilots should avoid flying in that height band whenever possible.

Military aircraft are considered low flying when:

b. Light propeller-driven aircraft and helicopters are flying below 500 feet above the surface. (UK AIP ENR 1.1)

Diagram illustrating the vertical limits of MATZ and CMAA. The MATZ is defined by a circle with a radius of 5NM. The CMAA is defined by a rectangle with a width of 4NM. The diagram shows the MATZ and CMAA overlapping, with the MATZ extending beyond the CMAA boundaries.

Directional Flow Over An Area

✈ These symbols are aligned to the direction of flight. Where there is bi-directional flow through a choke point, aircraft will route in accordance with the depicted symbols.

The Low Flying System of Directional Flow does not apply during weekends, UK Public Holidays and hours of darkness.

Warning
During military exercises, Directional Flow may be changed for operational reasons during the period of the exercise. Such

Avoidance Areas

a. In the Avoidance Areas, military low flying does not normally take place unless the flights are in connection with an airfield located within such an area.

b. Military low flying does not normally take place within Class A and Class C airspace.

Where AIAAs and the Avoidance Areas overlap, military aircraft will not normally operate below 2000 feet except in connection with an airfield situated in the area.

ATAs are defined as: 'An airspace of defined dimensions designated for air combat training, within which high energy manoeuvres are regularly practised by aircraft formations'. Pilots of non-participating aircraft who are unable to avoid these areas are strongly advised to make use of a radar service.

Autonomous operations are only permitted within ATAs above FL195 when the overlying TRA is active.

1. WASH ✖ Mon-Thu 0700-2300 (0600-2200) and Fri 0700-1700 (0600-1600). Swanwick Mil.

2. LAKENHEATH	✱ Mon-Thu 0700-2300 (0600-2200) and Fri 0700-1700 (0600-1600). Swanwick Mil.
3. VALLEY	✱ Mon-Thu 0800-1800 (0700-1700); Fri 0800-1700 (0700-1600). RAF Valley ATC or Swanwick Mil.

× Peak activity takes place

See UK AIP ENR 5.2 for details of ATAs.

The Salisbury Plain Area The Salisbury Plain Area is an area of high activity used primarily by helicopters, although low flying civil and military

1. BOSCOMBE DOWN Mon-Fri 0930-1730 (0830-1630). Boscombe Down on 126.705

Pilots of other aircraft flying in the area are strongly advised to call Boscombe on 126.705 who provide pilots with information on the status of the Special Tasks Cell.

tion on any relevant test flight activity and, if requested, advice on arranging a detour area, or provision of an Air Traffic Service subject to controller workload.

2. WARTON Mon-Thu 0730-1900 (0630-1800) and Warton on 129.530 MHz.

Test flight activity within this area often requires pilots to fly profiles which limit their ability to manoeuvre their aircraft in compliance with the Rules of The Air. Such flights will receive a radar service from Warton.

Pilots of other aircraft flying in the area are strongly advised to call Warton on 129.530 MHz who provide pilots with information on any relevant test flight activity and, if requested, advice on arranging a detour area, or provision of an Air Traffic Service subject to controller workload.

Some civil aircraft operators have a requirement to fly at very low heights when carrying out authorised aerial work; the majority of these flights take place at or below 1000 feet above the surface. These operators are reminded that the CANP is designed to enhance flight safety in the lower airspace and they are strongly recommended to notify details of their operations in accordance with the IUK AIP ENR 1.10. Email notification is preferred for CANP requests as this allows the

LFC to E-mail or telephone confirmation of E-mail and issue a reference number to the aircraft operating authority. Contact details are as follows:

Phone: 0800-515544 or 01489-443100.
Email: swk-lfolfbcb@mod.gov.uk

The types of air activity that should be notified include:

a. **COMMERCIAL AIR ACTIVITIES**
Aerial crop spraying (all agricultural work carried out by aircraft), underslung aerial load lifting, aerial photography/filming, aerial surveys/air surveillance.

b. RECREATIONAL AERIAL ACTIVITIES
Gliders, hang gliders, para gliders, free-flight balloons, microlight aircraft of model aircraft - where 5 or more are operating from a site not listed in the UK AIP for such activity, or are operating outside the hours published in the UK AIP.

c. OTHER AERIAL ACTIVITIES
Tethered/captive balloons to a height greater than 200 feet (60 metres) AGL, kite flying - 5 or more kites from a specified site to a height greater than 200 feet (60 metres) AGL, aircraft operations from water, any other aerial activity likely to

Transponder Mandatory Zones (TMZ) ~~~~~

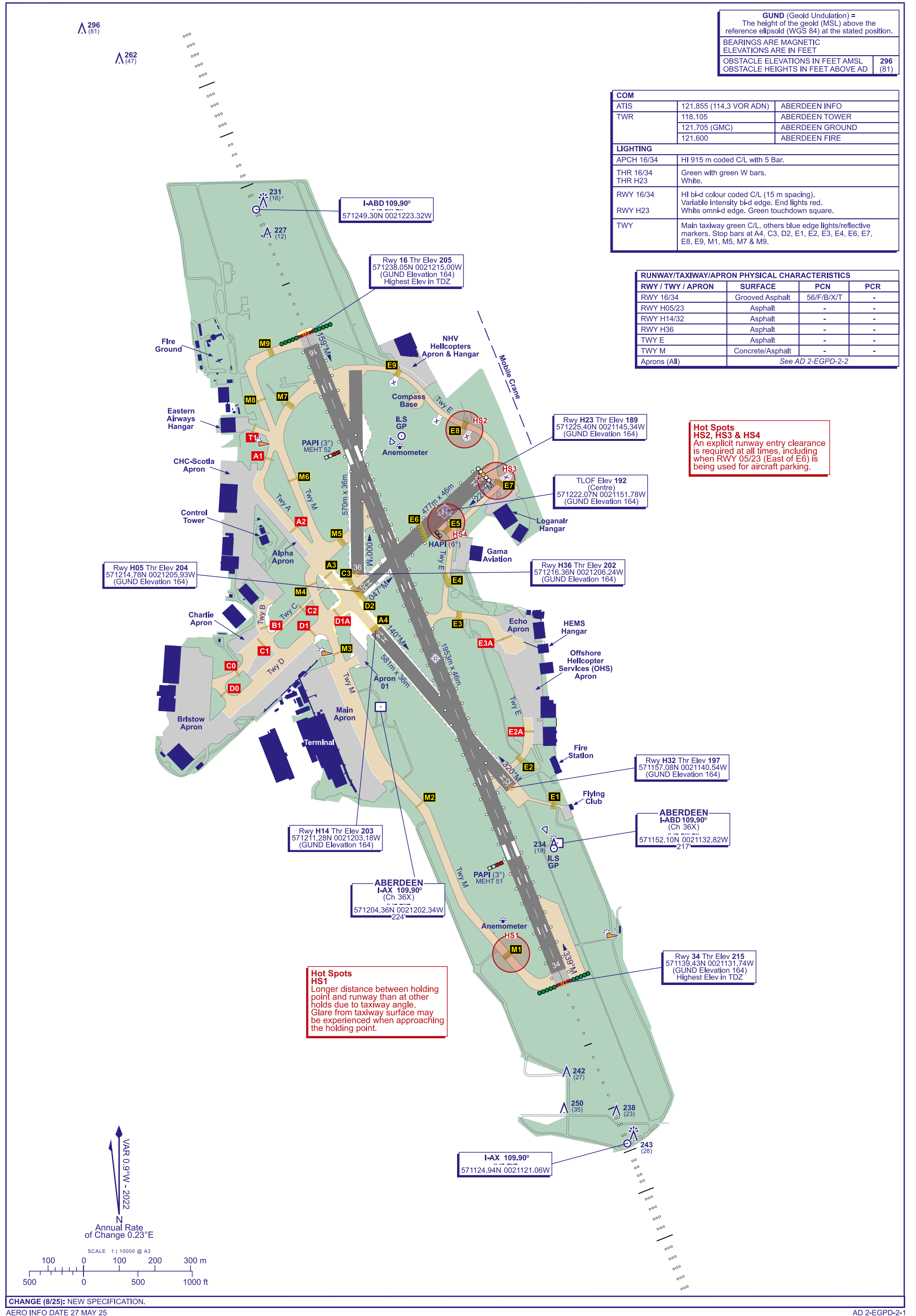
Radio Mandatory Zones (RMZ)

AERODROME CHART - ICAO

ARP 571209N 0021153W

AD ELEV 215 ft

ABERDEEN/DYCE
EGPD



CHANGE (8/25): NEW SPECIFICATION.
AERO INFO DATE 27 MAY 25

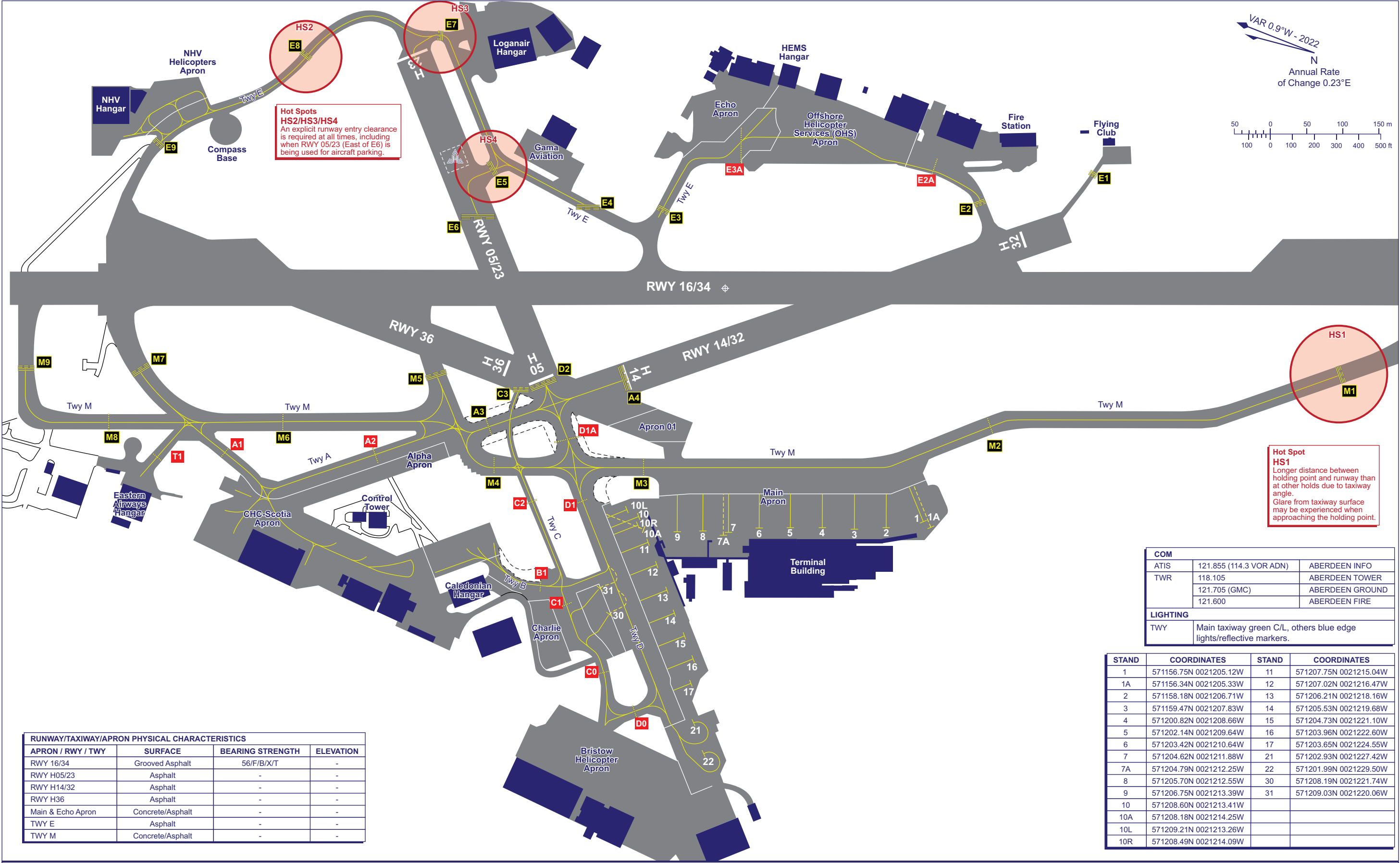
AD 2-EGPD-2-1

AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING
CHART - ICAO

ARP 571209N 0021153W

AD ELEV 215FT

ABERDEEN/DYCE
EGPD



CHANGE (8/24): STAND COORDS 3, 10, 10L, 10R, 12-15 & 21. EDITORIAL.

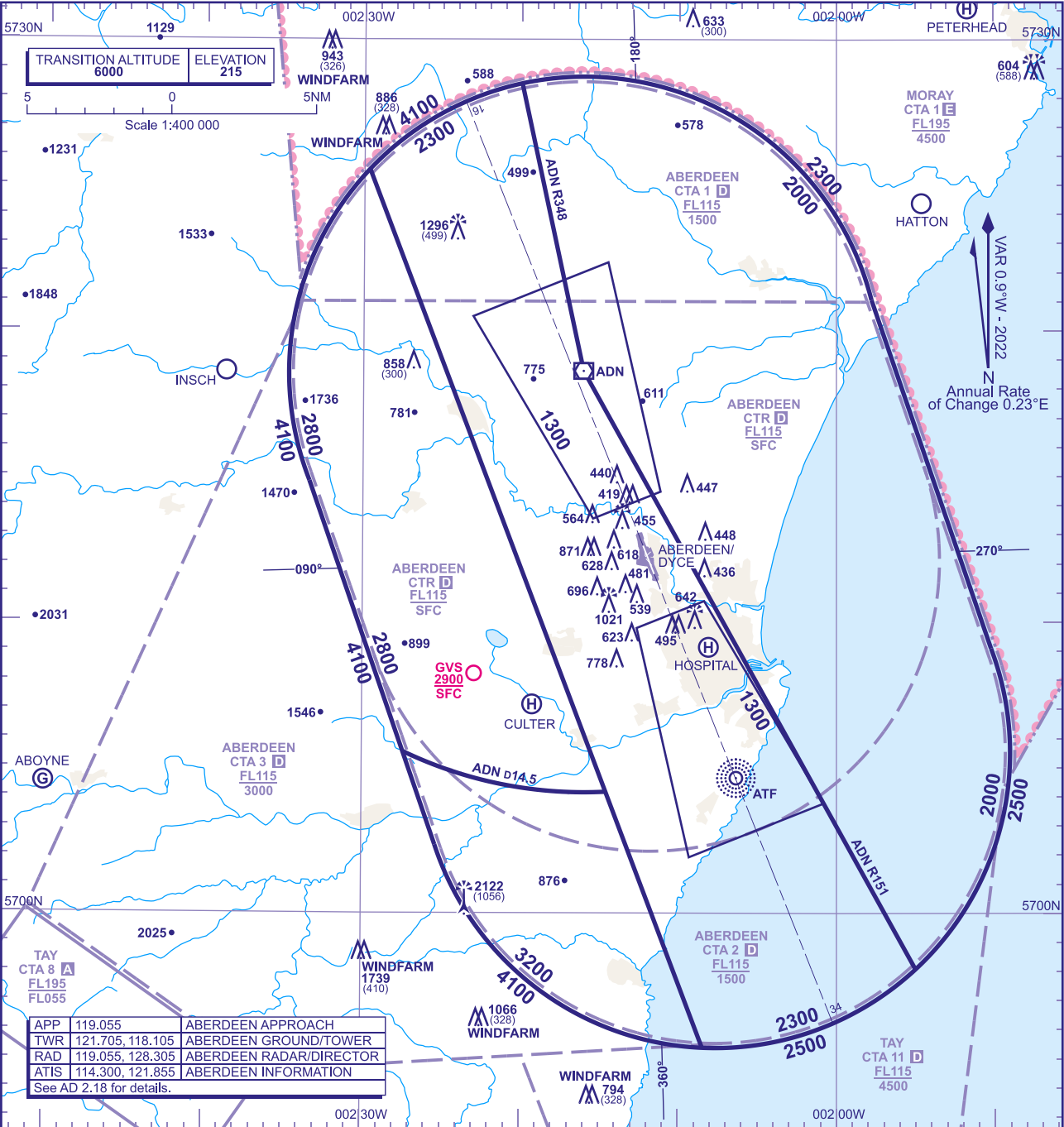
AERO INFO DATE 22 MAY 24

AD 2-EGPD-2-2

ATC SURVEILLANCE MINIMUM
ALTITUDE CHART - ICAO

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

ABERDEEN/DYCE



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 FL055, 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 (8/25): SMAA BOUNDARIES REVISED. ALTITUDES REVISED.
AERO INFO DATE 19 MAY 25

ATC SURVEILLANCE MINIMUM
ALTITUDE CHART - ICAO

ABERDEEN/DYCE

<div><div>MINIMUM INITIAL ALTITUDE</div><div>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 571838N 0021602W to 572101N 0015803W - 570903N 0015030W thence clockwise by an arc of a circle radius 10NM centred on 570532N 0020740W to 565810N 0015518W - 571838N 0021602W - 572823N 0021953W. b) 2300 in the sector defined by the lateral limits; 572525N 0022935W thence clockwise by an arc of a circle radius 10NM centred on 571838N 0021602W to 572823N 0021953W - 571838N 0021602W - 565810N 0015518W thence clockwise by an arc of a circle radius 10NM centred on 570532N 0020740W to 565533N 0020835W - 570410N 0021455W - 572525N 0022935W. c) 2800 in the sector defined by the lateral limits; 571453N 0023307W thence clockwise by an arc of a circle radius 10NM centred on 571838N 0021602W to 572525N 0022935W - 570410N 0021455W thence clockwise by an arc of a circle radius 14.5NM centred on 571838N 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 571838N 0021602W to 570410N 0021455W - 565533N 0020835W thence clockwise by an arc of a circle radius 10NM centred on 570532N 0020740W to 570224N 0022504W - 570527N 0022702W. Further descent to 1300 may be given within the Approach Areas shown when on 40° leg or Final Approach.</div></div>		
<div>CHANGE (8/25): AREAS A,B,C BOUNDARIES REVISED. ARC CENTRES REVISED.</div>		
AERO INFO DATE 02 JUN 25		AD 2-EGPD-5-2

EGAA AD 2.21 NOISE ABATEMENT PROCEDURES**1 GENERAL**

- a) Pilots must comply with the procedure detailed below and in particular with reference to speed control.
- b) The Continuous Descent Arrival procedure provides pilots with the ATC assistance necessary for them to achieve a continuous descent during intermediate and final approach, at speeds which require minimum use of flap. The procedure is designed to minimise noise disturbance and fuel consumption during the approach phase.

2 ARRIVALS

- a) Unless there are valid reasons, the Continuous Descent Arrival procedure is to be employed for all approaches by IFR aircraft to all runways between 2200-0700 (2100-0600).
- b) Headings and Flight Levels/Altitudes to leave the holding facility will be passed by ATC. When holding is not necessary, radar vectors may be given prior to the aircraft reaching the holding pattern and descent clearance will include an estimate of track distance to touchdown.
- c) Further distance information will be given between initial descent clearance and intercept headings to the ILS. On receipt of descent clearance the pilot will descend at the rate he judges will be best suited to the achievement of continuous descent, the object being to join the glidepath at the appropriate height for the distance without recourse to level flight.
- d) Pilots should typically expect the following speed restrictions to be enforced:
 - i. 220 KT from the holding facility (or if holding is not required, 220 KT by 20 NM from touchdown) during intermediate approach phase;
 - ii. 180 KT on base leg/closing heading to the ILS;
 - iii. Between 180 KT and 160 KT when first established on the ILS, and thereafter 160 KT to 4 DME.
- e) These speeds are applied for ATC separation purposes and are mandatory. In the event of a new (non-speed related) ATC clearance being issued (eg: an instruction to descend on ILS), pilots are not absolved from a requirement to maintain a previously allocated speed. All speed restrictions are to be flown as accurately as possible. Aircraft unable to conform to these speeds should inform ATC and state what speeds will be used. In the interests of accurate spacing, pilots are requested to comply with speed adjustments as promptly as feasible within their own operational constraints, advising ATC if circumstances necessitate a change of speed for aircraft performance reasons.
- f) The term 'No ATC Speed Restriction' does not absolve a pilot from flying in accordance with the speeds stated in paragraph d.
- g) When the Continuous Descent Arrival procedure is in force and an aircraft is being vectored for a non-precision approach, the pilot will decide to which point he will fly the Continuous Descent Arrival procedure in order to comply with Company Standard Operating Procedures.

3 DEPARTURES

- a) During the hours of 2200-0700 (2100-0600), all departures with a MTOW greater than 5700 KG, will climb on the runway track to 2000 FT ALT before commencing any turn, thereafter as per ATC clearance.

EGAA AD 2.22 FLIGHT PROCEDURES**1 ALTIMETER SETTING**

- a) Pilots flying beneath Belfast TMA below the Transition Altitude (6000 FT) should use the QNH of an aerodrome situated within the lateral limits of the TMA; except that the aerodrome QFE may be used when flying within the circuit.

2 PROCEDURES FOR INBOUND AIRCRAFT**a) Warning**

The attention of pilots is drawn to the existence of Langford Lodge aerodrome. This unlicensed aerodrome, situated 3 NM southwest of Belfast Aldergrove, is provided with crossed Runways 08/26 and 03/21. Pilots making approaches to Belfast Aldergrove, when Runway 07 is in use, should exercise due caution to ensure they have identified the correct aerodrome. The 07 approach and runway lights will be selected 'ON' whenever 07 is in use regardless of weather conditions.

b) Clearance to enter Belfast TMA and CTR.

- i. Aircraft flying on the Airways System will be cleared into the TMA/CTR without having to request a specific entry clearance.
- ii. Aircraft wishing to enter the TMA or CTR from the open FIR, whether IFR or VFR, must obtain clearance from Aldergrove Approach Control.

c) Standard Routes

- i. The standard initial routes for inbound aircraft, which are shown in the table below, may be varied at the discretion of ATC (eg for traffic reasons or to allow traffic to be sequenced by radar).

Approach from	Via	Route
NE	P600	BLACA - BELZU
E	FIR	BLACA/TMA Boundary - BELZU
SE	L10 (RNAV 5 FL 75 and above)	IOM - NELBO - BELZU
	L10 (Below FL 75)	IOM - RINGA - BELZU
	UP6/L46 (RNAV 5)	REMSI - MASOP - NELBO - BELZU
	M146 (RNAV 1 Below FL 255)	ERDUV - LUSOD - PEPEG - ROBOP - IPSET - BELZU
	M147 (RNAV 1 FL 255 and above)	REMSI - UVPOK - NOPKI - MATUT - ROBOP - IPSET - BELZU
S	N34	NEVRI - ABSUN - BELZU
SW, W, NW and N	FIR	TMA Boundary - direct to BELZU

Note: See also UK Standard Route Document. Available online from NATS/AIS website:
<http://www.nats.aero/ais>.

d) **Approach Procedures – With Radar Control**

- When inbound traffic is being sequenced by Radar, the Approach Procedure 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.
- 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.
- 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.
- 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.
- Speed Control may be applied on a tactical basis to the extent determined necessary by the Radar Controller. Aircraft unable to conform to the speeds specified by the Radar Controller should inform him 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.
- 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) **Approach Procedures - Without Radar Control**

- When inbound traffic is not being sequenced by Radar, aircraft will be cleared from the Terminal Holding Facility (VOR BEL) to carry out an Instrument Approach Procedure appropriate to the landing direction.

f) **Holding**

- The primary holding pattern will be a 1-minute race-track pattern based on VOR BEL as detailed on the Instrument Approach charts.

3 PROCEDURES FOR OUTBOUND AIRCRAFT

- The standard routes for outbound aircraft are detailed in the following table. Routes may be varied at ATC discretion according to the prevailing traffic conditions.

Departing to	Via	Route
SE	L10, Q39	BEL VOR RDL 154° - LISBO - RINGA
	L15, L603, Q38	BEL VOR RDL 154° - LISBO - PEPOD
EGNS	L10	DCT - SLYDA - L10 - IOM - DCT
S	P620	BEL VOR RDL 154° - LISBO
N	P600	BEL VOR RDL 075° - BLACA

Note: See also UK Standard Route Document. Available online from NATS/AIS website:
<http://www.nats.aero/ais>.

- Aircraft must contact ATC no earlier than 20 minutes prior to EOBT to obtain airways clearance including transponder code. As there are no promulgated SIDs for Belfast Aldergrove, ATC will issue specific after departure instructions (typically a RADAR heading or to a designated waypoint), prior to issuing take-off clearance. Pilots must not depart until these instructions have been given and acknowledged.
- Warning: Pilots are reminded of the presence of high ground to the east, northeast and southeast of Belfast Aldergrove. It is the pilot's responsibility to maintain adequate terrain clearance.**
- For ATC purposes, outbound aircraft will normally be required to cross LISBO at or above 4000 FT ALT. Pilots who cannot comply with the necessary climb profile must inform ATC in good time (ie before departure) so that an alternative routing can be coordinated.
- North Atlantic Jet Departures.

- i. Due to the proximity of the Shanwick Oceanic boundary to Belfast Aldergrove, pilots must consider timescales for submitting an 'RCL'. Refer to ENR 2.2, paragraph 3.8.2 for details.
- f) Belfast Aldergrove departures via IOM – speed profile:
 - i. Traffic departing Belfast Aldergrove via L15/Q39 with a requested level of FL 290 or above is required to cross SOSIM/INKOB at FL 290 or above. To ensure that these aircraft can achieve the required level by SOSIM/INKOB speed restrictions are to be observed.
 - ii. All Belfast Aldergrove departures to the southeast with a requested flight level of FL 290 or above, are to fly in accordance with the following maximum speeds:
 - 1. Jet Traffic with a MTOW greater than 35,000 KG Max 250 KT IAS until FL 100, then Max 290 KT IAS until FL 250;
 - 2. Jet Traffic with a MTOW less than 35,000 KG and all non-jet traffic; Max 250 KT IAS until above FL 250.
 - iii. Aircraft unable to reach FL 290 by SOSIM/INKOB must advise Belfast Aldergrove prior to push-back, giving the anticipated flight level at SOSIM/INKOB. Specific climb instructions will be issued by Scottish Control.

4 VISUAL REFERENCE POINTS (VRP)

- a) To facilitate the integration of VFR flights within the Belfast Airspace, pilots may be required to join/leave the airspace via specified VRPs.
- b) 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 VFR HELICOPTER OPERATIONS WITHIN EGAA CTR

a) Flight Details

- i. Prior to lifting, the pilot shall book out with Aldergrove ATC by telephone/fax at least ten minutes prior to departure giving call sign and details of flight including ETD. If the ETD varies by ten minutes or more, whether booking out or subject to a full flight plan, then Aldergrove ATC must be informed of the revised ETD.

Note: The act of booking out does NOT constitute a zone clearance. Clearance must be obtained via RTF from Aldergrove ATC.

- ii. If a flight leaves UK airspace, eg routing to Dublin, then a full flight plan must be filed with Aldergrove ATC at least sixty minutes prior to departure.

b) Operation - Outbound

- i. The pilot must:
 - 1. Lift into the hover to a height of not greater than 200 FT AGL, squawking 7000 and obtain zone clearance. Aldergrove ATC will pass any appropriate traffic information.
 - 2. Only when a clearance has been received, can the flight set course subject to any restrictions that Aldergrove ATC may impose.

c) Operation - Inbound

- i. Contact should be made, where possible, with Aldergrove Approach at least ten minutes flying time before the Belfast TMA boundary (if flying above the TMA base altitude) or the CTR boundary (if flying below the TMA base altitude) with a request for clearance to enter Controlled Airspace.
- ii. The pilot shall report when descending into the private site. It should be noted that after this report has been made, no further action will be initiated by ATC, eg incident/accident, unless information to the contrary is received. If no acknowledgement is received from Aldergrove Approach, then the pilot must telephone Aldergrove ATC as soon as practical after landing.

Note: An inbound clearance does not absolve the pilot from the need to contact appropriate adjacent ATSUs for transit clearance.

6 FREQUENCY MONITORING CODE (FMC)

- a) Pilots operating in the vicinity of, but intending to remain outside, Belfast Aldergrove controlled airspace within the area defined below and maintaining a listening watch only on Aldergrove Approach frequency, 133.125 MHz, are encouraged to select SSR code 7045:

545656N 0055417W - 545724N 0061134W -
thence anti-clockwise by the arc of a circle radius 18 NM centred on 543927N 0061257W to
542135N 0061619W - 543233N 0060302W -
thence anti-clockwise by the arc of a circle radius 9 NM centred on 543927N 0061257W to
543833N 0055732W - 545656N 0055417W.
- b) Selection of 7045 does not imply the receipt of an ATC service. 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 the controlled airspace at all times.
- c) Whilst squawking 7045 pilots should be aware that Aldergrove Approach 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 7045 shall be deselected.

EGAA AD 2.23 ADDITIONAL INFORMATION

a) Not applicable.

EGAA AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO

AD 2.EGAA-2-1

AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO

AD 2.EGAA-2-2

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2.EGAA-5-1

INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 07 - ICAO

AD 2.EGAA-8-1

INSTRUMENT APPROACH CHART RNP RWY 07 - ICAO

AD 2.EGAA-8-2

INSTRUMENT APPROACH CHART VOR/DME RWY 07 - ICAO

AD 2.EGAA-8-3

INSTRUMENT APPROACH CHART ILS/DME/VOR RWY 17 - ICAO

AD 2.EGAA-8-4

INSTRUMENT APPROACH CHART LOC/DME/VOR RWY 17 - ICAO

AD 2.EGAA-8-5

INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 17 - ICAO

AD 2.EGAA-8-6

INSTRUMENT APPROACH CHART VOR/DME RWY 17 - ICAO

AD 2.EGAA-8-7

INSTRUMENT APPROACH CHART ILS/DME RWY 25 - ICAO

AD 2.EGAA-8-8

INSTRUMENT APPROACH CHART LOC/DME RWY 25 - ICAO

AD 2.EGAA-8-9

INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 25 - ICAO

AD 2.EGAA-8-10

INSTRUMENT APPROACH CHART VOR/DME RWY 25 - ICAO

AD 2.EGAA-8-11

INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 35 - ICAO

AD 2.EGAA-8-12

INSTRUMENT APPROACH CHART VOR/DME RWY 35 - ICAO

AD 2.EGAA-8-13

INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 07

AD 2.EGAA-8-14

EGAA AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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 0.59°E (2022) 1.1°E (2024)	BIG	98X 115.100 MHz	H24 Hours of operation for aerodrome purposes: Mon-Fri 0630-2300 (0530- 2200); Sat, Sun and PH 0800-2200 (0700- 2100).	511951.15N 0000205.32E	589 FT	VOR DOC: 20 NM/50,000 FT (30 NM/ 50,000 FT in Sector R259-314 and 45 NM/50,000 FT in Sector R314-344). DME DOC: 60 NM/50,000 FT (125 NM/50,000 FT in Sector R284-044 and 100 NM/50,000 FT in Sector R044-134). Due to terrain, coverage at low level is reduced in Sector R114-219. In addition DME unlocks may occur in Sector R004-039 at ranges up to 25 NM.
VOR/DME 0.78°E (2022) 1.2°E (2023)	DET	120X 117.300 MHz	H24 Hours of operation for aerodrome purposes: Mon-Fri 0630-2300 (0530- 2200); Sat, Sun and PH 0800-2200 (0700- 2100).	511814.41N 0003550.19E	645 FT	VOR DOC: 20 NM/50,000 FT (35 NM/ 50,000 FT in Sector R289-029 and 45 NM/50,000 FT in Sector R249-289). DME DOC: 60 NM/50,000 FT.

EGKB AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

- Not available to aircraft unable to communicate with ATC.
- Aerobatic manoeuvres and low flypasts are prohibited unless prior approval has been given by the aerodrome operator.
- Microlight flying is prohibited at this airport.
- Prior to use of this aerodrome, the terms and conditions are to be obtained from the aerodrome operator.
- All international flights must provide a completed GAR (General Aviation Report) prior to arrival.
- Biggin Hill Airport is PPR for all aircraft movements. PPR can be obtained directly by use of the booking form at www.bigginhillairport.com (General Aviation Tab) or at www.Bigginbooking.com. The booking form should be submitted a minimum of 30 minutes prior to ETD or ETA. The filing of a Flight Plan (FPL) complies with the requirement to obtain PPR.
- All personnel must wear hi-visibility personal protective equipment whilst operating on the aprons.
- Biggin Hill Airport does not permit cost sharing flights advertised through online "flight sharing" platforms. Flights suspected to be operated under this premise may be subject to operational restrictions and are expressly prohibited by the airport authority.
- Winter Operations - Biggin Hill Airport adheres to a clean aircraft policy with regards to de-icing/anti-icing of aircraft.
- Drone (UAV) operators requesting to operate within the Biggin Hill FRZ must gain permission through the Biggin Hill Airport Drone Authorisation portal: (<http://drones.bigginhillairport.com>).

2 GROUND MOVEMENT

- Caution reduced wing tip clearance between taxiing and parked aircraft on Main Apron. Marshalling guidance provided.
- Aircraft taxiing from any ramp/apron must use minimum power until established on the taxiway centre-line. When calling for start, ramp position must be passed to ATC.
- Due to the number of personnel and vehicles operating on the Main Apron, pilots are to operate at minimum taxiing speed when approaching or transiting this area.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

- The only visual signals are light signals.
- Windshear and turbulence may be experienced on short final for Runway 03 when the wind is from the northwest.
- Pilots of departing aircraft are warned of the presence of other aircraft joining the visual circuit from the 'Deadside'. The joining aircraft will fly across the mid point of the runway in use at altitude of 1584 FT (1000 FT AAL) at 90° to the runway heading before turning left/right onto the downwind leg. Pilots of high performance fast climbing aircraft should be particularly alert.

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- d) Obstacle marking and lighting: Control Tower, VOR/DME site, hangars and anemometer east of Runway 03 threshold. ILS glidepath and localizer sites, anemometer mast and Northern Terminal Hangar.
- e) Aircraft under tow at night may not be displaying nav/anti-collision lights.
- f) Sections of Taxiway Foxtrot exceed the maximum longitudinal slope requirements and therefore the sight distance requirements as per CAP 168, Chapter 3.
- g) A section of the taxiway graded area to the north of Taxiway Foxtrot has an up slope of 5.8%.

5 HELICOPTER OPERATIONS

- a) In order to avoid noise sensitive areas surrounding the aerodrome, helicopters must conform to normal fixed-wing joining, departure and circuit procedures unless otherwise instructed by ATC.
- b) Pilots of helicopters should take particular note of a noise sensitive area on the northern aerodrome boundary prohibiting close right-base approaches for Runway 21 or direct departures to the north from Runway 03.

6 USE OF RUNWAYS

- a) The width at both ends of Runway 03/21, is twice that delineated by the associated edge lights due to extra pavement at one side. Since runway centre-line lighting is not installed, pilots should ensure that they are correctly lined up, especially if take-off is at night or when the runway is contaminated or in low visibility.
- b) Except where a public transport operator has a lower State authorised take-off minima, the Aerodrome Authority cannot approve departures in RVR conditions of less than 400 M.

7 TRAINING

- a) Use of the aerodrome for training is subject to the following:
 - i. The aerodrome is not available for circuit and instrument approach training by non-Biggin Hill based aircraft of less than 3000 KG MTWA.
 - ii. The number of aircraft in the visual circuit will be determined by ATC, subject to the prevailing weather conditions and other commercial or corporate traffic.
 - iii. The aerodrome is not available to Student Pilots unless accompanied by an appropriately qualified pilot.
 - iv. A booking system exists for instrument training. The filing of a flight plan does not constitute a booking. Contact Biggin Hill ATC on +44 (0)1959-578522 for all instrument training bookings.
 - v. Circuit Training may be suspended during periods of high traffic density.

EGKB AD 2.21 NOISE ABATEMENT PROCEDURES

1 GENERAL

- a) Every operator 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 the area surrounding the airport.
- b) Only those aircraft meeting ICAO Chapter 3 criteria or better will be accepted. Contact Flight Operations on +44 (0)1959-578500.
- c) 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.
- d) Due to the close proximity of residential areas, ground running of engines or Auxiliary Power Units (APU) shall be kept to a minimum consistent with operational requirements. At no time shall APUs be run for more than 30 minutes without Aerodrome Operator consent.
- e) The use of the Noise Preferential Routings is supplementary to the noise abatement take-off techniques published by specific aircraft manufacturers.
- f) The Noise Preferential Routings may at any time be departed from to the extent necessary for avoiding immediate danger.

2 NOISE ABATEMENT PROCEDURES - IFR DEPARTURES

a) Runway 21/03 IFR Departures

- i. London Biggin Hill Airport is located close to densely populated and largely residential areas. In order to support operating hours that include night time aircraft operations, compliance with NPRs is required and is enforced by a Noise Monitoring and Track Keeping System (NMTKS).
- ii. Aircraft failing to comply with NPRs and/or noise limits may be subject to additional charges as set out in the London Biggin Hill Airport Schedule of Fees and Charges. As with other London airports, frequent or repeated noise and/or track violations may result in a permanent exclusion from the airport.
- iii. Calibrated Noise Monitors are located approximately 1 KM from the threshold of each runway and lie directly under the approach and departure path. Additionally, a mobile noise monitor may be positioned anywhere from time to time deemed appropriate by the airport operator. Nominal departure track limits are programmed into the NMTKS along with minimum heights set at two points in the standard departure route.

b) Runway 21 Departures

- i. On departure speed should be restricted to V2+25 KIAS and in any case no more than 185 KIAS, in accordance with the Standard Departure Route (SDR), until passing over BIG eastbound in order to achieve the best practical angle of climb whilst keeping thrust to the minimum required for an expeditious departure.

		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 X WDI: 534612.67N 0030110.16W (LGTD), 534627.70N 0030220.42W (LGTD).

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	
(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	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	

SWY Dimensio ns	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
	302 x 150 M	1988 x 280 M	90 x 92 M -			RWY 10
	261 x 150 M	1988 x 280 M	90 x 92 M -			RWY 28 OFZ: Yes.
	79 x 150 M	1090 x 80 M	90 x 46 M -			RWY 13 Threshold displaced by 146 M. The runway edges are delineated by side- stripe markings.
		1090 x 80 M	90 x 46 M -			RWY 31 The runway edges are delineated by side- stripe markings. The Threshold/start of TORA for Runway 31 is inset 73 M from the start of the hardstanding, marked with standard start of runway markings.

EGNH AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
10	1868 M	2170 M	1868 M	1868 M	
28	1868 M	2129 M	1868 M	1868 M	
10	1452 M	1754 M	1452 M		Take-off from intersection of Taxiway Delta.
10	1017 M	1319 M	1017 M		Take-off from intersection of Taxiway Echo.
28	866 M	1127 M	866 M		Take-off from intersection of Taxiway Echo.
13	998 M	1077 M	998 M	852 M	
31	852 M	852 M	970 M	970 M	ASDA/LDA ends 24 M before end of pavement.

EGNH 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
10	Centre-line with one crossbar. 300 M Light intensity high	Green Light intensity high Bi-directional with green wingbars	PAPI /3° 55 FT 330 M			HI Elev bi- directional with LI omni- directional component	Red		
28	Centre-line with three crossbars. 450 M Light intensity high	Green Light intensity high Elev bi- directional with green wingbars	PAPI /3° 55 FT 320 M			HI Elev bi- directional with LI omni- directional component Yellow Caution Zone lights	Red		

EGNH 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: 534629.03N 0030216.13W (LGTD).
3	TWY edge and centre line lighting	
4	Secondary power supply/switch-over time	Yes/14 seconds.
5	Remarks	Limited apron floodlighting.

EGNH AD 2.16 HELICOPTER LANDING AREA

INTENTIONALLY BLANK

EGNH 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
BLACKPOOL ATZ A circle, 2.5 NM radius, centred at 534618N 0030143W on longest notified runway (10/28)	Upper limit: 2000 FT AGL Lower limit: SFC	G	BLACKPOOL APPROACH/ TOWER English	3000 FT		

EGNH AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	BLACKPOOL APPROACH/ TOWER	119.955 DOC 40 NM/ 10,000 FT.			0700-2100 (0600-2000) and by arrangement.	ATZ hours coincident with Approach hours. VDF 534627.55N 0030217.78W Height 39 FT On AD.
TWR	BLACKPOOL TOWER	118.405 DOC 25 NM/4000 FT.			When instructed by ATC.	VDF 534627.55N 0030217.78W Height 39 FT On AD.
ATIS	BLACKPOOL INFORMATION	127.205 DOC 60 NM/ 20,000 FT.			0700-2100 (0600-2000) and by arrangement.	ATIS also available by telephone externally on 01253-472555 or internally on extension 8315.
OTHER	BLACKPOOL FIRE	121.600 Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGNH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

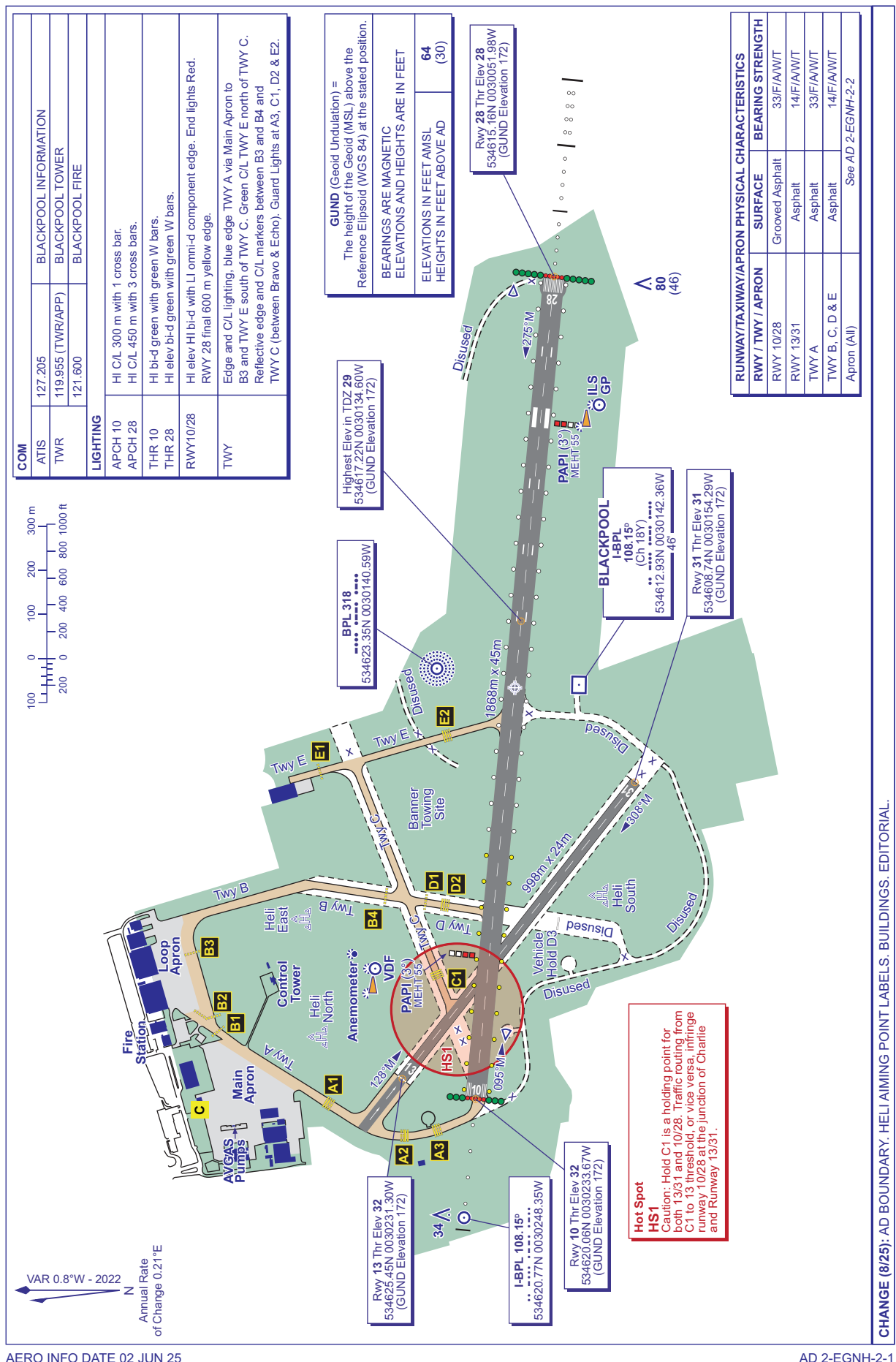
Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 0.77°W (2022)	IBPL	108.150 MHz	0700-2100 (0600-2000)	534620.77N 0030248.35W		(RWY 28)

AERODROME
CHART - ICAO

ARP 534618N 0030143W

AD ELEV 34FT

BLACKPOOL
EGNH

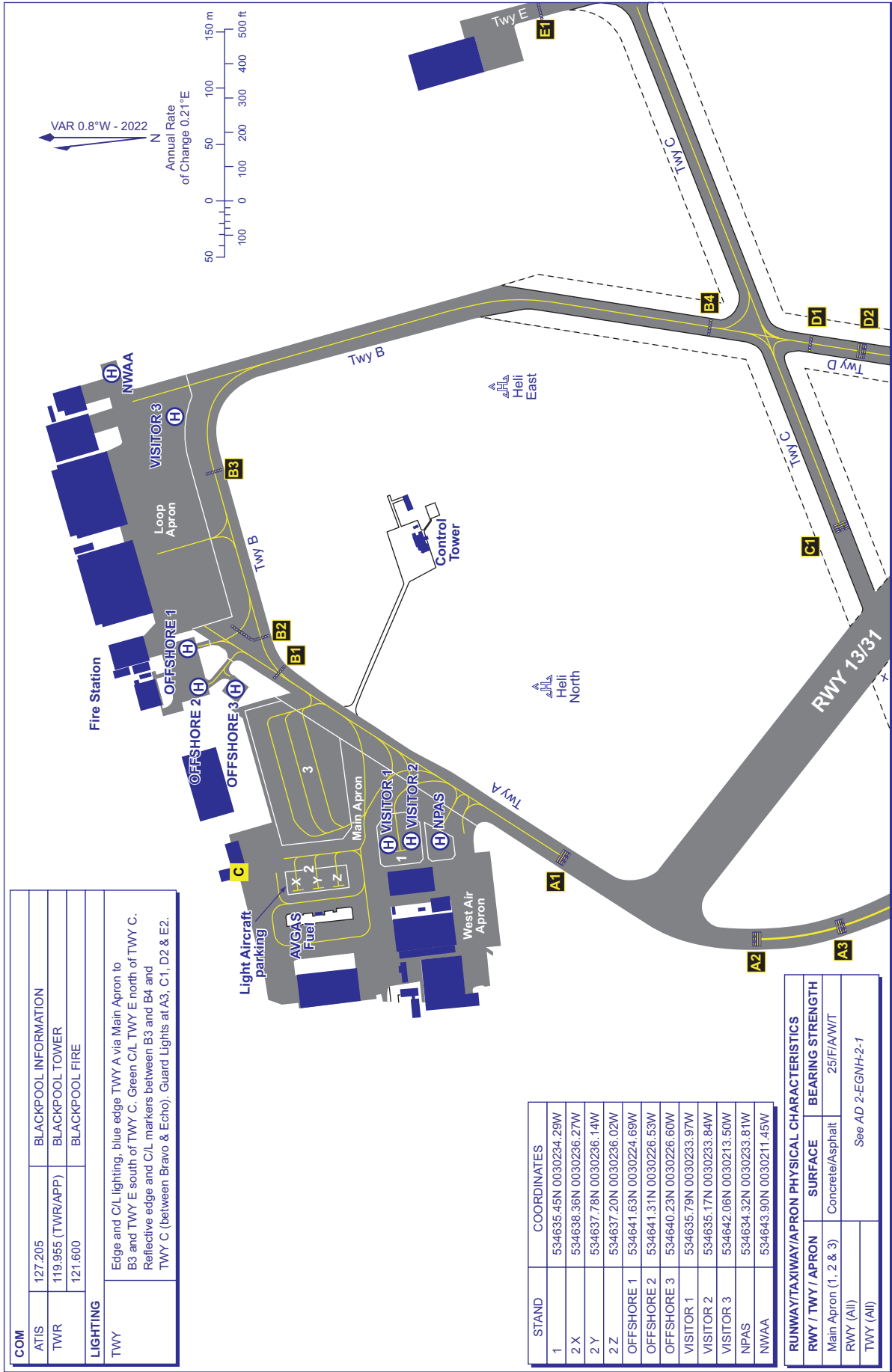


AIRCRAFT PARKING/DOCKING
CHART - ICAO

ARP 534618N 0030143W

AD ELEV 34FT

BLACKPOOL
EGNH



AERO INFO DATE 02 JUN 25

AD 2-EGNH-2-2

CHANGE (8/25): TAXIWAY CENTRELINES. VISITOR 3 HELI. STAND 3 AREA. BUILDINGS.

COM		BLACKPOOL INFORMATION
ATIS	127.205	BLACKPOOL TOWER
TWR	119.955 (TWR/APP)	BLACKPOOL FIRE
LIGHTING		
TWY	Edge and C/L lighting, blue edge TWY A via Main Apron to B3 and TWY E south of TWY C. Green C/L TWY E north of TWY C. Reflective edge and C/L markers between B3 and B4 and TWY C (between Bravo & Echo). Guard Lights at A3, C1, D2 & E2.	

STAND	COORDINATES
1	534635.45N 0030234.29W
2 X	534638.36N 0030236.27W
2 Y	534637.78N 0030236.14W
2 Z	534637.20N 0030236.02W
OFFSHORE 1	534641.63N 0030224.69W
OFFSHORE 2	534641.31N 0030226.53W
OFFSHORE 3	534640.23N 0030226.60W
VISITOR 1	534635.79N 0030233.97W
VISITOR 2	534635.17N 0030233.84W
VISITOR 3	534642.06N 0030213.50W
NPAS	534634.32N 0030233.81W
NWAA	534643.90N 0030211.45W

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
RWY / TWY / APRON	SURFACE	BEARING STRENGTH
Main Apron (1, 2 & 3)	Concrete/Asphalt	25/FI/AVIT
RWY (All)	See AD 2-EGNH-2-1	
TWY (All)		

BRISTOL
EGGD

AD ELEV 622FT

ARP 51258N 0024309W

AERODROME
CHART - ICAO

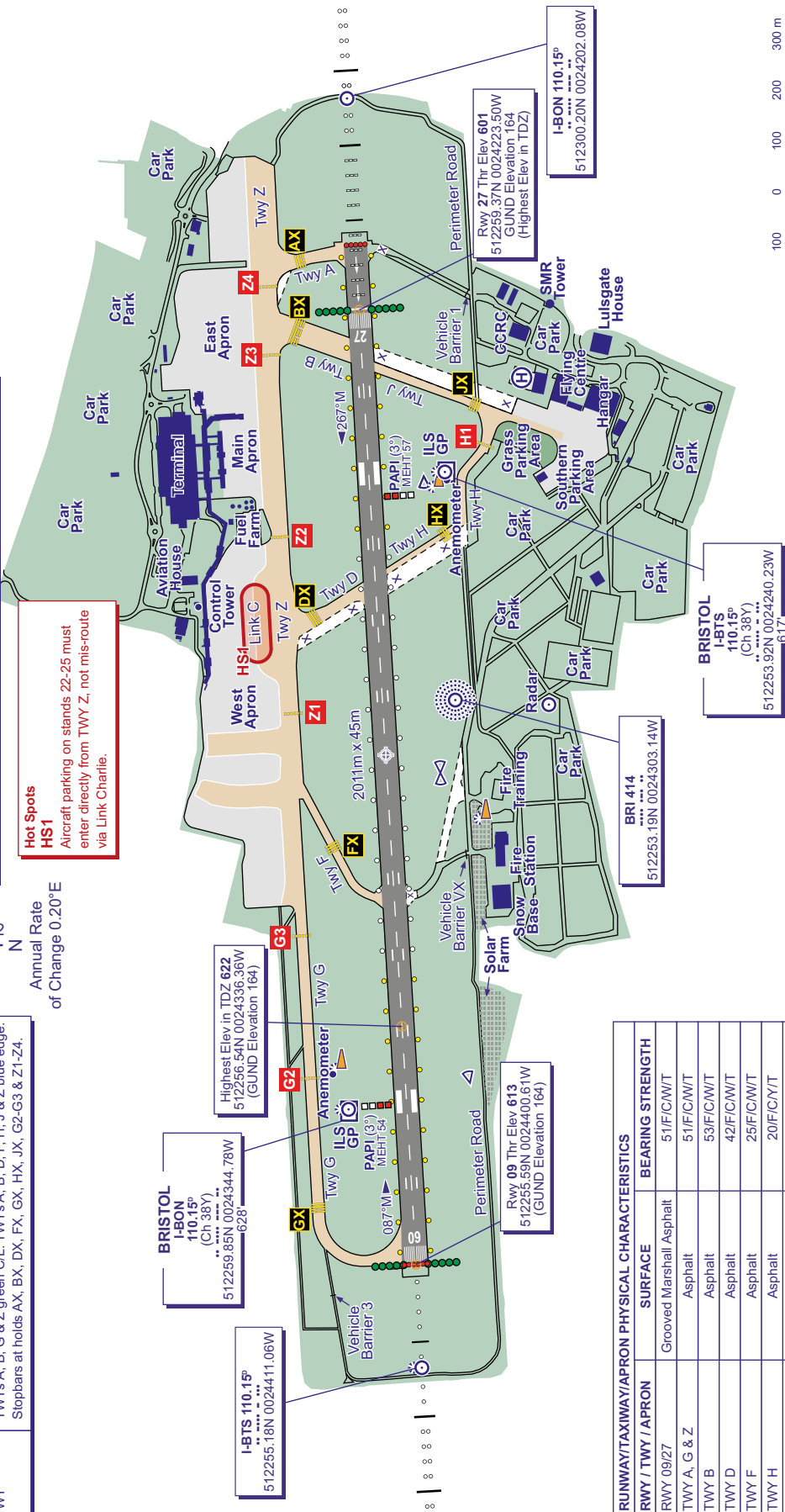
LIGHTING	
APCH 09	HI 480 m coded C/L with 3 bars.
APCH 27	HI 570 m coded C/L with 3 bars. Supplementary inner 300 m.
THR 09/27	HI green uni-d with W bars.
RWY 09/27	HI elev bi-d with LI omni-d component (last 600 m yellow). HI colour coded C/L. End lights red.
TWY	TWYs A, B, G & Z green C/L. TWYs A,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

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

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

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	
622	

Hot Spots
HS1
Aircraft parking on stands 22-25 must
enter directly from TWY Z, not mis-route
via Link Charlie.



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS	
RWY / TWY / APRON	SURFACE
RWY 09/27	Grooved Marshall Asphalt
TWY A, G & Z	Asphalt
TWY B	Asphalt
TWY D	Asphalt
TWY F	Asphalt
TWY H	Asphalt
TWY J	Asphalt
Aprons	See AD 2.EGGD-2-2

CHANGE (8/25): HOTSPOT 1 ADDED. CENTRAL PIER LABEL REMOVED.

AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 512258N 0024309W
AD ELEV 622FT

**BRISTOL
EGGD**

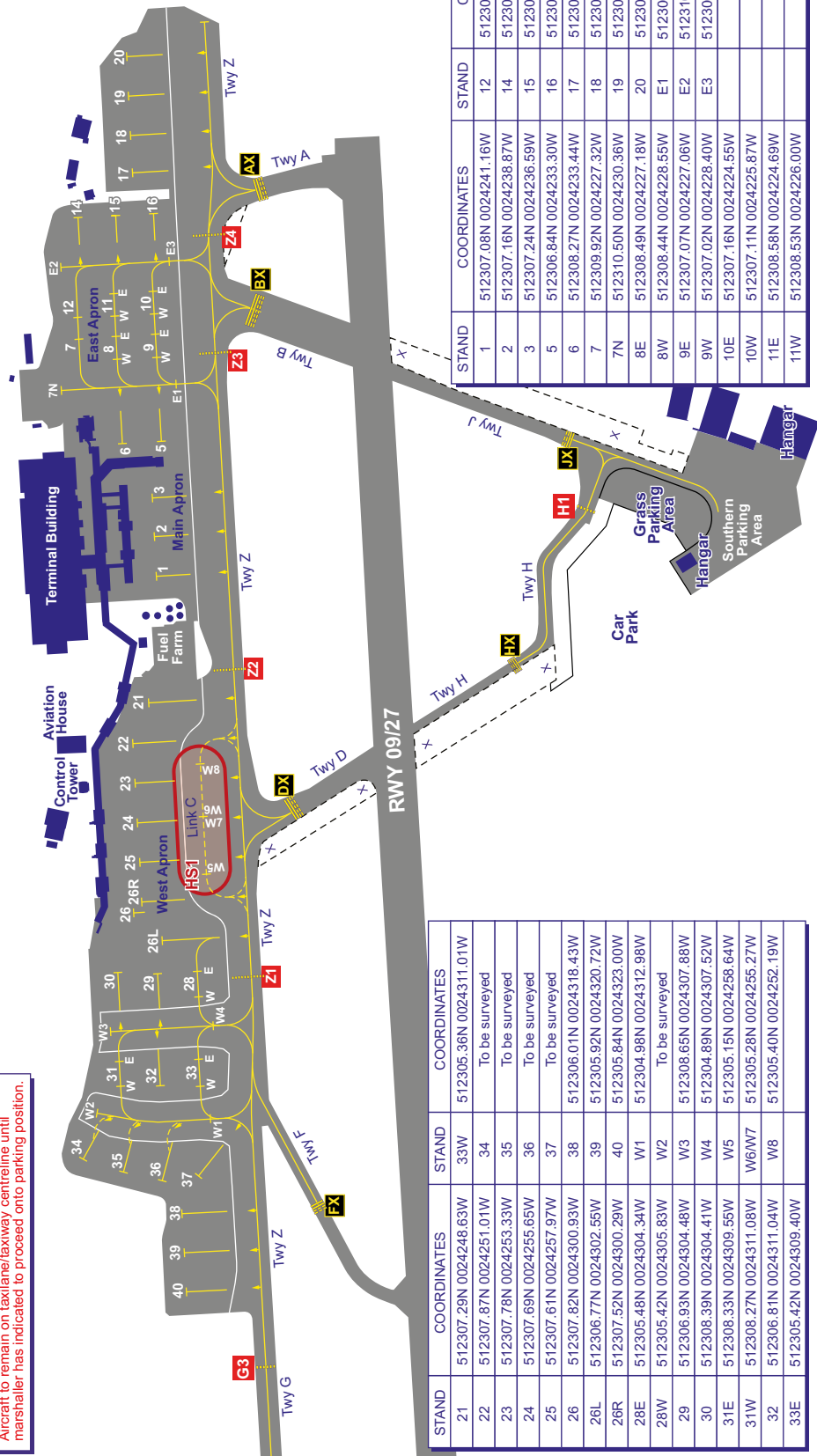
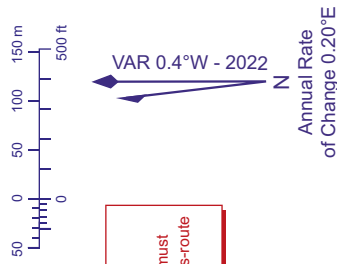
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	SURFACE	BEARING STRENGTH
Main Apron	Concrete/Asphalt	51/R/C/W/T 51/F/C/W/T
East Apron	Concrete/Asphalt	51/R/C/W/T 51/F/C/W/T
West Apron & Link C	Concrete	51/R/C/W/T
Southern Parking Area	Asphalt	30/F/C/W/T
RWY 09/27		
TWY (All)		

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

See AD 2-EGGD-2-1

CAUTION
Aircraft to remain on taxiway/taxiway centreline until marshaller has indicated to proceed onto parking position.

**Hot Spots
HS1**



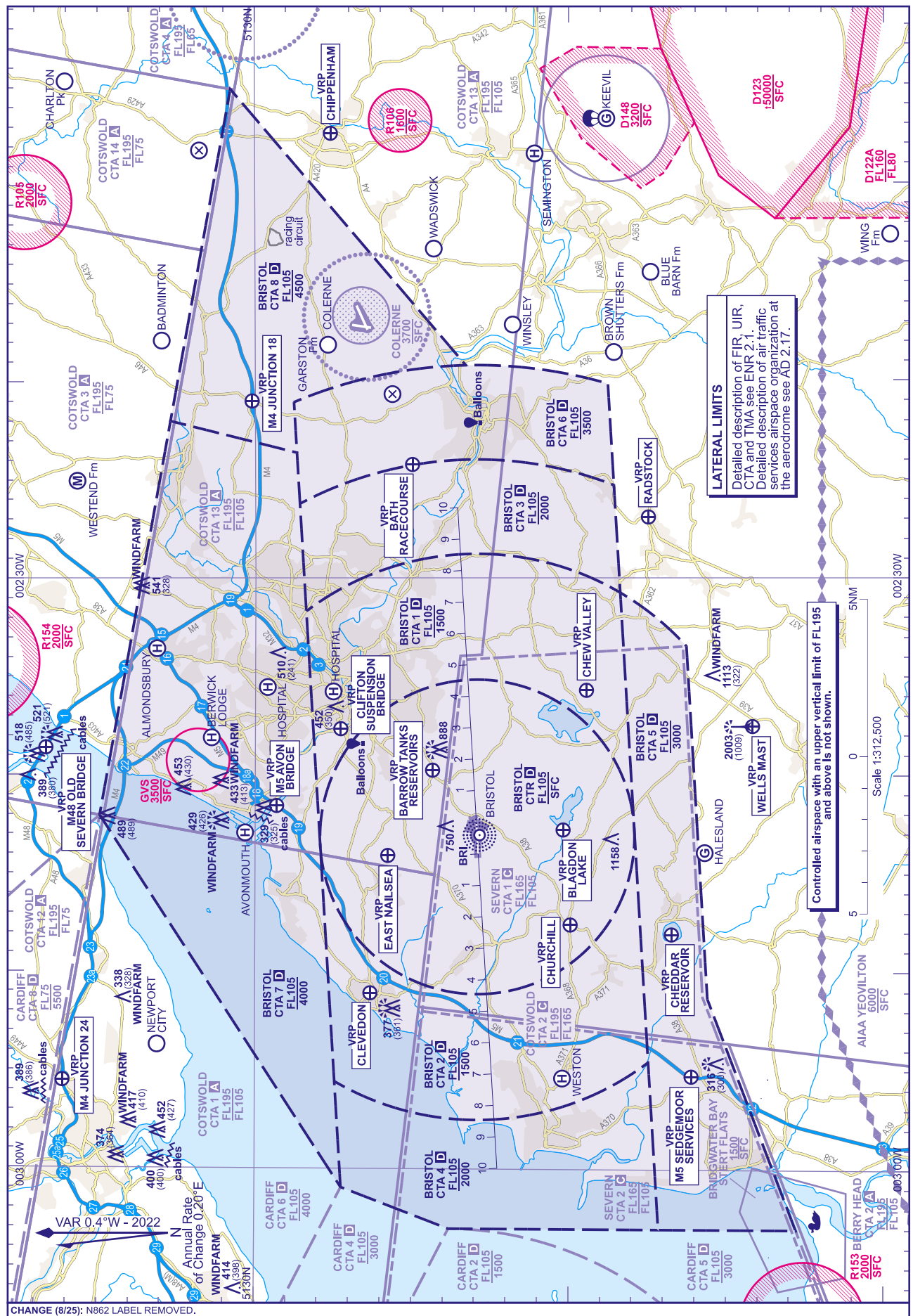
STAND	COORDINATES	STAND	COORDINATES
21	512307.29N 0024248.63W	33W	512305.36N 0024311.01W
22	512307.87N 0024251.01W	34	To be surveyed
23	512307.78N 0024253.33W	35	To be surveyed
24	512307.69N 0024255.65W	36	To be surveyed
25	512307.61N 0024257.97W	37	To be surveyed
26	512307.82N 0024300.93W	38	512306.01N 0024318.43W
26L	512306.77N 0024302.55W	39	512305.92N 0024320.72W
26R	512307.52N 0024300.28W	40	512305.84N 0024323.00W
28E	512305.48N 0024304.34W	W1	512304.98N 0024312.98W
28W	512305.42N 0024305.83W	W2	To be surveyed
29	512306.93N 0024304.48W	W3	512308.65N 0024307.88W
30	512308.39N 0024304.41W	W4	512304.89N 0024307.52W
31E	512308.33N 0024309.55W	W5	512305.15N 0024258.64W
31W	512308.27N 0024311.08W	W6/W7	512305.28N 0024255.27W
32	512306.81N 0024311.04W	W8	512305.48N 0024252.19W
33E	512305.42N 0024309.40W		

STAND	COORDINATES	STAND	COORDINATES
1	512307.08N 0024241.16W	12	512309.92N 0024226.04W
2	512307.16N 0024238.87W	14	512309.99N 0024220.12W
3	512307.24N 0024236.59W	15	512308.57N 0024219.85W
5	512306.84N 0024233.30W	16	512307.16N 0024219.98W
6	512308.27N 0024233.44W	17	512307.92N 0024217.78W
7	512309.92N 0024227.32W	18	512308.01N 0024215.50W
7N	512310.50N 0024230.36W	19	512308.09N 0024213.21W
8E	512308.44N 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 (8/25): HOLD G3 ADDED. HOLD W2 MOVED. CAUTION NOTE. HS1 ADDED. EDITORIAL.

CONTROL ZONE AND CONTROL AREA CHART

BRISTOL



CHANGE (8/25): N862 LABEL REMOVED.

AERO INFO DATE 07 MAY 25

AD 2-EGGD-4-1

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3	Remarks	Latest information from: Tel: Operations 01223-373535.
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EGSC AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	<p>12 Surface: Concrete and asphalt PCN 8/R/C/W/T</p> <p>16 Surface: Concrete PCN 23/R/C/W/T</p> <p>17 Surface: Concrete and asphalt PCN 50/R/C/W/T</p> <p>2 PCN 22/R/C/W/T</p> <p>CUSTOMS APRON NORTH PCN 17/R/C/W/T</p> <p>CUSTOMS APRON SOUTH PCN 23/R/C/X/T</p> <p>EASTERN APRON Surface: Concrete PCN 14/R/C/X/T</p>
2	Taxiway width, surface and strength	<p>Taxiway A FROM B: 15 M Surface: Concrete PCN 14/R/C/X/T</p> <p>Taxiway A FROM RWY TO B: 20 M Surface: Concrete PCN 42/R/C/X/T</p> <p>Taxiway B: 20 M Surface: Asphalt PCN 15/R/C/X/T</p> <p>Taxiway C FROM RWY TO A: 15 M Surface: Asphalt PCN 24/F/C/X/U</p> <p>Taxiway D: 23 M Surface: Concrete PCN 50/R/C/W/T</p> <p>Taxiway E: 12 M Surface: Concrete PCN 11/R/C/W/T</p> <p>Taxiway F: 23 M Surface: Concrete PCN 39/R/C/X/T</p>
3	Altimeter checkpoint location and elevation	Apron 49 FT
4	VOR checkpoints	
5	INS checkpoints	Customs Apron 521231.80N 0001036.00E
6	Remarks	

EGSC 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 parking under marshaller guidance or as directed by ATC.</p> <p>See AD 2.EGSC-2-2 Aircraft Parking and Docking Chart for the location of aircraft parking spots.</p>
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2	Runway and taxiway markings and lighting	<p>Runway marking aid(s): 05/23: Designation, centre-line, threshold, edge. Runway 23 marked for precision approach aid and Runway 05 for non-precision aid. Illuminated designator sign at each runway exit.</p> <p>Runway light(s): Runway Turn Pad lighting blue elevated edge.</p> <p>Taxiway marking aid(s): Taxiway centre-line marking. Blue reflective markers on Alpha, Bravo and Foxtrot.</p> <p>Taxiway light(s): Runway guard lights and signs at each holding point to the main runway. Blue edge lights on Charlie and Delta.</p>
3	Stop bars and runway guard lights (if any)	Stop Bars at Runway 05/23 Holding Points Alpha, Bravo, Charlie and Delta.
4	Other runway protection measures	
5	Remarks	Holding position signs and runway taxi holding positions, runway designators and runway ahead markings provided between taxiways A, B, C, D and the main runway. WDI: 521203.81N 0001010.92E (LGTD) - 521225.90N 0001053.75E (LGTD).

EGSC 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
(EGSC10595) 23/APPROACH 05/ TAKE-OFF	TERRAIN	521238.77N 0001055.50E	79 FT		No	
(EGSC10203) 05/APPROACH 23/ TAKE-OFF	CONVEYOR TOP	521156.95N 0000938.24E	78 FT	37 FT	No	
(EGSC10125) 05/APPROACH 23/ TAKE-OFF	STREETLIGHT	521155.36N 0000946.30E	64 FT	16 FT	No	
(EGSC10129) 05/APPROACH 23/ TAKE-OFF	STREETLIGHT	521153.78N 0000951.61E	79 FT	28 FT	No	
(EGSC10130) 05/APPROACH 23/ TAKE-OFF	STREETLIGHT	521153.54N 0000953.56E	80 FT	28 FT	No	
(C009.25) 05/APPROACH 23/TAKE-OFF	CRANE	521130N 0000838E	154 FT	102 FT	Yes Steady red	Expected duration October 2026.

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
C022.24	CRANE	521411N 0000916E	381 FT	352 FT	Yes Steady red	Expected duration July 2025.
C035.24	CRANE	521410N 0000917E	374 FT	344 FT	Yes Steady red	End estimated December 2025.
C017.25	CRANE	521408N 0000721E	238 FT	197 FT	Yes Steady red	Expected duration November 2025.
C010.24	CRANE	521356N 0000904E	361 FT	312 FT	Yes Steady red	Expected duration September 2026.
C048.23	CRANE	521340N 0000713E	206 FT	164 FT	Yes Steady red	Expected duration May 2025.
C025.22	CRANE	521258N 0001046E	199 FT	146 FT	Yes Steady red	Mobile crane operating within 0.12 NM radius of centre point.
C022.25	CRANE	521244N 0000944E	128 FT	87 FT	Yes Steady red	Expected duration June 2026.
C024.22	CRANE	521243N 0001042E	197 FT	148 FT	Yes Steady red	Mobile crane operating within 0.12 NM radius of centre point.

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
C008.25	CRANE	521243N 0000636E	197 FT	148 FT	Yes Steady red	Expected duration March 2026.
C006.24	CRANE	521241N 0000848E	227 FT	194 FT	Yes Steady red	Expected duration June 2025.
(EGSC10889)	GP MAST	521226.20N 0001054.52E	62 FT	34 FT	No	
(EGSC10890)	WINDSLEEVE	521225.90N 0001053.75E	61 FT	27 FT	No	
(EGSC10651)	BUILDING CHIMNEY	521225.58N 0001005.86E	148 FT	112 FT	No	
(EGSC4160)	WINDSLEEVE	521203.81N 0001010.92E	62 FT	27 FT	Yes Red	
(EGSC10894)	RADAR	521203.08N 0001039.42E	83 FT	49 FT	Yes Red	
(EGSC10681)	CHURCH SPIRE	521156.15N 0000738.70E	255 FT	215 FT	Yes Red	
C012.25	CRANE	521153N 0000822E	304 FT	255 FT	Yes Steady red	Expected duration October 2027.
C025.23	CRANE	521145N 0001055E	139 FT	89 FT	Yes Steady red	Mobile crane operating within 0.08 NM radius of position. Expected duration to 19 December 2025.
(EGSC10726)	INDUSTRIAL CHIMNEY	521033.29N 0000825.80E	258 FT	212 FT	Yes Red	
C029.24	CRANE	521023.80N 0000757.70E	385 FT	334 FT	Yes Steady red	Expected duration January 2027.
(EGSC10571)	MAST	521011.49N 0001128.58E	357 FT	186 FT	Yes Red	

EGSC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE HEATHROW
2	Hours of service MET Office outside hour	H24
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/Telephone.
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	
8	Supplementary equipment available for providing information	
9	ATS units provided with information	CAMBRIDGE
10	Additional information (limitation of service, etc.)	Meteorological Information not available outside of AD operating hours.

EGSC 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
05	049.87°	1964 x 45 M	RWY surface: Asphalt, Grooved PCN 50/F/C/W/T	521202.12N 0000959.26E 151.0 FT	THR 35.7 FT	RWY 05 0.14% up RWY 23 0.83% down first 400 M

7 Aug 2025

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
23	229.89°	1964 x 45 M	RWY surface: Asphalt, Grooved PCN 50/F/C/W/T	521235.55N 0001103.83E 151.0 FT	THR 47.5 FT TDZ 47.5 FT	RWY 05 0.14% up RWY 23 0.83% down first 400 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
	109 x 150 M	1886 x 300 M	90 x 90 M -			RWY 05 Threshold displaced by 216 M.
	133 x 150 M	1886 x 300 M	90 x 90 M -			RWY 23 Threshold displaced by 145 M.

EGSC AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
05	1843 M	1952 M	1843 M	1628 M	
23	1886 M	2019 M	1886 M	1742 M	
05	1255 M	1363 M	1255 M		Take-off from intersection with Taxiway D.
05	580 M	688 M	580 M		Take-off from intersection with Taxiway C.
23	1624 M	1756 M	1624 M		Take-off from intersection with Taxiway A.
23	1519 M	1652 M	1519 M		Take-off from intersection with Taxiway B.
23	1202 M	1335 M	1202 M		Take-off from intersection with Taxiway C.

EGSC 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	Centre-line with one crossbar. 420 M Light intensity high	Elev HI wingbars at displaced threshold	PAPI Left/3° 44 FT 296 M			Elev bi-directional with omnidirectional component White Light intensity high	Flush bi-directional Red Light intensity high		
23	Centre-line with five crossbars. 900 M Light intensity high	Flush green threshold bar and elev HI wingbars at displaced threshold	PAPI Left/3° 39 FT 303 M			Elev bi-directional with omnidirectional component White Light intensity high	Flush bi-directional Red Light intensity high		

EGSC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: 521220.67N 0001057.67E Flashing Green 'CI'. 500 M east north east of the ARP.
2	LDI location and lighting Anemometer location and lighting	Anemometer: 550 M east of the ARP. 521215.02N 0001100.54E
3	TWY edge and centre line lighting	CL: Green bi-directional solarlite 'intelligent' road studs to/from main runway holding points only. EDGE: Blue elevated edge lights on Delta and Charlie Taxiways.
4	Secondary power supply/switch-over time	Standby generator.
5	Remarks	Obstacle lighting.

EGSC AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF H3: 521231.43N 0001025.13E, 151.0 FT TLOF H4: 521231.95N 0001026.91E, 151.0 FT TLOF H5: 521235.13N 0001043.64E, 151.0 FT TLOF H6: 521235.15N 0001044.67E, 151.0 FT
2	TLOF and/or FATO elevation	TLOF H3: 48.9 FT TLOF H4: 48.0 FT TLOF H5: 44.8 FT TLOF H6: 44.8 FT
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	TLOF H3: 19 M x 14 M TLOF surface: Grass TLOF H4: 24 M x 15 M TLOF surface: Grass TLOF H5: 24 M x 15 M TLOF surface: Grass TLOF H6: 24 M x 15 M TLOF surface: Grass
4	True BRG of FATO	
5	Declared distance available	
6	APP and FATO lighting	
7	RMK	

EGSC 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
CAMBRIDGE ATZ A circle, 2.5 NM radius, centred at 521218N 0001030E on longest notified runway (05/23)	Upper limit: 2000 FT AGL Lower limit: SFC	G	CAMBRIDGE APPROACH English	6000 FT		ATZ hours coincident with AD hours as detailed at EGSC AD 2.3.

EGSC AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	CAMBRIDGE APPROACH	120.965 DOC 40 NM/ 20,000 FT.			Mon-Fri 0800-1800 (0700- 1700).	VDF 521218.25N 0001052.02E On AD.

7 Aug 2025

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
TWR	CAMBRIDGE TOWER	125.905 DOC 10 NM/ 10,000 FT.			Mon-Fri 0800-1800 (0700-1700).	
ATIS	CAMBRIDGE INFORMATION	134.605 DOC 40 NM/ 20,000 FT.			Mon-Fri 0800-1800 (0700-1700).	
OTHER	CAMBRIDGE FIRE	121.600 Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	
OTHER	CAMBRIDGE EMERGENCY	121.500 Emergency frequency.			O/R	

EGSC 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/LOC I 0.56°E (2022)	ICMG	111.300 MHz	Mon-Fri 0800-1800 (0700-1700).	521155.95N 0000947.35E		(RWY 23)
ILS/GP	ICMG	332.300 MHz	Mon-Fri 0800-1800 (0700-1700).	521226.26N 0001054.62E		3° ILS Ref Datum Hgt 40 FT.
NDB (L) 0.57°E (2022)	CAM	332.500 kHz	Mon-Fri 0800-1800 (0700-1700).	521238.57N 0001059.01E		On AD. Range 15 NM.
ILS/DME	ICMG	50X 111.300 MHz	Mon-Fri 0800-1800 (0700-1700).	521226.21N 0001054.36E	59 FT	(RWY 23) On AD. Freq paired with ILS I-CMG. DOC 25 NM/10,000 FT.

EGSC AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

- Aircraft unable to communicate by radio with ATC will not be accepted.
- Insurance; ECAC Resolution 25-1 (minimum levels of insurance) shall apply to all carriers licensed in ECAC member states (GEN 1.2.5 refers). All other aircraft using this aerodrome and its facilities are required to have third party liability insurance cover in the sum of at least £1,000,000. Proof of this insurance should be available for inspection at any time while the aircraft is at the aerodrome.
- Surcharges will be levied on visiting aircraft arriving or departing outside published operational hours.
- A security charge may be levied on outbound aircraft requiring to use the aerodrome critical part. Contact FBO Tel: 01223-373214 for details.
- It is a mandatory requirement that all aircrew and ground staff wear high visibility clothing (minimum standard being a high visibility waistcoat) fastened at all times in external airside areas of the airport.
- Pedestrians must use the defined pedestrian walkways when transiting to and from aircraft.
- It is the responsibility of the Pilot in Command to ensure that their passengers are escorted by aircrew or ground staff at all times when on foot in external airside areas of the aerodrome.
- No smoking airside.

2 GROUND MOVEMENT

- Light aircraft will be directed to the grass parking area in front of N° 1 Hangar. Parking is on a grid of four rows marked W, X, Y, Z and numbered 1-8 from west to east. All aircraft will be marshalled except Light Aircraft on grass parking areas and based operators, unless advised otherwise by ATS.
- When taxiing on the grass, keep to cut grass taxiways. The long grass areas are not inspected and are unfit for manoeuvring.
- Compass Base, Class 1, located on Taxiway C. Serviceability of this facility does not affect the availability of the taxiway for taxiing aircraft.
- Runway 05/23 Turn Pads 70 M wide - Code D and E aircraft will require maximum nose wheel steering during turn.

3 CAT II/III OPERATIONS

Not applicable.

4 WARNINGS

- a) Caution - Aerial activity takes place outside of aerodrome published hours.
- b) Hangar 23 blocks a large section of Taxiway Alpha from the direct sight of ATC.
- c) Runway 05 - possible turbulence in touch-down area.
- d) Taxiway Alpha, please be aware of taxiing speeds, uncontrolled pedestrian crossings cross this taxiway.
- e) Grass Taxiway November on the right after Holding Point Charlie obscured by holding point sign, follow lead-off line.
- f) Possible glare from car park to the right of Runway 23 approach.

5 HELICOPTER OPERATIONS

- a) Mainly light helicopter training and corporate activity.
- b) Daily Helimed Operations take place outside of aerodrome operating hours.

6 USE OF RUNWAYS

- a) Arrival and Departure Restriction. No departures permitted below 400 M RVR.
- b) The width at both ends of Runway 05/23 main is twice that delineated by the associated edge lights due to extra pavement at one side. Since runway centre-line lighting is not installed, pilots should ensure that they are correctly lined up, especially if take-off is at night or when the runway is contaminated or in low visibility.
- c) Runway 23 Main, in the event of a go-around, conduct the go-around over the main runway avoiding flying over the dead side.

7 TRAINING

Not applicable.

EGSC AD 2.21 NOISE ABATEMENT PROCEDURES

1 Pilots using Cambridge Airport should at all times endeavour to ensure that aircraft are operated in a manner which causes least disturbance to inhabited areas in the vicinity; more specifically:

- a) Except when taking off or landing, pilots should avoid flying below 2000 FT (Cambridge QNH) within 3 NM of Cambridge city;
- b) Because of the close proximity of working accommodation, aircraft parked on the Airport terminal apron are not to have APUs running for more than 30 minutes before engine start. An environmental levy of £20 will be charged for every additional 15 minutes APU running time.

2 Aircraft may be permitted to make visual approaches. Visual approaches will not normally be permitted if the PAPI are unserviceable. All inbound wide-body aircraft should follow IFR procedures.

3 VISUAL CIRCUIT HEIGHT

Unless otherwise instructed by Air Traffic Control the visual circuit height is 1500 FT for all multi-engined types, 1000 FT for other fixed-wing aircraft. All heights QFE.

4 ARRIVALS

- a) Aircraft approaching asphalt Runway 05/23 without assistance from Radar (or ILS, Runway 23) shall follow a descent path from at least 1000 FT that is no lower than the normal approach path indicated by the PAPI.
- b) All VFR aircraft experiencing radio fail to conduct a go around along the centreline of the duty runway and follow any light signals received from the tower. Avoid flying over the dead-side of the runway.

5 DEPARTURES

- a) **Asphalt Runway 05**
 - i. The maximum take-off run available shall always be used by other than light types of aircraft. Light aircraft may start their take-off run from abeam Taxiway D or as instructed by ATC. Aircraft which require a left turn after departure shall avoid Cambridge City until at least 2000 FT AAL.
 - ii. Aircraft carrying out an Instrument Missed Approach Procedure shall maintain runway heading until at least 1600 FT AAL.
 - iii. Aircraft which require a right turn after departure and those remaining in the circuit shall, as soon as practicable, but not below 500 FT or within the aerodrome boundary, turn right, unless otherwise directed by ATC.
- b) **Asphalt Runway 23**
 - i. Aircraft which require a right turn after departure shall maintain runway heading until at least 2000 FT AAL.

7 Aug 2025

- ii. Aircraft carrying out an Instrument Missed Approach Procedure shall maintain runway heading until at least 1600 FT AAL.
- iii. Aircraft which require a left turn after departure and those remaining in the circuit shall, as soon as practicable, but not below 500 FT or within the aerodrome boundary, turn left, unless otherwise directed by ATC.

6 CIRCUIT DIRECTIONS

- a) The following circuit directions will be adhered to:

Runway 23 - left hand;

Runway 05 - right hand.

7 The above procedures may be departed from at any time to the extent necessary for avoiding immediate danger.

8 REVERSE THRUST

The use of reverse thrust should be kept to a minimum commensurate with operational safety.

9 HELICOPTER OPERATIONS

Routing to the aerodrome should avoid overflight of, or passing in close proximity to Cambridge City and surrounding villages.

EGSC AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR INBOUND AIRCRAFT VIA THE AIRWAYS SYSTEM

- a) Aircraft inbound via the airways system must follow the Stansted Standard Arrival Routes (STAR) as shown at AD 2-EGSS-7-STAR Charts.
- b) Stansted Director will co-ordinate a level at the CAM NDB(L) and will issue the inbound aircraft with a clearance to leave controlled airspace.

2 PROCEDURES FOR OUTBOUND AIRCRAFT

- a) Preferred Departure Routes- via ATS Route Network
 - i. These routes do not constitute Standard Instrument Departures, are not assessed for obstacle clearance and are not contained within controlled airspace.
 - ii. These routes contain noise abatement requirements.
 - iii. These routes are subject to amendment by ATC.
 - iv. ADNAM and EBOTO are clearance limits. Pilots are to ensure that they have received and acknowledged an airways joining clearance before entering controlled airspace.
 - v. Pilots departing RWY23 to EBOTO are to ensure that they remain outside the limits of the London TMA to the Southwest of Cambridge in the horizontal and vertical planes (base 4500 FT-5500 FT) and if necessary step-climb to altitude 6000 FT.
 - vi. Aircraft departing towards ADNAM can expect to be tactically vectored onto their requested route.
 - vii. Pilots should be aware that IFR departure clearances are not normally available until the aircraft is taxiing for departure.
 - viii. Loss of communication procedure (outbound aircraft).
Until a clearance to enter CAS has been received and acknowledged, pilots experiencing radio failure are expected to follow the RTF procedure for IFR aircraft outside controlled airspace (ENR 1.1.3 paragraph 3 refers).

Departure to	Airway Route	Via	Runway	Designator	Routing
East-southeast	L6, L9, L10, L608, L620, M189	ADNAM	23	ADNAM	Left turn on track ADNAM, climb to altitude 3000 FT (see note vi).
			05	ADNAM	Right turn on track ADNAM, climb to altitude 3000 FT (see note vi).
South, Southwest & West-northwest	N57, N601, N859, Q63, T420, Y321	EBOTO	23	EBOTO	Climb runway track to altitude 2000 FT, right turn on track EBOTO step-climb to altitude 6000 FT REMAIN OUTSIDE CAS (See note v).
			05	EBOTO	Left turn on track EBOTO, climb to altitude 6000 FT.

3 Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace. See ENR 1.5.

EGSC AD 2.23 ADDITIONAL INFORMATION

- a) Mode S Barometric Pressure Setting Data

London Terminal Control has the ability to downlink Mode S Barometric Pressure Setting (BPS) data. Therefore, if the downlinked pressure data is at variance with the BPS expected by Air Traffic Control, pilots can expect additional challenge. When Air Traffic Control pass a reminder of the appropriate BPS, it is anticipated that the aircrew will cross check the altimeter settings and confirm set.

- b) Flight testing activity frequently undertaken at Cambridge. Testing may take place at short notice and some disruption can be expected.
- c) When an aircraft is departing EGSC on an EBOTO, when the pressure is QNH 976 hPa or below, pilots may be issued a non-standard climb, as instructed by ATC.

EGSC AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO

AD 2.EGSC-2-1

AIRCRAFT PARKING/DOCKING CHART - ICAO

AD 2.EGSC-2-2

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2.EGSC-5-1

INSTRUMENT APPROACH CHART RNP RWY 05 - ICAO

AD 2.EGSC-8-1

INSTRUMENT APPROACH CHART NDB(L)/DME RWY 05 - ICAO

AD 2.EGSC-8-2

INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 23 - ICAO

AD 2.EGSC-8-3

INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 23 - ICAO

AD 2.EGSC-8-4

INSTRUMENT APPROACH CHART RNP RWY 23 - ICAO

AD 2.EGSC-8-5

INSTRUMENT APPROACH CHART NDB(L)/DME RWY 23 - ICAO

AD 2.EGSC-8-6

INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 05

AD 2.EGSC-8-7

INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 23

AD 2.EGSC-8-8

EGSC AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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AERODROME
CHART - ICAO

ARP 521218N 0001030E

AD ELEV 48FT

CAMBRIDGE
EGSC

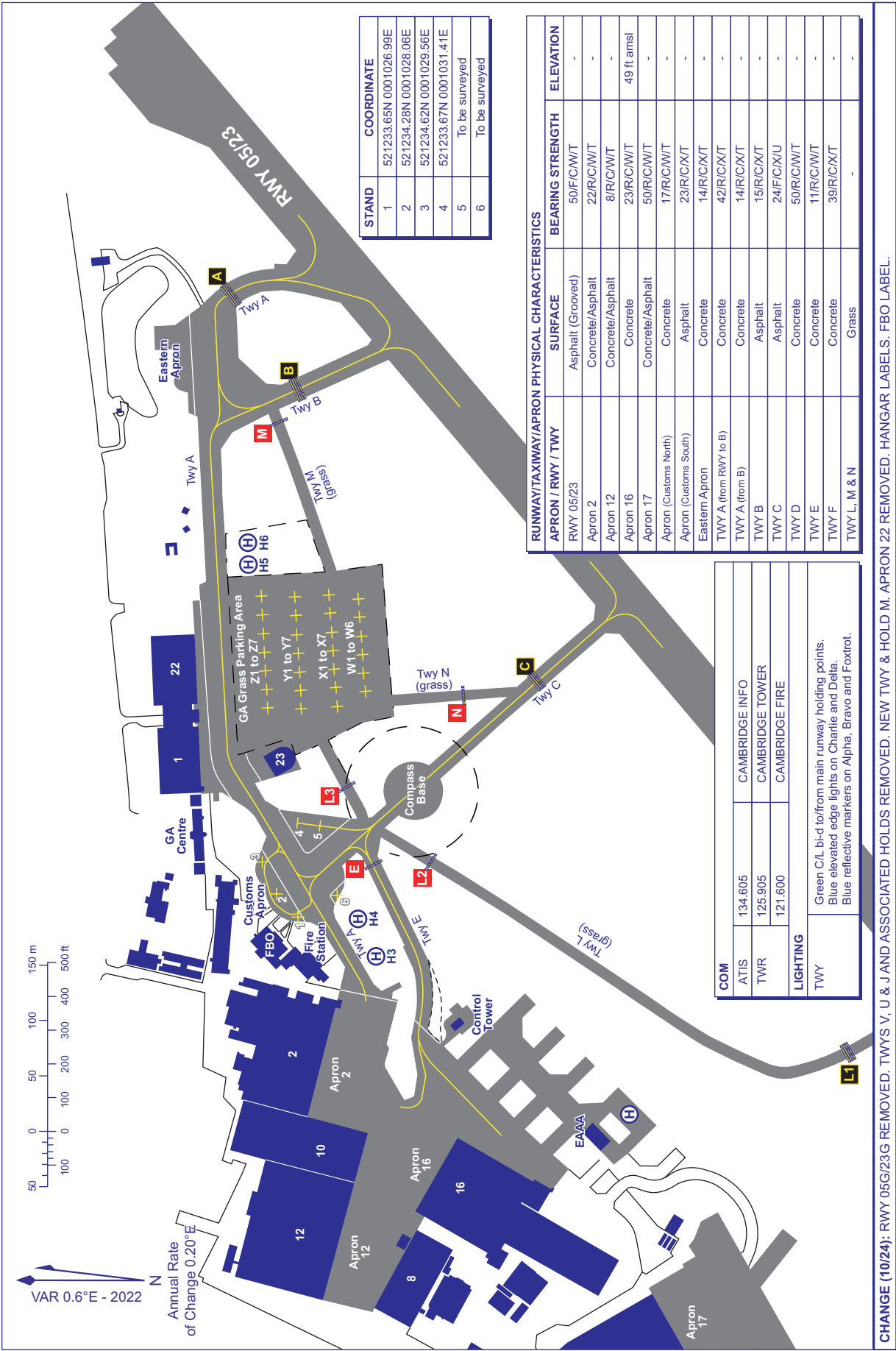


AIRCRAFT PARKING/DOCKING
CHART - ICAO

ARP 521218N 0001030E

AD ELEV 48FT

CAMBRIDGE
EGSC



AERO INFO DATE 30 JUL 24

AD 2-EGSC-2-2

EGEC — CAMPBELTOWN**EGEC AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

EGEC — CAMPBELTOWN

EGEC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 552615N Long: 0054117W Mid point of Runway 11/29.
2	Direction and distance from city	3 NM W of Campbeltown.
3	Elevation / Reference temperature / Mean Low Temperature	42 FT / 14 °C / -
4	Geoid undulation at AD ELEV PSN	182 FT
5	Magnetic Variation / Annual Change	2.07°W (2022) / 0.22°E
6	AD Administration Address Telephone Telefax	HIAL Campbeltown Aerodrome, Campbeltown, Argyll, PA28 6NU. 01586-553797 01586-553338 (AFS) 01586-552620
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGEC AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Fri 0820-1740 (0720-1640); Sun (May-Sep) 1650-1800 (1550-1700); and by arrangement with AD operator (HIAL).
2	Customs and immigration	
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	Mon-Fri 0820-1740 (0720-1640); Sun (May-Sep) 1650-1800 (1550-1700). See also AD 2.18.
8	Fuelling	
9	Handling	By arrangement with HIAL.
10	Security	On request.
11	De-icing	
12	Remarks	Prior Permission Required at this aerodrome. Arrival/Departure times may be allocated.

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

1	Hotels	
2	Restaurants	
3	Transportation	
4	Medical facilities	Limited.
5	Bank and Post Office	
6	Tourist Office	
7	Remarks	

EGEC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

EGEC AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical de-icing. Runway 11/29 surfaces de-iced/anti-iced with KAC/EG and/or NAAC.
2	Clearance priorities	Runways, Taxiway, Apron, Airport Domestic Area.
3	Remarks	Latest Information Contact, Tel: 01586-553797

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

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EGEC 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: 552603.90N 0054025.49W (LGTD); 552616.80N 0054109.28W (LGTD).

EGEC 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
(EGEC1974) 11/APPROACH 29/ TAKE-OFF	ANEMOMETER	552630.07N 0054208.72W	67 FT	34 FT	Yes Red	
(EGEC1106) 29/APPROACH 11/ TAKE-OFF	MOBILE OBST	552603.99N 0053942.50W	61 FT	13 FT	No	
(EGEC1069) 29/APPROACH 11/ TAKE-OFF	FENCE	552603.66N 0053943.94W	53 FT	5 FT	No	
(EGEC2595) 29/APPROACH 11/ TAKE-OFF	BUILDING	552603.03N 0053939.30W	71 FT	25 FT	No	
(EGEC1107) 29/APPROACH 11/ TAKE-OFF	MOBILE OBST	552602.71N 0053943.16W	58 FT	13 FT	No	
(EGEC1049) 29/APPROACH 11/ TAKE-OFF	POWER POLE	552601.66N 0053939.05W	73 FT	29 FT	No	
(EGEC1070) 29/APPROACH 11/ TAKE-OFF	FENCE	552601.52N 0053945.04W	51 FT	8 FT	No	
(EGEC1108) 29/APPROACH 11/ TAKE-OFF	MOBILE OBST	552601.28N 0053943.89W	55 FT	13 FT	No	
(EGEC1109) 29/APPROACH 11/ TAKE-OFF	MOBILE OBST	552600.23N 0053944.44W	54 FT	13 FT	No	
(EGEC1094) 29/APPROACH 11/ TAKE-OFF	POWER POLE	552551.03N 0053740.94W	202 FT	27 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
(EGEC2413) 29/APPROACH 11/ TAKE-OFF	DME	552548.08N 0053901.49W	122 FT	30 FT	No	
(EGEC1093) 29/APPROACH 11/ TAKE-OFF	POWER POLE	552547.09N 0053734.04W	209 FT	30 FT	No	
(EGEC2410) 29/APPROACH 11/ TAKE-OFF	DME MONITOR	552545.60N 0053853.05W	134 FT	37 FT	No	
(EGEC1092) 29/APPROACH 11/ TAKE-OFF	POWER POLE	552544.94N 0053730.32W	221 FT	28 FT	No	
(EGEC2684) 29/APPROACH 11/ TAKE-OFF	WIND TURBINE	552445.15N 0053325.30W	554 FT	134 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
(EGEC1118)	MAST	553144.88N 0053911.95W	1047 FT	89 FT	No	
(EGEC2433)	MAST	552959.76N 0053948.96W	1004 FT	325 FT	No	
(EGEC2116)	WIND TURBINE	552953.11N 0054035.05W	858 FT	243 FT	Yes Red	
(EGEC2121)	WIND TURBINE	552949.88N 0054020.94W	868 FT	244 FT	Yes Red	
(EGEC2636)	TREE	552819.58N 0053822.13W	583 FT	39 FT	No	
(EGEC2634)	TREE	552816.38N 0053811.62W	578 FT	57 FT	No	
(EGEC2629)	CAIRN	552750.54N 0053926.97W	707 FT	6 FT	No	
(EGEC1384)	POWER POLE	552736.37N 0054017.66W	313 FT	27 FT	No	
(EGEC1385)	CAIRN	552735.30N 0054019.77W	280 FT	8 FT	No	
(EGEC2630)	TREE	552700.78N 0053816.63W	454 FT	52 FT	No	
(EGEC1461)	POWER POLE	552458.21N 0053811.50W	207 FT	27 FT	No	
(EGEC1086)	POWER POLE	552456.96N 0053801.74W	275 FT	34 FT	No	
(EGEC1463)	POWER POLE	552455.48N 0053803.64W	269 FT	31 FT	No	
(EGEC2643)	MAST	552449.72N 0053726.73W	419 FT	146 FT	No	
(EGEC2684) 29/APPROACH 11/ TAKE-OFF	WIND TURBINE	552445.15N 0053325.30W	554 FT	134 FT	No	
(EGEC1326)	POWER POLE	552444.17N 0054434.38W	380 FT	34 FT	No	
(EGEC1323)	POWER POLE	552440.44N 0054446.50W	387 FT	24 FT	No	
(EGEC1075)	MAST	552419.73N 0054446.07W	725 FT	131 FT	No	
(EGEC2432)	WIND TURBINE	552342.48N 0053243.89W	570 FT	166 FT	No	
(EGEC2185)	BUILDING	552216.32N 0053157.57W	719 FT	43 FT	No	
(EGEC2209)	MAST	552216.08N 0053159.40W	791 FT	102 FT	No	

EGEC 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 8 hours.
4	Trend forecast Interval of issuance	30 minutes.
5	Briefing/consultation provided	Self-briefing.
6	Flight documentation Language(s) used	Charts abbreviated plain language. TAFs and METARs. English.
7	Charts and other information available for briefing or consultation	Metforms 214 and 215.
8	Supplementary equipment available for providing information	Fax. Internet.
9	ATS units provided with information	CAMPBELTOWN
10	Additional information (limitation of service, etc.)	During airport opening hours only.

EGEC 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
11	106.07°	1412 x 30 M	RWY surface: Asphalt, Grooved PCN 21/R/C/W/T	552616.99N 0054126.75W 182.3 FT	THR 30.2 FT TDZ 30.3 FT	
29	286.09°	1412 x 30 M	RWY surface: Asphalt, Grooved PCN 21/R/C/W/T	552604.35N 0054009.60W 182.2 FT	THR 38.5 FT TDZ 38.5 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
		1532 x 280 M				RWY 11
		1532 x 280 M				RWY 29

EGEC AD 2.13 DECLARED DISTANCES

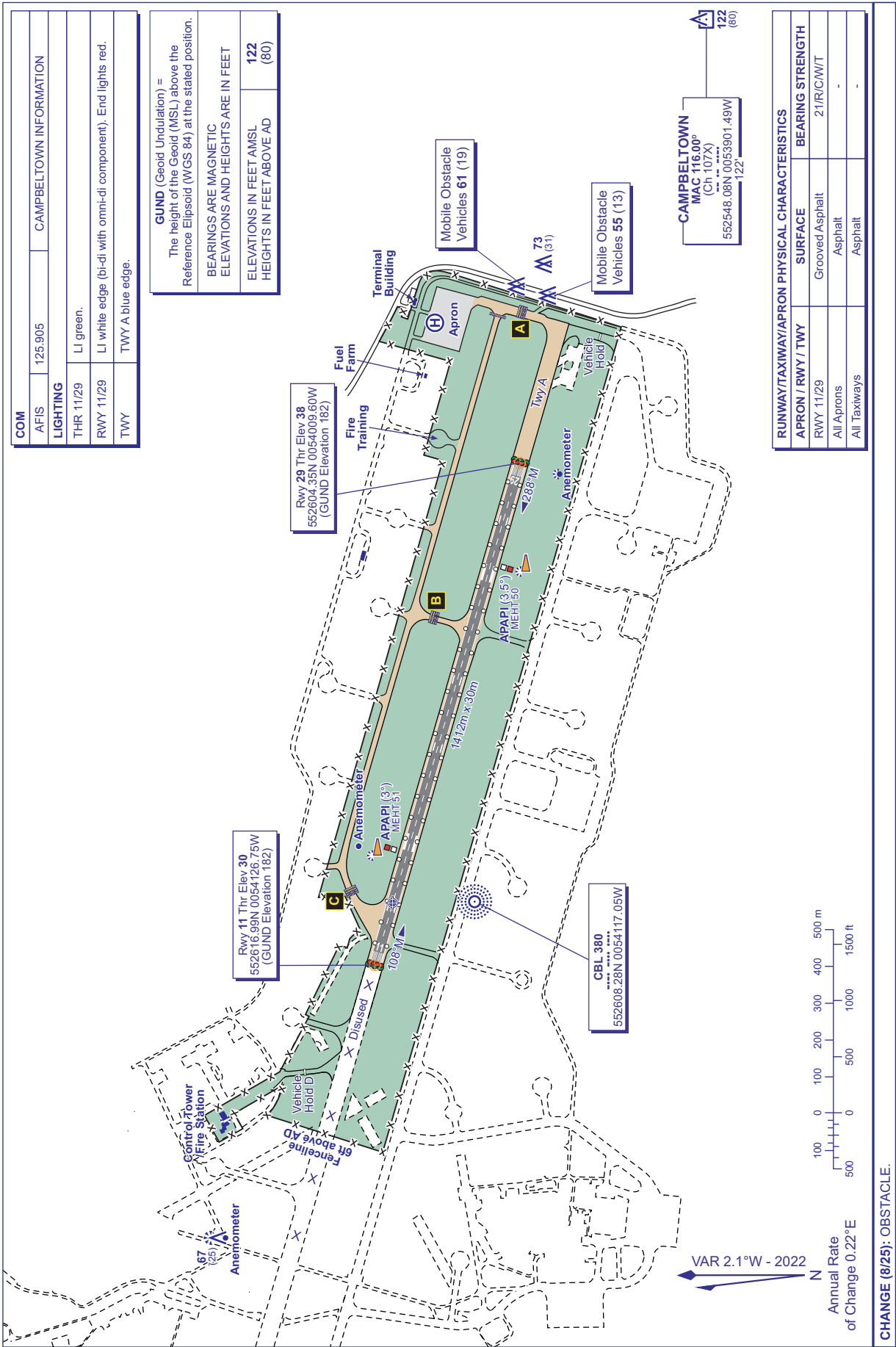
Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
11	1412 M	1412 M	1412 M	1412 M	
29	1412 M	1412 M	1412 M	1412 M	

CAMPBELTOWN
EGEC

AD ELEV 42FT

ARP 552615N 0054117W

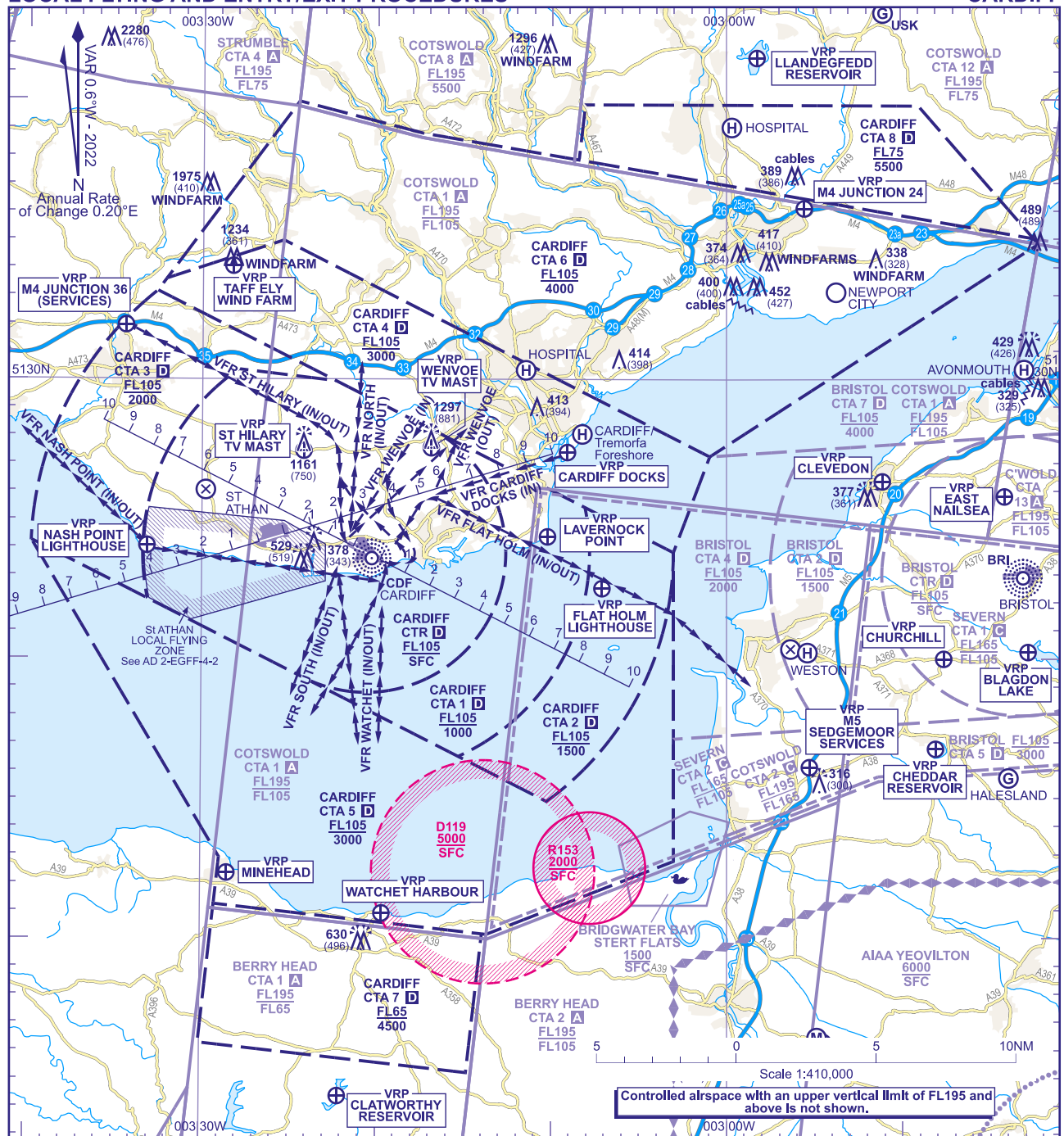
AERODROME
CHART - ICAO



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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 (8/25): N862 LABEL REMOVED.

AERO INFO DATE 07 MAY 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

EGBD — DERBY

EGBD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGBD — DERBY

EGBD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 525135N Long: 0013703W Mid point of Runway 17/35.
2	Direction and distance from city	6 NM SW of Derby.
3	Elevation / Reference temperature / Mean Low Temperature	175 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	-
5	Magnetic Variation / Annual Change	0.13°W (2022) / 0.20°E
6	AD Administration Address Telephone Telefax	DERBY AERO CLUB Derby Aerodrome, Hilton Road, Egginton, Derby, DE65 6GU. 01283-733803 01283-734829
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	

EGBD AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Sat 0900-SS (0800-1700); Sun & PH 0930-SS (0830-1700); and by arrangement.
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	As AD hours.
9	Handling	
10	Security	
11	De-icing	
12	Remarks	This aerodrome is PPR.

EGBD AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVGAS 100LL 15W/50, W80, S80, S100, Aerodiesel 10W/40.
3	Fuelling facilities/capacity	
4	De-icing facilities	
5	Hangar space for visiting aircraft	
6	Repair facilities for visiting aircraft	Full maintenance facilities available on site.
7	Remarks	

EGBD AD 2.5 PASSENGER FACILITIES

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EGBD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category Special.
2	Rescue equipment	
3	Capability for removal of disabled aircraft	
4	Remarks	

EGBD AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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EGBD AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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EGBD 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
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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
	Chimney	525204.33N 0013654.45W	275 FT		No	
	Willington Power Station	525117.40N 0013227.76W	563 FT		No	

EGBD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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EGBD 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
05	047.57°	547 x 20 M	RWY surface: Grass	525128.16N 0013706.71W	THR 172.0 FT	

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
23	227.57°	547 x 20 M	RWY surface: Grass	525134.86N 0013654.60W	THR 174.0 FT	
10	097.78°	453 x 20 M	RWY surface: Grass	525138.07N 0013705.14W	THR 172.0 FT	
28	277.78°	453 x 20 M	RWY surface: Grass	525137.13N 0013653.77W	THR 174.0 FT	
17	171.29°	594 x 20 M	RWY surface: Grass	525144.83N 0013705.51W	THR 175.0 FT	
35	351.29°	594 x 20 M	RWY surface: Grass	525126.61N 0013700.90W	THR 172.0 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 05
						RWY 23 Threshold displaced by 193 M.
						RWY 10 Threshold displaced by 26 M.
						RWY 28 Threshold displaced by 144 M.
						RWY 17 For take-off only.
						RWY 35 For landing only.

EGBD AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
17	558 M	599 M	558 M		
35				534 M	
05	330 M	360 M	523 M	499 M	
23	523 M	585 M	523 M	306 M	
10	316 M	316 M	429 M	379 M	
28	433 M	433 M	429 M	261 M	

EGBD AD 2.14 APPROACH AND RUNWAY LIGHTING

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EGBD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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EGBD AD 2.16 HELICOPTER LANDING AREA

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EGBD 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
DERBY ATZ A circle, 2 NM radius, centred at 525135N 0013703W on longest notified runway (17/35) except that part of the circle that comprises the East Midlands CTA, base 1500 FT amsl (1325 FT aal).	Upper limit: 2000 FT AGL Lower limit: SFC	G	DERBY RADIO English	6000 FT		

EGBD AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
OTHER	DERBY RADIO	118.355 A/G frequency.			Mon-Sat 0900-SS (0800-1700); Sun & PH 0930-SS (0830-1700); and by arrangement.	ATZ hours coincident with A/G hours.

EGBD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGBD AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

- a) Runway 10/28 is only to be used for instruction in flying when a qualified flying instructor acts as pilot-in-command of the aircraft.
- b) The aerodrome is not available for Public Transport passenger flights required to use a licensed aerodrome, or for aircraft unable to communicate by radio.

2 GROUND MOVEMENT

Not applicable

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

- a) With the exception of Runway 35, there are no QDM markings on the runways.
- b) The displaced landing thresholds to Runways 05, 23 and 35 are marked by black and white wing bars. The displaced landing thresholds to Runways 10 and 28 are marked by orange and white wing bars to give visual differentiation from other runways.
- c) An electricity transmission line and pylons, 100 FT AAL, cross the centre-line of Runway 23 1200 M from touchdown.
- d) Turbulence may be experienced from trees on the approach to Runway 23. These trees also shield aircraft low on final approach from those at the 23 hold. A good listening watch should be maintained and all appropriate radio calls should be made.
- e) Electricity transmission lines and pylons running north side and west of aerodrome 100 FT AAL (275 FT AMSL).
- f) Aerodrome Obstacles

EGSU 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
06L	058.02°	882 x 25 M	RWY surface: Grass	520521.46N 0000727.07E 150.6 FT	THR 117.3 FT	
24R	238.03°	882 x 25 M	RWY surface: Grass	520536.57N 0000806.36E 150.6 FT	THR 103.6 FT	
06R	058.02°	1448 x 32 M	RWY surface: Asphalt PCN 27/F/C/W/T	520513.47N 0000721.16E 150.6 FT	THR 124.1 FT	
24L	238.04°	1448 x 32 M	RWY surface: Asphalt PCN 27/F/C/W/T	520536.61N 0000821.34E 150.6 FT	THR 105.9 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
		60 x 80 M				RWY 06L
		60 x 80 M				RWY 24R Threshold displaced by 150 M to provide 1:25 slope over earth bank and to provide RESA.
		60 x 80 M				RWY 06R
		60 x 80 M				RWY 24L Threshold displaced by 150 M to provide 1:25 slope over earth bank and to provide RESA.

EGSU AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
06R	1199 M	1199 M	1199 M	1199 M	
24L	1199 M	1199 M	1199 M	1199 M	
06L	880 M	880 M	880 M	880 M	
24R	880 M	880 M	880 M	880 M	

EGSU AD 2.14 APPROACH AND RUNWAY LIGHTING

INTENTIONALLY BLANK

EGSU 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: 520526.47N, 0000804.92E.
3	TWY edge and centre line lighting	
4	Secondary power supply/switch-over time	
5	Remarks	

EGSU AD 2.16 HELICOPTER LANDING AREA

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EGSU 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
DUXFORD ATZ A circle, 2 NM radius, centred at 520526N 0000753E on longest notified runway (06/24)	Upper limit: 2000 FT AGL Lower limit: SFC	G	DUXFORD INFORMATION English	6000 FT		Aircraft intending to fly in the ATZ must be equipped with two-way RTF and be able to communicate with Duxford. In exceptional circumstances, aircraft without two-way RTF may be given prior approval and information to permit them to fly safely in the ATZ. Pilots are reminded that unusual events, historic aircraft displays and formation flying are frequent activities at Duxford and are urged to make their initial RTF call to Duxford Information at least 8 NM from the ATZ Boundary.

EGSU AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
AFIS	DUXFORD INFORMATION	122.080 DOC 10 NM/3,000 FT.			1000-1600 (0900-1700).	ATZ hours coincident with AFIS hours.
OTHER	DUXFORD FIRE	121.605			Available when Fire vehicle attending aircraft on the ground in an emergency.	
	DUXFORD RADIO	122.080 A/G frequency.			As directed by ATC.	

EGSU AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGSU AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

- a) First 50 M of paved Runway 24 is sterile and is marked with yellow chevrons.
- b) Visiting aircraft must be insured in accordance with EU Regulation (EC) 785/2004. Art 7. Policies must include (where applicable) passenger legal liability insurance. Policies must also include the AV52E endorsement, proof of which may be requested on landing.
- c) Although Duxford has parallel runways they are not available for simultaneous use and are to be treated as one runway.
- d) Special rules are in force for special events. Relevant AICs give details.
- e) The aerodrome is only open to visitors during specified hours. Traffic operating outside the published opening times is private and Duxford based.
- f) Available for aircraft requiring to use a licensed aerodrome.

DUXFORD
EGSU

AD ELEV 126FT

ARP 520526N 0000753E

AERODROME
CHART - ICAO

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	BEARING STRENGTH	ELEVATION
RWY 06R/24L	Asphalt	27/F/C/W/T	-
RWY 06L/24R	Grass	-	-
Main Apron	Concrete	-	-
Main Taxiway	Asphalt	-	-

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	134
HEIGHTS IN FEET ABOVE AD	(9)



VAR 0.6°E - 2022

Annual Rate
of Change 0.20°E



COM	DUXFORD INFORMATION	
AFIS	122.080	DUXFORD FIRE
TWR	121.605	

CHANGE (8/25): FIRE FREQ.

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Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
ATIS	EAST MIDLANDS INFORMATION	122.680 DOC 60 NM/ 20,000 FT.			H24	
OTHER	EAST MIDLANDS FIRE	121.600 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/LOC 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/LOC 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) 0.6°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) 0.8°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) 0.4°E (2025)	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 Taxiway 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.

EAST MIDLANDS
EGNX

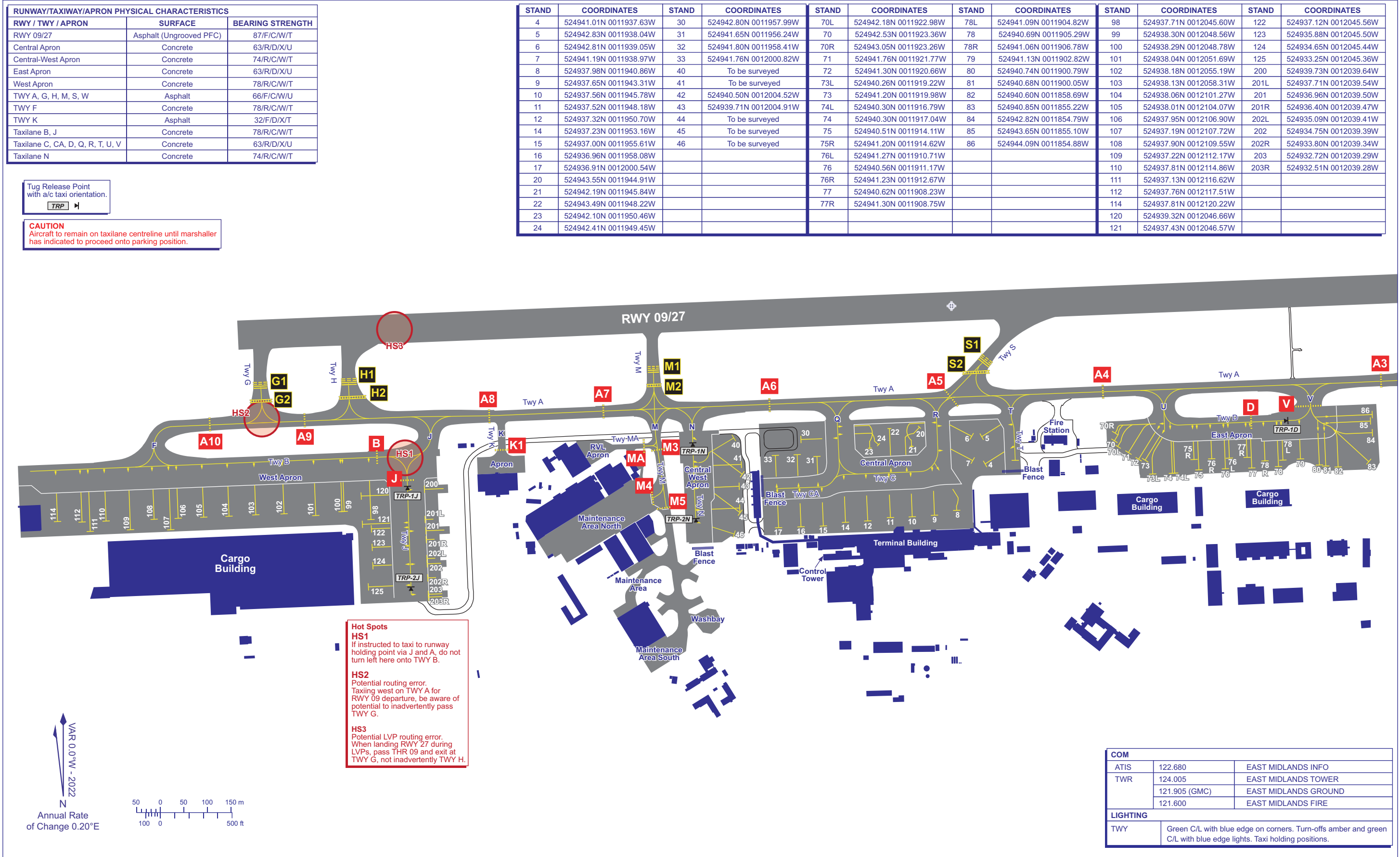


AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING
CHART - ICAO

ARP 524952N 0011940W

AD ELEV 306FT

EAST MIDLANDS
EGNX



EGPH — EDINBURGH**EGPH AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

EGPH — EDINBURGH

EGPH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 555700N Long: 0032221W Centre of Runway 06/24.
2	Direction and distance from city	5 NM W of Edinburgh.
3	Elevation / Reference temperature / Mean Low Temperature	112 FT / 16 °C / -
4	Geoid undulation at AD ELEV PSN	174 FT
5	Magnetic Variation / Annual Change	1.21°W (2022) / 0.22°E
6	AD Administration Address Telephone	EDINBURGH AIRPORT LTD (EAL). Edinburgh Airport, Edinburgh, Lothian EH12 9DN. 0870-040 0007 (EAL) 0131-344 3139 (Airfield Operations) 0131-348 4823 (ATIS) 0131-348 4828 (ATC) 0131-348 4815 (ATC Administration)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	All telephone calls to ATC will be recorded.

EGPH AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	
4	AIS Briefing Office	H24 Terminal Building H24. Business Aviation Centre H24.
5	ATS Reporting Office (ARO)	As AIS Briefing Office.
6	MET Briefing Office	As AIS Briefing Office.
7	ATS	H24 See also AD 2.18.
8	Fuelling	0530-2300 (0430-2200). Outside these hours by prior arrangement with handling agent.
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	AD use subject to limitation refer to AD 2.20 item 1 and to AD 2.21.

EGPH AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Full - at cargo centre situated behind the north and east aprons.
2	Fuel and oil types	AVTUR JET A-1 (anti-icing additive not included) Aeroshell W80, W100, Mobile Jet 2 (from Signature Flight on request).
3	Fuelling facilities/capacity	Pentland Aviation, Signature Flight Support by fuel bowser. De-fuelling facilities subject to arrangement with fuel company.
4	De-icing facilities	By arrangement with handling agent.
5	Hangar space for visiting aircraft	
6	Repair facilities for visiting aircraft	Limited.

12 Jun 2025

7	Remarks	<p>Oxygen and related servicing limited, by arrangement with local companies. All operators, including Executive and Private General Aviation, must make prior arrangements with a handling agent for ground handling of all flights. Due to limited parking space all aircraft are PPR with their handling agent.</p> <p>GA handling facilities are provided by:</p> <p>Signature Flight Support: Tel: 0131-317 7447 or 03300-271262 SITA: EDIECXH AFTN: EGPHXHAE</p>
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EGPH AD 2.5 PASSENGER FACILITIES

1	Hotels	4 Hotels on the airport. Others in the vicinity.
2	Restaurants	Multiple eating facilities and bars.
3	Transportation	Buses, trams, taxis and car hire. Nearest railway station: Edinburgh Gateway, 1.5 miles.
4	Medical facilities	Limited first aid treatment available. Tel: 0131-344 3254.
5	Bank and Post Office	Cash dispensers in terminal building. Nearest Post Office 2 miles.
6	Tourist Office	
7	Remarks	

EGPH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A9
2	Rescue equipment	
3	Capability for removal of disabled aircraft	Contact 0131-344 3139/3239 (H24). Light aircraft only.
4	Remarks	Aircraft operators are required to have prior arrangements in place for any required removal of disabled aircraft.

EGPH AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical de-icing.
2	Clearance priorities	Standard. See AD 1.2.2.
3	Remarks	Latest information from Aerodrome operator Tel: 0131-344 3139/3239.

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

1	Apron surface and strength	<p>EAST APRON Surface: Concrete PCN 79/R/D/W/T</p> <p>GA APRON Surface: Concrete PCN 90/R/D/W/T</p> <p>MAIN AND SOUTHEAST APRONS Surface: Concrete PCN 72/R/C/W/T</p> <p>NORTH APRON Surface: Block paving PCN 31/F/C/X/T</p> <p>TURNHOUSE APRON Surface: Concrete PCN 90/R/D/W/T</p>
2	Taxiway width, surface and strength	<p>Taxiway A1-A8 AND A16-D1: 23 M Surface: Concrete PCN 120/R/C/W/T</p>

		<p>Taxiway ALPHA A8-A16: 23 M Surface: Asphalt PCN 70/F/A/W/T</p> <p>Taxiway ALPHA V+W LOOPS: 21 M Surface: Concrete PCN 120/R/C/W/T</p> <p>Taxiway ECHO: 36 M Surface: Concrete PCN 72/R/C/W/T</p> <p>Taxiway FOXTROT: 36 M Surface: Concrete PCN 72/R/C/W/T</p> <p>Taxiway GOLF: 36 M Surface: Concrete PCN 90/R/D/W/T</p> <p>Taxiway HOTEL: 36 M Surface: Concrete PCN 90/R/D/W/T</p> <p>Taxiway LIMA: 23 M Surface: Concrete PCN 131/R/D/W/T</p> <p>Taxiway MIKE M3-E APRON: 46 M Surface: Asphalt PCN 31/F/C/X/T</p> <p>Taxiway MIKE TWY M1-M2: 23 M Surface: Asphalt PCN 58/F/B/X/T</p> <p>Taxiway MIKE TWY M2-M3: 46 M Surface: Asphalt PCN 58/F/B/X/T</p> <p>Taxiway PAPA: 21 M Surface: Asphalt PCN 82/R/D/W/T</p> <p>Taxiway QUEBEC: 18 M Surface: Asphalt PCN 31/F/C/X/T</p> <p>Taxiway SIERRA: 36 M Surface: Concrete PCN 79/R/D/W/T</p>
3	Altimeter checkpoint location and elevation	Passenger Terminal Stands 97 FT North Apron 103 FT
4	VOR checkpoints	
5	INS checkpoints	Aircraft Ground Movement/Parking/Docking Chart.
6	Remarks	

EGPH 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>Arriving and departing crew whom are unfamiliar with EGPB should notify ATC prior to taxiing. Apart from the GA Apron, nose-in parking in operation on all aprons. All nose-in stands have stand number, yellow centre-line and Stand Entry Guidance System.</p> <p>Stand Entry Guidance is provided by AGNIS/Stop Arrow (painted on the apron) or Safedock Docking Guidance System. Flight crew should be familiar with the guidance available and have an understanding on how they operate.</p> <p>Marshalling service is provided for the GA Apron and Stands 21, 23, 28, 99, 101, 308, 309, 310, 310L, 310R, 311, 311L, 311R, 312, 312L, 313, 314, 315, 316, 317 and 317A.</p>
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7 Aug 2025

2	Runway and taxiway markings and lighting	<p>Runway marking aid(s): 06/24: Runway designation, runway centre-line and threshold markings. Touchdown zone and fixed distance markings. Runway edge markings and displaced threshold arrows.</p> <p>Taxiway light(s): Green centre-line lighting with blue edge lights on sharp curves, red stop bars at holding points. Runway exits have alternate green/yellow centre-line lights to the CAT II/III stop bars. Runway guard lights on accesses to runway.</p>
3	Stop bars and runway guard lights (if any)	Illuminated red stop bars are provided where appropriate.
4	Other runway protection measures	Aircraft parked on the GA Apron may start engines and taxi from a nose out position. Flight and ground crew must ensure that roadways etc are protected against any jet blast/prop wash.
5	Remarks	<p>Aircrew are to note that the Stand Entry Guidance (SEG) on all SEG equipped stands is activated by an apron level timer device, operated by airline/handling agent staff. Pilots should not turn off the taxiway centre-line unless the Stand Entry Guidance is illuminated with aircraft type, or a marshaller has signalled clearance to proceed. Pilots should note that failure to adhere to this instruction may lead to a negative "On Time Performance" figure. On stand taxi speed should not exceed 5 KT.</p> <p>All operators must ensure that their engineering staff and/or handling agents have suitable, serviceable equipment on station to push and/or tow aircraft which they might operate.</p> <p>Obstacle markings and snow edge markings are provided where necessary.</p> <p>Three WDIs serve Runway 06/24: 555650.75N 0032221.86W (LGTD) - 555634.84N 0032306.76W (LGTD) - 555710.67N 0032120.95W (LGTD).</p> <p>If an aircraft has been repositioned to face out on any stand, it must be either repositioned to nose-in on stand or towed out to the taxiway centre-line before starting engines.</p> <p>Flight crews should be aware that chart providers may not highlight taxiways on their published aerodrome chart and taxiways on their published parking/docking chart. When transiting to/from the allocated parking position, aircraft will transit both taxiways and taxiways.</p>

EGPH 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
(EGPH18669) 24/APPROACH 06/ TAKE-OFF	TREE	555748.96N 0032009.82W	186 FT	78 FT	No	
(EGPH21240) 24/APPROACH 06/ TAKE-OFF	TREE	555738.99N 0032035.40W	154 FT	54 FT	No	
(EGPH19777) 24/APPROACH 06/ TAKE-OFF	POLE	555729.45N 0032105.46W	128 FT	17 FT	No	
(EGPH21003) 06/APPROACH 24/ TAKE-OFF	TREE	555622.53N 0032358.53W	172 FT	48 FT	No	
(EGPH19098) 06/APPROACH 24/ TAKE-OFF	TREE	555511.10N 0032704.10W	349 FT	61 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
(EGPH17386)	BRIDGE TOWER	560037.22N 0032432.49W	663 FT	670 FT	Yes Red	
(EGPH17387)	BRIDGE TOWER	560017.39N 0032444.99W	690 FT	697 FT	Yes Red	
(EGPH17388)	BRIDGE TOWER	555957.56N 0032457.50W	663 FT	670 FT	Yes 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
(EGPH18543)	BRIDGE TOWER	555949.07N 0032414.85W	522 FT	529 FT	Yes Red	
TAYLOR WIMPEY CRANE	CRANE	555851N 0032257W	265 FT	99 FT	Yes Steady Red	North of Airfield at Queensferry.
DALMENY TANK FARM	CRANE	555836N 0032218W	326 FT	164 FT	Yes Red	End estimated June 2026.
MAYBURY ROAD CRANE	CRANE	555729N 0031901W	254 FT	131 FT	Yes Red	Maybury Road area. End estimated September 2025.
BARRATT WEST CRAIGS	CRANE	555651N 0031915W	362 FT	164 FT	Yes Red	Craig's Road Edinburgh. End estimated July 2026.
WEST CRAIGS	CRANE	555650.7N 0031906.7W	332 FT	126 FT	Yes Steady Red	End estimated June 2026.
	CRANE	555648N 0031911W	309 FT	118 FT	Yes Red	Craig's Road Edinburgh. End estimated November 2027.
CALA TURNHOUSE ROAD	CRANE	555640N 0031936W	298 FT	131 FT	Yes Red	Turnhouse Road. End estimated December 2027.
EDINBURGH PARK	CRANE	555542N 0031842W	272 FT	99 FT	Yes Red	Edinburgh Park, Edinburgh. End estimated June 2026.

EGPH 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 and 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	EDINBURGH
10	Additional information (limitation of service, etc.)	

EGPH 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
06	058.85°	2558 x 45 M	RWY surface: Asphalt, Grooved PCN 68/R/B/W/T	555641.99N 0032313.90W 173.5 FT	THR 110.1 FT TDZ 110.1 FT	
24	238.88°	2558 x 45 M	RWY surface: Asphalt, Grooved PCN 68/R/B/W/T	555717.66N 0032128.66W 173.4 FT	THR 99.8 FT TDZ 100.0 FT	

SWY Dimensio ns	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
60 x 45 M	60 x 150 M	2798 x 280 M				RWY 06 Runway 06 threshold is inset 214 M. Paved shoulders extend 8 M beyond each side of runway.
60 x 45 M	448 x 150 M	2798 x 280 M				RWY 24 Runway 24 threshold is inset 211 M. Paved shoulders extend 8 M beyond each side of runway.

EGPH AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
06	2556 M	2616 M	2616 M	2344 M	
24	2554 M	3002 M	2614 M	2347 M	
06	1891 M	1951 M	1951 M		Take-off from intersection with Hold Bravo 1. Information signage in place adjacent to Hold Bravo 1.
24	1891 M	2339 M	1951 M		Take-off from intersection with Hold Charlie 1. Information signage in place adjacent to Hold Charlie 1.

EGPH 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	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. First barrette of ALS removed. 870 M Light intensity high	Green Light intensity high With green wingbars	PAPI Left/3° 56 FT 425 M	White Light intensity high 870 M	Colour coded centre-line 15 M spacing	Bi-directional edge 46 M gauge	Red	60 M beyond runway end lights Red	
24	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. 914 M Light intensity high	Green Light intensity high With green wingbars	PAPI Left/3° 59 FT 380 M	White Light intensity high 900 M	Colour coded centre-line 15 M spacing	Bi-directional edge 46 M gauge	Red	60 M beyond runway end lights Red	

EGPH 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: 555652.26N 0032256.91W (LGTD) - 555715.14N 0032149.44W (LGTD).
3	TWY edge and centre line lighting	CL: All taxiways are equipped with green centre-line lighting. All aircraft stand taxiways are equipped with green centre-line lighting.
4	Secondary power supply/switch-over time	Yes.
5	Remarks	Apron floodlighting for all apron areas. Obstacle lighting.

EGPH AD 2.16 HELICOPTER LANDING AREA

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EGPH 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
EDINBURGH CTR A circle, 10 NM radius, centred at 555700N 0032221W	Upper limit: 6000 FT ALT Lower limit: SFC	D	EDINBURGH APPROACH English	6000 FT		
EDINBURGH ATZ A circle, 2.5 NM radius, centred at 555700N 0032221W on longest notified runway (06/24)	Upper limit: 2000 FT AGL Lower limit: SFC	D	EDINBURGH APPROACH English	6000 FT		

EGPH AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	EDINBURGH APPROACH	121.205 Also a CTR Channel. DOC 40 NM/ 10,000 FT.			H24	ATZ hours coincident with Approach hours. VDF 555639.82N 0032252.81W VDF can be changed to 118.705 or 121.500 MHz O/R.
TWR	EDINBURGH GROUND	121.755			Mon-Fri 0600-2200 (0500-2100); Sat, Sun 0600-2200 (0500-2100).	Outside operating hours contact TOWER 118.705 MHz. VDF 555639.82N 0032252.81W VDF can be changed to 118.705 or 121.500 MHz O/R.
		121.980 as directed by ATC.			Mon-Fri 0600-2200 (0500-2100); Sat, Sun 0600-2200 (0500-2100).	
	EDINBURGH TOWER	118.705 DOC 25 NM/ 10,000 FT.			H24	
		121.500			O/R	
RADAR	EDINBURGH RADAR	121.205 DOC 40 NM/ 10,000 FT.			H24 Subject to NOTAM	VDF 555639.82N 0032252.81W VDF can be changed to 118.705 or 121.500 MHz O/R.

7 Aug 2025

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
		128.980 DOC 40 NM/ 10,000 FT. As directed by ATC.			H24 Subject to NOTAM	
ATIS	EDINBURGH INFORMATION	131.355 DOC 60 NM/ 20,000 FT.			H24	Also available by telephone: 0131-348 4823.
OTHER	EDINBURGH FIRE	121.600 Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGPH 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/LOC III 1.20°W (2022)	IVG	108.900 MHz	HO	555725.58N 0032105.28W		(RWY 06) The Localiser is not to be used below 3000 FT agl outside 17 NM.
ILS/GP	IVG	329.300 MHz	HO	555652.51N 0032259.39W		3° ILS Ref Datum Hgt 54 FT. Certified for extended range to 15 NM. Not for use below 2200 FT at this range. May not maintain full scale fly up indications when left of localiser centre-line and below glidepath.
ILS/LOC III 1.22°W (2022)	ITH	108.900 MHz	HO	555629.22N 0032351.54W		(RWY 24) The Localiser is not to be used below 3000 FT agl outside 17 NM.
ILS/GP	ITH	329.300 MHz	HO	555716.69N 0032148.96W		3° ILS Ref Datum Hgt 50 FT. Certified for extended range to 15 NM. Not for use below 2200 FT at this range.
VOR/DME 1.63°W (2022) 1.0°W (2022)	GOW	101X 115.400 MHz	H24 Hours of operation for aerodrome purposes: HO	555213.81N 0042644.60W	46 FT	GOW VOR DOC: 25 NM/25,000 FT (45 NM/25,000 FT Sector R051-091). Due to terrain, coverage at low level is reduced in Sectors R346-026 and R181-201.
VOR/DME 1.68°W (2022) 0.9°W (2025)	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.
DME	IVG	26X 108.900 MHz	HO	555706.24N 0032222.75W	120 FT	(RWY 06) On AD. DME freq paired with ILS I-VG and I- TH. Zero range is indicated at THR of Runway 06 and 24.

AERODROME
CHART - ICAO

ARP 555700N 0032221W

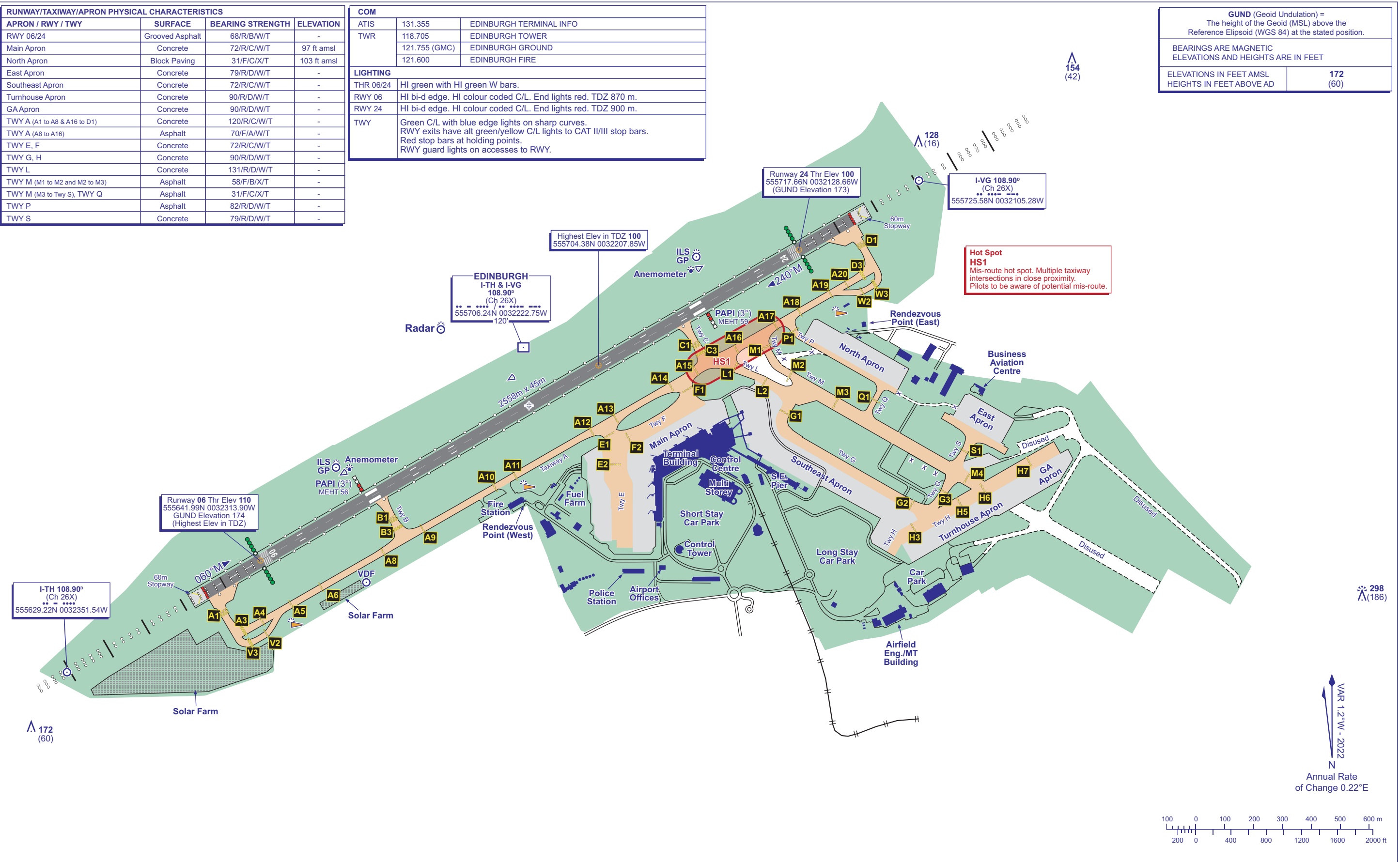
AD ELEV 112FT

EDINBURGH
EGPH

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	BEARING STRENGTH	ELEVATION
RWY 06/24	Grooved Asphalt	68/R/B/W/T	-
Main Apron	Concrete	72/R/C/W/T	97 ft amsl
North Apron	Block Paving	31/F/C/X/T	103 ft amsl
East Apron	Concrete	79/R/D/W/T	-
Southeast Apron	Concrete	72/R/C/W/T	-
Turnhouse Apron	Concrete	90/R/D/W/T	-
GA Apron	Concrete	90/R/D/W/T	-
TWY A (A1 to A8 & A16 to D1)	Concrete	120/R/C/W/T	-
TWY A (A8 to A16)	Asphalt	70/F/A/W/T	-
TWY E, F	Concrete	72/R/C/W/T	-
TWY G, H	Concrete	90/R/D/W/T	-
TWY L	Concrete	131/R/D/W/T	-
TWY M (M1 to M2 and M2 to M3)	Asphalt	58/F/B/X/T	-
TWY M (M3 to Twy S), TWY Q	Asphalt	31/F/C/X/T	-
TWY P	Asphalt	82/R/D/W/T	-
TWY S	Concrete	79/R/D/W/T	-

COM		
ATIS	131.355	EDINBURGH TERMINAL INFO
TWR	118.705	EDINBURGH TOWER
	121.755 (GMC)	EDINBURGH GROUND
	121.600	EDINBURGH FIRE
LIGHTING		
THR 06/24	HI green with HI green W bars.	
RWY 06	HI bi-d edge. HI colour coded C/L. End lights red. TDZ 870 m.	
RWY 24	HI bi-d edge. HI colour coded C/L. End lights red. TDZ 900 m.	
TWY	Green C/L with blue edge lights on sharp curves. RWY exits have alt green/yellow C/L lights to CAT II/III stop bars. Red stop bars at holding points. RWY guard lights on accesses to RWY.	

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	172 (60)
HEIGHTS IN FEET ABOVE AD	172 (60)



CHANGE (8/25): AD ELEV REVISED. RWY 24 HIGHEST ELEV IN TDZ REVISED. SOLAR FARMS. OBSTACLES REVISED.

AERO INFO DATE 21 MAY 25

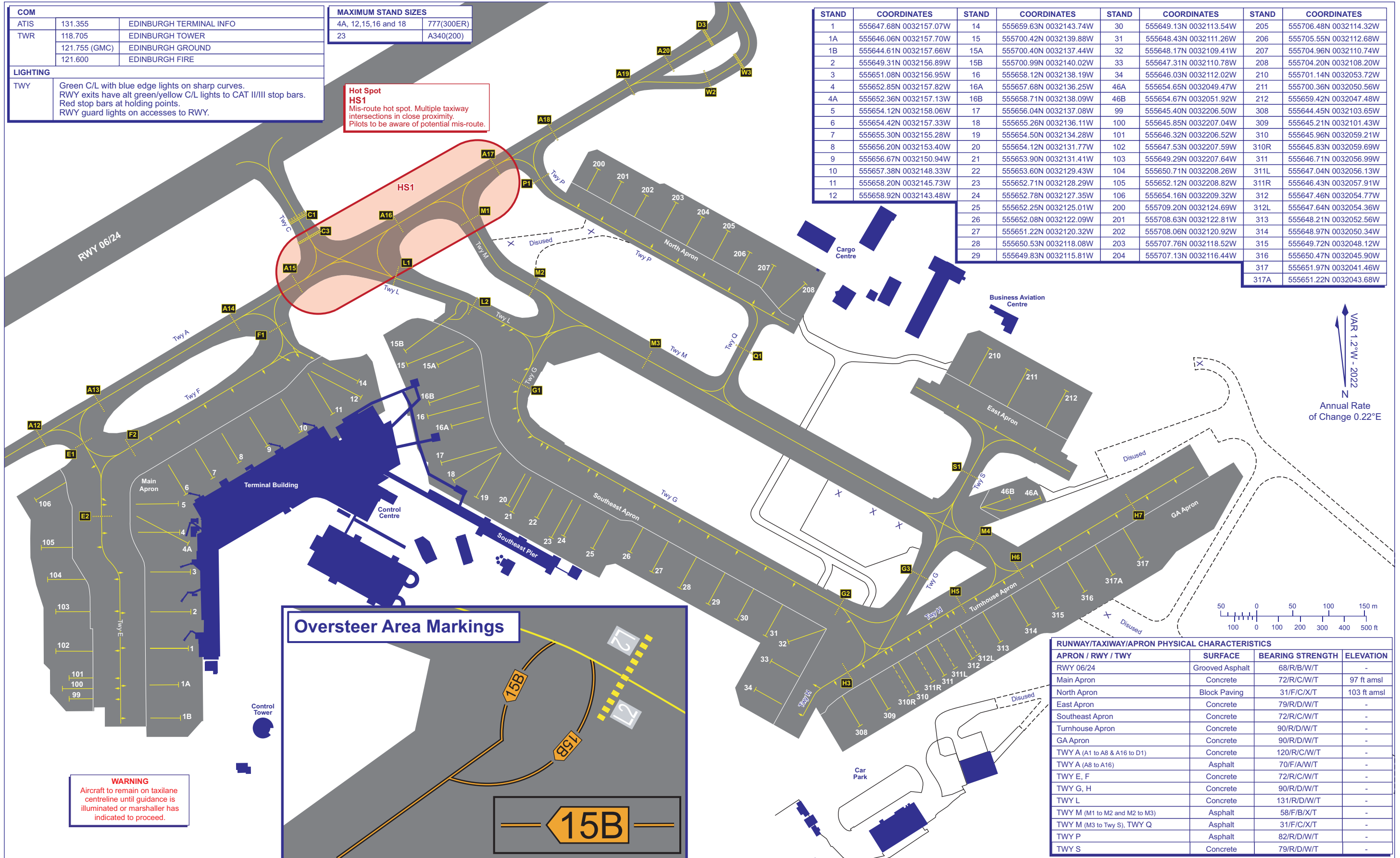
AD 2-EGPH-2-1

AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING
CHART - ICAO

ARP 555700N 0032221W

AD ELEV 112FT

EDINBURGH
EGPH



AERODROME CHART
CODE E AIRCRAFT GROUND MOVEMENT - ICAO

ARP 555700N 0032221W

AD ELEV 112FT

EDINBURGH
EGPH



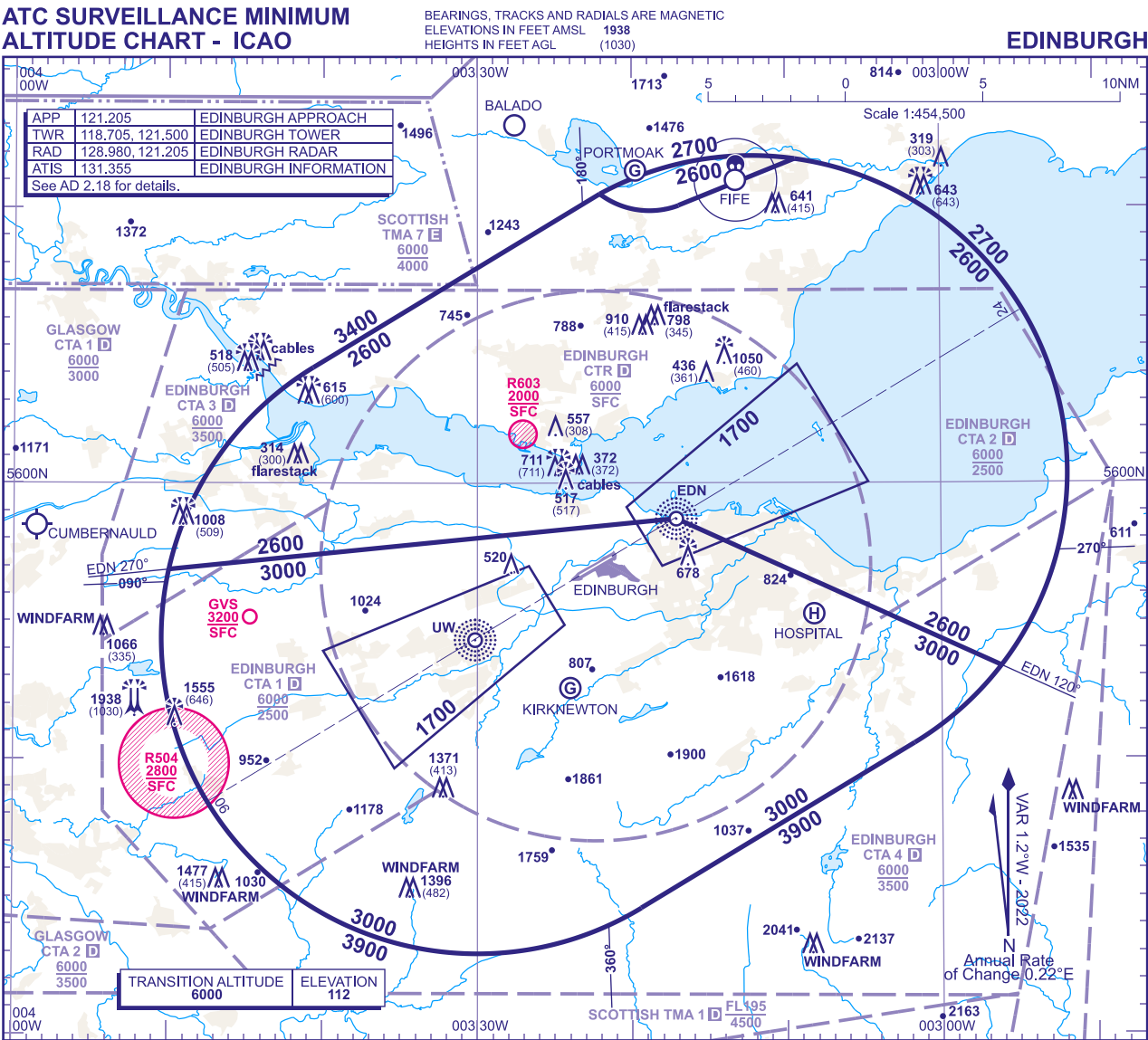
CHANGE (8/25): AD ELEV REVISED.

AERO INFO DATE 15 MAY 25

AD 2-EGPH-2-3

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ATC SURVEILLANCE MINIMUM
ALTITUDE CHART - ICAO



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

- a) **2600** 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) **2600** 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:

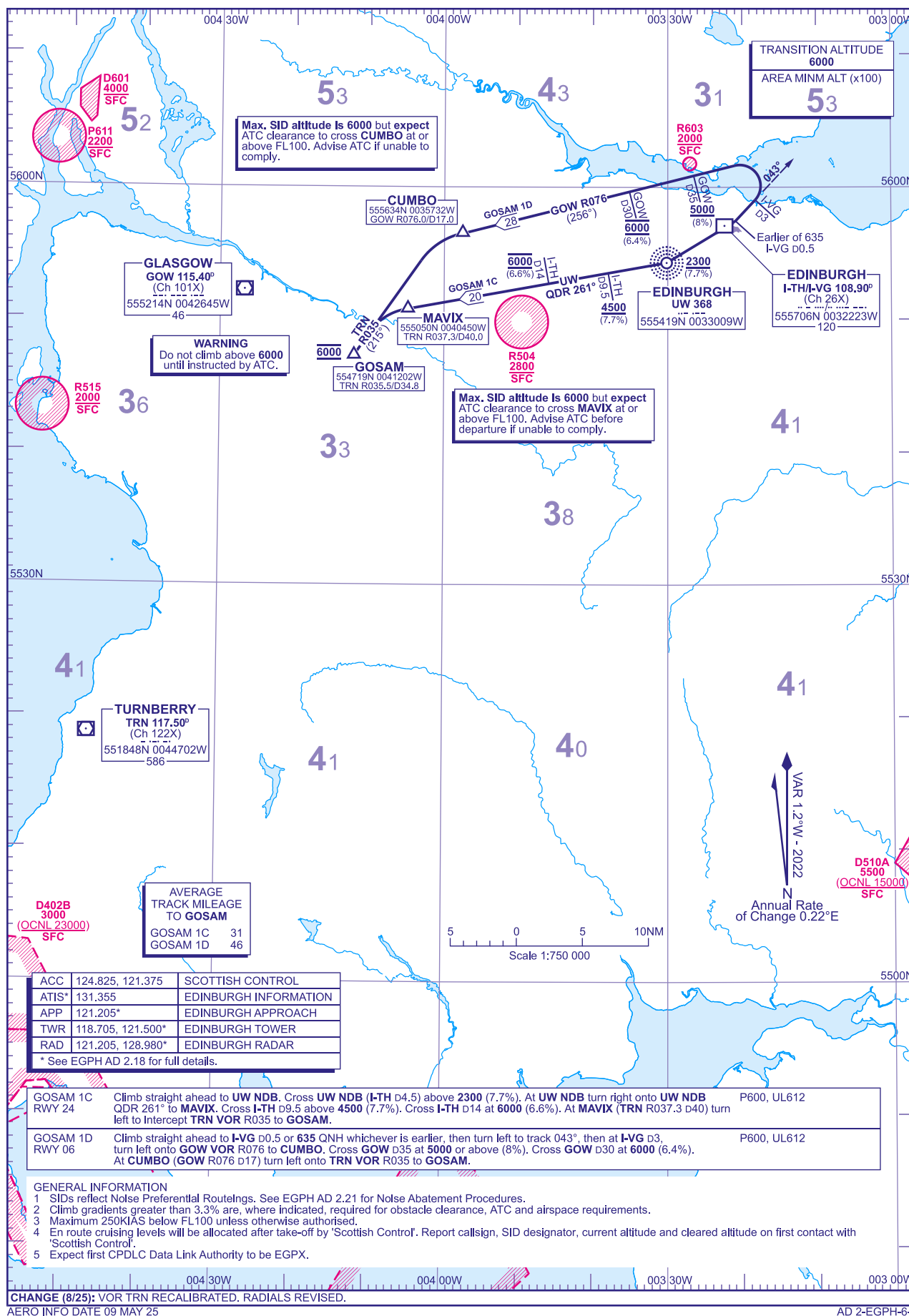
- a) within 5NM of the aircraft*, and
- b) within the sector 15NM ahead of and within 20° either side of the aircraft's track*.

*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.

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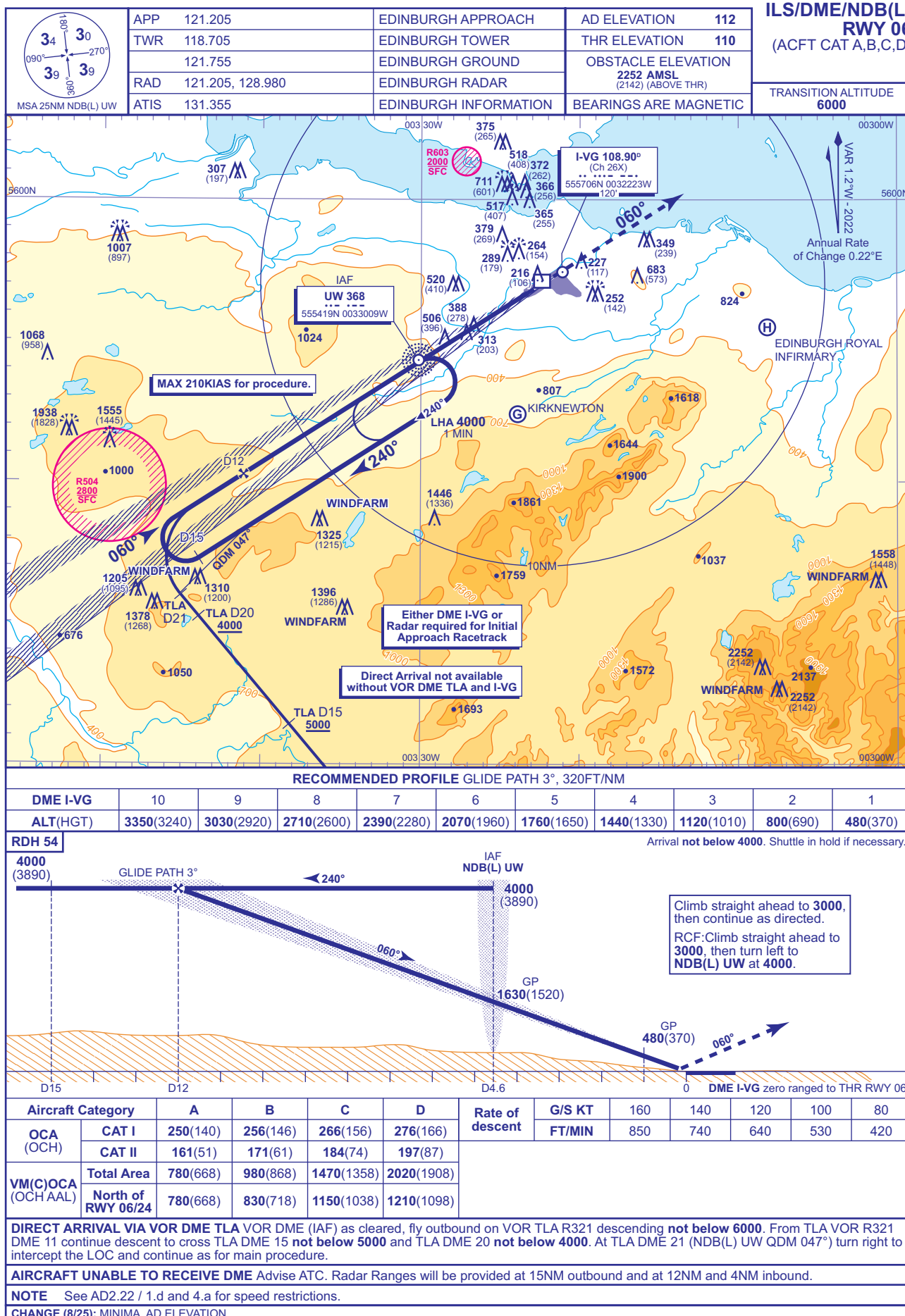
STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAODISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEETEDINBURGH
GOSAM (Jet aircraft only)

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

EDINBURGH
TALLA

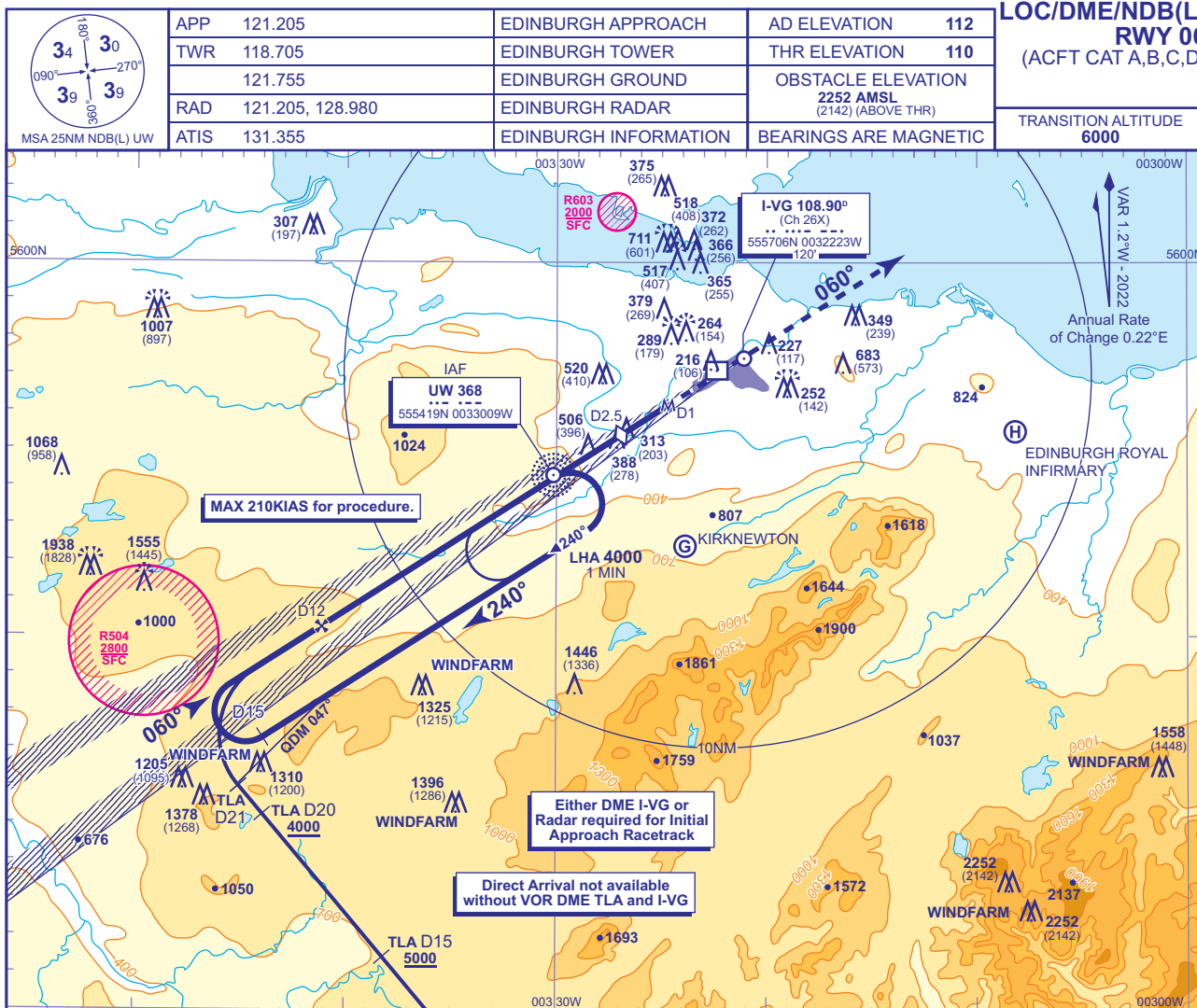


INSTRUMENT APPROACH CHART - ICAO

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

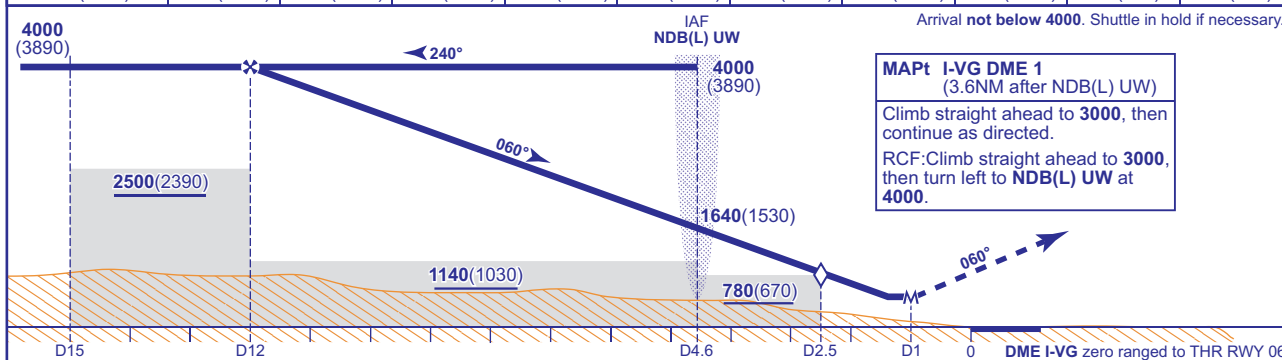
INSTRUMENT APPROACH CHART - ICAO

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



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)



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	780(670)	780(670)	780(670)	780(670)	MIN:SEC	1:21	1:32	1:48	2:10	2:42
VM(C)OCA (OCH AAL)	Total Area	780(668)	980(868)	1470(1358)	2020(1908)						
	North of RWY 06/24	780(668)	830(718)	1150(1038)	1210(1098)						

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 1140(1030)** until overhead NDB(L) UW, then continue descent to MDH

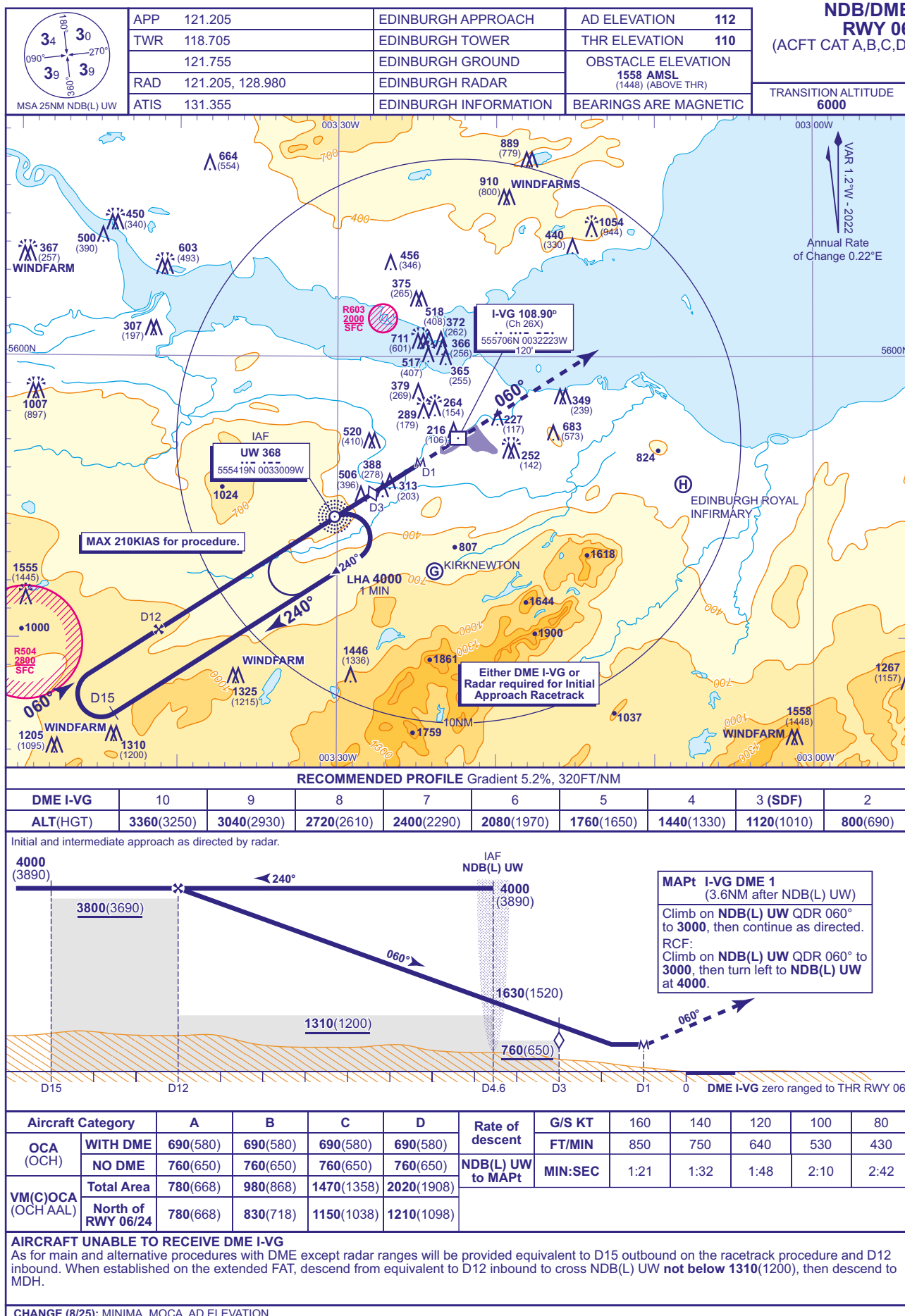
NOTE See AD2.22 / 1.d and 4.a for speed restrictions.

CHANGE (8/25): MINIMA. MOCA. SDF. AD ELEVATION.

AERO INFO DATE 12 MAY 25

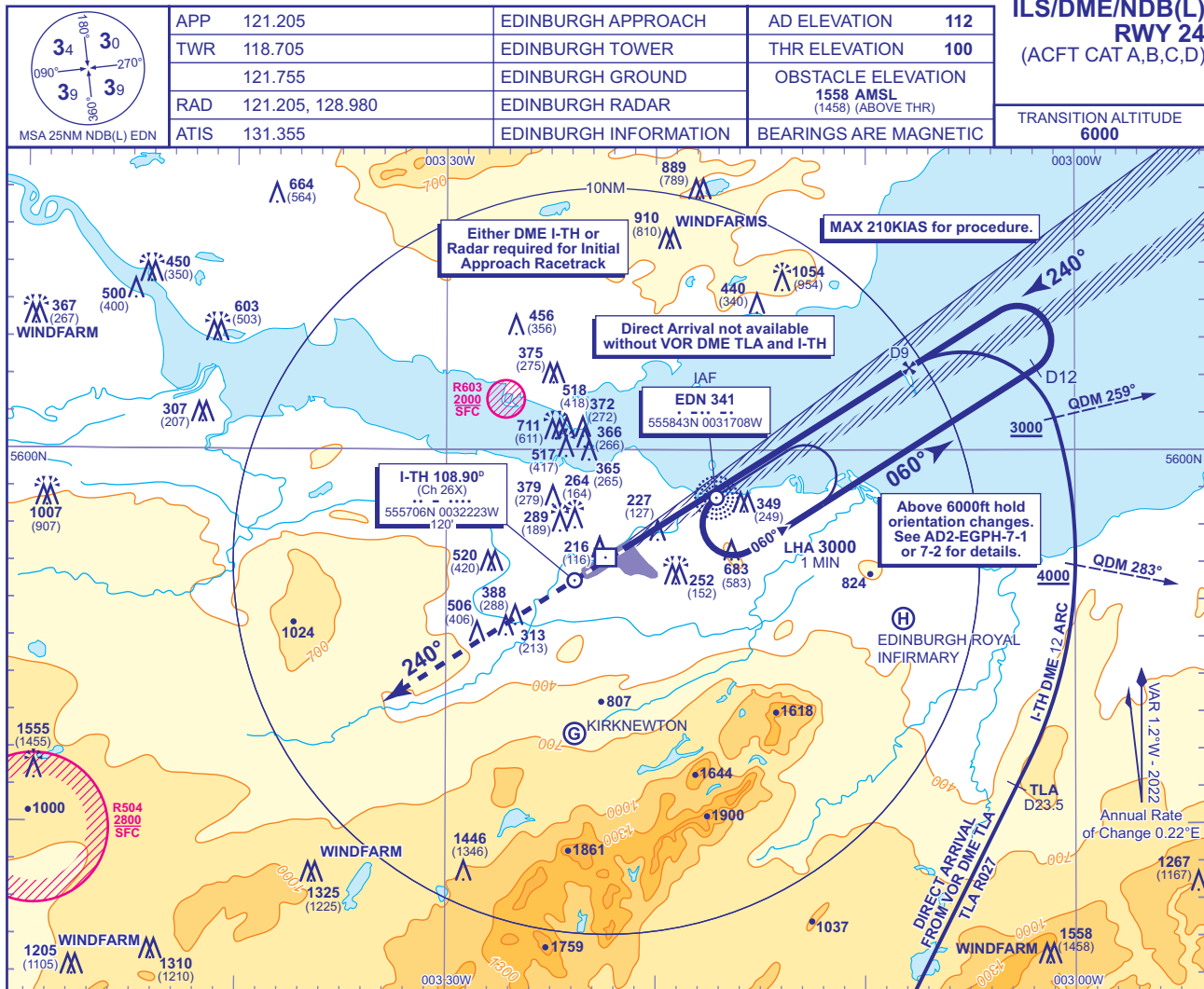
AD 2-EGPH-8-2

INSTRUMENT APPROACH CHART - ICAO

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

INSTRUMENT APPROACH CHART - ICAO

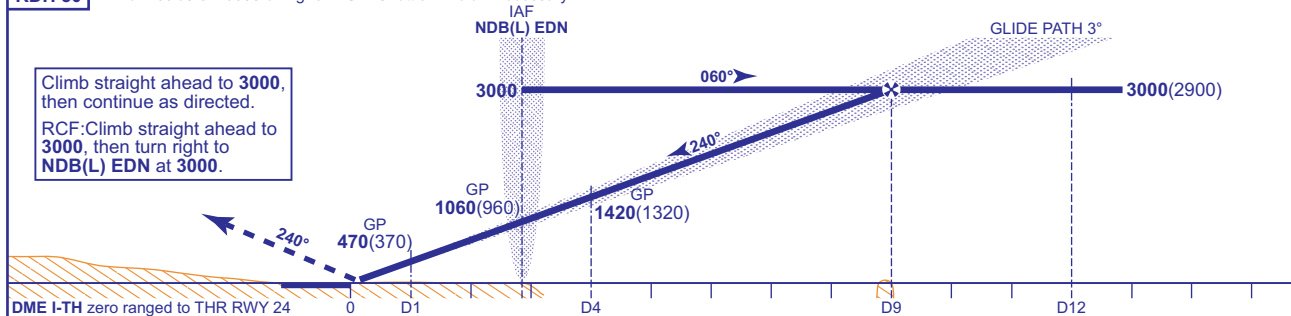
**EDINBURGH
ILS/DME/NDB(L)
RWY 24
(ACFT CAT A,B,C,D)**



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.
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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(668)	980(868)	1470(1358)	2020(1908)							
	North of RWY 06/24	780(668)	830(718)	1150(1038)	1210(1098)							

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-TM 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 (8/25): VM(C)OCA (OCH AAL) MINIMA. AD ELEVATION.

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

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

MAPt I-TH DME 1
(1.9NM after NDB(L) EDN)

Climb straight ahead to **3000**, then continue as directed.

RCF:Climb straight ahead to **3000**, then turn right to **NDB(L) EDN** at **3000**.

DME I-TH zero ranged to THR RWY 24

0 D1 D2.9 D9 D12

620(520)

1070(970)

3000

240°

240°

060°

3000(2900)

2200(2100)

IAF
NDB(L) EDN

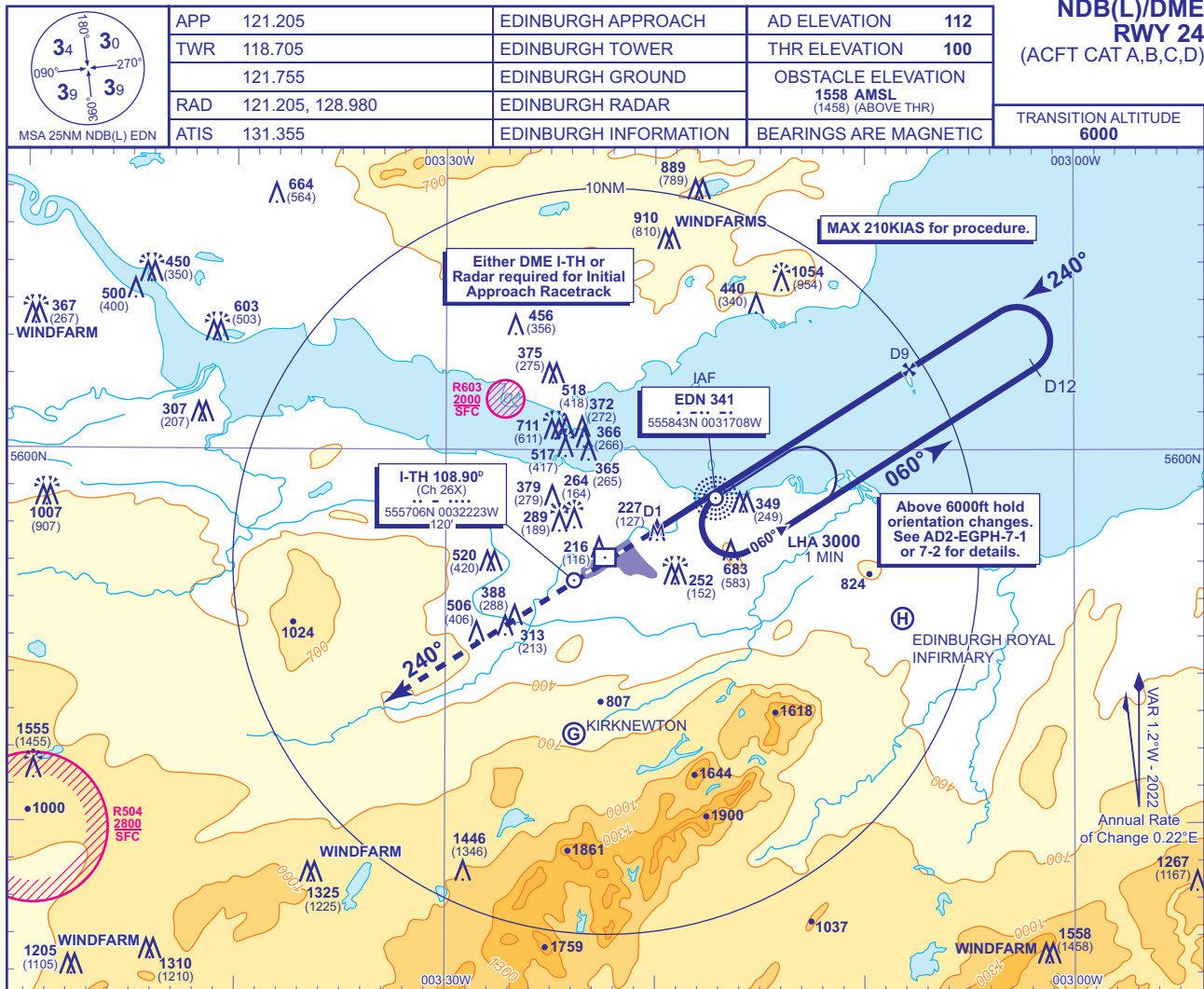
DIRECT ARRIVAL VIA VOR DME TLA From overhead VOR DME TLA (IAF) as cleared, fly outbound on VOR TLA R027 descending **not below 6000**. From TLA VOR R027 DME 13 continue descent to cross EDN NDB(L) QDM 283° **not below 4000**. (See plan for continuation).

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 (8/25): MINIMA. AD ELEVATION.

TRANSITION ALTITUDE
6000



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

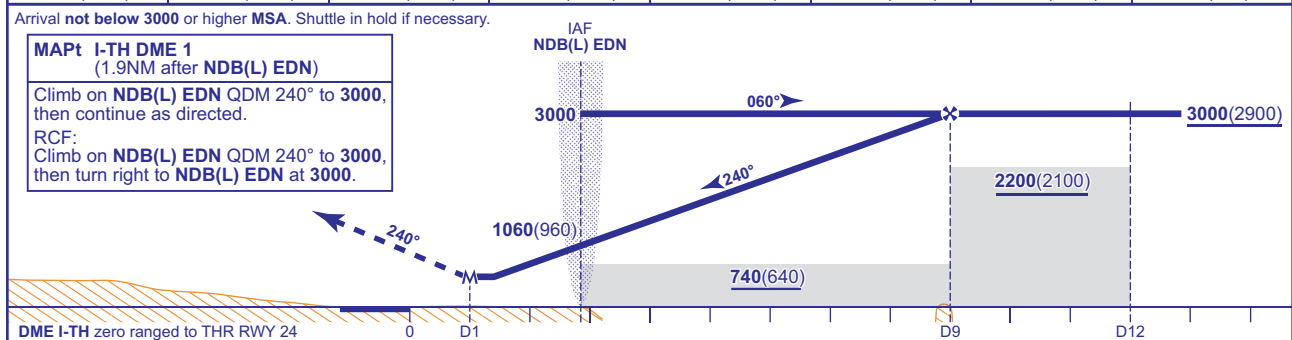
DME I-TH	8	7	6	5	4	3	2
ALT(HGT)	2680(2580)	2370(2270)	2050(1950)	1730(1630)	1420(1320)	1100(1000)	780(680)

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)		NDB(L) EDN to MAPt	FT/MIN	840	740	630	530
	NO DME	650(550)	650(550)	650(550)	650(550)	MIN:SEC		0:43	0:49	0:57	1:08	1:25
VM(C)OCA (OCH AAL)	Total Area	780(668)	980(868)	1470(1358)	2020(1908)							
	North of RWY 06/24	780(668)	830(718)	1150(1038)	1210(1098)							

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 (8/25): VM(C)OCA (OCH AAL) MINIMA. AD ELEVATION.

EGTE — EXETER**EGTE AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

EGTE — EXETER

EGTE AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 504403N Long: 0032450W Midpoint of Runway 08/26
2	Direction and distance from city	4 NM E by N of Exeter.
3	Elevation / Reference temperature / Mean Low Temperature	102 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	169 FT
5	Magnetic Variation / Annual Change	0.53°W (2022) / 0.20°E
6	AD Administration Address Telephone Telefax SITA E-mail address Telex	EXETER AND DEVON AIRPORT LTD Exeter Airport, Exeter, Devon, EX5 2BD. 01392-367433 (Airfield Ops) 01392-354915 (Flight Briefing) 01392-354995 (XLR Executive Jet Centres) 01392-354957 (Ground Handling) 01392-354917 (Training Slots) 01392-364593 (ATC) 01392-447422 (Airfield Ops) 01392-354943 (XLR Executive Jet Centres) EXTOOXH ext.dispatch@exeter-airport.co.uk (Ground Handling) Jetcentre@xlrexeter.com (XLR Executive Jet Centres) 42648
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Calls to ATC are recorded.

EGTE AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Fri 0800-1800 (0700-1900), Sat 0900-1700 (0700-1800), Sun 0900-1700 (0800-1900).
2	Customs and immigration	As per AD hours, via handling agent.
3	Health and sanitation	
4	AIS Briefing Office	As per ATS hours.
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	Mon-Fri 0630-0230 (0500-0200), Sat 0600-2100 (0500-0200), Sun 0600-2200 (0500-0200). PPR is mandatory outside of published aerodrome administration hours. See also AD 2.18.
8	Fuelling	AVTUR JET A-1: As per AD hours. AVGAS 100LL: Mon-Fri 0800-1800 (0700-1800), Sat 0900-1700 (0700-1700), Sun 0900-1700 (0800-1800).
9	Handling	As per AD hours. All movements outside published aerodrome administration hours incur an extra charge and are subject to availability. For bookings contact Ground Handling or XLR Executive Jet Centres.
10	Security	As per AD hours.
11	De-icing	By arrangement via Ground Handling.
12	Remarks	PPR is mandatory outside of published aerodrome administration hours. For aircraft movements outside these hours contact Ground Handling or XLR Executive Jet Centres.

EGTE AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Bulk and ULD handling. Main deck hi-loader (pallet) 7000 kg, forklift. Limited facilities for outward cargo. Contact XLR Executive Jet Centres.
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2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL Total Aero oil W80 and W100.
3	Fuelling facilities/capacity	AVTUR JET-A1 via bowser, AVGAS 100LL via self service/served pumps (see remarks).
4	De-icing facilities	Available. Contact Ground Handling.
5	Hangar space for visiting aircraft	Limited. Contact XLR Executive Jet Centres.
6	Repair facilities for visiting aircraft	Major for light aircraft. Minor for other aircraft.
7	Remarks	AVGAS 100LL. Only aircraft with a wingspan not exceeding 15 M are permitted to use the AVGAS installation, a maximum of three aircraft are permitted at any one time. No AVGAS 100LL bowser is available. Aircraft must call ATC prior to leaving the fuelling apron. For helicopters see AD 2.20. Self service AVGAS available to Exeter based and self service card holders during aerodrome opening hours. Fuel opening hours apply to non-card holders and visiting aircraft.

EGTE AD 2.5 PASSENGER FACILITIES

1	Hotels	In the vicinity.
2	Restaurants	Licensed Restaurant, Cafe, Bar, Conference facilities.
3	Transportation	Buses, taxis and car hire. Nearest railway station: Exeter St. Davids and Tiverton Parkway
4	Medical facilities	Limited first aid treatment.
5	Bank and Post Office	Bureau de Change. ATM in Terminal.
6	Tourist Office	Tourist information is available at the Information desk.
7	Remarks	Executive lounge available via XLR Executive Jet Centres.

EGTE AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A6 It is a condition of the use of the aerodrome that fire cover outside the published opening hours will be provided to the level required for the size and type of aircraft operating and requiring the use of a certificated aerodrome. RFF Category 6, RFFS provision will be provided for all scheduled movements at the appropriate category up to RFF Category 7. RFF Category 8 and 9 upon request.
2	Rescue equipment	3x Cobra major fire appliances.
3	Capability for removal of disabled aircraft	Light / medium aircraft can be removed using on site resources. Larger aircraft can be removed using outside sources in conjunction with the aircraft operator. Contact 01392 447433.
4	Remarks	

EGTE AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical de-icing.
2	Clearance priorities	Standard. See AD 1.2.2.
3	Remarks	Exeter Airport's policy on clearing a contaminated runway will always be to clear back to a blacktop. Braking action readings/estimates derived from the use of Continuous Friction Measuring Equipment (CFME) or any other source will not be available. If the runway is open, operating procedures will promulgate information in accordance with Global Reporting Format (GRF) standard. Latest information from ATC 01392-354917.

EGPF 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/LOC III 1.62°W (2022)	IUU	110.100 MHz	HO	555251.73N 0042458.59W		(RWY 05) Elev: 25 FT.
ILS/GP	IUU	334.400 MHz	HO	555159.78N 0042648.79W		3° ILS Ref Datum Hgt 51.5 FT. Glidepath flags may occur when below the glidepath and to the right of the centre-line. Elev: 20 FT.
ILS/LOC III 1.63°W (2022)	IOO	110.100 MHz	HO	555138.27N 0042715.83W		(RWY 23) Elev: 33 FT.
ILS/GP	IOO	334.400 MHz	HO	555238.30N 0042536.74W		3° ILS Ref Datum Hgt 50 FT. Elev: 19 FT.
VOR/DME 1.63°W (2022) 1.0°W (2022)	GOW	101X 115.400 MHz	H24 Hours of operation for aerodrome purposes: HO	555213.81N 0042644.60W	46 FT	GOW VOR DOC: 25 NM/25,000 FT (45 NM/25,000 FT Sector R051-091). Due to terrain, coverage at low level is reduced in Sectors R346-026 and R181-201.
VOR/DME 1.68°W (2022) 0.9°W (2025)	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.
VOR 1.28°W (2022) 0.5°W (2023)	PTH	110.400 MHz	H24	562632.63N 0032206.96W		VOR DOC 20 NM/50,000 FT (60 NM/ 25,000 FT in Sector R211-256). No associated DME. Any DME indications should be ignored.
DME	IUU	38X 110.100 MHz	HO	555210.74N 0042602.27W	34 FT	(RWY 05) DME freq paired with ILS I-UU and I- OO. Zero Range is indicated at THR of Runway 05 and 23.
DME	IOO	38X 110.100 MHz	HO	555210.74N 0042602.27W	34 FT	(RWY 23) DME freq paired with ILS I-UU and I- OO. Zero Range is indicated at THR of Runway 05 and 23.
NDB (L) 1.63°W (2022)	GLW	331.000 kHz	HO	555211.17N 0042601.06W		Range 25 NM. Elev: 69 FT.

EGPF AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

- Use governed by regulations applicable to Glasgow CTR.
- All flights, including General Aviation and Military flights, subject to the prior approval of the Operations Director, Glasgow Airport Ltd and to prior notification to Airport Coordination Ltd acting as agent for Glasgow Airport Ltd. Requests for ad-hoc slot allocations should be made to ACL during working hours 0830-1700 (0730-1600) Monday to Friday by email: lonacxh@acl-uk.org; or Tel: +44 (0)161-493 1850, Fax: +44 (0)161-493 1853, or at all other times to GLAL Duty Manager on Tel: +44 (0)141-848 4510/+44(0)7831-170676. Please note – the Out of Hours service will only deal with short term ad-hoc schedule changes and new requests. All other changes must be submitted

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

- c) All pleasure, training and non-business General Aviation traffic is subject to prior notification to Air Traffic Control, preferably via AFPEX or alternative flight planning systems. The filing of a flight plan does not constitute permission to use Glasgow Airport. Restrictions may be implemented at anytime.
- d) Transit flights will only be accepted with prior approval.
- e) Pilots of international arriving or departing GA aircraft are responsible for presenting their passengers to Customs and Immigration. Transport to and from the Customs Office will be provided by a handling agent.
- f) Airline operators are requested to note that stand availability in a diversion situation is extremely limited at Glasgow Airport, especially for wide-bodied aircraft.
- g) It is a requirement that every airline using Glasgow Airport must have local orders compatible with GLAL Emergency Orders. Airlines, General Aviation operators and Flying clubs should also note that it is their responsibility to recover disabled aircraft and aircraft wreckage and have appropriate arrangements in place before commencing flying operations into the aerodrome. GLAL will act as the co-ordinating body throughout the recovery operation and has only very limited equipment which might be used to salvage disabled aircraft.
- h) No aircraft are permitted to park on the ground for more than 24 hours without prior approval from GLAL.
- i) Fixed Electrical Ground Power must be used wherever available and serviceable. Use of GPU and APU should be limited to minimise environmental impact.
- j) Microlights and gyrocopters are not allowed to use the aerodrome unless in emergency.
- k) All users of Glasgow Airport must comply with current Glasgow Airport Conditions of use.
- l) Operators of A380 aircraft may designate Glasgow as a nominated diversionary aerodrome subject to prior agreement with the Airside Operations and an assessment of the facilities and infrastructure by the airline. The use of Glasgow as an alternate for A380 operations is also subject to prior CAA approval on an individual airline basis. Restrictions will be applied for handling more than two A380 aircraft at the same time.

2 GROUND MOVEMENT

- a) All aircraft making requests for taxiing or towing clearance on the GMC frequency should state their location in the initial call.
- b) Aircraft pushing/powering back must face the direction of taxi and be aligned on the taxiway centre-line before commencing taxi.
- c) Aircrew can request ATC clearance up to 15 minutes before EOBT. Departing aircraft on first contact with Glasgow ATC must state aircraft type, stand number and the code letter of the latest ATIS received.
- d) Crews should be in receipt of departure clearance prior to requesting push and start.
- e) Pre-departure clearance by 'Data Clearance Link' (DCL) is available at Glasgow for suitably equipped aircraft. DCL must be compliant with ARINC 623-2 and Eurocae ED 85-A. DCL is available from EOBT -25 until EOBT +15 minutes.

DCL Clearances will not be issued if requested later than EOBT +15 minutes. Successful clearances must be ACCEPTED within 5 minutes of receipt or a 'Revert to voice' message will be received.

If any data errors are detected by the system or the controller, a 'revert to voice' message will be received. If the attempt to obtain a clearance is unsuccessful the aircraft should revert to voice RTF. Further details of the DCL service may be obtained from ATC Operations on +44 (0)141-840-8029.

- f) Particular attention is drawn to a roadway system that exists at the tail of all stands. 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 and guidance markings are an aid to pilots when they are operating on the manoeuvring area. Notwithstanding the taxiway guidance markings, pilots continue to remain responsible for wing tip clearance.
- g) All stands are nose-in/push back. Pilots requiring services on Apron areas, including Customs and Immigration, must ensure that a suitable tow bar is available.
- h) Before the Aircraft Commander calls for push-back they must ensure that the tug driver is in the tug, ready to push. If ATC issue a non-standard or conditional push-back clearance, ATC must be advised if the Aircraft Commander is not in two-way headset communication with the tug crew. The tug driver must have heard and understood the push-back instruction from ATC to the aircrew, so that the tug crew have a full understanding of the detail of the ATC approval. If the tug driver has not heard the push back instruction they must not push the aircraft and inform the flight deck to contact ATC for the instruction to be repeated.
- i) A black and white chequered box adjacent to Charlie denotes the FATO area. This area should be kept clear of aircraft and vehicles unless prior ATC approval has been granted.
- j) Special procedures for stand safeguarding are in place for A380 parking on stand 30. This involves additional measures to restrict vehicle movements in the immediate area. If necessary, aircraft will be held at the following locations prior to stand arrival. An Ops vehicle may be positioned to assist:

- i. After landing on R23 and vacating at G to hold short of Apron November.
- ii. After landing on R05 and vacating at A to hold abeam the ATC Control Tower.

- k) In CAT 1 conditions when Runway 23 is the nominated runway in use the following applies to A380 movements:

- i. Departure

Taxi via A to hold as required at hold A2. When cleared to line up and depart via A1. No right turns are permitted at this intersection due to runway width of 45 M and lack of turning area.

- ii. Arrival

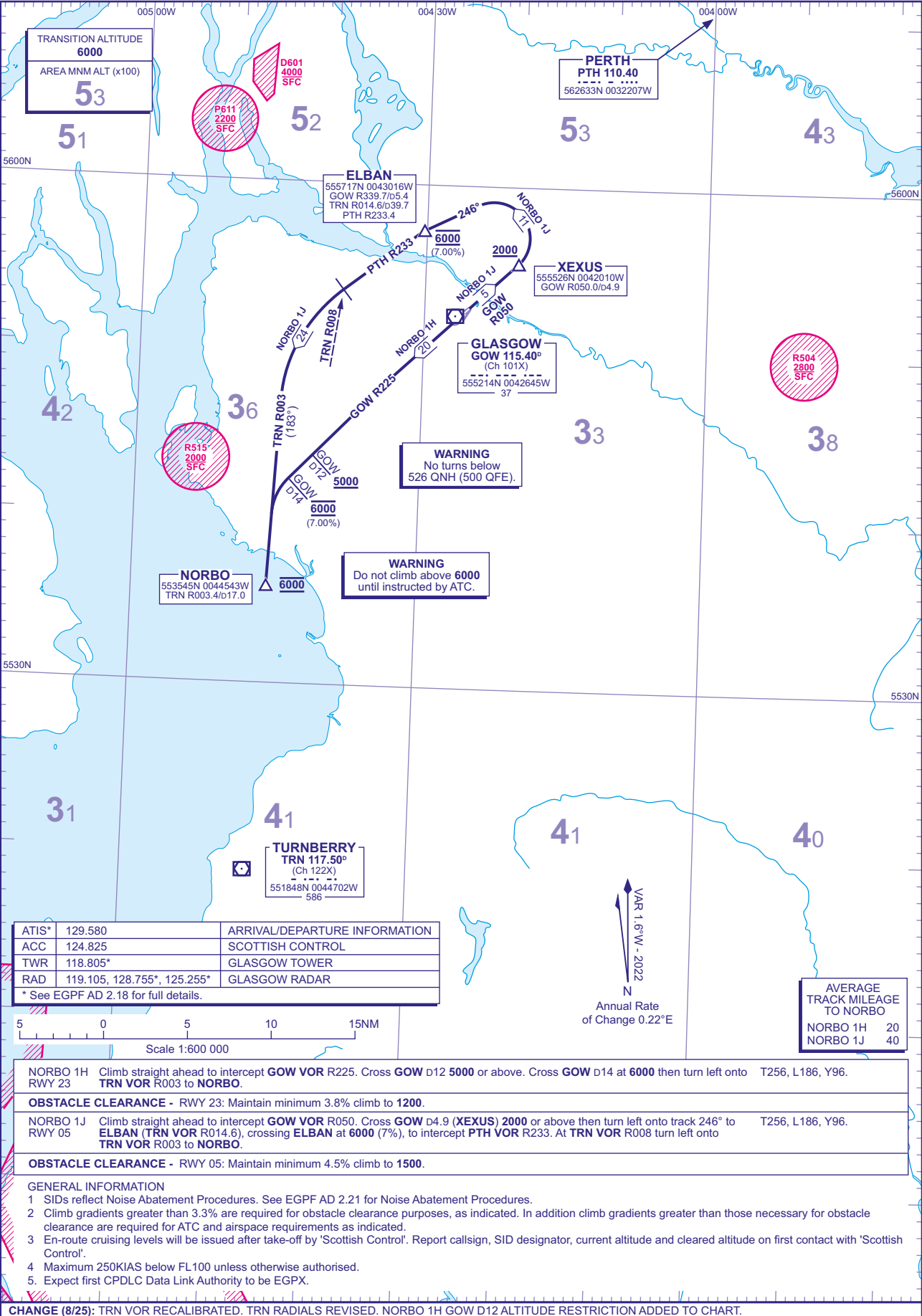
Vacate the runway at G taxiway.

With Runway 05 in use:

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

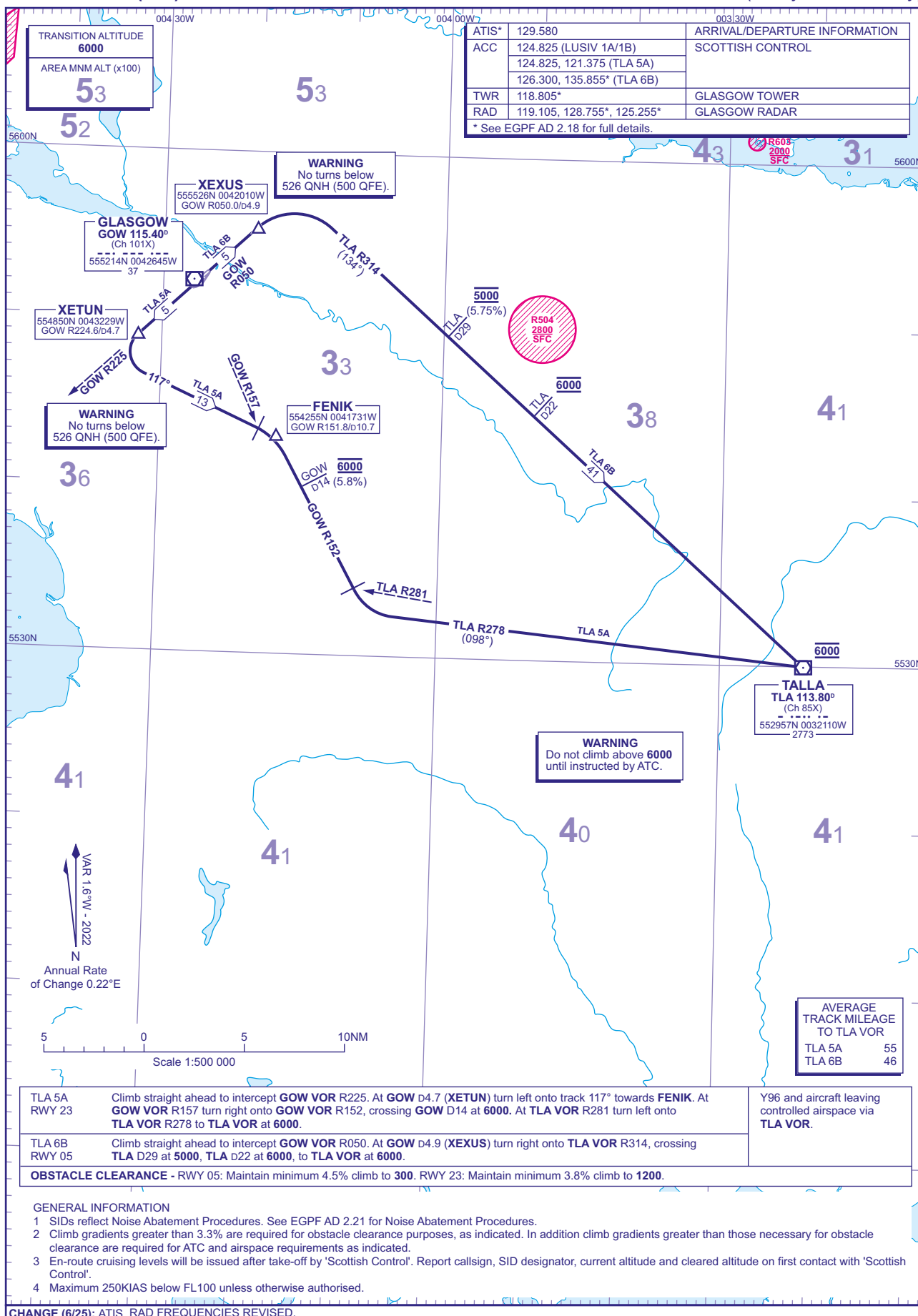
DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

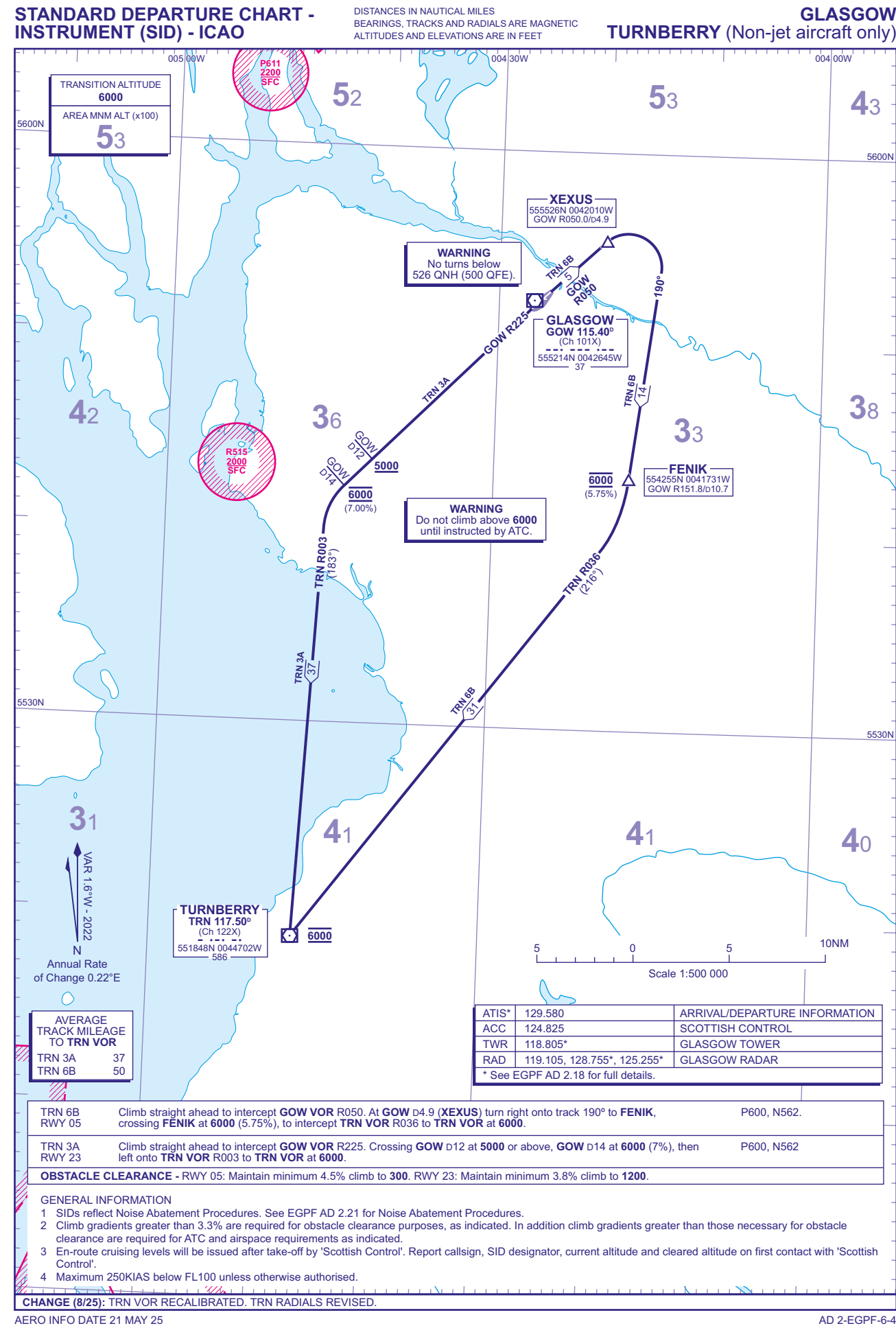
GLASGOW
NORBO (Jet aircraft only)



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

GLASGOW

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAODISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEETGLASGOW
TALLA (Non-jet aircraft only)



		<div>Taxiway E: 15 M Surface: Asphalt</div> <div>Taxiway G: 8 M Surface: Asphalt</div> <div>Taxiway H: 10 M Surface: Asphalt</div> <div>Taxiway J: 8 M Surface: Asphalt Taxiway J is 10.5 M then narrows to 8 M after 150 M.</div> <div>Taxiway K: 18 M Surface: Asphalt</div>
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	Reinforced grass apron west of Apron A suitable for aircraft up to 2300 KG MTWA.

EGBJ 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	Stands 1 and 2 have Self manoeuvring markings. AVGAS helicopter refuelling point and hard standing parking marked with circled 'H'.
2	Runway and taxiway markings and lighting	<div>Runway marking aid(s): 04/22: Runway designation, threshold, centre-line and edge markings. Runway intersections marked.</div> <div>09/27: Runway designation, threshold, centre-line and edge markings. Runway intersections marked.</div> <div>Taxiway marking aid(s): All taxiways yellow centre-line. See AD 2.20 paragraph 2.</div>
3	Stop bars and runway guard lights (if any)	Runway guard lights at A1, A2, A3, C1, D1, E2 & G1.
4	Other runway protection measures	
5	Remarks	WDI (LGTD): 515334.78N 0021001.19W, 515330.48N 0020939.52W. Compass swing area marked at Taxiway D and Taxiway G. Helicopter parking as directed by ATC and with a marshaller if available.

EGBJ 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
(EGBJ11869) 27/APPROACH	TREE	515508.05N 0020029.20W	1125 FT	60 FT	No	
(EGBJ10484) 22/APPROACH 04/ TAKE-OFF	TREE	515355.00N 0020918.97W	159 FT	74 FT	No	
(EGBJ7173) 22/APPROACH 04/ TAKE-OFF	BUILDING	515351.67N 0020932.13W	127 FT	19 FT	No	
(EGBJ9644) 22/APPROACH 04/ TAKE-OFF	TREE	515351.17N 0020930.85W	129 FT	19 FT	No	
(EGBJ12673) 22/APPROACH 04/ TAKE-OFF	MOBILE OBST	515349.56N 0020928.40W	125 FT	16 FT	No	
(EGBJ12672) 22/APPROACH 04/ TAKE-OFF	MOBILE OBST	515348.84N 0020927.09W	125 FT	17 FT	No	
(EGBJ11696) 09/TAKE-OFF	CHURCH SPIRE WV	515347.20N 0020620.30W	351 FT	155 FT	No	
(EGBJ10473) 27/APPROACH 09/ TAKE-OFF	TREE	515346.89N 0020923.88W	136 FT	33 FT	No	
(EGBJ10758) 27/APPROACH 09/ TAKE-OFF	TREE	515344.78N 0020920.66W	131 FT	24 FT	No	

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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
(EGBJ10757) 27/APPROACH 09/ TAKE-OFF	TREE	515344.52N 0020921.72W	133 FT	25 FT	No	
(EGBJ10464) 27/APPROACH 09/ TAKE-OFF	TREE	515344.20N 0020914.79W	137 FT	39 FT	No	
(EGBJ10769) 27/APPROACH 09/ TAKE-OFF	TREE	515343.45N 0020917.31W	139 FT	33 FT	No	
(EGBJ10768) 27/APPROACH 09/ TAKE-OFF	TREE	515342.76N 0020920.22W	133 FT	22 FT	No	
(EGBJ11660) 27/APPROACH 09/ TAKE-OFF	TREE	515342.66N 0020914.49W	138 FT	37 FT	No	
(EGBJ10763) 27/APPROACH 09/ TAKE-OFF	BUSH	515342.43N 0020921.78W	126 FT	14 FT	No	
(EGBJ10779) 27/APPROACH 09/ TAKE-OFF	TREE	515340.97N 0020917.32W	139 FT	30 FT	No	
(EGBJ10778) 27/APPROACH 09/ TAKE-OFF	TREE	515340.95N 0020918.60W	139 FT	27 FT	No	
(EGBJ10987) 09/APPROACH 27/ TAKE-OFF	TREE	515338.60N 0021101.88W	137 FT	61 FT	No	
(EGBJ11237) 09/APPROACH 27/ TAKE-OFF	TREE	515338.19N 0021054.42W	125 FT	57 FT	No	
(EGBJ10985) 09/APPROACH 27/ TAKE-OFF	TREE	515337.58N 0021102.53W	136 FT	60 FT	No	
(EGBJ11416) 09/TAKE-OFF	CRANE JIB	515337.42N 0020748.20W	237 FT	98 FT	Yes Red	
(EGBJ10052) 09/APPROACH 27/ TAKE-OFF	TREE	515337.32N 0021053.77W	110 FT	41 FT	No	
(EGBJ10983) 09/APPROACH 27/ TAKE-OFF	TREE	515336.84N 0021058.61W	123 FT	47 FT	No	
(EGBJ10049) 09/APPROACH 27/ TAKE-OFF	TREE	515336.79N 0021053.40W	112 FT	42 FT	No	
(EGBJ10982) 09/APPROACH 27/ TAKE-OFF	TREE	515336.55N 0021100.57W	138 FT	61 FT	No	
(EGBJ10047) 09/APPROACH 27/ TAKE-OFF	TREE	515336.42N 0021053.25W	107 FT	35 FT	No	
(EGBJ10978) 09/APPROACH 27/ TAKE-OFF	TREE	515335.89N 0021059.62W	138 FT	60 FT	No	
(EGBJ7762) 09/APPROACH 27/ TAKE-OFF	AERIAL	515334.02N 0021050.88W	97 FT	24 FT	No	
(EGBJ10957) 09/APPROACH 27/ TAKE-OFF	TREE	515333.15N 0021042.87W	105 FT	44 FT	No	
(EGBJ10970) 09/APPROACH 27/ TAKE-OFF	TREE	515333.10N 0021106.26W	140 FT	63 FT	No	
(EGBJ11194) 09/APPROACH 27/ TAKE-OFF	TREE	515332.07N 0021107.59W	145 FT	68 FT	No	
(EGBJ10962) 09/APPROACH 27/ TAKE-OFF	TREE	515331.14N 0021058.93W	141 FT	65 FT	No	
(EGBJ11824) 27/APPROACH	HV PYLON	515327.73N 0020035.15W	993 FT	156 FT	No	
(EGBJ10876) 04/APPROACH 22/ TAKE-OFF	TREE	515315.95N 0021010.88W	116 FT	46 FT	No	
(EGBJ10855) 04/APPROACH 22/ TAKE-OFF	TREE	515314.50N 0021008.83W	113 FT	40 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
(EGBJ12020)	TREE	515550.22N 0020153.07W	791 FT	99 FT	No	
(EGBJ12023)	TREE	515547.06N 0020147.39W	857 FT	85 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
(EGBJ11775)	MAST	515205.96N 0021025.06W	580 FT	105 FT	Yes Red	

EGBJ 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/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	Form 214/215/415 TAF/METAR AIRMET. Internet access.
8	Supplementary equipment available for providing information	
9	ATS units provided with information	
10	Additional information (limitation of service, etc.)	Routine observations made at H+20 and H+50 during AD hours. Observations may occasionally be 'Unofficial'.

EGBJ 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
04	034.65°	980 x 23 M	RWY surface: Asphalt	515319.00N 0021005.29W 161.0 FT	THR 82.6 FT	
22	214.66°	980 x 23 M	RWY surface: Asphalt	515342.81N 0020938.69W 161.0 FT	THR 86.1 FT	
09	083.75°	1432 x 30 M	RWY surface: Asphalt, Grooved PCN 20/F/C/X/T	515336.29N 0021037.48W 161.0 FT	THR 73.5 FT	
27	263.77°	1432 x 30 M	RWY surface: Asphalt, Grooved PCN 20/F/C/X/T	515340.21N 0020939.54W 161.0 FT	THR 87.4 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
	111 x 80 M	1166 x 80 M				RWY 04
	93 x 80 M	1166 x 80 M				RWY 22 Landing threshold displaced by 89 M.
	40 x 140 M	1394 x 280 M	90 x 74 M -			RWY 09 Landing threshold displaced by 33 M.
	2 x 140 M	1394 x 280 M	90 x 74 M -			RWY 27 Landing threshold displaced by 286 M.

EGBJ AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
09	1271 M	1311 M	1271 M	1241 M	Runway 09 LDA ends 160 M before end of paved surface due to RESA provision.
27	1317 M	1319 M	1317 M	1147 M	
27	1163 M	1165 M	1163 M		Take-off from intersection with Hold A1/A2/A3.
09	1154 M	1194 M	1154 M		Take-off from intersection with Hold C1.
04	980 M	1091 M	1046 M	980 M	
22	980 M	1073 M	980 M	891 M	

EGBJ 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
04			APAPI Left/4.5° 20 FT 115 M						
22			APAPI Left/3.5° 23 FT 115 M						
09	Basic. Centre-line lighting 30 M spacing. 230 M Light intensity high	Green Light intensity high Wingbar	PAPI Left/3° 46 FT 264 M			Elev bi-directional 1431 M 59 M spacing White with yellow caution zone Light intensity high	Red		
27	Intermediate. Centre-line lighting 30 M spacing with two crossbars. 312 M Light intensity high	Green Light intensity high Wingbar	PAPI Left/3.5° 43 FT 214 M			Elev bi-directional 1431m 59 M spacing White with yellow caution zone Light intensity high	Red		

EGBJ AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	IBN: 515331.89N 0021004.44W Flashing Green 'GO'. Approx. 270 M south of midpoint Runway 09/27. As required during AD hours.
2	LDI location and lighting Anemometer location and lighting	Anemometer: 515329.41N 0021007.82W (LGTD).
3	TWY edge and centre line lighting	CL: Taxiway A green centre-line lighting, Taxiway A, B and C reflective blue studs, Taxiway Echo - blue lin-laners. EDGE: All south side runway intersections and Hold A2/A3 area blue edge lighting and reflective markers.
4	Secondary power supply/switch-over time	Max. 10 seconds.
5	Remarks	Apron floodlighting.

EGBJ 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	Three grass Helicopter training areas; Heli Northeast, Northwest and Southwest are established. An additional aiming point is provided at Heli South, adjacent to Taxiway J. Refer to aerodrome chart. Helicopter Holding points 'Y' and 'X' established north and south of Runway 27 threshold. Helicopter procedures detailed at AD 2.20 Section 5.

EGBJ 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
GLOUCESTERSHIRE ATZ A circle, 2 NM radius, centred at 515339N 0021002W on longest notified runway (09/27)	Upper limit: 2000 FT AGL Lower limit: SFC	G	GLOSTER APPROACH English	3000 FT		

EGBJ AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	GLOSTER APPROACH	128.555 DOC 25 NM/7,000 FT.			Mon-Fri 0830-1930 (0730-1830); Sat, Sun 0900-1800 (0800-1830).	ATZ hours coincident with Approach hours. See AD 2.20 para 4(j) Warnings. VDF 515331.51N 0020938.70W On AD. Bearing accuracy no better than Class B.
TWR	GLOSTER TOWER	122.905 DOC 10 NM/3,000 FT. May occasionally be combined with APP. Refer to ATIS.			Mon-Fri 0830-1930 (0730-1830); Sat, Sun 0900-1800 (0800-1830).	
RADAR	GLOSTER RADAR	120.980 DOC 25 NM/ 10,000 FT. Not continuously monitored during aerodrome hours.			As Directed by ATC	Radar services (Primary only) within 25 NM below FL 80, availability subject to manning. Use of 'Radar' suffix denotes availability only. Provision of a specific radar service is not implied. VDF 515331.51N 0020938.70W On AD. Bearing accuracy no better than Class B.
		128.555 DOC 25 NM/7,000 FT.			Mon-Fri 0830-1930 (0730-1830); Sat, Sun 0900-1800 (0800-1830).	

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Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
ATIS	GLOSTER INFORMATION	127.480 DOC 60 NM/ 20,000 FT.			Mon-Fri 0830-1930 (0730-1830); Sat, Sun 0900-1800 (0800-1830).	
OTHER	FIRE	121.600 Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGBJ 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/LOC I 0.22°W (2022)	IGOS	109.950 MHz	Mon-Fri 0830-1930 (0730-1830); Sat, Sun 0900-1800 (0800-1830).	515335.64N 0021047.01W		(RWY 27) For both TX's the GP structure goes out of the 95% probability tolerance between 8.5 - 7 NM. GP RF level on both TX slices out of tolerance beyond 8.5 NM, however full fly-up still achieved.
ILS/GP	IGOS	333.650 MHz	Mon-Fri 0830-1930 (0730-1830); Sat, Sun 0900-1800 (0800-1830).	515341.99N 0020952.21W		3.5° ILS Ref Datum Hgt 40 FT. For both TX's the GP structure goes out of the 95% probability tolerance between 8.5 - 7 NM. GP RF level on both TX slices out of tolerance beyond 8.5 NM, however full fly-up still achieved.
DME	IGOS	36Y 109.950 MHz	Mon-Fri 0830-1930 (0730-1830); Sat, Sun 0900-1800 (0800-1830).	515331.89N 0021004.54W	111 FT	(RWY 27) On AD. DME range on Runway 27 Approach is limited to 9.5 NM. DME range on Runway 27 on the extended centreline from 9.5 NM to 25 NM is unusable below 1400 FT. DME range on Runway 27 on the extended centreline beyond 25 NM is unusable below 4000 FT. DOC 25 NM/25,000 FT.
NDB (L) 0.22°W (2022)	GST	331.000 kHz	Mon-Fri 0830-1930 (0730-1830); Sat, Sun 0900-1800 (0800-1830).	515331.03N 0021004.45W		On AD. Range 25 NM. Radiates as an NDB out of approach hours. Interference may occur within 5 NM of Droitwich. Some ADF equipment may exhibit occasional bearing fluctuations during the approach to Runway 27.

EGBJ AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

- The use of the aerodrome is subject to Airport Terms and Conditions of Use, Byelaws and Code of Practice, copies available from Admin department.
- PPR mandatory for all flights. Slot booking system in place.
- All pilots not filing flight plans are required to book-out at Flight Briefing or by telephone to ATC, stating estimated elapsed flight time, fuel endurance and POB. PPR required in addition to a flight plan, including all IAP.
- Requests for extensions to AD hours are to be made as soon as reasonably practicable to Operations.
- The use of the aerodrome outside published hours is subject to authorisation from Aerodrome Operator.
- PPE (high visibility jackets) must be worn by all pilots and personnel airside.

2 GROUND MOVEMENT

- a) Centre-line markings on taxi-lanes within Maintenance Area provide guidance only. Area shared by parked aircraft, uncontrolled authorised vehicles and pedestrians. Licensing and obstacle clearance criteria relating to taxiways not necessarily met. Marshalling assistance available on request.
- b) Stands 1 and 2 Self-maneuvring markings for aircraft with a wingspan up to 24 M. Self-maneuvring GA parking on western side of Apron A for aircraft with a wingspan up to 15 M. Marshalling assistance available on request.
- c) Aircraft commanders are requested to use minimum power settings when manoeuvring on Stands 1 and 2.
- d) Helicopter parking on west side of Apron A and on grass spots southwest of Control Tower. Stand 1 not available to helicopters unable to ground taxi. Spot 2 available during operating/daylight hours only and for the use of tower apron rotary only. Outside operating/daylight hours Spot 2 for the use of National Police helicopter only.
- e) During Low Visibility Procedures, runway access/egress via A2 or A3 only. All other taxiways closed.
- f) Power checks to be completed at holding points. Aircraft should position as close as possible to holding points.
- g) Fixed wing aircraft should not taxi within three rotor diameters of rotors running helicopters.
- h) During taxiing, pilots should exercise caution when taxiing from apron Alpha towards taxiway Alpha, especially in the vicinity of runway holding points A1, A2 and A3. A left turn should be made to the south of A2 to enter taxiway Alpha when taxiing for either Runway 04 or 09.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

- a) Turbulence may be encountered overflying industrial area on final approach Runway 22 and when crossing airfield perimeter on final Runway 27.
- b) Runway 04/22 prone to standing water after prolonged rain. Runway state available from ATC. Runway may not be available for turbine engine departures.
- c) Bird hazard. Flocks of gulls may be encountered crossing airfield approaches particularly at dawn and dusk.
- d) A public road runs through the undershoot of Runway 22 and 27. Pilots should not approach below the PAPI glidepath.
- e) To avoid possible jet efflux, pilots should avoid overflight of the engine test bed located approx. 300 M B3 Hold.
- f) Extensive Instrument training takes place throughout AD hours in IMC and VMC. Pilots intending to transit via GST below 5000 FT AMSL or in the vicinity of IAPs bounded by the co-ordinates: 515156.76N 0023430.78W (KUPET) - 515658.92N 0023005.91W (UVNOP) - 515942.11N 0015429.46W (LAPKU) - 514946.46N 0015243.99W (REKLO) - 514739.45N 0022823.06W (SOSAB), are advised to contact Gloster Approach.
- g) Glider and hang glider activity takes place along the Cotswold hills to the east and south of the aerodrome without notification to ATC.
- h) Runway 09/27 undulates from its western end for approximately 400 M. From the 09 end, the runway slopes down to a trough at 156 M, then rises to a peak at 264 M with the next trough at 384 M. Overall and local longitudinal slopes are compliant; however, the rate of change of subsequent slope changes exceeds CAP168 requirements by 0.05% & 0.08%.
- i) Certain flights may operate outside AD/ATS/ATZ hours, making blind transmissions on 128.555.
- j) Public road runs adjacent to eastern airfield perimeter, penetrating Approach surfaces for Runways 22 and 27 and Take-off Climb surfaces for Runways 04 and 09. Co-ordinates relate to that portion of road closest to runway centre-lines, elevations relate to maximum penetration.
- k) Pylons and HT cables run from bearing 127°-181° MAG and 214°-275° MAG penetrating inner horizontal surface. Co-ordinates relate to position and elevation of greatest penetration.
- l) Road traffic control system in operation, activated by ATC. Mobile obstacle (vehicles) above 2.5 M stopped during non-training precision approaches when visibility less than 5000 M and on request for 09 departures.

5 HELICOPTER OPERATIONS

- a) Helicopters communicating with Gloster Air Traffic Control should prefix each transmission of their call sign with the word "Helicopter" e.g. "Helicopter G-AB (or Helicopter AB) downwind", "Gloster Tower, Helicopter 123B, on the tower apron request start-up", "Gloster Approach, Helicopter GABCD inbound".
- b) Helicopters capable of doing so should ground taxi rather than air taxi when operating on aprons and in areas where aircraft are parked or holding. Helicopters should ground taxi onto manoeuvring area before lifting. When air taxiing is unavoidable, helicopters should avoid taxiing within three rotor diameters of other aircraft. This distance should be considered as a minimum and should be increased for larger helicopters. Helicopters taxiing in and out of tower apron should ground taxi via holding point K. If skidded, via marked taxi routes from taxiway A. Spot 7 for the use of tower apron operators only.
- c) There are three grass Helicopter Training Areas (Heli Northeast, Heli Northwest and Heli Southwest). An additional aiming point is provided at Heli South to the west of Taxiway J. Helicopter pilots operating in any of the Helicopter Training Areas must exercise extreme caution and remain clear of navigational aids, meteorological equipment and other obstacles as advised by ATC and remain outside of all runway strips.
- d) Helicopter circuits operate parallel to and inside fixed wing circuits up to a maximum of 750 FT QFE, approaching and departing from the helicopter training areas as follows:

Fixed-wing	Rotary
Runway 09/27	Heli Northwest & Northeast
Runway 04/22	Heli Southwest & Northwest

- i. Helicopters may also be instructed to depart or approach to Runways. Arrivals from the south will normally approach to Heli South.
- ii. Heli Northwest and Heli Northeast are referred to generically as 'Heli North'. Approach Control will normally issue joining instructions to 'Heli North', Tower may then specify a particular training/landing area, subject to traffic and/or runway in use.

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- e) In order to reduce RT loading and avoid conflict between rotary and fixed-wing circuits, standardised phraseology and procedures are established for helicopter operations. The standardised phrases are assigned the following meanings:
- i. **'Standard Helicopter Departure North'**: Lift and remain clear of fixed-wing active runways. After lifting, depart the ATZ promptly to the north not above height 750 FT QFE (subject to runway crossing clearance if required and remaining clear of fixed wing final approach and climb out). Please note that fixed wing and helicopter circuits may be active and opposite direction helicopter traffic may be joining. Any requirements to deviate from this standard departure must be advised to ATC.
 - ii. **'Standard Helicopter Departure South'**: Lift and remain clear of fixed-wing active runways. After lifting, depart the ATZ promptly to the south/southwest not above height 750 FT QFE (subject to runway crossing clearance if required and remaining clear of fixed wing final approach and climb out). Please note that fixed wing and helicopter circuits may be active and opposite direction helicopter traffic may be joining. Any requirements to deviate from this standard departure must be advised to ATC.
 - iii. **'Standard Helicopter Arrival North'**: Enter the ATZ from the north not above 750 FT QFE towards Heli North, remaining clear of fixed wing final approach and climb out tracks. Please note that fixed wing and helicopter circuits may be active and opposite direction helicopter traffic may be departing. Any requirements to deviate from this standard arrival must be advised to ATC.
 - iv. **'Standard Helicopter Arrival South'**: Enter the ATZ from the south/southwest not above 750 FT QFE towards Heli South or Heli Southwest (as directed), remaining clear of fixed wing final approach and climb out tracks. Please note that fixed wing and helicopter circuits may be active and opposite direction helicopter traffic may be departing. Any requirements to deviate from this standard arrival must be advised to ATC.
 - v. **'Standard Helicopter Circuits'**: Lift and remain clear of fixed wing active runways. Fly circuits not above height 750 FT QFE in same direction as notified fixed wing circuit. Circuits to depart from and arrive at the most upwind available heli-spot. When downwind helicopters shall report their position (e.g. "Helicopter-AA downwind"). Each time a helicopter lifts (including lifting each time into circuit) they shall report lifting (e.g. "Helicopter-AA lifting"). These broadcasts may not be acknowledged by ATC. Helicopters to maintain a listening watch on ADC frequency as traffic information and instructions may frequently be given. Helicopters to advise ATC when circuit detail is complete.
- f) Larger helicopters and those types able to ground taxi may be integrated into the fixed-wing circuit.
- g) Helicopters are required to comply with noise abatement procedures as detailed in AD 2.21.
- h) Helicopters requiring AVGAS are required to alight at the circled 'H' west of the refuelling point. Ground handling or repositioning may be required for parking. At no time shall student pilots maintain control of a helicopter when in the vicinity of the fuel pumps. Control shall be taken by Instructors when routing to, from or in the vicinity of the fuel pumps.
- i) Helicopters requiring to cross Runway 04/22 and 09/27 will be instructed to air taxi to Hold Y or X to await onward clearance. Cross at right angles to the centre-line.
- j) Runway Strips and ILS critical areas marked by mown grass. Helicopters must not infringe runway strips during approach or manoeuvring without ATC clearance.
- k) Jet A1 refuel normally takes place at 'Spot 5'. Access to and egress from Spot 2 should be via the quadrant delineated by the white markers. Similarly, when fixed wing aircraft are at the AVGAS pumps or Hold A2, access and egress from Spot 5 should be via the mown quadrants only, which requires a positive Runway 09/27 entry and associated ATC clearances.

6 USE OF RUNWAYS

- a) Crossing/multiple runway operations may take place. Pilots must follow ATC taxi instructions and vacate all runways as expeditiously as possible.

7 TRAINING

- a) PPR and slot required for all instrument training flights and non-training.
- b) An Instrument 'slot' booking system operates throughout AD hours. In order to avoid delay or curtailment, pilots should adhere to their pre-booked times. ATC are to be advised of any cancellation.
- c) Engine failure after take-off training not permitted on Runway 22 or Runway 27. EFATO exercises from Runways 04 and 09 must only commence after passing M5 motorway.

EGBJ AD 2.21 NOISE ABATEMENT PROCEDURES

Operators of all aircraft using the aerodrome shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in the areas surrounding the aerodrome. A medium density residential conurbation is situated to the east, south and southwest of the aerodrome. Whenever possible, pilots should avoid overflight of these areas, other villages, hamlets and residential areas in the vicinity of the aerodrome. A Code of Practice is established to minimise environmental disturbance, copies available on request. The following procedures may be departed from only to the extent necessary for avoiding immediate danger and for complying with ATC instructions.

- a) Jet departures Runway 09 - Climb straight ahead through 1400 FT QNH before turning.
- b) Departures Runway 22 - No left turns permitted until passing Chosen Hill (1.2 DME).
- c) Departures Runway 27 - Non-jet aircraft (including circuit aircraft) are not to execute rights turns until passing west of the golf course (0.5 DME (27)) and should not route over the village of Down Hatherley. Jet aircraft are to climb straight ahead through 1400 FT QNH before executing any turn.
- d) Departures Runway 04 - No left turns before Staverton Village (1.1 DME).

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

- a) **IFR Arrivals:** PPR and slot required for all flights and in addition to the filing of a flight plan. Arriving flights are to establish communications with ATC at least 10 minutes prior to ETA at NDB(L) GST.
- b) **VFR Arrivals:** Arriving VFR flights are to establish communications with ATC at least 5 minutes prior to ETA for overhead and at not less than 5 DME. Fixed wing aircraft will normally be instructed to make a Standard Overhead Join. Pilots wishing to join for downwind, base leg or straight-in approaches should request 'Direct Join' on initial contact. Direct joins may be issued with a vertical restriction e.g. not below 1500 FT QFE, to facilitate circuit integration. Such a restriction does not absolve pilots from the requirement to remain in VMC at all times. Inbound flights should avoid Instrument Approach let-down areas and departure climb-outs at all times.

2 PROCEDURES FOR OUTBOUND AIRCRAFT

- a) To provide improved ATC handling of outbound flights via the ATS Route network from Gloucestershire Airport, the following Standard Departure Routes have been established in conjunction with relevant agencies. Full details published in Standard Route Document. Non-compliant FPL may be changed to the routes shown in the table below.

Departure to	Via	Route	Remarks
East	L607	BADIM - DCT - BUCFA - L607	Departures will normally be transferred to 'Bristol Radar' once deconflicted from known traffic.
South/Southwest	N92	BCN - DCT - EXMOR - N92	Departures will normally be transferred to 'Cardiff Radar' once deconflicted from known traffic.
West	L9	BCN - P4 - FELCA - L9	Departures will normally be transferred to 'Cardiff Radar' once deconflicted from known traffic.
Northwest	N864	KISWO - N864	Departures will normally be transferred to 'Western Radar' once deconflicted from known traffic.
North	P18	STAFA	Departures will normally be transferred to 'Western Radar' once deconflicted from known traffic.

- b) Aircraft carrying out IR Training and Examination flights at Bristol, Cardiff and Exeter are required to route BADIM - DCT - ICCIN.
- c) Upon first contact with ATC, pilots should acknowledge receipt of current ATIS code and state altimeter setting in use.
- d) All IFR departures joining controlled airspace must request start up clearance.
- e) After departure, all turns will conform with the direction of the circuit for the departure runway (promulgated on ATIS) unless approval from ATC has been granted.

3 CIRCUIT PROCEDURES

- a) Fixed-wing circuit height 1000 FT QFE. Rotary circuit height not above 750 FT QFE. Runway 04 and 09 LH circuit, Runway 22 and 27 RH circuit. Direction may be varied by ATC.

4 INSTRUMENT APPROACHES

- a) Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace. See ENR 1.5.
- b) Undulation of the glide path will occur beyond 6 NM. Auto coupled approaches should not be carried out before 6 NM.

EGBJ AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGBJ AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO

AD 2.EGBJ-2-1

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2.EGBJ-5-1

INSTRUMENT APPROACH CHART SRA RTR 0.5 NM/2 NM RWY 09 (CAT A,B,C) - ICAO

AD 2.EGBJ-8-1

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

AD 2.EGBJ-8-2

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

AD 2.EGBJ-8-3

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INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 27 (CAT A,B,C) - ICAO

AD 2.EGBJ-8-4

INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 27 (CAT A,B,C) - ICAO

AD 2.EGBJ-8-5

INSTRUMENT APPROACH CHART SRA RTR 0.5NM/2NM RWY 27 (CAT A,B,C) - ICAO

AD 2.EGBJ-8-6

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

AD 2.EGBJ-8-7

INSTRUMENT APPROACH CHART NDB(L)/DME RWY 27 (CAT A,B,C) - ICAO

AD 2.EGBJ-8-8

INSTRUMENT APPROACH CHART NDB(L) AERODROME (CAT A,B,C) - ICAO

AD 2.EGBJ-8-9

INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 09

AD 2.EGBJ-8-10

INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 27

AD 2.EGBJ-8-11

EGBJ AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

AERODROME
CHART - ICAO

ARP 515339N 0021002W

AD ELEV 101FT

GLOUCESTERSHIRE
EGBJ

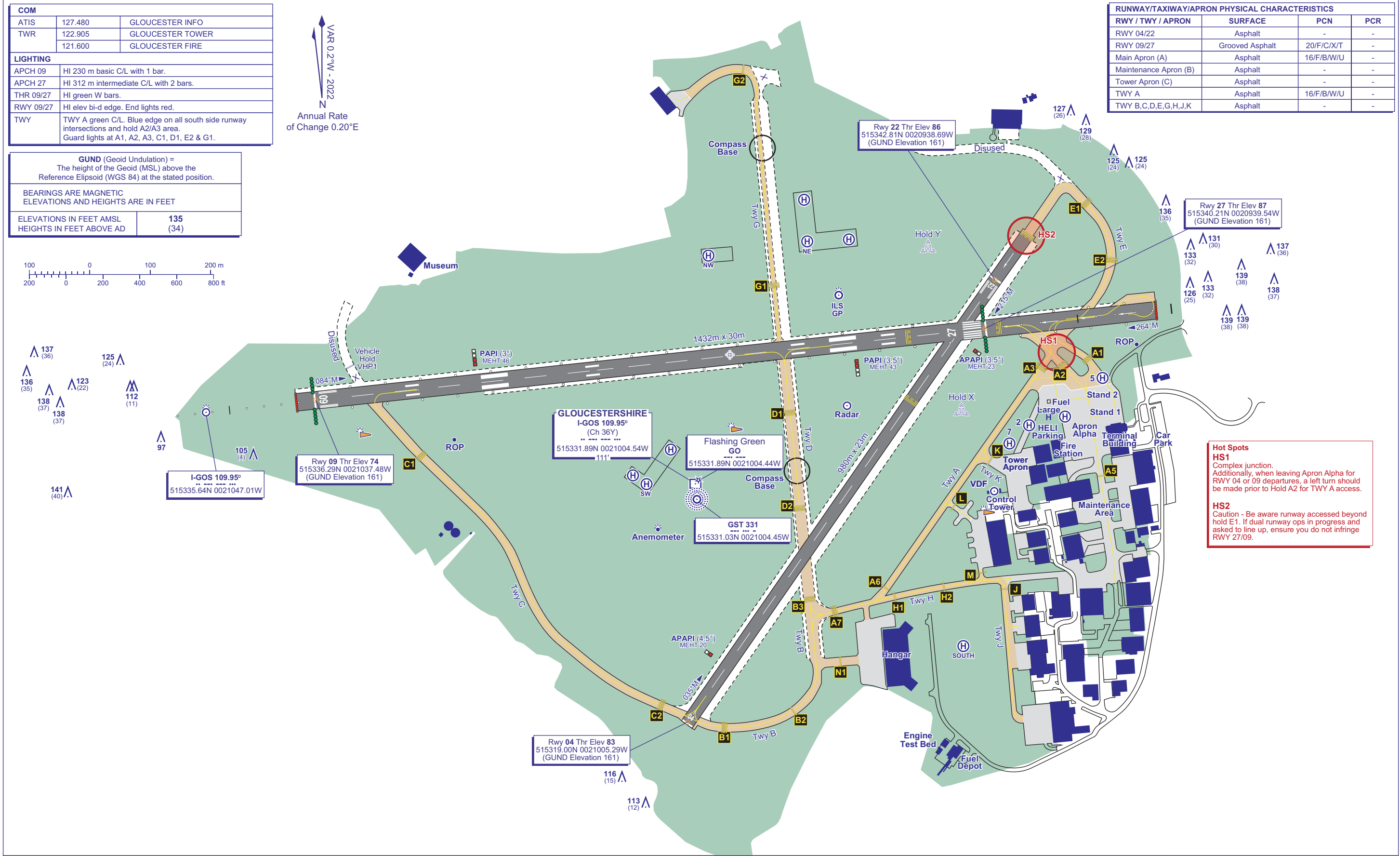
COM		
ATIS	127.480	GLOUCESTER INFO
TWR	122.905	GLOUCESTER TOWER
	121.600	GLOUCESTER FIRE
LIGHTING		
APCH 09	HI 230 m basic C/L with 1 bar.	
APCH 27	HI 312 m intermediate C/L with 2 bars.	
THR 09/27	HI green W bars.	
RWY 09/27	HI elev bi-d edge. End lights red.	
TWY	TWY A green C/L. Blue edge on all south side runway intersections and hold A2/A3 area. Guard lights at A1, A2, A3, C1, D1, E2 & G1.	

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	135
HEIGHTS IN FEET ABOVE AD	(34)



VAR 0.2°W - 2022
Annual Rate
of Change 0.20°E

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
RWY / TWY / APRON	SURFACE	PCN	PCR
RWY 04/22	Asphalt	-	-
RWY 09/27	Grooved Asphalt	20/F/C/X/T	-
Main Apron (A)	Asphalt	16/F/B/W/U	-
Maintenance Apron (B)	Asphalt	-	-
Tower Apron (C)	Asphalt	-	-
TWY A	Asphalt	16/F/B/W/U	-
TWY B,C,D,E,G,H,J,K	Asphalt	-	-



CHANGE (8/25): HOTSPOT 1 NOTE. TAXIWAY CENTRELINES ADDED. ON RUNWAY HOLDS MOVED. EDITORIAL.

AERO INFO DATE 29 MAY 25

AD 2-EGBJ-2-1

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EGNJ — HUMBERSIDE**EGNJ AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

EGNJ — HUMBERSIDE

EGNJ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 533424N Long: 0002105W Centre of Runway 02/20.
2	Direction and distance from city	11 NM S of Hull/22 NM NNE of Lincoln.
3	Elevation / Reference temperature / Mean Low Temperature	121 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	152 FT
5	Magnetic Variation / Annual Change	0.25°E (2022) / 0.20°E
6	AD Administration Address Telephone Telefax	HUMBERSIDE INTERNATIONAL AIRPORT LTD. Humberside Airport, Kirmington, Ulceby, North Lincolnshire DN39 6YH. 01652-688456 (Administration) 01652-682022 (ATC) 01652-682020 (ATIS) 07718-524072 (Terminal Supervisor during operating hours) 01652-682041 (Terminal Services) 01652-680244 (ATC)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGNJ AD 2.3 OPERATIONAL HOURS

1	AD Administration	0620-2115 (0510-2015). Note: All movements 2115-0630 (2015-0530) are Prior Permission Required (PPR), see also AD 2.20.
2	Customs and immigration	As AD hours.
3	Health and sanitation	
4	AIS Briefing Office	As AD hours.
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	As AD hours. See also AD 2.18.
8	Fuelling	During AD hours. By prior arrangement outside of published hours.
9	Handling	As AD hours.
10	Security	As AD hours.
11	De-icing	Provided by Swissport Aircraft Services during AD hours. By prior arrangement outside published hours.
12	Remarks	Extension of opening hours available. Contact the Terminal Supervisor 07718-524072. Charges apply.

EGNJ AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Full cargo handling facilities. Perishable Hub. DFT Approved Regulated Agent (Anglia Air Freight). 45.5 Tonnes Class 1 NEQ Loading/Unloading Capability. Section Five (Firearms Act) Approved. Nearest railway siding: Barnetby 2 NM.
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL. W80, W100, Straight Mineral 80 and Straight Mineral 100.
3	Fuelling facilities/capacity	Bowser facility.
4	De-icing facilities	Kilfroast ABC - K plus, Type 2, 75/25.
5	Hangar space for visiting aircraft	Limited. Prior arrangement only.
6	Repair facilities for visiting aircraft	Limited.

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7	Remarks	<p>All aircraft operating for hire and reward, non-based international flights or aircraft above 3 tonnes MTOW, are required to be handled by a handling agent approved by the airport authority.</p> <p>Swissport (Commercial/Passenger/Cargo) Full Handling service available: Tel: +44 (0)1652-688491; Fax: +44 (0)1652 688060; e-mail: huy.ops@swissport.com</p> <p>Weston Aviation (Executive/Business Aviation) Dedicated FBO with usual passenger and crew facilities: Tel: +44 (0)1652 680922. Fax: +44 (0) 1652 680927. e-mail: humberside@westonaviation.com website: www.westonaviation.com</p>
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EGNJ AD 2.5 PASSENGER FACILITIES

1	Hotels	On site and local hotels.
2	Restaurants	Restaurant and Bar.
3	Transportation	Resident taxis, buses and car hire. Nearest railway station: Barnetby 2 NM.
4	Medical facilities	Limited first aid.
5	Bank and Post Office	Bureau de change, ATM in terminal.
6	Tourist Office	Limited tourist information.
7	Remarks	

EGNJ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A6 Category 7 and 8 available by arrangement
2	Rescue equipment	
3	Capability for removal of disabled aircraft	Limited Facilities Available. Contact Tel: 01652-682052 (RFFS Station Manager).
4	Remarks	

EGNJ AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical: snow brushes, ploughs. Chemical: runway/taxiway/apron anti-de-icing dependent on conditions.
2	Clearance priorities	Available on request from airport management. Priorities are subject to change dependent on expected movements and weather conditions.
3	Remarks	Up to date surface state reports available from: ATC 01652-682022. Fax: 01652-680244. Or via SNOWTAM.

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

1	Apron surface and strength	<p>GA APRON Surface: Asphalt PCN 29/F/B/X/U</p> <p>LIGHT AIRCRAFT Surface: Grass Strength: Up to 2500 kg.</p> <p>MAIN APRON Surface: Concrete/Asphalt/Block. PCN 55/F/B/X/U and PCN 55/R/B/X/U.</p> <p>SAR APRON Surface: Concrete PCN 10/R/D/W/T</p> <p>SOUTHERN Surface: Concrete PCN 55/R/B/X/U</p>
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- c) Pilots will be informed when LVP are in operation by ATIS.

4 WARNINGS

- a) No ground signals except light signals.
- b) Caution should be exercised when taxiing to Hangar 1 due to the close proximity of an adjacent security fence.
- c) Despite the presence of a deer fence, roe deer are occasionally seen on the airport. Pilots are requested to report the location of any animals sighted to ATC.
- d) Due to coastal location, birds are a hazard throughout most of the year. This hazard level is raised during the migration season when large numbers of wintering wildfowl transit across approaches to feeding locations on farmland adjacent to the airport.
- e) In a strong southerly airstream, severe turbulence may occur below 4000 FT. In lee wave conditions, the turbulence may be particularly bad at very low levels
- f) High ground to the South 1500 FT at 5 NM rising to 2018 FT at 7.4 NM.
- g) Paragliding and Hang gliding take place at Alturlie Point 573120.23N 0040719.91W. The status of Alturlie Point is available from ATC.
- h) Pilots of aircraft with a MCTOM exceeding 40,000 KG are requested to carry out all 180 degree turns on the concrete portion of RWY 05/23 (Approx. first 220 M from threshold 23, full runway width).
- i) Operators of UAS planned to fly within the Inverness FRZ should inform Inverness ATC with no less than 24 hours before flight to obtain approval.

5 HELICOPTER OPERATIONS

- a) Helicopters are expected to make approaches to, and departures from notified runways. Those with wheeled undercarriage will be treated similarly to fixed wing aircraft and must ground taxi within the apron/taxiways. For skid-equipped helicopters the aiming point will generally be Runway 11 threshold followed by hover taxi to the apron. Helicopters can generally expect to be parked on the east side of the North apron. No hover taxiing is permitted west of Hold DELTA.
- b) Exceptionally, if weather conditions make lengthy hover taxiing undesirable, departure into wind over the grass area west of Runway 11/29 will be permitted. Overflying the aprons and Terminal building is to be avoided.

6 USE OF RUNWAYS

- a) Runway Departure Restriction – Except where an AOC holder has a less restrictive State authorised take-off minima, departures in RVR conditions of less than 400 M are not permitted.
- b) Runway 11/29 is not available for flight operations during night hours.

7 TRAINING

- a) Practice engine failures after departure by single engine aircraft are permitted when Runway 23 is in use provided the aircraft has passed the aerodrome access road.
- b) Asymmetric training by multi-engined aircraft is permitted following departure or go-around on any runway, provided that the aircraft concerned will not descend below 500 FT QFE (or QNH equivalent) during such manoeuvres.
- c) All training by visiting aircraft must be pre-booked with ATC on 01667-464293.
- d) The following procedures are applicable for visual circuit training aircraft only with a MTOW of 5700 KG or more:
 - i. Circuit training shall only be permitted Mon-Fri 0800-1900 (0700-1800) and Sat-Sun 0900-1800 (0800-1700);
 - ii. In the event of continuous circuit flying for 2 hours, a 30 minute break from circuit training shall occur for all aircraft with a MTOW of 5700 KG or more;
 - iii. Circuit direction will be frequently varied by ATC;
 - iv. Where possible, pilots shall avoid overflying surrounding villages whilst operating in the circuit. This is particularly important for those portions of the flight that are operated below 1000 FT.

EGPE AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

EGPE 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.

2 RESTRICTIVE AREAS

- a) Inverness airport is situated adjacent to RAF Lossiemouth, and Danger Area EGD703, Tain Range. IFR flights may require extended vectoring due to military activity in the area.

7 Aug 2025

3 AIR TRAFFIC SERVICES OUTSIDE CONTROLLED AIRSPACE

- a) Pilots of aircraft filing IFR flight plans or booking out IFR shall notify ATC prior to departure if any service other than a Deconfliction Service is likely to be requested.
- b) This does not preclude pilots from requesting any appropriate service once airborne.
- c) The ILS radiates H24 but is not monitored outside the hours of ATC. Only operators approved by the airport authority are permitted to fly approaches when ATC is published closed.

4 TRANSITION LEVEL

- a) Transition Level available from ATC on first contact.

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.

EGPE AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGPE AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO

AD 2.EGPE-2-1

AIRCRAFT PARKING/DOCKING CHART - ICAO

AD 2.EGPE-2-2

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2.EGPE-5-1

INSTRUMENT APPROACH CHART ILS/DME/VOR RWY 05 (CAT A,B) - ICAO

AD 2.EGPE-8-1

INSTRUMENT APPROACH CHART ILS/DME/VOR RWY 05 (CAT C) - ICAO

AD 2.EGPE-8-2

INSTRUMENT APPROACH CHART LOC/DME/VOR RWY 05 (CAT A,B) - ICAO

AD 2.EGPE-8-3

INSTRUMENT APPROACH CHART LOC/DME/VOR RWY 05 (CAT C) - ICAO

AD 2.EGPE-8-4

INSTRUMENT APPROACH CHART VOR/DME RWY 05 (CAT A, B) - ICAO

AD 2.EGPE-8-5

INSTRUMENT APPROACH CHART VOR/DME RWY 05 (CAT C) - ICAO

AD 2.EGPE-8-6

INSTRUMENT APPROACH CHART DIRECT ARRIVALS ILS/LOC/DME RWY 05 (CAT A,B) - ICAO

AD 2.EGPE-8-7

INSTRUMENT APPROACH CHART DIRECT ARRIVALS ILS/LOC/DME RWY 05 (CAT C) - ICAO

AD 2.EGPE-8-8

INSTRUMENT APPROACH CHART DIRECT ARRIVALS VOR/DME RWY 05 (CAT A,B) - ICAO

AD 2.EGPE-8-9

INSTRUMENT APPROACH CHART DIRECT ARRIVALS VOR/DME RWY 05 (CAT C) - ICAO

AD 2.EGPE-8-10

INSTRUMENT APPROACH CHART ILS/DME/VOR RWY 23 (CAT A,B,C) - ICAO

AD 2.EGPE-8-11

INSTRUMENT APPROACH CHART LOC/DME/VOR RWY 23 (CAT A,B,C) - ICAO

AD 2.EGPE-8-12

INSTRUMENT APPROACH CHART VOR/DME RWY 23 (CAT A,B,C) - ICAO

AD 2.EGPE-8-13

INSTRUMENT APPROACH CHART VOR RWY 23 (CAT A,B,C) - ICAO

AD 2.EGPE-8-14

INSTRUMENT APPROACH CHART DIRECT ARRIVALS ILS/LOC/DME RWY 23 (CAT A,B) - ICAO

AD 2.EGPE-8-15

INSTRUMENT APPROACH CHART DIRECT ARRIVALS VOR/DME RWY 23 (CAT A,B) - ICAO

AD 2.EGPE-8-16

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) 0.8°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 R271-076 and 130 NM/50,000 FT in Sector R076-211).
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

- Use governed by regulations applicable to the Isle of Man CTR.
- Non-radio aircraft are strictly **PPR** through ATC.
- Instrument training is subject to prior permission from ATC.
- 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/arriving-and-leaving-the-island/general-aviation-reporting/>
- Outside published hours of availability, use of the airport is subject to prior permission from the Airport Duty Manager.
- 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.
- 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.

17 Apr 2025

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.

EGPA — KIRKWALL**EGPA AD 2.1 AERODROME LOCATION INDICATOR AND NAME**

EGPA — KIRKWALL

EGPA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 585729N Long: 0025402W Midpoint of RWYs 09/27
2	Direction and distance from city	2.5 NM SE of Kirkwall.
3	Elevation / Reference temperature / Mean Low Temperature	58 FT / 14 °C / -
4	Geoid undulation at AD ELEV PSN	169 FT
5	Magnetic Variation / Annual Change	1.46°W (2022) / 0.24°E
6	AD Administration Address Telephone Telefax	HIAL Kirkwall Airport, Kirkwall, Orkney Islands, KW15 1TH. 01856-872421 (Aerodrome) 01856-886206 (ATC) 01856-872415 (Fuel) 01856-878476 (ATIS - H24) 01856-886217 (Administration)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGPA AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Fri 0715-2000 (0615-1900); Sat 0715-1745 (0615-1645); Sun 0900-2000 (0800-1900); and by arrangement with aerodrome operator (HIAL).
2	Customs and immigration	By arrangement with aerodrome operator.
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	As AD hours.
7	ATS	See AD 2.18.
8	Fuelling	During AD hours.
9	Handling	By arrangement with Loganair.
10	Security	As AD hours.
11	De-icing	
12	Remarks	This aerodrome is PPR by telephone, 01856-886206 or Email: kirkwatc@hial.co.uk. 3 hours notice required.

EGPA AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVTUR JET A-1. By arrangement with North Air, AVGAS 100LL. By arrangement with North Air. Oil: By arrangement with Loganair Engineering
3	Fuelling facilities/capacity	Delivered by bowser.
4	De-icing facilities	By arrangement with Loganair Engineering.
5	Hangar space for visiting aircraft	By arrangement with HIAL.
6	Repair facilities for visiting aircraft	By arrangement with Loganair Engineering.
7	Remarks	Loganair Engineering Tel: 01856-873907. North Air Tel: 01856-872415. Helicopter rotors running refuelling available by arrangements with HIAL and North Air. Aircraft operators are reminded that they are responsible for their aircraft's security when parked on demarcated areas, and for the searching of their aircraft when parked either overnight or within demarcated areas prior to departure.

EGPA AD 2.5 PASSENGER FACILITIES

1	Hotels	
2	Restaurants	Snacks and refreshments available in the terminal.
3	Transportation	Car hire, taxi and airport bus service.
4	Medical facilities	First aid/quiet room available. Limited first aid facilities. Local doctors and ambulance.
5	Bank and Post Office	
6	Tourist Office	
7	Remarks	Aviramp and wheelchairs available for disabled passenger handling.

EGPA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A4 RFF Category 5 aircraft may be accepted under remission; less than 700 movements rule. RFF Category 6 aircraft may only be accepted through prior arrangement.
2	Rescue equipment	Water rescue facilities are available for Runway 14/32 during published opening hours, special and on-call 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	External agencies available locally
4	Remarks	

EGPA AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical and chemical de-icing. Runways 09/27 and 14/32 de-iced/anti-iced with KFOR (Potassium Formate fluids) and/or NAAC (Sodium Acetate solids).
2	Clearance priorities	Runway 09/27. Runway 32 to Apron. Apron. Remaining runway as required. Airport domestic areas.
3	Remarks	Current runway state information available during aerodrome operating hours at 01856-886206.

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

1	Apron surface and strength	MAIN APRON Surface: Concrete and asphalt
2	Taxiway width, surface and strength	Taxiway MAIN TAXIWAY: 18 M Surface: Asphalt PCN 15
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGPA AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

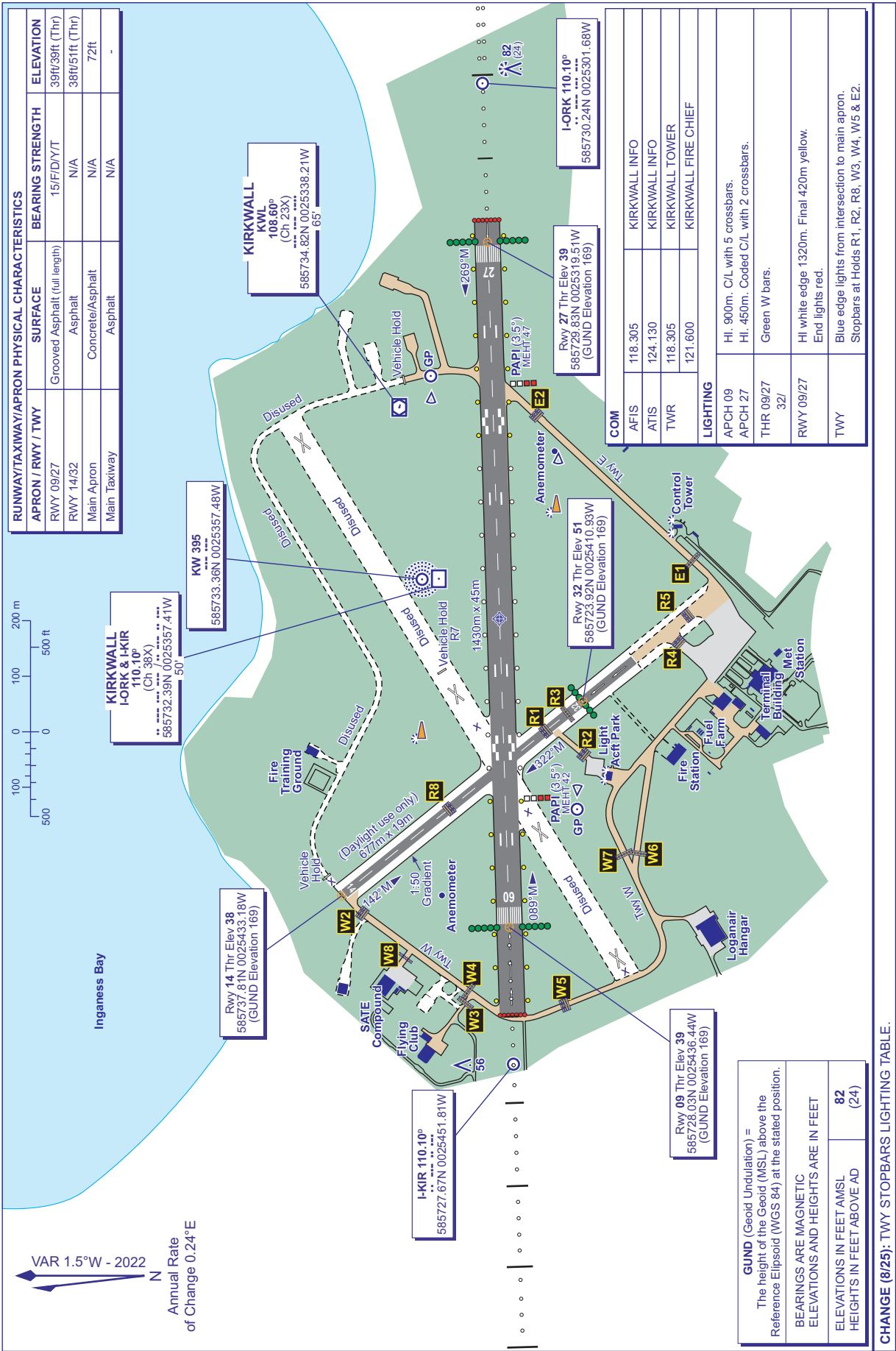
1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	
2	Runway and taxiway markings and lighting	Runway marking aid(s): 09/27: TDZ markings, Runway designators, centre-line. Taxiway light(s): Blue edge lights on taxiway and apron. Runway guard lights at: R1, E2 and W5. Illuminated holding point signs.
3	Stop bars and runway guard lights (if any)	R1, R2, R8, W3, W4, W5, E2.
4	Other runway protection measures	
5	Remarks	Two LGTD wind sleeves at 585725.62N 0025349.35W and 585733.29N 0025415.16W.

KIRKWALL
EGPA

AD ELEV 58FT

ARP 585729N 0025402W

AERODROME
CHART - ICAO



AERO INFO DATE 16 MAY 25

AD 2-EGPA-2-1

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EGNM — LEEDS BRADFORD

EGNM AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGNM — LEEDS BRADFORD

EGNM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 535158N Long: 0013939W Mid point of Runway 14/32.
2	Direction and distance from city	6 NM NW of Leeds.
3	Elevation / Reference temperature / Mean Low Temperature	682 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	163 FT
5	Magnetic Variation / Annual Change	0.26°W (2022) / 0.21°E
6	AD Administration Address Telephone Telefax E-mail address	LEEDS BRADFORD AIRPORT LIMITED. Leeds Bradford Airport, Leeds, LS19 7TU. 0113-391 3285 (Administration) 0113-391 3282 (ATC) 0113-391 3231 (Airside Operations Unit) 0113-250 5426 (Administration) 0113-391 0870 (ATC) airside.operations@lba.co.uk (Airside Operations Unit) atc@lba.co.uk (ATC)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGNM AD 2.3 OPERATIONAL HOURS

1	AD Administration	0700-2300 (0600-2200). PPR outside of these hours.
2	Customs and immigration	Hours are aligned with Airline operations. GA and BA operators requiring Customs and Immigration contact handling agent.
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	H24. See also AD 2.18.
8	Fuelling	AVGAS 100LL: 0700-1800 (0600-1700). Out of hours AVGAS 100LL available by arrangement with Multiflight Ltd, subject to call out charges. (See also AD 2.4). AVTUR Jet A-1: 0500-2359 (0400-2259) PPR outside of these hours.
9	Handling	Available by arrangement with handling agents.
10	Security	H24. Terminal Passenger Screening 0300-2200 (0200-2100).
11	De-icing	Available by arrangement with handling agent.
12	Remarks	

EGNM AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	By arrangement. Nearest railway siding: Bradford Valley.
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL 80, 100, Shell 555, Exxon 2380, Mobil Jet 254, Mobile Jet 2 plus various hydraulic fluids.
3	Fuelling facilities/capacity	AVTUR JET A-1 Main Apron: 1,000,000 L. Bowsers: 5 x 44,000 L, 2 x 33,000 L, AVGAS 100LL available at Multiflight Apron. De-fuelling facility not available.
4	De-icing facilities	Available by arrangement with handling agents. Type ECO 26 Type 2.
5	Hangar space for visiting aircraft	Limited.
6	Repair facilities for visiting aircraft	Full up to 13,000 lbs AUW, minor above, 24 hour service if necessary.

8 Sep 2022

7	Remarks	<p>Handling is mandatory. All aircraft, including those for engineering maintenance, are required to make suitable handling arrangements prior to arrival. Handling agents are:</p> <p>Swissport: Tel: 0113-250 3251. Frequency: 131.500 MHz.</p> <p>Southside: Multiflight: Tel: 0113-238 7140/7118. Frequency: 131.685 MHz.</p> <p>GA and Business Aviation handling provided on the Southside by Multiflight Ltd and on the Northside by Swissport.</p> <p>AVGAS 100LL is available from Multiflight Ltd.</p> <p>AVGAS refuelling facilities for helicopters by special prior notified arrangement with Multiflight Ltd.</p>
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EGNM AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in the vicinity
2	Restaurants	Restaurant, buffet and bar.
3	Transportation	Buses, coaches and taxis. Nearest railway station: Horsforth
4	Medical facilities	Limited first aid.
5	Bank and Post Office	Bureau de Change.
6	Tourist Office	
7	Remarks	

EGNM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A7 RFF Categories 8 and 9 by arrangement, PPR 24 HR notice.
2	Rescue equipment	1x Rosenbauer Panther (12500 L Water, 1500 L Foam), 2x Rosenbauer Panther HRET (11200 L Water, 1500 L Foam), 1x Carmichael Cobra (12000 L Water, 1680 L Foam), 1x Ford Ranger 4x4 Incident Command Vehicle.
3	Capability for removal of disabled aircraft	Basic equipment onsite. Equipment for heavier aircraft could be made available. Contact: 0113-391 3231 (Airside Operations Unit).
4	Remarks	

EGNM AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical de-icing. 2x Schmidt Compact Jet Sweeper, 2x Overaasen Compact Jet Sweeper, Daf + SB90, MAN + SB90, Massey Ferguson + large brush/plough, New Holland Tractor fitted with brush + de-icing unit, JCB Ramp Hog, Ramp Hog, LBA John Deere Tractor + brush/plough, McCormick Tractor fitted with Ramp Hog 6 M Blade, Schmidt ASP De-icer spray vehicle, Daf 75 De-icer Spray Vehicle, Rolba 400 Snow Blower, Rolba 1000 Snow Blower.
2	Clearance priorities	Standard. See AD 1.2.2. EGNM Snow Plan refers. Available on request.
3	Remarks	<p>RWY 14/32 de-iced with GAC.</p> <p>Runway surface condition over each third of the runway reported using a runway condition report (RCR). The report will include a runway condition code (RWYCC) using numbers 0-6, the contaminant, coverage and depth, and a description of the contaminant. Braking action is not promulgated.</p> <p>Runway and Taxiway conducted by AFS/Airside Operations.</p> <p>Latest airfield conditions available, Tel: 0113-391 1698 (ATIS Telephone Broadcast) or Tel: 0113-391 3231 (Airside Operations).</p>

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

1	Apron surface and strength	APRON Surface: Concrete PCN 61/R/A/W/T
2	Taxiway width, surface and strength	<p>Taxiway A B-C: 38 M Surface: Concrete PCN 61/R/A/W/T</p> <p>Taxiway A C-D3: 45 M Surface: Concrete PCN 61/R/A/W/T</p> <p>Taxiway A D3-EAST END: 40 M Surface: Concrete PCN 61/R/A/W/T</p> <p>Taxiway A RWY-B: 38 M Surface: Concrete PCN 41/R/A/W/T</p> <p>Taxiway D: 23 M Surface: Concrete PCN 59/R/D/X/T</p> <p>Taxiway E: 23 M Surface: Concrete PCN 51/R/B/W/T</p> <p>Taxiway F: 13.5 M Surface: Asphalt PCN 32/F/A/W/U</p> <p>Taxiway G: 10.5 M Surface: Asphalt PCN 32/F/A/W/U</p> <p>Taxiway L: 23 M Surface: Concrete PCN 59/F/D/X/T</p> <p>Taxiway LINK B: 25 M Surface: Concrete PCN 41/R/A/W/T</p> <p>Taxiway LINK C: 35 M Surface: Concrete PCN 61/R/A/W/T</p> <p>Taxiway M: 23 M Surface: Asphalt PCN 32/F/A/W/T</p> <p>Taxiway N N3-N4: 23 M Surface: Concrete PCN 61/R/A/W/T</p> <p>Taxiway N RWY-N3: 23 M Surface: Asphalt PCN 32/F/A/W/T</p>
3	Altimeter checkpoint location and elevation	Apron 662 FT (At Stand 1)
4	VOR checkpoints	
5	INS checkpoints	As stand coordinates, see AD 2-EGNM-2-2.
6	Remarks	Attitude and Heading Reference System (AHRS) alignment issues possible on Multiflight East Apron as a result of shielding from the hangars causing GPS signal tracking failure. If affected, recommended action is to relocate aircraft to a different position away from the hangar. Always contact ATC prior to start and taxi.

EGNM 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	Stands 1 to 21C are marked for nose-in guidance with marshaller. Stands 15 to 18R are MARS (Multi Access Ramp System) stands.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 14/32: Runway designation, runway centre-line, runway threshold, fixed distance and touchdown and zone markings. Runway side stripes. 32 Turning 'D' is not equipped with centre-line taxiway lights. Pilots to exercise caution when manoeuvring.
3	Stop bars and runway guard lights (if any)	Stop Bars located at Holding Points A1, B, C, D1, D2, D3, E1, E2, F1, L1, N1, N2 and N3. Stop Bars at Runway Holding Points (A1, B, D1, E1, E2, F1, L1, N1) are in operation H24.
4	Other runway protection measures	
5	Remarks	Taxiway Alpha restricted to aircraft of wingspan not exceeding 36 M. Taxiway November between November 3 and November 4 restricted to aircraft of wingspan not exceeding 41.5 M. Taxiway Delta restricted to aircraft of wingspan not exceeding 61 M. Taxiway Foxtrot south of the junction with Taxiway Golf is restricted to aircraft of wingspan not exceeding 18.5 M. Through traffic between Taxiways Foxtrot and Golf is restricted to aircraft of wingspan not exceeding 18.5 M. Taxiways Foxtrot and Mike not available at night. LGTD WDI - 535140.92N 0013921.61W, 535214.26N 0013955.54W.

EGNM 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
(EGNM1270) 14/APPROACH 32/ TAKE-OFF	TREE	535337.11N 0014151.09W	936 FT	22 FT	No	
(EGNM1183) 14/APPROACH 32/ TAKE-OFF	TREE	535336.63N 0014204.64W	932 FT	64 FT	No	
(EGNM1269) 14/APPROACH 32/ TAKE-OFF	BUILDING	535336.33N 0014149.36W	931 FT	11 FT	No	
(EGNM1190) 14/APPROACH 32/ TAKE-OFF	WALL	535336.26N 0014143.20W	914 FT	5 FT	No	
(EGNM4425) 14/APPROACH 32/ TAKE-OFF	TREE	535335.18N 0014151.82W	949 FT	33 FT	No	
(EGNM1266) 14/APPROACH 32/ TAKE-OFF	OBS BEACON	535334.51N 0014151.86W	935 FT	24 FT	No	
(EGNM1253) 32/TAKE-OFF	POLE	535330.51N 0014124.62W	874 FT	24 FT	No	Close-in Obstacle
(EGNM3920) 32/TAKE-OFF	TREE	535327.74N 0014118.12W	867 FT	28 FT	No	Close-in Obstacle
(EGNM3922) 32/TAKE-OFF	TREE	535327.46N 0014118.21W	862 FT	26 FT	No	Close-in Obstacle
(EGNM3924) 32/TAKE-OFF	TREE	535327.24N 0014118.28W	863 FT	30 FT	No	Close-in Obstacle
(EGNM4434) 14/APPROACH 32/ TAKE-OFF	UTILITY POLE	535326.88N 0014201.45W	884 FT	48 FT	No	
(EGNM3926) 32/TAKE-OFF	TREE	535326.61N 0014118.32W	862 FT	35 FT	No	Close-in Obstacle
(EGNM4762) 14/APPROACH 32/ TAKE-OFF	UTILITY POLE	535326.44N 0014150.35W	888 FT	49 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
(EGNM4421) 14/APPROACH 32/ TAKE-OFF	UTILITY POLE	535326.18N 0014139.90W	877 FT	55 FT	No	
(EGNM4420) 14/APPROACH 32/ TAKE-OFF	UTILITY POLE	535325.98N 0014133.45W	870 FT	47 FT	No	
(EGNM4419) 32/TAKE-OFF	UTILITY POLE	535325.70N 0014124.86W	866 FT	52 FT	No	Close-in Obstacle
(EGNM4758) 32/TAKE-OFF	UTILITY POLE	535325.41N 0014115.03W	861 FT	42 FT	No	Close-in Obstacle
(EGNM3936) 14/APPROACH 32/ TAKE-OFF	TREE	535323.48N 0014126.39W	852 FT	48 FT	No	
(EGNM1350) 32/TAKE-OFF	POLE	535322.63N 0014202.23W	851 FT	35 FT	No	
(EGNM3963) 32/TAKE-OFF	TREE	535321.50N 0014154.76W	842 FT	30 FT	No	
(EGNM3932) 32/TAKE-OFF	TREE	535311.34N 0014056.87W	822 FT	51 FT	No	Close-in Obstacle
(EGNM2410) 32/TAKE-OFF	TREE	535304.04N 0014050.78W	797 FT	67 FT	No	Close-in Obstacle
(EGNM3315) 32/TAKE-OFF	TREE	535255.24N 0014039.75W	775 FT	62 FT	No	Close-in Obstacle
(EGNM3311) 32/TAKE-OFF	TREE	535254.71N 0014040.58W	771 FT	61 FT	No	Close-in Obstacle
(EGNM3314) 32/TAKE-OFF	TREE	535254.40N 0014040.43W	761 FT	52 FT	No	Close-in Obstacle
(EGNM2240) 32/TAKE-OFF	TREE	535239.98N 0014026.42W	720 FT	56 FT	No	Close-in Obstacle
(EGNM3322) 32/TAKE-OFF	TREE	535236.44N 0014023.82W	713 FT	50 FT	No	Close-in Obstacle
(EGNM4587) 32/TAKE-OFF	TREE	535236.18N 0014025.18W	722 FT	62 FT	No	Close-in Obstacle
(EGNM3309) 32/TAKE-OFF	TREE	535236.14N 0014024.98W	721 FT	61 FT	No	Close-in Obstacle
(EGNM3308) 32/TAKE-OFF	TREE	535236.06N 0014025.31W	720 FT	62 FT	No	Close-in Obstacle
(EGNM4840) 32/TAKE-OFF	TREE	535227.10N 0014033.40W	703 FT	20 FT	No	Close-in Obstacle
(EGNM4839) 32/TAKE-OFF	TREE	535227.03N 0014033.70W	703 FT	17 FT	No	Close-in Obstacle
(EGNM2201) 32/TAKE-OFF	POLE	535226.78N 0014035.58W	715 FT	24 FT	No	Close-in Obstacle
(EGNM2200) 32/TAKE-OFF	POLE	535226.63N 0014038.59W	720 FT	23 FT	No	Close-in Obstacle
(EGNM4836) 32/TAKE-OFF	TREE	535226.57N 0014035.27W	714 FT	20 FT	No	Close-in Obstacle
(EGNM4838) 32/TAKE-OFF	TREE	535226.57N 0014033.73W	709 FT	20 FT	No	Close-in Obstacle
(EGNM4837) 32/TAKE-OFF	TREE	535226.31N 0014032.13W	708 FT	21 FT	No	Close-in Obstacle
(EGNM4835) 32/TAKE-OFF	TREE	535226.19N 0014031.88W	710 FT	23 FT	No	Close-in Obstacle
(EGNM4834) 32/TAKE-OFF	TREE	535225.93N 0014031.22W	716 FT	27 FT	No	Close-in Obstacle
(EGNM4833) 32/TAKE-OFF	TREE	535225.77N 0014031.41W	713 FT	22 FT	No	Close-in Obstacle
(EGNM4517) 32/TAKE-OFF	BUSH	535225.67N 0014029.62W	702 FT	16 FT	No	Close-in Obstacle
(EGNM4831) 32/TAKE-OFF	TREE	535225.60N 0014031.55W	716 FT	23 FT	No	Close-in Obstacle
(EGNM4830) 32/TAKE-OFF	TREE	535225.40N 0014031.74W	715 FT	21 FT	No	Close-in Obstacle
(EGNM4515) 32/TAKE-OFF	BUSH	535225.34N 0014028.67W	703 FT	18 FT	No	Close-in Obstacle

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
(EGNM4828) 32/TAKE-OFF	TREE	535225.08N 0014031.98W	717 FT	21 FT	No	Close-in Obstacle
(EGNM4826) 32/TAKE-OFF	TREE	535224.80N 0014032.16W	713 FT	15 FT	No	Close-in Obstacle
(EGNM4825) 32/TAKE-OFF	TREE	535224.71N 0014032.37W	718 FT	19 FT	No	Close-in Obstacle

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
(EGNM4417)	MAST LC	535731.49N 0014044.23W	1238 FT	301 FT	No	
(EGNM1292)	COMMS MAST	535556.23N 0014159.50W	885 FT	186 FT	No	
(EGNM1900)	MAST	535411.88N 0015041.31W	1335 FT	61 FT	No	
(EGNM4081)	TREE	535337.30N 0013932.25W	877 FT	88 FT	No	
(EGNM4769)	UTILITY POLE	535332.21N 0014049.41W	868 FT	43 FT	No	
(EGNM1250)	AERIAL	535330.76N 0014119.86W	894 FT	37 FT	No	
(EGNM1343)	POLE	535330.44N 0014153.97W	896 FT	30 FT	No	
(EGNM3430)	TREE	535329.12N 0014102.27W	917 FT	66 FT	No	
(EGNM1885)	TREE	535326.02N 0013911.34W	846 FT	73 FT	No	
(EGNM3451)	TREE	535319.24N 0014021.75W	874 FT	57 FT	No	
(EGNM3267)	TREE	535316.95N 0014148.77W	812 FT	32 FT	No	
(EGNM4055)	TREE	535315.71N 0013945.76W	834 FT	68 FT	No	
(EGNM4106)	WIND TURBINE	535314.30N 0014214.05W	836 FT	59 FT	No	
(EGNM1052)	COMMS MAST	535116.97N 0013643.07W	831 FT	184 FT	No	

EGNM 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.
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	LEEDS BRADFORD
10	Additional information (limitation of service, etc.)	Broadcast on ATIS

EGNM 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
14	137.73°	2250 x 46 M	RWY surface: Concrete, Grooved PCN 51/R/B/W/T	535217.15N 0014008.68W 163.2 FT	THR 674.2 FT TDZ 674.2 FT	RWY 14 0.36% (1:277) Down RWY 32 0.36% (1:277) Up
32	317.75°	2250 x 46 M	RWY surface: Concrete, Grooved PCN 51/R/B/W/T	535137.31N 0013907.44W 163.2 FT	THR 662.5 FT TDZ 668.0 FT	RWY 14 0.36% (1:277) Down RWY 32 0.36% (1:277) 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
	1057 x 150 M	2314 x 280 M				<p>RWY 14</p> <p>Threshold displaced by 312 M.</p> <p>Pilots should note that when using Runway 14, there is a 100 M area of the runway that provides a forward sight distance of less than 1200 M (for an eye height of 3 M above the runway surface) between 1300 M and 1400 M after the start of the LDA located in the area of the 32 TDZ.</p> <p>Downslope gradient first 400 M of LDA on Runway 14 is - 0.83%</p> <p>OFZ: Yes.</p>

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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
	199 x 150 M	2314 x 280 M				<p>RWY 32</p> <p>Threshold displaced by 274 M.</p> <p>Pilots should note that when using Runway 32, there is a 100 M area of the runway that provides a forward sight distance of less than 1200 M (for an eye height of 3 M above the runway surface) between 220 M and 320 M after the start of the LDA located in the area of the 32 TDZ.</p> <p>OFZ: Yes.</p>

EGNM AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
14	2113 M	3170 M	2113 M	1801 M	
32	2190 M	2389 M	2190 M	1916 M	
14	1933 M	2899 M	1933 M		Take-off from intersection with Holding Point E2
14	1801 M	2701 M	1801 M		Take-off from Runway 14 Threshold
14	1514 M	2271 M	1514 M		Take-off from intersection with Taxiway Alpha
14	1429 M	2143 M	1429 M		Take-off from intersection with Taxiway Foxtrot
14	1245 M	1868 M	1245 M		Take-off from intersection with Taxiway Mike
14	961 M	1441 M	961 M		Take-off from intersection with Taxiway Lima
32	1916 M	2115 M	1916 M		Take-off from Runway 32 Threshold
32	1629 M	1828 M	1629 M		Take-off from intersection with Taxiway Delta
32	1115 M	1314 M	1115 M		Take-off from intersection with Taxiway Lima

EGNM 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
14	Coded centre-line with five crossbars. 872 M Light intensity high	Green Light intensity high With HI wingbars	PAPI Right/ 3.5° 53 FT 331 M		Colour coded 15 M spacing Light intensity high	HI flush bi-directional edge 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
32	Coded centre-line with five crossbars. Supplementarily lighting inner 262 M. 815 M Light intensity high	Green Light intensity high With HI wingbars	PAPI Left/3° 58 FT 316 M PAPI: Aircraft following the 32 ILS Glidepath may experience a minor visual discrepancy, with the PAPI indicating above nominal glidepath. This discrepancy is within acceptable tolerances.	900 M	Colour coded 15 M spacing Light intensity high	HI flush bi-directional edge with LI omni-directional component.	Red		

EGNM 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: (LGTD) 535205.93N 0014001.00W - (LGTD) 535146.70N 0013907.50W.
3	TWY edge and centre line lighting	CL: Yellow/green centre-line routing lights from Exits B, C, D3, E1-E2, Lima and 14 Loop. EDGE: HI edge lights Runway 32 turning D. Blue edge colour coded taxiway guidance via D3, B, C, E1, E2 and Lima exits.
4	Secondary power supply/switch-over time	Yes. Less than 1 second.
5	Remarks	Apron floodlighting. Obstacle lighting.

EGNM 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	Parts of the manoeuvring area can be used for take-off and landing as instructed by ATC (see AD 2.20 paragraph 5).

EGNM 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
LEEDS BRADFORD CTR 535955N 0014027W - 535348N 0013100W - 534904N 0012703W thence clockwise by the arc of a circle radius 8 NM centred on 535157N 0013938W to 534359N 0013847W - 535312N 0015259W thence clockwise by the arc of a circle radius 8 NM centred on 535157N 0013938W to 535955N 0014027W	Upper limit: FL85 Lower limit: SFC	D	LEEDS APPROACH English	5000 FT		A Transition Altitude of 5000 FT is effective within the Leeds Bradford CTR/CTA during the notified hours of operation. To operate UAS above 400 FT AGL within this area, UAS operators a required to notify Leeds Bradford Airport ATC via email ATC@lba.co.uk at least 14 days before the date of each activity.
LEEDS BRADFORD ATZ A circle, 2.5 NM radius, centred at 535158N 0013939W on the midpoint of the longest notified runway (14/32)	Upper limit: 2000 FT AGL Lower limit: SFC	D	LEEDS APPROACH English	5000 FT		To operate UAS above 400 FT AGL within this area, UAS operators a required to notify Leeds Bradford Airport ATC via email ATC@lba.co.uk at least 14 days before the date of each activity.

EGNM AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	LEEDS APPROACH	134.580 DOC 40 NM/ 10,000 FT			H24	ATZ hours coincident with Approach hours. VDF 535158.41N 0013925.17W On AD.
TWR	LEEDS DELIVERY	121.805 DOC 5 NM/GND.			0600-2200 (0500-2100).	Departing aircraft are to make initial call to Leeds Delivery during hours of operation. VDF on 120.305 MHz 535158.41N 0013925.17W On AD.
	LEEDS TOWER	120.305 DOC 25 NM/4,000 FT.			H24	
RADAR	LEEDS DIRECTOR	125.380 DOC 40 NM/ 10,000 FT.			As directed by ATC.	VDF on 134.580 MHz 535158.41N 0013925.17W On AD.
	LEEDS RADAR	134.580 DOC 40 NM/ 10,000 FT.			H24	
ATIS	LEEDS INFORMATION	118.030 DOC 50 NM/ 20,000 FT.			H24	
OTHER	LEEDS FIRE	121.600 Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGNM 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/LOC I 0.26°W (2022)	ILBF	110.900 MHz	HO	535129.15N 0013854.93W		(RWY 14)
ILS/GP	ILBF	330.800 MHz	HO	535208.89N 0014002.23W		3.5° ILS Ref Datum Hgt 46 FT.
ILS/LOC III 0.27°W (2022)	ILF	110.900 MHz	HO	535228.00N 0014025.37W		(RWY 32)
ILS/GP	ILF	330.800 MHz	HO	535146.82N 0013914.15W		3° ILS Ref Datum Hgt 50 FT.
VOR/DME 0.07°E (2022) 0.3°E (2021)	GAM	75X 112.800 MHz	H24	531653.28N 0005649.79W	115 FT	VOR DOC: 20 NM/25,000 FT (40 NM in Sector R300-180). DME DOC: 80 NM/25,000 FT.
DME	ILBF	46X 110.900 MHz	H24	535200.78N 0013931.47W	676 FT	(RWY 14) On AD. DME freq paired with ILS I-LF and I- LBF. Zero range is indicated at THR of Runway 14 and 32.
DME	ILF	46X 110.900 MHz	H24	535200.78N 0013931.47W	676 FT	(RWY 32) On AD. DME freq paired with ILS I-LF and I- LBF. Zero range is indicated at THR of Runway 14 and 32.
NDB (L) 0.26°W (2022)	LBA	402.500 kHz	H24 ENR Purpose: Winter: Mon-Fri 0700-2245 Sat, Sun 0700-2200 Summer: 0600-2200, 2200-0600 (PPR)	535153.97N 0013910.38W		APCH Aid to Leeds Bradford. On Leeds Bradford AD. Range 25 NM. ENR Purpose: 535154N 0013910W

EGNM AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

- Mandatory handling applies for all visiting non-based aircraft.
- Aircraft using the aerodrome are to carry Third Party Insurance cover of not less than £2,000,000.
- The aerodrome is not available to aircraft unable to communicate with ATC by radio, unless by special arrangement with Airport Authority for maintenance purposes.
- Use governed by regulations applicable to Leeds CTR.
- Pilots not filing a flight plan are to book out by telephone directly with ATC. Book out by radio will not be accepted.
- All flights, except General Aviation below 5700 KG and Military flights, are subject to the prior approval of Leeds Bradford Airport Ltd. and prior notification to Airport Coordination Ltd. (ACL), 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 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)113-391 3231 or email: airside.safetyunit@lba.co.uk. OCS account holders can add, change and cancel slots using the online coordination portal at: www.online-coordination.com.
- It is a requirement that every airline using Leeds Bradford Airport must have local orders compatible with LBA Emergency Orders. Airlines, General Aviation operators and Flying clubs should also note that it is their responsibility to recover disabled aircraft and aircraft wreckage and have appropriate arrangements in place before commencing flying operations into the aerodrome. LBA will act as the coordinating body throughout the recovery operation and has only very limited equipment which might be used to salvage disabled aircraft.
- Visiting GA pilots must ensure that they are fully briefed on arrival, departure and taxi procedures prior to using the Aerodrome. ATZ entry may be refused, or flights can expect significant delays if unfamiliar with ATC procedures.
- Non ACL slot allocated GA/BA movements can expect significant delays between 0600-0800 (0500-0700), March-October due to runway capacity.

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- j) High visibility clothing must be worn at all times on all aprons (including flight crew).
- k) The main northside apron is designated under the Aviation and Maritime Security Act 1990. For security and safety reasons operators of all aircraft using the aerodrome are advised that the use of a handling agent is mandatory. All persons embarking or disembarking to/from aircraft must be escorted by their handling agent.

2 GROUND MOVEMENT

a) General

- i. Aircraft are not permitted to enter allocated north side parking stand without marshaller guidance. If no marshaller is present, pilots must hold position and contact ATC.
- ii. Marshalling mandatory on Multiflight East Apron.
- iii. All aircraft using the north side stands, must be able to accept push-back. Aircraft, which cannot will be parked remotely, marshalled and will only be accepted if space permits (prior arrangement with Airside Operations required). Companies and handling agents are to ensure that the equipment necessary to provide push-back is available when required.
- iv. Supplementary (Multi Access Ramp System) parking arrangements for aircraft with wingspans of 30 M or less may be initiated at any time, ATC will advise. Aircraft will be marshalled under these conditions.
- v. In-to-wind parking is available in accordance with procedures published in the LBA Aerodrome Manual (prior arrangement with Airside Operations required).
- vi. To assist with planning, aircraft must advise ATC as soon as possible if it becomes apparent that they will not be ready for departure upon reaching the holding points. Pilots must inform ATC prior to entering the runway if they are aware that they will not be ready for departure on line up.
- vii. Aircraft able to use intersections for departure (particularly D1 for Runway 32 or A1 for Runway 14) should inform ATC when requesting push back or start up.
- viii. Minimum thrust should be used for breakaway and taxi on all taxiways, in particular when turning (towards the Runway) through Holding Points B, C, D3 and N4.

b) Clearance Delivery and Start Up Procedures

- i. ATC Clearance should be requested before start up but not before EOBT – 15 minutes. Pilots must advise stand number, or position, together with the ATIS letter received and QNH on first contact.
- ii. Leeds Delivery is responsible for passing ATC clearance to aircraft prior to start-up only.
- iii. Start up and push-back clearance is given by Leeds Bradford Tower only. Aircraft requiring a cross-bleed start must advise Leeds Delivery on first contact.
- iv. Start up should not be requested until the aircraft is fully ready for start and or pushback with a tug attached.
- v. Aircraft able to use intersections for departure (particularly D1 for Runway 32 or A1 for Runway 14) should inform ATC when requesting push back or start up.

c) Pushback Procedures

- i. 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 (e.g. Hand signals only).
- ii. Pushback instructions will normally include a direction to face as east, west, south OR to a Tug Release Point (TRP). See Aerodrome Chart AD 2.EGNM-2-1 for TRP positions.
- iii. Pushback and start instructions may contain reference to an adjacent stand or defined point on a taxiway. The term long push may also be used together with a location definition.
- iv. Where two aircraft up to B737/A321 size request simultaneous pushback, on the main apron stands 1-18, in the same direction at least one stand must separate the aircraft prior to push.

d) Remote Holding

- i. LBA may instruct the remote holding of Aircraft who are subject CTOT delays and have requested a ready message with ATC.
- ii. Remote holding is not to be requested by flight crew and is at the sole discretion of ATC.
- iii. All instructions to 'push & park' will be to an appropriate Tug Release Point (TRP) and flight crew must monitor the Tower frequency whilst remote holding.

e) Ground Manoeuvring Restrictions

- i. The marked centre-line turning circle for wide-bodied aircraft using the Runway 32 turning pad may only be achieved using up to 52° of nose wheel steering. Additionally, there is no straight section of the centre-line parallel to runway centre-line before commencement of the 180° turn onto the runway centre-line.
- ii. Pilots are reminded not to cross red stopbars unless a specific instruction to cross a lit stopbar is given by ATC.

f) Runway Backtrack Procedures

- i. Backtracking should be as expeditious as possible, consistent with safety.

3 CAT II/III OPERATIONS

- a) Runway 32 is suitable for Category II/IIIb operations by operators whose minima have been accepted by the Civil Aviation Authority.
- b) During Category II/III operations special ATC procedures (Low Visibility Procedures (LVP's)) will be applied. Pilots will be informed when these procedures are in operation by RTF and ATIS automatic broadcasts.

- c) Category II/III Holding Points are B, D1, F1, L1 and N1 only. Amber/Green coded taxiway centre-line guidance lights are switched on for route guidance. Aircraft on stands 7-18 will normally taxi through Holding Points C and D3. Pilots must request marshaller assistance, wingtip guidance or 'Follow Me' if it is considered necessary, prior to start up or after landing before entering the apron.
- d) Arriving aircraft: after completing landing run await or request taxi clearance **prior** to vacating the runway or backtracking. Entry to Taxiway A will be via yellow/green centre-line routeing guidance through B, C or D3.
- e) Aircraft will not report runway vacated until they have entered the taxiway and the aircraft is established on the fully green coded centreline lights. Pilots must not report vacated whilst they are on the portion of taxiway showing mixed amber/green lighting.
- f) During day conditions taxiways F, M and G should not be used in a met visibility of less than 800 M unless the aprons and taxiways are visible from ATC at all times.

4 WARNINGS

- a) Bird activity noted at this airport. Occasionally large flocks of Gulls transit across the aerodrome at dawn and dusk. Aircraft may be delayed whilst birds are cleared.
- b) Pilots are advised to expect windshear and turbulence when the surface wind is between 190° and 280° above 20 KT. Some variations to reported wind readings may also occur.
- c) Pilots are advised that paragliding operations take place at Tong within the Leeds Bradford Airport Control Zone, coordinates 534608.27N 0014117.14W, bearing 195° MAG, range 7 NM from Leeds Bradford Airport ARP. Paragliders transit to and from the site from the south west not above 1000 FT QNH. Pilots under VFR/SVFR are requested to avoid this area if possible. Traffic information will NOT be passed by ATC.
- 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 Aug 2025

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.
- 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 1202 FT QNH (520 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
- 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) RWY 14/32 NELSA 4W POL 2X - ICAO

AD 2.EGNM-6-1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 14/32 DOPEK 3W 3X LAMIX 3W 3X - 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

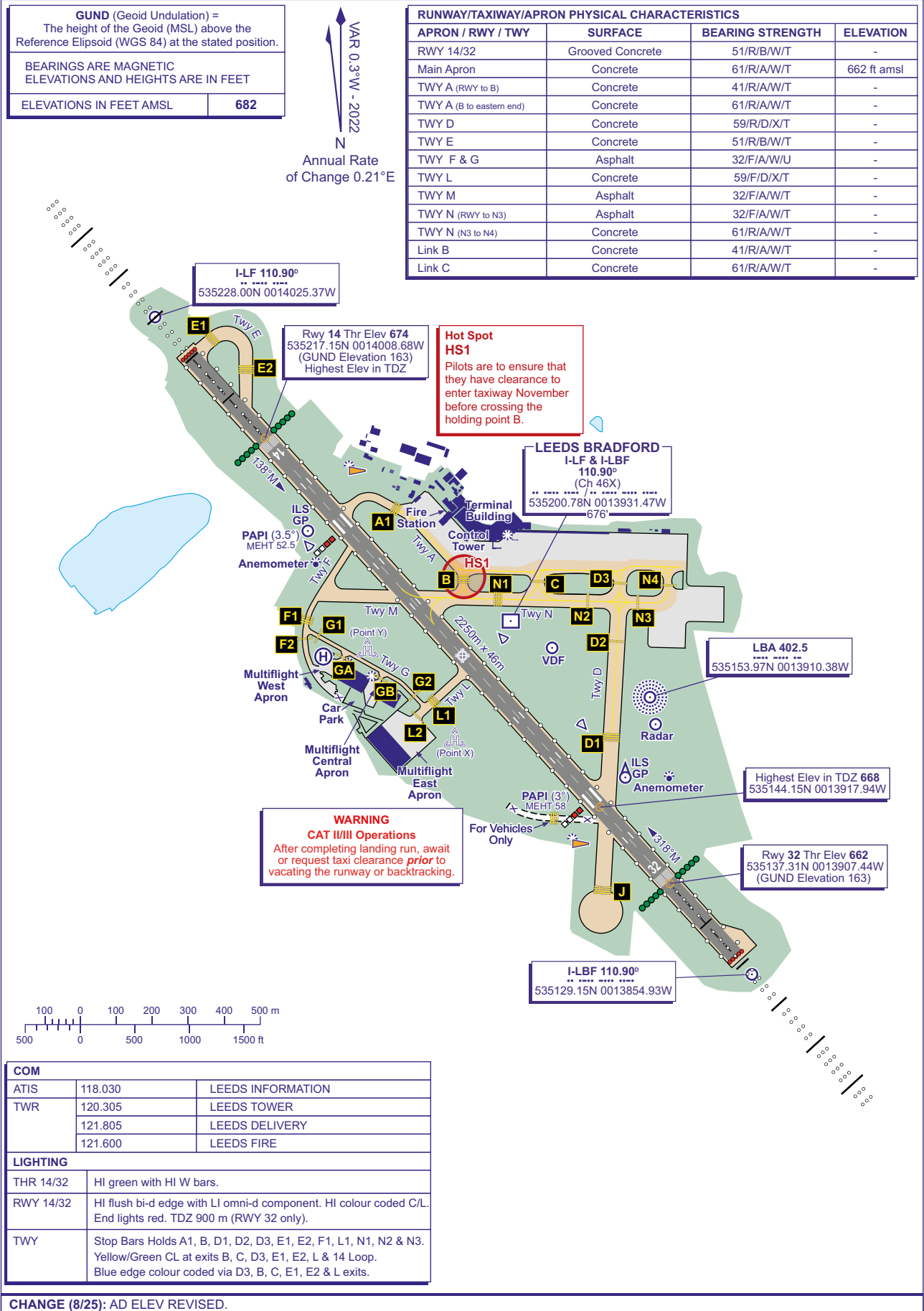
Not applicable

AERODROME
CHART - ICAO

ARP 535158N 0013939W

AD ELEV 682FT

LEEDS BRADFORD
EGNM



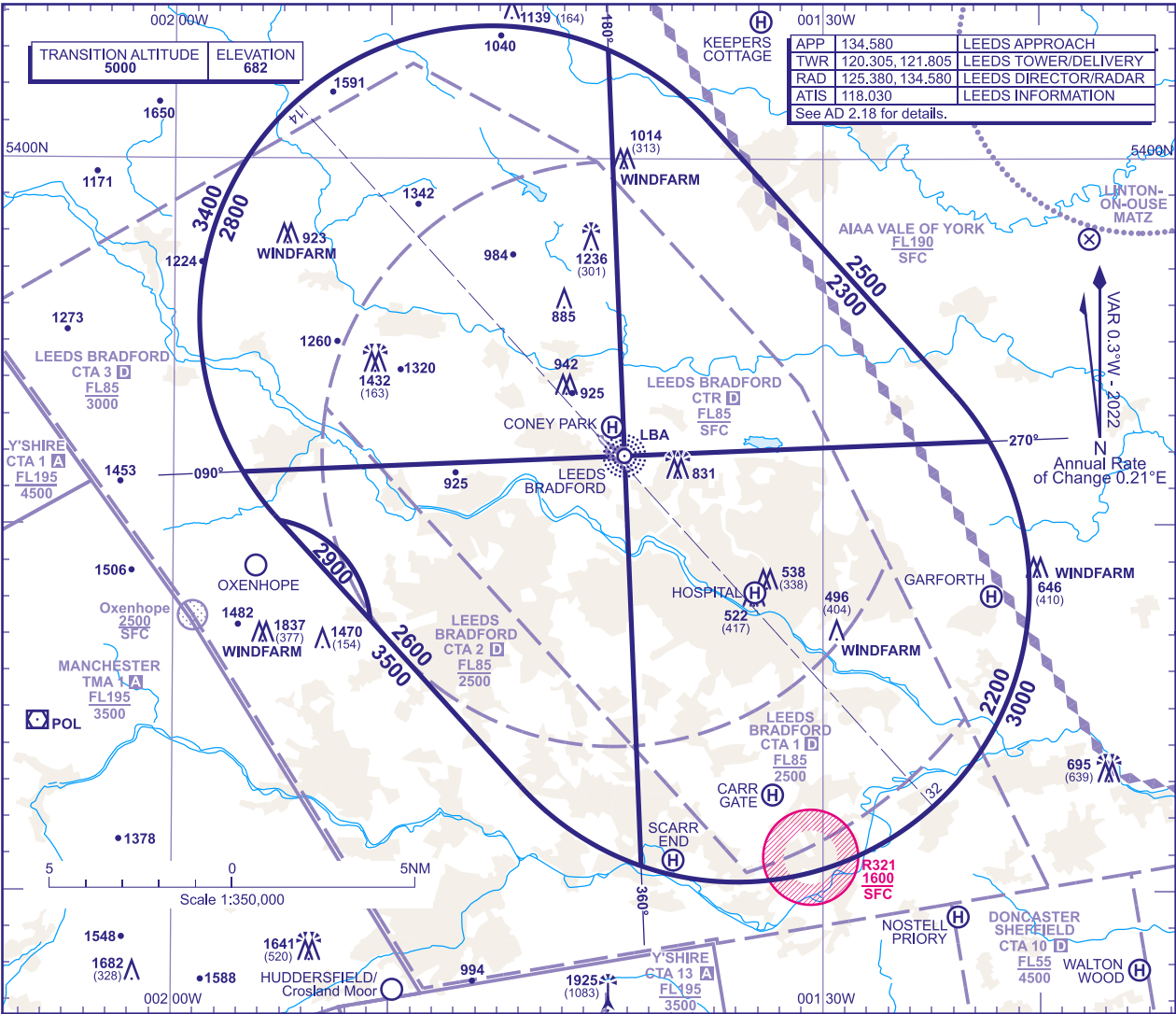
AIRCRAFT PARKING/DOCKING CHART - ICAO

AD 2-EGNM-2-2



ATC SURVEILLANCE MINIMUM
ALTITUDE CHART - ICAO

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) **2800** 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) **2600** 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 0015556W 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 0015556W 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.

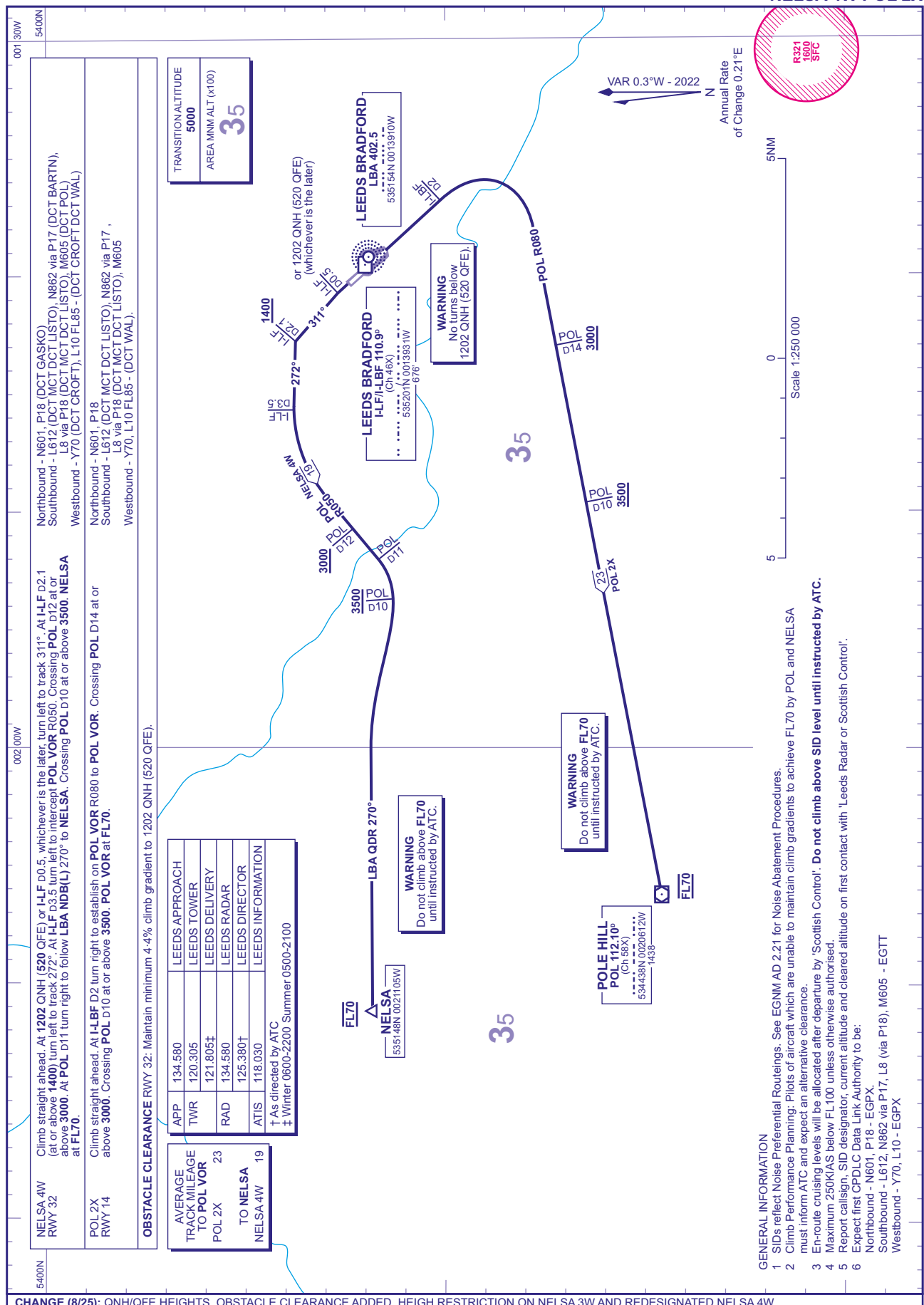
LOSS OF COMMUNICATION PROCEDURES
Initial Approach
Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **3000**, or last assigned level if higher to **NDB(L) LBA†**.
Intermediate and Final Approach
Continue visually or by means of an appropriate final 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**
- 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 **NDB LBA**.
 - 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 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 the aerodrome see AD 2.17.

CHANGE (8/25): AD ELEVATION REVISED, AREAS A & D MINIMUM INITIAL ALTITUDES CHANGED, NW MINIMUM SECTOR ALTITUDE REVISED.
AERO INFO DATE 16 MAY 25

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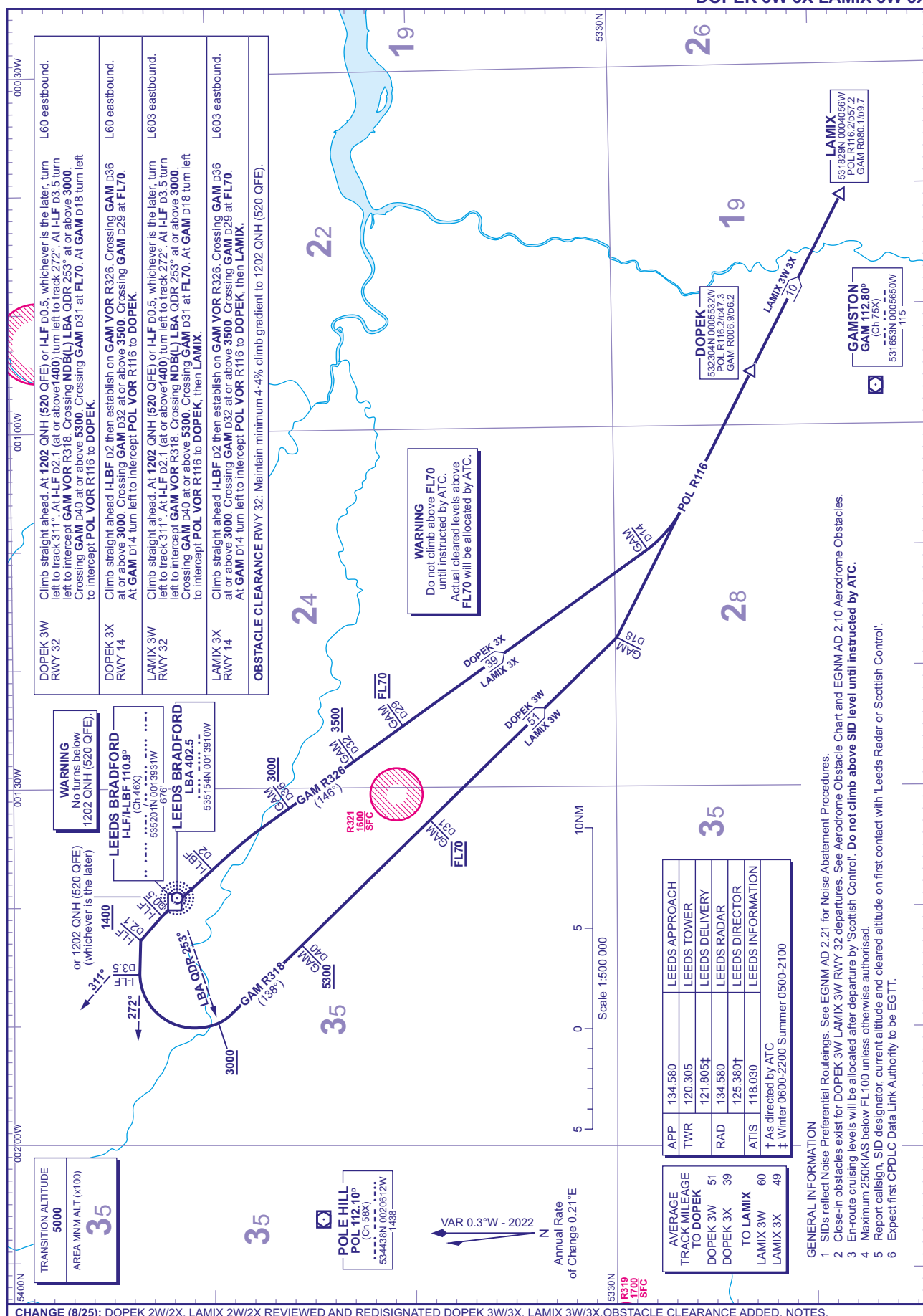
LEEDS BRADFORD
RWY 14/32
NELSA 4W POL 2X



CHANGE (8/25): QNH/QFE HEIGHTS. OBSTACLE CLEARANCE ADDED. HEIGH RESTRICTION ON NELSA 3W AND REDESIGNATED NELSA 4W
AERO INFO DATE 30 MAY 25

STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO

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



GENERAL INFORMATION

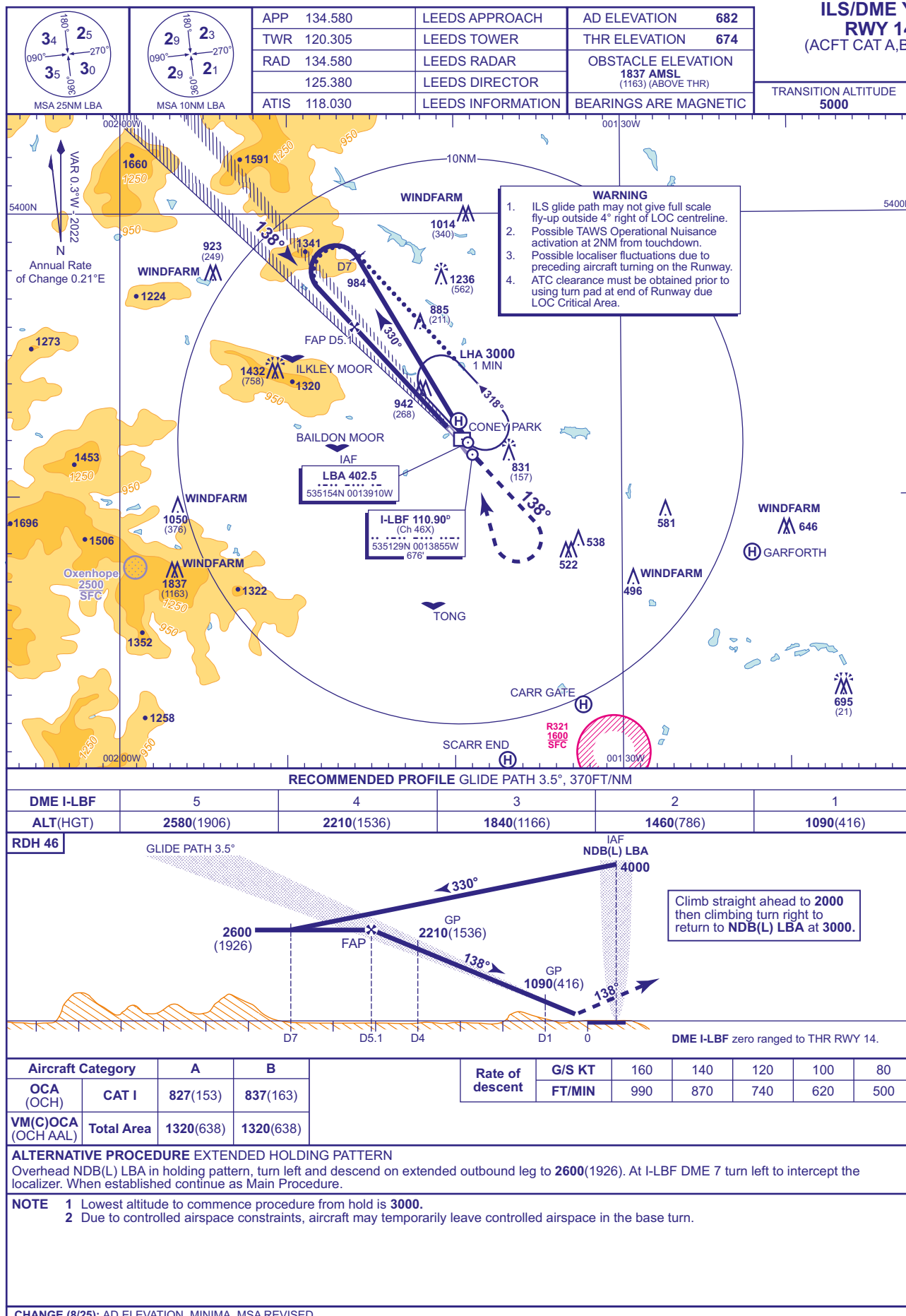
1. SIDs reflect Noise Preferential Routings. See EGNM AD 2.21 for Noise Abatement Procedures.
2. Close-in obstacles exist for DOPEK PW LAMIX 32 departures. See Aerodrome Obstacle Chart and EGNM AD 2.10 Aerodrome Obstacles.
3. En-route obstacles will be allocated after departure by 'Scottish Control'. **Do not climb above SID level until instructed by ATC.**
4. Maximum 250KIAS below FL100 unless otherwise authorised.
5. Report call sign, SID designator, current altitude and cleared altitude on first contact with 'Leeds Radar or Scottish Control'. Expect first CPDLC Data Link Authority to be EGTT.

AFRO INFO DATE 30 MAY 25

AERO INFO DATE 30 MAY 25

AD 2-EGNM-6-2

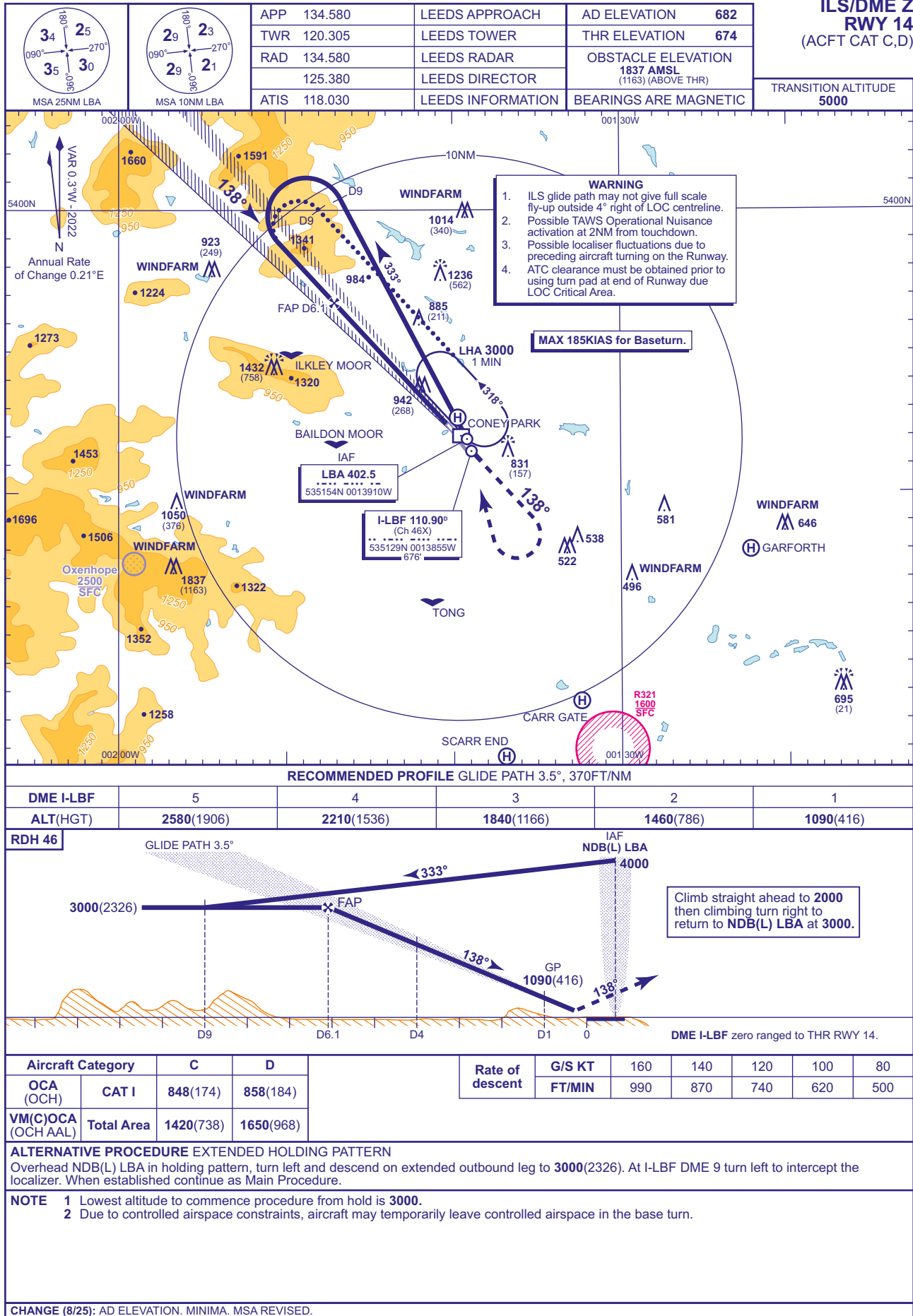
INSTRUMENT APPROACH CHART - ICAO

LEEDS BRADFORD
ILS/DME Y
RWY 14
(ACFT CAT A,B)

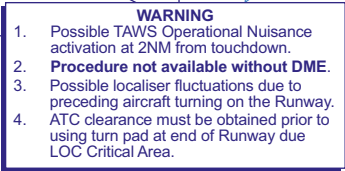
INSTRUMENT APPROACH CHART - ICAO

LEEDS BRADFORD

**ILS/DME Z
RWY 14**
(ACFT CAT C,D)



LEEDS BRADFORD
LOC/DME Y
RWY 14
(ACFT CAT A,B)



3500(2826) Aircraft radar vectored

2600 (1926)

D7.5 D7 D5.1 0

330°

138°

138°

IAF NDB(L) LBA 4000

MAPt I-LBF DME 0.5

Climb straight ahead to 2000 then climbing turn right to return to NDB(L) LBA at 3000.

DME I-LBF zero ranged to THR RWY 14.

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	990	870	740	620	500

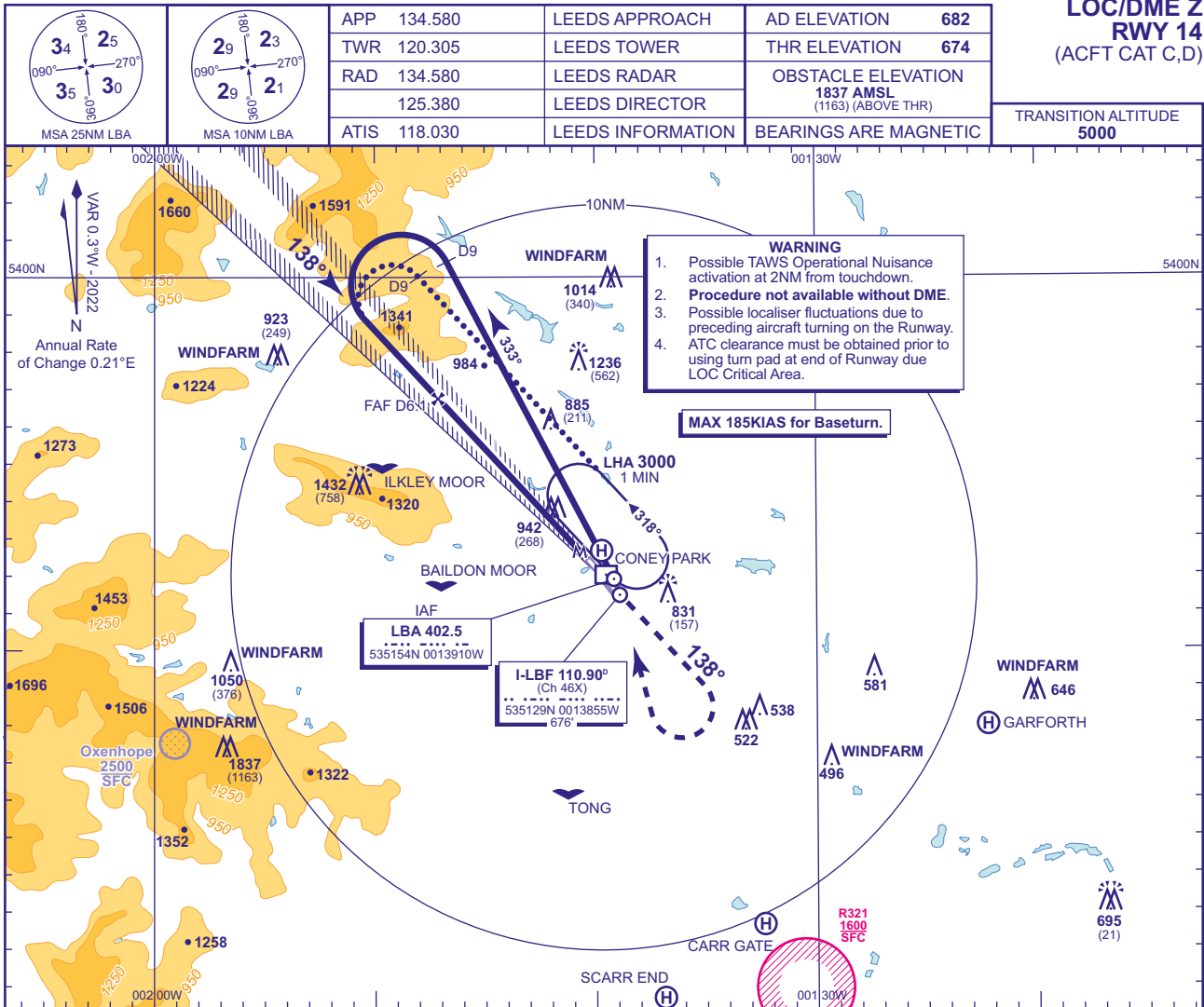
Overhead NDB(L) LBA in holding pattern, turn left and descend on extended outbound leg to **2600**(1926). At I-LBF DME 7 turn left to intercept the localizer. When established continue as Main Procedure.

NOTE 1 Lowest altitude to commence procedure from hold is **3000**.
2 Due to controlled airspace constraints, aircraft may temporarily leave controlled airspace in the base turn.

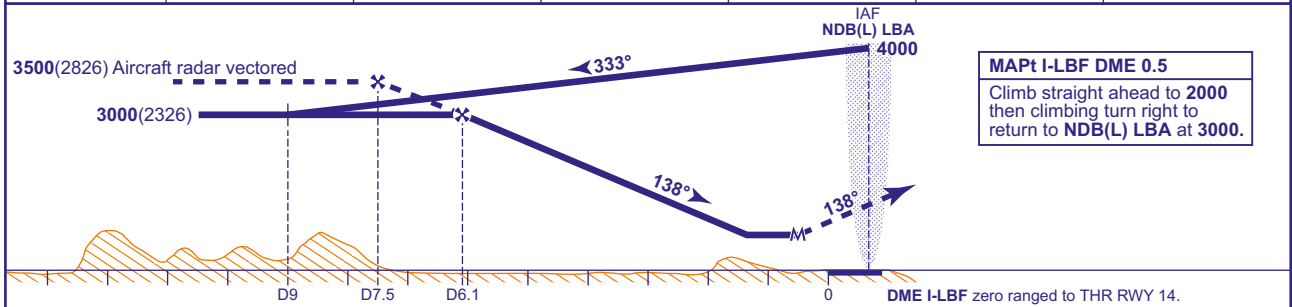
CHANGE (8/25): AD ELEVATION. MINIMA. MSA REVISED.

INSTRUMENT APPROACH CHART - ICAO

LEEDS BRADFORD
LOC/DME Z
RWY 14
(ACFT CAT C,D)



RECOMMENDED PROFILE Gradient 6.1%, 370FT/NM						
DME I-LBF	7	6	5	4	3	2
ALT(HGT)	3320(2646)	2950(2276)	2580(1906)	2210(1536)	1840(1166)	1460(786)



Aircraft Category		C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	1200(526)	1200(526)		FT/MIN	990	870	740	620	500
VM(C)OCA (OCH AAL)	Total Area	1420(738)	1650(968)							

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN

Overhead NDB(L) LBA in holding pattern, turn left and descend on extended outbound leg to **3000**(2326). At I-LBF DME 9 turn left to intercept the localizer. When established continue as Main Procedure.

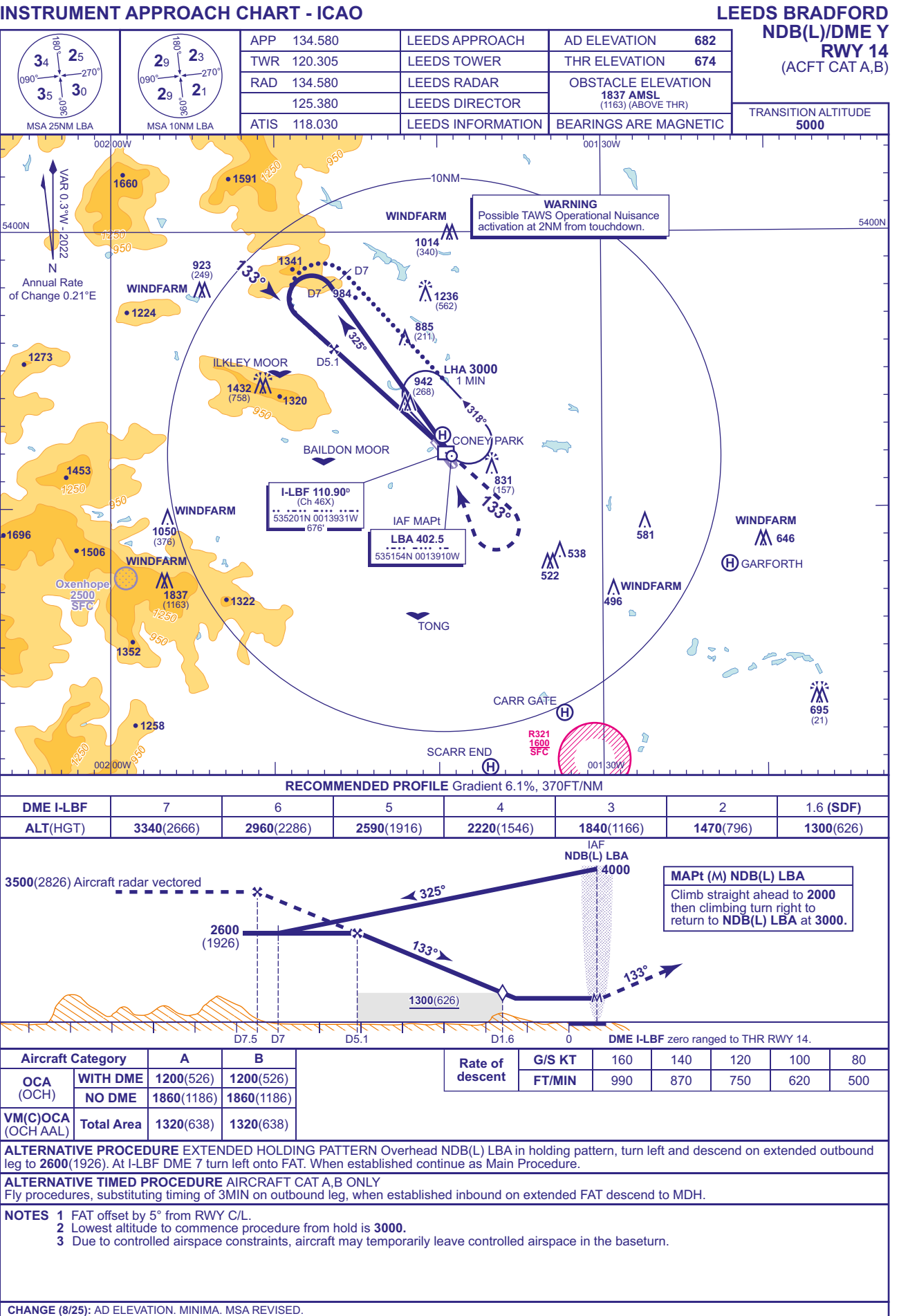
NOTE 1 Lowest altitude to commence procedure from hold is **3000**.

1. Lowest altitude to commence procedure from field is 5000.
2. Due to controlled airspace constraints, aircraft may temporarily leave controlled airspace in the base turn.

CHANGE (8/25): AD ELEVATION. MINIMA. MSA REVISED.

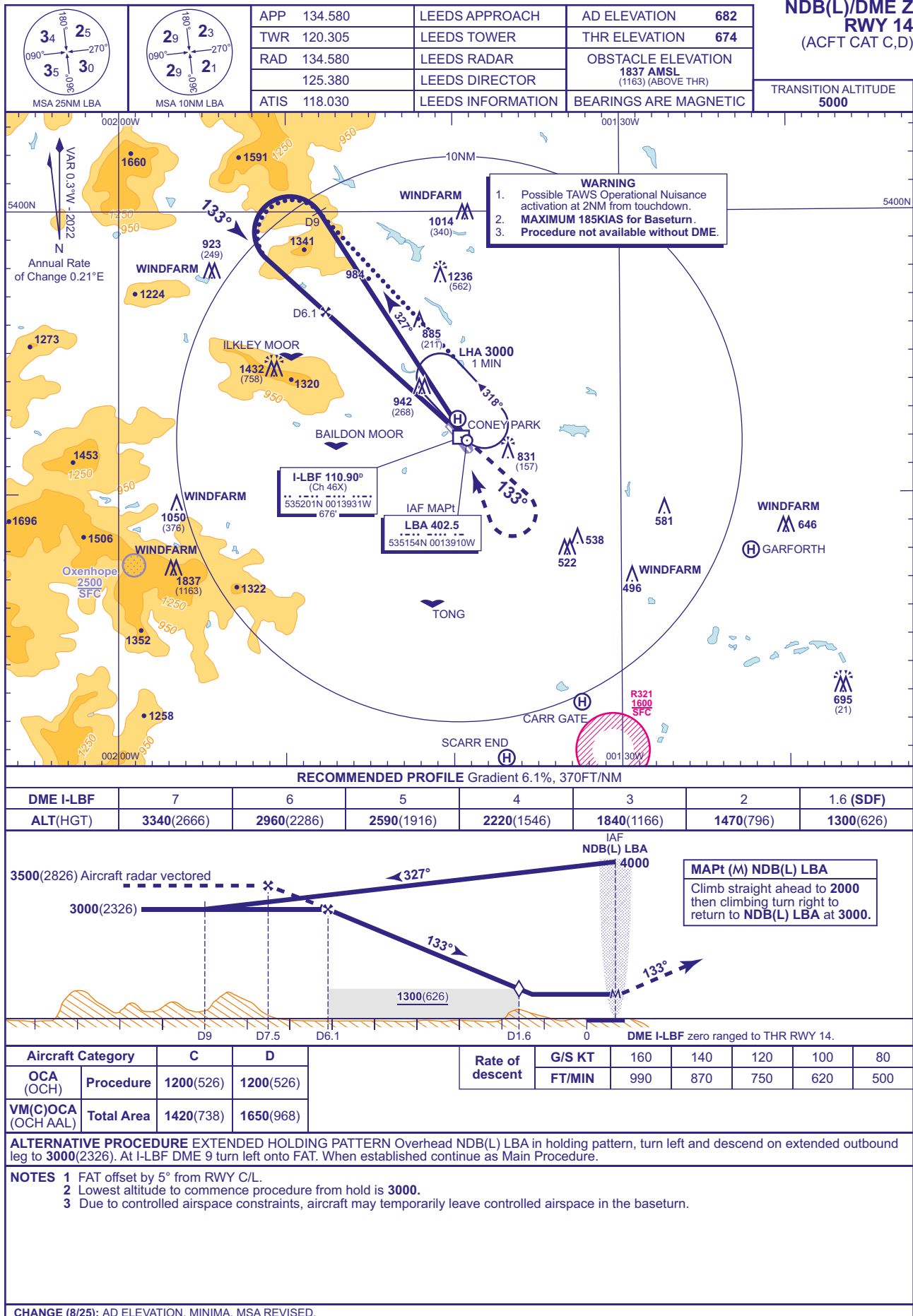
AERO INFO DATE 21 MAY 25

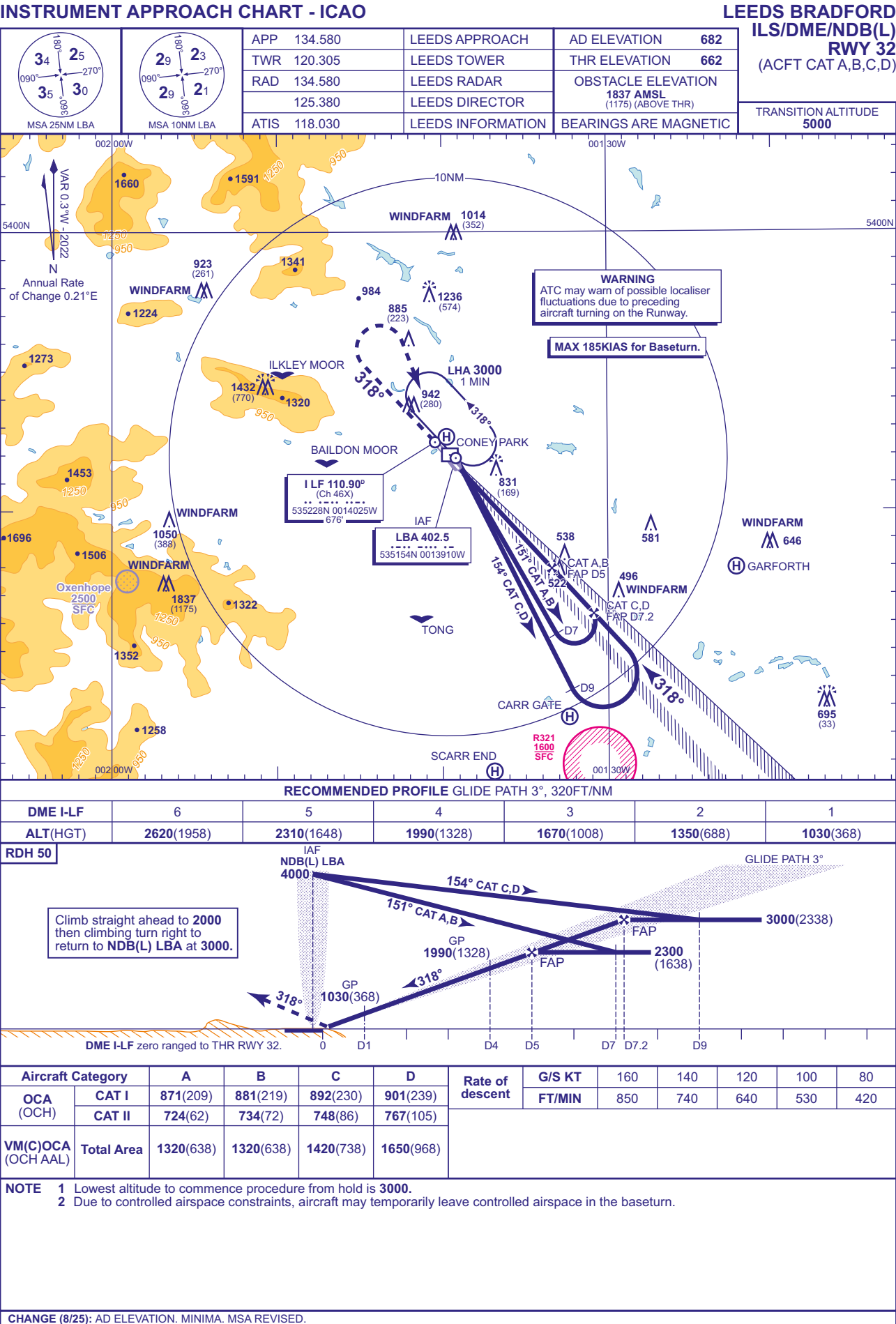
AD 2-EGNM-8-4



INSTRUMENT APPROACH CHART - ICAO

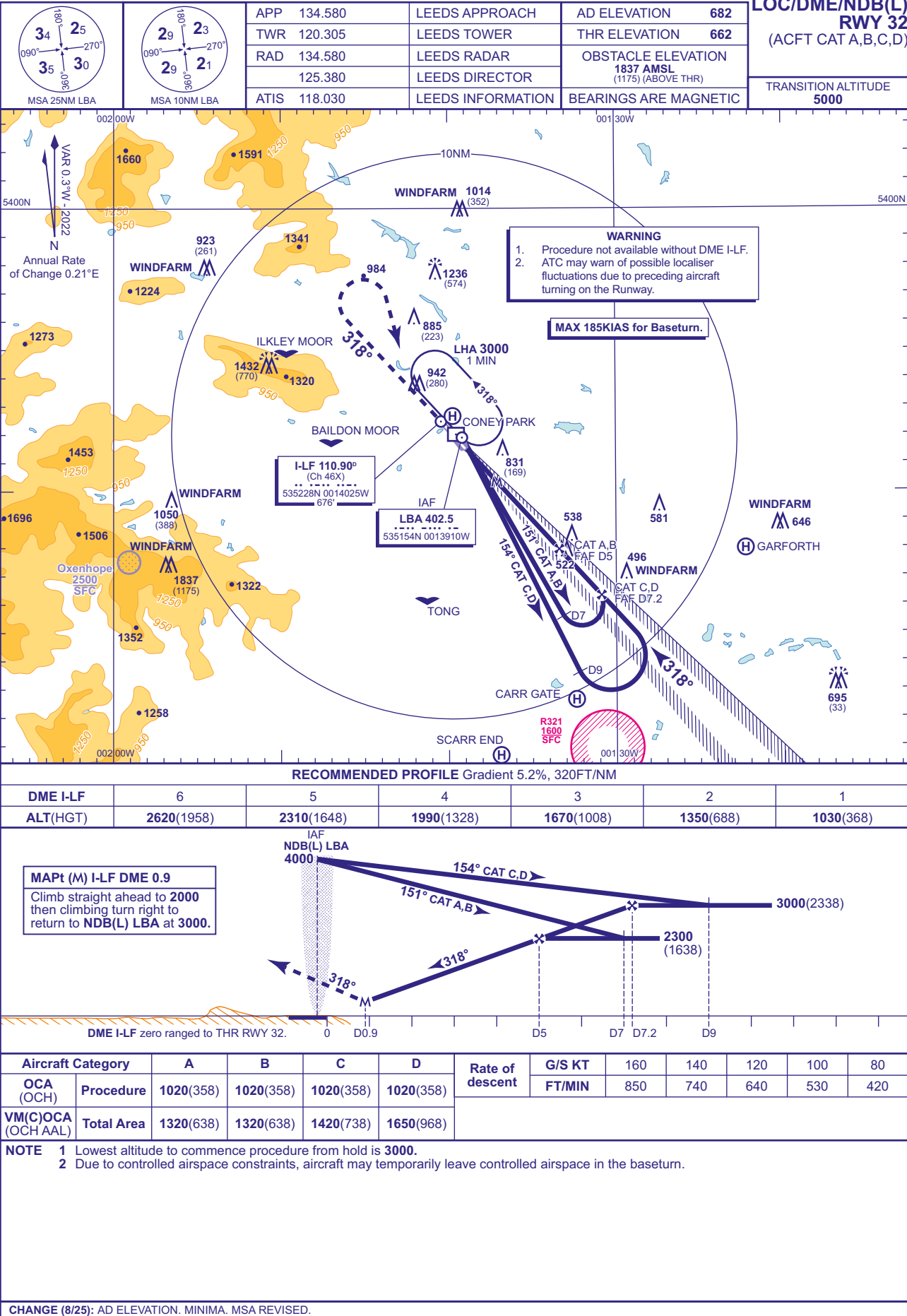
LEEDS BRADFORD
NDB(L)/DME Z
RWY 14
(ACFT CAT C,D)





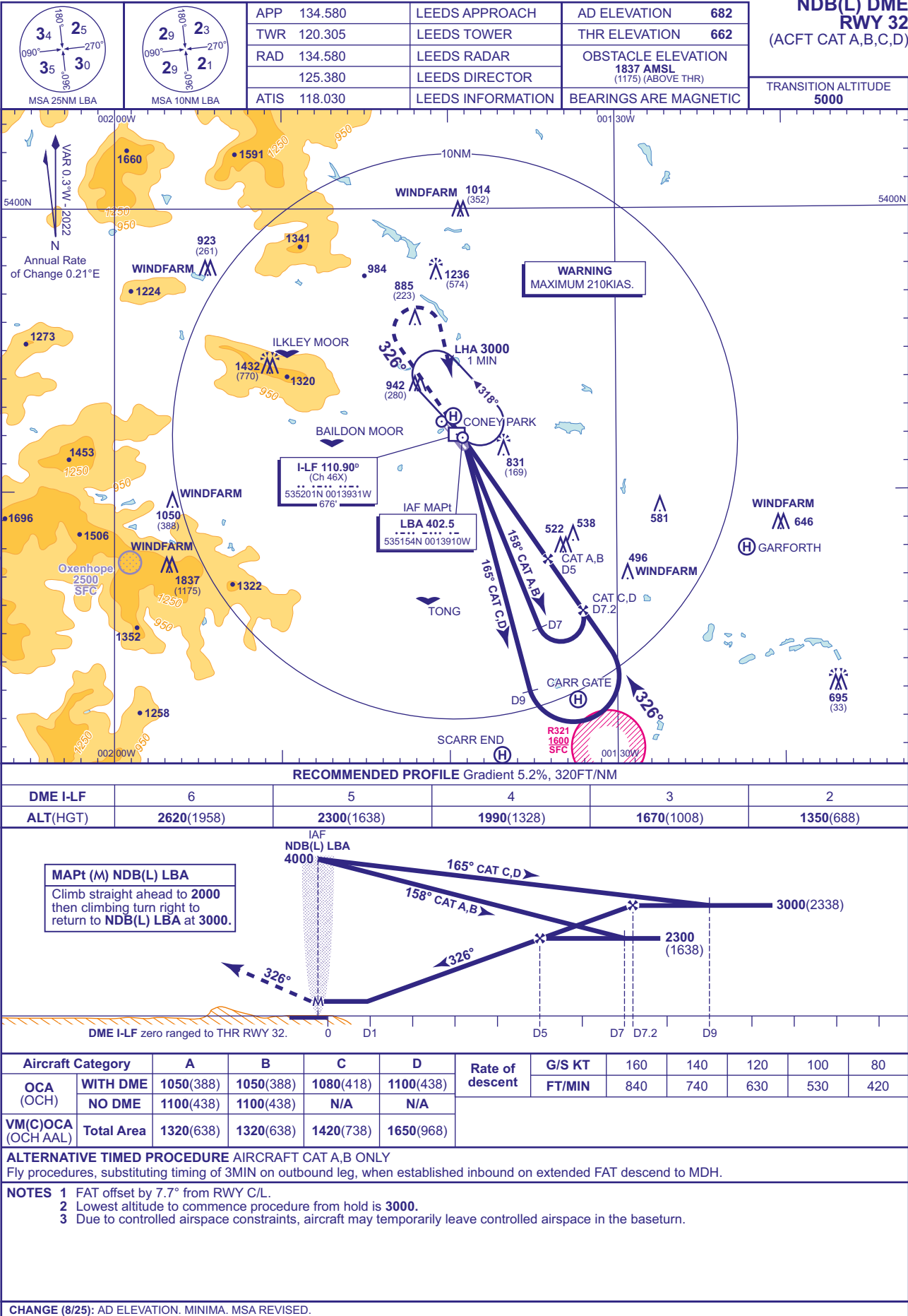
INSTRUMENT APPROACH CHART - ICAO

LEEDS BRADFORD
LOC/DME/NDB(L)
RWY 32
(ACFT CAT A,B,C,D)



INSTRUMENT APPROACH CHART - ICAO

LEEDS BRADFORD
NDB(L) DME
RWY 32
(ACFT CAT A,B,C,D)



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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/LOC 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/LOC 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) 0.4°E (2025)	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).

EGGP AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

- Pilots are to 'book out' by telephoning details to ATC. 'Booking out' by radio is not accepted.
- The wearing of high visibility clothing is mandatory for all personnel employed on each of the apron areas, including flight crews.
- 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.
- Prior permission for departures and arrivals is required from ATC for aircraft unable to communicate with ATC by radio.
- 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.
- 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>.
- 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.
- Smoking airside, including the use of e-cigarettes/vapes is strictly prohibited.

2 GROUND MOVEMENT

- 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).

7 Aug 2025

- 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.
- k) Pilots to be aware that selected vehicles operate under a free ranging procedure on the Alpha Taxiway. Free ranging vehicles will continuously monitor ATC however are not directly under ATC instruction.

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.
- b) Arrivals: ATC will either select the appropriate threshold or instruct the helicopter to make an approach to the runway. If instructed to approach the runway, the helicopter is to turn on to a final approach and arrange the descent to flare to ground or hover taxiing speed in the fixed wing runway touchdown zone.
- c) Taxiway Alpha Arrivals/Departures: Approach/Departures to the Alpha taxiway are only permitted when:

- i. the runway is closed; and
- ii. the helicopter is operating on a VFR clearance; and
- iii. there are no aircraft, vehicles or personnel on the taxiway.

- d) Departures: These will be made from the runway, Aiming Points or parallel taxiway as selected by ATC.
- e) Taxiing - Hover (or ground taxiing if applicable) is required to/from the parking area via designated taxiways.
- f) A training area for helicopter hovering has been designated to the west of Taxiway Charlie on a disused taxiway and grassed area. Manoeuvring helicopters shall be exempt from the 500 FT rule if it is conducting manoeuvres, in accordance with normal aviation practice, within boundaries of a licensed or Government aerodrome or, with the written permission of the CAA at other sites. When flying in accordance with the above exemption the helicopter must not be operated closer than 60 M to any persons, vessels, vehicles or structures located outside the aerodrome or site.
- g) A FATO has been created south of the main runway that is available for use by Liverpool John Lennon Airport based helicopters only. The midpoint of the FATO is 531956.30N 0025107.80W with dimensions of 30 M x 30 M.

6 USE OF RUNWAYS

- a) Variable circuit directions at the discretion of ATC.
- b) Overhead join of the circuit is not available. Pilots should join the circuit as instructed by ATC.

7 TRAINING

- a) Training flights by turbo-jet powered aircraft shall be subject to the prior approval of ATC. They will not normally be permitted on Sundays before 1000 (0900) or after 2000 (1900). On other days they will not be permitted between 2300-0700 (2200-0600). They will be subject to the following conditions:
 - i. All crew training circuits shall be carried out at least 1500 FT AAL;
 - ii. In other respects, training aircraft shall comply with the noise abatement procedures detailed below.
- b) All types of IFR/VFR training are only available by prior arrangement with ATC and are subject to availability of training slots. Pilots are strongly advised to book their training slots with ATC well in advance. Failure to make a booking may result in the aircraft being refused use of the facilities.
- c) Pilots unable to make the booked time must inform ATC as soon as possible so that a new booking may be made. Pilots should inform ATC as soon as possible of booking cancellations. Any flight delayed by 30 minutes or more will be deemed to have been cancelled.
- d) When Runway 09 is the declared runway in use, instrument training to Runway 27 will not be permitted. Only radar vectored ILS/DME approaches will be available for instrument training to Runway 09.
- e) The filing of a flight plan does not constitute a booking to carry out training from the airport.
- f) VFR movements between 0000-0700 (2300-0600) are subject to PPR from ATC 0151-907 1541.

EGGP AD 2.21 NOISE ABATEMENT PROCEDURES

1 GENERAL

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 practicable in LPL Controlled Airspace.

2 REVERSE THRUST

To minimise disturbance in areas adjacent to the aerodrome, Flights Crew shall avoid the use of reverse thrust after landing, unless necessary for the safe operation of the aircraft, especially between 2300-0600 (2200-0500).

3 AIRCRAFT NOISE QUOTA SYSTEM

Liverpool John Lennon Airport operates and manages a Night Noise Quota System, which is based on the CAA Supplement to the UK AIP, pertaining to the Airport Noise Restrictions Notice for London Heathrow, London Gatwick and London Stansted. The quota count value for the take-off and landing by individual aircraft types is shown in the Annexe to the above mentioned Supplement.

- a) The night quota period is between 2300-0700 (2200-0600), with the quota count period being between 2330-0600 (2230-0500).
- b) Operators must supply information appertaining to the noise characteristics (aircraft type, engine type, operating weight and maximum certificated landing or take-off weight as appropriate) and quota count for all non-exempt aircraft using Liverpool John Lennon Airport, between 2300-0700 (2200-0600). This information must be provided as part of the PPR request process and copied to the Environment Team. E-mail: environment@liverpoolairport.com.
- c) Quota Count Operational Restrictions†
 - i. 2300-2330 (2200-2230) – Aircraft with quota count of QC/8 and QC/16 must not be scheduled to take-off or land;
 - ii. 2330-0600 (2230-0500) – Aircraft with quota count of QC/8 and QC/16 must not take-off or be scheduled to land;
 - iii. 0600-0700 (0500-0600) – Aircraft with quota count of QC/16 must not take-off or be scheduled to land.

Note: Certain exemptions (including emergencies) apply contact the Environmental Manager for a full list of exemptions.

10 Jul 2025

4 ARRIVALS

Inbound aircraft, other than light aircraft flying under VFR or Special VFR, shall maintain a height of at least 2000 FT above aerodrome level until cleared to descend for landing. 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 aircraft using the ILS glidepath, and it is recommended that aircraft join final approach at not less than 3 NM.

5 DEPARTURES

a) Runway 27

- i. After take-off all aircraft of more than 5700 KG (12,500 LB) MTWA shall climb straight ahead at maximum rate to 1000 FT AAL before turning.

b) Runway 09

- i. Between 2300-0700 (2200-0600), Runway 09 will only be available for take-off when over-riding operational considerations necessitate its use, eg performance requirements.
- ii. After take-off the initial turn onto outbound heading shall be commenced as soon as practicable, but not below 500 FT AAL and not before passing the end of the runway.

- c) After completion of the initial turn onto outbound heading, all turbo-jet powered aircraft shall reduce power for noise abatement purposes so as to maintain a rate of climb of at least 500 FT per minute at power settings which will ensure progressively decreasing noise levels at points on the ground under the flight path.

6 ENGINE TESTING

Aircraft engine testing is subject to the approval of the Airport Authority and shall only be permitted between the hours of 0700-2300 (0600-2200). Outside these hours engine testing will not be permitted other than in exceptional operational circumstances.

7 REQUIREMENTS

These requirements may be departed from the extent necessary for avoiding immediate danger or risk to life or property.

8 CONTINUOUS DESCENT APPROACHES TO RUNWAY 09

- 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 FL 100 and 250-210 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 possible.

Note: Continuous descent approaches are only available on Runway 09. Runway 27 operations may require prolonged flight at lower altitude for airspace integration. See EGGP AD 2.22 2 (e) (iii).

EGGP AD 2.22 FLIGHT PROCEDURES

1 RADIO COMMUNICATIONS FAILURE PROCEDURES

- a) In the event of complete communication failure in an aircraft, the pilot will adopt the appropriate procedures notified at ENR 1.1.3, with the following exceptions.
 - i. When complete communication failure occurs in an aircraft before ETA or before EAT, when this has been received and acknowledged, the aircraft will:
 1. Fly to the LPL NDB holding point;
 2. hold at the last assigned level until the last acknowledged ETA plus 10 minutes or EAT when this has been given; or, if radio failure occurs after an aircraft has reported over the holding point, hold at the last assigned level until ATA plus 10 minutes, or 10 minutes after the last acknowledged communications with ATC whichever is the later.
 3. then commence descent for landing in accordance with the procedures detailed at ENR 1.1.3 and effect a landing within 30 minutes (or later if able to approach and land visually).
 - ii. Aircraft which are instructed by ATC to hold at TIPOD or KEGUN, before proceeding to the LPL NDB, will in the event of complete communication failure:

2	Runway and taxiway markings and lighting	Runway marking aid(s): 09/27: Runway threshold. Runway designators. Aiming point and TDZ markings. Taxiway marking aid(s): Yellow centre-line. Enhanced taxiway centre-line markings in place on all taxiways. Taxiway light(s): Green centre-line lights with amber Intermediate Hold Point lighting.
3	Stop bars and runway guard lights (if any)	Red stop bars and co-located runway guard lights on access taxiways.
4	Other runway protection measures	
5	Remarks	Taxiway: Apron and access taxiways green centre-line lights augmented with blue edge lights on curves. Selectable lead-on lights. Blue edge lights on edges of runway turning areas and apron. WDI (LGTD): 513020.59N 0000338.46E; 513021.74N 0000301.74E.

EGLC 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
(TC2 GALLIONS 3B) 27/APPROACH 09/TAKE-OFF	CRANE	513027.14N 0000443.86E	244 FT	222 FT	Yes Red	End estimated December 2024.
(2024/CR/082) 09/APPROACH	CRANE	513026N 0000110W	629 FT	613 FT	Yes Red	Upper Bank Street, London, E14. End estimated September 2027.
(2024/CR/082) 09/APPROACH	CRANE	513026N 0000110W	636 FT	620 FT	Yes Red	Upper Bank Street, London, E14. End estimated September 2027.
(2024/CR/082) 09/APPROACH	CRANE	513025N 0000110W	641 FT	635 FT	Yes Red	Upper Bank Street, London, E14. End estimated September 2027.
(EGLC5562) 09/APPROACH 27/ TAKE-OFF	BRIDGE TOWER	513023.39N 0000223.63E	77 FT	62 FT	No	
(EGLC1677) 09/APPROACH 27/ TAKE-OFF	BUILDING	513020.32N 0000101.22W	703 FT	680 FT	Yes Red	
(EGLC6407) 09/APPROACH 27/ TAKE-OFF	BUILDING UNDER DEMOLITION	513019.99N 0000152.23E	94 FT	80 FT	No	
(EGLC2064) 09/APPROACH 27/ TAKE-OFF	BUILDING	513019.58N 0000049.73W	528 FT	515 FT	No	
(EGLC1198) 09/APPROACH 27/ TAKE-OFF	BUILDING	513019.38N 0000152.00E	170 FT	151 FT	No	
(EGLC1073) 09/APPROACH 27/ TAKE-OFF	BUILDING	513019.16N 0000149.65E	178 FT	161 FT	No	
(EGLC1100) 09/APPROACH 27/ TAKE-OFF	CANARY WHARF TOWER	513017.79N 0000110.16W	806 FT	775 FT	Yes Red	
(EGLC3043) 09/APPROACH 27/ TAKE-OFF	BUILDING	513016.08N 0000511.20W	1015 FT	1002 FT	Yes Red	
(EGLC1676) 09/APPROACH 27/ TAKE-OFF	BUILDING	513013.43N 0000103.45W	692 FT	661 FT	Yes Red	
(EGLC2107) 09/APPROACH 27/ TAKE-OFF	BUILDING	513011.57N 0000112.65W	524 FT	501 FT	No	
09/APPROACH	CRANE	513007.00N 0000043.00W	640 FT	634 FT	Yes Red	Wood Wharf.

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	513232.00N 0000008.00W	610 FT	593 FT	Yes Red	Meridain Steps, Great Eastern Road, Stratford. End estimated February 2028.
	CRANE	513043.10N 0000132.15E	292 FT	287 FT	Yes Steady red	Canning town. End estimated July 2025.
2024/CR/099	CRANE	513028N 0000339E	185 FT	170 FT	Yes Red	Royal Albert way E16. End estimated August 2025.
(EGLC3261)	MARINE RADAR	513028.07N 0000446.02E	239 FT	222 FT	No	
2025/CR/021	CRANE	513025.0N 0000033.0W	560 FT	543 FT	Yes Red	Trafalgar Way E14. End estimated January 2026.
2025/CR/021	CRANE	513025.0N 0000035.0W	582 FT	568 FT	Yes Red	Trafalgar Way E14. End estimated January 2026.
(EGLC5502)	ATC TOWER	513014.46N 0000300.35E	68 FT	51 FT	Yes Red	
(EGLC5170)	REMOTE TOWER AERIAL	513010.47N 0000320.07E	192 FT	174 FT	Yes Red	
2024/CR/059	CRANE	513003N 0000219E	196 FT	184 FT	Yes Red	Thames Road, Silvertown. End estimated August 2027.
	CRANE	513003.6N 0000122.0W	776 FT	768 FT	Yes	Consort Place.
	CRANE	513003.0N 0000122.6W	590 FT	581 FT	Yes	Consort Place.
(EGLC5501)	INDUSTRIAL CHIMNEY	513000.81N 0000252.87E	307 FT	294 FT	Yes Red	
(EGLC1020)	INDUSTRIAL CHIMNEY	513000.65N 0000254.16E	307 FT	296 FT	Yes Red	
2024/CR/088	CRANE	512956N 0000336E	208 FT	203 FT	Yes Red	Store Road, North Woolwich. End estimated October 2025.
	CRANE	512944.0N 0000036.0E	496 FT	481 FT	Yes Red	Greenwich Peninsula. End estimated September 2025.
2024/CR/054	CRANE	512939.40N 0000347.04W	606 FT	598 FT	Yes Red	Clements Road, Bermondsey. End estimated June 2026.
2024/CR/054	CRANE	512938.70N 0000345.38W	606 FT	596 FT	Yes Red	Clements Road, Bermondsey. End estimated June 2026.
2024/CR/054	CRANE	512937.52N 0000344.84W	528 FT	521 FT	Yes Red	Clements Road, Bermondsey. End estimated June 2026.
2024/CR/081	CRANE	512932N 0000406E	321 FT	285 FT	Yes Red	Beresford Street, Woolwich. End estimated November 2025.
2024/CR/081	CRANE	512932N 0000406E	357 FT	322 FT	Yes Red	Beresford Street, Woolwich. End estimated November 2025.
	CRANE	512929.64N 0000253.39E	314 FT	293 FT	Yes Red	Woodhill.
	CRANE	512922.0N 0000406.0E	344 FT	302 FT	Yes Red	Woolwich. End estimated January 2025.
(EGLC6273)	MAST	512806.22N 0000356.48E	569 FT	154 FT	Yes Red	

EGLC 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/LOC I 0.59°E (2022)	ILST	111.150 MHz	HO	513017.44N 0000403.03E		(RWY 09) Due to terrain, localizer front course coverage is restricted to 10 NM and to Sector 30° right to 35° left of the centre-line.
ILS/GP	ILST	331.550 MHz	HO	513021.77N 0000246.08E		5.5° ILS Ref Datum Hgt 35 FT. Pilots may not receive full fly up right of runway centre-line beyond 6.5 NM.
ILS/LOC I 0.58°E (2022)	ILSR	111.150 MHz	HO	513020.30N 0000231.79E		(RWY 27) Not to be used outside 30° left of centre-line. Pilots may not receive full fly right between 20° and 15° left of centre-line when beyond 6 NM. Localiser not to be used beyond 17 NM.
ILS/GP	ILSR	331.550 MHz	HO	513019.72N 0000351.26E		5.5° ILS Ref Datum Hgt 35 FT.
VOR/DME 0.41°E (2022) 0.8°E (2023)	LON	83X 113.600 MHz	H24	512914.09N 0002759.54W	113 FT	VOR DOC: 20 NM/50,000 FT (10 NM/50,000 FT in Sector R094-164, 35 NM/50,000 FT in Sector R064-094 and 40 NM/50,000 FT in Sector R254-289). There may be VOR bearing fluctuations in Sector R334-089. DME DOC: 40 NM/50,000 FT (100 NM/50,000 FT in Sector R179-254 and 80 NM/50,000 FT in Sector R254-314). DME unlocks may occur in the Sector R179-249 at ranges greater than 50 NM.
DME	ILST	48Y 111.150 MHz	HO	513022.05N 0000246.56E	42 FT	(RWY 09) On AD. DME freq paired with ILS I-LST. Zero ranged to THR of Runway 09.
DME	ILSR	48Y 111.150 MHz	HO	513020.02N 0000351.11E	40 FT	(RWY 27) On AD. DME freq paired with ILS I-LSR. Zero ranged to THR of Runway 27.
NDB 0.59°E (2022)	LCY	322.000 kHz	H24	513015.66N 0000403.01E		On AD. Range 10 NM.
VOR/DME 0.59°E (2022) 1.1°E (2024)	BIG	98X 115.100 MHz	H24	511951.15N 0000205.32E	589 FT	VOR DOC: 20 NM/50,000 FT (30 NM/50,000 FT in Sector R259-314 and 45 NM/50,000 FT in Sector R314-344). DME DOC: 60 NM/50,000 FT (125 NM/50,000 FT in Sector R284-044 and 100 NM/50,000 FT in Sector R044-134). Due to terrain, coverage at low level is reduced in Sector R114-219. In addition DME unlocks may occur in Sector R004-039 at ranges up to 25 NM.

EGLC AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

- a) No aeroplane registered in the United Kingdom shall use the aerodrome unless there is contained in its Flight Manual data and procedures for approach path angles of 5.5° or steeper and no other aeroplane shall use the aerodrome unless it has data and procedures

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for approach path angles of 5.5° or steeper which have been approved or otherwise authorised by the regulatory authority of the State in which it is registered.

- b) The use of the aerodrome is subject to prior permission of the Airport Director. Additionally operators of aircraft are required to satisfy the Airport Director that they are able to comply with local noise restrictions applicable to the airport.
- c) Extensions to opening hours (shown by the latest NOTAM) are available on request to the Airport Director or his representative. Delayed aircraft may be permitted to operate 30 minutes beyond published maximum operating hours shown at AD 2.3 item 1 by prior arrangement.
- d) Operations by all aircraft shall be permitted only when the runway is dry, or if wet devoid of other than small areas of water not exceeding 3 MM in depth. Operations will be prohibited when the runway is contaminated by ice or slush to a depth exceeding 3 MM, or dry snow to a depth of 10 MM, or the reported friction measurement is reported as worse than 'medium' provided that this condition shall not apply if there is an appropriate entry covering operation from contaminated runways contained in the relevant flight manual.
- e) The aerodrome is not available for use by single engine aircraft. Available to fixed-wing aircraft only. Recreational flying is not permitted.
- f) Single pilot operations are not permitted.
- g) It is not permitted to nominate EGLC as a diversion aerodrome.
- h) All flights operating at London City Airport require a slot allocated by Airport Coordination Ltd (ACL). 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: 0208-564 0605, Fax: 0208-564 0691. Outside these times, during published operating hours to Aerodrome Operations Stand Planner 0207-646 0083. OCS account holders can add, change and cancel slots at any time on the online coordination portal: <https://www.online-coordination.com/default.aspx?AspxAutoDetectCookieSupport=1>.
- i) All aircraft shall only commence start up and taxi when a marshaller is present and available to provide relevant signals.
- j) When operating on the aprons, high visibility tabards must be worn and fastened.
- k) Ground service crews are responsible for removal of all chocks.

2 GROUND MOVEMENT

- a) Pilots are requested to use minimum power when manoeuvring on and off parking stands and when entering the runway. The use of minimum power is particularly emphasised when holding at the entry points to the runway and when entering the runway.
- b) Parking: Pilots should self-maneuvre their aircraft on to the appropriate stand lead-in line (as directed by ATC) and approach the stand as closely as possible. Direction to the final parking position will be provided by marshalls. Under no circumstances may aircraft enter a stand without guidance from marshalls.
- c) Under no circumstances may aircraft self park or taxi without guidance from marshalls.
- d) GA Apron: Pilots will be directed by ATC to taxi to the Jet Centre. Pilots must then follow the marshaller's instructions for parking.
- e) To ensure adequate wing tip clearance is maintained from adjacent stands, it is imperative that pilots follow the lead-out markings on all stands.
- f) Pre-departure ATC clearance by datalink (DCL) is available at London City Airport for suitably equipped aircraft. If an attempt to obtain DCL is unsuccessful aircraft must instead request via RTF. Pilots are to request departure clearance no later than EOBT - 10.
- g) If the aircraft is not adequately positioned on stand the pilot should proceed as directed by ATC. Prior to undertaking the manoeuvre, in order to re-position onto stand, the pilot must request permission from ATC to enter the taxilane and advise ATC if the aircraft is unable to follow the stand lead-off line. Only once permission has been granted by ATC shall the pilot commence the movement into the taxilane.
- h) Use of aircraft Auxiliary Power Units (APUs) are subject to strict controls as set out in published airport regulations. Between the hours of Mon-Fri 0630-2200 (0530-2100); Sat 0630-1230 (0530-1130); Sun 1230-2200 (1130-2100), APUs should be shut down as soon as practicable following arrival and not restarted until 10 minutes prior to departure, except when the outside air temperature (as promulgated by ATC) is below +5C or above +20C. Flights with departure times at or just after published airfield opening time are able to start APU from STD -10 mins but not before Mon-Sat 0620 (0520) or Sun 1220 (1120).
Operators wishing to use their APU during the above conditions should contact ATC and inform them of APU start-up. This will allow ATC and AO to note APU running times that may be required by the local authority.
The use of APUs are not permitted outside of published airfield operating hours unless the airfield operating hours have been extended. Fixed Electrical Ground Power (FEGP) or Mobile Ground Power (MGP) must be used whenever available and serviceable.
- i) Pilots should caution other aircraft in the process of parking when taxiing.
- j) E295/E290/BCS1 – Stand 10L.
When parking on Stand 10L, E295/E290/BCS1 are not to vacate the runway at Alpha. When parking Stand 10L, Stand 9 will be vacant.

3 CAT II/III OPERATIONS

- a) London City Airport is not suitable for lower than standard category I operations.

4 WARNINGS

- a) Windshear - When landing on either runway in strong wind conditions pilots may experience building induced turbulence and/or windshear. Pilots initiating a missed approach due to windshear should report Windshear Go-Around to alert ATC to possibility of a level bust. The Standard Missed Approach altitude is 2000 FT.
- b) Compass Error when using Runway 27 hold. Some aircraft types may experience magnetic disturbances, affecting the Heading Reference System. Pilots should ensure that, when positioned for take-off from Runway 27, the aircraft heading reference is checked against the runway alignment. Flight crew noticing a compass anomaly should notify ATC as soon as possible.
- c) Level Bust - All Standard Instrument Departures have stop altitudes of 3000 FT due to presence of London TMA.

5 HELICOPTER OPERATIONS

- a) Use of the airport by helicopters is not permitted without prior authorisation from the Airport Authority.
- b) See EGLL AD 2.22 and chart AD 2-EGLL-3-2 for details of helicopter procedures within the London CTR and London City CTR.

6 USE OF RUNWAYS

- a) Minimum Runway Occupancy Time - Departing Aircraft.
 - i. The crew of departing aircraft must inform ATC if they are not ready for departure when instructed by ATC to line-up.
 - ii. Whenever possible, cockpit checks should be completed prior to line-up and any checks requiring completion when lined-up on the runway should be kept to the minimum required.
 - iii. Pilots not able to comply with these requirements should notify City Tower as soon as possible.
- b) Minimum Runway Occupancy Time - Arriving Aircraft.
 - i. Pilots are reminded that prompt exit from the runway enables ATC to apply minimum spacing on final approach that will achieve maximum runway utilisation and will minimise the occurrence of 'go-arounds'.
 - ii. No taxiway to be used as a RET. Any aircraft that continues landing roll beyond TWY Kilo may infringe the ILS critical area.
 - iii. Pilots expecting to use the full runway length to stop (e.g. due aircraft weight/meteorological conditions) are requested to inform Thames Director on first contact.
- c) The end of the Runway 09 477 M and Runway 27 475 M TDZ is marked with two pairs of white inset high intensity lights. This visual reference may be lost prior to landing depending on point of touchdown and attitude of the aircraft. If during final approach it is anticipated that the touchdown point will be outside this area, a missed approach procedure should be initiated.

7 TRAINING

- a) Only training necessary for the operation of aircraft at the aerodrome will be permitted. All training is subject to the approval of the Airport Director.

EGLC AD 2.21 NOISE ABATEMENT PROCEDURES

- a) Noise abatement procedures for aircraft departing London City and joining Controlled Airspace are included in the appropriate Standard Instrument Departure (SID) instructions.
- b) Aircraft departing London City CTR/CTA into the FIR or departing on training flights within the London City CTR/CTA are to climb straight ahead to a minimum of 1000 FT AAL before turning on track unless otherwise instructed by ATC.
- c) Aircraft making approaches to London City without assistance from the ILS shall follow a descent path which will not result in its being at any time lower than the approach path that would be followed by an aircraft using the ILS glide path.
- d) Pilots of aircraft carrying out visual approaches to Runway 09 and Runway 27 shall not fly below altitude 1600 FT and 1500 FT respectively until established on the final approach.
- e) To minimise disturbance in areas adjacent to the aerodrome, commanders of aircraft are requested to keep the use of reverse thrust to the utmost minimum, while ensuring the safe operation of the aircraft.
- f) To minimise disturbance in areas adjacent to the aerodrome, when landing on Runway 09, commanders of aircraft are requested to avoid extending landing gear before ODLEG, unless required to do so by operating conditions to maintain the safety of the aircraft.

EGLC AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR INBOUND AIRCRAFT

a) Standard Arrival Routes - London City

The standard routes for inbound aircraft are detailed in the Standard Arrival Routes (STAR) shown at AD 2-EGLC-7-STAR Charts.

b) RNAV 1 IFR Arrivals from the ATS En-Route Structure via JACKO or GODLU

Aircraft and crews equipped and approved for RNAV 1 operations can expect to be cleared to fly an RNAV1 Transition as detailed in AD 2-EGLC-7-RNAV 1 Charts.

c) Inbound Speed Control

ATC normally issue speed control instructions of 160 KT until 5 DME on Runway 09 and 160 KT until 6 DME on Runway 27. If necessary pilots may reduce speed 1.0 DME prior to these distances without reference to ATC. Speed reductions prior to this shall be advised to Thames Director on first contact.

2 DEPARTURES

- a) All Standard Instrument Departures have stop altitudes of 3000 FT due to presence of London TMA traffic 1000 FT above.
- 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.

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- 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.

Note: RNAV 1 Departures via SOQQA

Pilots are to follow the RNAV 1 departure route as indicated in Chart AD 2-EGLC-6-4. However, crews should be aware that early climb instructions will be given by ATC to reach FL 70/80 by SODVU for integration with the RNAV1 Transition Arrival procedure; this will be followed by routine vectoring to join the ATS en-route network.

- d) ATC may request a 7 DME NE London City position report from pilots upon departure from London City. When departing Runway 27, 7 DME NE London City is approximately equivalent to LON 25.5D, LCE04 or LCN06. When departing Runway 09, 7 DME NE London City is approximately equivalent to LON 27D, CLN 38D or LCE02.

3 RADIO COMMUNICATION FAILURE PROCEDURES

In the event of complete Radio Communication Failure (RCF) in an aircraft, the pilot is to adopt the appropriate procedure in ENR 1.1 paragraph 3.4 except where described below:

a) Inbound RNAV 1 Aircraft via JACKO or GODLU

i. Via JACKO

1. **RCF occurring prior to arrival at JACKO.** The pilot is to adopt the RCF procedures detailed in ENR 1.1 paragraph 3.4.2.2.4 squawking Mode A 7600 when the RCF is detected. On leaving the JACKO hold, route BABKU direct RAVSA then continue on the appropriate arrival transition, complying with the vertical profile shown on the chart and complete an instrument approach for the appropriate runway in use.
2. **RCF occurring on the sequencing leg after JACKO.** Squawk Mode A 7600. Fly at the last assigned level to the end of the sequencing leg at LCE23, route to RAVSA, then continue on the appropriate arrival transition complying with the vertical profile shown on the chart and complete an instrument approach for the appropriate runway in use.
3. **RCF occurring having been cleared off the sequencing leg.** Squawk Mode A 7600. Fly direct to RAVSA, then continue on the appropriate arrival transition complying with the vertical profile shown on the chart and complete an instrument approach for the appropriate runway in use.

ii. Via GODLU

1. **RCF occurring prior to arrival at GODLU.** The pilot is to adopt the RCF procedures detailed in ENR 1.1 paragraph 3.4.2.2.4, squawking Mode A 7600 when the RCF is detected. On leaving the GODLU hold, route ELMIV direct RAVSA then continue on the appropriate arrival transition, complying with the vertical profile shown on the chart and complete an instrument approach for the appropriate runway in use.
2. **RCF occurring on the sequencing leg after GODLU.** Squawk Mode A 7600. Fly at the last assigned level to the end of the sequencing leg at LCE13, route to RAVSA, then continue on the appropriate arrival transition complying with the vertical profile shown on the chart and complete an instrument approach for the appropriate runway in use.
3. **RCF occurring having been cleared off the sequencing leg.** Squawk Mode A 7600. Fly direct to RAVSA then continue on the appropriate arrival transition complying with the vertical profile shown on the chart and complete an instrument approach for the appropriate runway in use.

b) Outbound

Aircraft

In the event of complete RCF in an aircraft, the pilot shall operate secondary radar transponder on Mode A code 7600 with Mode C and follow the procedure published on the SID and thereafter commencing climb to flight planned level after the last position where an altitude is specified in the communication failure procedure text box, with the exception of those listed below:

- i. ODUKU 1A/1H
Pilots should follow the procedures shown at ENR 1.1, paragraph 3.4.
- ii. SAXBI 1A/1H
Without descending from last assigned level, if higher, follow lateral track of coded procedure. Maintain 3000 FT ALT to SAXBI then route via N27 to HEN, climb to cross HEN at 5000 FT ALT. After HEN, climb to flight planned level.
- iii. SOQQA 1A
Without descending from last assigned level, if higher, follow lateral track of coded procedure. Maintain 3000 FT ALT to LCN06. Climb to 4000 FT ALT to be level 4 NM before SOQQA and maintain. After SOQQA, climb to flight planned level.
- iv. SOQQA 1H
Without descending from last assigned level, if higher, follow lateral track of coded procedure. Maintain 3000 FT ALT to LCE03. Climb to 4000 FT ALT to be level 3 NM before SOQQA and maintain. After SOQQA, climb to flight planned level.

4 PROCEDURES FOR TRANSIT AIRCRAFT

- a) Aircraft wishing to transit the London City CTR/CTA (or the London CTR) shall contact 'Heathrow Radar' (H24).

5 AERODROME OPERATING MINIMA - NON-PUBLIC TRANSPORT FLIGHTS

- a) Refer to AD 1.1 sub-section 4 before application.

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.

Note: Refer also to VRPs in use at London Heathrow.

7 FREQUENCY MONITORING CODE (FMC)

- a) Pilots operating in the vicinity of, but intending to remain outside the London City CTR within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Thames Director frequency, 132.700 MHz, are encouraged to select SSR code 0012.
- 513630N 0001545E - 514111N 0001345W -
 514027N 0003627W - 514015N 0005348W -
 513444N 0005508W - 512335N 0005516W -
 511422N 0003506W - 511957N 0001917E -
 513630N 0001545E.
- b) Selection of 0012 does not imply the 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 the London City CTR at all times.
- c) Whilst squawking 0012, pilots should be aware that Thames Director 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 0012 shall be deselected.

EGLC AD 2.23 ADDITIONAL INFORMATION**1 MODE S BAROMETRIC PRESSURE SETTING DATA**

- a) London Terminal Control has the ability to downlink Mode S Barometric Pressure Setting (BPS) data. Therefore, if the downlinked pressure data is at variance with the BPS expected by Air Traffic Control, pilots can expect additional challenge. When Air Traffic Control pass a reminder of the appropriate BPS, it is anticipated that the aircrew will cross check the altimeter settings and confirm set.

2 REMOTE TOWER OPERATIONS

- a) The Aerodrome Air Traffic Service is provided remotely from a Remote Tower Centre;
- b) The signalling lamp is positioned at the Remote Tower Mast, on site at the airport (Lat: 513010.44N Long: 0000319.92E).

EGLC AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO

AD 2.EGLC-2-1

AIRCRAFT PARKING/DOCKING CHART - ICAO

AD 2.EGLC-2-2

CONTROL ZONE and CONTROL AREA CHART

AD 2.EGLC-4-1

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

AD 2.EGLC-5-1

RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 09/27 SOQQA 1A 1H - ICAO

AD 2.EGLC-6-1

RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 27 BPK 1A SAXBI 1A - ICAO

AD 2.EGLC-6-2

RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 09 BPK 1H SAXBI 1H - ICAO

AD 2.EGLC-6-3

RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 09/27 ODUKU 1A 1H - ICAO

AD 2.EGLC-6-4

STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 09 SOQQA 1H RWY 27 SOQQA 1A

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AD 2.EGLC-6-5

STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 27 BPK 1A SAXBI 1A

AD 2.EGLC-6-6

STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 09 BPK 1H SAXBI 1H

AD 2.EGLC-6-7

STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 09 ODUKU 1H RWY 27 ODUKU 1A

AD 2.EGLC-6-8

RNAV5 (VOR/DME, DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 09/27 SUMUM 1C XAMAN 1C - ICAO

AD 2.EGLC-7-1

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 09/27 SILVA 1C - ICAO

AD 2.EGLC-7-2

RNAV5 (VOR/DME, DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 09/27 KONAN 1C SOVAT 1C XAMAN 1X SUMUM 1X - ICAO

AD 2.EGLC-7-3

RNAV5 (VOR/DME, DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 09/27 HON 1C - ICAO

AD 2.EGLC-7-4

RNAV5 (VOR/DME, DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 09/27 LISTO 1C - ICAO

AD 2.EGLC-7-5

RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 09/27 KATHY 1C SAM 1C - ICAO

AD 2.EGLC-7-6

RNAV5 (VOR/DME, DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 09/27 AVANT 1C NEVIL 1C - ICAO

AD 2.EGLC-7-7

RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 09/27 SIRIC 1C - ICAO

AD 2.EGLC-7-8

STANDARD INSTRUMENT ARRIVAL CODING TABLES RWY 09/27 SUMUM 1C XAMAN 1C SILVA 1C

AD 2.EGLC-7-9

STANDARD INSTRUMENT ARRIVAL CODING TABLES RWY 09/27 KONAN 1C SOVAT 1C XAMAN 1X SUMUM 1X

AD 2.EGLC-7-10

STANDARD INSTRUMENT ARRIVAL CODING TABLES RWY 09/27 HON 1C

AD 2.EGLC-7-11

STANDARD INSTRUMENT ARRIVAL CODING TABLES RWY 09/27 LISTO 1C

AD 2.EGLC-7-12

STANDARD INSTRUMENT ARRIVAL CODING TABLES RWY 09/27 KATHY 1C SAM 1C

AD 2.EGLC-7-13

STANDARD INSTRUMENT ARRIVAL CODING TABLES RWY 09/27 AVANT 1C NEVIL 1C SIRIC 1C

AD 2.EGLC-7-14

RNAV1 (DME/DME or GNSS) APPROACH TRANSITIONS CHART - INSTRUMENT RWY 27 LAVNO 1G 1J - ICAO

AD 2.EGLC-7-15

RNAV1 (DME/DME or GNSS) APPROACH TRANSITIONS CHART - INSTRUMENT RWY 09 ODLEG 1G 1J - ICAO

AD 2.EGLC-7-16

APPROACH TRANSITIONS CODING TABLES RWY 27 LAVNO 1G 1J

AD 2.EGLC-7-17

APPROACH TRANSITIONS CODING TABLES RWY 09 ODLEG 1G 1J

AD 2.EGLC-7-18

RNAV HOLD CODING TABLES GODLU JACKO OKVAP ROPMU

AD 2.EGLC-7-19

INSTRUMENT APPROACH CHART ILS (5.5° GP)/DME/NDB(L) RWY 09 (CAT A,B,C) - ICAO

AD 2.EGLC-8-1

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

AD 2.EGLC-8-2

VISUAL APPROACH PROFILE RWY 09 (CAT A,B,C) - ICAO

AD 2.EGLC-8-3

INSTRUMENT APPROACH CHART ILS (5.5° GP)/DME/NDB(L) RWY 27 (CAT A,B,C) - ICAO

AD 2.EGLC-8-4

INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 27 (CAT A,B,C) - ICAO

AD 2.EGLC-8-5

VISUAL APPROACH PROFILE RWY 27 (CAT A,B,C) - ICAO

AD 2.EGLC-8-6

EGLC AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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4	VOR checkpoints	
5	INS checkpoints	See Aircraft Ground Movement/Parking/Docking Chart.
6	Remarks	

EGKK 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>Pilots must not enter an aircraft stand unless the SEG (Stand Entry Guidance) is activated and the correct aircraft type is displayed, or a Gatwick Airport Limited marshaller has signalled clearance to proceed. If SEG is not activated on approach to the stand, flight crews must hold position on the taxiway and advise GMC of the non-activation of the SEG. Aircraft which have a very dark colour scheme may not be recognised by the SEG system. Aircrew must not attempt to self-park if the SEG is not activated. Note: ATC may request aircraft to 'report parked' – this is not an instruction to self-park.</p> <p>Aircrew are to note that all SEG systems are activated by their ground handling agent. The activation of SEG systems indicates a safety check of the stand has been made by the handling agent prior to the aircraft arrival.</p> <p>Azimuth and Stopping guidance is provided by 'Safedock' – Advanced Visual Docking Guidance System (A-VDGS) except on the following stands where a Marshaller is required: 33R, 130, 131, 132, 133, 134, 135, 136, 150L/R, 152L/R, 178L, 178R, 180R and 559.</p> <p>The SEG unit for Stand 557 is offset 3 M to the left of the centreline.</p> <p>All stands are designed for nose-in/push back operations except Stands 41E, 41, 41W, 43E, 43 and 43W.</p> <p>A variety of stand types and configurations are used:</p> <p>I. Standard apron/stands accommodate one aircraft and have a painted single yellow centreline.</p> <p>II. Multiple Aircraft Ramp System (MARS) stands consist of a primary centreline painted yellow and two secondary centrelines either side of the primary centreline painted in broken yellow and white. Secondary centrelines are designated with the primary stand number and the addition of 'L' (Left) or 'R' (Right).</p> <p>III. Multi-Choice Apron (MCA) use multiple primary and secondary centrelines, to allow the operation of a variety of different combinations of parked aircraft. Each centreline has its own designated stand number. Primary centrelines are painted yellow and secondary centrelines are painted in broken yellow and white.</p> <p>Individual illuminated stand number indicators are provided except on the following stands: 13L, 13R, 31L, 31R, 32L, 32R, 33L, 33R, 34L, 34R, 35L, 35R, 36L, 36R, 41, 41E, 41W, 43, 43E, 43W, 150L, 150R, 152L, 152R, 178L, 178R and 180R.</p>
2	Runway and taxiway markings and lighting	<p>Runway marking aid(s):</p> <p>08L/26R: Full ICAO runway designation, runway threshold, aiming point, touchdown zone and runway centreline markings. Entry/exit taxiways to/from the runway are marked by a continuous painted yellow line from the centreline of the runway.</p> <p>08R/26L: Full ICAO runway designation, runway threshold, aiming point, touchdown zone and runway centreline markings. Entry/exit taxiways to/from the runway are marked by a continuous painted yellow line from the centreline of the runway.</p> <p>Runway light(s):</p> <p>08L/26R: Threshold - HI green lights with wing bars. Edge - HI white lights. Stop end - HI red lights. Runway Threshold Identification Lights (RTILS) - 2 synchronised flashing white lights, one at each end of the threshold bar.</p> <p>08R/26L: Threshold - HI green lights with wing bars. Edge - HI white lights. Centreline - HI colour coded white/red lights. TDZ - HI white lights. Stop end - HI red lights. Colour coded amber/green centreline lights indicate the runway entry/exit taxiways from/to the CAT III stop bars.</p> <p>26L: Starter Extension - Blue edge lights.</p> <p>Taxiway marking aid(s):</p>

		<div>Yellow painted centreline.</div> <div>Yellow painted lead-in line to stand with arrow bearing the stand number.</div> <div>Broken yellow painted centreline (Stands 5, 10, 38, 41 and 43).</div> <div>Taxiway light(s):</div> <div>Green centreline lights except on Taxiway Yankee where blue edge lights are installed.</div> <div>Taxiway Unavailable Bars (TUBS) comprising of a line of red stop lights spaced at approximately 3 M centres across the full width of the mouth of each exit taxiway adjacent to Runway 08R/26L and running parallel to the runway centreline.</div>
3	Stop bars and runway guard lights (if any)	Illuminated red stop bars are provided where appropriate. Stop bars and runway guard lights at runway holding positions are in operation H24.
4	Other runway protection measures	
5	Remarks	<div>The apron is marked for nose-in parking only and operators should ensure that agents can supply push-back facilities.</div> <div>ILS Localizer Sensitive Area: Colour coded alternate amber and green centreline lights are installed on all entry/exit taxiways to/from Runway 08R/26L to denote the extent of the localizer sensitive area.</div> <div>WDIs (LGTD) - 510856.65N 0001014.64W; 510838.27N 0001222.34W.</div>

EGKK 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
(EGKK3244) 26R/APPROACH	BUILDING AERIAL	510920.70N 0000944.60W	326 FT	130 FT	No	
(EGKK3254) 08L/TAKE-OFF	BUILDING	510917.97N 0000946.60W	276 FT	78 FT	No	Concorde House, South Terminal.
(EGKK8088) 08L/TAKE-OFF	TREE	510916.75N 0000934.04W	264 FT	68 FT	No	
(EGKK8091) 26L/APPROACH	TREE	510916.46N 0000932.69W	259 FT	64 FT	No	
(EGKK3210) 08L/TAKE-OFF	BUILDING CHIMNEY	510915.69N 0000944.73W	241 FT	47 FT	No	
(EGKK8077) 08L/TAKE-OFF	TREE	510915.53N 0000941.22W	247 FT	55 FT	No	
(EGKK8073) 26L/APPROACH	TREE	510915.16N 0000940.58W	248 FT	55 FT	No	
(EGKK3435) 08L/TAKE-OFF	PLANE TAIL	510914.37N 0000951.76W	231 FT	34 FT	No	Pier 1 Stands 2-5, South Terminal.
(EGKK8055) 08R/TAKE-OFF	TREE	510910.91N 0000941.44W	228 FT	40 FT	No	
(EGKK8164) 08R/TAKE-OFF	TREE	510909.94N 0000917.13W	258 FT	58 FT	No	
(EGKK8162) 08R/TAKE-OFF	TREE	510907.57N 0000926.77W	252 FT	56 FT	No	
(EGKK7992) 08R/TAKE-OFF	TREE	510906.93N 0000927.01W	254 FT	57 FT	No	
(EGKK8022) 08R/TAKE-OFF	TREE	510906.02N 0000941.69W	223 FT	30 FT	No	
(EGKK8000) 08R/TAKE-OFF	TREE	510905.07N 0000926.54W	257 FT	58 FT	No	
(EGKK1140) 08R/TAKE-OFF	FFM 26	510903.80N 0000946.09W	214 FT	15 FT	No	
(EGKK8001) 08R/TAKE-OFF	TREE	510903.76N 0000940.58W	227 FT	28 FT	No	
(EGKK8196) 26L/APPROACH	TREE	510902.19N 0000929.08W	264 FT	65 FT	No	
(EGKK7938) 26L/APPROACH	TREE	510901.73N 0000926.99W	267 FT	67 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
(EGKK8192) 26L/APPROACH	TREE	510901.64N 0000925.98W	271 FT	70 FT	No	
(EGKK7956) 26L/APPROACH	TREE	510901.21N 0000940.88W	245 FT	47 FT	No	
(EGKK7605) 26L/APPROACH	TREE	510900.69N 0000923.21W	277 FT	73 FT	No	
(EGKK8287) 26R/TAKE-OFF	BUSH	510850.37N 0001254.53W	236 FT	11 FT	No	
(EGKK8285) 08L/APPROACH	TREE	510849.92N 0001256.25W	236 FT	38 FT	No	
(EGKK3754) 26R/TAKE-OFF	TOP OF BANK	510849.33N 0001254.32W	227 FT		No	
(EGKK8281) 08L/APPROACH	TREE	510848.81N 0001256.23W	234 FT	36 FT	No	
(EGKK2207) 26R/TAKE-OFF	OBS LIGHT	510848.80N 0001254.27W	227 FT	4 FT	Yes Red	
(EGKK8274) 26R/TAKE-OFF	TREE	510847.47N 0001255.96W	234 FT	37 FT	No	
(EGKK2026) 26R/TAKE-OFF	FENCE	510846.37N 0001254.87W	206 FT	8 FT	No	
(EGKK7781) 26R/TAKE-OFF	TREE	510845.99N 0001316.27W	252 FT	43 FT	No	
(EGKK5955) 26R/TAKE-OFF	TREE	510844.78N 0001319.93W	246 FT	39 FT	No	
(EGKK7796) 08R/APPROACH	TREE	510842.85N 0001436.51W	387 FT	76 FT	No	
(EGKK8254) 26L/TAKE-OFF	TREE	510842.53N 0001255.75W	225 FT	29 FT	No	
(EGKK8252) 26L/TAKE-OFF	TREE	510842.19N 0001254.49W	215 FT	19 FT	No	
(EGKK5936) 26R/TAKE-OFF	TREE	510840.27N 0001348.84W	290 FT	71 FT	No	
(EGKK7814) 08R/APPROACH	TREE	510838.84N 0001454.32W	407 FT	49 FT	No	
(EGKK4802) 08R/APPROACH	TREE	510838.21N 0001513.49W	434 FT	95 FT	No	
(EGKK8221) 08R/APPROACH	TREE	510835.92N 0001250.10W	234 FT	33 FT	No	
(EGKK8215) 08R/APPROACH	TREE	510835.36N 0001249.13W	237 FT	36 FT	No	
(EGKK3601) 26L/TAKE-OFF	TREE	510834.02N 0001430.31W	364 FT	98 FT	No	
(EGKK7718) 26R/TAKE-OFF	TREE	510832.68N 0001435.42W	376 FT	95 FT	No	
(EGKK7728) 26L/TAKE-OFF	TREE	510832.41N 0001354.33W	310 FT	85 FT	No	
(EGKK7729) 08R/APPROACH	TREE	510831.76N 0001355.40W	313 FT	88 FT	No	
(EGKK7730) 26L/TAKE-OFF	TREE	510831.33N 0001355.02W	311 FT	87 FT	No	
(EGKK7441) 26L/TAKE-OFF	TREE	510831.29N 0001447.40W	385 FT	61 FT	No	
(EGKK7720) 08R/APPROACH	TREE	510831.18N 0001434.10W	373 FT	97 FT	No	
(EGKK7439) 08R/APPROACH	TREE	510831.03N 0001451.65W	392 FT	55 FT	No	
(EGKK7721) 26L/TAKE-OFF	TREE	510830.57N 0001430.87W	361 FT	97 FT	No	
(EGKK4793) 26L/TAKE-OFF	TREE	510830.44N 0001531.25W	440 FT	77 FT	No	
(EGKK7723) 26R/TAKE-OFF	TREE	510826.39N 0001455.34W	395 FT	67 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
(EGKK2406) 08R/APPROACH	TREE	510826.02N 0001328.04W	300 FT	89 FT	No	
(EGKK2496) 08R/APPROACH	TREE	510825.78N 0001329.57W	298 FT	87 FT	No	
(EGKK4726) 26R/TAKE-OFF	TREE	510825.48N 0001522.72W	432 FT	59 FT	No	
(EGKK7437) 26L/TAKE-OFF	TREE	510824.23N 0001530.18W	441 FT	62 FT	No	
(EGKK4868) 26L/TAKE-OFF	TREE	510821.46N 0001539.18W	447 FT	65 FT	No	
(EGKK4631) 26L/TAKE-OFF	TREE	510819.46N 0001500.94W	401 FT	77 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
(EGKK5650)	TREE	511037.51N 0001339.22W	403 FT	97 FT	No	
(EGKK5116)	TREE	511035.90N 0002219.72W	1027 FT	81 FT	No	
(EGKK5098)	TOWER FLAGPOLE	511034.88N 0002216.72W	1027 FT	63 FT	No	
(EGKK5377)	TREE	511001.72N 0001424.27W	449 FT	106 FT	No	
(EGKK4554)	MAST	510759.49N 0001410.18W	419 FT	110 FT	No	
(EGKK6231)	BLDG MAST	510659.03N 0001055.13W	389 FT	154 FT	Yes Red	
(EGKK4243)	MAST	510630.42N 0001246.13W	408 FT	127 FT	No	

EGKK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE HEATHROW
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	
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 GATWICK
10	Additional information (limitation of service, etc.)	26R TDZ IRVR is 470 M downwind of the threshold.

EGKK 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
08L	077.63°	2561 x 45 M	RWY surface: Asphalt, Grooved PCN 100/F/C/W/T	510851.04N 0001229.17W 148.6 FT	THR 194.8 FT	08L: 0.04% Down 26R: 0.04% Up
26R	257.65°	2561 x 45 M	RWY surface: Asphalt, Grooved PCN 100/F/C/W/T	510903.69N 0001057.40W 148.5 FT	THR 194.8 FT	08L: 0.04% Down 26R: 0.04% Up
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 196.2 FT TDZ 196.2 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			RWY 08L Runway 08L is a non-instrument runway. Landing threshold displaced by 321 M. Paved shoulders extend 7.5 M beyond each side of Runway 08L/26R. A maximum weight limit of 562,000 KG applies to landings and take-offs on Runways 08R/26L and 08L/26R.
	142 x 150 M	2681 x 150 M	90 x 90 M 240 x 90 M			RWY 26R Runway 26R is a non-instrument runway. Landing threshold displaced by 415 M. Paved shoulders extend 7.5 M beyond each side of Runway 08L/26R. A maximum weight limit of 562,000 KG applies to landings and take-offs on Runways 08R/26L and 08L/26R.
74 x 45 M	152 x 150 M	3437 x 280 M	90 x 90 M 240 x 90 M			RWY 08R Runway 08R is an instrument runway. Landing threshold displaced 395 M. Paved shoulders extend 15 M beyond each side of Runway 08R/26L. A maximum weight limit of 562,000 KG applies to landings and take-offs on Runways 08R/26L and 08L/26R.

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
62 x 45 M	144 x 150 M	3437 x 280 M	90 x 90 M 240 x 90 M			RWY 26L Runway 26L is an instrument runway. Landing threshold displaced by 425 M. 150 M starter extension. Paved shoulders extend 15 M beyond each side of Runway 08R/26L. A maximum weight limit of 562,000 KG applies to landings and take-offs on Runways 08R/26L and 08L/26R.

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	2924 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		

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
TWR	GATWICK DELIVERY	121.955 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.	
	GATWICK GROUND	121.805 Ground Movement Control. DOC 5 NM/GND.			0530-2300 (0400-2300)	
	GATWICK TOWER	121.500 Emergency frequency O/R.			H24	
		124.230 DOC 25 NM/ 10,000 FT.			H24	
		134.230 When instructed by ATC. DOC 40 NM/ 15,000 FT.			H24	
ATIS	GATWICK INFORMATION	136.525 DOC 60 NM/ 20,000 FT.			H24	
OTHER	GATWICK FIRE	121.600 Non-ATS Frequency			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGKK 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/LOC III 0.54°E (2022)	IGG	110.900 MHz	HO	510906.95N 0000946.07W		(RWY 08R)
ILS/GP	IGG	330.800 MHz	HO	510842.61N 0001207.56W		3° ILS Ref Datum Hgt 51 FT.
ILS/LOC III 0.53°E (2022)	IWW	110.900 MHz	HO	510841.14N 0001253.32W		(RWY 26L)
ILS/GP	IWW	330.800 MHz	HO	510855.49N 0001032.98W		3° ILS Ref Datum Hgt 51 FT.
VOR/DME 0.43°E (2022) 0.6°E (2022)	OCK	100X 115.300 MHz	H24	511818.17N 0002649.86W	200 FT	RNAV Substitution Only. VOR DOC: 25 NM/25,000 FT and 35 NM/25,000 FT in the sector 114° to 289°. DME DOC: 70 NM/25,000 FT (90 NM/ 25,000 FT in Sector R059°-089°).

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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
VOR/DME 0.41°E (2022) 0.8°E (2023)	LON	83X 113.600 MHz	H24	512914.09N 0002759.54W	113 FT	VOR DOC: 20 NM/50,000 FT (10 NM/ 50,000 FT in Sector R094-164, 35 NM/50,000 FT in Sector R064-094 and 40 NM/50,000 FT in Sector R254- 289). There may be VOR bearing fluctuations in Sector R334-089. DME DOC: 40 NM/50,000 FT (100 NM/50,000 FT in Sector R179-254 and 80 NM/50,000 FT in Sector R254- 314). DME unlocks may occur in the Sector R179-249 at ranges greater than 50 NM.
VOR/DME 1.04°E (2022) 1.7°E (2022)	DVR	96Y 114.950 MHz	H24	510945.44N 0012132.71E	325 FT	VOR DOC: 60 NM/50,000 FT. DME DOC: 80 NM/50,000 FT (200 NM/50,000 FT in Sector R013°-073°).
VOR/DME 0.16°E (2022) 0.8°E (2024)	SAM	80Y 113.350 MHz	H24 Hours of operation for aerodrome purposes: HO	505718.90N 0012042.20W	64 FT	VOR DOC: 20 NM/50,000 FT (35 NM/ 50,000 FT in Sector R249-084 and 40 NM/50,000 FT in Sector R359-034). DME DOC: 100 NM/50,000 FT (150 NM/50,000 FT in Sector R224-314). On R202 VOR flag alarms and DME unlocks may be experienced at ranges exceeding 30 NM below 8000 FT.
VOR/DME 0.37°E (2022) 0.8°E (2023)	GWC	94Y 114.750 MHz	H24	505118.79N 0004524.25W	122 FT	VOR DOC: 20 NM/50,000 FT and 55 NM/50,000 FT in the sector 304° to 134°. DME DOC: 80 NM/50,000 FT. Due to terrain, coverage at low level is reduced in Sector R299°-044°.
DME	IGG	46X 110.900 MHz	HO	510849.96N 0001120.43W	212 FT	(RWY 08R) On AD. DME freq paired with ILS I-GG and I- WW. Zero range is indicated at THR of Runway 08R and 26L.
DME	IWW	46X 110.900 MHz	HO	510849.96N 0001120.43W	212 FT	(RWY 26L) On AD. DME freq paired with ILS I-GG and I- WW. Zero range is indicated at THR of Runway 08R and 26L.
VOR/DME 0.59°E (2022) 1.1°E (2024)	BIG	98X 115.100 MHz	H24	511951.15N 0000205.32E	589 FT	VOR DOC: 20 NM/50,000 FT (30 NM/ 50,000 FT in Sector R259-314 and 45 NM/50,000 FT in Sector R314-344). DME DOC: 60 NM/50,000 FT (125 NM/50,000 FT in Sector R284-044 and 100 NM/50,000 FT in Sector R044-134). Due to terrain, coverage at low level is reduced in Sector R114-219. In addition DME unlocks may occur in Sector R004-039 at ranges up to 25 NM.
VOR/DME 0.61°E (2022) 1.1°E (2025)	LAM	103X 115.600 MHz	H24	513845.69N 0000906.13E	241 FT	VOR DOC: 30 NM/50,000 FT (40 NM/ 50,000 FT in Sectors R064-099, R139-174 and R249-289). DME DOC: 40 NM/50,000 FT (110 NM/50,000 FT in Sector R314-134).
VOR/DME 0.78°E (2022) 1.2°E (2023)	DET	120X 117.300 MHz	H24	511814.41N 0003550.19E	645 FT	VOR DOC: 20 NM/50,000 FT (35 NM/ 50,000 FT in Sector R289-029 and 45 NM/50,000 FT in Sector R249-289). DME DOC: 60 NM/50,000 FT.

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 0.40°E (2022) 1.0°E (2024)	MID	87X 114.000 MHz	H24	510314.23N 0003730.01W	233 FT	VOR DOC: 20 NM/50,000 FT (35 NM/ 50,000 FT in Sector R354-164). DME DOC: 60 NM/50,000 FT (100 NM/ 50,000 FT in Sector R239-359).
VOR/DME 0.65°E (2022) 1.4°E (2025)	MAY	126X 117.900 MHz	H24	510101.86N 0000658.04E	384 FT	VOR DOC: 20 NM/25,000 FT (30 NM/ 25,000 FT in Sector R259-329 and 35 NM/25,000 FT in the Sector R059- 094). DME DOC: 40 NM/25,000 FT (60 NM/ 25,000 FT in Sector R104-164). Due to terrain, coverage at low level is reduced in Sector R314-039.

EGKK AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

- a) Use governed by regulations applicable to Gatwick CTR.
- b) Departing aircraft are to call Gatwick Delivery for clearance 15 minutes before start up to allow for departure data to be processed. If Delivery is closed, the ATIS will state which frequency to contact for clearance and start.
- c) Aircraft requiring to depart from Hold Mike 1 must advise Gatwick Delivery before start up.
- d) Surface wind data is available for both ends of the duty runway. Normally, only the Touchdown surface wind will be passed. Stop end surface wind information is available on request.
- e) All flights operating at London Gatwick Airport are subject to prior approval of the Chief Executive Officer, Gatwick Airport Ltd (GAL), and require a slot allocated by Airport Coordination Ltd (ACL).
- f) Flights for aerobatic, recreational, commemorative, charity and record breaking purposes will not be permitted to use the airport, except with the prior approval of the Chief Executive Officer.
- g) Planned Diversion Procedure – Airline and other operators are advised that before selecting Gatwick as an alternate, prior arrangements for ground handling should have been agreed with one of the nominated handling agents.
- h) The use of this airport for training purposes is prohibited. The deliberate simulation of engine failure is not permitted whilst on approach to or departure from the airport.
- i) This Airport may be used by Executive and Private Aircraft (General Aviation) subject to the following conditions:
 - i. Requests for ad-hoc slot allocations should be made to ACL during working hours 0830-1700 (0730-1600) Monday to Friday (excluding public holidays) by e-mail: lonacxh@acl-uk.org; or Tel: 0208-564 0605, or at all other times to GAL Flow Planning Tel: 01293-503089/221 or e-mail: flow.planners@gatwickairport.com (or to their nominated handling agent who will obtain prior permission from Airport Coordination Ltd or GAL Flow Planning). Online Coordination System (OCS) account holders can add, change and cancel slots at any time on the online coordination portal: <https://www.online-coordination.com/>.

Prior permission for General Aviation operators should be requested not more than 10 days and preferably not less than 24 hours before intended movement. The following details must be notified for each flight:

1. Aircraft type, registration and operator;
2. Point of origin and destination;
3. Date/time of ETA and ETD Gatwick;
4. Nominated handling agent. (Mandatory for both domestic and international flights).

Due to increasing demand for runway slots, particularly at peak times of the day, General Aviation operators are advised that their requested slot time may not be available. In this case, the available runway slot times nearest to those requested will be offered by Airport Co-ordination Ltd. It is emphasised that runway slots are required for both arrivals at and departures from Gatwick. No runway slot is valid unless identified by a reference number in the form of a letter and five digits. The filing of a flight plan does not confer permission to use Gatwick Airport. Runway slots are required in addition to ATC slots. ATC clearance to approach/land or taxi/take-off does not imply the existence of a valid runway slot.

- ii. General Aviation Terminal opening hours are: 0500-2300 (0400-2200). Hours by appointment only: 2300-0500 (2200-0400).
- iii. All international passengers arriving on private and executive aircraft requiring HM Customs clearance, must proceed with their handling agent to the South Terminal.
- iv. All commanders of private and executive aircraft arriving or departing on an international flight must obtain HM Customs clearance via their handling agent from the Customs Report Office in Atlantic House.
- v. General Aviation Terminal – Meteorological Information.
There are no comprehensive meteorological facilities at the General Aviation Terminal. Pilots requiring meteorological information must either self-brief or arrange for their Handling Agent to collect the information on their behalf.

- j) Fixed-wing and rotary aircraft using London Gatwick Airport do so in accordance with the Gatwick Conditions of Use document. A copy of the document is available on the London Gatwick Airport website: www.gatwickairport.com/company/about-us/regulation.html
- k) Nothing in the paragraphs above shall, however, prevent an aircraft that has declared an emergency from landing.
- l) Fixed Electrical Ground Power must be used when available. Use of aircraft Auxiliary Power Units (APUs) and Ground Power Units (GPUs) are strictly controlled to minimise environmental impact. APUs must be shut down after arrival and only restarted before departure according to the timescales described in detail in published Gatwick Airport Directives and Notices, a summary of which is detailed below. Regular audits take place to ensure compliance with the regulations. Dispensation to use GPUs must be requested from GAL Airfield Operations Tel: +44(0)1293 503090.

	APU may be started before Scheduled Off Blocks Time (SOBT)	APU must be shutdown after arrival on stand within
Narrow Body Aircraft (Code A, B & C)	No more than 15 minutes prior to SOBT. Or not more than 30 minutes prior to SOBT when the FEGP has not been upgraded to provide enough power to support the FMS.	10 minutes
Wide Body Aircraft (Code D, E & F)	No more than 50 minutes prior to SOBT Or not more than 90 mins prior to SOBT when the FEGP has not been upgraded to provide enough power to support the FMS.	10 minutes

† Exceptions to these restrictions are:

Note 1: When an aircraft is scheduled to be towed off to another location the APU may be restarted for safety reasons not in excess of 10 minutes prior to the planned movement.

Note 2: When the planned towing movement as specified under 1 is delayed due ATC, then the APU may be left running.

Note 3: When the external air temperature is below 5°C or above 25°C as stated on the ATIS, then the APU restriction for Narrow body aircraft is extended to 40 minutes before SOBT.

Note 4: When the external air temperature is below 5°C or above 25°C as stated on the ATIS, then the APU restriction for Wide body aircraft is extended to 75 minutes before SOBT.

Note 5: At certain times of the year during periods of extreme high temperatures, further exemptions may be requested from GAL Airfield Operations in accordance with Gatwick Airport Directives and Notices.

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.
- ii. Directions issued by ATC should be followed specifically. RTF transmissions must be brief, concise and kept to the minimum number.
- iii. Within the Manoeuvring Area, pilots will be cleared to proceed under general direction from GMC and they are reminded of the extreme importance of maintaining a careful lookout at all times. ATC instructions will normally specify the taxi route to be followed. Three Hot Spots (HS) where heightened attention is necessary are included on charts AD EGKK-2.
 - 1. HS1 Foxtrot Romeo RET: When exiting Runway 26L at FR aircraft do not have to call for clearance to cross Runway 26R onto Taxiway Juliet.
 - 2. HS2 Delta RET: Possible routing error - traffic vacating Runway 08R at Delta be aware of potential confusion between Taxiways Romeo and Quebec.
 - 3. HS3 Taxiway Juliet: Potential Routing error - pilots taxiing eastbound on Taxiway Juliet be aware the taxiway deviates to the north at this point.
- iv. Departing aircraft on first contact with Gatwick ATC must state aircraft type, stand number and the code letter of the latest ATIS received and maintain a listening watch on the appropriate frequency.
- v. **It is the aircraft Commander's responsibility not to accept an ATC clearance into an area not approved for his type of aircraft.**
- vi. Pilots of departing aircraft are reminded to contact Gatwick Delivery for clearance 15 minutes before start up to allow for departure data to be processed.
- vii. Pre-departure clearance by datalink is available for suitably equipped aircraft. Pilots requesting pre-departure clearance by datalink must when entering the stand number ensure that:
 - 1. Stand designators are entered as appropriate (eg. 141L, 562, 34R);
 - 2. Ensure the stand number is entered with at least 2 figures (eg. 05).
- viii. Taxiway Mike is available as an entry point to Runway 26L. Taxiway Mike can not be used as an exit point from Runway 08R.
- ix. 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 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.

- x. The taxiway system is designed for Cockpit Over Centreline (COCL) techniques however Judgemental Oversteer may be used at crews' discretion.
- b) Gatwick Airport is equipped with an advanced surface movement radar utilising Mode-S.
 - i. Aircraft operators intending to use London Gatwick Airport should ensure that Mode-S transponders are able to operate when the aircraft is on the ground.
 - ii. Flight crew should select XPNDR or the equivalent according to specific installation, AUTO if available (OFF or STDBY should not be used), and the assigned Mode-A code.
 - 1. From the request for push back or taxi, whichever is earlier;
 - 2. After landing, continuously until the aircraft is fully parked on stand.
 - iii. After parking the Mode-A code 2000 must be set before selecting OFF or STDBY.
 - iv. 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 pushback or taxi, whichever is earlier, through the FMS or the Transponder Control Panel.
- c) Aprons
 - i. Before the Aircraft Commander calls for pushback, they must confirm the ground crew are ready to push via the headset operator to ensure the tug driver is in the tug and listening for communications between ATC and the flight deck. **If the Aircraft Commander is not in two-way headset communication with the tug crew, they must inform the Ground Movement Planner (GMP) when reporting ready for start.** The tug driver must listen to the exchange between the aircraft crew and ATC so that the tug crew have a full understanding of the detail of the ATC approval. If the tug driver has not heard the pushback instruction they must not push the aircraft. Request and clearance will be issued between the flight crew and ATC only. On receipt of pushback instruction, the flight crew shall report the instruction verbatim to the ground crew. Any clarification required from the tug driver shall, in the first instance, be directed to the flight crew. If further clarity is required then the tug driver should contact ATC.
 - 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. Green taxiway centre-line lights and red stop bars controlled from the Tower;
 - 4. An illuminated red stop bar means **STOP**. Aircraft must not proceed until the stop bar is extinguished or ATC permission is received;
 - 5. Runway Guard Lights are installed at all runway/taxiway intersections, comprising alternating flashing amber standard low level dual traffic lights, operating H24;
 - 6. Taxiway Unavailable Bars (TUBS) comprising of a line of red stop lights spaced at approximately 3 M centres across the full width of the mouth of each exit taxiway adjacent to Runway 08R/26L and running parallel to the runway centreline. TUBS are installed at Alpha, Bravo, Bravo Romeo, Charlie, Charlie Romeo, Delta, Echo Romeo, Foxtrot Romeo, Golf, Golf Romeo, Hotel and Juliet, to prevent incursions onto taxiways which are unavailable due to operational issues such as Work in Progress.
 - iii. Pilots are to use the minimum power necessary when manoeuvring on the taxiway system. This is of particular importance when manoeuvring in apron cul-de-sacs, where jet blast can affect adjacent stands.
 - iv. Cross Bleed Starts - if informed by an aircraft that a cross bleed start is required, ATC must consider the blast effect and utilise a non-standard push back if required. Aircraft must be aligned with the taxiway centreline before commencing the cross bleed start.
 - v. Pilots pushing from Stand 12 are reminded not to start engines until the aircraft has been pulled forward abeam Stand 12, due to jet blast on the neighbouring airside road.
 - vi. After pushback from Stand 38 aircraft will be stopped off the taxiway centreline prior to being disconnected. When approved to taxi pilots should follow the broken yellow centreline back onto Taxiway Lima.
 - vii. In any circumstances where the flight deck need to exceed ground idle or breakaway power, GAL Airfield Operations will require prior notification and authorisation via ATC.
 - viii. In the event of a mis-routing, or the need to execute an unorthodox manoeuvre the flight deck must request revised instructions from ATC. This may require the attendance of a GAL Airfield Operations Leader Vehicle or assistance of an aircraft tug for the manoeuvre to be completed safely.
 - ix. Some operators may choose to taxi without all aircraft engines running. This type of operation has the potential to increase blast, especially when starting to move or negotiating tight turns. Operators must have assessed the jet blast risks before carrying out this reduced engine taxi procedure.
 - x. Engines must not be run above ground idle during push-back.
 - xi. Aircraft are not authorised to power back off stands under their own power.
- d) Ground movement of large aircraft - Code D (Wingspan between 36 M < 52 M)
 - i. The following routes are not available for Code D aircraft:
 - 1. Taxiway Alpha November East of Taxiway Mike;
 - 2. Taxiway Juliet East of Taxiway November;
 - 3. Taxiway Victor East of Taxiway Whiskey;
 - 4. Taxiway Whiskey;
 - 5. Taxiway Zulu between Taxiway November and Taxiway Whiskey.
- e) Ground movement of large aircraft - Code E (Wingspan between 52 M < 65 M)

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- i. The following routes are not available for Code E aircraft:
 1. Taxiway Alpha November East of Taxiway Mike;
 2. Taxiway Juliet East of Taxiway November;
 3. Taxiway Victor East of Taxiway Whiskey;
 4. Taxiway Whiskey;
 5. Taxiway Zulu between Taxiway November and Taxiway Whiskey;
 - ii. The following restrictions apply:
 1. Taxiway Lima between Taxiways Quebec and Sierra has a substandard but positive physical obstacle clearance (minimum of 42.5 M) due to the proximity of the adjacent road;
 2. Taxiway Lima East of Stand 36 is not available for Code E aircraft with a wingspan in excess of 61 M due to the proximity of the adjacent blast screen;
 3. Taxiway Yankee from Whiskey 1 Hold to Yankee 3 Hold is not available for Code E aircraft with a wingspan in excess of 61 M due to the proximity of the adjacent road.
- f) Ground movement of large aircraft - Code F (Wingspan between 65 M < 80 M)
- i. Taxiway routes available to Code F aircraft are shown on Aerodrome Chart AD 2-EGKK-2-5, marked in yellow. There is a substandard but positive physical obstacle clearance (minimum of 47.5 M) on Taxiway Juliet between Taxiways Sierra and Tango.
- g) Remote De-icing – Aircraft Engines Running
- i. There are two identified locations (de-icer pads) to enable remote de-icing of aircraft with engines running. They are managed and coordinated by the GAL de-icing service provider for airlines which have had Risk Assessments and Method Statements signed off by GAL. There is an agreed process in place for the operation of these pads.
 - ii. The two locations are uniquely identified as DA 43 and DA Sierra. Both will have resource to coordinate the operations and communicate with pilots and de-ice rig operatives. An electronic signage board will be provided for visual communications.
 1. **DA** **43**
Located on Stand 43 and can accommodate Code C aircraft only. The holding point for this pad is Stand 41. Aircraft will taxi to this location as directed by ATC.
 2. **DA** **Sierra**
Located on Taxiway Sierra abeam Stands 170/171. Aircraft will be directed by ATC to hold on Taxiway Lima north of Taxiway Sierra prior to entering DA Sierra.
- h) Use of Stands 41, 42 and 43
- i. Stands 41 and 43 are dual purpose and can be operated either as drive through stands with the facility to hold taxiing aircraft or as nose in aircraft parking stands.
 1. When operated as a drive through stand, aircraft should stop at the positions indicated by the painted yellow stop arrows and await instructions from ATC. Access is available via Taxiways Kilo or Lima.
 2. When operating in aircraft parking stand mode, barriers will be deployed between Stands 41 and 43 and Taxiway Lima to safeguard the stands. Aircraft may only enter Stands 41E, 41, 41W, 43E, 43 and 43W via Taxiway Kilo and must be parked by a GAL Marshaller. In exceptional circumstances should an aircraft be required to taxi off Stand 41E, 41, 41W, 43E, 43 or 43W under its own power via Taxiway Lima, GAL Airfield Operations will require prior notification and authorisation via ATC.
 - ii. Stand 42 is only available as a nose in aircraft parking stand. Aircraft can self-park utilising the SEG system. Access is via Taxiway Kilo.
- i) Remote Holding Procedures
- i. Gatwick has remote holding capacity to maintain flow of aircraft by releasing occupied stands and pushback crews. ATC will endeavour to offer remote hold to applicable flights subject to availability. Applicable flights are those with CTOT or other delays in excess of 10 minutes.
 - ii. Holding capacity is provided via pushback onto Stands 132 and 133 and either pushback/push and taxi/ push and tow onto drive through Stands 41 and 43 (when available).
 - iii. The use of the East and West centrelines on Stands 41 and 43 is dependent on aircraft size. Eastern centrelines are painted orange and Western centrelines are painted blue. When entering East and West remote holding from Taxiway Lima, aircraft should enter 41 or 43 centreline and then follow the East or West centreline as requested by ATC. Aircraft stop positions are indicated by painted orange or blue stop arrows as appropriate.
 - iv. When approaching Stand 41E from the east along Taxiway Kilo, flight crews are to use judgemental oversteer when entering stand to ensure suitable main undercarriage clearance of the adjacent grass area.
 - v. Additionally, subject to availability and traffic loading, tactical holding may be utilised on taxiways at the discretion of the Ground Controller.
 - vi. Remote holding is also available on Stands 141R, 142R, 143L, 144L, 171L, 173, 175L, 230L, 231L, 232L and 233L. Aircraft will be marshalled onto these stands. Pilots must not enter the stands until a marshaller is present. Access to Stand 173 is via 173L lead in arrow. Pilots should exit Stands 141R, 142R, 143L, 144L, 171L, 173, 175L, 230L, 231L, 232L and 233L by turning directly towards the taxiway centre-line.
 - vii. Default positioning to remote hold is push and taxi, unless otherwise directed by ATC (e.g. pushback or push and tow).

j) Airport-Collaborative Decision Making (A-CDM)

i. Definitions of Commonly Used A-CDM Terms:

1. **Target Off-Blocks Time (TOBT)** - The time an aircraft is expected to be ready to leave the stand (agreed by Ground Handling Agent and flight deck) in the case of normal operations, or ready for on stand de-icing to commence (where appropriate), in the case of winter operations. This must be updated to an accuracy of +/- 5 minutes by GHA. Accurate and stable TOBTs enhance operations on the ground as they provide all airport partners with a clear picture of the intentions of aircraft on the ground.
2. **Actual Start Request Time (ASRT)** - The time an aircraft actually calls ready to Tower. Start requests will only be accepted if an aircraft is A-CDM compliant, meaning TOBT has not expired (which happens at TOBT + 5 minutes) and there are no other data issues with the flight plan.
3. **Target Start Approval Time (TSAT)** - The time that ATC expect to give start approval, which is based on TOBT, CTOT, other traffic using the runway, any constraints to runway/airspace capacity, and taxi time. Use of TSAT should reduce queuing times at the runway hold, while maintaining a high runway utilisation.
4. **Target Take-Off Time (TTOT)** - The time that an aircraft is expected to take off. TTOT is a target – the requirement for an aircraft to be airborne within a time window only applies to flights with a CTOT. Most aircraft will take off within +/- 5 minutes of TTOT, but this time is not accurate enough to be relied upon for starting the second engine after single engine taxi.
5. **Calculated Take-Off Time (CTOT)** - Assigned by Eurocontrol's Network Manager Operations Centre (NMOC) when flow restrictions are in place. The standard slot tolerance window requires aircraft to depart within -5 to +10 minutes of its CTOT (as existing requirement).

ii. Flight Deck shall comply with the following A-CDM procedure:

1. Ensure the flight is ready to push at TOBT +/- 5 minutes: ground activities completed, doors closed, push-back tug connected, cockpit ready for start-up.
2. Maintain regular communication with the TCO/GHA who are responsible for updating the TOBT.
3. If a delay to TOBT +5 or a departure earlier than TOBT -5, is identified notify the GHA immediately and ensure TOBT is updated before contacting ATC.

iii. When ready to push back (which should be at TOBT +/- 5 mins):

1. Pilots must report to Gatwick Delivery: "[Call-sign] [stand] [QNH] ready".
2. Pilots will either receive Start Approval, Gatwick Delivery will respond: "[Call-sign] roger", or "[Call-sign] You are non-ACDM compliant, contact your handling agent". If this happens, pilots must not contact ATC again until the handling agent confirms compliance. In most cases this is done by updating TOBT, however the handling agent can check CDM alerts and notify the pilot if the flight plan needs to be updated by their Company.
3. Any push-and-hold procedures to be applied will be initiated at call-up.
4. If ready, but delayed by ATC, DO NOT update the TOBT.
5. If a pilot has not reported ready for departure by TOBT +5, TOBT will be deleted and the TOBT must be updated with the TCO/GHA to become A-CDM compliant.

iv. When ATC is ready to approve push (normally at TSAT +/- 5 mins):

1. Gatwick Delivery will issue appropriate instruction.
2. Pilots should follow normal procedures for communication with Tower.

v. A-CDM Process During Winter Operations:

1. When de-icing is required, TOBT is defined as when the aircraft is expected to be ready for either pushback or on-stand de-icing.
2. Planned de-icing activity is fed into the Gatwick A-CDM system by GHA, who enters the intention to de-ice the aircraft. The de-icing Company allocate de-icing location (on stand or remote) and estimated start time and duration of de-icing.
3. When ready for de-icing on stand, the ground handler must report ready via Aircraft Ready to De-ice Time (ARDT).
4. The TTOT and TSAT during de-icing will take into account de-icing times and locations.
5. When ready to move the aircraft (either direct to the runway or to a remote de-icing pad), pilots should follow normal procedures for communication with Tower.

vi. On stand de-icing:

1. For on-stand de-icing, at TOBT +/-5 mins the GHA will report via A-CDM system that turn activities have been completed and the aircraft is ready (ARDT) for de-icing.
2. Once de-icing on stand is complete, pilots report to Gatwick Delivery and state: '[Call-sign] [stand] [QNH] ready to move'.
3. All further communication will be in line with standard procedures.

vii. Remote de-icing:

1. In the case of remote de-icing, at TOBT +/-5 mins pilots report to Gatwick Delivery and state: '[Call-sign] [stand] [QNH] ready to move'.
2. ATC will provide start clearance and taxi instructions to the remote de-icing pad.

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3 CAT II/III OPERATIONS

- a) Runways 08R and 26L, 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 Category II and III operations, Special ATC procedures (ATC Low Visibility Procedures) will be applied. Pilots will be informed when these procedures are in operation by ATIS broadcast or by RTF.
- c) Departing Aircraft: ATC will require departing aircraft to use the following Category III holding positions:

- Runway 26L — Alpha 3, Charlie 3 or Mike 3;
- Runway 08R — Juliet 3, Juliet 4, Juliet 7, Hotel 3 or Golf 3.

Occasionally it may be necessary for other departure points to be used due to work in progress or at the discretion of ATC. Under these circumstances, due allowance will be made by ATC for the necessary ILS protection.

- d) Arriving Aircraft: All appropriate runway exits will be illuminated, and pilots should select the first convenient exit. Surface Movement Radar (SMR) is normally available to monitor pilot 'runway vacated' reports.
 - i. When SMR is not available to ATC, runway Localizer Sensitive Area (LSA) vacation will be confirmed by receipt of a pilot report that the tail of the aircraft has passed the last of the alternate amber and green centreline lights. These lights denote the extent of the ILS LSA.
- e) When Low Visibility Procedures are in force reduced landing rates can be expected due to the requirement for increased spacing between arriving aircraft. In addition to the prevailing weather conditions, such factors as equipment serviceability may also have an effect on actual landing rates. For information and planning purposes, the approximate landing rates that can be expected are:
 - RVR (M) — Expected Landing Rate
 - Greater than 1000 — 24
 - Between 1000 and 550 — 20
 - Between 500 and 350 — 15
 - Less than 300 — 12 or less

4 WARNINGS

- a) In low visibility at night the apron and car park's floodlighting may be seen before approach lights on 26L and 26R approaches.
- b) Except for light signals, ground signals are not displayed.
- c) Pilots are warned, when landing on Runway 26L/R in strong southerly/south-westerly winds, of the possibility of building induced turbulence and windshear effects.
- d) There are trees on high ground to the west, under the approach to Runways 08L and 08R. The tops are up to 287 FT AAL at ranges between 1.25 and 3 NM.
- e) A hazard beacon showing a steady red light is situated on the extended centre-line of Runway 08R on tree covered high ground, 1.8 NM from 08R threshold. Trees within 0.6 NM of the beacon rise up to 89 FT above it. Another beacon, showing a steady red light, is situated 0.66 NM NNW of the first. Together, they mark the line of high ground. The beacons are switched on at night and when the high intensity approach lights are in use.
- f) HT power line to the N, E and SE of airport; minimum distance 1.6 NM at 146 FT AAL rising to the S to 326 FT AAL at 4 NM. High ground to SE and S rising to 406 FT AAL is 3.5 NM from airport at its nearest point.
- g) Arrivals – Due to disruption to the ILS signal during Code F operations, pilots can expect late notification of only RNP approach availability.

5 HELICOPTER OPERATIONS

- a) All inbound and outbound helicopters must use the runways and may not carry out direct approaches to or take-off from apron areas or taxiways with the exception of emergency services flights e.g. Helicopter Emergency Medical Service (HEMS), police etc. Helicopter handling agents are to obtain slot allocation for all flights. After landing, helicopters will ground taxi or air taxi to an allocated parking area (usually an adjacent stand). A GAL Airfield Operations Leader vehicle will normally be in attendance. While helicopters are operating on the manoeuvring area extreme caution must be exercised regarding rotor-tip clearance and downwash.

6 USE OF RUNWAYS

- a) Special runway utilisation procedures are detailed at GEN 3.3, Section 3, Para 3.9.4.
- b) **Departure Wake Vortex Separations**

The following pairs of holding positions for Runways 26L/08R are considered to be the same point for the purposes of departure wake vortex separation:

Runway 26L	Runway 08R
Holding positions Mike 1/3 and Alpha 2/3	Holding positions Juliet 1/3 and Hotel 1/3
Holding positions Mike 1/3 and Bravo 1	Holding positions Juliet 1/3 and Golf 1/3
Holding positions Alpha 2/3 and Bravo 1	Holding positions Hotel 1/3 and Golf 1/3
Holding positions Bravo 1 and Charlie 1/3	
Holding positions Bravo 1 and Yankee 1/2	

- c) **Use of Runway 08L/26R**

- i. Runway 08L/26R is a non-instrument runway and will only be used when Runway 08R/26L is temporarily non-operational due to maintenance or incident. Runway 08R/26L is closed regularly to allow maintenance to take place. Dates and times are subject to change, latest details are advised by NOTAM and airport notices.
- ii. Runway 08L/26R cannot be used simultaneously with Runway 08R/26L because of insufficient separation between the two. For this reason also, extensive safeguarding procedures are required (see d ii) before Runway 08L/26R can be activated. Runway 08L/26R is not available on request by pilots. Lighting for the closed runway and parallel taxiway will not be visible on approach.

d) **Restriction of Operation**

- i. During Runway 08L/26R operations, delays may occur to aircraft taxiing on the aerodrome due to the following:
 - 1. Taxiway Juliet, between Juliet 8 and Taxiway Sierra is limited to use by aircraft of wingspan of 36 M or below during take-offs or landings on Runway 08L/26R. Taxiway Juliet, between Taxiway Sierra and Juliet 5 is limited to use by aircraft of wingspan of 50 M or below during take-offs or landings on Runway 08L/26R.
 - 2. Additional restrictions when the Surface Movement Radar (SMR) is not available.
 - 3. Taxiway Alpha November is not available as an entry point to Runway 26R when 26R is the active runway.
- ii. When Runway 08L/26R is being brought into planned use the aerodrome will be closed for a period of up to 15 minutes to allow the necessary safeguarding procedures to be implemented. The same will apply when Runway 08R/26L is brought back into use. In an emergency situation, implementation of the change to Runway 08L/26R can be expected to take substantially longer.

e) **Nav aids**

When Runway 08L/26R is in use the only navigational aids available are:

- i. Surveillance radar.
- ii. DME.

f) **Runway and Approach Lights**

- i. It is not possible for both Runway 08R/26L and Runway 08L/26R lighting systems to be illuminated at the same time.
- ii. The take-off distance (TODA) for Runway 08L starts at the beginning of the runway, indicated by the white painted runway demarcation line marking abeam the 08L TODA sign, this is where the take-off roll should commence. The 08L TODA sign is located to the right of the runway, 307 M **before** the marked runway displaced threshold.
- iii. All runways at Gatwick have displaced thresholds. Crews are to ensure they are familiar with departure procedures when operating from displaced threshold runways.
- iv. The runway holding positions, in addition to illuminated red stop bars, are marked by mandatory signs and amber flashing runway guard lights.
- v. When the taxiway lighting system is in use during Runway 08L/26R operation, limited selective switching of green centreline lights is available in conjunction with illuminated red stop bars at runway holding positions. Pilots must exercise extreme caution to remain on the correct taxiway route when cleared to the runway from a holding position. In certain positions, amber flashing runway guard lights, forward of the holding positions, denote the proximity of the runway itself.

g) **Minimum Runway Occupancy Time**

i. **Departures**

- 1. On receipt of line-up clearance pilots should ensure that they are able to taxi and line up on the runway as soon as the preceding aircraft has commenced either its take-off roll or landing run.
- 2. On receipt of take-off clearance, pilots should ensure that they are able to commence take-off without delay.
- 3. Pilots not able to comply with these requirements should notify ATC as soon as possible once transferred to the Gatwick Tower frequency.

ii. **Arrivals**

- 1. High Intensity Runway Operation requires all aircraft to exit the runway at the fastest speed commensurate with safety. Extended runway occupancy may result in following aircraft being sent around.
- 2. Pilots should pre-plan their landing and roll out to target the exit taxiways that provide a safe and expeditious exit from the runway to reduce delays and maximise utilisation at all times.

08R	D	CR	BR
Distance from threshold (M)	1376	1796	2251
Design Exit Speed (KT)	38	49	50
Notes: Landing aircraft are to vacate expeditiously. Arrivals must taxi beyond the CAT III hold point and do not require clearance to enter/cross Runway 08L/26R when vacating Runway 08R. Traffic vacating at CR or D must contact ATC promptly when instructed. Traffic vacating at BR is to join Taxiway Papa and hold short of Taxiway Juliet unless otherwise instructed. Tactical requests to extend the landing roll to reduce ground taxi/exit nearer to the parking stand are not to be made to ATC. Taxiways ER and Mike are not available for vacating Runway 08R.			

26L	ER	FR	GR
Distance from threshold (M)	1480	1835	2126
Design Exit Speed (KT)	50	50	49
Notes: Landing aircraft are to vacate expeditiously. Arrivals must taxi beyond the CAT III hold point and do not require clearance to enter/cross Runway 08L/26R when vacating Runway 26L. Traffic vacating at ER is to turn right on to Runway 08L and hold short of Taxiway Tango, without stopping on the runway exit taxiway. Traffic vacating FR and GR is to cross Runway 08L/26R onto Taxiway Juliet, without stopping on the runway exit taxiway. Taxiway Delta is not available for vacating Runway 26L.			

3. Rapid Exit Taxiway Indicator Lights (RETILs) and paint markings are provided on Runway 08R/26L to assist pilots in judging distances to Rapid Exit Taxiways enabling braking action to be applied for a more efficient roll-out and runway exit speed. RETILs are provided for exit at D and CR on Runway 08R and ER and FR on Runway 26L.

The RETILs provide a 3-2-1 countdown pattern of amber lights together with painted markings placed at 300 M, 200 M and 100 M from the intersection of the runway centreline with the Rapid Exit Taxiway centreline. 3 white painted bars and 3 amber lights are provided at 300 M to go, 2 white bars and 2 amber lights at 200 M to go and 1 white bar and 1 amber light at 100 M to go. Painted bars and RETILs are positioned on the left hand side of the runway centreline for Runway 08R and the right hand side of the runway centreline for Runway 26L. The painted bars are angled in the direction of the Rapid Exit Taxiway.

7 **TRAINING**

Not applicable

AERODROME
CHART - ICAO

ARP 510853N 0001125W

AD ELEV 203FT

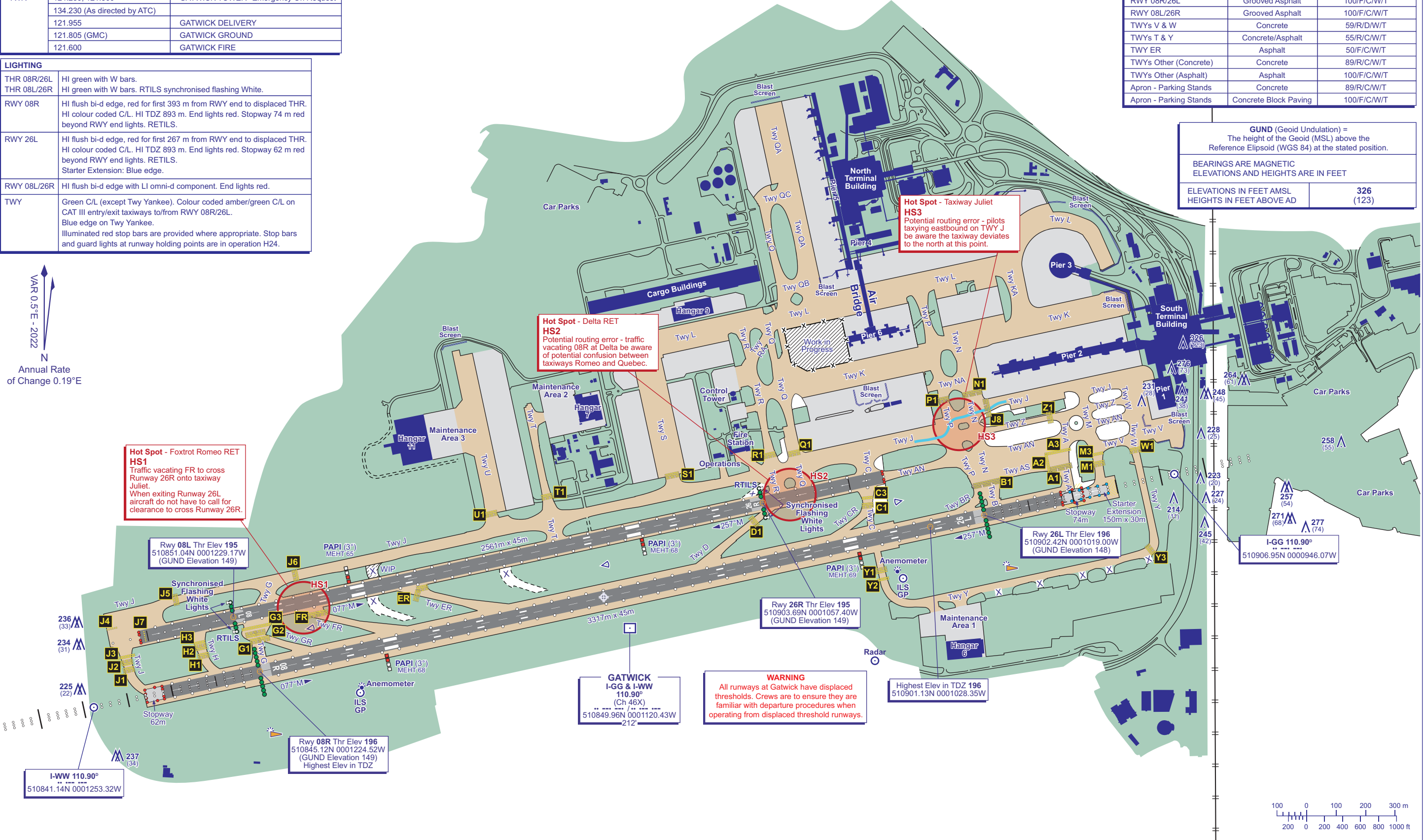
LONDON GATWICK
EGKK

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.
THR 08L/26R	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 (123)



CHANGE (8/25): TWY ER EDITORIAL. OBSTACLES. EDITORIAL.

AERO INFO DATE 27 MAY 25

AD 2-EGKK-2-1

LONDON GATWICK
EGKK

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.



AD 2-EGKK-2-2

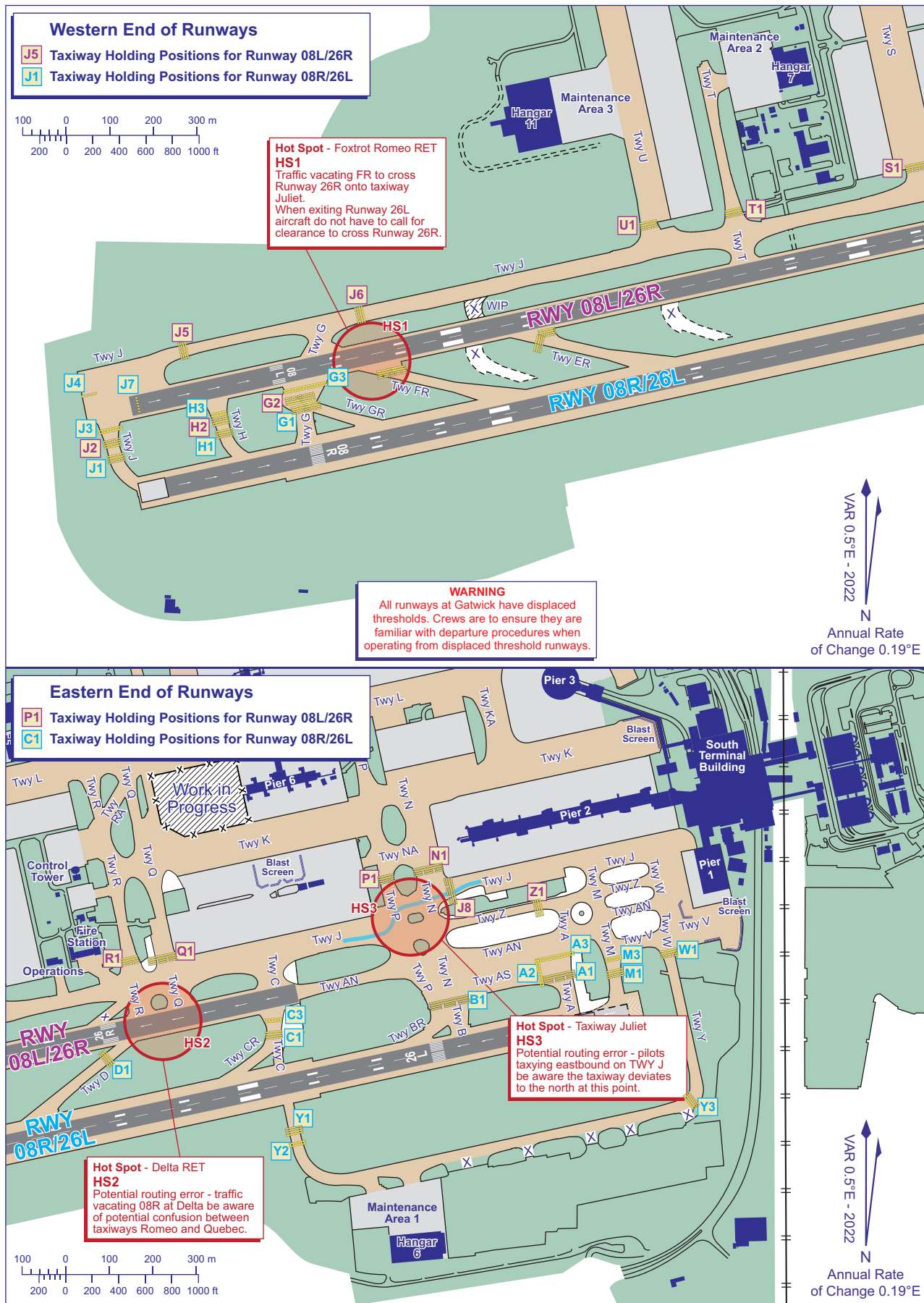
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING
STAND COORDINATESLONDON GATWICK
EGKK

STAND	COORDINATE	STAND	COORDINATE	STAND	COORDINATE	STAND	COORDINATE
1	510917.66N 0000950.95W	46	510937.92N 0001010.99W	143L	510912.47N 0001041.35W	233L	510913.77N 0001143.21W
2	510916.14N 0000950.43W	47L	510936.39N 0001015.06W	143	510912.72N 0001040.85W	233	510913.20N 0001142.04W
3	510914.62N 0000949.90W	47	510937.45N 0001014.44W	143R	510912.68N 0001039.09W	233R	510912.50N 0001142.08W
4	510913.71N 0000948.36W	47R	510937.21N 0001012.92W	144L	510911.69N 0001045.77W	234L	510916.58N 0001144.19W
5	510914.01N 0000946.04W	48L	510933.95N 0001018.39W	144	510912.19N 0001044.62W	234	510916.10N 0001142.39W
10	510920.00N 0000955.50W	48	510935.55N 0001018.01W	144R	510911.97N 0001043.60W	234R	510915.40N 0001142.44W
11	510919.54N 0000957.65W	48R	510935.48N 0001017.53W	145	510911.72N 0001048.04W	235L	510919.39N 0001145.17W
12	510919.40N 0000959.85W	49L	510932.21N 0001021.20W	150L	510919.68N 0001104.18W	235	510918.91N 0001143.37W
13L	510922.30N 0000955.51W	49	510933.03N 0001020.47W	150	510918.86N 0001104.67W	235R	510918.21N 0001143.41W
13	510921.62N 0000956.62W	49R	510932.43N 0001019.24W	150R	510919.04N 0001106.31W	552	510928.51N 0001044.02W
13R	510922.11N 0000957.58W	50	510932.50N 0001023.59W	151	510918.35N 0001108.42W	553	510928.31N 0001045.42W
14	510919.10N 0001002.11W	51L	510931.24N 0001027.73W	152L	510918.40N 0001110.91W	554	510929.49N 0001045.20W
15	510921.19N 0001000.15W	51	510932.04N 0001027.28W	152	510917.83N 0001112.19W	555	510931.06N 0001045.30W
16	510918.77N 0001004.25W	51R	510931.75N 0001025.62W	152R	510918.41N 0001113.38W	557	510932.55N 0001045.91W
17	510920.71N 0001003.67W	52L	510930.45N 0001032.21W	153	510926.29N 0001102.52W	558	510933.46N 0001044.97W
18	510918.69N 0001006.58W	52	510931.53N 0001031.00W	154	510925.90N 0001105.11W	559	510933.90N 0001046.78W
19	510920.08N 0001008.20W	52R	510931.19N 0001030.17W	158	510924.36N 0001117.96W	560	510935.61N 0001046.28W
20	510918.40N 0001008.73W	53	510930.83N 0001035.02W	159	510924.02N 0001120.84W	561	510935.95N 0001046.18W
21	510919.57N 0001011.70W	54L	510929.51N 0001039.14W	160L	510916.28N 0001104.71W	562	510937.01N 0001047.32W
22	510917.93N 0001010.88W	54	510930.39N 0001038.73W	160	510916.92N 0001105.82W	563	510938.21N 0001046.96W
23	510919.15N 0001015.25W	54R	510930.01N 0001037.02W	160R	510917.49N 0001105.47W	564	510938.36N 0001048.27W
24	510917.78N 0001013.19W	64L	510944.48N 0001100.79W	161	510913.45N 0001103.07W	565	510940.13N 0001047.86W
25	510918.71N 0001017.26W	64	510945.33N 0001102.22W	170	510907.07N 0001120.11W	566	510940.48N 0001047.75W
27	510917.44N 0001016.84W	64R	510946.03N 0001101.86W	171L	510909.61N 0001108.99W	567	510941.53N 0001048.90W
28	510917.40N 0001015.31W	65	510942.90N 0001101.47W	171	510908.84N 0001107.29W	568	510942.74N 0001048.54W
31L	510927.86N 0001003.85W	66L	510940.14N 0001100.08W	171R	510908.28N 0001107.78W	569	510942.89N 0001049.85W
31	510928.53N 0001003.35W	66	510940.49N 0001100.64W	172L	510908.69N 0001119.23W	570	510944.66N 0001049.44W
31R	510927.85N 0001001.74W	66R	510941.53N 0001100.35W	172	510909.46N 0001120.93W	571	510945.00N 0001049.33W
32L	510927.23N 0001006.58W	67	510938.99N 0001058.78W	172R	510910.03N 0001120.43W	572	510946.06N 0001050.48W
32	510927.89N 0001006.15W	68	510938.61N 0001100.26W	173	510911.23N 0001108.12W	573	510947.26N 0001050.12W
32R	510926.89N 0001005.67W	101	510923.20N 0001036.85W	174	510911.85N 0001121.76W	574	510947.42N 0001051.42W
33L	510928.11N 0001008.80W	102	510922.87N 0001033.55W	175L	510914.38N 0001110.67W		
33	510928.49N 0001007.89W	103	510922.00N 0001032.69W	175	510913.61N 0001108.96W		
33R	510926.87N 0001009.67W	104	510921.75N 0001034.56W	175R	510913.05N 0001109.45W		
34L	510929.85N 0001009.74W	105	510921.45N 0001036.74W	176L	510913.47N 0001120.90W		
34	510929.65N 0001008.57W	106	510921.08N 0001039.42W	176	510914.23N 0001122.59W		
34R	510929.17N 0001010.54W	107	510920.78N 0001041.59W	176R	510914.79N 0001122.06W		
35L	510931.42N 0001008.77W	112	510922.43N 0001042.39W	177	510916.00N 0001109.79W		
35	510930.84N 0001007.99W	113	510922.91N 0001040.20W	178L	To be surveyed		
35R	510931.25N 0001009.98W	130	510915.96N 0001030.73W	178	510917.02N 0001122.95W		
36L	510932.25N 0001006.20W	131	510915.54N 0001033.77W	178R	To be surveyed		
36	510931.50N 0001006.29W	132	510915.09N 0001037.01W	180	510919.06N 0001122.87W		
36R	510932.51N 0001007.44W	133	510914.70N 0001039.87W	180R	To be surveyed		
37	510931.30N 0001004.31W	134	510914.29N 0001042.91W	230L	510905.33N 0001140.27W		
38	510930.31N 0001003.21W	135	510913.89N 0001045.80W	230	510904.76N 0001139.09W		
41	510926.89N 0001018.60W	136	510913.82N 0001048.46W	230R	510904.06N 0001139.14W		
41E	510925.56N 0001016.98W	140	510914.15N 0001030.05W	231L	510908.14N 0001141.24W		
41W	510925.19N 0001019.69W	141L	510913.23N 0001034.24W	231	510907.57N 0001140.08W		
42	510925.90N 0001021.89W	141	510913.73N 0001033.46W	231R	510906.87N 0001140.12W		
43	510925.94N 0001025.55W	141R	510913.64N 0001032.12W	232L	510910.95N 0001142.23W		
43E	510924.71N 0001023.17W	142	510913.23N 0001037.25W	232	510910.38N 0001141.05W		
43W	510924.34N 0001025.89W	142R	510912.97N 0001036.76W	232R	510909.69N 0001141.10W		

CHANGE (7/25): STANDS 178L, 178R & 180R ADDED.

HOLDING AREAS

LONDON GATWICK
EGKK



CHANGE (8/25): TWY ER EDITORIAL.

AERO INFO DATE 27 MAY 25

AD 2-EGKK-2-4

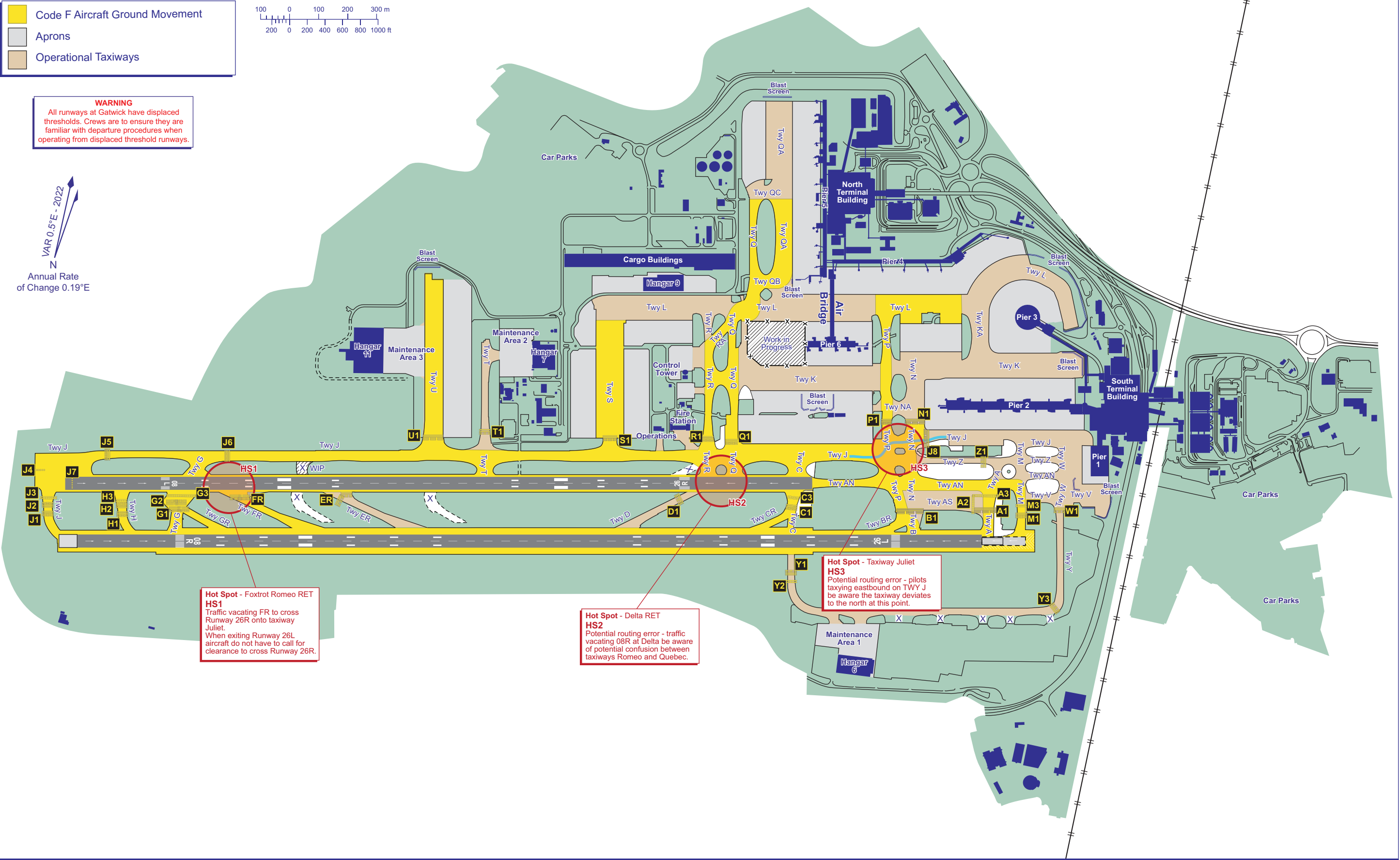
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CODE F AIRCRAFT GROUND MOVEMENT - ICAO

ARP 510853N 0001125W

AD ELEV 203FT

LONDON GATWICK

EGKK

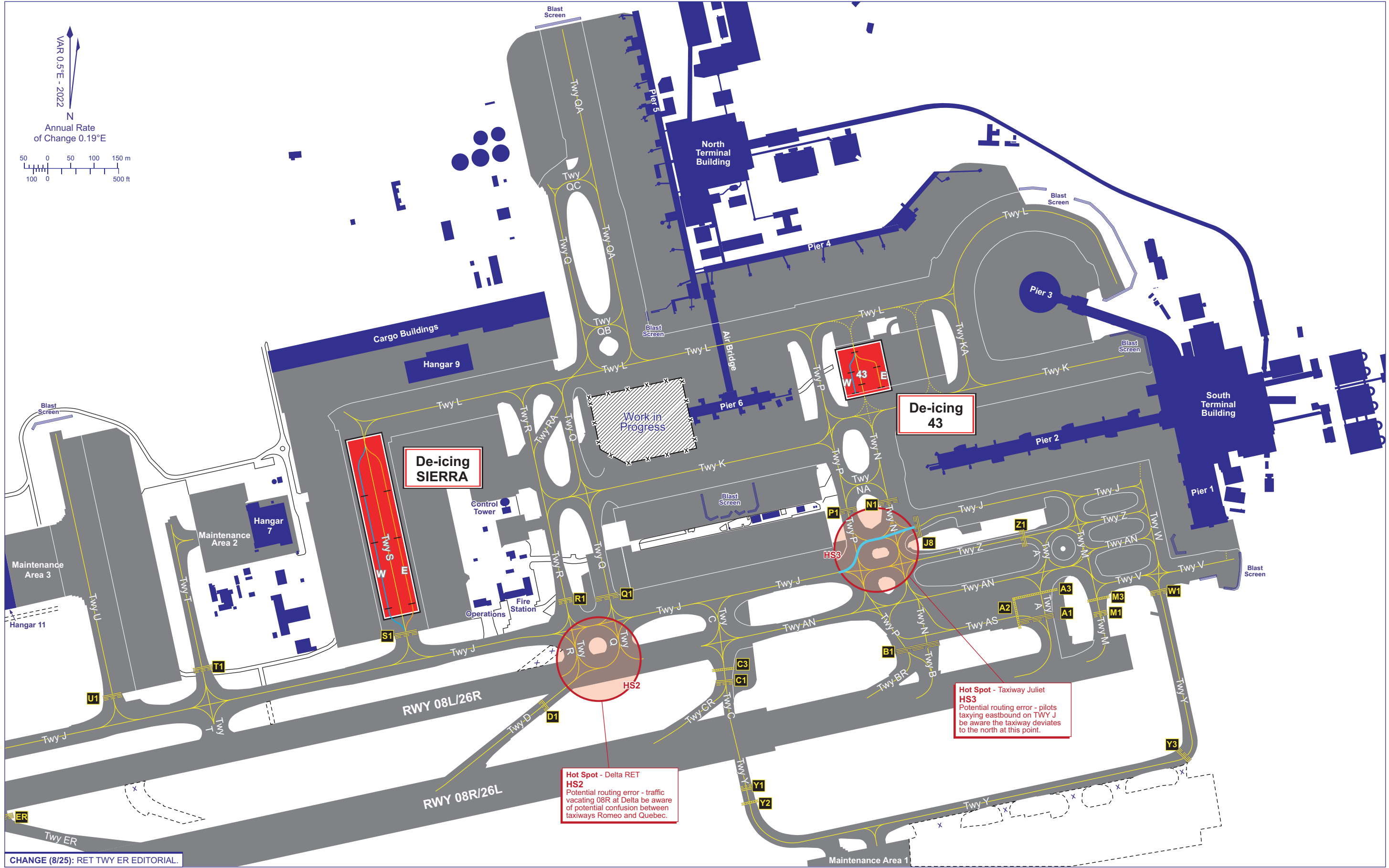


AIRCRAFT GROUND MOVEMENT - REMOTE DE-ICING AREAS
LOCATION CHART - ICAO

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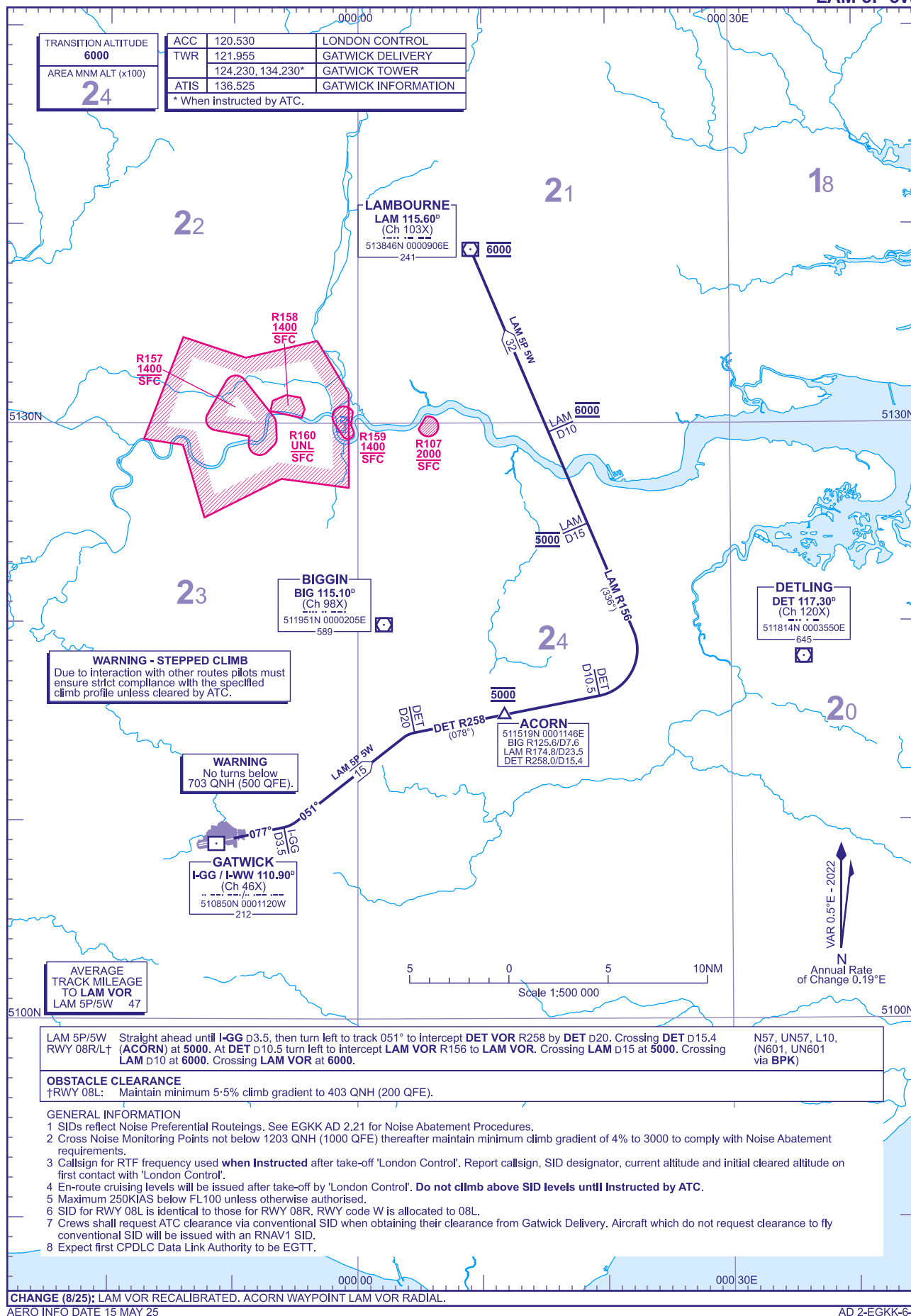
AD ELEV 203FT

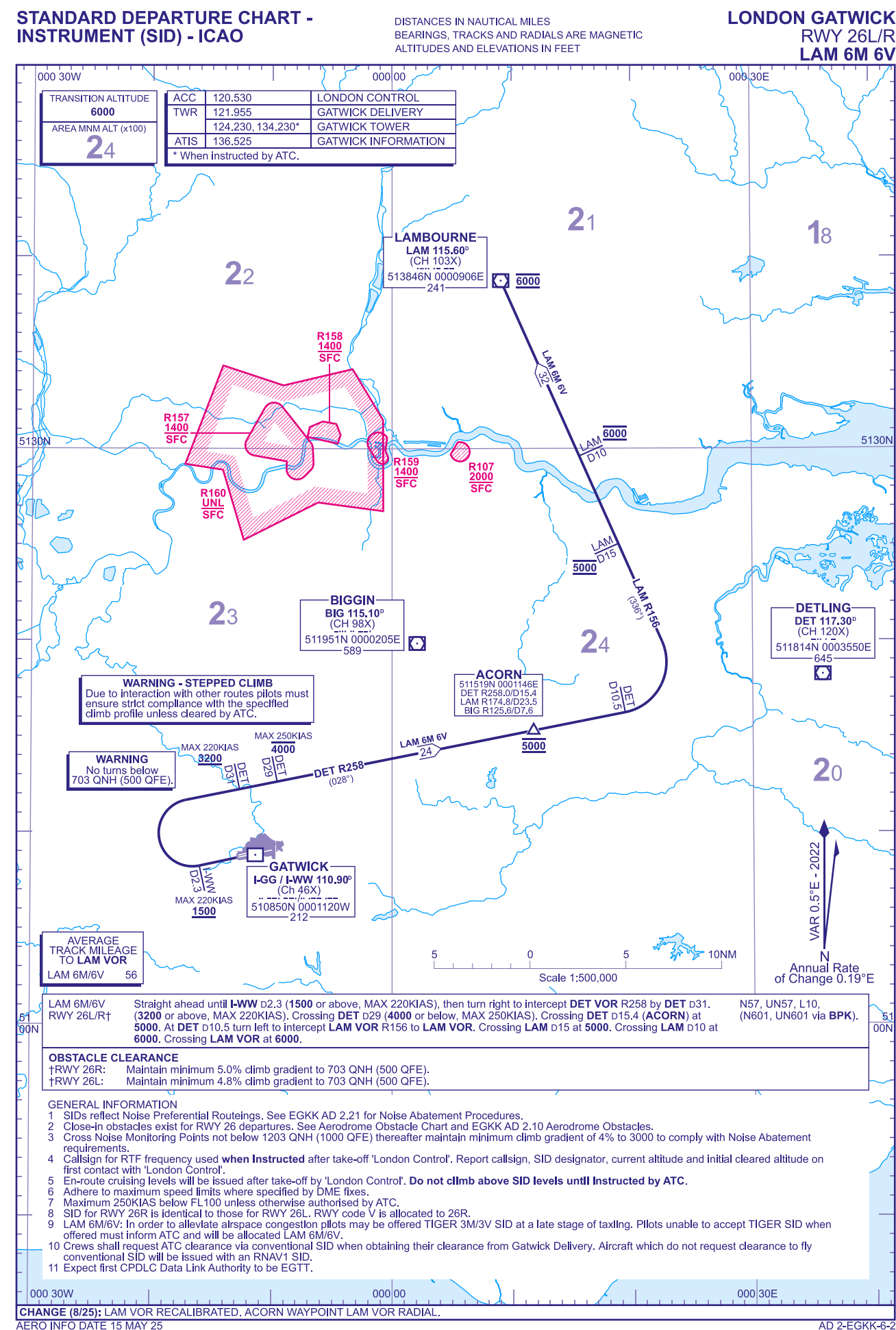
LONDON GATWICK
EGKK



AERO INFO DATE 15 MAY 25

AD 2-EGKK-2-6

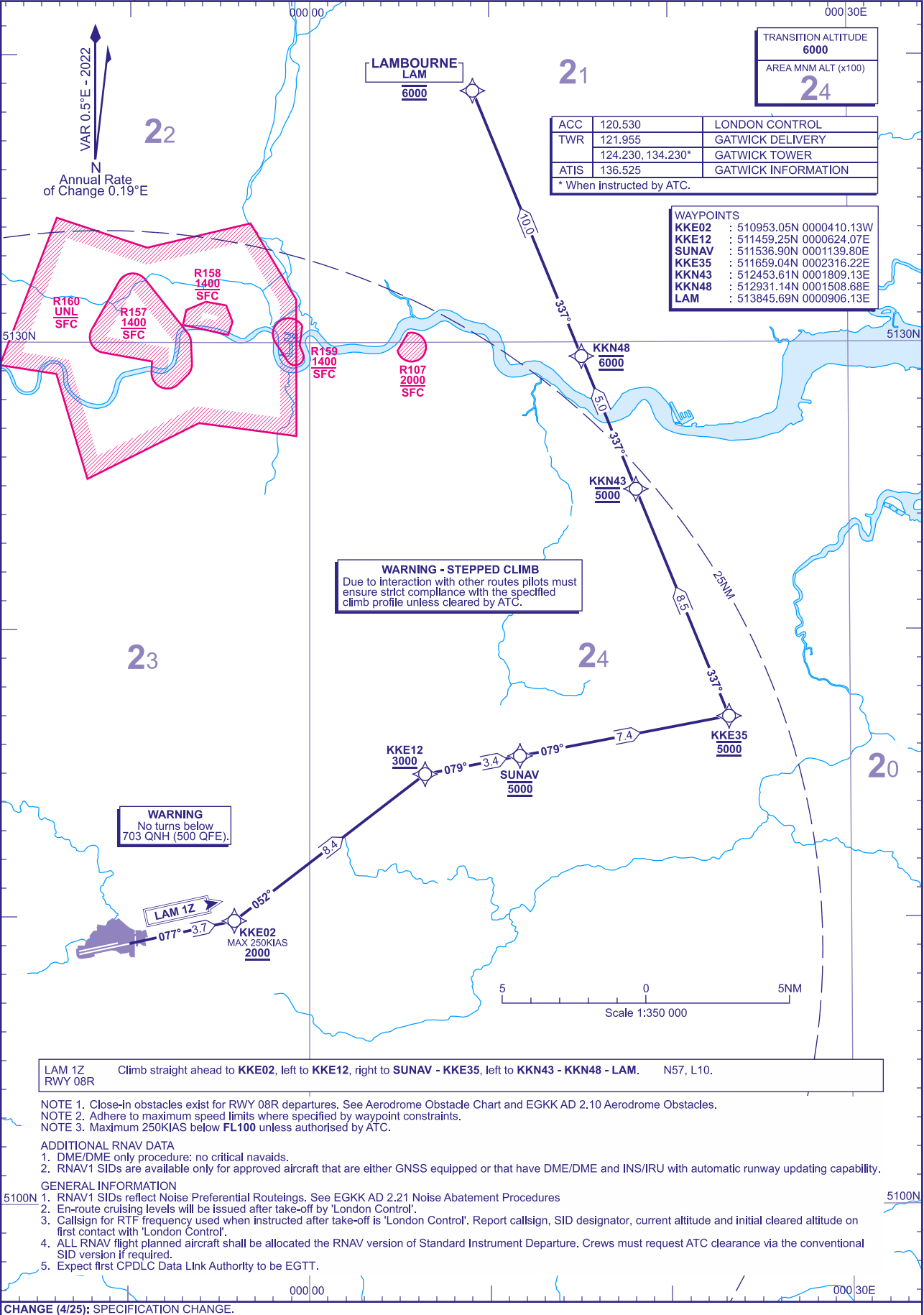
STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAODISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEETLONDON GATWICK
RWY 08R/L
LAM 5P 5W



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

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

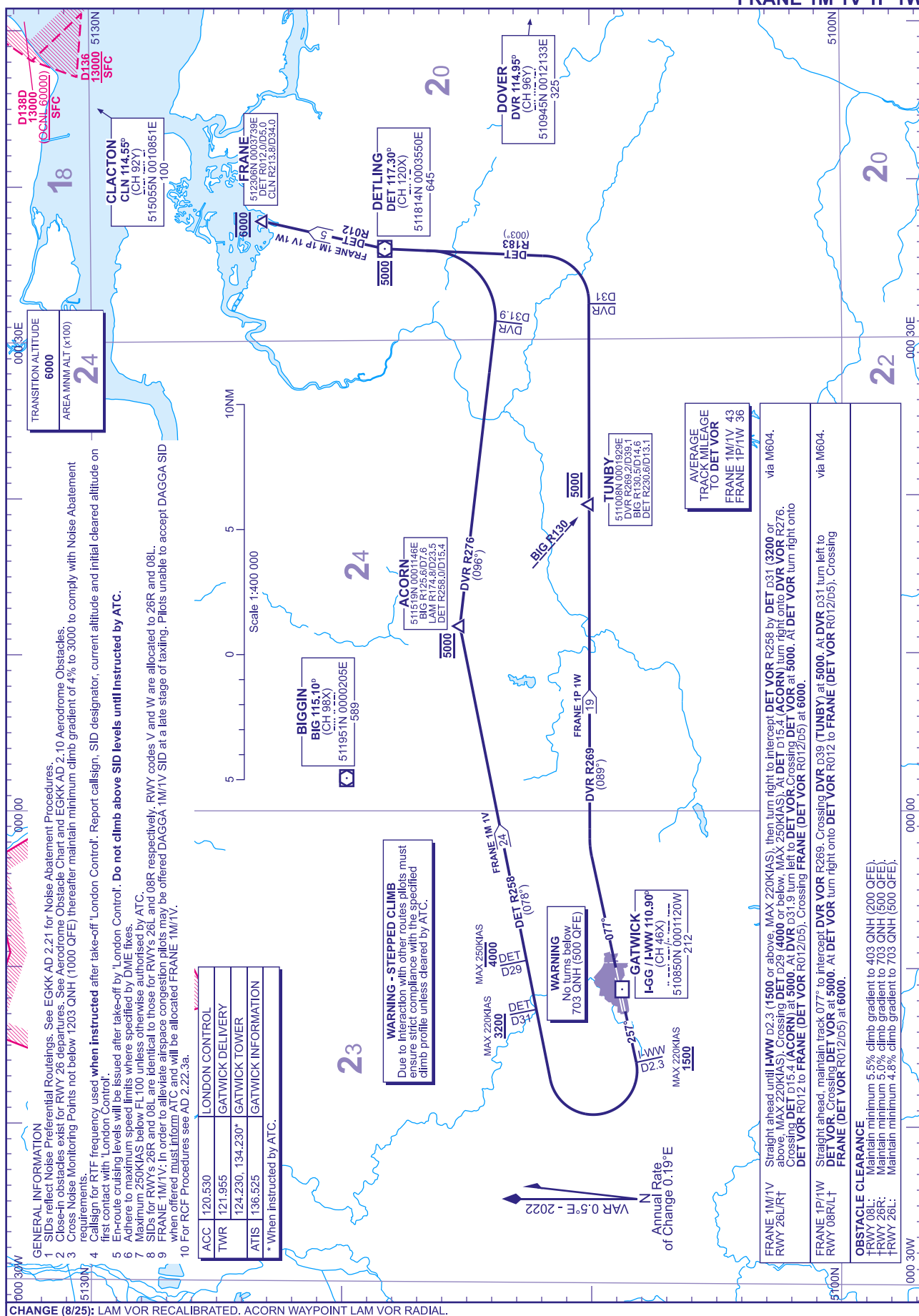
LONDON GATWICK
RWY 08R
LAM 1Z



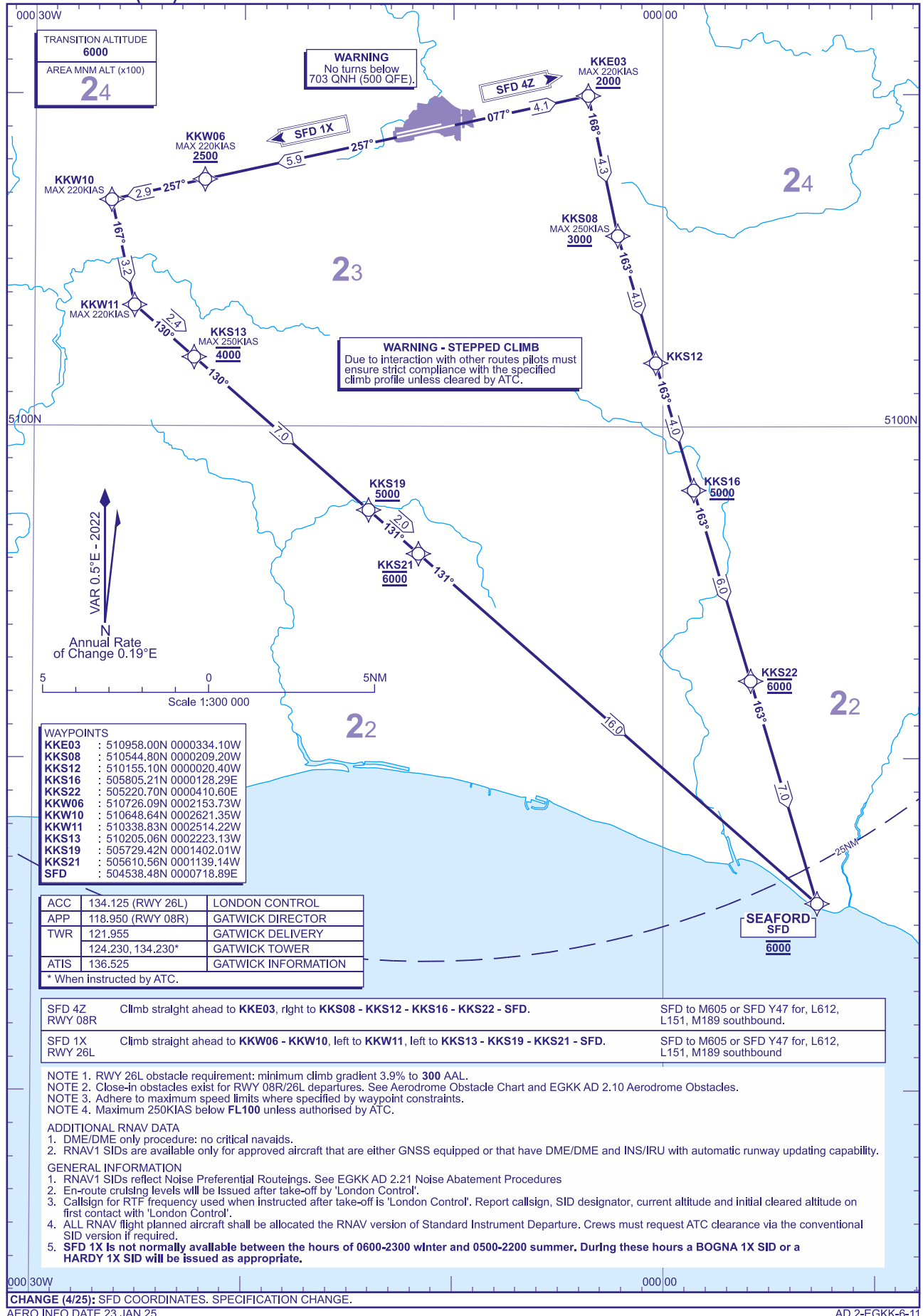
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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



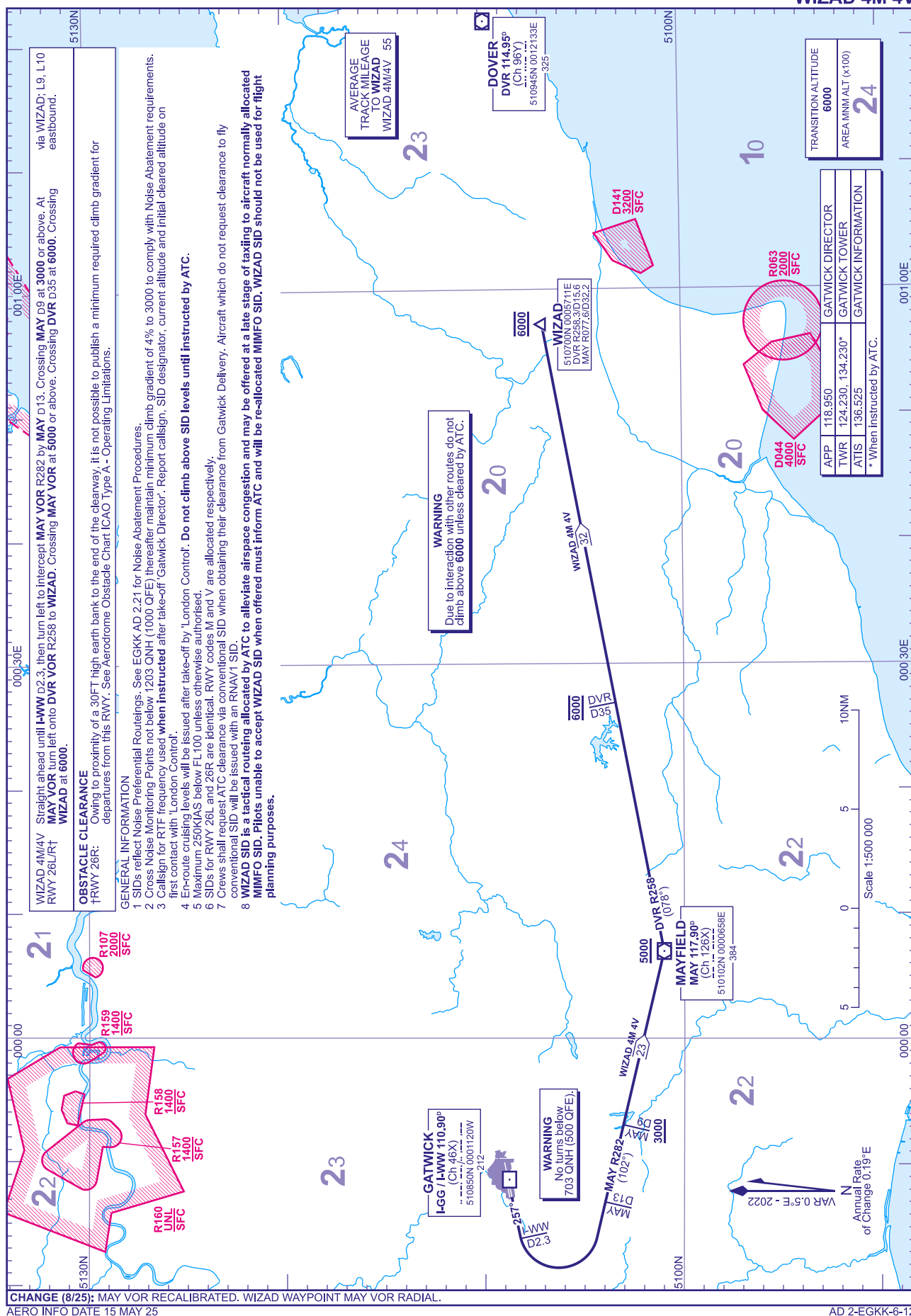
AD 2-EGKK-6-4

**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

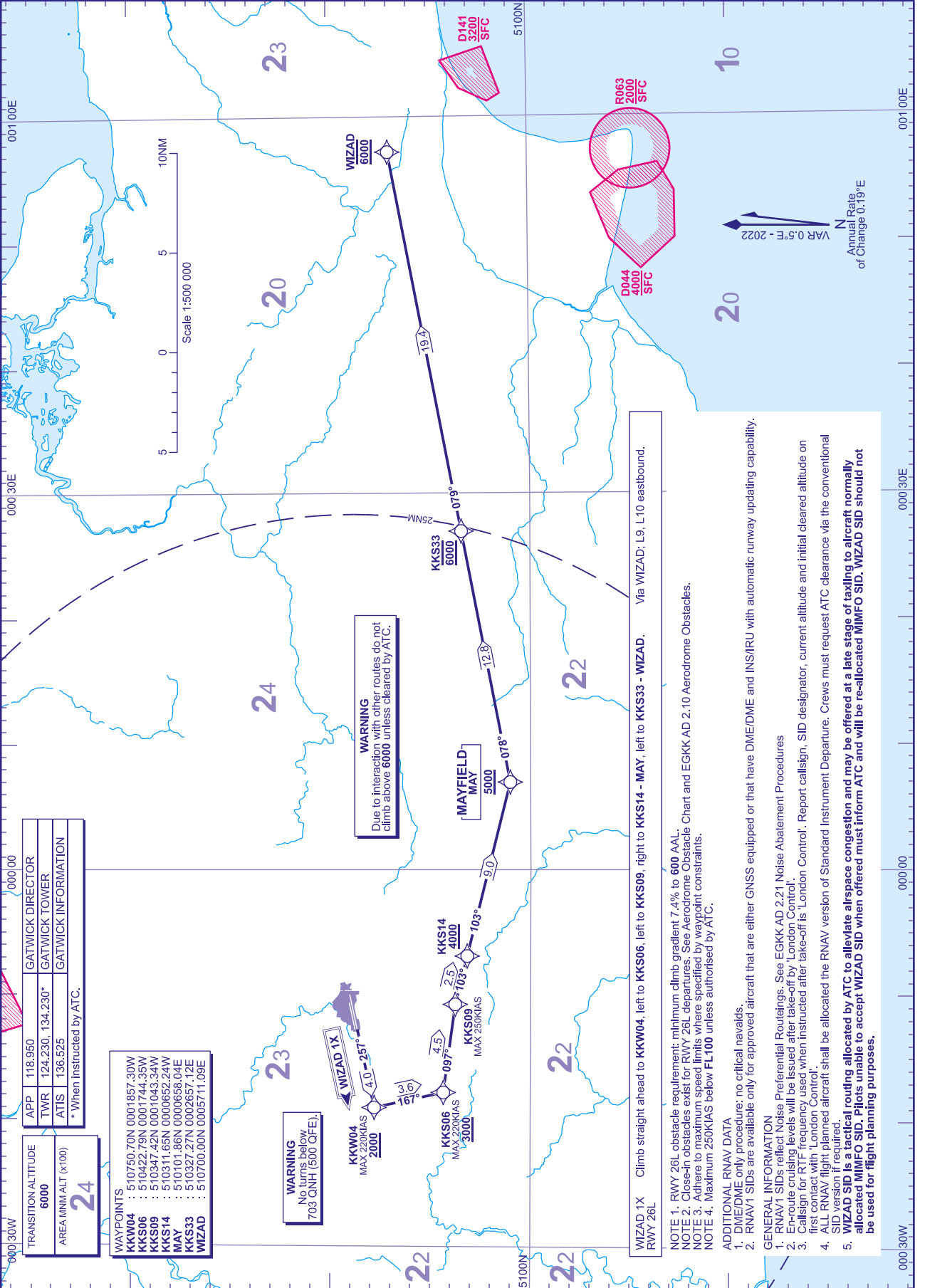
LONDON GATWICK
RWY 26L/R
WIZAD 4M 4V



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

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

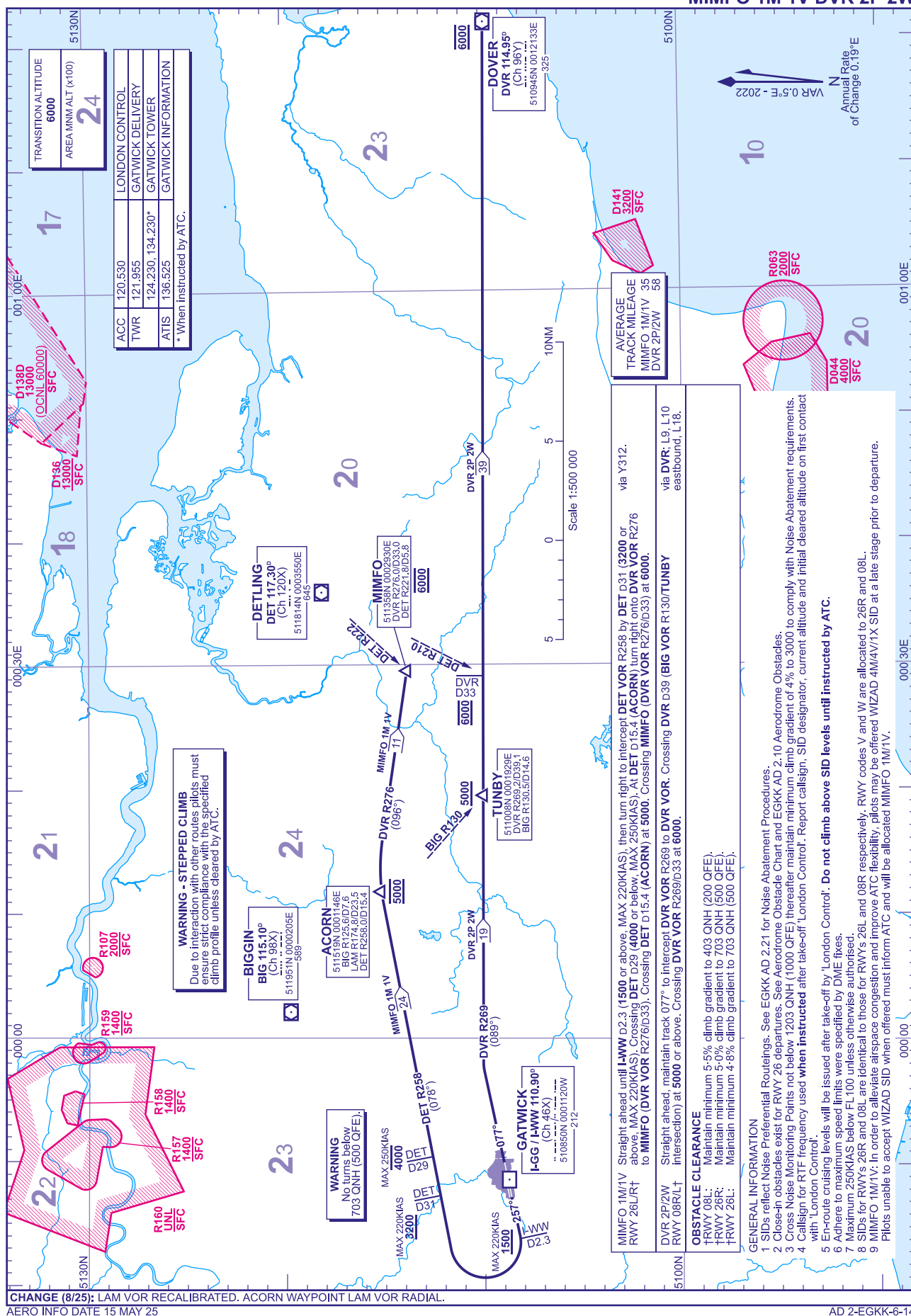
LONDON GATWICK
RWY 26L
WIZAD 1X



CHANGE (4/25): WIZAD CO-ORDINATES. SPECIFICATION CHANGE.
AERO INFO DATE 24 JAN 25

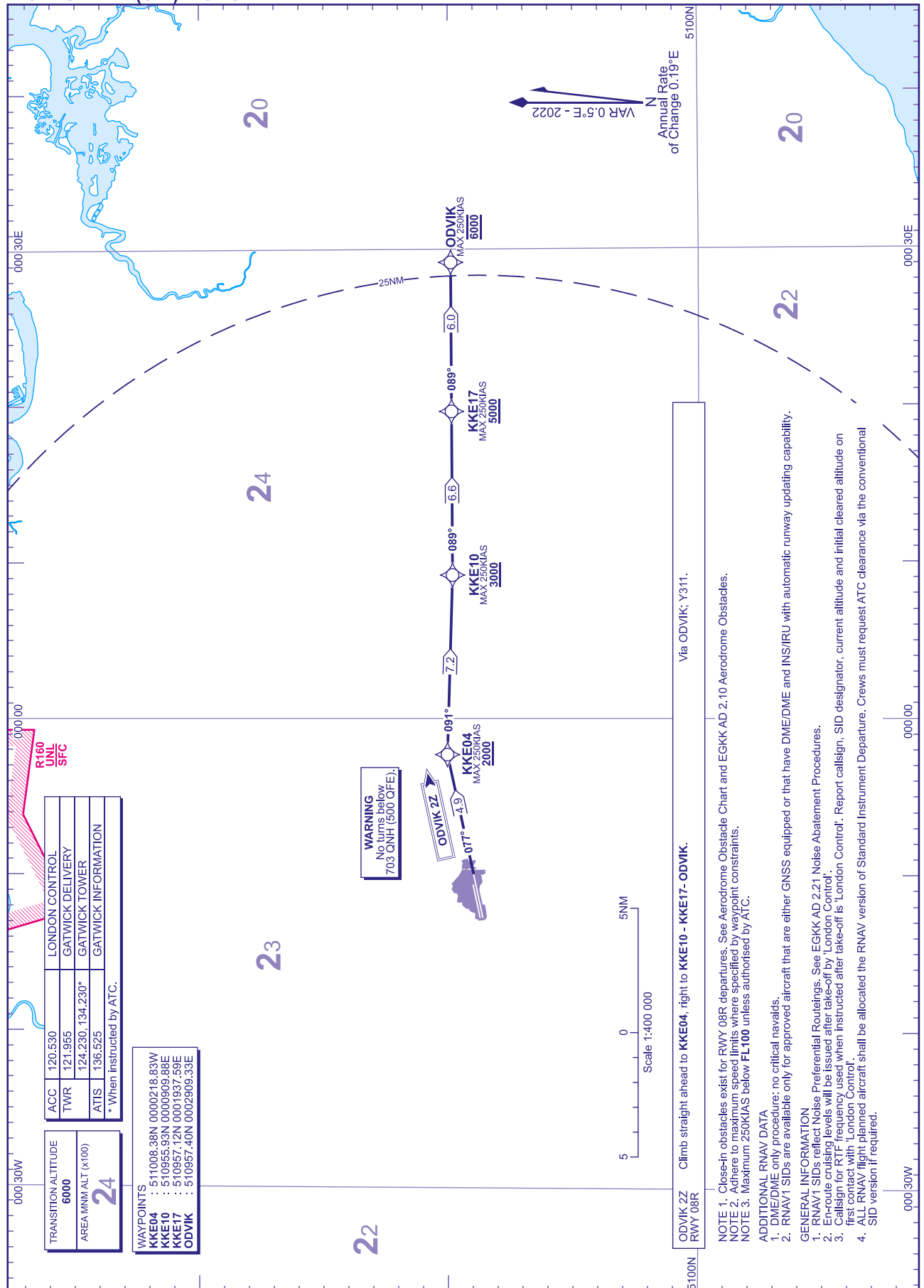
DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

LONDON GATWICK
RWY 08R/L 26L/R
MIMFO 1M 1V DVR 2P 2W



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

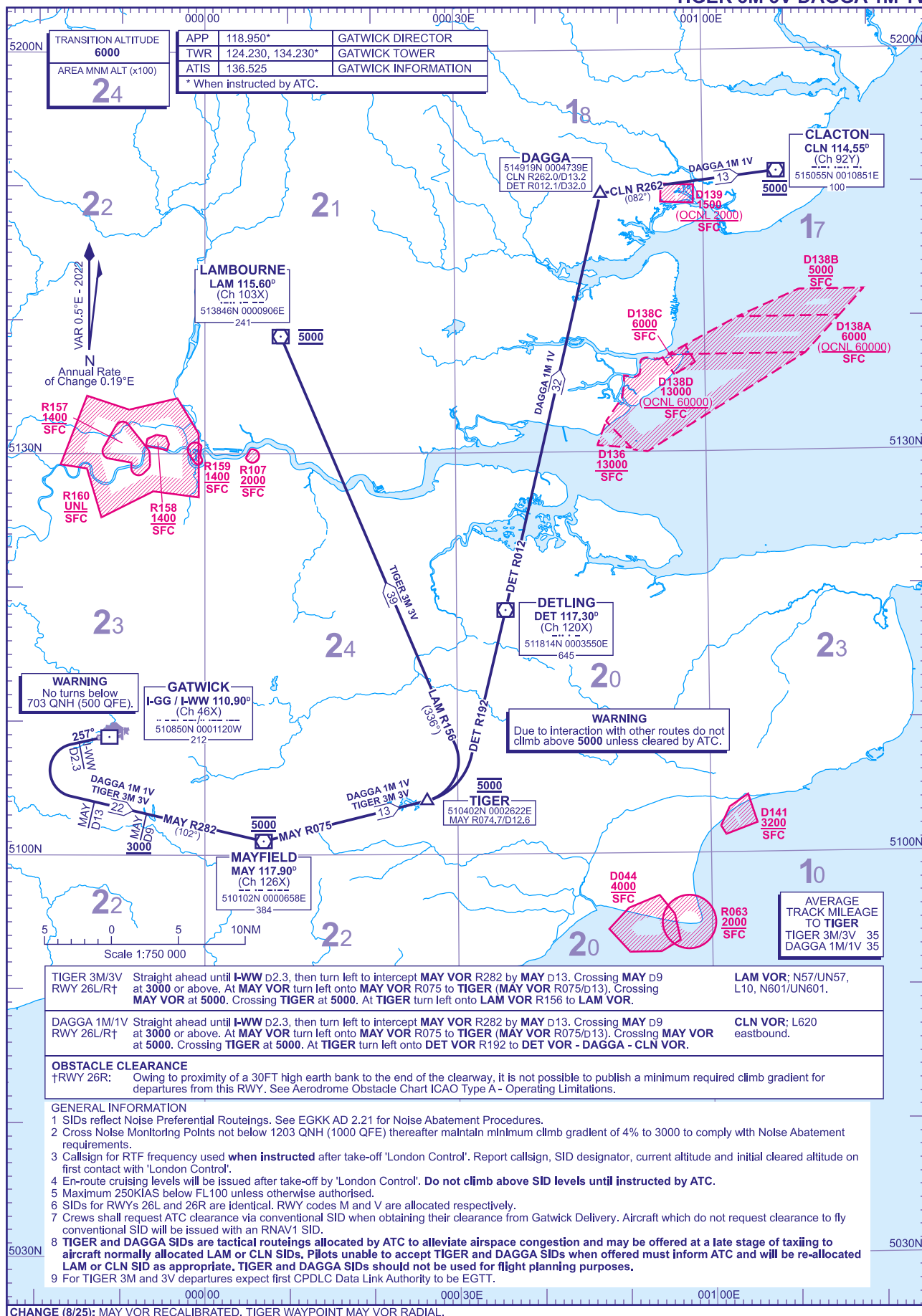
AD 2-EGKK-6-15

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAODISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET

LONDON GATWICK

RWY 26L/R

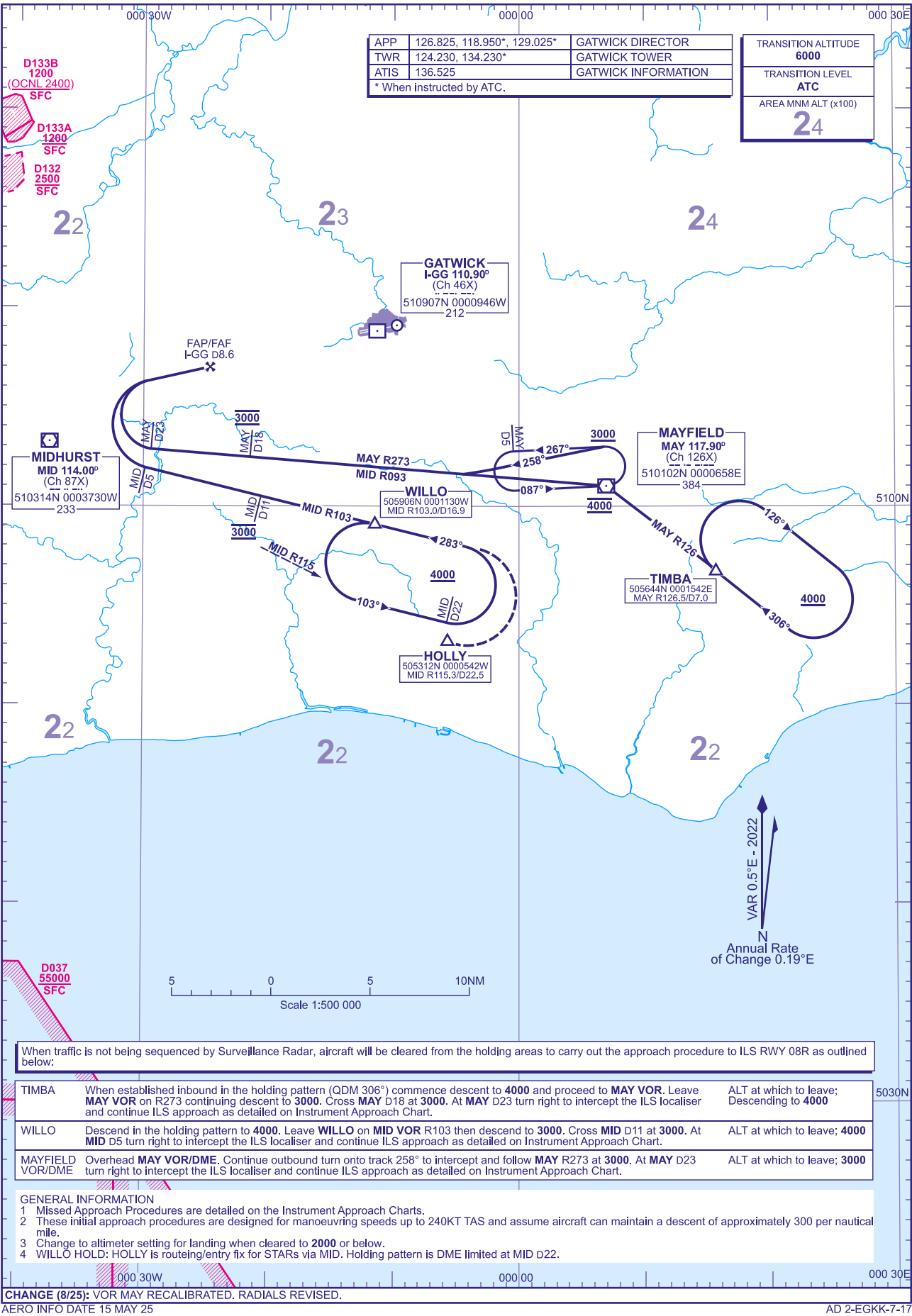
TIGER 3M 3V DAGGA 1M 1V



INITIAL APPROACH PROCEDURES
ILS RWY 08R Without Radar Control

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

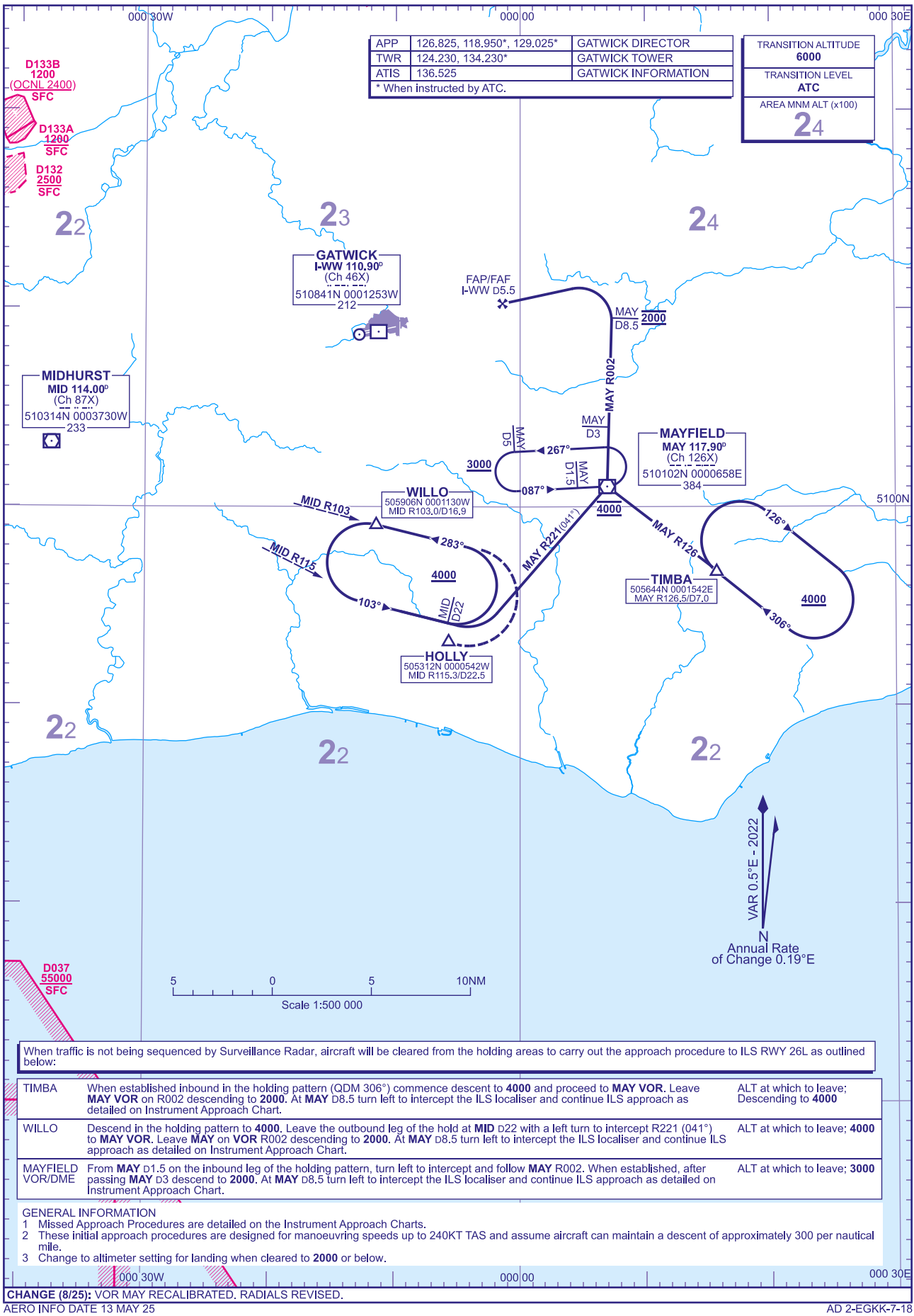
LONDON
GATWICK



INITIAL APPROACH PROCEDURES
ILS RWY 26L Without Radar Control

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

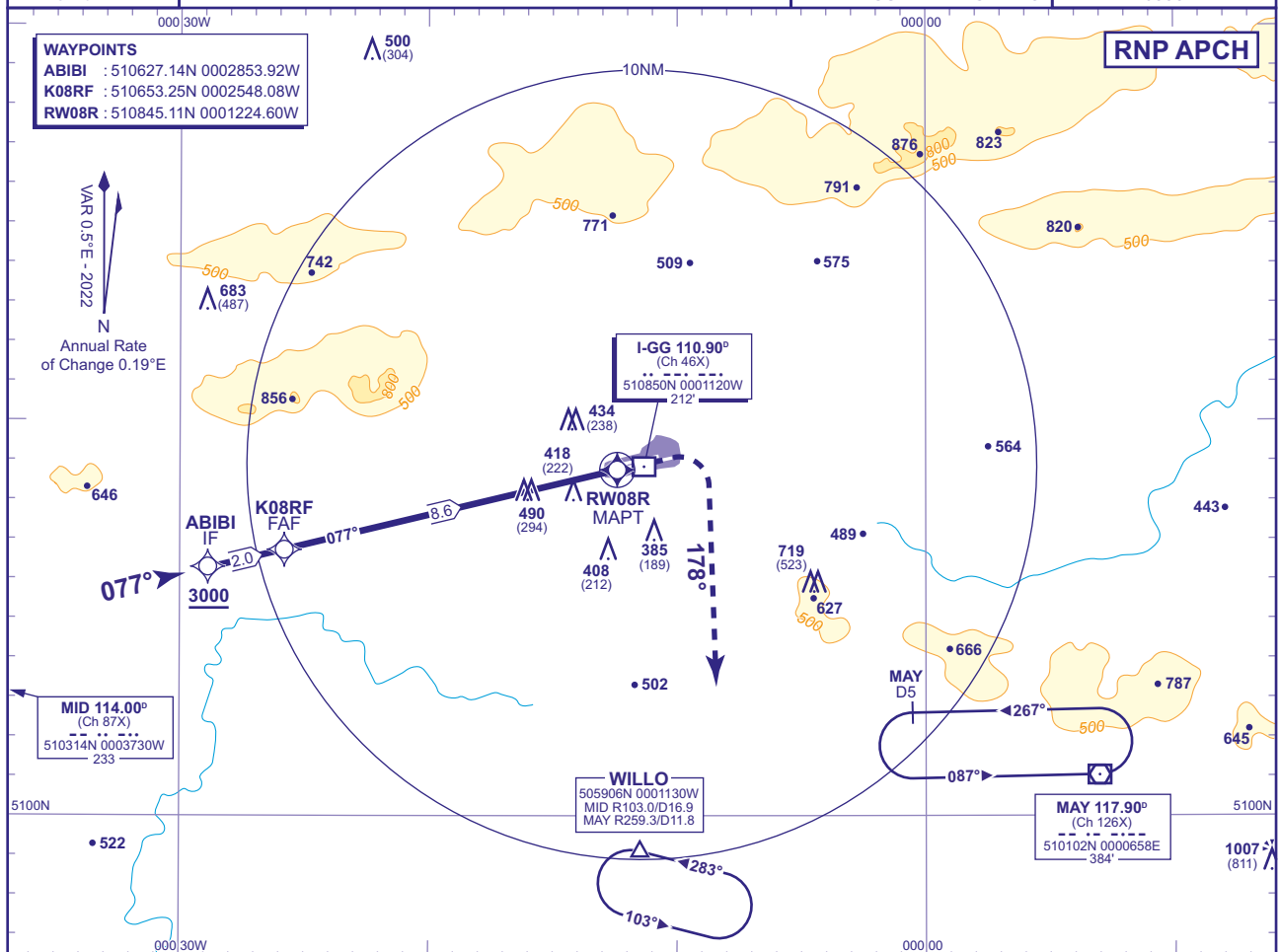
LONDON
GATWICK



LONDON GATWICK

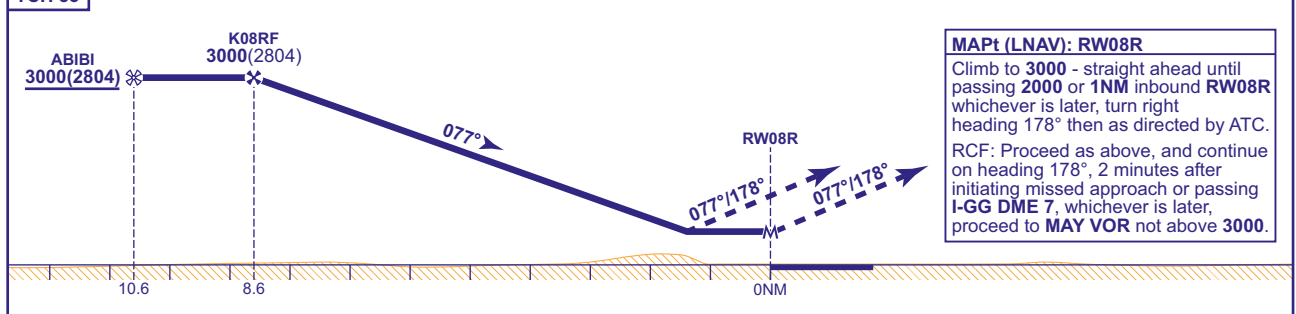
RWY 08R
(ACFT CAT A,B,C,D)

<div><div><div><div><div>090°</div><div>270°</div><div>360°</div><div>030°</div></div><div><div>22</div><div>23</div><div>21</div><div>20</div></div></div></div><div>MSA 25NM ARP</div></div>	APP 126.825, 118.950, 129.025	GATWICK DIRECTOR	AD ELEVATION 203	<div><div>RNP</div><div>RWY 08R</div><div>(ACFT CAT A,B,C,D)</div></div>
	TWR 124.230, 134.230, 121.500*	GATWICK TOWER (*Emergency)	THR ELEVATION 196	
	121.805	GATWICK GROUND	OBSTACLE ELEVATION 1007 AMSL (811) (ABOVE THR)	
	ATIS 136.525	GATWICK INFORMATION		
			MIN TEMP -10°C	
			TRANSITION ALTITUDE 6000	



RECOMMENDED PROFILE VNAV - VERTICAL PATH ANGLE 3.0° (LNAV 5.24%), 318FT/NM							
NM to RW08R	8	7	6	5	4	3	2
ALT(HGT)	2800(2604)	2480(2284)	2160(1964)	1840(1644)	1520(1324)	1200(1004)	880(684)

TCH 53



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	LNAV/VNAV	700(504)	700(504)	700(504)	700(504)		FT/MIN	850	740	640	530	420
	LNAV	740(544)	740(544)	740(544)	740(544)							
VM(C)OCA (OCH/AAL)	Total Area	800(597)	800(597)	1020(817)	1120(917)							

NOTE 1 Pilots should 'Request RNP Approach' on first contact with Gatwick Director.
2 Aircraft will be radar vectored to ABIBI.
3 In the event of radio communications failure, follow conventional arrival procedures to establish on final approach course.
4 See AD 2-EGKK-8-9 for data coding tables.
5 An early initiation of the missed approach may require pilot intervention with the RNP system in order to comply with the 1NM inbound turn initiation point.
6 The missed approach reverts to conventional navigation after passing **2000**.

CHANGE (8/25): MID/MAY VOR RECALIBRATED. WILLO HOLD REVISED.

LONDON GATWICK

RNP

RWY 08L

(ACFT CAT A,B,C,D)

MIN TEMP -10°C

TRANSITION ALTITUDE
6000

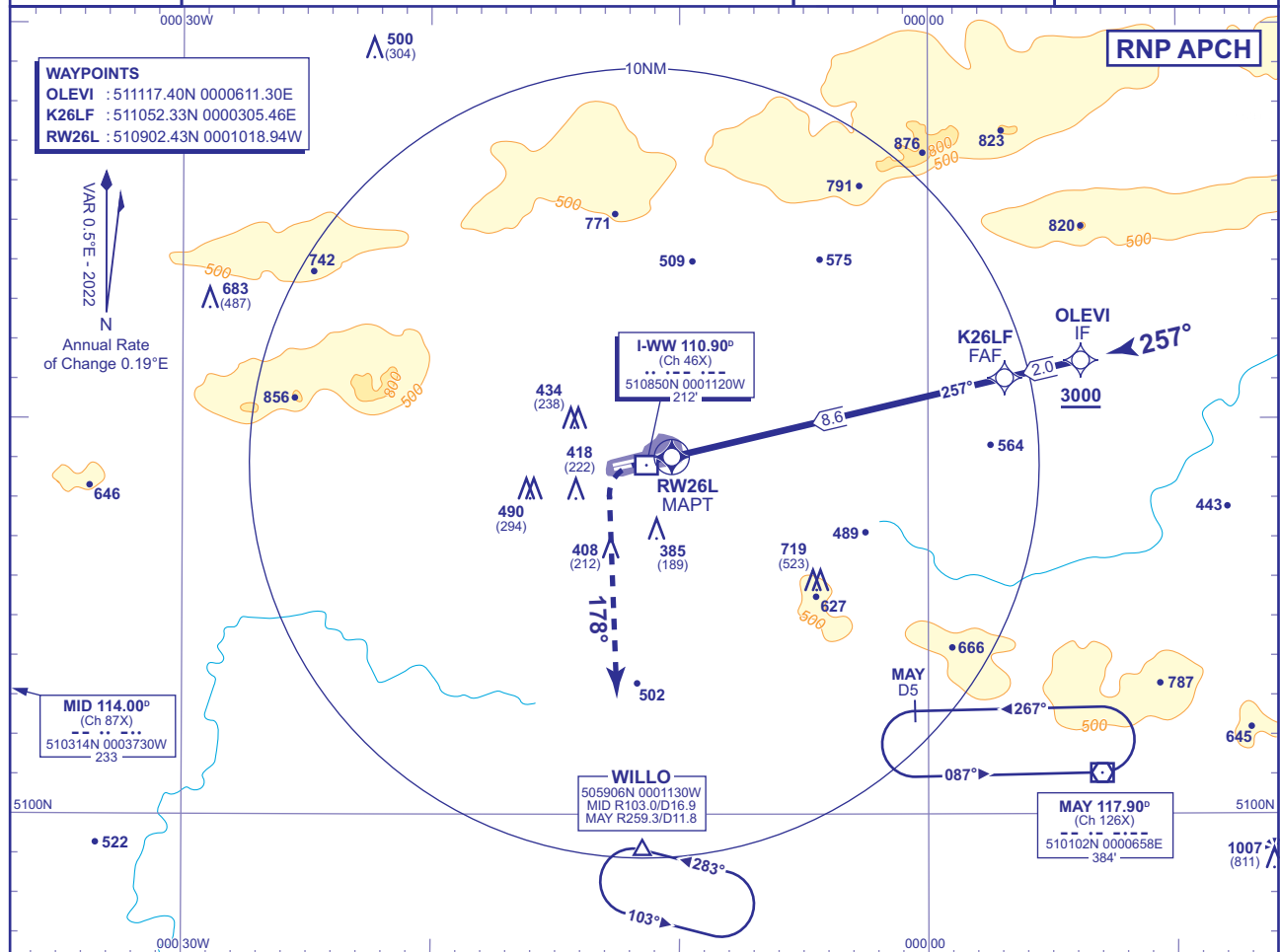


LONDON GATWICK

RWY 26L
(ACFT CAT A,B,C,D)

APP	126.825, 118.950, 129.025	GATWICK DIRECTOR	AD ELEVATION 203
TWR	124.230, 134.230, 121.500*	GATWICK TOWER (*Emergency)	THR ELEVATION 196
	121.805	GATWICK GROUND	OBSTACLE ELEVATION
ATIS	136.525	GATWICK INFORMATION	1007 AMSL (611) (ABOVE THR)
			BEARINGS ARE MAGNETIC

MIN TEMP -10°C
TRANSITION ALTITUDE 6000



NM to RW26L	8	7	6	5	4	3	2
ALT(HGT)	2790(2594)	2480(2284)	2160(1964)	1840(1644)	1520(1324)	1200(1004)	880(684)

Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	LNAV/VNAV	580(384)	580(384)	580(384)	580(384)		FT/MIN	850	740	640	530	420
	LNAV	610(414)	610(414)	610(414)	610(414)							
VM(C)OCA (OCH,AAI)	Total Area	800(597)	800(597)	1020(817)	1120(917)							

6 The missed approach reverts to conventional navigation after passing 2000.

AD 2-EGKK-8-7

INSTRUMENT APPROACH CHART - ICAO

LONDON GATWICK

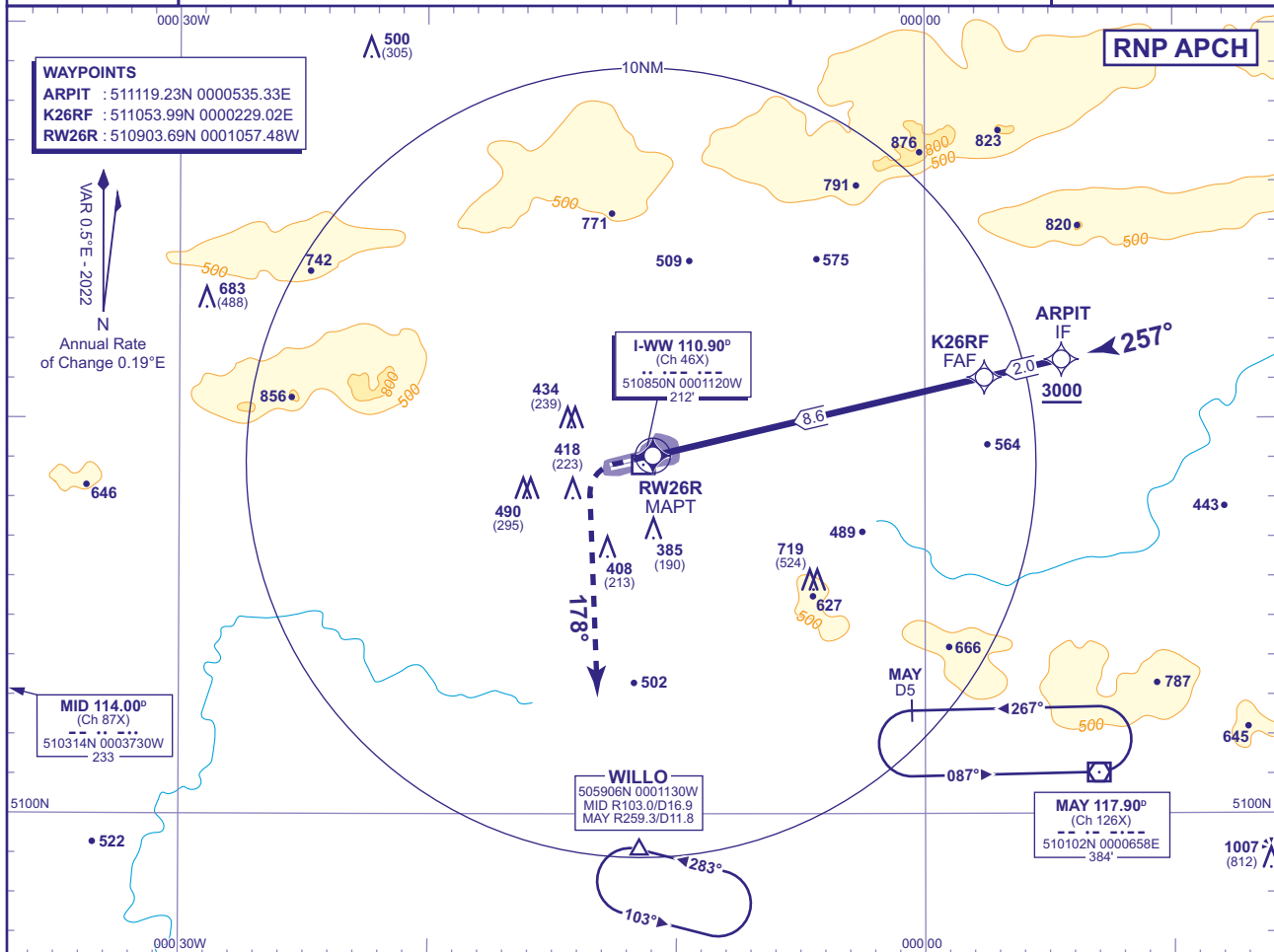
RNP

RWY 26R

(ACFT CAT A,B,C,D)

APP	126.825, 118.950, 129.025	GATWICK DIRECTOR	AD ELEVATION	203
TWR	124.230, 134.230, 121.500*	GATWICK TOWER (*Emergency)	THR ELEVATION	195
	121.805	GATWICK GROUND	OBSTACLE ELEVATION	
ATIS	136.525	GATWICK INFORMATION	1007 AMSL (612) (ABOVE THR)	
			BEARINGS ARE MAGNETIC	

MIN TEMP -10°C
TRANSITION ALTITUDE
6000



RECOMMENDED PROFILE VNAV - VERTICAL PATH ANGLE 3.0° (LNAV Gradient 5.24%), 318FT/NM

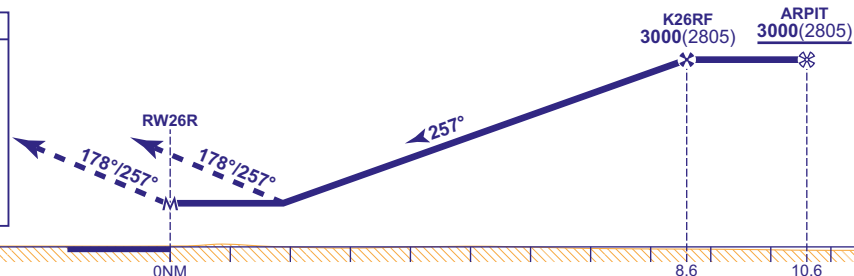
NM to RW26R	8	7	6	5	4	3	2
ALT(HGT)	2790(2595)	2470(2275)	2160(1965)	1840(1645)	1520(1325)	1200(1005)	880(685)

TCH 50

MAPt (LNAV): RW26R

Climb to **3000** - straight ahead until passing **2000** or **1NM** inbound **RW26R** whichever is later, turn left heading **178°**, then as directed by ATC.

RCF: Proceed as above, and continue on heading 178°, 2 minutes after initiating missed approach or passing **I-WW DME 7**, whichever is later, proceed to **MAY VOR** not above **3000**.



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	LNAV/VNAV	850(655)	850(655)	850(655)	900(705)		FT/MIN	850	740	640	530	420
	LNAV	850(655)	850(655)	850(655)	900(705)							
VM(C)OCA (OCH AAL)	Total Area	800(597)	800(597)	1020(817)	1120(917)							

NOTE 1 Pilots should 'Request RNP Approach' on first contact with Gatwick Director.

2 Aircraft will be radar vectored to ARPIT.

3 In the event of radio communications failure, follow conventional arrival procedures to establish on final approach course.

4 See AD 2-EGKK-8-9 for data coding tables.

5 An early initiation of the missed approach may require pilot intervention with the RNP system in order to comply with the 1NM inbound turn initiation point.

6 The missed approach reverts to conventional navigation after passing **2000**.

CHANGE (8/25): MID/MAY VOR RECALIBRATED. WILLO HOLD REVISED.

AERO INFO DATE 23 MAY 25

AD 2-EGKK-8-8

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/DME	IAA	40X 110.300 MHz	HO	512843.84N 0002732.51W	99 FT	(RWY 09L) On AD. DME freq paired with ILS I-AA and I-RR. Zero range is indicated at THR of Runway 09L and 27R.
VOR/DME 0.59°E (2022) 1.1°E (2024)	BIG	98X 115.100 MHz	H24	511951.15N 0000205.32E	589 FT	VOR DOC: 20 NM/50,000 FT (30 NM/50,000 FT in Sector R259-314 and 45 NM/50,000 FT in Sector R314-344). DME DOC: 60 NM/50,000 FT (125 NM/50,000 FT in Sector R284-044 and 100 NM/50,000 FT in Sector R044-134). Due to terrain, coverage at low level is reduced in Sector R114-219. In addition DME unlocks may occur in Sector R004-039 at ranges up to 25 NM.
VOR/DME 0.61°E (2022) 1.1°E (2025)	LAM	103X 115.600 MHz	H24	513845.69N 0000906.13E	241 FT	VOR DOC: 30 NM/50,000 FT (40 NM/50,000 FT in Sectors R064-099, R139-174 and R249-289). DME DOC: 40 NM/50,000 FT (110 NM/50,000 FT in Sector R314-134).
VOR/DME 0.78°E (2022) 1.2°E (2023)	DET	120X 117.300 MHz	H24	511814.41N 0003550.19E	645 FT	VOR DOC: 20 NM/50,000 FT (35 NM/50,000 FT in Sector R289-029 and 45 NM/50,000 FT in Sector R249-289). DME DOC: 60 NM/50,000 FT.
VOR/DME 0.40°E (2022) 1.0°E (2024)	MID	87X 114.000 MHz	H24	510314.23N 0003730.01W	233 FT	VOR DOC: 20 NM/50,000 FT (35 NM/50,000 FT in Sector R354-164). DME DOC: 60 NM/50,000 FT (100 NM/50,000 FT in Sector R239-359).
VOR/DME 0.65°E (2022) 1.4°E (2025)	MAY	126X 117.900 MHz	H24	510101.86N 0000658.04E	384 FT	VOR DOC: 20 NM/25,000 FT (30 NM/25,000 FT in Sector R259-329 and 35 NM/25,000 FT in the Sector R059-094). DME DOC: 40 NM/25,000 FT (60 NM/25,000 FT in Sector R104-164). Due to terrain, coverage at low level is reduced in Sector R314-039.
VOR/DME 0.36°E (2022) 0.7°E (2023)	BNN	84Y 113.750 MHz	H24	514334.19N 0003259.10W	558 FT	VOR DOC: 20 NM/50,000 FT (30 NM/50,000 FT in Sector R329°-084° and 40 NM/50,000 FT in Sector R084°-119°). DME DOC: 60 NM/50,000 FT.

EGLL AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

- a) Use governed by regulations applicable to the London CTR.
- b) The following conditions and procedures apply to single-engined and light twin-engined aircraft not fully equipped with radio apparatus (including ILS receiver) as specified at GEN 1.5 but carrying at least the VHF RTF frequencies to permit communication with London (Heathrow) Airport Approach/Director/Radar, Tower and Ground Movement Control:
 - i. The flight must be made on a VFR or Special VFR clearance under the weather conditions and along the routes specified in the EGLL AD 2.22, paragraph 12.
 - ii. The first VHF RTF communication with Approach Control must include the words 'Customs required' if the flight is an international one.
- c) An operator which has not operated a scheduled service or a series charter service from Heathrow prior to 1 November 1992 shall only be permitted to commence a scheduled service or a series charter service from Heathrow to a destination which was not served from the airport by any operator in the twelve months prior to 1 November 1992 if any jet aircraft to be used meets the requirements ICAO Annex 16, Chapter 3.
- d) When applying for permission to commence a service falling within the terms of this Condition, documents attesting that jet aircraft comply with Chapter 3 Noise certification standards must be produced. If these documents are not produced the aircraft will be regarded as a non Chapter 3 aircraft.

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- e) All flights are at all times subject to PPR within the terms of the Heathrow Rule 1 Traffic Distribution Rules 1991. The filing of a flight plan with NATS or receipt of an ATC clearance does not constitute permission to use London Heathrow.
- f) Availability: H24, subject to the approval of the Director of Operations, Heathrow Airport Ltd, and the acceptance of the flight by the coordinator (Airport Co-ordination Ltd). For the purposes of this paragraph, Scheduled Flights shall mean: commercial passenger flights; commercial all-cargo flights; positioning flights to operate a planned commercial service or to undergo essential maintenance; ambulance flights; other non-commercial flights operated in support of commercial operations including but, not limited to, air tests, training flights, technical stops. Subject to paragraph (g), the airport may not be used by aircraft other than those engaged on Scheduled Flights unless:
 - i. prior written permission and a clearance number for each flight is obtained from the Director of Operations, Heathrow Airport Limited; and
 - ii. a slot has been obtained in advance of each movement from the airport co-ordinator.

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.

Both applications must include the following information.

- 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.

Use is also subject to limitations imposed by Night Noise Restrictions (see current supplements).

- g) For the purposes of this paragraph (g), 'General or Business Aviation' shall mean any air traffic not falling into any of the following categories:
 - i. Scheduled Flights (as defined in paragraph (f));
 - ii. Air-Taxi Services which shall mean: non-scheduled air transport operations for hire or reward in the case of passenger air transport operations where the seating capacity of the aircraft used exceeds 10;
 - iii. Official Flights which shall mean: any traffic engaged on the King's flight or on flights operated primarily for the purpose of the transport of Government Ministers or visiting Heads of State or dignitaries from abroad.

Operators of General or Business Aviation aircraft may not operate at any time unless:

- i. they obtain prior written permission to do so from the Director of Operations, Heathrow Airport Limited; and
- ii. they obtain a slot in advance of each movement also from the airport co-ordinator; and
- iii. irrelevant of their time of arrival and departure, they operate the movement (departure and arrival) to the approved slot time.

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.
- 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.

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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 II/III;
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.
 5. Pilots of B747, B777, B787, A340, A350 and Code F aircraft are not permitted to route north on Taxiway Tango turning left on Taxiway Sierra facing west under power.
- iv. Code E taxiway-taxiway separation of 80 M is not met as follows: Taxiways Alpha-Bravo between Hotel and AY5.
- v. Code E taxiway to stand, or taxiway to object separation of 43.5 M is not met to the east of Taxiway Foxtrot between F1 and Taxiway Golf (42.5 - 43 M), and to the south of Taxiway Sierra between SY6 and Taxiway Z (37 M).
- vi. Code F taxiway to stand, or taxiway to object separation of 51 M is not met to the south of Taxiway Bravo (N) between stands 336 and 357 (49 M).
- vii. Taxiway Yankee between HANLI and Taxiway Alpha is restricted to aircraft with a maximum size of Code C.
- viii. Link 56 restricted to aircraft with a maximum size Code D.

c) Engine Ground Running

Accountability for the control of ground noise at Heathrow rests with Heathrow Airport Limited (HAL). Various restrictions regarding aircraft operations are related to the planning conditions (as amended) for Terminals 4 and 5. In addition, the running of Auxiliary Power Units is controlled.

i. Operations at Terminal 4

1. **Stands 401-403 and 429-432**, except in an emergency, **between 2330 (2230) and 0600 (0500)**; no use of aircraft engines shall be permitted to, from or onto these stands;
2. **Taxiway route 'S' east of 'V' apron or through 'Link 41' to S1 and reverse**. Aircraft are prohibited from accessing and departing from the terminal site by taxiing on the route above between 2330 (2230) and 0600 (0500) except in an emergency or as a consequence of essential maintenance work on the alternative access routes.

ii. **Operations at Terminal 5**

Between 2330 (2230) and 0600 (0500):

1. Aircraft arriving at Terminal 5 and those scheduled to depart in that period, will use stands closest to the centre of the site in preference to outer stands;
2. Taxiing operations to the north and south of the T5 application site will be restricted to inner taxiways only, except in an emergency or for the maintenance of the runway and taxiway system.

iii. **Hierarchy of power sources**

The following hierarchy of power sources must be followed:

1. FEGP - to be used whenever supplied and serviceable;
2. GPU - only to be used when FEGP is not supplied or the unit is unserviceable;
3. APU - only to be used when neither FEGP nor GPU is supplied or both units are unserviceable.

iv. **Auxiliary Power Units (APU) procedures**

1. APU must be shut down at the earliest opportunity on arrival on stand.
2. APUs are not permitted to be used between 2330-0600 (2230-0500) on:

Cargo Area stands 601-609 and 614-616;

Stands 401-403 and 429-432, except in an emergency.

3. No APU is to be left running unless either a qualified person is in attendance or the APU has both an auto-shut down and auto-extinguishing facility.

v. **Restrictions on the use of APUs are:**

	Before Estimated Time of Departure - start	Arrival terminating operation - shut down
Narrow Body Aircraft	No more than 15 minutes †	10 minutes after arrival on stand †
Wide Body Aircraft (B747, B767, B777, B787, MD11, A300, A310, A330, A340)	No more than 30 minutes †	10 minutes after arrival on stand †
A380	No more than 60 minutes †	15 minutes after arrival on stand †

† Exemptions to these restrictions are:

1. When the aircraft is scheduled to be towed, the APU may be started if no other external power source is available but no earlier than 10 minutes prior to the planned movement.
2. When the planned towing movement as specified under 1 is delayed due ATC, then the APU may be left running.
3. Where no fourth FEGP plug is available on stand, A380 aircraft are permitted to use a GPU to support FEGP usage.
4. If the ambient cabin temperature is too high and the PCA (Pre-conditioned Air) is unable to bring the temperature to a desired value after an extended period of use, or the PCA cannot be used/is not available, such as during a strong wind warning (as promulgated through AOP (Airport Operations Plan) and the Airport Community Apps). APU may be used 30 minutes before ETD for Narrow-bodied Aircraft.
5. If the ambient cabin temperature is too high and the PCA is unable to bring the temperature to a desired value after an extended period of use, or the PCA cannot be used/is not available, such as during a strong wind warning (as promulgated through AOP and the Airport Community Apps). APU may be used 55 minutes before ETD for Wide-bodied Aircraft (Except for A380).
6. If the ambient cabin temperature is too high and the PCA is unable to bring the temperature to a desired value after an extended period of use, or the PCA cannot be used/is not available, such as during a strong wind warning (as promulgated through AOP and the Airport Community Apps). APU may be used 90 minutes before ETD for A380.

- vi. If an Airline wishes to make use of the Engine Ground Run pens they should contact British Airways maintenance control on 020-8513 0880. Requests will only be accepted when there is spare capacity.

d) **Runway Crossing Procedure (Runway 09R/27L)**

- i. Aircraft and vehicles which are required to cross active runways will be issued instructions by the Ground Movement Controller, which will include a holding point as a clearance limit, at which the aircraft or vehicle will be required to hold short of the active runway.
- ii. When reaching the clearance limit specified in the taxiing instructions, the aircraft or vehicle will be instructed to change frequency to that of the Air Controller of the appropriate runway.
- iii. After crossing the runway and having reported 'runway vacated' with the Air Controller, the aircraft or vehicle will be instructed to revert to the GMC frequency for further clearance. In the absence of further clearance pilots should turn onto the first available taxiway and come to a stop.

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e) **Start-up Procedures**

i. General

1. ATC are responsible for clearance delivery as a separate function from Ground Movement Control (GMC). **Pushback approval must be obtained from GMC.** Pilots who wish to start engines on stand must request permission from GMC. Pushback approval includes permission to start engines during pushback.
2. Pilots are to report their aircraft type, stand number, QNH and the identification letter of the received ATIS information on first contact with 'Heathrow Delivery'.
3. All jet aircraft are to advise ATC if, for any reason, they are unable to accelerate after noise abatement procedures to 250 KT.
4. Any jet aircraft with a minimum clean speed of greater than 250 KT must inform Heathrow Delivery.
5. In Terminal 5 only (T5A, T5B, T5C and T5D Stands 501-596), Ramp Information Display System (RIDS) screens are situated in proximity to the head of stand area. The information provided on each screen will be unique to the flight on stand at any given time and will provide turnaround status information to the flight crew. The screens are for **information only and are not to be mistaken for Visual Docking Guidance System (VDGS).**

ii. **Airport - Collaborative Decision Making (A-CDM)**

1. TOBT/TSAT

(aa) Pilots should take note of the **TSAT** which they receive from their AO/GH or ATC and comply with it;

(bb) **If TOBT or TSAT** can no longer be met, at any time, then TOBT must be updated by AO/GH;

(cc) Pilot should ensure that the flight is ready to depart at **TOBT (window of -5 to +5 minutes).**

2. Start Request - Heathrow Delivery

(aa) Pilot should report ready to Heathrow Delivery at **TOBT (window of -5 to +5 minutes);**

(bb) ATC will then **approve start** or in the case of a delay will **advise the TSAT;**

(i) Pilots to monitor the frequency from this point, as TSAT can improve up to TOBT;

(ii) Start approval will be issued, based on TSAT and the prevailing traffic situation;

(iii) Pilots will be informed of an ATC delay to TSAT in excess of 5 minutes.

(cc) If at **TOBT + 5 minutes** ATC have not received a start up request the aircraft may lose its position in the sequence.

(i) ATC will advise the pilot that a new TOBT is required;

(ii) Once the new TOBT is entered the flight will be re-sequenced according to a new TOBT, with a subsequent delay;

(iii) The aircraft will not be allowed to depart until a valid TOBT is entered and revised TSAT given and complied with.

3. Pushback Request - Heathrow Ground

(aa) Pushback/Start clearance must be requested from Ground no later than 5 minutes after being transferred from Delivery;

(bb) If unable to meet this constraint, the aircraft will not be allowed to pushback. A valid TOBT must then be issued by the AO/GH and ATC will then issue a revised TSAT.

4. Remote Holding Request

(aa) If an eligible AO is aware of a CTOT and wishes to take the delay on a taxiway rather than on the stand, then they should contact the Heathrow Operational Efficiency Cell on +44 (0)208-750 2636 to arrange it;

(bb) In this instance, the TSAT will be adjusted to allow the aircraft to be transferred to GMC earlier for the remote hold.

5. Aircraft De-icing Requirements.

(aa) Annually, Heathrow publishes an Aircraft De-icing Plan (HADIP). All airline operators should ensure that they have read and understood this document. A copy of the plan can be downloaded from www.heathrow.com/airside.

(bb) During periods of high demand for de-icing, Heathrow activates the A-CDM 'Winter Module' which includes aircraft de-icing rig allocation capability.

(cc) In order to request de-icing, pilots should follow their company's standard procedure. In accordance with Heathrow's de-icing plan, operators will enter the requirement for de-icing into A-CDM, which will ensure that de-icing resources are allocated appropriately. If the aircraft is to be de-iced remotely, operating companies will pass this information to pilots prior to push. Remote de-icing facility locations are shown on chart AD 2-EGLL-2-8.

(dd) When doors are closed and ready to commence de-icing on gate, pilots must call Heathrow Delivery stating "Ready for de-icing". This call must be made at +/- 5 minutes from TOBT.

(ee) Once de-icing on the gate is complete, pilots should call Heathrow Delivery again, stating 'De-icing complete, ready to push and start'.

(ff) Pilots who have been allocated a remote de-icing area should contact Heathrow Delivery, stating 'Ready to push and start for remote de-icing'.

6. Coordination with Eurocontrol NM.

A permanent and fully automatic data exchange with the Eurocontrol NM (Network Management) is established. This data transfer enables highly accurate early predictions of landing and departure times. Furthermore, this allows for more accurate and efficient calculation of the CTOT due to the use of local target take-off times.

The following system-to-system messages are used:

Messages sent by NMOC to Airport via Publish & Subscribe Service:

- Flight Plan Messages;
- Flight Data Messages.

Messages sent by Airport to the NMOC for arrival flights:

- General Arrival Planning Information Messages (G-API) - up to 48 hours before the flight.

Messages sent by Airport to the NMOC for departure flights:

- Predicted Departure Planning Information Messages (P-DPI) - up to 48 hours before the flight;
- Early Departure Planning Information Messages (E-DPI);
- Target Departure Planning Information Messages (T-DPI);
- ATC Departure Planning Information Messages (A-DPI);
- Cancel Departure Planning Information Messages (C-DPI).

The basic Eurocontrol NM procedures continue to apply.

These DPI and API messages include TOBT, TSAT, TTOT as well as information on the arrival or departure flights and airport resources. The Network Operation will consider these TTOT when updating flight profile in its system and will try to adjust the CTOT accordingly, if possible. With the introduction of P-DPI and G-API messages exchanged with NM Systems, those messages may impact the ATFM Network earlier than the start of A-CDM (EOBT-3h) and up to 48 hours before EOBT, and these data may be used for air traffic flow management (ATFM) purposes.

iii. Clearance Delivery

1. ATC departure clearances may be obtained by Voice RTF or Data link Departure Clearance Service (DCL) (via SITA or ARINC (623)).
2. Voice RTF

(aa) Between 0630 (0530) and 1400 (1300) and between 1500 (1400) and 2200 (2100), pilots may call for ATC clearance up to 15 minutes prior to being fully ready to push-back.

3. Datalink Departure Clearance Service (DCL) (via SITA or ARINC (623))

(aa) The DCL service is available from EOBT -25 until EOBT +15 minutes.

(bb) DCL Clearances will not be issued if requested later than EOBT +15 minute. Successful clearances must be ACCEPTED within 5 minutes of receipt or a 'Revert to voice' message will be received.

(cc) If any data errors are detected by the system or the controller a 'revert to voice' message will be received.

(dd) If the attempt to obtain a clearance is unsuccessful the aircraft should revert to voice RTF.

(ee) Further details of the DCL service may be obtained from ATC operations on + 44 (0)208-750 2621.

(ff) Regardless of clearance source, departing aircraft must report their aircraft type, stand number, QNH and the identification letter of the received ATIS information to 'Heathrow Delivery' when fully ready for pushback and start.

(gg) In strong crosswind conditions (crosswind component above 35 knots), pilots are requested to advise Ground Movement Planning, on start-up, of their aircraft crosswind limitations. This is to enable better tactical planning at the Runway Holding point and a more efficient departure rate. In those conditions, this requirement will be confirmed through ATIS broadcast and NOTAM (if sufficient time allows).

iv. RVR below 400 M

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When the RVR is below 400 M pilots are not to request start-up clearance until the reported RVR is equal to or greater than the appropriate value in the following table:

AIRCRAFT TAKE-OFF MINIMA	MINIMUM RVR FOR START-UP CLEARANCE
350 Metres RVR	300 Metres RVR
300 Metres RVR	250 Metres RVR
250 Metres RVR	200 Metres RVR
200 Metres RVR	150 Metres RVR
150 Metres RVR	150 Metres RVR
100 Metres RVR	100 Metres RVR
75 Metres RVR	75 Metres RVR

It is emphasised that these measures will apply only when the reported RVR is below 400 M and the co-operation of all pilots is sought in maintaining the safety level in low minima operations.

- v. During busy periods (normally following disruption), aircraft that are fully ready may be transferred to 'Heathrow Planning' prior to GMC. The 'Planning' controller will determine the order that start approvals are issued and will issue expected start times accordingly. Pushback approval must be obtained from GMC.

f) Push-back procedure

- i. Following push-back from cul-de-sac stands, all aircraft must be pulled forward to a minimum of 100 M from the blast screen (indicated by a painted mark on the taxiway centre-line) before disconnecting the tug. Due to exhaust fume ingestion within the buildings at the ends of each cul-de-sac, engine start-up must be delayed until the aircraft has reached the 100 M point. Pilots should be aware that, in order to maximise capacity within the Kilo (S) Cul-de-sac, push-back clearances provided by ATC may include reference to a numbered 'Tug Release Point' TRP 1, TRP 2 or TRP 3, which should be passed to ground crew along with the clearance. Ground handlers will understand these clearances and perform the push accordingly.
- ii. Before flight crew calls for push-back they must ensure that the tug driver is in the tug, ready to push, and able to listen to the communication with ATC.
- iii. Flight crews should only illuminate aircraft anti-collision lights following engine start or push back clearance from ATC.

g) Departures – Minimum Runway Occupancy Time

- i. On receipt of line-up clearance pilots should ensure, commensurate with safety and standard operating procedures, that they are able to taxi into the correct position at the hold and line up on the runway as soon as the preceding aircraft has commenced its take-off roll.
- ii. Pilots in receipt of a conditional line up clearance on a preceding departing aircraft (for example; **'ABC123 behind the departing Sky Train A330, line up Runway 27L behind'**) should remain behind the subject aircraft but may cross the runway holding point (subject to there being no illuminated red stop bar) and enter the runway upon receipt of the clearance. There is no requirement for the subject aircraft to have commenced its take-off roll before entering the runway. **Pilots must be aware that there may be a blast hazard as the aircraft on the runway applies power.**

Pilots in receipt of a conditional line up clearance on a preceding arriving aircraft (for example; **'ABC123, behind the landing Sky Train A330, line up Runway 27L behind'**) may cross the runway holding point (subject to there being no illuminated red stop bar) as soon as the landing aircraft has passed the runway entry point.

Pilots are advised that there is an increased risk of Runway Incursions when holding at N11 and NB11. Pilots may mistakenly believe that when on reaching the front of the queue, they have been given permission to line up in turn. Pilots are to be extra vigilant as to whether they have received a line-up clearance from ATC and seek confirmation where there is doubt.

- iii. Pilots who require to back-track the runway (including line up from N2W onto Runway 27L) must notify ATC prior to arrival at the holding point.
- iv. Whenever possible, cockpit checks should be completed prior to line up and any checks requiring completion whilst on the runway should be kept to the minimum required. Pilots should ensure that they are able to commence the take-off roll immediately take-off clearance is issued.
- v. Pilots not able to comply with these requirements should notify ATC as soon as possible once transferred to Heathrow Tower Departures Frequency.

h) Intersection Departures

- i. Runway 27R; A4; Runway 27L, N3 and S3, Runway 09R; N8 and N10 are **NOT**, for the purposes of wake turbulence, considered by ATC to be intersection departures.
- ii. Pilots in receipt of a conditional line up clearance holding at an intersection (for example; **'ABC123, behind the departing Sky Train from the full length, line up Runway 27L via NB3 behind'**) should remain behind the runway holding point until the subject aircraft has passed the intersection at which they are holding.

i) Reduced Engine Taxi

- i. Whenever operationally and safely feasible, all aircraft are requested to shut down as many engines as possible while taxiing and holding on the ground, **EXCEPT** in the following circumstances:

- aa. By any aircraft that is required to cross an active arrival runway;
 - bb. By any aircraft exiting T and turning west onto S, Link 44 and Link 42 due to jet blast;
 - cc. By B777 variants in G and H due to jet blast;
 - ii. Pilots who intend to execute Reduced Engine Taxi on departure **MUST** report their intention to Heathrow Delivery on first contact by data link or if not possible by RT. This is essential for safety and operational reasons.
- In the apron areas minimum engine power shall be used as far as possible, and use of reverse thrust for manoeuvring to and from a stand is not permitted.
- iii. Any aircraft with a CTOT should plan Reduced Engine Taxi to be ready for departure at CTOT - 5 minutes. This is essential for ATC sequencing.

3 CAT II/III OPERATIONS

- a) Runways 09R, 09L, 27R and 27L, subject to serviceability of the required facilities, are suitable for Category II and III operations.
- b) During Category II and 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. ATC Low Visibility Procedures will only be applied when the RVR is less than 600 M.
- c) The ILS on the departure runway will be turned off when the IRVR is greater than 250 M. Pilots requiring the ILS for departure when the IRVR is in the range 275 M to 550 M must inform Heathrow Delivery.
- d) Arriving Aircraft: Surface Movement Guidance and Control System (A-SMGCS) is normally available and all runway exits will then be illuminated. Pilots should select the first convenient exit.
- e) Pilots are to delay the call 'runway vacated' until the aircraft has completely passed the end of the green/yellow colour coded taxiway centre-line lights.
- f) When Low Visibility Procedures are in force a much reduced landing rate can be expected due to the requirement for increased spacing between arriving aircraft. In addition to the prevailing weather conditions, such factors as equipment serviceability may also have an effect on actual landing rates. For information and planning purposes, the approximate landing rates that can be expected are:

IRVR (M)	Expected landing Rate
Between 1000 and 600	34
Between 600 and 150	24
Less than 150	Less than 20

4 WARNINGS

- a) Pilots are warned, when landing on Runway 27R in strong southerly/south westerly winds, of the possibility of building-induced turbulence and large windshear effects.
- b) Similarly, Runway 27L arrivals may be affected by winds with a strong Northerly component. Building-induced turbulence may be experienced at the mid sections of each runway from winds with a strong Southerly, or strong Northerly component.
- c) Electricity pylons running on a line NE/SW and 2.6 NM W from ARP at 182 FT AAL/262 FT AMSL.
- d) Paramotor activity at Elm Farm, within the London CTR. Activity is restricted to 1000 FT AMSL within a circle of radius of 0.75 NM centred on 512151.00N 0001929.00W.
- e) Model aircraft club activity within Heathrow FRZ. Activity is restricted to 475 FT AMSL within a radius of 0.16 NM centred on 512915.5N 0002459.79W.
- f) Model aircraft club activity within Heathrow FRZ. Activity is restricted to 292 FT AMSL. The area of operation of the Small Unmanned Aircraft (SUAs) will be contained in a semi-circle of radius 0.157 NM radiating to the north, with the straight-line end points being located at 512923.9N 0002657.3W and 512922.5N 0002645.1W.
 - g) Cranes operating within an area bounded by co-ordinates:
513026N 0002321W - 513028N 0002327W - 513027N 0002329W - 513029N 0002328W.
Maximum elevation restricted to 328 FT AMSL. Height 223 FT AGL. Cranes will have obstruction lighting.

5 HELICOPTER OPERATIONS

- a) General
 - i. Normal Flight Priority (defined in CAP 493 Manual of Air Traffic Services) helicopter arrivals, departures and overflights of Heathrow are only permitted on a VFR clearance provided that the Heathrow reported visibility is 5 KM or greater and the reported cloud ceiling 1500 FT or greater.
 - ii. Special VFR helicopter overflights, along with arrivals and departures via H9 south of Heathrow, are permitted provided that the Heathrow reported visibility is 2 KM or greater and cloud ceiling 600 FT or greater. SVFR helicopter overflights, arrivals and departures are normally restricted to High Flight Priority (A-E) helicopters.
 - iii. Helicopter operations at Heathrow commence and terminate at Sipson to the north and Bedfont or Feltham to the south. Helicopters must hold at these points unless instructed otherwise by ATC. See chart AD 2-EGLL-4-1.
 - iv. Whilst holding at Sipson or Feltham, helicopters are separated for both ATC and wake turbulence purposes from fixed wing aircraft landing on, departing from, or executing missed approaches to all runways.
 - v. When the meteorological conditions exist for VFR flight (detailed in (i)), helicopters approaching the airfield from the south will be held at Bedfont. These helicopters will be separated for wake turbulence but pilots must remain in visual contact with aircraft on approach to 27L. Pilots are warned that missed approach aircraft will turn left at 1000 FT AAL.

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- vi. When the meteorological conditions do not exist for VFR flight (detailed in (i)), helicopters may require IFR separation and will be held at Feltham to the south. Integration of this traffic will require an increased gap in the IFR arrival stream and the helicopter may incur a significant delay.
- vii. Helicopters are not to cross Heathrow below altitude 800 FT.
- viii. There are occasions when the departure runway is required for landing traffic. This will also incur extra delay as the helicopter crossing procedures cannot be carried out with aircraft inbound to both runways simultaneously.

b) Crossing procedures Runways 27L/R

- i. Helicopters will normally be instructed to cross the departure runway to the east of the threshold. See chart AD 2-EGLL-4-1.
- ii. When a suitable gap in the landing stream exists, ATC will pass traffic information on a fixed-wing landing aircraft and issue a crossing clearance behind. The helicopter will cross in the gap after the subject aircraft as close to the threshold as practicable and as expeditiously as possible. Once clear of the runway, route to the east of the departure runway and resume the route to Sipson/Bedfont as appropriate to hold, unless otherwise instructed by ATC.
- iii. Where the departure runway is crossed first, holding prior to crossing the landing runway will be permitted between the two main runways. For aircraft in a holding pattern, this operation must take place between the departure threshold and a line drawn east-west through the southern edge of the Virgin hangar. Chart AD 2-EGLL-4-1 refers. (The hangar has Virgin on all sides and is to the east of the fire training ground where the green 'aircraft' is sited). No helicopter is to cross this line until a clearance to cross the landing stream is received. Having crossed the landing runway route to Sipson/Bedfont as appropriate to hold, unless otherwise instructed by ATC.
- iv. In the event of a loss of communication, see paragraph e.

c) Crossing procedures Runways 09L/R

- i. The northbound route for helicopters is: Bedfont-Stanwell-West of Terminal 5-Longford-Sipson. See chart AD 2-EGLL-4-1.
- ii. If there is inbound traffic to 09R, helicopters will be instructed by ATC to route Bedfont-Stanwell. The pilot will be instructed to hold at Stanwell and will wait for a suitable gap in the approach. If there is no 09R inbound, helicopters will be routed Bedfont-Stanwell-hold West of Terminal 5. This operation is to take place between the departure threshold and a line drawn east-west through the mid-point of Terminal 5 main building. Chart AD 2-EGLL-4-1 refers. No helicopter is to cross this line until a clearance to cross the 09L landing stream is received. When a suitable gap in the 09L landing stream exists, ATC will pass traffic information on a fixed-wing aircraft and issue a crossing clearance behind. The helicopter will cross in the gap as close to the runway threshold as possible. Once clear of the landing stream, route Longford-Sipson to hold, unless otherwise instructed by ATC.
- iii. The southbound route for helicopters is: Sipson-Longford-West of Terminal 5-Stanwell-Bedfont. See chart AD 2-EGLL-4-1.
- iv. Helicopters will be instructed by ATC to route Sipson-Longford to hold. When a suitable gap in the 09L landing stream exists, ATC will pass traffic information on a fixed-wing landing aircraft and issue a crossing clearance behind. The helicopter will cross in the gap as close to the runway threshold as possible (this may be before Longford) and as expeditiously as possible. Once south of the runway the helicopter will route to the west of Terminal 5 and re-join the route; West of Terminal 5-Stanwell-Bedfont (and must remain west of 09R). If there is inbound traffic on the approach of 09R no clearance will be issued beyond Longford. On completion of the route, hold at Bedfont unless instructed otherwise by ATC.
- v. Longford and Stanwell are separated for both wake vortex and ATC visual separations only. Whilst helicopters are transiting between Bedfont and Sipson and vice versa, traffic information will be passed to fixed-wing aircraft for the relevant runway.
- vi. In the event of a loss of communication, see paragraph e.

d) Landing and Departing Procedures.

- i. All helicopters to and from Heathrow are subject to **PPR**.
- ii. Inbound and outbound helicopters will routinely use the helicopter aiming point (HAP). Procedures to/from the HAP are visual to/from Bedfont. If prevailing weather conditions do not permit this, see Paragraph a (ii), Feltham will be used and standard separation will apply.
- iii. If inbound from/outbound to the north, the helicopter will be instructed by ATC to cross both runways from/to Bedfont or Feltham, see paragraphs b or c.
- iv. When instructed to route to the HAP from Bedfont or Feltham, or vice versa, remain south of 27L/09R at all times.
- v. A 4 minute wake vortex separation exists for all helicopter movements to/from the HAP subsequent to any A380 departures to/from 27L/09R.
- vi. The helicopter aiming point is located on the taxiway area east of Link 43. It is marked with an 18 M sided triangle with a conventional 'H'. This aiming point is lit and available for use throughout operational hours. The take-off and climb surface has been protected to 8% to the east and west of the aiming point (see Chart AD 2-EGLL-4-1). Pilots are advised of the presence of a radar tower located on grass area 170 M east of the aiming point. Tower height 31 FT AAL/107 FT AMSL.
- vii. Caution must be exercised when using this aiming point which is on a live taxiway.
- viii. Helicopters alighting at the aiming point will ground or air-taxi to the parking areas as directed by ATC.

e) Loss of Communications Procedures

- i. If no onward clearance has been received before reaching, or when holding at, Sipson or Bedfont, **reverse track and leave the CTR** via: H2-H10-Cookham if approaching **Sipson** or H9 if approaching **Bedfont**. **Do not attempt to cross London Heathrow Airport.**
- ii. For helicopters overflying or landing at London Heathrow Airport.

1. Between Sipson and Bedfont:

aa if the landing runway has already been crossed, cross the departure runway downwind of the threshold, exercising extreme caution with regard to possible landing traffic; **and leave the CTR via H2-H10-Cookham or H9** to the south as appropriate.

bb if the departure runway has been crossed, with instructions given to hold at the Virgin hangar or West of Terminal 5 to, **reverse track** and to cross the departure runway downwind of the threshold, exercising extreme caution with regard to the possibility of landing traffic; and **leave the CTR via H2-H10-Cookham or H9** to the south as appropriate.

2. If landing at London Heathrow Airport by day or night, and having crossed the runways, if necessary as detailed above:

aa **Proceed to hold at Bedfont;**

bb **Wait for the Helicopter Aiming Point to illuminate;**

cc **Land with caution and await Leader vehicle escort.**

Note: the selection of squawk 7600 will alert Air Traffic Control to your RTF failure.

6 USE OF RUNWAYS

a) Preferential Runway System

- i. In weather conditions when the tail wind component is no greater than 5 KT on the main Runway 27R and 27L, these runways will normally be used in preference to Runways 09R and 09L, provided the runway(s) surface is dry.
- ii. Pilots who ask for permission to use the runway into wind when, in accordance with these procedures, Runway 27R or 27L are in use, should understand that their arrival or departure may be delayed.

b) Runway Vacation Guidelines

i. Arrivals – Minimum Runway Occupancy Time

Pilots are reminded that rapid exit from the landing runway enables ATC to apply minimum spacing on final approach, thereby achieving maximum runway utilisation and minimising the occurrence of missed approaches. All arrivals are to ensure that they are fully vacated before stopping.

- ii. **Aircraft lands but cannot contact Heathrow Ground due to RTF congestion:** In this case the pilot should completely vacate the landing runway and taxi into the first taxiway available. The pilot should then hold position until contact with GMC can be established.

iii. A380 should plan to vacate at:

RWY 09L - TWY A6;
RWY 09R - TWY S4E and N4E;
RWY 27L - TWY S6 and N6;
RWY 27R - TWY A10E.

A380 unable to vacate at these exits shall inform approach on first contact.

Vacating beyond the following exits will infringe the localiser critical area. Except for safety reasons, A380 shall not vacate beyond:

RWY 09L - TWY A5;
RWY 09R - TWY S4E and N4E;
RWY 27L - TWY S6 and N7;
RWY 27R - TWY A11.

c) Aircraft Separation

i. Departures - Wake Turbulence Separation

Wake turbulence separations are applied in accordance with the RECAT-EU departure separations. The separations applied are described in EUROCONTROL document 'RECAT-EU European Wake Turbulence Categorisation and Separation Minima on Approach and Departure'. On departure, when in receipt of line up clearance, the pilot must inform ATC if greater wake turbulence separation than the minimum specified will be required behind the preceding aircraft. Failure to do so may result in additional delay.

- ii. In certain weather conditions 2.5 NM spacing may be applied on final approach. The conditions when this spacing may be utilised are:
 1. Visibility and cloud ceiling equal to or better than 10 KM and 1500 FT with a minimum recommended headwind component of approximately 10 KT.
 2. Runway Condition Code is 5 or 6.
 3. When aircraft involved in the procedure are being operated normally. It is the pilot's responsibility to inform ATC if they are operating their aircraft other than in the normal manner.
 4. Speed on final approach and 2.5 NM spacing from preceding traffic must be stabilised by 8 NM.

7 TRAINING

Not applicable

EGLL AD 2.21 NOISE ABATEMENT PROCEDURES

Notice under Section 78(1) of the Civil Aviation Act 1982

Whereas:

(1) By virtue of the Civil Aviation (Designation of Aerodromes) Order 1981 (a) Heathrow Airport – London is a designated aerodrome for the purpose of Section 78 of the Civil Aviation Act 1982 (b);

(2) the requirements specified in this notice appear to the Secretary of State to be appropriate for the purpose of limiting, or of mitigating the effect of, noise and vibration connected with the taking off or, as the case may be, landing of aircraft at Heathrow Airport – London;

Now, therefore, the Secretary of State, in exercise of the powers conferred on him by Section 78 (1) and (12) of the Civil Aviation Act 1982, by this notice published in the manner prescribed by the Civil Aviation (Notices) Regulations 1978 (c), hereby provides as follows:

1 This notice may be cited as the Heathrow Airport – London (Noise Abatement Requirements) Notice 2010 and shall come into operation on 1 July 2010.

2. The Heathrow Airport – London (Noise Abatement Requirements) Notice 2004 (d) is hereby revoked.

3 It shall be the duty of every person who is the operator of any aircraft which is to take off or land at Heathrow Airport – London to secure that, after the aircraft takes off or, as the case may be, before it lands at the aerodrome the following requirements are complied with:

1. After take-off the aircraft shall be operated in such a way that it is at a height of not less than 1000 FT AAL at 6.5 KM from start of roll as measured along the departure track of that aircraft.

2. The sites of the noise monitoring terminals relating to Heathrow Airport – London are:

Description	OS Co-ordinates	Elevation above aerodrome	Latitude	Longitude
Site 6: Thames Water, Wraysbury	TQ 0207 7502	-6 M	*512754N	0003155W
Site 19 (A): Colnbrook	TQ 0263 7693	-4 M	*512855N	0003124W
Site 18 (B): Poyle	TQ 0278 7647	-4 M	*512840N	0003117W
Site 17 (C): Horton	TQ 0219 7570	-6 M	*512816N	0003148W
Site 15 (D): Coppermill	TQ 0198 7478	-7 M	*512746N	0003200W
Site 14 (E): Wraysbury Reservoir (South)	TQ 0173 7399	-7 M	*512721N	0003214W
Site 11 (F): Hounslow West	TQ 1148 7605	-3 M	*512821N	0002347W
Site 12 (G): Hounslow Cavalry Barracks	TQ 1167 7561	-3 M	*512806N	0002337W
Site 10 (H): Hounslow Heath	TQ 1163 7495	-3 M	*512745N	0002340W
Site 13 (I): East Feltham	TQ 1168 7399	-4 M	*512714N	0002338W
Site 20 (J): Hounslow Cavalry Barracks North	TQ 1173 7577	-3 M	*512812N	0002334W
Site 21 (K): Hobbledown	TQ 1152 7466	-1 M	*512736N	0002346W

3. Subject to sub-paragraphs (5) and (6) below, any aircraft shall, after take-off, be operated in such a way that it will not cause more than 94 dBA L_{max} by day (from 0700 to 2300 hours local time) as measured at any noise monitoring terminal at any of the sites referred to in sub-paragraph (2) above.

4. Subject to sub-paragraphs (5) and (6) below, any aircraft shall, after take-off, be operated in such a way that it will not cause more than 89 dBA L_{max} by night (from 2300 to 0700 hours local time) **and** that it will not cause more than 87 dBA L_{max} during the night quota period (from 2330 to 0600 hours local time) as measured at any noise monitoring terminal at any of the sites referred to in sub-paragraph (2) above.

5. The limits specified in sub-paragraphs (3) and (4) above shall be adjusted in accordance with the following table in respect of any noise monitoring terminal at any of the sites referred to in the table in sub-paragraph (2) above to take account of the location of that terminal and its ground elevation relative to the aerodrome elevation.

Description	Adjustment dBA
Site 6	minus 0.3
Site 19 (A)	plus 2.3
Site 18 (B)	plus 4.8
Site 17 (C)	minus 0.3
Site 15 (D)	minus 0.6
Site 14 (E)	minus 1.0
Site 11 (F)	plus 0.9
Site 12 (G)	minus 0.1
Site 10 (H)	plus 1.2
Site 13 (I)	minus 0.3

Description	Adjustment dBA
Site 20 (J)	minus 0.2
Site 21 (K)	plus 1.5

6. For the purpose of determining an infringement of the limits specified in sub-paragraphs (3) and (4) above, if the aircraft was required to take-off with a tailwind, an amount of up to 2 dB of the noise recorded at the noise monitor should be disregarded. The amount to be disregarded shall be:

- 0.4 dB for a tailwind of up to 1 KT
- 0.8 dB for a tailwind exceeding 1 KT but not exceeding 2 KT
- 1.2 dB for a tailwind exceeding 2 KT but not exceeding 3 KT
- 1.6 dB for a tailwind exceeding 3 KT but not exceeding 4 KT
- 2.0 dB for a tailwind exceeding 4 KT.

For this purpose, tailwind is to be calculated from the wind data measured in the on-airfield anemometers and wind vanes according to the formula:

$(\text{windspeed} \times \cosine(\text{runway heading} - \text{wind direction})) \times -1$.

7. Where the aircraft is a jet aircraft, after passing the point referred to in sub-paragraph (1) above, it shall maintain a gradient of climb of not less than 4% to an altitude of not less than 4000 FT. The aircraft shall be operated in such a way that progressively reducing noise levels at points on the ground under the flight path beyond that point are achieved.

8. After the aircraft takes off from any runway specified in the first column of the following table, the aircraft shall follow the Noise Preferential Routeing Procedure specified in the third column of the table which relates to the ATC clearance previously given to the aircraft and specified in the second column of the table, whether flying in IMC or VMC:

a) Provided that nothing in this sub-paragraph (8) shall apply:

- to any propeller driven aircraft whose MTWA does not exceed 5700 KG; or
- during the period between 0600 and 2330 hours (local time), any propeller driven aircraft whose MTWA does not exceed 17000 KG or any Dash 7 aircraft.

Take-off Runway	ATC Clearance	Procedure	Take-off Runway	ATC Clearance	Procedure
27R	Via Compton	Straight ahead to intercept LON VOR R255 until LON D7, then turn right onto NDB WOD QDM 268°, then to CPT VOR.	27L	Via Compton	Straight ahead to intercept LON VOR R255 until LON D7, then turn right onto NDB WOD QDM 268°, then to CPT VOR.
	Via MAXIT	Straight ahead to intercept LON VOR R255. At LON D5 turn left onto BUR NDB QDR 161°. At LON D12 turn right onto MID VOR R010 and continue to MAXIT.		Via MAXIT	Straight ahead to intercept LON VOR R239. At LON D5.5 turn left onto BUR NDB QDR 161°. At LON D12 turn right onto MID VOR R010 and continue to MAXIT.
	Via Brookmans Park	Climb straight ahead to be established on BUR NDB QDM 297° by LON D4. At LON D6 turn right onto CHT NDB QDM 053°. At CHT NDB turn right onto BPK VOR R243 to BPK VOR.		Via Brookmans Park	Climb straight ahead to be established on BUR NDB QDM 297° by LON D3. At LON D6 turn right onto CHT NDB QDM 053°. At CHT NDB turn right onto BPK VOR R243 to BPK VOR.
	Via UMLAT	Climb straight ahead to be established on BUR NDB QDM 297° by LON D4. At LON D7 turn right onto BUR NDB QDR 356° (MID VOR R355), Continue to UMLAT.		Via UMLAT	Climb straight ahead to be established on BUR NDB QDM 297° by LON D3. At LON D7 turn right onto BUR NDB QDR 356° (MID VOR R355), Continue to UMLAT.
	Via Detling	Straight ahead to LON D2, then turn left onto NDB EPM QDM 136°, to EPM NDB, then continue on DET VOR R270 to DET VOR.		Via Detling	Straight ahead to I-LL D1, then turn left onto NDB EPM QDM 136°, to EPM NDB, then continue to DET VOR R270 to DET VOR.
	Via GOGSI	Straight ahead to intercept LON VOR R255 until LON D7, then turn right onto WOD NDB QDM 268°. Turn left at LON D13 to intercept SAM VOR R032, then to GOGSI.		Via GOGSI	Straight ahead to intercept LON VOR R255 until LON D7, then turn right onto WOD NDB QDM 268°. Turn left at LON D13 to intercept SAM VOR R032, then to GOGSI.
09L	Via Compton	Straight ahead to LON D1.5, then turn right onto NDB WOD QDM 281°, continue to CPT VOR.	09R	Via Compton	Straight ahead to LON D2, then turn right onto NDB WOD QDM 281°, continue to CPT VOR.

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Take-off Runway	ATC Clearance	Procedure	Take-off Runway	ATC Clearance	Procedure
	Via MODMI	Straight ahead to LON D1.5, then turn right onto LON VOR R124 until LON D3.5, then turn right onto MID VOR R025, continue to MODMI.		Via MODMI	Straight ahead to LON D2, then turn right onto LON VOR R124 until LON D3.5, then turn right onto MID VOR R025, continue to MODMI.
	Via Brookmans Park	Climb straight ahead to LON D1.5, then turn left onto track 050° to intercept LON VOR R070. Cross LON D10 and turn left onto BPK VOR R195, continue to BAPAG then BPK VOR.		Via Brookmans Park	Climb straight ahead to LON D2, then turn left onto track 050° to intercept LON VOR R070. Cross LON D10 and turn left onto BPK VOR R195, continue to BAPAG then BPK VOR.
	Via ULTIB	Climb straight ahead to LON D1.5, then turn left onto track 050° to intercept LON VOR R070, cross LON D10 and turn left onto BIG VOR R328. Continue to ULTIB.		Via ULTIB	Climb straight ahead to LON D2, then turn left onto track 050° to intercept LON VOR R070, cross LON D10 and turn left onto BIG VOR R328. Continue to ULTIB.
	Via Detling	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. Continue to DET VOR.		Via Detling	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. Continue to DET VOR.
	Via GASGU	Straight ahead to LON D1.5, then turn right onto LON VOR R124 until LON D5, then turn right onto OCK VOR R041. At OCK VOR turn right onto OCK VOR R253 to GASGU.		Via GASGU	Straight ahead to LON D2, then turn right onto LON VOR R124 until LON D5, then turn right onto OCK VOR R041. At OCK VOR turn right onto OCK VOR R253 to GASGU.

9. Where the aircraft is approaching the aerodrome to land it shall commensurate with its ATC clearance minimise noise disturbance by the use of continuous descent and low power, low drag operating procedures (referred to in Detailed Procedures for descent clearance in AD 2 paragraphs 3 and 4). Where the use of these procedures is not practicable, the aircraft shall maintain as high an altitude as possible. In addition, when descending on initial approach, including the closing heading, and on intermediate and final approach, thrust reductions should be achieved where possible by maintaining a 'clean' aircraft configuration and by landing with reduced flap, provided that in all the circumstances of the flight this is consistent with safe operation of the aircraft.

10. Subject to sub-paragraph (11) below:

- Between 0600 and 2330 hours (local time) where the aircraft is approaching Runway 27 (L or R) and is using the ILS in IMC or VMC it shall not descend on the glidepath below an altitude of 2500 FT (Heathrow QNH) before being established on the localizer, nor thereafter fly below the glidepath. An aircraft approaching without assistance from the ILS shall follow a descent path which will not result in its being at any time lower than the approach path that would be followed by an aircraft using the ILS glidepath, and shall follow a track to intercept the extended runway centre-line at or above 2500 FT.
- Between 2330 and 0600 hours (local time) where the aircraft is approaching runway 27 (L or R) and is using the ILS in IMC or VMC it shall not descend on the glidepath below an altitude of 3000 FT (Heathrow QNH) before being established on the localizer at not less than 10 NM from touchdown, nor thereafter fly below the glidepath. An aircraft approaching without assistance from the ILS shall follow a descent path which will not result in its being at any time lower than the approach path that would be followed by an aircraft using the ILS glidepath, and shall follow a track to intercept the extended runway centre-line at or above 3000 FT.
- Between 0700 and 2300 hours (local time) where the aircraft is approaching Runway 09 (L or R) and is using the ILS in IMC or VMC it shall not descend on the glidepath below an altitude of 2500 FT (Heathrow QNH) before being established on the localizer, nor thereafter fly below the glidepath. An aircraft approaching without assistance from the ILS shall follow a descent path which will not result in its being at any time lower than the approach path that would be followed by an aircraft using the ILS glidepath, and shall follow a track to intercept the extended runway centre-line at or above 2500 FT.
- Between 2300 and 0700 hours (local time) where the aircraft is approaching Runway 09 (L or R) and is using the ILS in IMC or VMC it shall not descend on the glidepath below an altitude of 3000 FT (Heathrow QNH) before being established on the localizer at not less than 10 NM from touchdown, nor thereafter fly below the glidepath. An aircraft approaching without assistance from the ILS shall follow a descent path which will not result in its being at any time lower than the approach path that would be followed by an aircraft using the ILS glidepath, and shall follow a track to intercept the extended runway centre-line at or above 3000 FT.

11. Nothing in sub-paragraph (10) above shall apply to any propeller driven aircraft whose MTWA does not exceed 5,700 KG.

12. Without prejudice to the provisions of sub-paragraphs (1) - (11) above, the aircraft shall at all times be operated in a manner which is calculated to cause the least disturbance practicable in areas surrounding the aerodrome.

13. The requirements set out in sub-paragraphs (1) - (12) above may at any time be departed from to the extent necessary for avoiding immediate danger or for complying with the instructions of an Air Traffic Control Unit.

4 In this notice, except where the context otherwise requires:

**LONDON HEATHROW
BROOKMANS PARK 7F 7G 6J 5K**

TRANSITION ALTITUDE
6000

AREA MNM ALT (x100)
23

TWR 118.505
ACC 118.825
ATIS 121.935

HEATHROW TOWER
LONDON CONTROL
DEPARTURE ATIS

AVERAGE TRACK MILEAGE TO BPK VOR
BPK 7F 32
BPK 7G 32
BPK 6J 23
BPK 5K 23

WARNING
Due to interaction with other routes do not climb above 6000 until cleared by ATC.

BROOKMANS PARK
BPK 117.50°
(Ch 122X)
514459N 0000624W

BAPAG
514305N 0000724W
LON R041.9/D18.9
BPK R196.8/D2.0

CHILTERN
CHT 277
513723N 0003107W

BURNHAM
BUR 421
513108N 0004038W

LONDON
LON 113.60°
(Ch 83X)
512914N 0002800W

WARNING
No turns below 583 QNH (500 QFE)

BPK 7F RWY 27R	Climb straight ahead to be established on BUR NDB QDM 297° by LON D4. At LON D6 turn right onto CHT NDB QDM 053°, crossing LON VOR R304 at or above 4000 and LON VOR R325 at or above 5000 to CHT NDB at 6000. At CHT NDB turn right onto BPK VOR R243 to BPK VOR.	Via BPK VOR M185, L620 eastbound.
BPK 7G RWY 27L	Climb straight ahead to be established on BUR NDB QDM 297° by LON D3. At LON D6 turn right onto CHT NDB QDM 053°, crossing LON VOR R304 at or above 4000 and LON VOR R325 at or above 5000 to CHT NDB at 6000. At CHT NDB turn right onto BPK VOR R243 to BPK VOR.	
BPK 6J RWY 09R	Climb straight ahead to LON D2, then turn left onto track 050° to intercept LON VOR R070. Cross LON D10 at or above 3000 and turn left onto BPK VOR R195. Cross BPK D10 at or above 4000 and BPK D6 at 6000 to BAPAG then BPK VOR.	
BPK 5K RWY 09L	Climb straight ahead to LON D1.5, then turn left onto track 050° to intercept LON VOR R070. Cross LON D10 at or above 3000 and turn left onto BPK VOR R195. Cross BPK D10 at or above 4000 and BPK D6 at 6000 to BAPAG then BPK VOR.	

GENERAL INFORMATION

- Close in obstacles exist for departures from all runways. See Aerodrome Obstacle Chart and EGLL 2.10 Aerodrome Obstacles.
- SIDs reflect Noise Preferential Routeings. See EGLL AD 2.21 for Noise Abatement Procedures.
- Cross Noise Monitoring Points not below 1083 QNH (1000 QFE) thereafter maintain minimum 4% climb gradient to 4000 to comply with Noise Abatement requirements. (Note: Climb gradients in excess of 3.4% are necessary for ATM purposes.)
- 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'.
- En-route cruising level will be issued after take-off by 'London Control'. Do not climb above SID levels until instructed by ATC.
- Maximum 250 KIAS below FL100 unless otherwise authorised.
- Aircraft operators who are unable to conform to the published climb gradients/SID altitudes are required to inform ATC prior to departure.

CHANGE (8/25): BPK VOR RECALIBRATED. RADIALS REVISED.
AERO INFO DATE 21 MAY 25

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

DAVENTRY
DTY 116.40°
(Ch 111X)
521049N 0010650W
600

UMLAT
514020N 0004139W
DTY R152.0/D34.3

BURNHAM
BUR 421
513108N 0004038W

LONDON
LON 113.60°
(Ch 83X)
512914N 0002800W
113

BIGGIN
BIG 115.10°
(Ch 98X)
511951N 0000205E
589

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.

WARNING
No turns below 583 QNH (500 QFE).

AVERAGE TRACK MILEAGE TO UMLAT

UMLAT 1F	16
UMLAT 1G	16
TO ULTIB	
ULTIB 1J	18
ULTIB 1K	18

TRANSITION ALTITUDE
6000
AREA MNM ALT (x100)
23

Scale 1:250 000

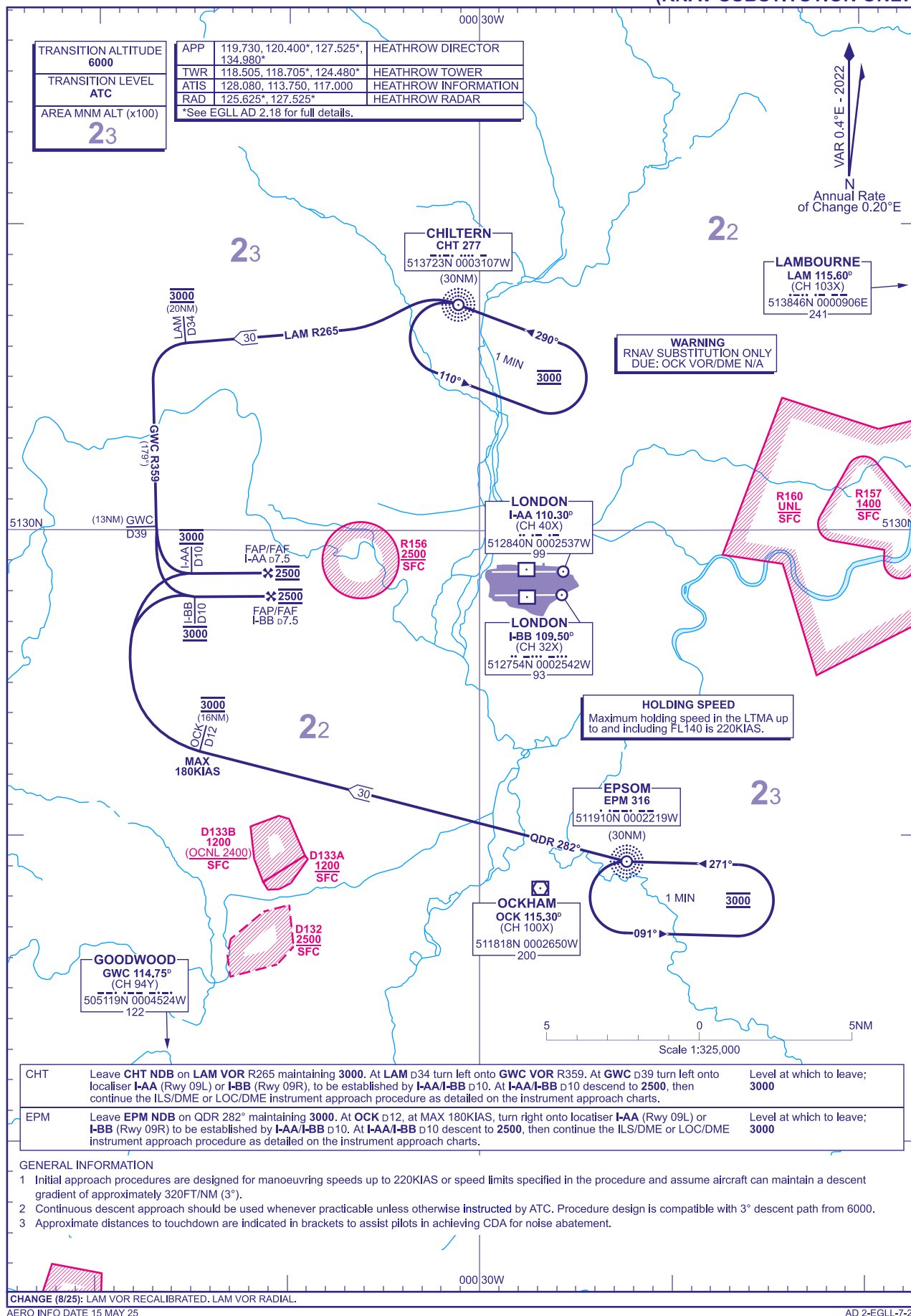
GENERAL INFORMATION

- 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 to comply with Noise Abatement requirements. (Note: Climb gradients in excess of 3.4% are necessary for ATM purposes.)
- 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 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 250KIAS below FL100 unless otherwise authorised.
- 7 Aircraft operators who are unable to conform to the published climb gradients/SID altitudes are required to inform ATC prior to departure.
- 8 For UMLAT 1F 1G RCF procedures see AD 2.22 6.
- 9 Expect first CPDLC Data Link Authority to be EGTT.

CHANGE (6/25): VOR MID RECALIBRATED. RADIAL REVISED.

AERO INFO DATE 19 MAR 25

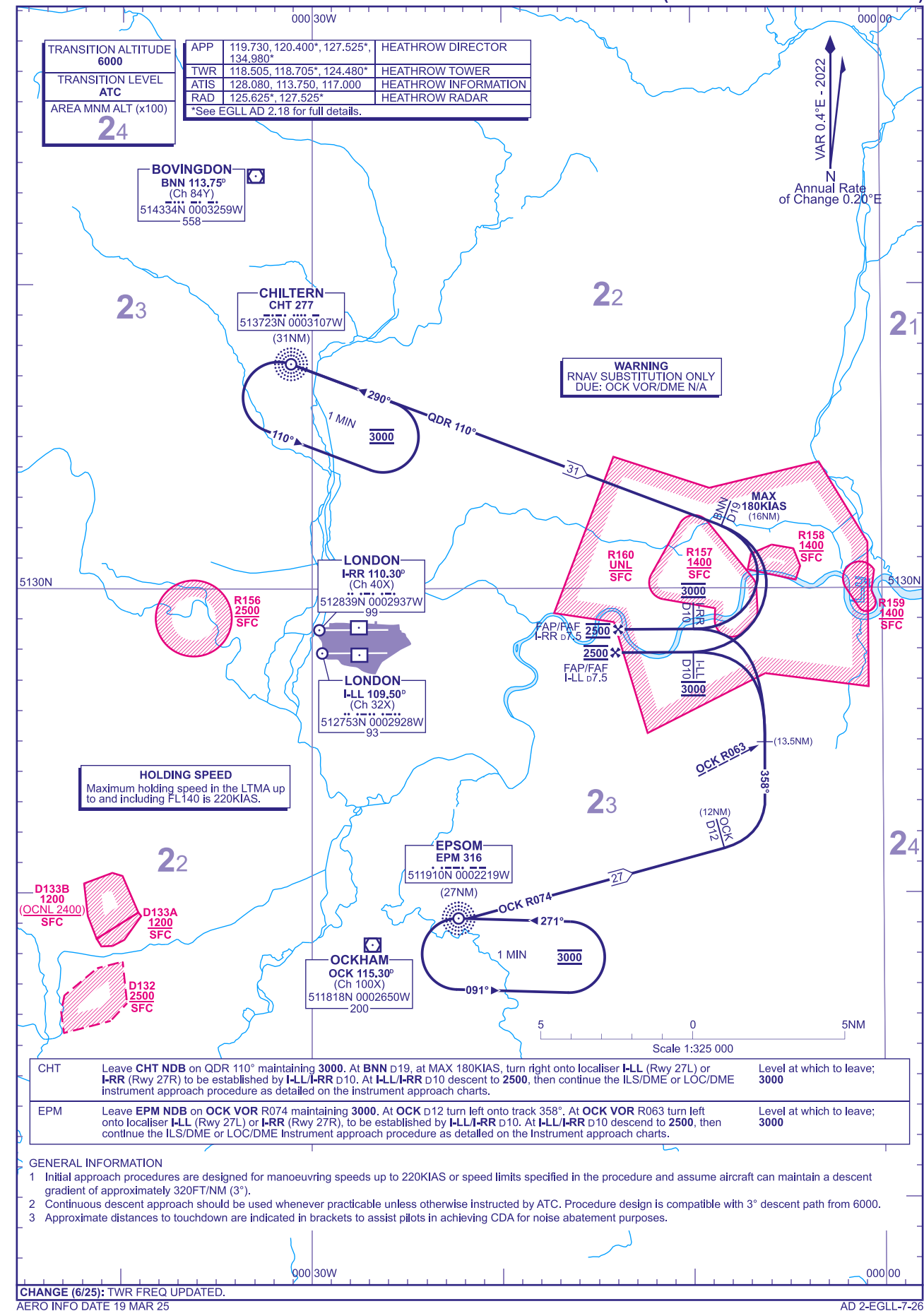
AD 2-EGLL-6

INITIAL APPROACH PROCEDURES
ILS RWY 09L/RDISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEETLONDON HEATHROW
via CHT and EPM
(RNAV SUBSTITUTION ONLY)

INITIAL APPROACH PROCEDURES
ILS RWY 27L/R

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

LONDON HEATHROW
via CHT and EPM
(RNAV SUBSTITUTION ONLY)



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 LUTON ATZ A circle, 2.5 NM radius, centred at 515229N 0002206W on longest notified runway (07/25)	Upper limit: 2000 FT AGL Lower limit: SFC	D	LUTON RADAR English	6000 FT		

EGGW AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	LUTON RADAR	129.550			H24	ATZ hours coincident with Approach hours.
		132.050 When directed by ATC.			H24	
TWR	LUTON DELIVERY	121.885			When directed by ATC (by ATIS)	Operators of aircraft that are not equipped for 8.33 kHz should contact ATC by phone (01582-395029) prior to operating at this aerodrome.
	LUTON GROUND	121.755 DOC 5 NM/GND			0600-2300 (0500-2200).	
	LUTON TOWER	121.500 Emergency frequency O/R.			H24	
		126.725 When directed by ATC.			H24	
		132.555 DOC 25 NM/4,000 FT.			H24	
RADAR	LUTON DIRECTOR	128.750 When directed by ATC.			H24	
ATIS	ARRIVAL AND DEPARTURE INFORMATION	120.580 DOC 60 NM/ 20,000 FT.			H24	ATIS also available on Tel: 01582-395225
OTHER	LUTON FIRE	121.600 Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGGW 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/LOC III 0.42°E (2022)	ILTN	109.150 MHz	HO	515239.35N 0002104.62W		(RWY 07)
ILS/GP	ILTN	331.250 MHz	HO	515218.44N 0002245.00W		3° ILS Ref Datum Hgt 58 FT.
ILS/LOC III 0.40°E (2022)	ILJ	109.150 MHz	HO	515217.42N 0002311.45W		(RWY 25)
ILS/GP	ILJ	331.250 MHz	HO	515231.03N 0002129.60W		3° ILS Ref Datum Hgt 55 FT.
NDB 0.28°E (2022)	HEN	433.500 kHz	H24	514535.07N 0004725.05W		Range 30 NM.

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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
NDB (L) 0.45°E (2022)	LUT	345.000 kHz	H24	515340.69N 0001509.02W		Range 20 NM.
ILS/DME	ILTN	28Y 109.150 MHz	HO	515218.23N 0002244.57W	535 FT	(RWY 07) On AD. DME freq paired with ILS I-LTN. Zero range is indicated at THR of Runway 07.
ILS/DME	ILJ	28Y 109.150 MHz	HO	515230.89N 0002129.81W	532 FT	(RWY 25) On AD. DME freq paired with ILS I-LJ. Zero range is indicated at THR of Runway 25.
VOR/DME 0.61°E (2022) 1.1°E (2025)	LAM	103X 115.600 MHz	H24	513845.69N 0000906.13E	241 FT	VOR DOC: 30 NM/50,000 FT (40 NM/ 50,000 FT in Sectors R064-099, R139-174 and R249-289). DME DOC: 40 NM/50,000 FT (110 NM/50,000 FT in Sector R314-134).
VOR/DME 0.78°E (2022) 1.2°E (2023)	DET	120X 117.300 MHz	H24	511814.41N 0003550.19E	645 FT	VOR DOC: 20 NM/50,000 FT (35 NM/ 50,000 FT in Sector R289-029 and 45 NM/50,000 FT in Sector R249-289). DME DOC: 60 NM/50,000 FT.
VOR/DME 0.36°E (2022) 0.7°E (2023)	BNN	84Y 113.750 MHz	H24	514334.19N 0003259.10W	558 FT	VOR DOC: 20 NM/50,000 FT (30 NM/ 50,000 FT in Sector R329°-084° and 40 NM/50,000 FT in Sector R084°- 119°). DME DOC: 60 NM/50,000 FT.
VOR/DME 0.55°E (2022) 1.1°E (2022)	BKY	109Y 116.250 MHz	H24	515923.17N 0000342.87E	486 FT	VOR DOC: 20 NM/25,000 FT (30 NM/ 25,000 FT in Sector R069-099). DME DOC: 120 NM/50,000 FT.
VOR/DME 0.51°E (2022) 1.2°E (2025)	BPK	122X 117.500 MHz	H24	514459.05N 0000624.25W	392 FT	VOR DOC: 20 NM/50,000 FT (40 NM/ 50,000 FT in Sector R254-074 and 65 NM/50,000 FT in Sector R314-349). DME DOC: 40 NM/50,000 FT (80 NM/ 50,000 FT in Sector R284-359).

EGGW AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

- Use governed by regulations applicable to Luton CTR.
- All flights operating at London Luton Airport require a slot allocation by Airport Coordination Ltd (ACL). Requests for ad-hoc slot allocations should be made to ACL during working hours 0830-1700 (0730-1600) Monday to Friday by SITA: LONACXH; e-mail: lonacxh@acl-uk.org; Tel: 0208-564 0614; or Fax: 0208-564 0691 or at all other times to London Luton Airport Operations Control Centre: 01582-395525. OCS account holders can add, change and cancel slots at any time on the online coordination portal: <https://www.online-coordination.com/default.aspx?AspxAutoDetectCookieSupport=1>.
- Aircraft operators are required to have made prior arrangements for ground handling with an Airline or Ground Handling Agent based at London Luton Airport. This includes diversion events, however nothing in this procedure shall prevent an aircraft that has declared an emergency from landing.
- Aircraft operating at London Luton Airport without the required acceptance from Airport Co-ordination Ltd and/or without prior arrangement for ground handling services will incur a financial penalty payable to the Airport Authority prior to the aircraft leaving London Luton.
- Aircraft using London Luton Airport do so in accordance with London Luton Airport's Conditions of Use document available on request from London Luton Airport Operations Ltd. <http://www.london-luton.co.uk/en/content/8/1259/operations.html>.
- The airport is available only to pilots holding a current licence. The minimum required is a Private Pilot Licence.
- Aircraft unable to communicate with ATC by radio will not be accepted.
- London Luton Airport is not equipped to handle radioactive materials and therefore aircraft carrying such material will not be accepted. In the event that an aircraft carrying radioactive materials has no alternative but to divert to Luton, the pilot must inform Luton ATC on first contact.
- VFR aircraft operating into or out of Luton Airport should file a flight plan in advance. In exceptional circumstances 'booking out' may be made with ATC by telephone on 01582-395029; 'booking out' of flights by RTF will not be accepted.
- Cross-bleed engine starts are not permitted on any stand. All such engine starts must be undertaken on the adjacent taxiway or apron taxiway centre-line and approval must be obtained from ATC in advance. Cross-bleed engine starts on the East Apron must only be undertaken with the approval of ATC, at the entrance to the apron.
- Fixed-wing aircraft except when in the service of a police authority and authorised by ATC, must not operate over any apron below a height of 1000 FT.

- i. On receipt of back-track/line-up clearance, pilots should ensure, commensurate with safety and standard operating procedure, that they are able to taxi into the correct position if not already at the hold, and back-track/line-up on the runway as soon as the preceding aircraft has commenced either its take-off roll or completed its landing run and has passed the holding point. The crew of departing aircraft must inform ATC if they are not ready for departure when instructed by ATC to enter the runway for take-off.
- ii. Whenever possible, cockpit checks should be completed prior to line-up and any checks requiring completion when lined-up on the runway should be kept to the minimum required. Pilots should ensure that they are able to commence the take-off roll immediately take-off clearance is issued.
- iii. Pilots not able to comply with these requirements should notify ATC as soon as possible once transferred to the Luton Tower frequency.
- iv. Pilots are not to cross any illuminated Holding Point Red Stop bars unless specifically instructed to do so by ATC.
- v. RWY 07 - Pilots requiring the full runway length should advise ATC when requesting departure clearance.

b) Minimum Runway Occupancy Time - Arriving Aircraft.

- i. Pilots are reminded that rapid exit from the runway enables ATC to apply minimum spacing on final approach that will achieve maximum runway utilisation and will minimise the occurrence of 'go-arounds'.
- ii. Aircraft vacating the runway via Taxiway Alpha must hold at Holding Point Alpha 4 until further instructed by Luton Ground.
- iii. Aircraft vacating the runway via Taxiway Bravo must hold at Holding Point Bravo 5 until further instructed by Luton Ground.
- iv. Aircraft vacating the runway via Taxiway Hotel must hold at Holding Point Bravo 6 until further instructed by Luton Ground.
- v. Turn-offs from the runway onto Taxiway Charlie are prohibited except when authorised by ATC.

7 TRAINING

a) Conditions of Use.

- i. Daily: Available for training 0800-2000 (0700-1900).
- ii. Use of the aerodrome for training purposes is subject to prior permission from London Luton Airport Operations Ltd and acceptance by Air Traffic Control having regard to tactical traffic situation.
- iii. All visiting and Luton based operators and aircrew requesting to undertake training flights at Luton whether landing or not, must contact Airport Operations by telephone: 01582-395525. The filing of a flight plan for a training flight does not in itself imply permission or ATC acceptance.
- iv. Training aircraft using Runway 25 must climb straight ahead to 500 FT AAL, must track 215° M until reaching height 1500 FT; aircraft using Runway 07 must not turn crosswind until reaching height 1500 FT AAL, unless otherwise instructed by ATC.
- v. The simulation of engine failures is not permitted.

b) Circuits.

- i. Circuits by propeller-driven aircraft whose Maximum Take Off Mass exceeds 5700 KG and by all jet aircraft on training flights will be carried out at the minimum circuit height of 2500 FT QFE, unless otherwise instructed by ATC. Runway 07 – right hand circuits Runway 25 – left hand circuits.
- ii. Circuits by propeller-driven aircraft whose MTOM does not exceed 5700 KG shall be carried out at the minimum circuit height of 1000 FT QFE.

EGGW AD 2.21 NOISE ABATEMENT PROCEDURES

All aircraft inbound or outbound from this aerodrome are required to conform to the following procedures, for more details please refer to Aircraft Noise Control at LLA available on: <http://www.london-luton.co.uk/corporate/community/noise/minimising-noise>. Notwithstanding that these may at any time be deviated from to the extent necessary for avoiding immediate danger.

1 GENERAL

- a) Every operator of aircraft whilst within or directly above the aerodrome shall ensure that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the aerodrome.
- b) Unless on radar vectors, aircraft shall avoid any populated areas.
- c) Any aircraft shall, after take-off, be operated in such a way that it will not cause more than 80 dBA by day (0700-2300 (0600-2200)) or 79 dBA by night (2300-0700 (2200-0600)) at any noise monitoring terminal at any of the sites referred to in the table below:

Description	Postcode	OS Co-ordinates	Latitude (DMS)	Longitude (DMS)
NMT1: Frogmore, Stagenhoe Bottom Farm	SG4 8NG	TL 1759 2260	51°53'22N	0°17'33W
NMT2: Grove Farm, Slip End	LU1 4DB	TL 0766 1774	51°50'52N	0°26'18W
NMT3: Pepsal End Farm, Pepperstock	LU1 4LH	TL 0861 1727	51°50'36N	0°25'29W

2 TAKE-OFF AND MISSED APPROACH

- a) Every jet aircraft using the aerodrome shall, after take-off or 'go-around' attain as soon as safety permits, a rate of climb of at least 500 FT per minute at power settings which will ensure progressively decreasing noise levels at points on the ground under the flight path.

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3 CONTINUOUS DESCENT APPROACHES

- All jet aircraft and all propeller-driven aircraft whose MTOM exceeds 5700 KG, are expected to apply Continuous Descent Approach (CDA) procedures to all approaches to Runway 07 and Runway 25. Subject to ATC clearance, inbound aircraft are to minimise noise disturbance by the use of continuous descent and low power, low drag operating procedures.
- Where the use of these procedures is not practicable, the aircraft shall maintain as high an altitude as possible. Radar vectors will be given, and descent clearance will include an estimate of track distance to touchdown.
- In addition, when descending on initial approach, including the closing heading, and on intermediate and final approach, thrust reductions should be achieved where possible by maintaining a clean aircraft configuration and by landing with reduced flap, provided that in all the circumstances of the flight this is consistent with safe operation of the aircraft.
- CDA will commence from 5000 FT QNH and will be deemed to have been continuous provided that no segment of level flight longer than 2.5 NM.

4 VISUAL CIRCUITS/APPROACHES

- Aircraft approaching without assistance from ILS or radar shall follow a descent path no lower than the normal approach path indicated by the PAPIs.
- With the exception of training aircraft as described in Local Traffic Regulations, paragraph 7 'Training' above, propeller-driven aircraft whose MTOM exceeds 5700 KG and all jet aircraft carrying out visual circuits/approaches to Runways 07 and 25 shall establish on final approach no closer than 7 NM from touchdown. Additionally, such aircraft shall not, unless otherwise instructed by ATC, descend below 2500 FT (Luton QNH) before commencing final approach.
- Aircraft must not join the final approach track to any runway at an altitude of less than 2500 FT (Luton QNH), orbits on final approach will not be authorised by ATC, except when the safety of an aircraft would be compromised.

5 NOISE PREFERENTIAL ROUTINGS

- The Noise Preferential Routings and Procedures specified in the table below are compatible with ATC requirements and shall apply in both VMC and IMC. The tracks are to be flown by all departing jet aircraft and by all other aircraft with a maximum certified weight exceeding 5700 KG unless otherwise instructed by ATC or unless deviations are required in the interests of safety. The radius of turn of aircraft following the routes and procedures specified in the following table shall be adjusted to conform with the tracks shown on the diagram on page AD 2-EGGW-3-1.
- The obligations of Noise Preferential Routings for conventional SIDs cease when a height of 3000 FT QNH (between 0700-2300 (0600-2200)) and 4000 FT QNH (during night time, 2300-0700 (2200-0600)) has been reached. The obligations of Noise Preferential Routings for the RNAV1 SIDs cease when a height of 4000 FT QNH has been reached.
- A departure will be deemed to have complied with the Noise Preferential Routing if, in the portion of flight below the appropriate vectoring altitude (see 5 (b) above), it is properly recorded by the airport's noise and track monitoring system as having flown wholly within the Lateral Swathe (LS). Where the aircraft is clearly flying outside the LS, the aircraft is identified as causing a "possible" track violation and is subject to a nominal fine, as defined in LLA's Charges and Conditions of Use.

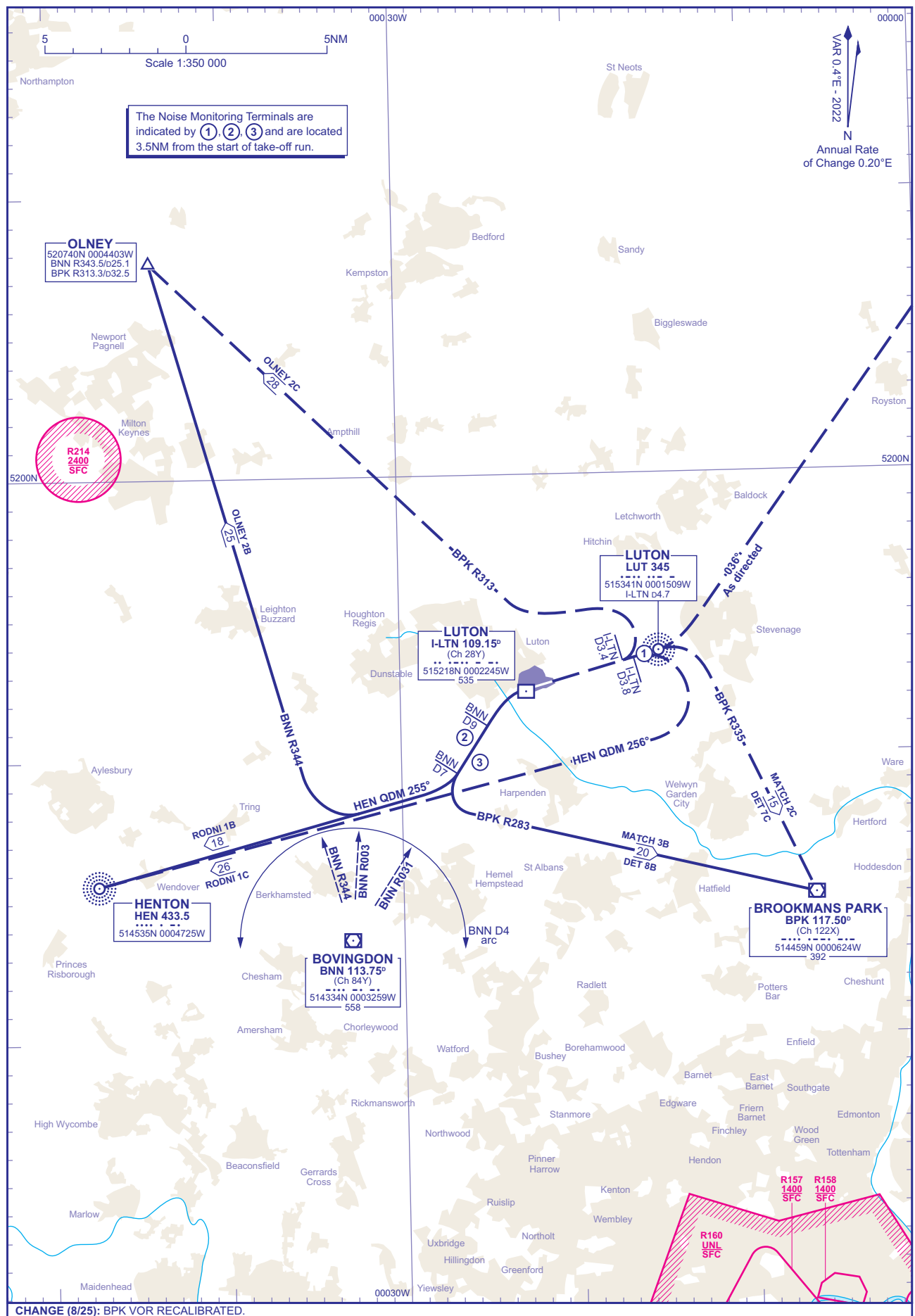
Take-off Run-way	ATC Clearance	Procedure	Take-off Run-way	ATC Clearance	Procedure
25	OLNEY KILO/Juliet	Climb straight ahead to 500 FT (AAL) turn left to intercept BNN VOR R031. At BNN D7 turn right onto HEN QDM 255°. At BNN VOR R003 turn right onto BNN VOR R344. Crossing BNN R344/D6 at 4000.	07	OLNEY Sierra	Climb straight ahead. At I-LTN D3.4 turn left to intercept BPK VOR R313.
	Rodni Papa	Climb straight ahead to 500 FT (AAL) turn left to intercept BNN VOR R031. At BNN D7 turn right onto HEN QDM 255° ensuring that BNN DME does not decrease below 4 NM.		Rodni Uniform/Victor	Climb straight ahead. At I-LTN D3.8 turn right onto HEN QDM 256°. Ensure that BNN DME does not decrease below 4 NM. (See Note 3)
	Non – RNAV MATCH/Detling MIKE	Climb straight ahead to 500 FT AAL turn left to intercept BNN VOR R031. At BNN D7 turn left onto BPK VOR R283.		MATCH/ Detling TANGO	Climb straight ahead to LUT NDB (I-LTN D4.7), then turn right to intercept BPK VOR R335.
	RNAV MATCH/ Detling	Climb straight ahead to 1030 FT QNH, then turn left direct GWS01, then to GWS06, left to GWS12, right to GWE16, GWE19, BPK VOR. (See Note 2)			

Note 1: The Noise Preferential Routeings specified above are compatible with normal ATC requirements, however in individual cases ATC may vary them when necessary. The use of the routeings is supplementary to noise abatement take-off techniques as used by piston-engined, turboprop and turbo-jet aircraft.

Note 2: Unless otherwise instructed by ATC, aircraft departing from Runway 25 for RNAV MATCH/DETLING will be routinely kept within the NPR corridor until crossing the railway line (GWE) between St. Albans and Harpenden.

NOISE PREFERENTIAL ROUTEINGS

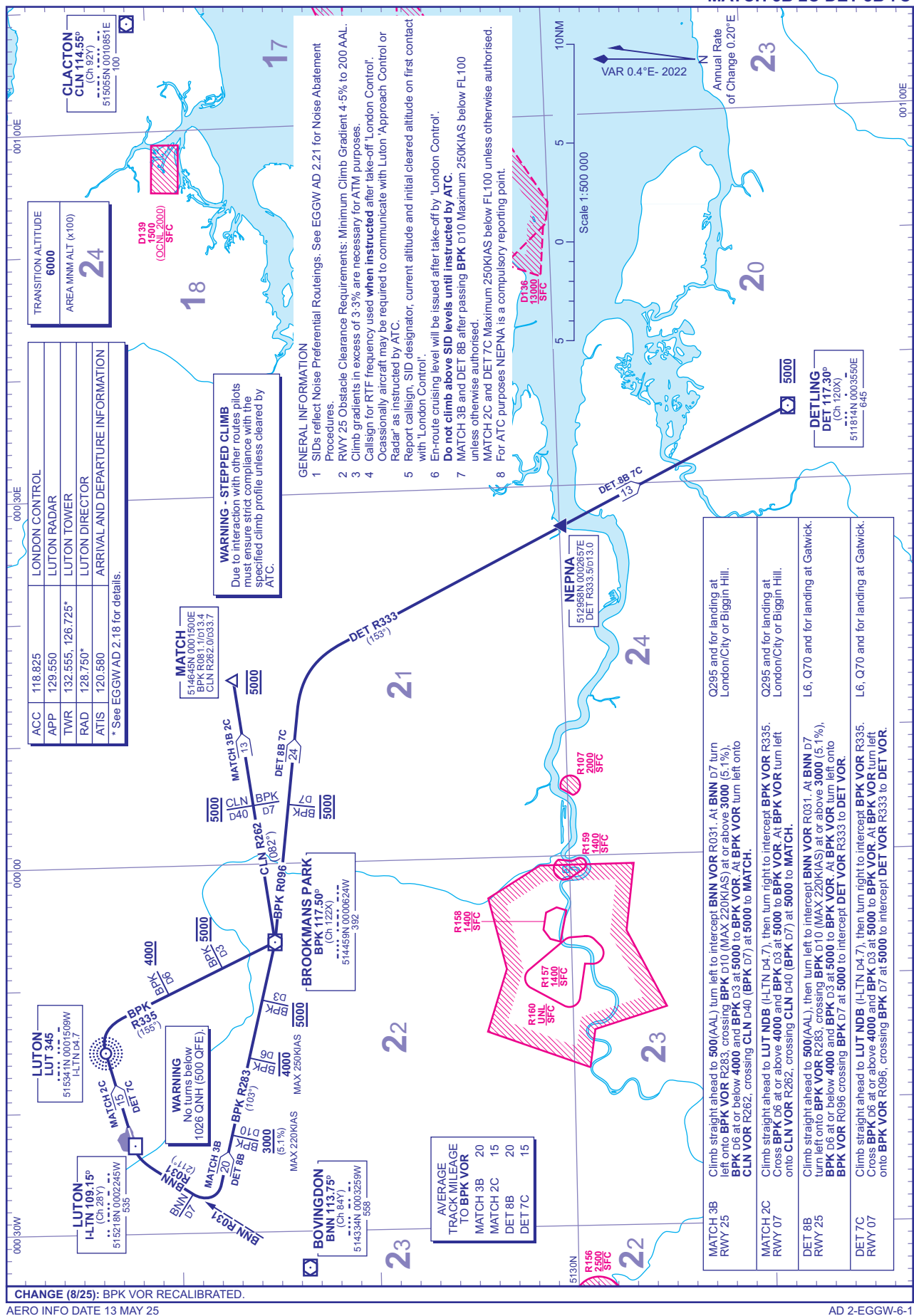
LONDON LUTON



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LONDON LUTON
RWY 07/25
MATCH 3B 2C DET 8B 7C

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

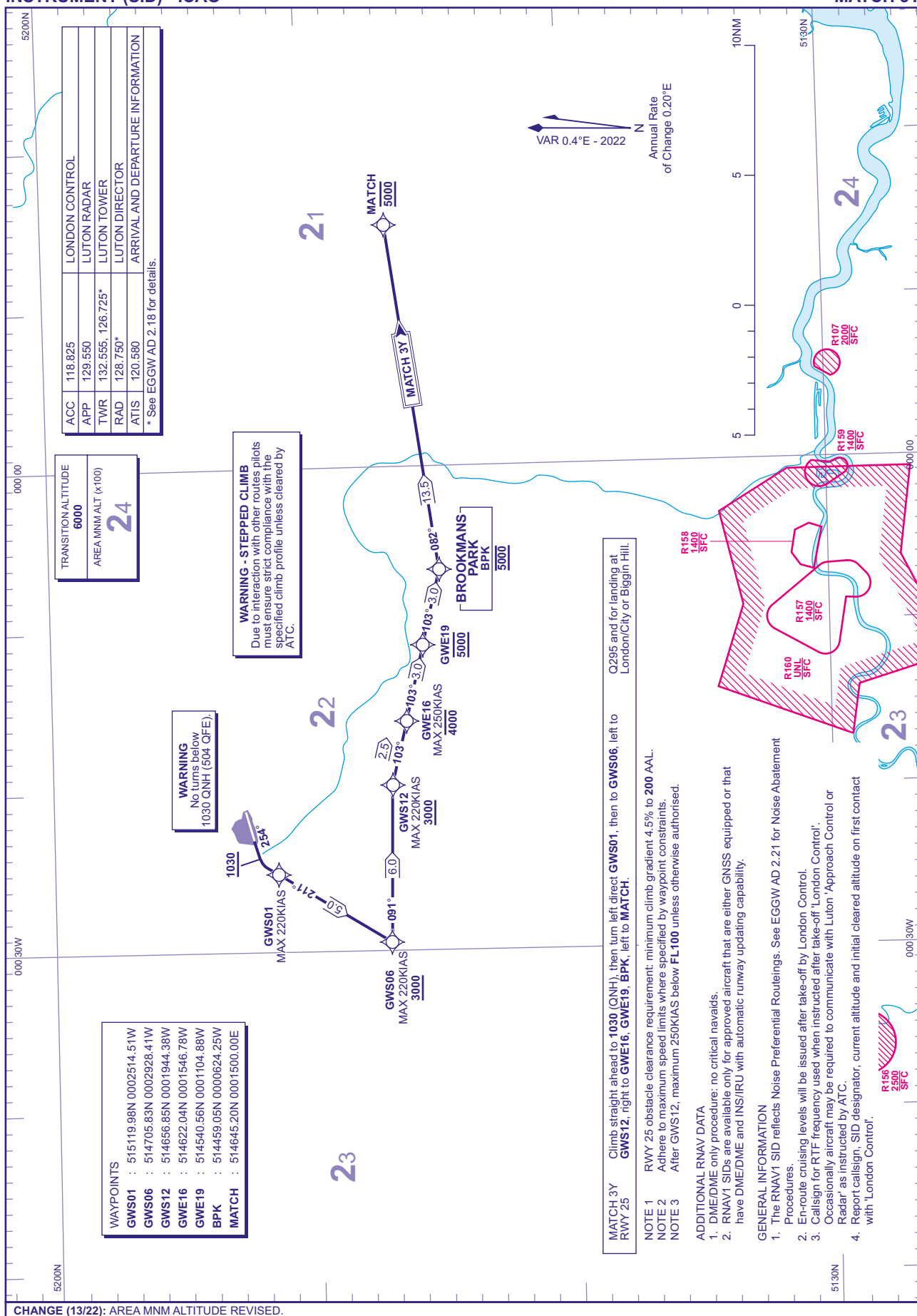


AERO INFO DATE 13 MAY 25

AD 2-EGGW-6-1

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

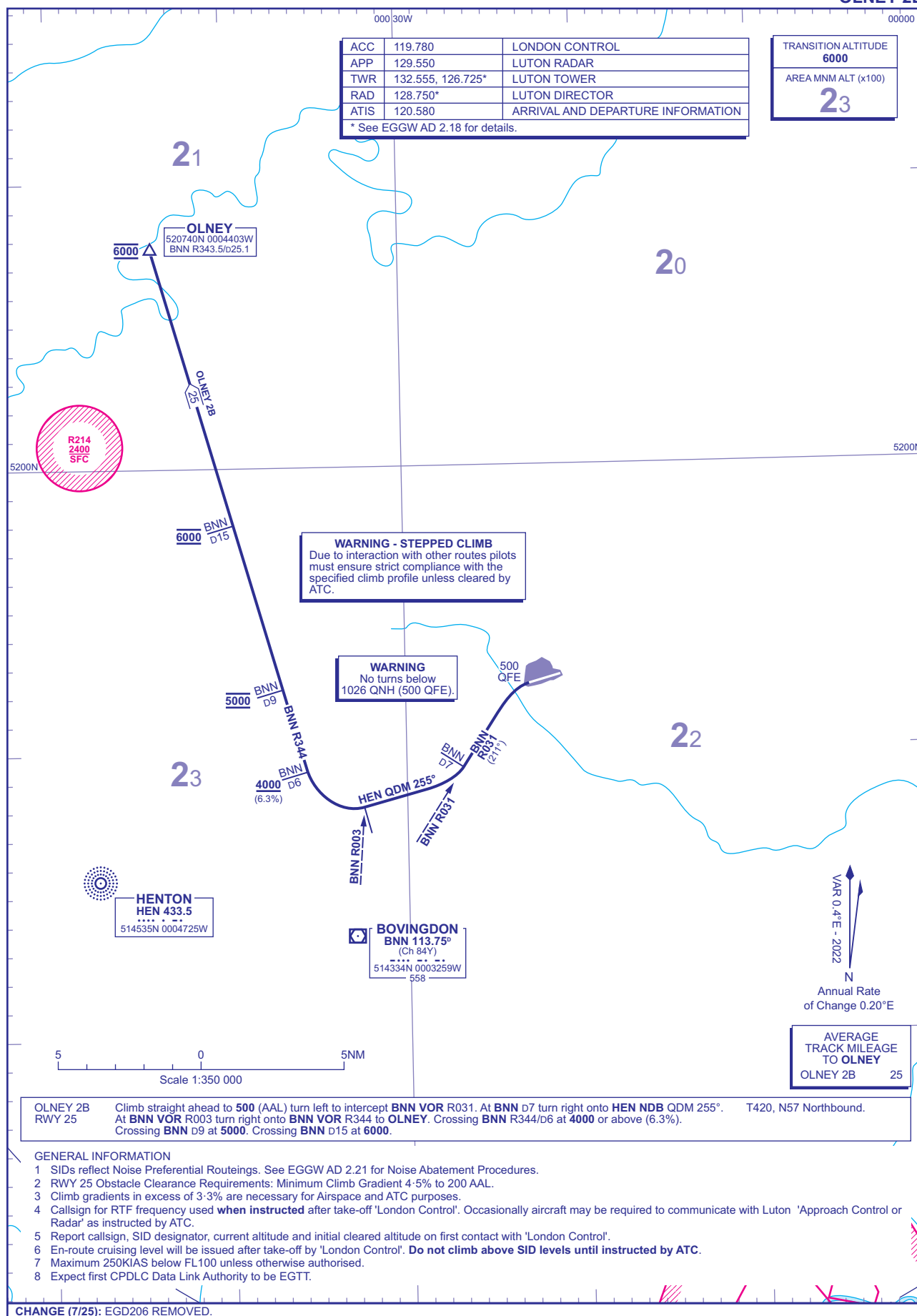
**LONDON LUTON
RWY 25
MATCH 3Y**



CHANGE (13/22): AREA MNM ALTITUDE REVISED.

AERO INFO DATE 12 OCT 22

AD 2-EGGW-6-2

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAODISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEETLONDON LUTON
RWY 25
OLNEY 2B

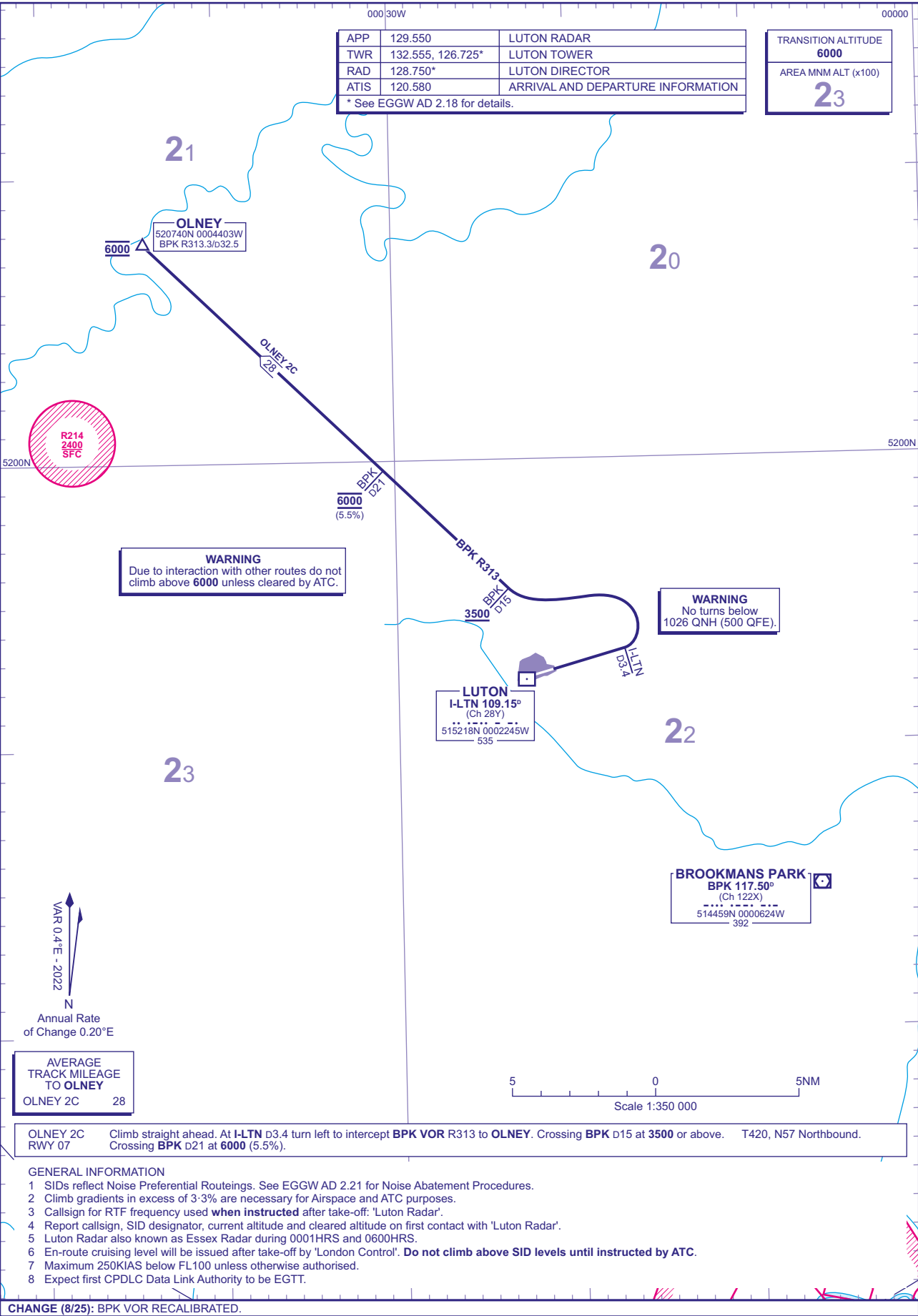
AERO INFO DATE 09 APR 25

AD 2-EGGW-6-5

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
OLNEY 2C



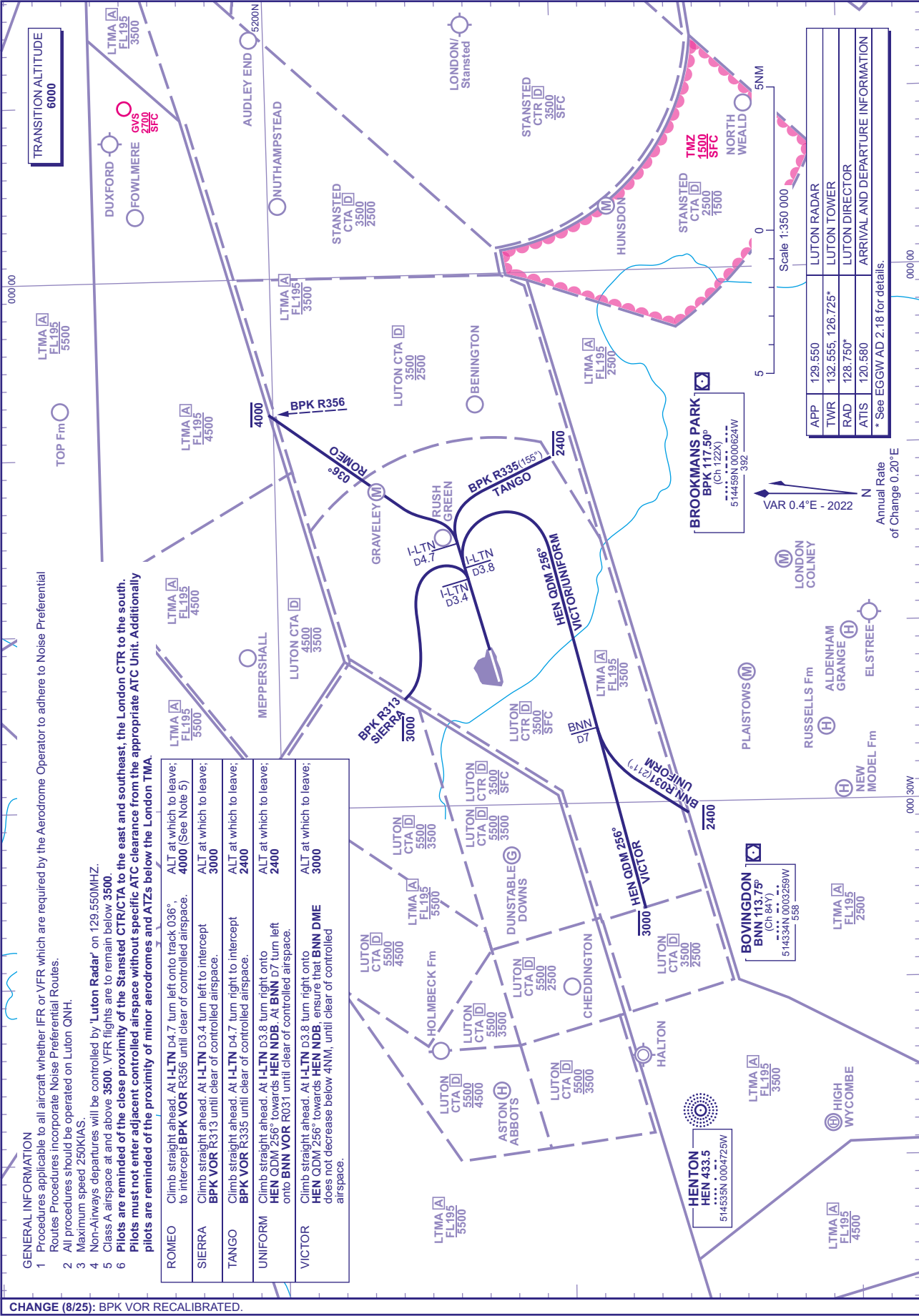
AERO INFO DATE 13 MAY 25

AD 2-EGGW-6-6

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

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

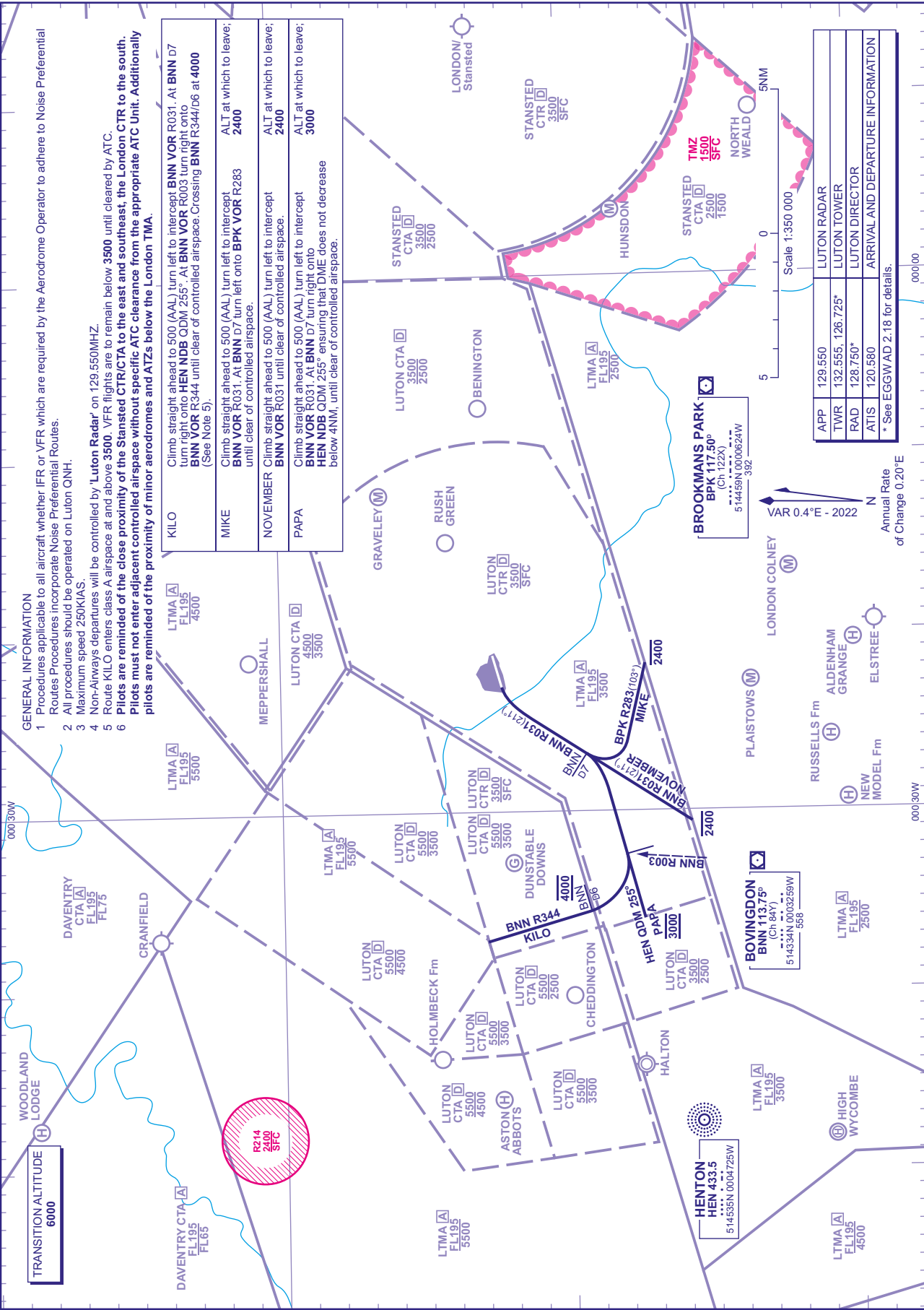
LONDON LUTON
NON-AIRWAY DEPARTURES
RWY 07



STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO

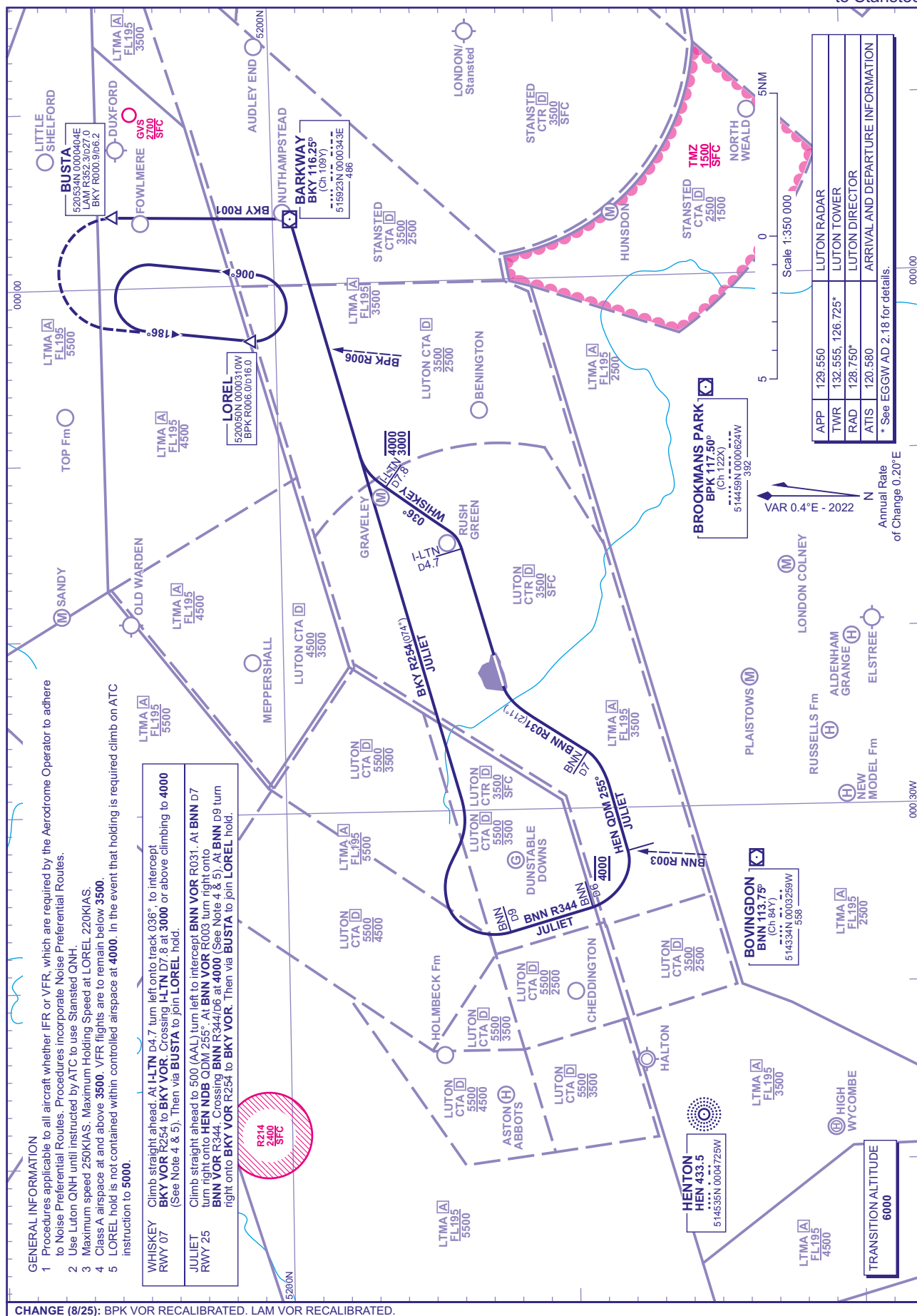
DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

LONDON LUTON
NON-AIRWAY DEPARTURES
RWY 25



CHANGE (8/25): BPK VOR RECALIBRATED.
AERO INFO DATE 13 MAY 25

AD 2-EGGW-6-8

STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAODISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEETLONDON LUTON
NON-AIRWAY DEPARTURES
to Stansted

Standard Instrument Departure Coding Tables

London Luton Runway 25 MATCH 3Y

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 (KT)	Navigation Performance
MATCH 3Y	001	CA	-	-	-	254° (254.4°)	0.4	-	LEFT	+1030	-	RNAV1
MATCH 3Y	002	DF	GWS01	515119.98N 0002514.51W	N	-	-	-	-	-	-220	RNAV1
MATCH 3Y	003	TF	GWS06	514705.83N 0002928.41W	N	211° (211.8°)	0.4	5.0	LEFT	+3000	-220	RNAV1
MATCH 3Y	004	TF	GWS12	514656.85N 0001944.38W	N	091° (091.4°)	0.4	6.0	RIGHT	+3000	-220	RNAV1
MATCH 3Y	005	TF	GWE16	514622.04N 0001546.78W	N	103° (103.3°)	0.4	2.5	-	-4000	-250	RNAV1
MATCH 3Y	006	TF	GWE19	514540.56N 0001104.88W	N	103° (103.3°)	0.4	3.0	-	5000	-	RNAV1
MATCH 3Y	007	TF	BPK	514459.05N 0000624.25W	N	103° (103.4°)	0.4	3.0	LEFT	5000	-	RNAV1
MATCH 3Y	008	TF	MATCH	514645.20N 0001500.00E	N	082° (082.3°)	0.4	13.5	-	5000	-	RNAV1

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 STANSTED TMZ 1 515416N 0002653E thence anti-clockwise by the arc of a circle radius 8 NM centred on 515306N 0001406E to 520104N 0001503E - 520517N 0002124E thence clockwise by the arc of a circle radius 13 NM centred on 515306N 0001406E to 515828N 0003314E - 515416N 0002653E	Upper limit: 1500 FT ALT Lower limit: SFC	G	STANSTED RADAR English	6000 FT		See EGSL AD 2.22, paragraph b for details of Andrewsfield Local Flying Area. Procedures applicable to flights within the Transponder Mandatory Zone are detailed in AD 2.22.
LONDON STANSTED TMZ 2 514508N 0001309E - 514055N 0000652E thence clockwise by the arc of a circle radius 13 NM centred on 515306N 0001406E to 514550N 0000316W - 515146N 0000006W - 515155N 0000120E thence anti-clockwise by the arc of a circle radius 8 NM centred on 515306N 0001406E to 514508N 0001309E	Upper limit: 1500 FT ALT Lower limit: SFC	G	STANSTED RADAR English	6000 FT		See EGSL AD 2.22, paragraph b for details of Andrewsfield Local Flying Area. Procedures applicable to flights within the Transponder Mandatory Zone are detailed in AD 2.22.
LONDON STANSTED ATZ A circle, 2.5 NM radius, centred at 515306N 0001406E on longest notified runway (04/22)	Upper limit: 2000 FT AGL Lower limit: SFC	D	STANSTED RADAR English	6000 FT		See EGSL AD 2.22, paragraph b for details of Andrewsfield Local Flying Area.

EGSS AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	STANSTED RADAR	120.625			H24	ATZ hours coincident with Approach hours.
		132.050 As directed by ATC.			H24	
TWR	STANSTED DELIVERY	121.955 Departing aircraft are to make initial call on 121.955 to 'Stansted Delivery' or 121.730 to 'Stansted Ground' as appropriate.			As directed by ATC. Operating hours of Delivery vary according to traffic demand. Exact hours will be broadcast on ATIS. Pilots to ensure they review ATIS before initial contact with ATC. When Delivery is closed pilots should request clearance from Stansted Ground.	
	STANSTED GROUND	121.730 DOC 5 NM/GND.			0600-2200 (0500-2100).	
	STANSTED TOWER	121.500 Emergency frequency O/R.			H24	
		123.805 DOC 25 NM/ 10,000 FT.			H24	
		125.550			As directed by ATC.	
RADAR	STANSTED DIRECTOR	136.200			As directed by ATC	

7 Aug 2025

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
ATIS	STANSTED INFORMATION	114.550 DOC 100 NM/ 50,000 FT. Broadcast on Clacton VOR.			H24	
		127.180 DOC 60 NM/ 20,000 FT.			H24	
OTHER	RYANAIR PAD CONTROL	121.555 Remote de-icing frequency			As directed by ATC	Operating hours of Pad Control vary according to operational usage of remote de-icing pads. Exact hours will be promulgated via Stansted Airport Airside Operations Ltd.
OTHER	STANSTED FIRE	121.600 Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGSS 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/LOC III 0.62°E (2022)	ISED	110.500 MHz	HO	515351.87N 0001514.12E		(RWY 04)
ILS/GP	ISED	329.600 MHz	HO	515247.54N 0001328.75E		3° ILS Ref Datum Hgt 53 FT.
ILS/LOC III 0.61°E (2022)	ISX	110.500 MHz	HO	515221.19N 0001258.09E		(RWY 22)
ILS/GP	ISX	329.600 MHz	HO	515338.24N 0001443.95E		3° ILS Ref Datum Hgt 49 FT. Certified for extended range to 15 NM. Not for use below 2200 FT at this range. Glidepath flags may occur when 8 left of centre-line at or below 2300 FT from 15 NM.
VOR/DME 0.93°E (2022) 1.3°E (2022)	CLN	92Y 114.550 MHz	H24	515054.50N 0010851.32E	100 FT	VOR/DME DOC: 100 NM/50,000 FT (150 NM/50,000 FT in Sector R314-044).
ILS/DME	ISX	42X 110.500 MHz	HO	515312.87N 0001406.08E	352 FT	(RWY 22) On AD. DME freq paired with ILS I-SED and I- SX. Zero range indicated at THR of Runway 04 and 22.
ILS/DME	ISED	42X 110.500 MHz	HO	515312.87N 0001406.08E	352 FT	(RWY 04) On AD. DME freq paired with ILS I-SED and I- SX. Zero range indicated at THR of Runway 04 and 22.
VOR/DME 0.61°E (2022) 1.1°E (2025)	LAM	103X 115.600 MHz	H24	513845.69N 0000906.13E	241 FT	VOR DOC: 30 NM/50,000 FT (40 NM/ 50,000 FT in Sectors R064-099, R139-174 and R249-289). DME DOC: 40 NM/50,000 FT (110 NM/50,000 FT in Sector R314-134).
VOR/DME 0.78°E (2022) 1.2°E (2023)	DET	120X 117.300 MHz	H24	511814.41N 0003550.19E	645 FT	VOR DOC: 20 NM/50,000 FT (35 NM/ 50,000 FT in Sector R289-029 and 45 NM/50,000 FT in Sector R249-289). DME DOC: 60 NM/50,000 FT.

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 0.55°E (2022) 1.1°E (2022)	BKY	109Y 116.250 MHz	H24	515923.17N 0000342.87E	486 FT	VOR DOC: 20 NM/25,000 FT (30 NM/ 25,000 FT in Sector R069-099). DME DOC: 120 NM/50,000 FT.
VOR/DME 0.51°E (2022) 1.2°E (2025)	BPK	122X 117.500 MHz	H24	514459.05N 0000624.25W	392 FT	VOR DOC: 20 NM/50,000 FT (40 NM/ 50,000 FT in Sector R254-074 and 65 NM/50,000 FT in Sector R314-349). DME DOC: 40 NM/50,000 FT (80 NM/ 50,000 FT in Sector R284-359).

EGSS AD 2.20 LOCAL AERODROME REGULATIONS

1 AERODROME REGULATIONS

- Pilots of non-commercial (General Aviation) flights arriving from abroad are required to report to Customs at the Designated Customs Clearance Office in the Business Aviation Terminal.
- Use governed by regulations applicable to Stansted CTR.
- All aircraft must be able to communicate by radio.
- Pilots must be specially attentive to RTF callsigns used by ATC on the Ground Frequency. Although the RTF channel is shared by aircraft and vehicular traffic, pilots may not hear the transmissions of vehicle drivers, only the responses from ATC.
- H24, subject to the prior approval of the Chief Executive Officer (CEO), Stansted Airport Ltd.
- All flights operating at Stansted require a slot allocation by the airport co-ordinator, (ACL). Operators are advised to review current Stansted Directors Notices on ad-hoc slot allocations and Night restrictions which reflect the airports co-ordinated status.
- Requests for ad-hoc slot allocations should be made to ACL during working hours Mon-Fri 0900-1700 (0800-1600) by telephone: 020-8564 0600 or outside of these times to Stansted Airside Operations, by telephone: 01279-662478. Operators are advised that the availability of ad-hoc slots during peak periods is likely to be extremely limited.
- Fixed Based Operators are normally available 0600-2200 (0500-2100), and may be available outside of these times with prior arrangement with those handling agents listed at EGSS AD 2.4, Section 7. Customs and Immigration are routinely available 0730-2130 (0630-2030). Control Authority coverage outside of these times may be arranged through the nominated handling agent. Additional charges may apply.
- Planned Diversion Procedure - airline and other operators are advised that before selecting Stansted as an alternate, prior arrangements for ground handling, maintenance and aircraft recovery should be in place. Nothing in this procedure shall, however, prevent an aircraft that has a declared emergency from landing.
- Fixed Electrical Ground Power (FEGP) must be used whenever available and serviceable. Use of aircraft Auxiliary Power Units (APUs), and diesel Ground Power Units is subject to strict controls as set out in published airport regulations. Between the hours 0600-2330 (0500-2230), APUs should be shut down as soon as practicable following arrival and not restarted until 10 minutes prior to departure, except when the outside air temperature (as promulgated by ATC) is below +5°C or above +20°C. Between 2331-0559 (2231-0459), except when immediately prior to departure, APUs may not be run without notification to Stansted Airside Operations Tel: +44(0)1279-662478.
- Aircraft engine testing is permitted subject to the restrictions detailed in the Aerodrome Manual, contact Stansted Airside Operations, Tel: +44(0)1279-662478 for further advice.

2 GROUND MOVEMENT

- General
 - All requests for clearance, start-up and taxi should be made directly with ATC. Directions issued by ATC should be followed precisely. RTF transmissions must be brief, concise and kept to a minimum.
 - Within the manoeuvring area pilots will be cleared to and from the stands under general direction from GMC and are reminded of the importance of maintaining a good lookout at all times.
 - Departing aircraft, on first contact with Stansted ATC, must state aircraft type, stand number, ATIS code letter, QNH received, and then maintain a listening watch at all times.
 - Clearance is available for departing aircraft approximately 22 minutes before departure on the Delivery frequency (when open-status broadcast on ATIS), otherwise Ground, and must be obtained at least 10 minutes before start up to allow data to be processed - failure to do may incur delays.
 - Pre-departure clearance by datalink is available at Stansted for suitably equipped aircraft. Pilots are to ensure stand information entered is in line with aircraft parking/docking map and to include apron location e.g A1L, B30, E84R. For further information contact ATC Operations, Tel: +44 (0)1279-669389.
 - Stansted Airport is equipped with an advanced surface movement radar utilising Mode-S.
 - Aircraft operators intending to use London Stansted Airport should ensure that Mode-S transponders are able to operate when the aircraft is on the ground.
 - Flight crew should select XPNDR or the equivalent according to specific installation, AUTO if available, not OFF or STDBY, and the assigned Mode-A code:
 - (aa) From the request for push back or taxi, whichever is earlier.
 - (bb) After landing, continuously until the aircraft is fully parked on stand.

10 Jul 2025

3. After parking the Mode-A code 2000 must be set before selecting OFF or STDBY.
4. 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 pushback or taxi, whichever is earlier, through the FMS or the Transponder Control Panel.

b) Aprons

- i. Pilots should only request push back (with tug attached) when they are actually ready to do so.
- ii. Within the Alpha, Bravo, Charlie, Echo and Zulu cul-de-sacs aircraft should take care to use the taxilane as directed by the GMC controller (ie: East, West or middle). Pilots are responsible for ensuring they do not accept a clearance to use a taxilane centre-line which is not approved for their aircraft type.
- iii. Caution, Western Apron is uncontrolled.

c) De-icing Pad Operations

- i. Remote de-icing operations will occur when snow is falling and accumulating and shall be promulgated by Stansted Airport Ltd Airside Operations.
- ii. Remote de-icing is only available to operators who have a pre-agreement with Stansted Airport Ltd.
- iii. Remote de-icing – Operation
 1. Flight crew shall notify ATC that remote de-icing will be required prior to aircraft pushback via datalink where available.
 2. Flight crew shall simultaneously contact their respective handling agent to request remote de-icing.
 3. Flight crew shall request push and start as per normal. ATC shall direct the aircraft to the de-icing pad.
 4. Upon entering the pad, flight crew shall park the aircraft in line with the respective Painted Stop Arrow and Omni-directional Red Lights.
 5. Once parked the flight crew shall contact the pad controller via the appropriate frequency, and confirm that the parking brake is set, engines are at idle power and the de-icing required.
 6. The pad controller shall confirm the de-icing requirements, and shall authorise the de-icing vehicles to approach the aircraft and begin de-icing operations. The pad controller shall park their vehicle in front of the aircraft, in line-of-sight of the flight crew to manage de-icing operations.
 7. On completion of de-icing operations, the pad controller shall confirm that all de-icing operations have been completed, that vehicles have vacated the manoeuvring area, advise the anti-icing code, the litreage used and areas treated. Once this has been acknowledged by the flight crew the pad controller shall vacate the manoeuvring area. Flight crew shall contact ATC for further taxi.
- iv. Remote de-icing – Emergency Procedures
 1. Should an aircraft emergency develop during de-icing pad operations, flight crews are to select all nose landing lighting and contact ATC. Upon seeing the illuminated lights, all de-icing vehicles shall vacate manoeuvring area.

d) **It is the Commander's responsibility not to accept an ATC clearance into an area not approved for the type of aircraft.**

- e) Pilots are reminded that RTF contact must be maintained with ATC whilst engaged in compass swings on the Compass Base or engine runs in the Ground Run Pen.
- f) Runway 04 during CAT II/III operations, aircraft on Golf taxiway with wingspan greater than 36 M may be required to cross the runway at Victor for departure.
- g) Aircraft are not to stop on any runway exit awaiting instructions from Ground Movement Control. If a landing aircraft cannot contact GMC due to RTF congestion the pilot should fully vacate the runway and taxi into the first available taxiway block. The pilot should then hold position until contact with GMC can be established.
- h) Taxiway Hotel, Link D, has a maximum wingspan of 51.9 M.
- i) Taxiway Hotel between abeam Link Delta and Link Echo, including Link Echo has a maximum wingspan of 36 M.
- j) Airport-Collaborative Decision Making (A-CDM) - Definitions of Commonly Used A-CDM Terms:
 1. Calculated Take-Off Time (CTOT);
 2. Target Off-Blocks Time (TOBT);
 3. Target Start Approval Time (TSAT);
 4. Target Take-Off Time (TTOT);
 5. Estimated Off-Block Time (Flight Plan EOBT);
 6. Minimum Departure Interval (MDI);
 7. Advanced Visual Docking Guidance System, Ramp Information Display Screen (AVDGS RIDS).

TOBT/TSAT

1. Pilots must be aware of the TOBT and TSAT and comply with it. It is visible on AVDGS RIDS where provided, in the Airport Community App and from the Ground Handling Agent.
2. If TOBT or TSAT can no longer be complied with then TOBT must be updated by the Aircraft Operator via the dispatcher/Ground Handling Agent Ops.
3. Pilots must report that the flight is READY to depart at TOBT (tolerance window of -5 to +5 minutes). Failure to do so may see TOBT & TSAT deleted.
4. Reporting READY when not ready will see the READY status rescinded and TOBT & TSAT may get automatically deleted.
5. Pilots planning to be READY more than 5 minutes before TOBT must update the TOBT to an earlier time first (up to 10 minutes before EOBT or SCHEDULED time).

EGSS AD 2.21 NOISE ABATEMENT PROCEDURES

Notice under Section 78(1) of the Civil Aviation Act 1982

Whereas:

(1) The Civil Aviation (Designation of Aerodromes) Order 1981 (a) provides that Stansted Airport – London is a designated aerodrome for the purpose of Section 78 of the Civil Aviation Act 1982 (b);

(2) The requirements specified in this notice appear to the Secretary of State to be appropriate for the purpose of limiting, or of mitigating the effect of, noise and vibration connected with the taking off or, as the case may be, landing of aircraft at Stansted Airport – London

Now, therefore, the Secretary of State, in exercise of the powers conferred by Section 78 (1) and (12) of the Civil Aviation Act 1982, by this notice published in the manner prescribed by the Civil Aviation (Notices) Regulations 1978 (c), provides as follows:

1. This notice may be cited as the Stansted Airport – London (Noise Abatement Requirements) Notice 2022 and shall come into force on 01 April 2022.
2. The Stansted Airport – London (Noise Abatement Requirements) Notice 2007 (d) is revoked.
3. It shall be the duty of every person who is the operator of any aircraft which is to take off or land at Stansted Airport – London to secure that, after the aircraft takes off or, as the case may be, before it lands at the aerodrome the following requirements are complied with:
 1. After take-off the aircraft shall be operated in such a way that it is at a height of not less than 1000 FT AAL at 6.5 KM from start of roll as measured along the departure track of that aircraft.
 2. Subject to sub-paragraphs (4) and (5), any aircraft shall, after take-off, be operated in such a way that it will not cause more than 89 dBA L_{max} by day 0700-2300 (0600-2200) as measured at any noise monitoring terminal at any of the sites in the table below. Any exceedance of the daytime noise limit will incur a charge as detailed in the Airport Fees and Charges document.

Site	OS Co-ordinates	Elevation above aerodrome	Latitude	Longitude
Site 11: Chickney Hall Villas, Broxton	TL 5743 2767	-15 M	*515531N	0001718E
Site 10: Goodacres, Broxton	TL 5760 2696	9 M	*515508N	0001725E
Site 8: Anglian Water, Broxton	TL 5775 2651	-16 M	*515453N	0001732E
Site 9: Moor End Farm, Broxton	TL 5822 2600	-16 M	*515436N	0001756E
Site 3: Howe Green School, Great Hallingbury	TL 5106 1874	-21 M	*515048N	0001130E
Site 4: Thames Water, Bishop's Stortford	TL 5012 1963	-36 M	*515118N	0001042E
Site 5: Woolcott Restaurant, Great Hallingbury	TL 5033 1892	-26 M	*515055N	0001052E
Site 6: Morley, Woodside Green	TL 5153 1860	-26 M	*515043N	0001154E

3. Subject to sub-paragraphs (4) and (5), any aircraft shall, after take-off, be operated in such a way that it will not cause more than 84 dBA L_{max} by night between 2300-0700 (2200-0600) as measured at any noise monitoring terminal at any of the sites in sub-paragraph (2). Any exceedance of the nighttime noise limit will incur a charge as detailed in the Airport Fees and Charges document.
4. The limits specified in sub-paragraphs (2) and (3) shall be adjusted in accordance with the following table in respect of any noise monitoring terminal at any of the sites referred to in the table in sub-paragraph (2) to take account of the location of that terminal and its ground elevation relative to the aerodrome elevation.

Site	Adjustment dBA
Site 11: Chickney Hall Villas, Broxton	minus 1.3
Site 10: Goodacres, Broxton	plus 0.2
Site 8: Anglian Water, Broxton	minus 0.6
Site 9: Moor End Farm, Broxton	minus 0.8
Site 3: Howe Green School, Great Hallingbury	minus 1.0
Site 4: Thames Water, Bishop's Stortford	minus 1.4
Site 5: Woolcott Restaurant, Great Hallingbury	minus 1.4
Site 6: Morley, Woodside Green	minus 1.1

5. For the purpose of determining an infringement of the limits specified in sub-paragraphs (2) and (3), if the aircraft was required to take-off with a tailwind, an amount of up to 2dB of the noise recorded at the noise monitor should be disregarded. The amount to be disregarded shall be:
 - 0.4 dB for a tailwind of up to 1 KT
 - 0.8 dB for a tailwind exceeding 1 KT but not exceeding 2 KT

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- 1.2 dB for a tailwind exceeding 2 KT but not exceeding 3 KT
- 1.6 dB for a tailwind exceeding 3 KT but not exceeding 4 KT
- 2.0 dB for a tailwind exceeding 4 KT.

For this purpose, tailwind is to be calculated from the wind data measured in the on-airfield anemometers and wind vanes according to the formula:

$(\text{windspeed} \times \cosine(\text{runway heading minus wind direction})) \times -1$.

6. Where the aircraft is a jet aircraft, after passing the point referred to in sub-paragraph (1), it shall:
- Between 0600-2330 (0500-2230) maintain a gradient of climb of not less than 4% to an altitude of not less than 4000 FT, unless it has been cleared via Barkway, in which case it shall maintain a gradient of climb of not less than 4% to an altitude of not less than 3000 FT.
 - Between 2330-0600 (2230-0500) maintain a gradient of climb of not less than 4% to an altitude of not less than 4000 FT.

The aircraft shall be operated in such a way that progressively reducing noise levels at points on the ground under the flight path beyond that point are achieved.

7. This paragraph applies to aircraft other than any propeller driven aircraft whose MTWA does not exceed 5700 KG:
- With the exception of those aircraft mentioned in sub-paragraph (b), any aircraft which takes off from any runway specified in the first column of the following table, the aircraft shall follow the Noise Preferential Routeing Procedure specified in the third column of the table which relates to the ATC clearance previously given to the aircraft and specified in the second column of the table, whether flying in IMC or VMC. Aircraft persistently flying outside of the Noise Preferential Route maybe subject to a charge as detailed in the Airport Fees and Charges document.
 - Where any aircraft has taken off on a VFR flight plan, it shall follow the applicable Noise Preferential Routeing Procedure before turning onto the intended track.

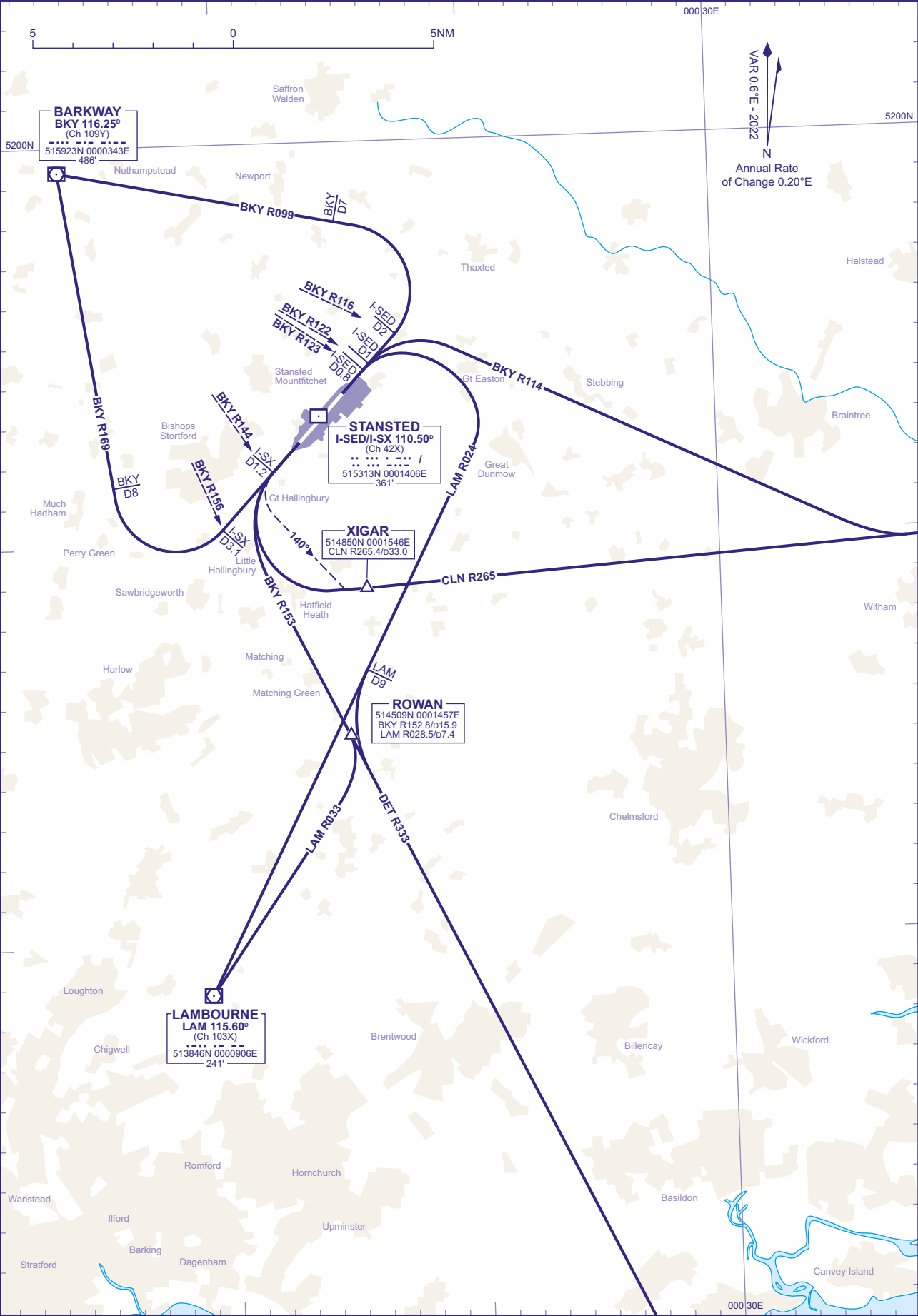
Take-off Runway	ATC Clearance	Procedure
04	Via Barkway	Straight ahead to I SED DME 2 (BKY VOR RDL 116) then turn left onto BKY VOR RDL 099 by BKY DME 7 to BKY VOR.
	Via Clacton	Straight ahead to I SED DME 1 (BKY VOR RDL 122) then turn right onto BKY VOR RDL 114 to intercept CLN VOR RDL 265 to CLN VOR.
	Via Lambourne	Straight ahead to I SED DME 0.8 (BKY VOR RDL 123) then turn right onto LAM VOR RDL 024 to LAM DME 9.
	Aircraft taking off from Runway 04 and positioning for Heathrow (LAM 3S SID).	Straight ahead to I SED DME 0.8 (BKY VOR RDL 123) then turn right onto LAM VOR RDL 024 to LAM VOR. Cross LAM DME 9 at 3000 FT or above; LAM VOR at 5000 FT.

Take-off Runway	ATC Clearance	Procedure
22	Via Barkway	Straight ahead to I SX DME 3.1 (BKY VOR RDL 156) then turn right onto BKY VOR RDL 169 by BKY DME 8.
	Via Clacton	Straight ahead to I SX DME 1.2 (BKY VOR RDL 144) then turn left to intercept CLN VOR RDL 265 by CLN DME 33 (XIGAR) to CLN VOR. Note: (Aircraft operating at speeds below 195 KT should turn no further east than 140° MAG to intercept CLN VOR R265).
	Via Detling	Straight ahead to I SX DME 1.2 (BKY VOR RDL 144) then turn left onto DET VOR RDL 333 (BKY VOR RDL 153) to DET VOR.
	Aircraft taking off from 22 and positioning for Heathrow (LAM 4R SID)	Straight ahead to I SX DME 1.2 (BKY VOR RDL 144) then turn left onto BKY VOR RDL 153 to ROWAN (BKY DME 16). At ROWAN turn right onto LAM VOR RDL 033 to LAM VOR. Cross ROWAN at 3000 FT or above; LAM VOR.

- RNP1 SIDs are available only to aircraft which are GNSS equipped and approved in accordance with the requirements of JAA TGL-10 or equivalent and where the operator has been approved by their State of Registry for RNP1 operations. If the above criteria is met, an aircraft commander may request to depart on the CLN2E SID when on Runway 22, instead of the CLN9R, and may request the DET2D SID when on Runway 04, instead of the DET2S.
- Where the aircraft is departing the aerodrome it shall, commensurate with its ATC clearance, minimise noise disturbance by the use of continuous climb where practicable.
- Aircraft shall maintain as high an altitude as practicable, shall avoid flying over Bishop's Stortford and shall avoid flying over Sawbridgeworth and Stansted Mountfitchet at an altitude of less than 2500 FT and shall avoid flying over St Elizabeth's Home (*514949N 0000523E) at an altitude of less than 4000 FT (Stansted QNH).
- Where the aircraft is approaching the aerodrome to land on Runway 22 it shall, commensurate with its ATC clearance, minimise noise disturbance by the use of continuous descent and low power, low drag operating procedures (referred to in Detailed Procedures for descent clearance in AD 2.22). Where the use of these procedures is not practicable, the aircraft shall maintain as high an altitude as possible. In addition, when descending on initial approach, including the closing heading, and on intermediate and final approach, thrust reductions should be achieved where possible by

NOISE PREFERENTIAL ROUTEINGS

LONDON STANSTED



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

1



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

LONDON STANSTED
RWY 22
CLN 2E



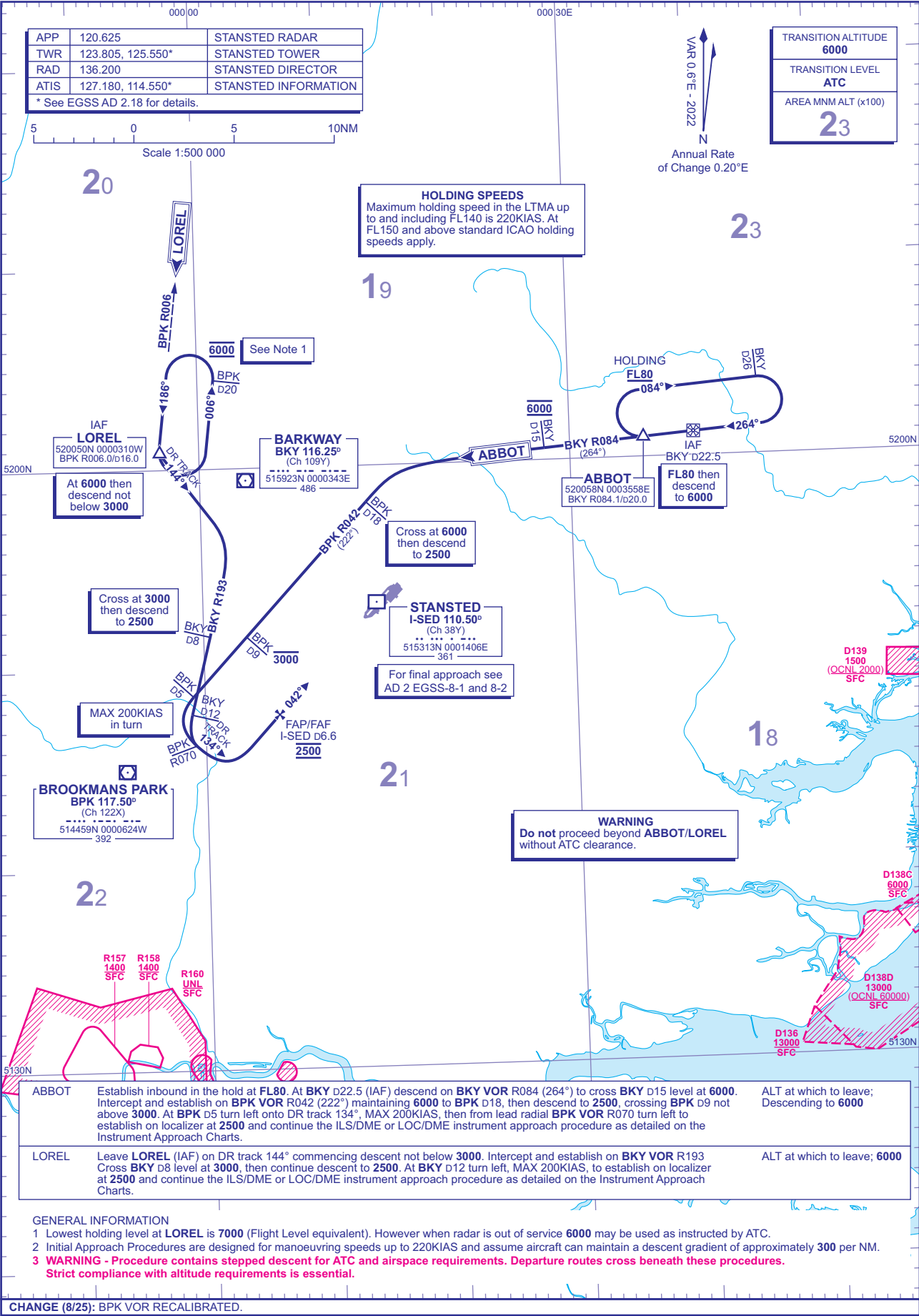
AERO INFO DATE 02 NOV 23

AD 2-EGSS-6-6

INITIAL APPROACH PROCEDURES
ILS RWY 04 Without Radar Control

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

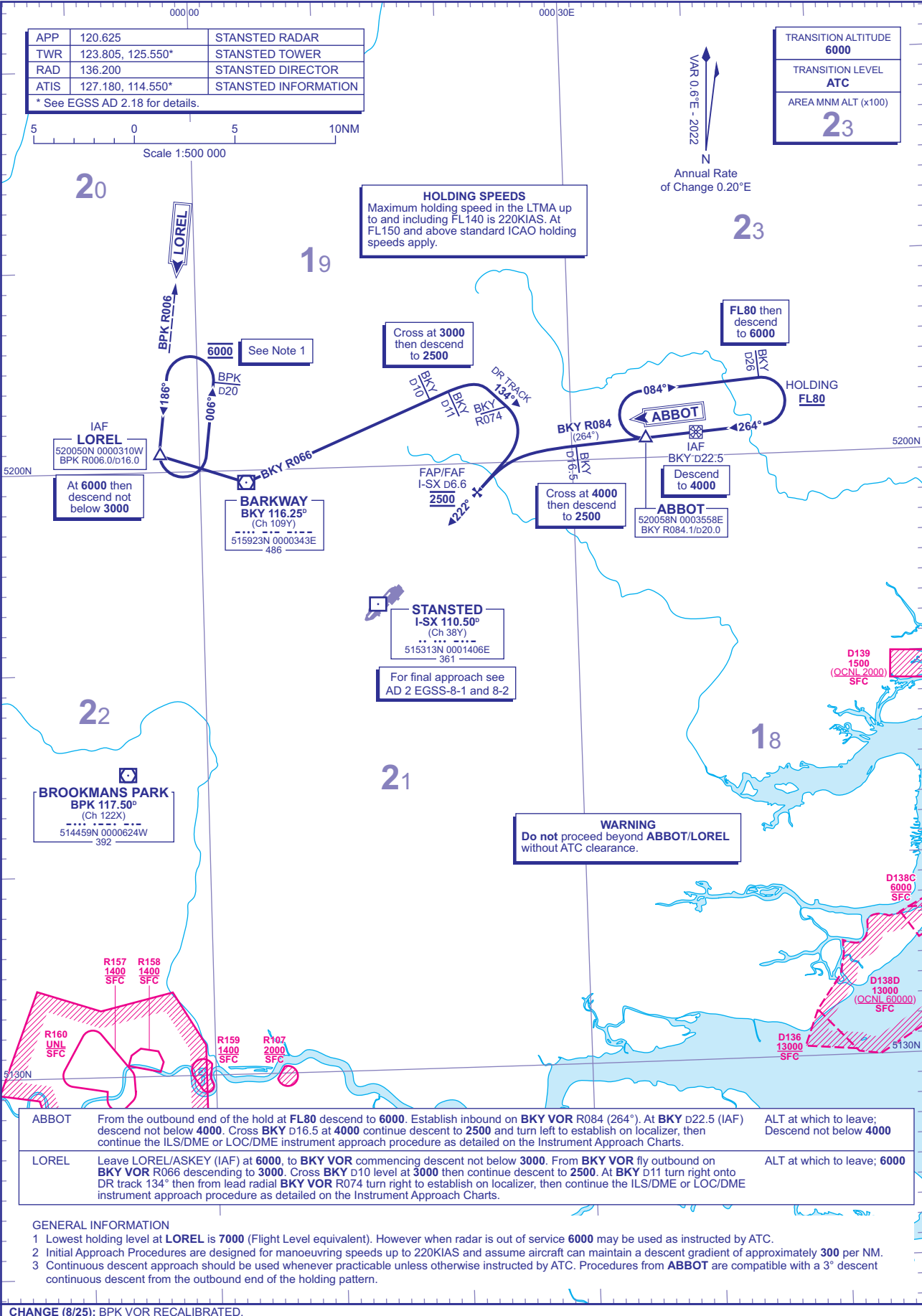
LONDON
STANSTED



INITIAL APPROACH PROCEDURES
ILS RWY 22 Without Radar Control

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

LONDON
STANSTED



6	APP and FATO lighting	
7	RMK	See AD 2.20, paragraph 5.

EGCC 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
MANCHESTER CTR 533430N 0020400W - 532730N 0015400W - 531616N 0020131W - 531055N 0022207W - 531050N 0022814W - 531255N 0023000W - 532141N 0023000W - 532638N 0022258W - 533430N 0020400W	Upper limit: 3500 FT ALT Lower limit: SFC	D	MANCHESTER RADAR English	5000 FT		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.
MANCHESTER ATZ A circle, 2.5 NM radius, centred at 532113N 0021630W on longest notified runway (05L/23R)	Upper limit: 2000 FT AGL Lower limit: SFC	D	MANCHESTER RADAR English	5000 FT		

EGCC AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	MANCHESTER DIRECTOR	121.355 DOC 25 NM/ 10,000 FT.			As Directed by ATC	ATZ hours coincident with Approach hours.
	MANCHESTER RADAR	118.580 DOC 40 NM/ 15,000 FT.			H24	
		135.005 DOC 40 NM/ 15,000 FT.			As Directed by ATC	
TWR	MANCHESTER DELIVERY	121.705 Departing aircraft are to make initial call on 121.705 MHz to 'Manchester Delivery' or 'Manchester Ground' as appropriate.			0630-2200 (0530-2100).	
	MANCHESTER GROUND	121.855 DOC 5 NM/GND.			0630-2200 (0530-2100).	
	MANCHESTER TOWER	118.630 DOC 25 NM/ 10,000 FT.			H24	
		119.405 DOC 25 NM/ 10,000 FT.			H24	
TWR	MANCHESTER GROUND	121.705 Departing aircraft are to make initial call on 121.705 MHz to 'Manchester Delivery' or 'Manchester Ground' as appropriate.			2200-0630 (2100-0530).	

7 Aug 2025

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
ATIS ARR	MANCHESTER INFORMATION	113.550 DOC 60 NM/ 20,000 FT. Broadcast on Manchester VOR.			H24	
		128.180 DOC 60 NM/ 20,000 FT.			H24	
ATIS DEP	MANCHESTER DEPARTURE INFORMATION	121.980 DOC 5 NM/GND.			H24	Also available by telephone: 0161-209 2860. ATIS broadcast does not include NOTAM information and should not be solely relied upon for flight planning purposes.
OTHER	MANCHESTER FIRE	121.600 Non-ATS frequency.			Available when Fire vehicle on the ground attending aircraft in an emergency.	

EGCC 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/LOC III 0.42°W (2022)	IMM	109.500 MHz	HO	532149.89N 0021514.48W		(RWY 05L)
ILS/GP	IMM	332.600 MHz	HO	532053.81N 0021700.07W		3° ILS Ref Datum Hgt 57 FT.
ILS/LOC I 0.43°W (2022)	IMC	111.550 MHz	HO	532105.47N 0021612.88W		(RWY 05R)
ILS/GP	IMC	332.750 MHz	HO	531958.46N 0021820.71W		3° ILS Ref Datum Hgt 50 FT.
ILS/LOC III 0.44°W (2022)	INN	109.500 MHz	HO	532026.53N 0021806.96W		(RWY 23R) False Localiser Capture may be experienced when approaching RWY 23R from the North and South.
ILS/GP	INN	332.600 MHz	HO	532131.24N 0021542.66W		3° ILS Ref Datum Hgt 55 FT.
DME	IMC	52Y 111.550 MHz	HO	531958.58N 0021820.74W	200 FT	
DME	IMM	32X 109.500 MHz	HO	532111.40N 0021623.01W	264 FT	(RWY 05L) Range 15 NM. Zero range indicated at THR of runway in use. DME freq paired with ILS I-MM and I- NN.
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) 0.1°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.

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 0.17°W (2022) 0.4°E (2025)	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).

EGCC AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

- Use governed by regulations applicable to Manchester CTR.
- All aircraft inbound to Manchester are to report aircraft type, latest ATIS received and cleared level on first contact with Manchester Approach.
- 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.
- Available H24, subject to the procedure and requirements listed at paragraph (f).
- 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.
- Applications for prior permission and runway slots should be addressed as follows:
 - 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;
 - 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.
- 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.
 - Fixed Electrical Ground Power must be used wherever available and serviceable. Use of GPU and APU should be limited to minimise environmental impact.
 - 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

- All surface movement of aircraft, vehicles and persons on the Manoeuvring area is subject to ATC authority.
- Start-Up Procedures.
 - ATC are responsible for clearance delivery.
 - 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.
 - Start up and push-back clearance is given by Ground Movement Control. **Start-up approval does not imply approval to push-back.**
 - Pilots are required to inform Clearance Delivery when ready to start. Aircrew shall include their cleared departure SID in this call.
 - 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.**
 - 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.
 - 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.
 - 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.
- Manchester Delivery.**

10 Jul 2025

- 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.

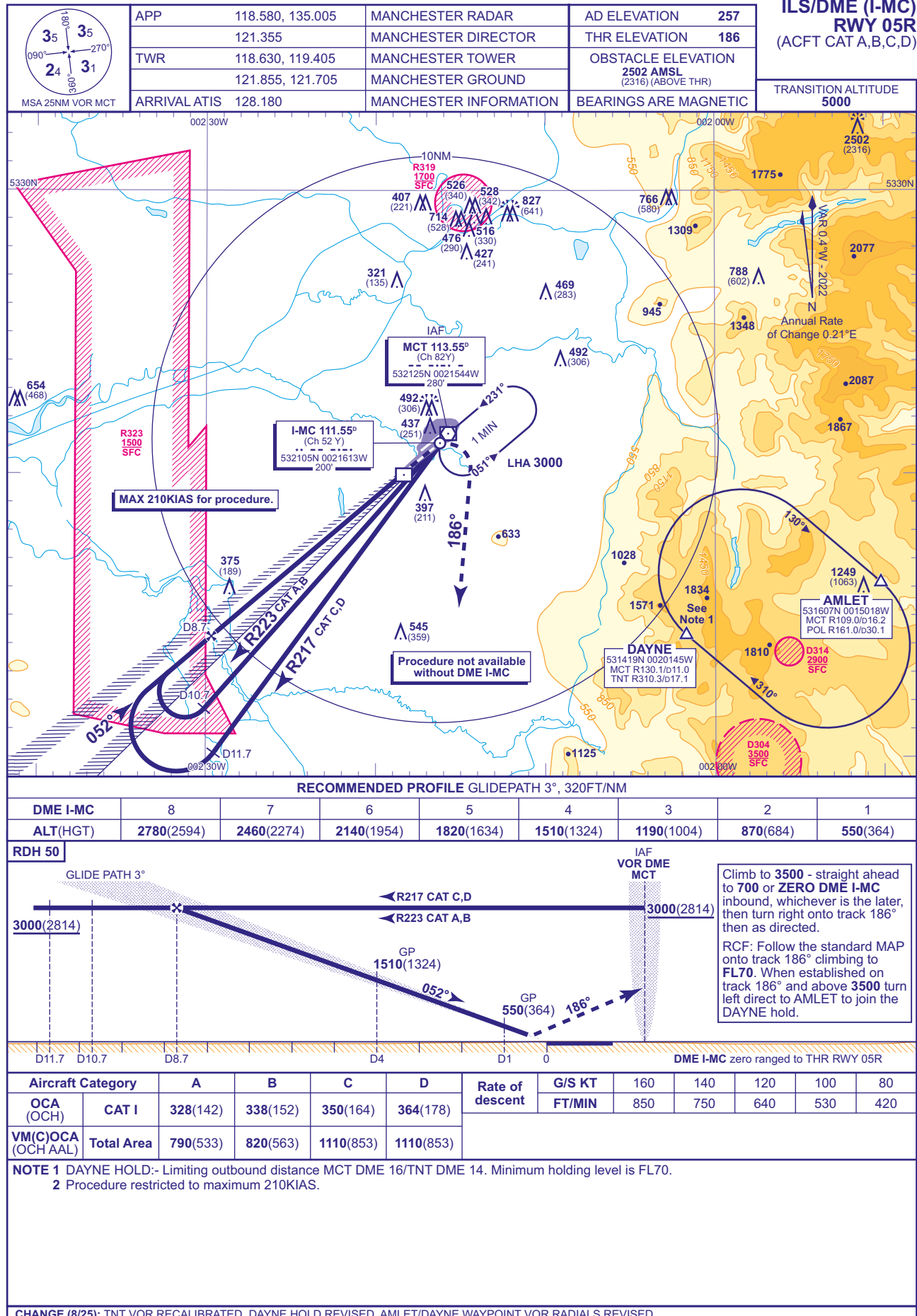
h) **Ground Movement Restrictions.**

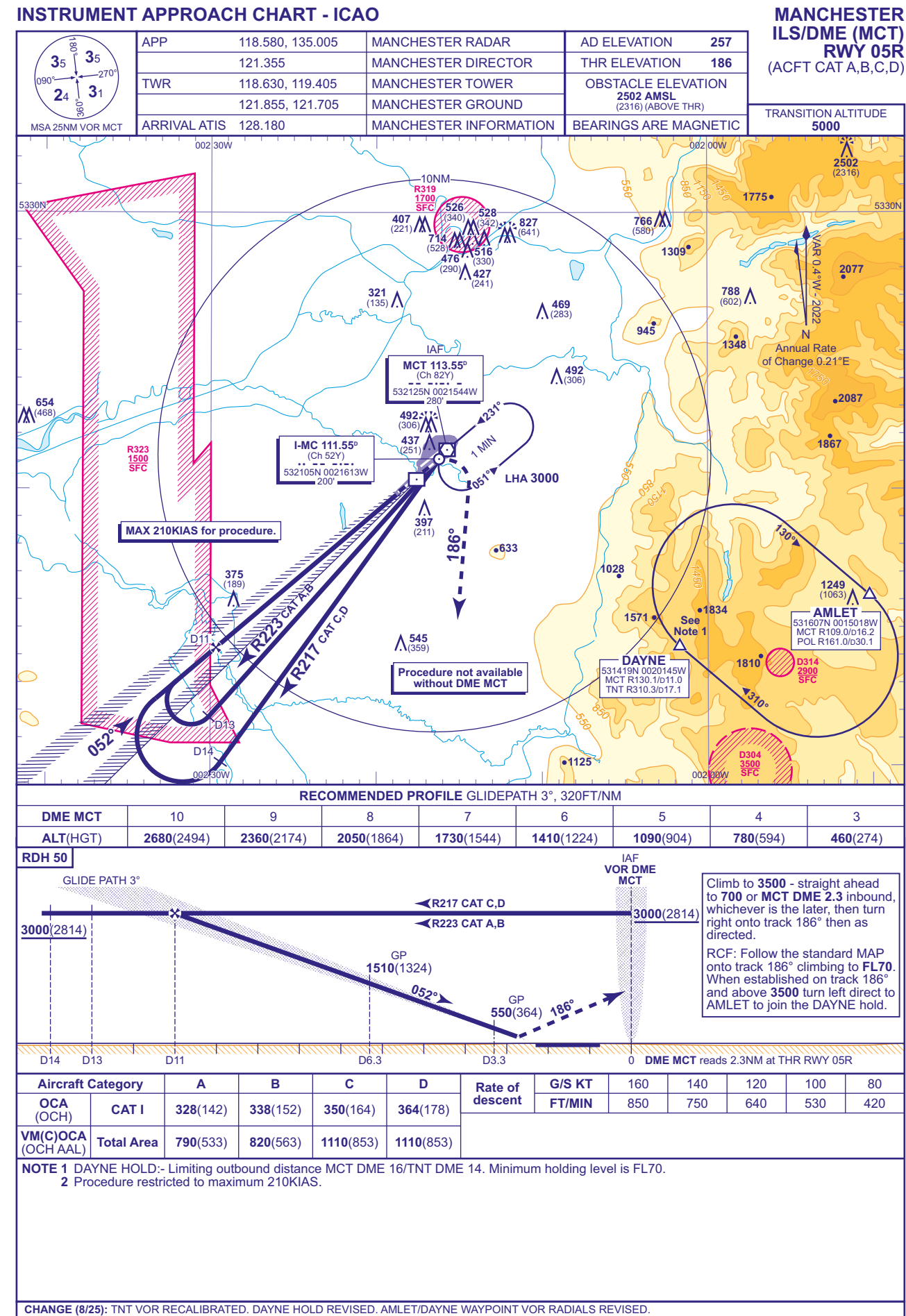
- i. Vehicular traffic operating on apron roadways to the rear of aircraft stands, parallel to taxi-lanes. Distance from taxi-lane centre-line to roadway varies between 34 M and 38.5 M for Code E taxi-lanes, the closest being alongside Taxiways J, L and R. There are also several roadway crossings of 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-Charlie 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.
- iv. AN-124 aircraft will be provided with wing-tip escort vehicles on taxiways northside of Runway 05L/23R.
- v. Pilots of long-wheelbase aircraft such as B777-300 and A340-600 should exercise caution when negotiating taxiway curves and intersections as main-gear to pavement edge clearance may be limited.
- vi. A380 aircraft – Taxiway routes available to A380 are shown on aerodrome chart AD 2-EGCC-2-3, marked in yellow. Reduced taxiway centre-line to object clearance of 49 M applies along Taxiways Alpha and Juliet (between J1 and J4).
- vii. Taxiways November-Alpha Blue, November-Alpha Orange, November-Bravo Blue, November-Bravo Orange, Zulu-Blue and Zulu-Orange are restricted to aircraft with maximum wingspan of 36 M or less.

i) **Ground Manoeuvring Restrictions.**

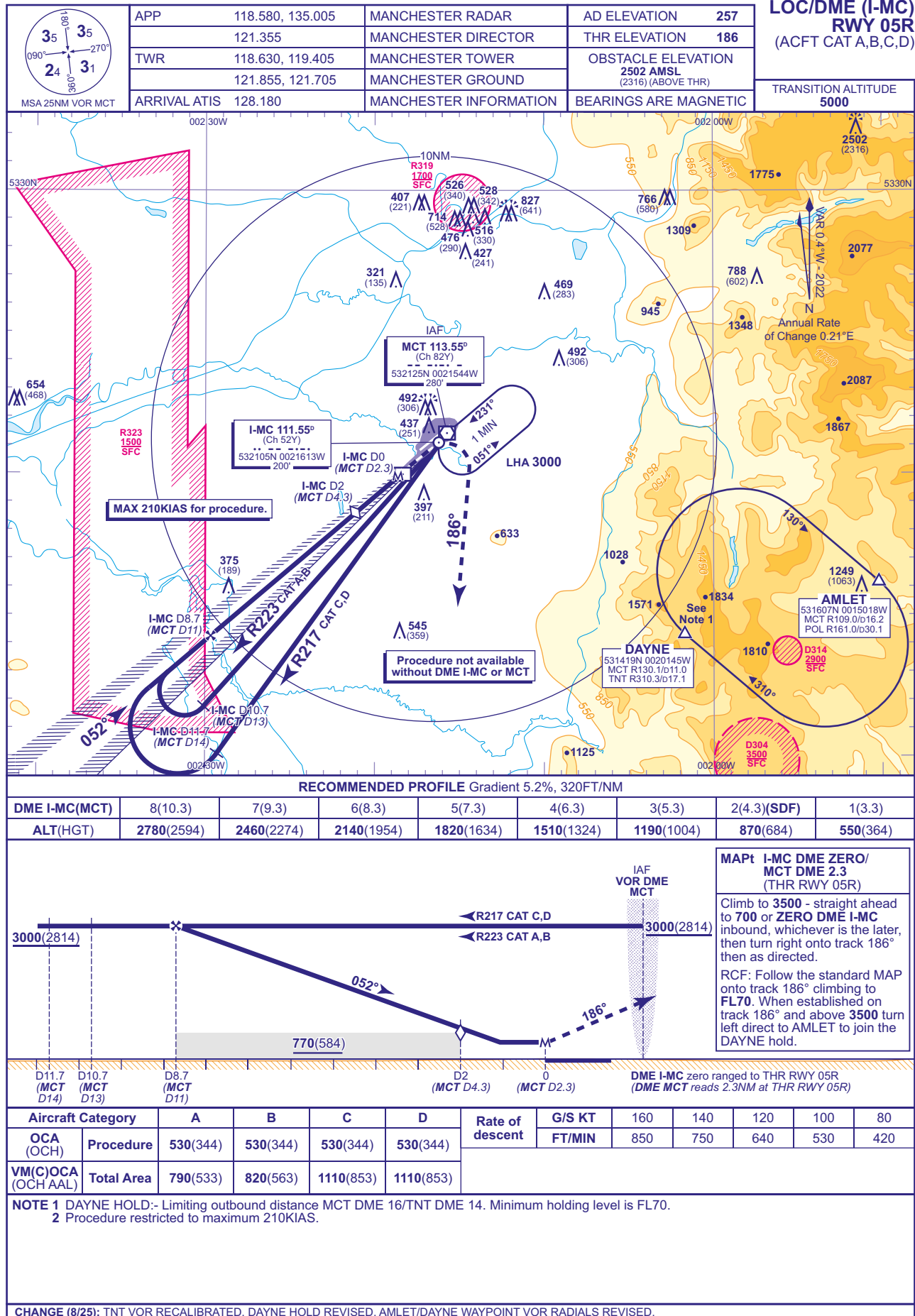
- i. ATC instructions will normally specify the taxi route to be followed. This does not necessarily guarantee clearance from other aircraft, vehicles and obstructions on the manoeuvring area.
- ii. Pilots are reminded of the need to exercise caution on wingtip clearances from other aircraft when manoeuvring in close proximity on the ground. Particular care should be taken in the runway holding areas and at runway crossing points.

INSTRUMENT APPROACH CHART - ICAO

MANCHESTER
ILS/DME (I-MC)
RWY 05R
(ACFT CAT A,B,C,D)

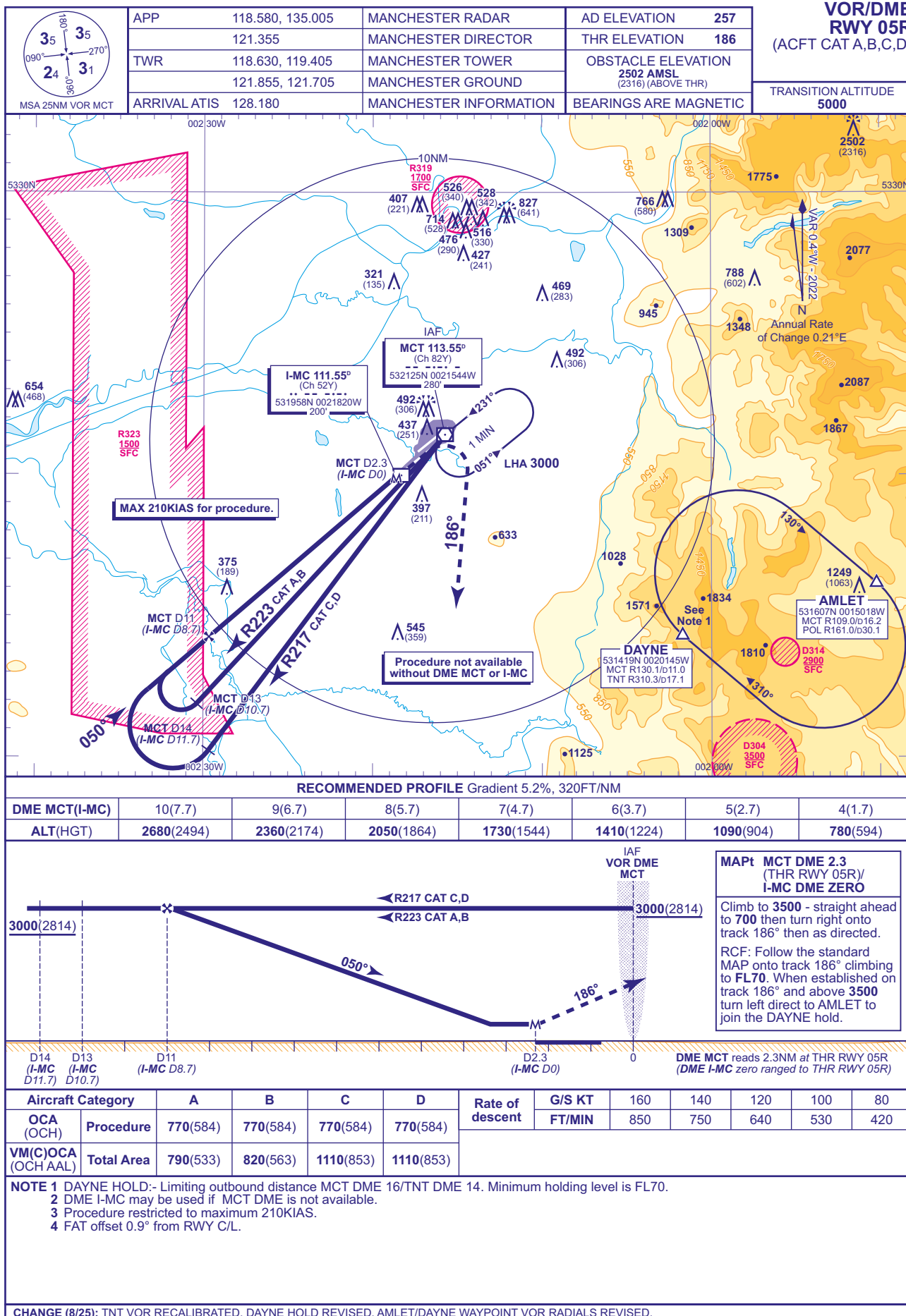


**MANCHESTER
LOC/DME (I-MC)
RWY 05R
(ACFT CAT A,B,C,D)**



INSTRUMENT APPROACH CHART - ICAO

MANCHESTER
VOR/DME
RWY 05R
(ACFT CAT A,B,C,D)

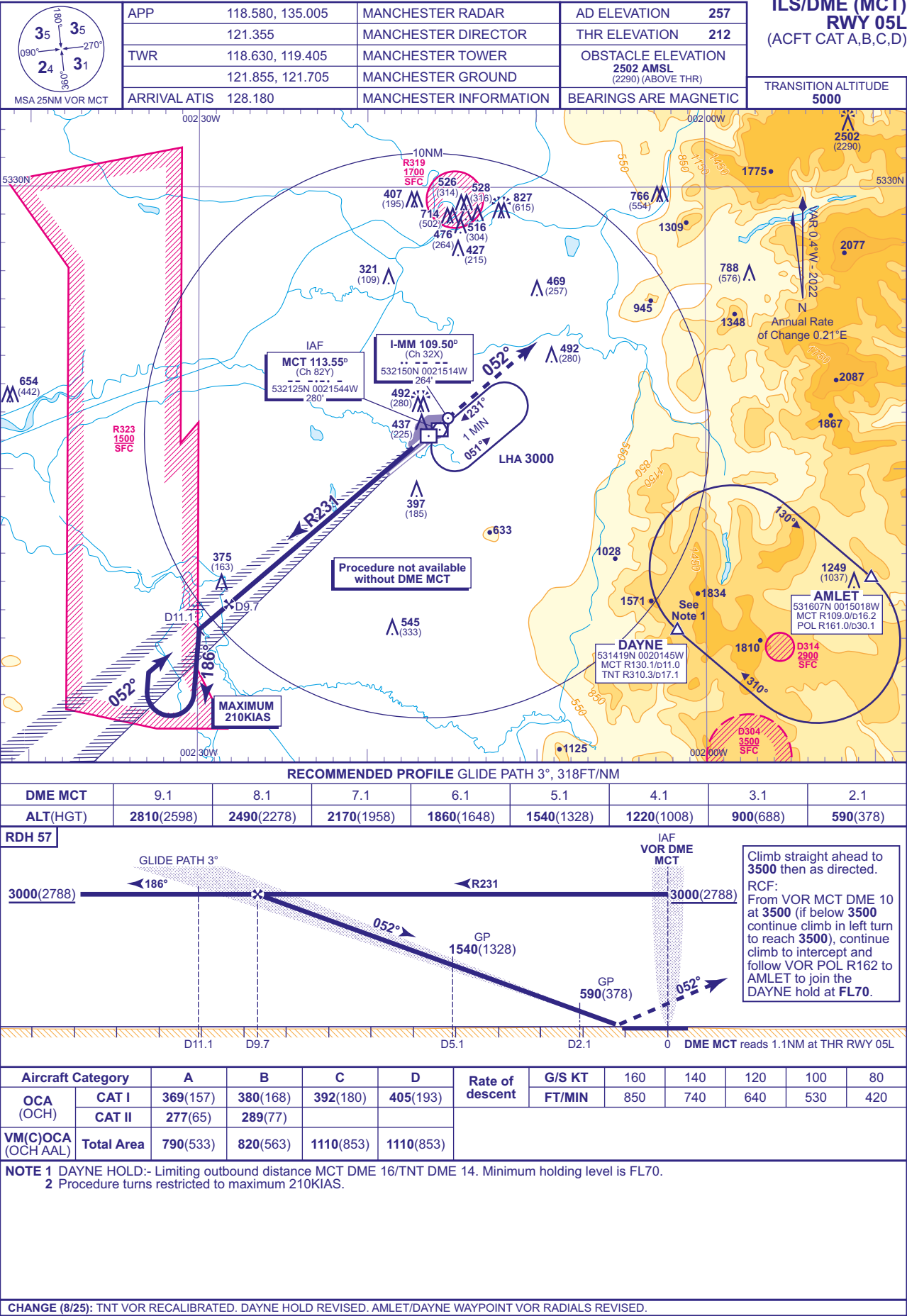


MANCHESTER
ILS/DME (I-MM)
RWY 05L
(ACFT CAT A,B,C,D)

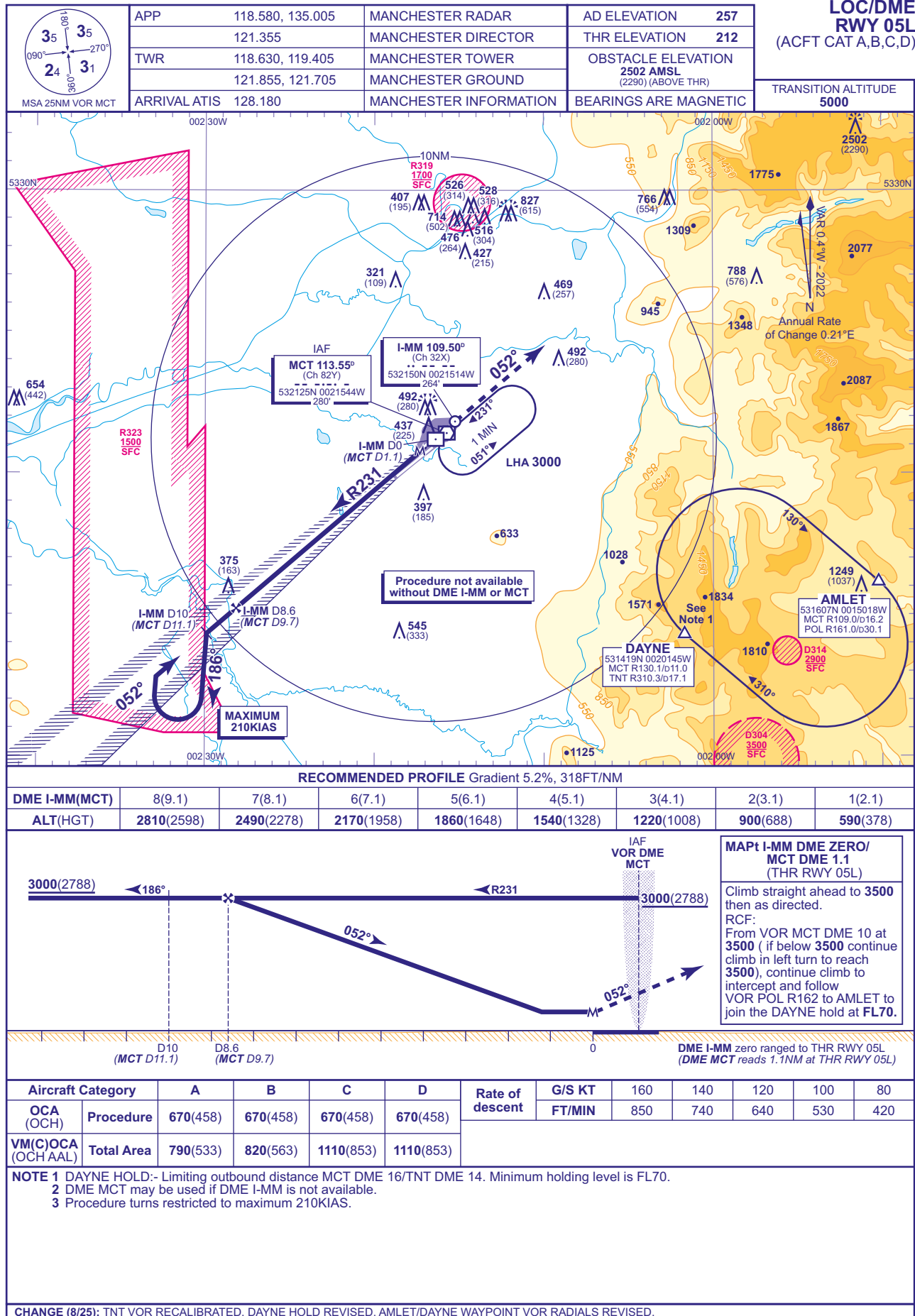


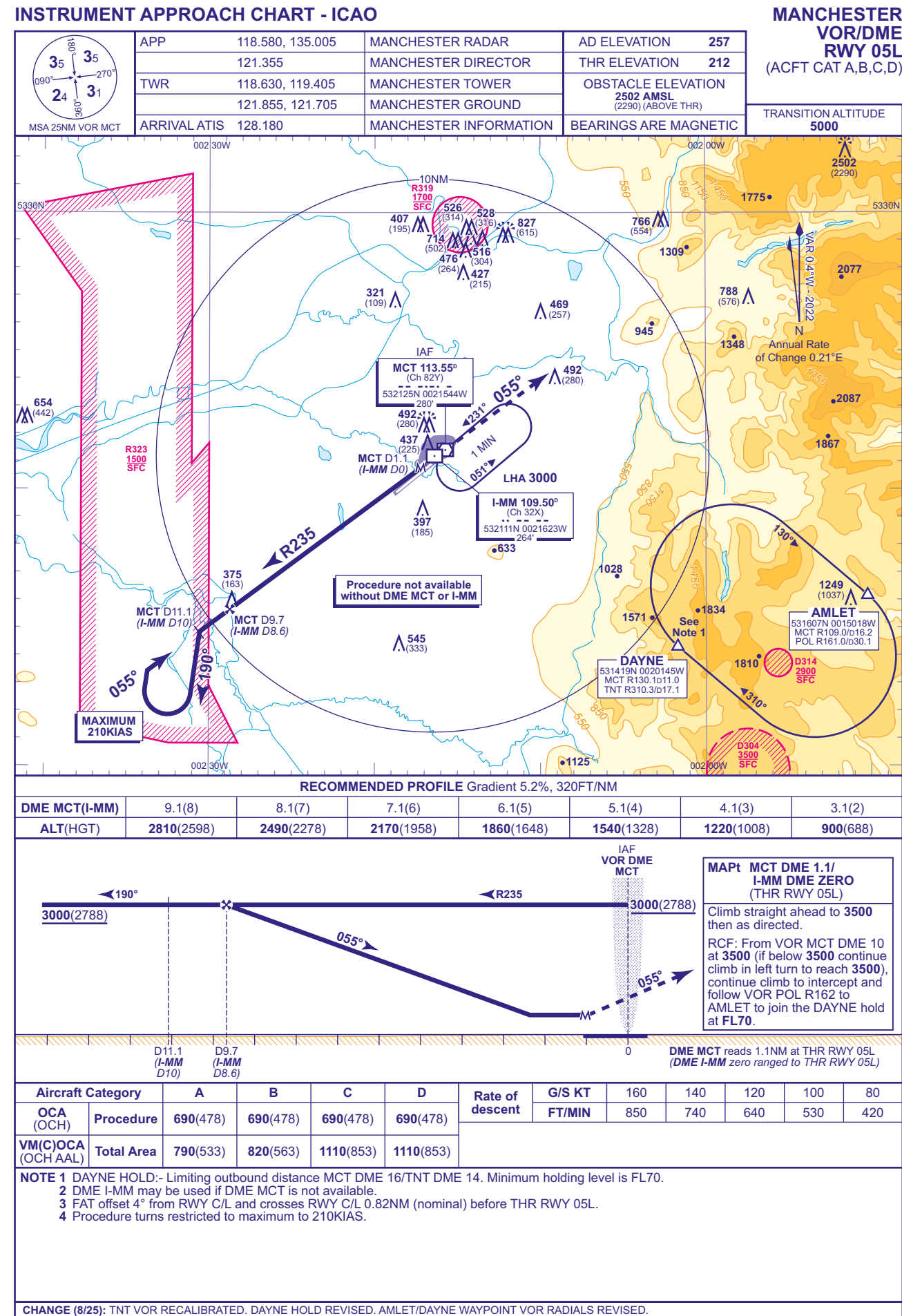
INSTRUMENT APPROACH CHART - ICAO

MANCHESTER
ILS/DME (MCT)
RWY 05L
(ACFT CAT A,B,C,D)

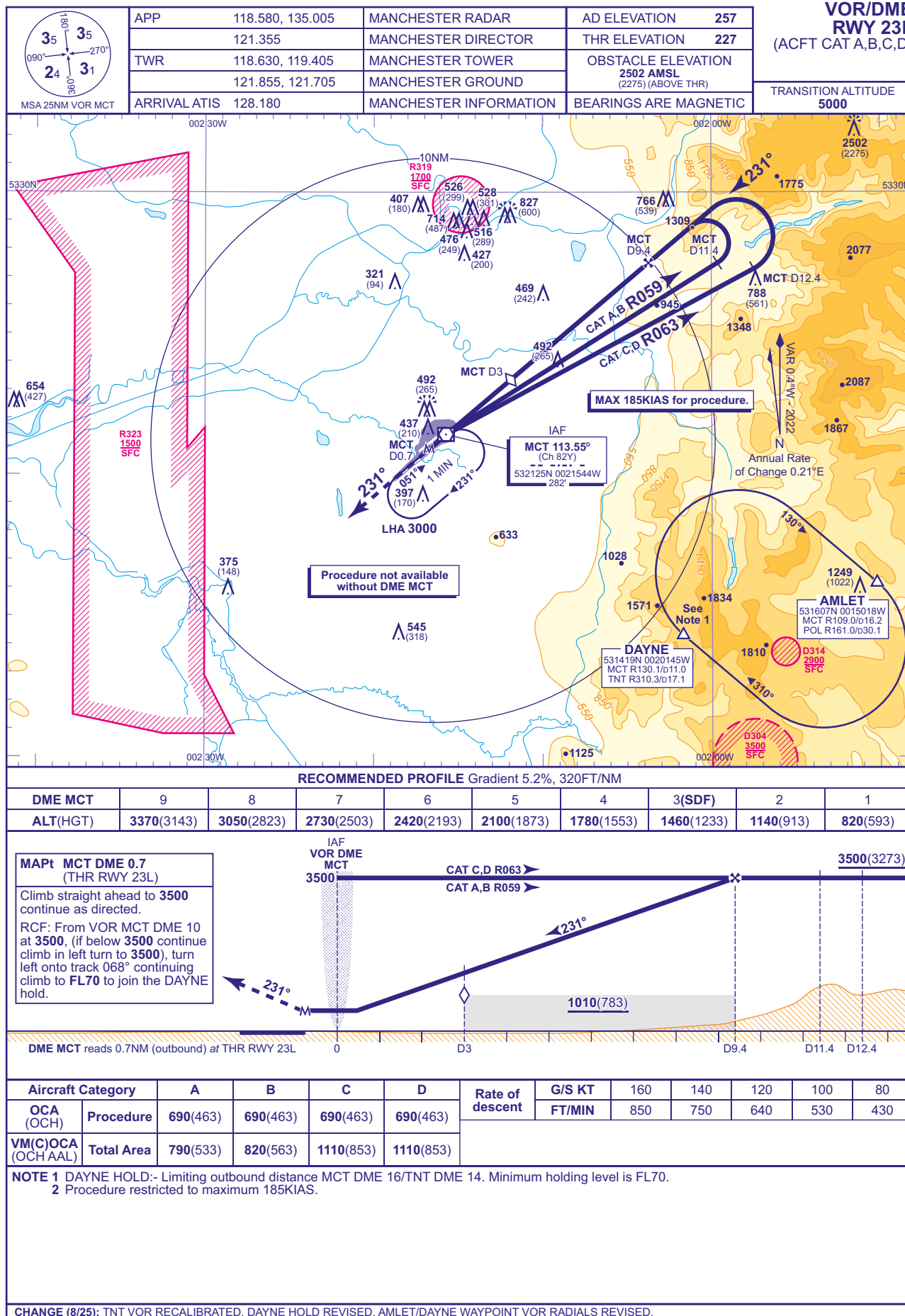


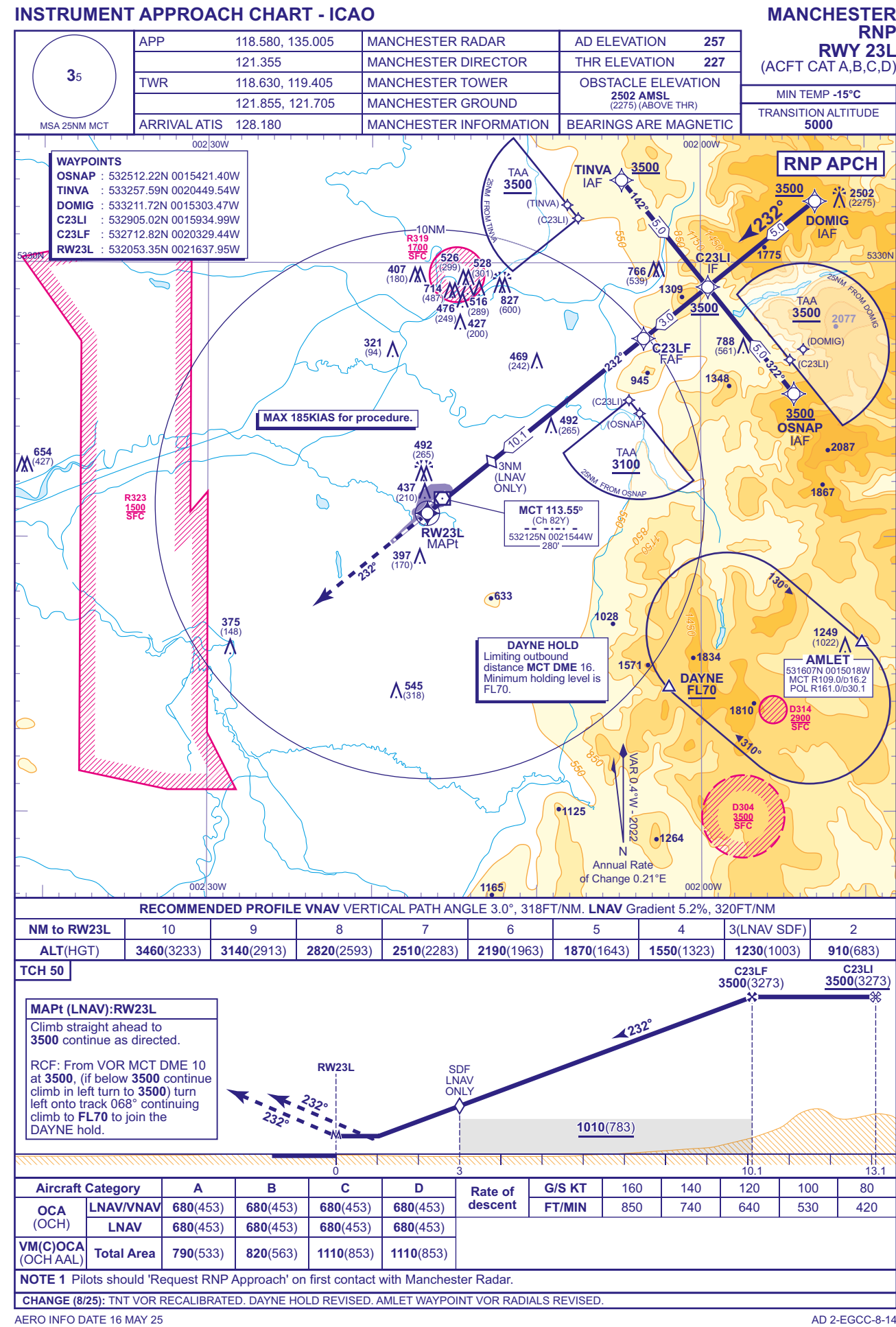
**MANCHESTER
LOC/DME
RWY 05L**
(ACFT CAT A,B,C,D)





INSTRUMENT APPROACH CHART - ICAO

MANCHESTER
VOR/DME
RWY 23L
(ACFT CAT A,B,C,D)



descent and engine anti-ice required during descent through cloud (icing). A sea breeze due to the sun's warming overland can also have the same effect. →

5 HELICOPTER OPERATIONS

- a) Helicopters must use the runway for take-off and landing, unless specific instruction issued by ATC not to use the runway.
- b) Three helicopter parking areas are provided. Two are located on the general aviation apron and are designated 'P-East' and 'P-West'. Stand 54 is a multi-use stand and helicopters may be marshalled. Skid equipped helicopters must utilise P-East or P-west as no hover taxi permitted beyond these stands – Ground taxi only. Helicopters operations from taxiway Echo restricted to based operators.
- c) Helicopters operating TO/FROM sites within the CTR:
 - i. Flight Details - Prior to lifting, the pilot shall book out with Newcastle ATC, preferably via telephone at least ten minutes prior to lift. Note: The act of booking out does NOT constitute a zone clearance. Clearance must be obtained via RTF from Newcastle ATC.
 - ii. Operation - Outbound

The pilot must: Lift into the hover to a height of not greater than 200 FT AGL and obtain zone clearance. Only when a clearance has been received, can the flight set course subject to Newcastle ATC Instruction.

- iii. Operation - Inbound

Contact should be made, where possible, with Newcastle Radar at least 5 minutes flying time from the CTR or CTA boundary requesting clearance to enter CAS. The pilot shall report when descending into the landing site. It should be noted that after this report has been made, no further action will be initiated by ATC, for instance incident/accident, unless information to the contrary is received. If no acknowledgement is received from Newcastle ATC, then the pilot must telephone ATC as soon as practical after landing.

6 USE OF RUNWAYS

- a) Variable circuit as advised by ATC.
- b) Aircraft exiting via Bravo and Charlie should do so at speeds of 25 KT or less.

7 TRAINING

- a) Operators intending to follow a programme of training flights should obtain prior approval from the Chief Executive.
- b) Training flights.
 - i. Training flights may only take place by prior arrangement with ATC and only between Mon-Sat 0730-2300 (0630-2200), Sun 1000-2300 (0900-2200).
 - ii. ATC must be advised of any cancellations. Any sortie delayed by 30 minutes or more will be deemed to have been cancelled.
 - iii. No flying training, including training circuits, missed approaches and landings, is permitted between 1200-1500 during the period 1 May until 30 September. The single take-off or full stop landing of an aircraft on a training flight may be permitted. Local sorties will also be restricted during these times. Outside of these times training and local sorties will be permitted subject to ATC priorities.
 - iv. Asymmetric flight must not be carried out without the permission of ATC.
 - v. The filing of a flight plan for a training detail does not constitute acceptance.
 - vi. Flight training is not permitted during Low Visibility Operations (LVOs).
- c) All training flights by aircraft above 12,000 KG MTWA and all turbo-jet or turbo-fan aircraft shall be subject to the following conditions:
 - i. Circuits shall be at a minimum of 2000 FT QNH except for aircraft having an MTWA of 95,000 KG or greater, when they shall be at a minimum of 2300 FT QNH;
 - 1. Circuits will be variable in direction, left or right hand, in accordance with ATC instructions.
 - 2. Aircraft are to be flown in such a manner as to avoid built-up areas in the vicinity of the aerodrome.
 - 3. All training aircraft carrying out circuits or making a missed approach from a visual circuit to either runway are required to comply with the Noise Preferential Routeings.
 - 4. Training flights will not be given priority over essential aerodrome maintenance work.

EGNT AD 2.21 NOISE ABATEMENT PROCEDURES

All aircraft inbound to, and outbound from or local flying at this 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:

- 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 practicable in areas surrounding the aerodrome.
- b) **Continuous Descent Approaches**
Subject to ATC instructions, inbound jet aircraft are to maintain as high an altitude as practicable and adopt a low power, low drag continuous descent profile, when appropriate. Turbo-jet and turbo-prop aircraft are expected to apply continuous descent, low power, low drag approach techniques at all times. ATC shall 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.

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- c) Aircraft approaching without assistance from radar or ILS shall follow a descent path which will result in the aircraft not being at any time lower than the approach path which would be followed by aircraft using the ILS glide path.
- d) Aircraft must not join the final approach track to either runway at a range of less than 7 NM and not below altitude 2000 FT except when instructed by ATC, unless they are propeller driven aircraft with an MTWA of between 5700 KG and 12,000 KG when restriction shall be to join the final approach to either runway at not less than 3.5 NM and not below altitude 1300 FT. Aircraft whose MTWA is less than 5700 KG must not join the circuit below altitude 1300 FT.
- e) To minimise disturbance in areas adjacent to the aerodrome, Captains are required to avoid the use of reverse thrust above idle power on landing, consistent with the safe operation of aircraft between the hours of 2300-0700 (2200-0600).
- f) Noise Preferential Routings – The Noise Preferential Routings specified in the following table are compatible with ATC requirements and the tracks are to be flown by all departing jet aircraft and by all other departing aircraft of more than 5700 KG MTWA unless authorised by ATC or unless deviations are required in the interest of safety. The NPRs are incorporated into the Standard Instrument Departure (SIDs) and Omnidirectional departures.

Take-off Runway	Direction of turn	Intended track (°M)	Procedure	Take-off Runway	Direction of turn	Intended track (°M)	Procedure
07	Left Turn	Between 069° and 250° and LH circuit	Climb straight ahead to FL 80. (Circuit level as directed by ATC.)	25	Straight ahead or Right Turn	Between 251° and 070° and RH circuit	Climb straight ahead to FL 80 (Circuit level as directed by ATC).
	Right Turn	GIRLI P18 ERKIT N110 RH circuit	Climb straight ahead to 3.5 DME NEW (3 DME I-NC) and turn right heading 190° climbing to FL 80 (Circuit level as directed by ATC).		Left Turn	GIRLI P18 ERKIT N110 LH circuit	Climb straight ahead to 1.5 DME NEW (1 DME I-NWC) and turn left heading 210° climbing to FL 80. (Circuit level as directed by ATC.)
					Left turn (CURROCK ACTIVE)	GIRLI P18 ERKIT N110 LH circuit	Climb straight ahead to 1.5 DME NEW (1 DME I-NWC) and turn left heading 180° climb to FL 80.

Note 1: Gliding may take place at Currock Hill Gliding Site, 545602N 0015043W, 8 NM south-west of Newcastle aerodrome from dawn to dusk, ATC will advise when active via RTF and/or ATIS.

- g) Ground Running: Ground running by aircraft is prohibited between 2300-0600 (2200-0500), unless the aircraft operator can show that there exists overriding operational requirements. At other times ground running is to be kept to the minimum consistent with operational needs and shall be authorised by ATC.
- h) General Aviation to avoid overflying built up areas.

EGNT AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR INBOUND AIRCRAFT

- a) The standard routes for aircraft inbound descending from upper airspace are as follows:

Approach from	Via	Route
South STAR RNAV1 equipped aircraft only. If no onward clearance received by ETSES remain in the ETSES hold.	P18	POL – P18 – NATEB POL – POL 1N – ETSES (RNAV1)
	Y250	Y250 – GASKO – P18 – NATEB RIMTO – RIMTO 1N – ETSES (RNAV1)
South-East	N110	Leave CAS on track NATEB
North-West	Y96	Leave CAS on track NATEB
East	UP16	Leave CAS on track NATEB

- b) Descent upon the STAR shall be as directed by ATC.
- c) Aircraft inbound on the STAR can expect vectoring for an ILS to the runway in use.
- d) Runway 25: RNAV1 equipped aircraft may request to fly the ETSES 1K transition for the RNP approach.
- e) Runway 07: RNAV 1 equipped aircraft may request to fly the ETSES 1J transition for the RNP approach.
- f) **Descent Planning**

- i. To assist in the calculation of Continuous Descent Approach profiles, the following levels are recommended:

1. Abeam UVAVU - FL140.
2. Abeam TILNI - FL110.
3. Abeam GIRLI - FL90.

- g) **Missed Approaches.** The Newcastle Standard Missed Approach Procedures are detailed within the associated Instrument Flight Procedure Charts including the procedures that apply in the event of executing a missed approach with loss of radio communications.

h) **Radio Failure IFR**

- i. Aircraft expecting an ILS approach are to route to the NT (L) at the last assigned level and continue with the radio fail procedure adopted in ENR 1.1.3.
- ii. Aircraft expecting an RNP approach are to:
 1. If failure occurs **before** ETSES, continue on the STAR and establish in the ETSES hold before adopting the Radio Failure Procedure adopted in ENR 1.1.3;
 2. If the failure occurs **after** ETSES, continue on the transition for the RNP approach in accordance with the Radio Failure Procedure adopted in ENR 1.1.3.

2 PROCEDURES FOR OUTBOUND AIRCRAFT

- a) Aircraft should flight plan via the following routes:

Outbound to	Via	Route
South and South-West	P18 P18/P16	P18 – POL (below FL 190) P18 – GASKO – P16 (FL 190 and above) Note: Aircraft not able to make FL 210 by GASKO and requiring continuous climb above FL 210 should inform ATC
South-East	Y250 for L60 and L603	P18 – GASKO – Y250 – MAMUL
	N110 for Y70 and L603	ERKIT – N110 – ABTOS (for Y70) ERKIT – N110 – DOLAS (for L603) Note: Aircraft routeing via Y70 or L603 may alternatively route via P18 – Y250 – L60/L603
North, East and West	FIR	Route via appropriate significant points, advice available from ATC.

3 VFR FLIGHTS

- a) VFR flights in the Control Zone will be passed routeing instructions and/or altitude restrictions in order to integrate VFR flights with other traffic. Pilots are reminded of the requirements 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 clearance instructions issued.

4 VFR ROUTES TO AND FROM NEWCASTLE

- a) VFR routes have been established; clearances will be issued subject to the conditions specified in paragraph 3. These routes are determined by visual reference points and prominent ground features, and are detailed in the following tables. 'Not above altitude' level instructions will be passed with the appropriate ATC VFR clearance.
- b) Requests for non-standard routes must be co-ordinated with ATC.

Outbound Visual Routes

Exit Point	RWY	Route	Maximum Altitude
Tyne Bridges	07	Turn right outbound to leave the CTR no more than 1 NM east of the Tyne Bridges VRP.	2500 FT
Blaydon	07	Turn right outbound to leave the CTR south of Blaydon VRP and no more than 1 NM east of the A1.	2500 FT
Stagshaw Mast	07	Turn left outbound, to cross Ponteland at 1300 FT or above or remain north of Ponteland, routing north of Ouston VRP to leave the CTR no more than 1 NM north of Stagshaw Masts VRP.	2500 FT
Bolam Lake	07	Turn left outbound to remain North of Ponteland. Leave the CTR no more than 1 NM east of the A696 on track towards Bolam Lake VRP.	2500 FT
Morpeth Railway Station or Blyth Windfarm	07	Turn left outbound, to remain east of A1 from Stanington. Leave the CTR no more than 1 NM east of Morpeth Railway Station VRP.	2500 FT
Tyne Bridges	25	Turn left outbound to leave the CTR no more than 1 NM west of the Tyne Bridges VRP.	2500 FT
Blaydon	25	Turn left outbound to leave the CTR south of Blaydon VRP, remaining no more than 1 NM west of the A1.	2500 FT
Stagshaw Mast	25	Climb straight ahead to 1000 FT QNH, turn right to cross Ponteland at 1300 FT or above, route via Ouston VRP then no more than 1 NM south of Stagshaw VRP. Note: Advise ATC if unable to cross Ponteland at 1300 FT or above. Continue straight ahead until 3 DME before turning towards Ouston VRP.	2500 FT

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Exit Point	RWY	Route	Maximum Altitude
Bolam Lake	25	Climb straight ahead to 1000 FT QNH, turn right to cross Ponteland at 1300 FT QNH or above. Leave the CTR no more than 1 NM west of the A696 on track towards Bolam Lake VRP. Note: Advise ATC if unable to cross Ponteland at 1300 FT or above. Continue straight ahead until 3 DME before turning towards Bolam Lake VRP.	2500 FT
Morpeth Railway Station or Blyth Windfarm	25	Climb straight ahead to 800 FT QNH, turn right to pass east of Ponteland continuing climb. Route to leave the zone no more than 1 NM west of the A1.	2500 FT

Outbound and inbound visual routes via Bolam Lake, Derwent Reservoir and Ouston (Disused Aerodrome) VRPs are recommended for daylight use only.

Inbound Visual Routes

Entry Point	RWY	Route	Maximum Altitude
Tyne Bridges	07	Enter the CTR no more than 1 NM west of Tyne Bridges VRP, route to join right base for RWY 07.	2500 FT
Blaydon	07	Enter the CTR no more than 1 NM west of Blaydon VRP, route join to right base for RWY 07.	2500 FT
Stagshaw Mast	07	Enter the CTR not more than 1 NM south of Stagshaw Masts VRP, route via Ouston VRP to join left base RWY 07, remaining 1300 FT or above over Ponteland OR if not possible remain west of Ponteland and when cleared join final approach RWY 07 not less than 3.5 NM from touchdown	2500 FT
Bolam Lake	07	Enter the CTR not more than 1 nm west of the A696. Route to join left base RWY 07, remaining 1300 FT or above over Ponteland OR if not possible remain west of Ponteland. When cleared join final approach not less than 3.5 NM from touchdown	2500 FT
Morpeth Railway Station or Blyth Windfarm	07	Enter the CTR no more than 1 NM west of the A1, to join left base RWY 07 east of Ponteland remaining at or above 1000 FT QFE until south of Ponteland	2500 FT
Tyne Bridges	25	Enter the CTR no more than 1 NM east of Tyne Bridges VRP to join left base RWY 25.	2500 FT
Blaydon	25	Enter the CTR no more than 1 NM east of Blaydon VRP to join left base RWY 25	2500 FT
Stagshaw Mast	25	Enter the CTR no more than 1 NM north of Stagshaw Masts VRP. Route north of Ouston VRP to join downwind right hand RWY 25. Cross Ponteland at or above 1300 FT or route north of Ponteland	2500 FT
Bolam Lake	25	Enter the CTR no more than 1 NM east of the A696, route to join right base RWY 25 remaining clear of Ponteland.	2500 FT
Morpeth Railway Station or Blyth Windfarm	25	Enter the CTR no more than 1 NM east of Morpeth Railway Station VRP, route east of the A1 until east of Stannington to join right base RWY 25.	2500 FT

5 SPECIAL VFR FLIGHT

- Special VFR clearance for flights within the Control Zone may be requested and may be given in accordance with the rules applicable to Class D airspace.
- Pilots are reminded that it is their responsibility when operating on a Special VFR Clearance to remain at all times clear of cloud and in sight of the surface and in flight conditions which will enable them to determine their flight path and ensure that they comply with SERA.3105 Minimum Heights and the relevant parts of SERA.5001 VMC Visibility and Distance from Cloud Minima, SERA.5005 Visual Flight Rules and Rules of the Air Regulations 2015. Pilots must inform the radar controller if compliance with these requirements entails a change of heading or level.
- 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.
- Special VFR flight may be subject to delay.
- In order to reduce conflict with IFR flights, Special VFR arriving/departing flights will normally be cleared not above a specified altitude and to route via a published VRP.

6 GLIDERS

- Local gliding activity takes place at Currock Hill. See note at AD 2.20
- Newcastle ATC provides a service to gliders requesting clearance to enter the Borders / Newcastle CTA North of UVAVU below FL120.

7 VISUAL REFERENCE POINTS (VRP)

- Use of Bolam Lake, Derwent Reservoir and Ouston (Disused Aerodrome) VRPs is not recommended at night.

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/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	PRESTWICK APPROACH	121.500 Emergency frequency O/R.			H24	ATZ hours coincident with Approach hours.
		129.450 DOC 40 NM/ 19,500 FT.			H24	
TWR	PRESTWICK TOWER	118.150 DOC 25 NM/6,000 FT.			H24	
		121.500 Emergency frequency O/R.			H24	
		127.155 As directed by ATC.			H24	
RADAR	PRESTWICK RADAR	121.500 Emergency frequency O/R.			H24	
		124.630 As directed by ATC.			H24	
		129.450 DOC 40 NM/ 19,500 FT.			H24	
ATIS	PRESTWICK INFORMATION	121.130			H24	
OTHER	PRESTWICK FIRE	121.600 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/LOC 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.

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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
ILS/LOC 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) 0.9°W (2025)	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

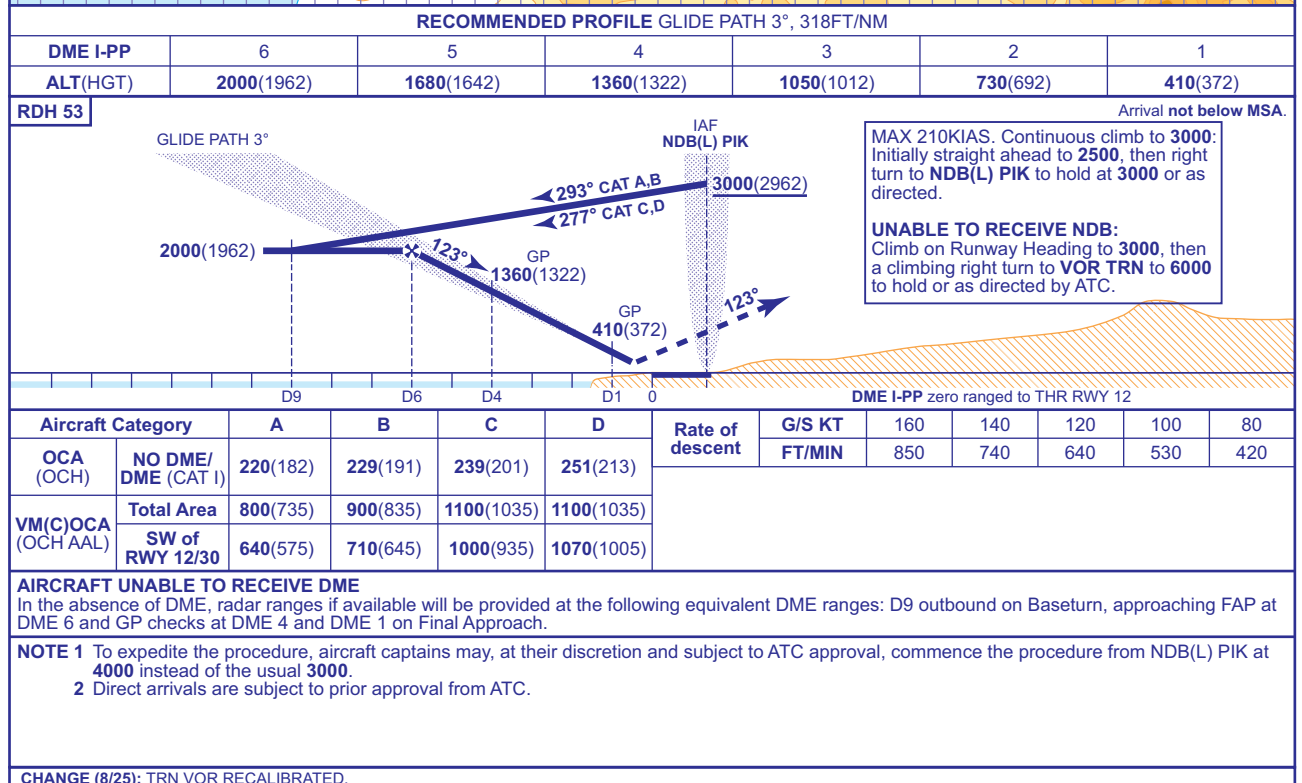
1 AIRPORT REGULATIONS

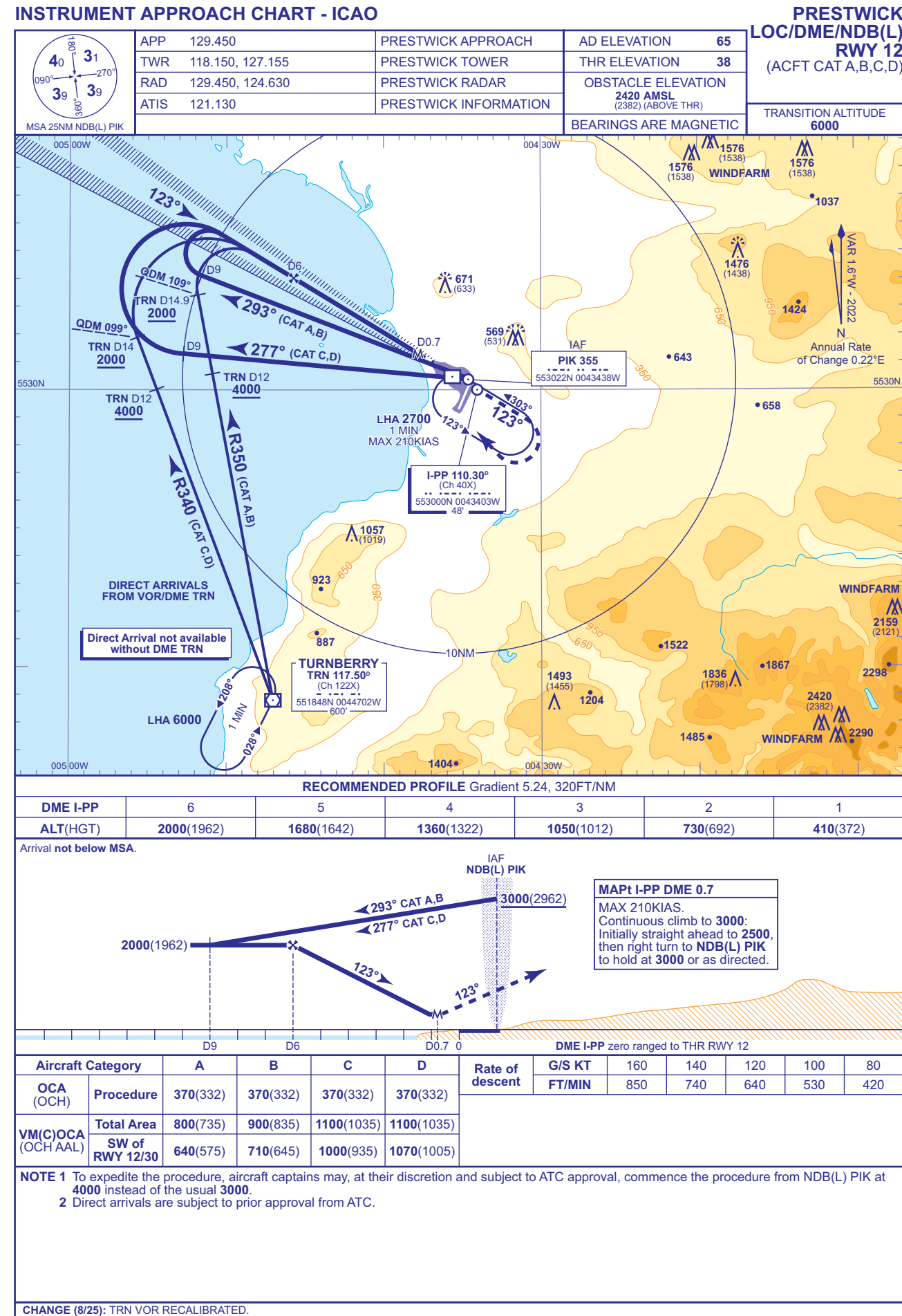
- Pilots are to 'book-out' by telephoning ATC.
- Traffic flow management of inbound, outbound and local aircraft may be applied without notice.
- Aircraft with tail skids will not be permitted to use the aerodrome without first having been fitted with some form of wheel to prevent surface damage.
- The wearing of high visibility clothing is mandatory by all personnel working on airside areas.
- Fixed Electrical Ground Power must be used wherever available and serviceable. Use of GPU and APU should be limited to minimise environmental impact.
- 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.
- Aprons A & B are subject to security restrictions and searches.

2 GROUND MOVEMENT

- 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.
- 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.
- ATC taxiing instructions should be strictly observed.
- Link November has a reduced width of 16 M and is only available for aircraft up to and including Code C size.
- Only marked taxiways to be used.
- The arrangement of the Terminal apron, piers, stand numbers, nose wheel guide lines and alignment bars are shown at AD 2-EGPK-2-2.
- The taxiway Route to/from Spirit Aero systems and HMS Gannet is via Link Tango.
- 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.
- 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.
- 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.

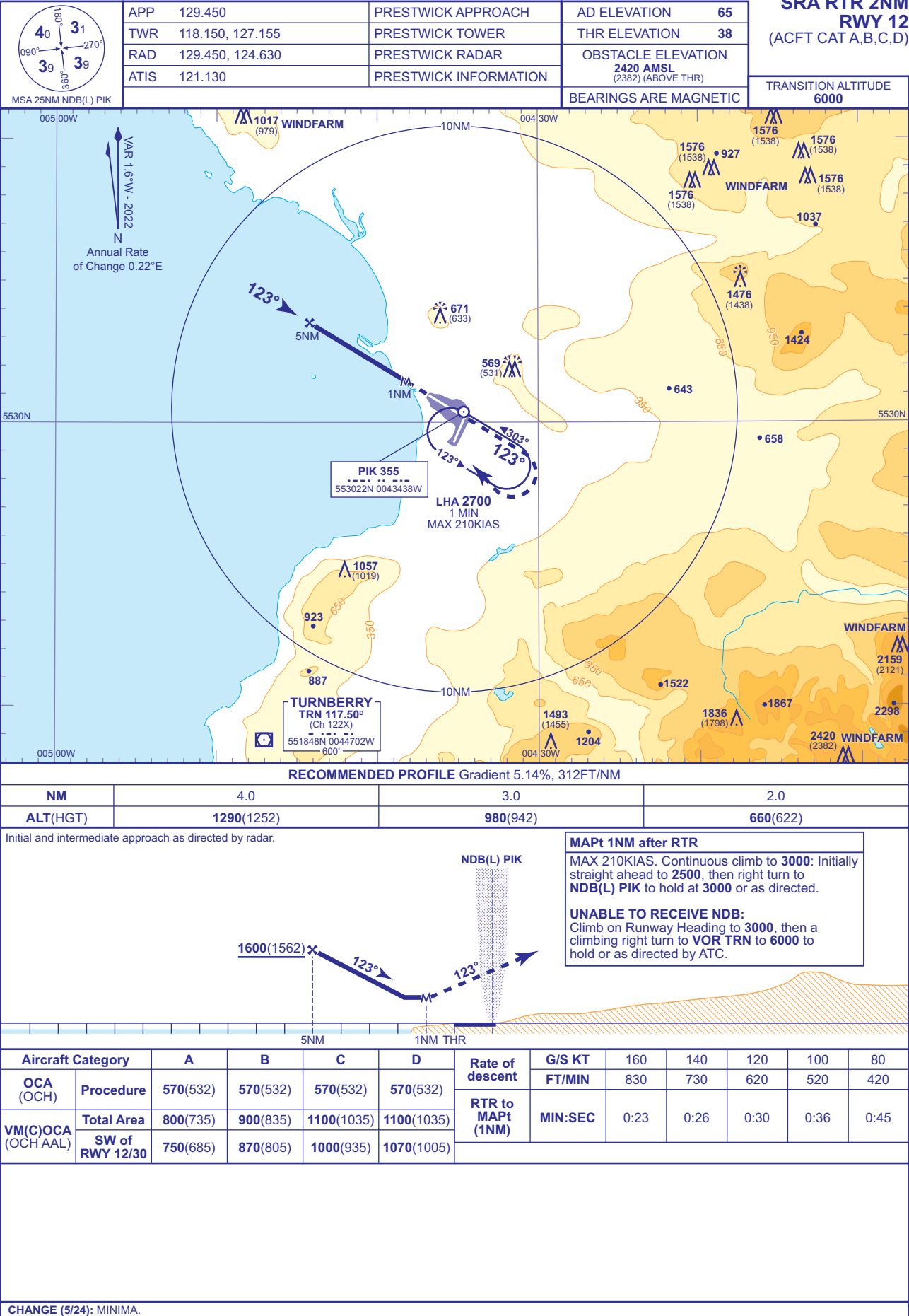
PRESTWICK
ILS/DME/NDB(L)
RWY 12
(ACFT CAT A,B,C,D)





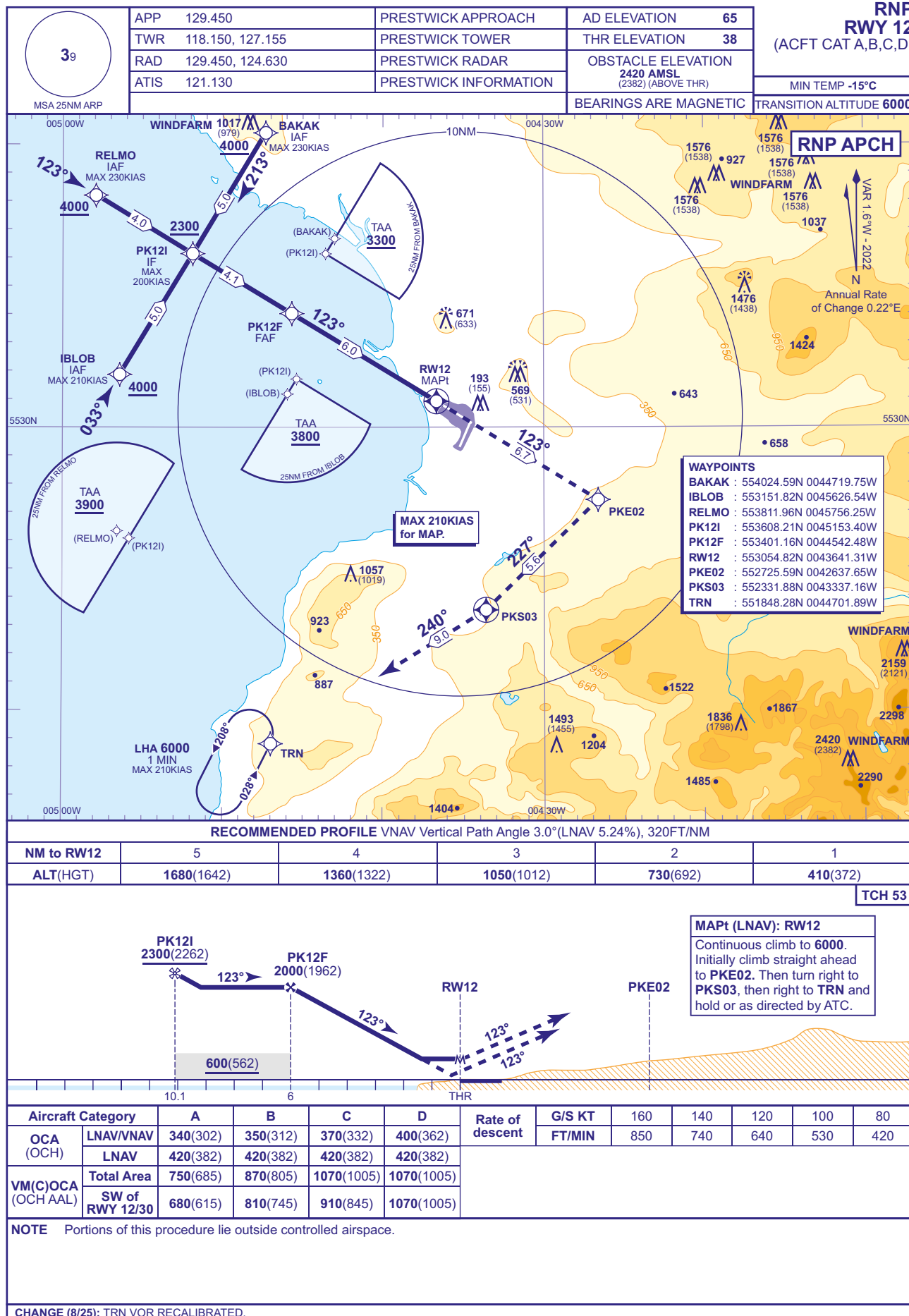
INSTRUMENT APPROACH CHART - ICAO

PRESTWICK
SRA RTR 2NM
RWY 12
(ACFT CAT A,B,C,D)

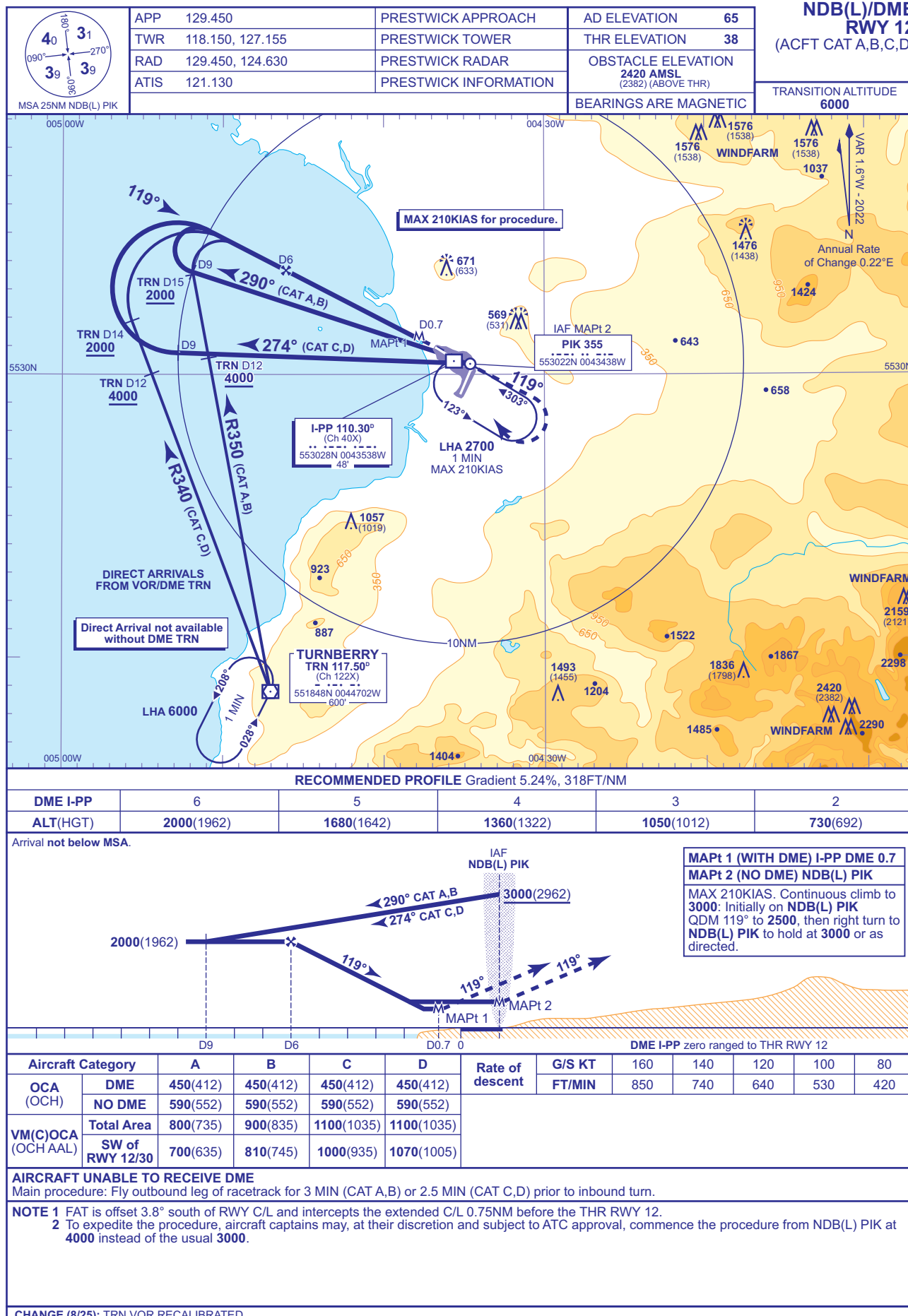


INSTRUMENT APPROACH CHART - ICAO

PRESTWICK
RNP
RWY 12
(ACFT CAT A,B,C,D)



INSTRUMENT APPROACH CHART - ICAO

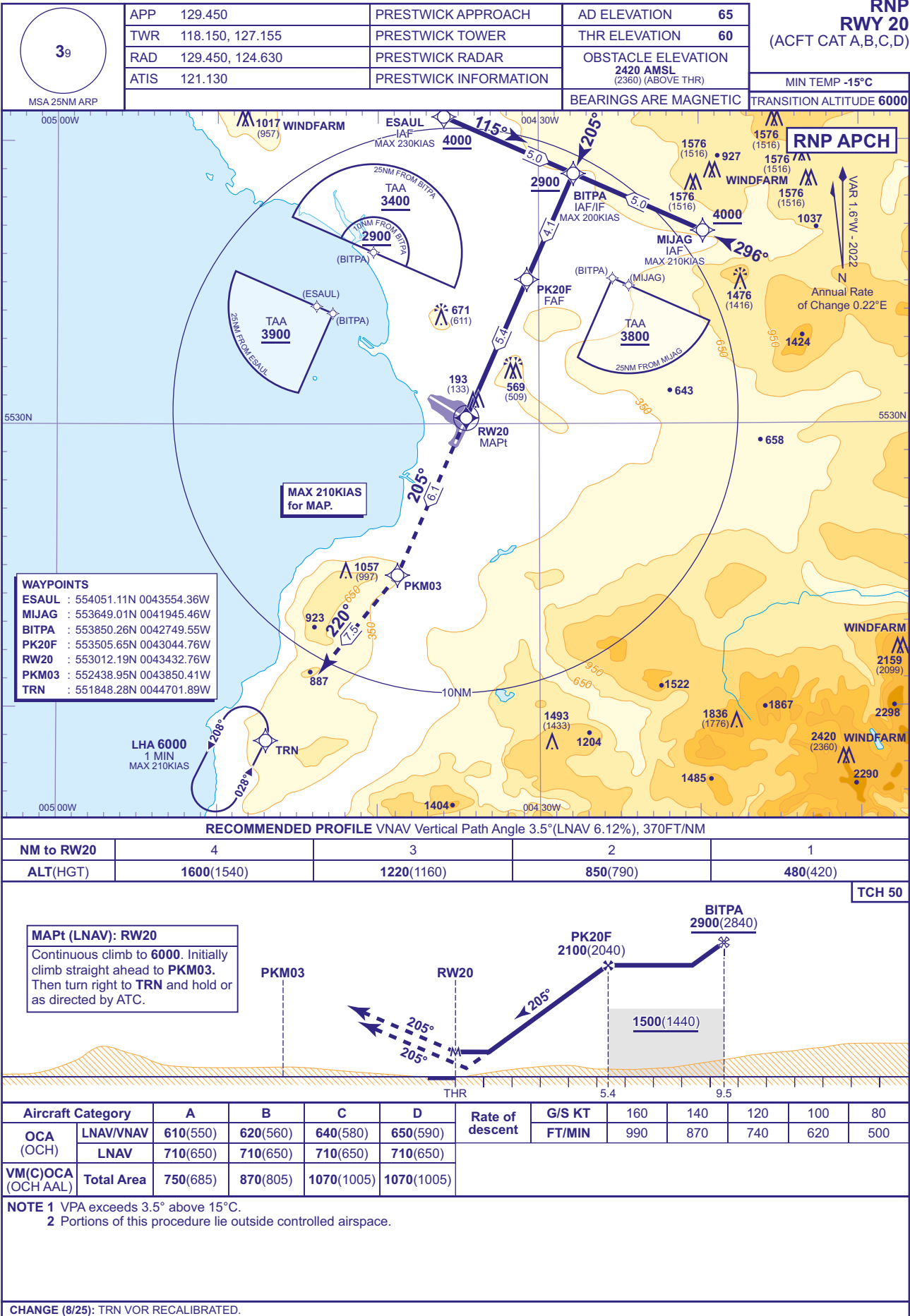
**PRESTWICK
NDB(L)/DME
RWY 12**
(ACFT CAT A,B,C,D)

PRESTWICK
SRA RTR 2NM
RWY 20
(ACFT CAT A,B,C,D)

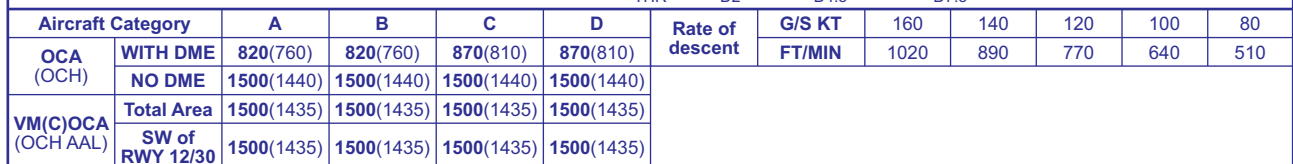
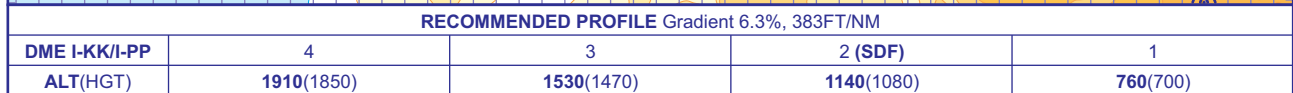


INSTRUMENT APPROACH CHART - ICAO

PRESTWICK
RNP
RWY 20
(ACFT CAT A,B,C,D)



**PRESTWICK
NDB(L)/DME
RWY 20
(ACFT CAT A,B,C,D)**

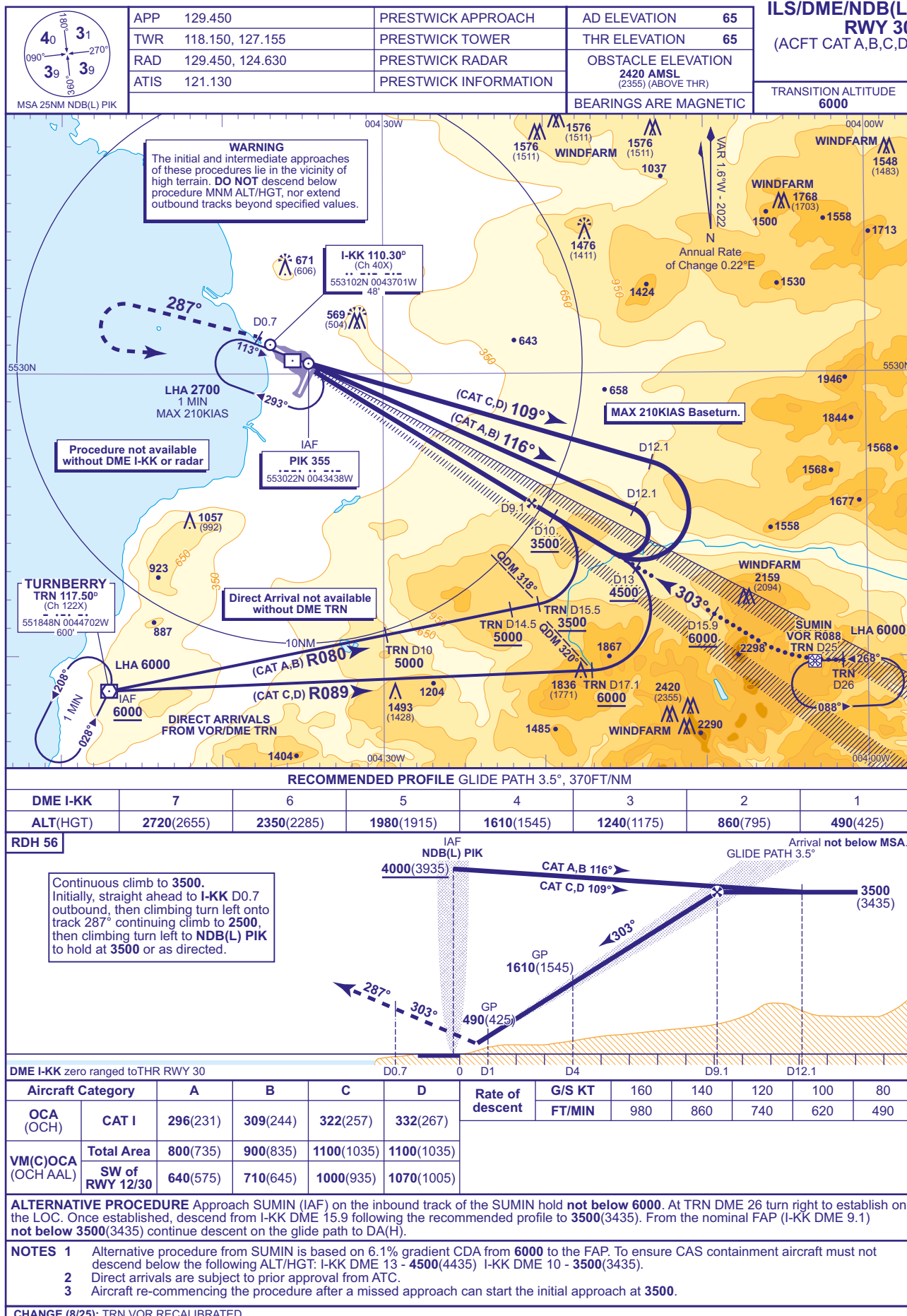


AIRCRAFT UNABLE TO RECEIVE DME
From overhead NDB(L) PIK **not below 3000**(2940) fly outbound on track 040° for 2.5 MIN (CAT A,B); on track 051° for 2 MIN at MAX 185KIAS (CAT C,D) descending to **not below 2100**(2040) then turn left to establish on the FAT. Once established, descend to MDA(H).

- NOTE 1** FAT is offset 2.8° west of RWY CL and intercepts the extended CL 2.4NM (I-PP/I-KK DME 1.7) from the THR RWY 20.
2 Due to siting geometry of NDB(L) PIK and DME I-KK/I-PP, DME 1 occurs nominally 1.6NM before the THR RWY 20. DME arcs become tangential to FAT at short ranges so DME information should not be used after 1 DME.
3 The procedure design Rate of Descent in the final approach exceeds the maximum permissible for straight-in approaches. Published OCA(OCH) are therefore based on VM(C) values.
4 Portions of this procedure lie outside controlled airspace.

CHANGE (5/24): RWY DESIGNATOR. MINIMA.

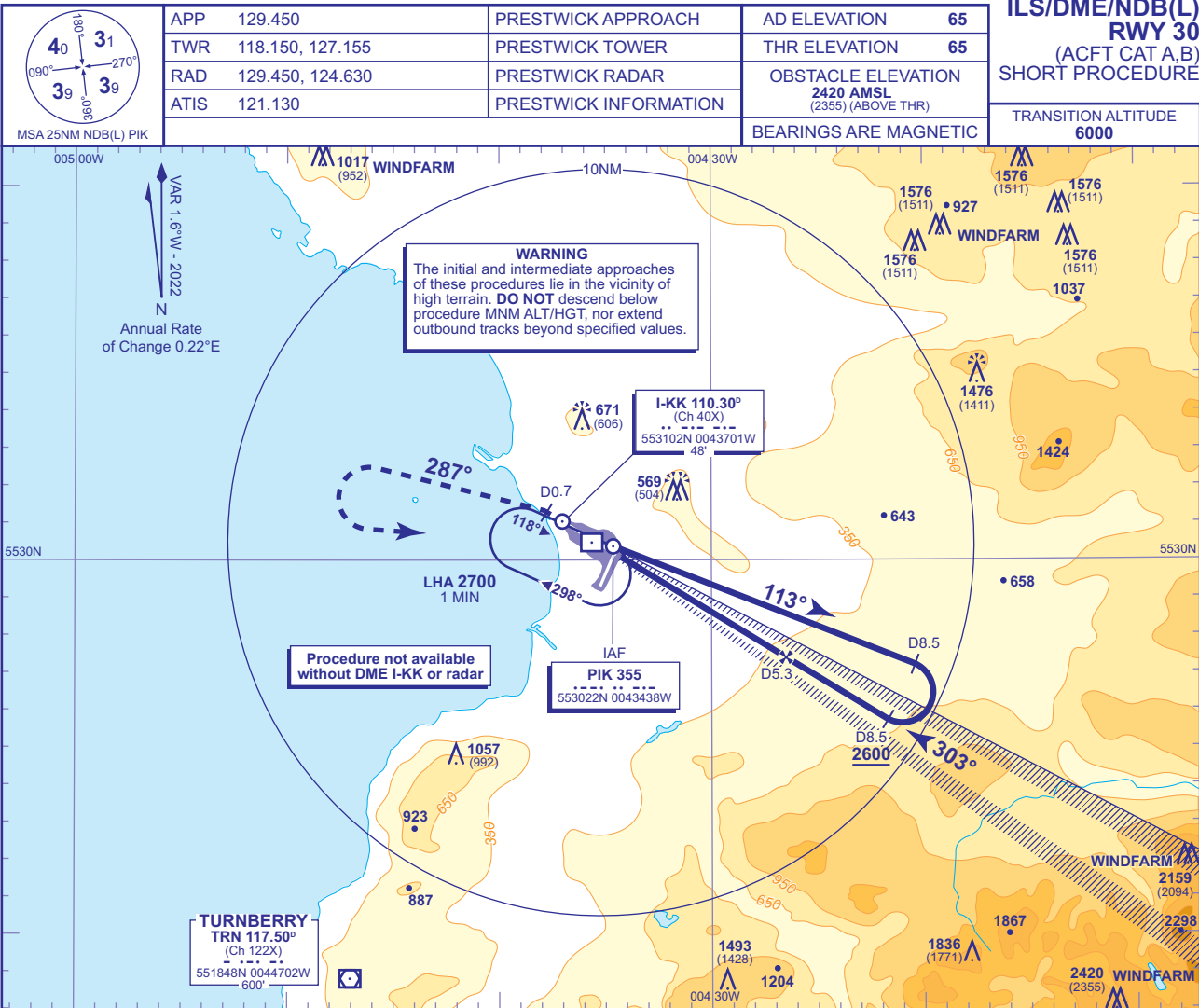
INSTRUMENT APPROACH CHART - ICAO

PRESTWICK
ILS/DME/NDB(L)
RWY 30
(ACFT CAT A,B,C,D)

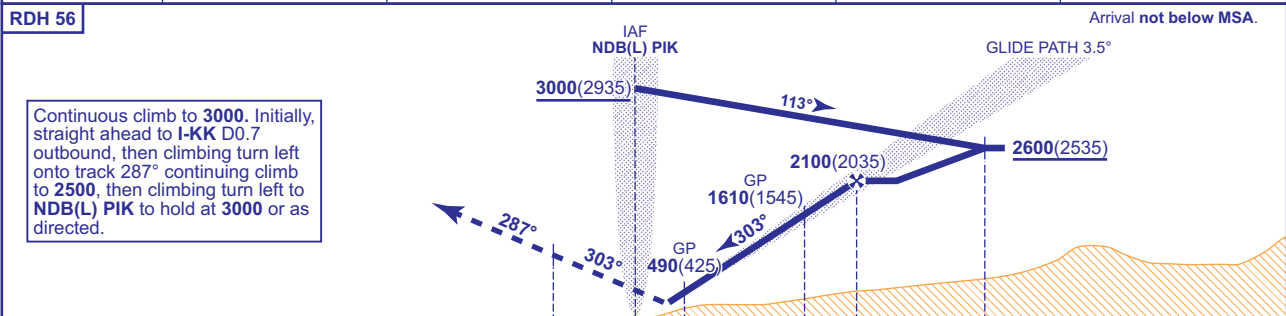
INSTRUMENT APPROACH CHART - ICAO

PRESTWICK
ILS/DME/NDB(L)
RWY 30
(ACFT CAT A,B)
SHORT PROCEDURE

TRANSITION ALTITUDE
6000



RECOMMENDED PROFILE GLIDE PATH 3.5°, 370FT/NM					
DME I-KK	5	4	3	2	1
ALT(HGT)	1980(1915)	1610(1545)	1240(1175)	860(795)	490(425)

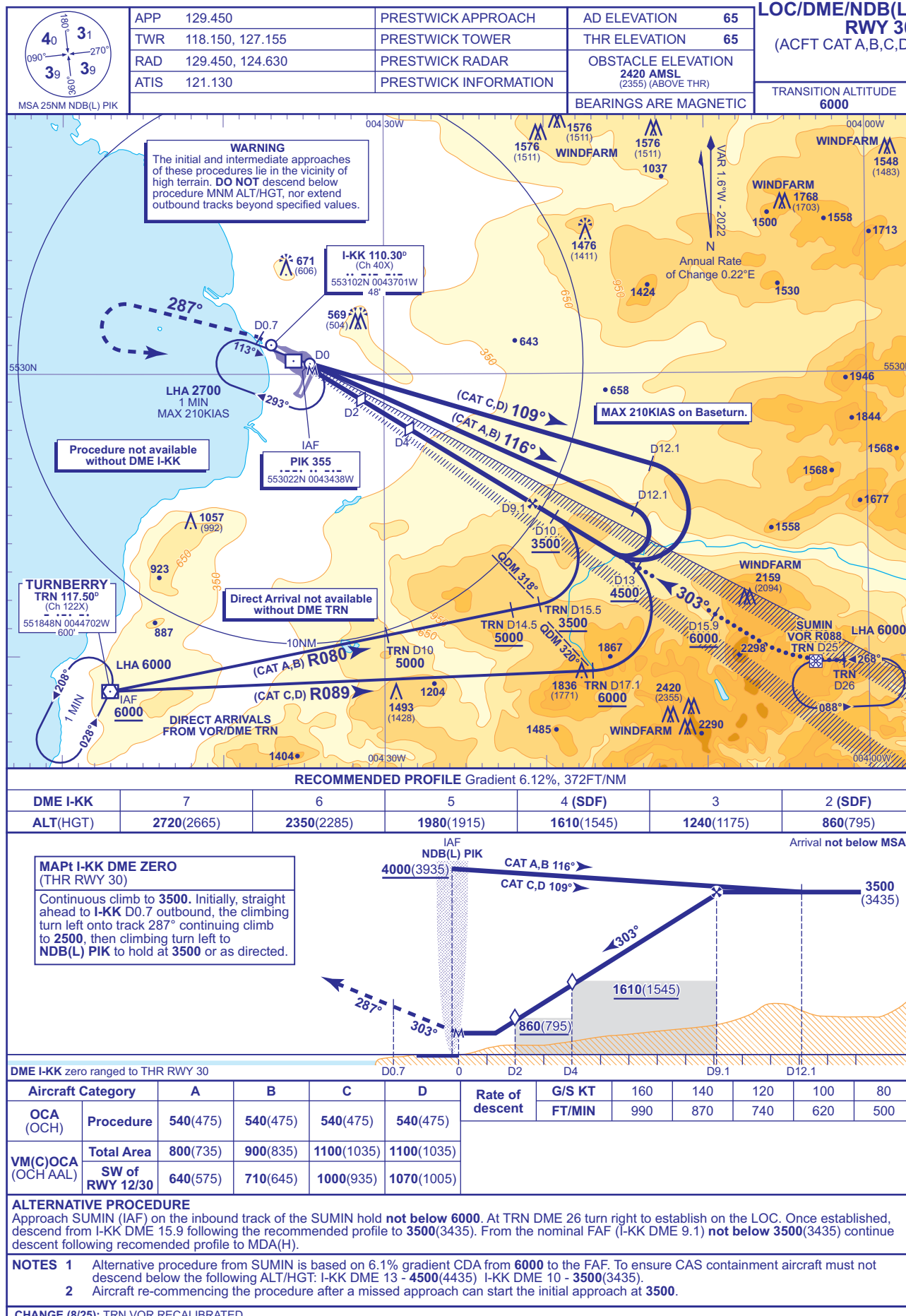


Aircraft Category		A	B	Rate of descent					G/S KT	160	140	120	100	80
OCA (OCH)	CAT I	294(229)	307(242)	FT/MIN					990	870	740	620	500	
VM(C)OCA (OCH AAL)	Total Area	800(735)	900(835)											
	SW of RWY 12/30	640(575)	710(645)											

NOTE Procedure only available with prior approval from ATC.

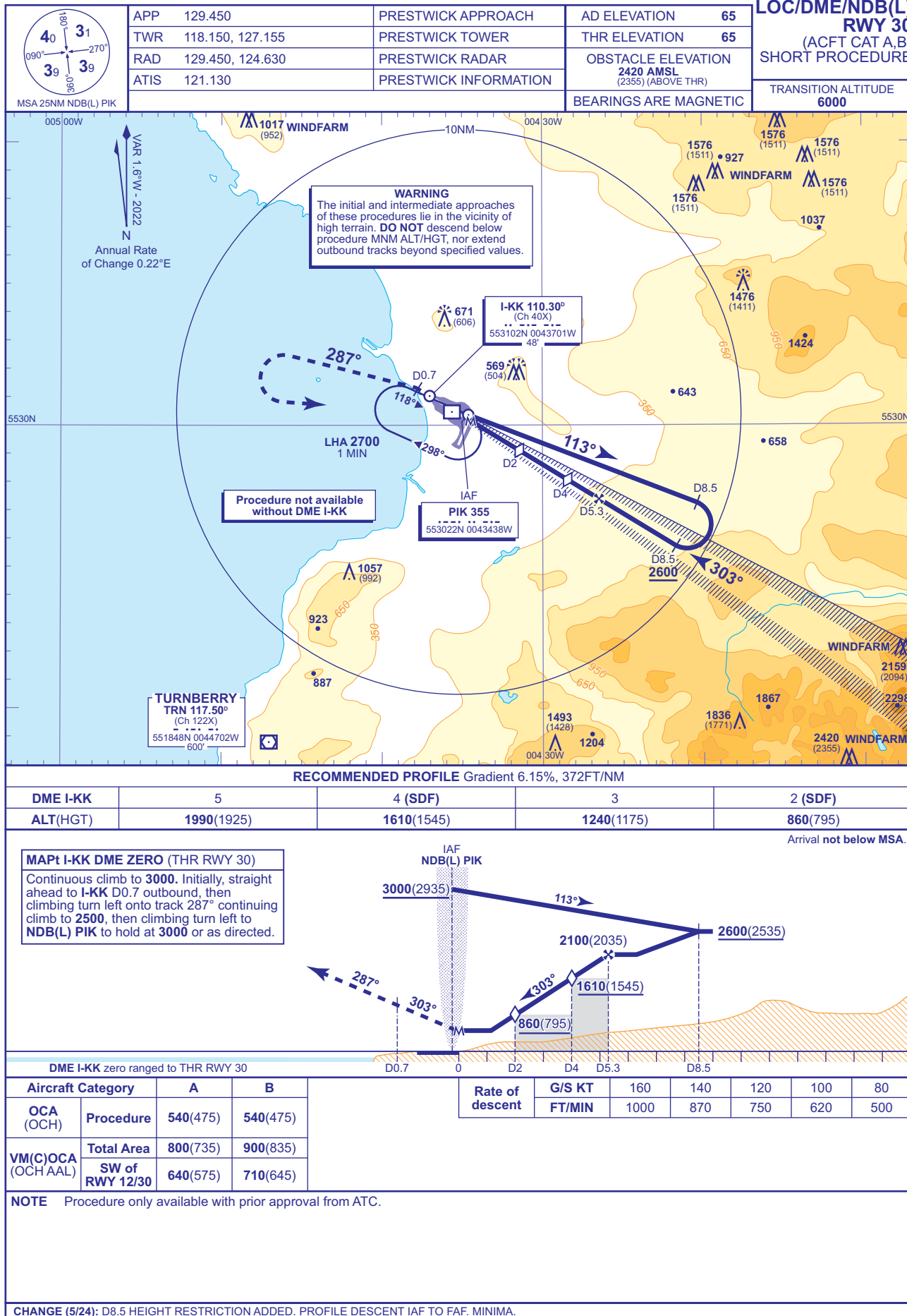
CHANGE (5/24): D8.5 HEIGHT RESTRICTION ADDED. PROFILE DESCENT IAF TO FAF. MINIMA.

INSTRUMENT APPROACH CHART - ICAO

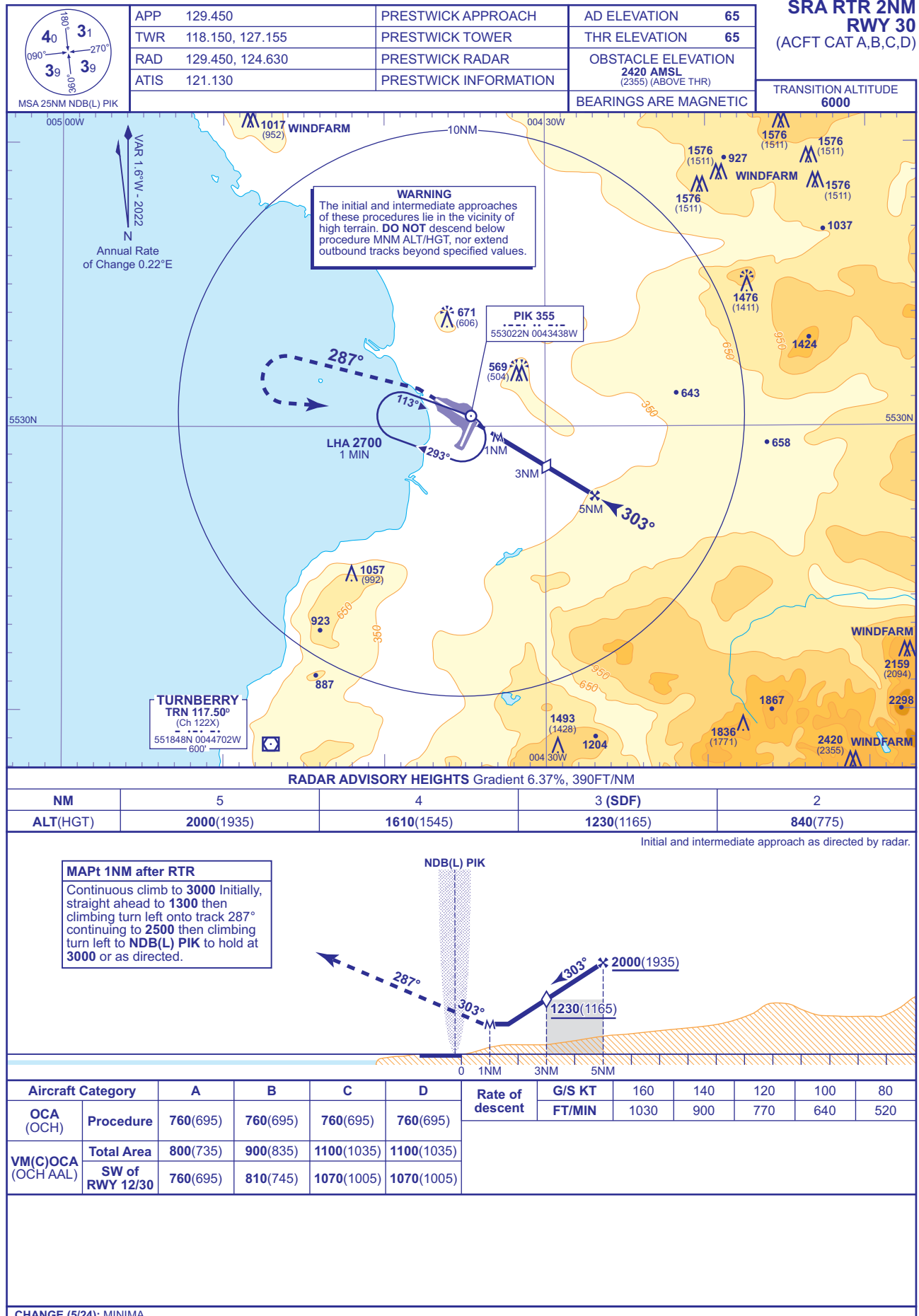
PRESTWICK
LOC/DME/NDB(L)
RWY 30
(ACFT CAT A,B,C,D)

INSTRUMENT APPROACH CHART - ICAO

PRESTWICK
LOC/DME/NDB(L)
RWY 30
(ACFT CAT A,B)
SHORT PROCEDURE



PRESTWICK
SRA RTR 2NM
RWY 30
(ACFT CAT A,B,C,D)



**PRESTWICK
RNP
RWY 30**
(ACFT CAT A,B,C,D)



EGCF — SANDTOFT
EGCF AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGCF — SANDTOFT

EGCF AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 533335N Long: 0005130W Mid point of Runway 05/23.
2	Direction and distance from city	7 NM SW of Scunthorpe.
3	Elevation / Reference temperature / Mean Low Temperature	13 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	156 FT
5	Magnetic Variation / Annual Change	0.07°E (2022) / 0.21°E
6	AD Administration Address Telephone	E-PLANE LTD Sandtoft Aerodrome, Belton, Doncaster, DN9 1PN. 01427-872034
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	

EGCF AD 2.3 OPERATIONAL HOURS

1	AD Administration	0900-1700 (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	As AD hours.
9	Handling	
10	Security	
11	De-icing	
12	Remarks	Aerodrome PPR for non-radio aircraft, and for non-member movements outside ATS hours. Available for aircraft requiring a licenced aerodrome on Saturdays only until further notice. Contact Operator if a licenced aerodrome status is required on other days.

EGCF AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVGAS 100LL W80, W100.
3	Fuelling facilities/capacity	
4	De-icing facilities	
5	Hangar space for visiting aircraft	
6	Repair facilities for visiting aircraft	Comprehensive repair facility for EASA/N/2 certified aircraft up to 5700 kg, CAA Annex 2, and LAA type.
7	Remarks	

EGCF AD 2.5 PASSENGER FACILITIES

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EGCF AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A1 RFF Category A2 available on remission during licensed hours. Saturday and Sunday only. PPR required if services needed Monday to Friday.
2	Rescue equipment	
3	Capability for removal of disabled aircraft	Up to 2730 KG.
4	Remarks	

EGCF AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

1	Apron surface and strength	APRON Surface: Asphalt
2	Taxiway width, surface and strength	
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGCF AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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EGCF 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
(EGCF6550) 23/APPROACH 05/ TAKE-OFF	TREE	533345.68N 0005108.79W	63 FT		No	
(EGCF6548) 23/APPROACH 05/ TAKE-OFF	TREE	533345.03N 0005111.12W	42 FT		No	
(EGCF6591) 05/APPROACH 23/ TAKE-OFF	BUSH	533323.06N 0005147.54W	25 FT		No	
(EGCF6592) 05/APPROACH 23/ TAKE-OFF	BUSH	533322.84N 0005148.21W	32 FT		No	
(EGCF6595) 05/APPROACH 23/ TAKE-OFF	HEDGE	533321.59N 0005149.89W	23 FT		No	
(EGCF6611) 05/APPROACH 23/ TAKE-OFF	TREE	533321.09N 0005155.71W	37 FT		No	
(EGCF4057) 05/APPROACH 23/ TAKE-OFF	FLOODLIGHT	533320.32N 0005151.96W	35 FT		No	
(EGCF6306) 05/APPROACH 23/ TAKE-OFF	FLOODLIGHT	533319.70N 0005152.69W	36 FT		No	
(EGCF6054) 05/APPROACH 23/ TAKE-OFF	UTILITY POLE	533319.47N 0005153.28W	38 FT		No	
(EGCF6304) 05/APPROACH 23/ TAKE-OFF	UTILITY POLE	533319.29N 0005153.75W	45 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
(EGCF6014)	LIGHT GANTRY	533355.11N 0005119.51W	78 FT		No	
(EGCF6007)	LIGHT GANTRY	533347.82N 0005144.03W	79 FT		No	
(EGCF6554)	TREE	533341.37N 0005055.23W	104 FT		No	
(EGCF6003)	LIGHT GANTRY	533336.58N 0005202.14W	81 FT		No	
(EGCF6562)	TREE	533332.40N 0005110.21W	101 FT		No	
(EGCF6564)	TREE	533331.80N 0005108.40W	102 FT		No	

EGCF AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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EGCF 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
05	044.47°	880 x 18 M	RWY surface: Asphalt	533324.67N 0005147.22W 155.0 FT	THR 10.0 FT	
23	224.47°	880 x 18 M	RWY surface: Asphalt	533340.64N 0005120.89W 155.0 FT	THR 9.0 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 05
						RWY 23
						Threshold displaced by 170 M.

EGCF AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
05	692 M	692 M	799 M	799 M	
23	799 M Valid: HJ	799 M Valid: HJ	799 M Valid: HJ	692 M Valid: H24	
23	692 M Valid: HN	692 M Valid: HN	692 M Valid: HN		

EGCF 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
23		Green wingbars	APAPI Left/4° 12 FT			Light intensity low	Red		

EGCF AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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EGCF AD 2.16 HELICOPTER LANDING AREA

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EGCF 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
SANDTOFT ATZ A circle, 2 NM radius, centred at 533335N 0005130W on longest notified runway (05/23)	Upper limit: 2000 FT AGL Lower limit: SFC	D G	SANDTOFT RADIO English	5000 FT		Part of the ATZ lies within the Doncaster Sheffield CTR (Class D). The upper limit of the remainder of the ATZ lies partly within Class D CTAs (bases 1500 FT AMSL and 2000 FT AMSL).

EGCF AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
OTHER	SANDTOFT RADIO	130.415 A/G frequency.			0900-1700 (0800-1700).	ATZ hours coincident with A/G hours.

EGCF AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGCF AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

- a) Visiting pilots to wear high visibility clothing and follow procedure when crossing runway from Hold F to control.
- b) Transponder equipped aircraft operating in the circuit to squawk the VFR aerodrome traffic pattern conspicuity code (7010).
- c) Inbound/Outbound aircraft not in contact with Doncaster Radar are to monitor the Doncaster Radar frequency and squawk the listening code (6170).

2 GROUND MOVEMENT

Not applicable

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

- a) Aerodrome is on the boundary of the Doncaster Sheffield CTR and beneath Class D CTAs (bases 1500 FT AMSL and 2000 FT AMSL). All Sandtoft arrivals and departures are to contact Doncaster Radar on frequency 126.225 MHz for clearance through the Doncaster Sheffield CTR/CTA.

5 HELICOPTER OPERATIONS

Not applicable

6 USE OF RUNWAYS

- a) Runway 05 is not licensed for night use.

7 TRAINING

- a) Aerodrome available for helicopter/gyrocopter training operations.
- b) Non-based aircraft must apply for PPR for training purposes.

EGCF AD 2.21 NOISE ABATEMENT PROCEDURES

- a) Pilots should avoid overflying the village of Belton, adjacent to the east.

EGCF AD 2.22 FLIGHT PROCEDURES**1 CIRCUITS**

- a) Local flying area northeast of aerodrome clear of built up areas and Doncaster Sheffield CTR (Class D).
- b) Circuit directions: Join overhead at 1500 FT.

EGCF AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGCF AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGCF-2-1

EGCF AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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**SANDTOFT
EGCF**

CHANGE (8/25): OBSTACLES.

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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
SOUTHEND ATZ A circle, 2.5 NM radius, centred at 513413N 0004136E on longest notified runway (05/23)	Upper limit: 2000 FT AGL Lower limit: SFC	D	SOUTHEND TOWER English	6000 FT		H24.

EGMC AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	SOUTHEND APPROACH	130.780 DOC 40 NM/ 10,000 FT.			H24	
TWR	SOUTHEND TOWER	127.730 On occasion combined with Radar/Approach. DOC 25 NM/4000 FT.			H24	
RADAR	SOUTHEND DIRECTOR	128.965 DOC 40 NM/ 10,000 FT.			H24 As directed.	Use of 'Radar' suffix denotes availability only. Provision of a specific service is not implied.
	SOUTHEND RADAR	130.780 DOC 40 NM/ 10,000 FT.			H24	
ATIS	SOUTHEND INFORMATION	136.055 DOC 60 NM/ 20,000 FT.			H24	
OTHER	SOUTHEND FIRE	121.600 Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	
OTHER	SOUTHEND EMERGENCY	121.500 Emergency Frequency			O/R	

EGMC 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/LOC 0.80°E (2022)	ISO	111.350 MHz	HO	513432.66N 0004218.48E		(RWY 05)
ILS/GP	ISO	332.150 MHz	HO	513359.78N 0004114.81E		3.5° ILS Ref Datum Hgt 52 FT.
ILS/LOC 0.79°E (2022)	IND	111.350 MHz	HO	513351.85N 0004047.79E		(RWY 23)
ILS/GP	IND	332.150 MHz	HO	513425.85N 0004150.83E		3.0° ILS Ref Datum Hgt 52 FT. Certified for extended range to 15 NM.
NDB (L) 0.80°E (2022)	SND	362.500 kHz	H24	513433.63N 0004200.53E		On AD. DOC 30 NM

7 Aug 2025

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/DME	IND	50Y 111.350 MHz	HO	513416.06N 0004129.84E	57 FT	(RWY 23) On AD. Freq paired with ILS I-ND and I-SO. Zero range is indicated at THR of Runway 05 and 23. Range 25 NM.
ILS/DME	ISO	50Y 111.350 MHz	HO	513416.06N 0004129.84E	57 FT	(RWY 05) On AD. Freq paired with ILS I-SO and I-ND. Zero range is indicated at THR of Runway 05 and 23. Range 25 NM.
VOR/DME 0.61°E (2022) 1.1°E (2025)	LAM	103X 115.600 MHz	H24	513845.69N 0000906.13E	241 FT	VOR DOC: 30 NM/50,000 FT (40 NM/ 50,000 FT in Sectors R064-099, R139-174 and R249-289). DME DOC: 40 NM/50,000 FT (110 NM/50,000 FT in Sector R314-134).
VOR/DME 0.78°E (2022) 1.2°E (2023)	DET	120X 117.300 MHz	H24	511814.41N 0003550.19E	645 FT	VOR DOC: 20 NM/50,000 FT (35 NM/ 50,000 FT in Sector R289-029 and 45 NM/50,000 FT in Sector R249-289). DME DOC: 60 NM/50,000 FT.
VOR/DME 0.55°E (2022) 1.1°E (2022)	BKY	109Y 116.250 MHz	H24	515923.17N 0000342.87E	486 FT	VOR DOC: 20 NM/25,000 FT (30 NM/ 25,000 FT in Sector R069-099). DME DOC: 120 NM/50,000 FT.

EGMC AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

- Pilots and aircraft operators operating into London Southend Airport are deemed to have read and accepted the London Southend Airport 'Terms and Conditions of Use', and to be operating in accordance with them. These are downloadable from: <https://southendairport.com/corporate-and-community/doing-business-with-us>.
- Use by aircraft not able to communicate with ATC by radio subject to prior permission by telephone, 01702-538420.
- Southend airport will not permit any fixed wing aircraft to embark or disembark passengers with any engine running, except in emergency.
- High visibility clothing must be worn on the apron and manoeuvring area at all times, except for passengers under escort.
- Operators are advised that a night surcharge applies to movements between 2300-0600 (2200-0500).
- Any ad-hoc movements between 2200-0630 (2100-0530) must obtain prior permission from ATC by telephone +44 (0)1702-538420 prior to commencement of the flight. Filing a flight plan is not sufficient in this regard.
- Crew and passengers walking to and from north and south aprons will do so following the green marked walkways.
- This aerodrome is strictly PPR.

2 GROUND MOVEMENT

- Not all taxiways are available for use by all aircraft types. A321 sized aircraft and larger shall not vacate the runway via Taxiway Bravo. All code D sized aircraft must have a follow me vehicle or be towed. ATC will advise. Taxiway Echo only available for code A aircraft with an outer main gear wheel span of less than 4.5 M. Aircraft under their own power, do so at owners risk. All flights operating from the north side of the airport will, to aid ATC situational awareness, request taxi clearance. Code A aircraft with outer main gear wheel span of 4.5 M or greater will be towed along Taxiway Echo with prior approval.
- Taxiway Delta: Pilots are advised that there is no taxiway lighting guidance and that vehicles operate north of Holding Point Delta without clearance or knowledge. Wingtip clearance is not assured and pilots are to take extra care when taxiing. All flights operating from the north side of the airport will, to aid ATC situational awareness, request start, push back and taxi clearance. TP-D on Taxiway Delta signage reads Delta Tug Point (DTP).
- Runway 05 – Aircraft able to accept a departure from intersection of Taxiways C or D should inform ATC on start-up or taxi. See AD 2.13 for intersection departure declared distances.
- Jet aircraft are to apply minimum thrust when starting and taxiing off Stands 11-15, due to proximity of buildings and other aircraft.
- GA Parking will be directed by ATC and the marshaller.
- Crew are requested to use minimum engine power when manoeuvring on the aprons and taxiways.
- Taxiway Delta has a longitudinal slope of 2%. Operators are to taxi with caution between Delta holding point and runway edge.
- The Centralised De-icing Facility (CDF) located towards the southern end of Taxiway Bravo is the only location enabled for the remote de-icing of aircraft.
 - Remote de-icing is available.
 - Remote de-icing operations may occur when snow is falling and accumulating and will be promulgated by Southend Operations.
 - When the CDF is "open" this will be broadcast on ATIS and full details are available via the Aerodrome Manual.

EGSG AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
OTHER	STAPLEFORD RADIO	122.805 A/G frequency.			0800-1800 (0700-1700).	ATZ hours coincident with A/G hours.

EGSG 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
VOR/DME 0.61°E (2022) 1.1°E (2025)	LAM	103X 115.600 MHz	H24	513845.69N 0000906.13E	241 FT	VOR DOC: 30 NM/50,000 FT (40 NM/ 50,000 FT in Sectors R064-099, R139-174 and R249-289). DME DOC: 40 NM/50,000 FT (110 NM/50,000 FT in Sector R314-134).

EGSG AD 2.20 LOCAL AERODROME REGULATIONS

1AIRPORT REGULATIONS

Not applicable

2GROUND MOVEMENT

Not applicable

3CAT II/III OPERATIONS

Not applicable

4WARNINGS

- a) Caution is necessary when operating from Runway 03/21 because of a radio mast 295 ft aal southwest of the aerodrome and 1 nm from Runway 03R threshold.
- b) Caution is necessary as the aerodrome is used heavily for flying training.
- c) Not all taxiways are available for use. Pilots are warned that departure from the marked movement area can be hazardous.

5HELICOPTER OPERATIONS

Not applicable

6USE OF RUNWAYS

Not applicable

7TRAINING

Not applicable

EGSG AD 2.21 NOISE ABATEMENT PROCEDURES

- a) Pilots of aircraft are requested to avoid overflying the villages of Abridge and Lambourne below 1000 ft agl.

EGSG AD 2.22 FLIGHT PROCEDURES

1 CIRCUITS

- a) Circuits normally LH.
- b) Runway 21 departures. Right turnout on request.

EGSG AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGSG AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGSG-2-1

EGSG AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

EGNV — TEESSIDE INTERNATIONAL

EGNV AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGNV — TEESSIDE INTERNATIONAL

EGNV AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 543033N Long: 0012546W Mid point of Runway 05/23.
2	Direction and distance from city	4.7 NM SE of Darlington
3	Elevation / Reference temperature / Mean Low Temperature	120 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	161 FT
5	Magnetic Variation / Annual Change	0.25°W (2022) / 0.21°E
6	AD Administration Address Telephone Telefax	TEESSIDE INTERNATIONAL AIRPORT LTD Teesside International Airport Ltd, Darlington, Co Durham DL2 1LU. 01325-332811 01325-332810
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGNV AD 2.3 OPERATIONAL HOURS

1	AD Administration	Sat-Mon 0600-2200 (0500-2100); Tue-Fri 0400-2200 (0300-2100).
2	Customs and immigration	Selective attendance. No hours notified.
3	Health and sanitation	Port Health Authority on request from handling agents
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	As AD hours.
9	Handling	As AD hours.
10	Security	H24
11	De-icing	As AD hours.
12	Remarks	Extensions available as per landing fees and charges via the Airport Duty Manager, Tel: 01325-331008.

EGNV AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Available. Nearest railway siding, Dinsdale 1.3 NM
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL
3	Fuelling facilities/capacity	500,000 LT, AVTUR JET A-1. 30,000 LT, AVGAS 100LL.
4	De-icing facilities	By arrangement with Teesside International Airport, 01325-331008.
5	Hangar space for visiting aircraft	By arrangement with the Airport Duty Manager
6	Repair facilities for visiting aircraft	By arrangement. Draken 01325-332322.
7	Remarks	Available during normal hours or by arrangement. JET A-1 and AVGAS supplied by Teesside International Airport Ltd on behalf of PHILLIPS 66. All visiting aircraft are subject to mandatory handling and PPR. Operators are requested to contact one of the two handling agents: Teesside International Airport: Tel: 01325-331008; Email: dutymanagers@teessideinternational.com . Jet Centre: Tel: 0330-4407700; Email: jetcentre@willisaviation.com .

EGNV AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels within 5 NM.
2	Restaurants	Cafe.
3	Transportation	Buses, taxis and trains. Nearest railway station, Darlington train station (6.5 miles).
4	Medical facilities	Limited first aid. First aid room in terminal.
5	Bank and Post Office	
6	Tourist Office	
7	Remarks	

EGNV AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A6 RFF Category 6 is for scheduled operators utilising aircraft with seating capacity of up to 100 seats. Aircraft operating above 100 seats capacity will require prior approval. Fire cover up to and including Category 8 available with prior notice.
2	Rescue equipment	Cutting and lifting equipment available.
3	Capability for removal of disabled aircraft	MTWA 203,600 KG. Contact 01325-331008.
4	Remarks	

EGNV AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical de-icing, Sanding/Gritting.
2	Clearance priorities	Runway 05/23. Central axis taxiway. Main apron. Other taxiways.
3	Remarks	Winter operations and surface updates contact Airport Duty Manager 01325-331008.

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

1	Apron surface and strength	EASTERN Surface: Concrete PCN 6/R/D/W/T MAIN Surface: Concrete PCN 47/R/D/W/T WESTERN Surface: Asphalt PCN 13/F/D/X/T
2	Taxiway width, surface and strength	Taxiway ALPHA: 15 M Surface: Concrete and asphalt PCN 30/F/C/X/T Taxiway BRAVO: 23 M Surface: Concrete and asphalt PCN 37/F/D/X/T Taxiway CHARLIE: 15 M Surface: Concrete and asphalt PCN 30/F/D/X/T Taxiway DELTA: 15 M Surface: Concrete and asphalt PCN 30/F/D/X/T
3	Altimeter checkpoint location and elevation	Terminal Apron 120 FT
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGNV 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	Stands 1L, 1, 1R, 2, 3, 4, 5 and 5R are marshalled nose-in parking. Follow yellow painted guide lines onto stand.
2	Runway and taxiway markings and lighting	<p>Runway marking aid(s): 05/23: Runway designator, threshold, centre-line and touchdown zone markings.</p> <p>Runway light(s): Runway edge, lead off/on centre-line, at Bravo, Charlie and Delta, threshold and wingbar lighting.</p> <p>Taxiway marking aid(s): Yellow centre-line marking on all taxiways and in certain location supplemented with green reflective studs.</p> <p>Taxiway light(s): Green centre-line lighting is provided on all taxiways. Runway guard lights at all taxiway entrances to the runway and illuminated runway and taxiway holding position signs. Apron Floodlighting.</p>
3	Stop bars and runway guard lights (if any)	Alpha 1, Bravo, Charlie, Delta 2.
4	Other runway protection measures	
5	Remarks	WDI (LGTD) - 543017.93N 0012623.52W, 543047.66N 0012506.09W.

EGNV 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
INTENTIONALLY BLANK					

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
(EGNV1972)	WIND TURBINE	543426.73N 0013004.57W	689 FT	410 FT	No	
(EGNV1973)	WIND TURBINE	543353.51N 0012957.13W	653 FT	410 FT	No	
(EGNV1253)	TREE	543133.85N 0012807.17W	252 FT	81 FT	No	
(EGNV1125)	MAST	543111.72N 0013037.47W	334 FT	163 FT	Yes Solid Red	
(EGNV1373)	MAST	543110.42N 0012647.40W	242 FT	116 FT	Yes Solid Red	
(EGNV1843)	PYLON	543105.46N 0012156.55W	270 FT	190 FT	No	
(EGNV1255)	TREE	543049.05N 0012806.84W	226 FT	75 FT	No	
(EGNV1240)	TREE	543041.09N 0012822.55W	225 FT	70 FT	No	
(EGNV1264)	TREE	543032.95N 0012751.46W	220 FT	96 FT	No	
(EGNV1223)	TREE	543031.48N 0012834.80W	229 FT	65 FT	No	
(EGNV1226)	TREE	543014.43N 0012834.65W	228 FT	73 FT	No	
(EGNV1235)	TREE	543010.55N 0012829.58W	241 FT	92 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
(EGNV1233)	TREE	543008.89N 0012829.85W	231 FT	83 FT	No	
(EGNV1202)	TREE	543006.67N 0012859.12W	228 FT	57 FT	No	
(EGNV1188)	TREE	543000.32N 0012906.25W	230 FT	56 FT	No	
(EGNV1179)	TREE	542949.71N 0012909.56W	234 FT	63 FT	No	
(EGNV1209)	TREE	542936.23N 0012854.39W	226 FT	64 FT	No	
(EGNV1865)	PYLON	542927.21N 0012137.39W	287 FT	169 FT	No	
(EGNV1239)	TREE	542909.10N 0012825.36W	225 FT	84 FT	No	
(EGNV1228)	TREE	542904.69N 0012832.09W	226 FT	71 FT	No	
(EGNV1242)	TREE	542901.03N 0012822.75W	229 FT	72 FT	No	

EGNV 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/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	H24.
8	Supplementary equipment available for providing information	Fax.
9	ATS units provided with information	TEESSIDE INTERNATIONAL
10	Additional information (limitation of service, etc.)	ATIS Telephone number: 01325-331054. AUTO METAR produced outside aerodrome opening hours.

EGNV 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
05	047.44°	2291 x 45 M	RWY surface: Asphalt PCN 70/F/C/W/T	543008.03N 0012632.74W 160.9 FT	THR 114.9 FT TDZ 120.1 FT	1: 7516
23	227.46°	2291 x 45 M	RWY surface: Asphalt PCN 70/F/C/W/T	543058.10N 0012459.01W 160.7 FT	THR 116.3 FT TDZ 117.0 FT	1: 7516

SWY Dimensio ns	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
	285 x 150 M					RWY 05 Strip Dimensions: 2411 x 280 M. OFZ: Yes.
	197 x 150 M					RWY 23 Strip Dimensions: 2530 x 280 M. OFZ: Yes.

EGNV AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
05	2291 M	2576 M	2291 M	2291 M	
23	2291 M	2488 M	2291 M	2290 M	
05	1770 M	2055 M	1770 M		Take-off from intersection with Hold Charlie.
05	997 M	1282 M	997 M		Take-off from intersection with Hold Bravo.
23	1355 M	1552 M	1355 M		Take-off from intersection with Hold Bravo.

EGNV 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	Coded centre-line with four crossbars. 605 M Light intensity high	Green	PAPI Left/3° 53 FT 312 M		Coded centre-line 30 M spacing Light intensity high	HI bi-directional with LI omni-directional component	Red		EDGE: Runway edge lighting is 60 M gauge along the runway designated edge.
23	Coded centre-line with five crossbars. 777 M Light intensity high	Green	PAPI Left/3° 52 FT 345 M		Coded centre-line 30 M spacing Light intensity high	HI bi-directional with LI omni-directional component	Red		EDGE: Runway edge lighting is 60 M gauge along the runway designated edge.

EGNV 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: 543048.41N 0012506.39W (LGTD), 543018.15N 0012625.25W (LGTD), 543047.36N 0012507.38W (LGTD). Digital wind indicators at glidepaths of Runways 05 and 23.
3	TWY edge and centre line lighting	CL: Green centreline lighting is provided on all taxiways.
4	Secondary power supply/switch-over time	Yes/ Less than 15 seconds, in LVPs a maximum 1 second switchover.
5	Remarks	Obstacle lighting.

EGNV 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	Helicopters land on the main runway or directly on stands.

EGNV 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
TEESSIDE INTERNATIONAL CTR 544050N 0011909W thence clockwise by the arc of a circle radius 11 NM centred on 543033N 0012546W to 543328N 0010734W - 542541N 0012211W thence clockwise by the arc of a circle radius 5.3 NM centred on 543033N 0012546W to 543303N 0013347W - 544050N 0011909W	Upper limit: 6000 FT ALT Lower limit: SFC	D	TEESSIDE APPROACH English	6000 FT		
TEESSIDE INTERNATIONAL ATZ A circle, 2.5 NM radius, centred at 543033N 0012546W on longest notified runway (05/23)	Upper limit: 2000 FT AGL Lower limit: SFC	D	TEESSIDE APPROACH English	6000 FT		Airspace Class: D/G.

EGNV AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	TEESSIDE APPROACH	118.855 DOC 42 NM/ 19,000 FT.			Sat-Mon 0600-2200 (0500-2100); Tue-Fri 0400-2200 (0300-2100).	ATZ hours coincident with Approach hours. VDF 543100.56N 0012519.38W On AD. Bearing accuracy no better than Class A. VDF not available for en-route navigation.
TWR	TEESSIDE TOWER	119.805 DOC 25 NM/4000 FT.			Sat-Mon 0600-2200 (0500-2100); Tue-Fri 0400-2200 (0300-2100).	VDF 543100.56N 0012519.38W On AD. Bearing accuracy no better than Class A. VDF not available for en-route navigation.

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
RADAR	TEESSIDE DIRECTOR	128.855 DOC 42 NM/ 19,000 FT.			As directed by ATC.	LARS is provided 0800-1800 (0700-1700). VDF 543100.56N 0012519.38W On AD. Bearing accuracy no better than Class A. VDF not available for en-route navigation. TEESSIDE RADAR Teesside Radar service provision may be reduced due to degraded primary surveillance performance within an arc of 330-004 degrees Mag from the ARP.
	TEESSIDE RADAR	118.855 DOC 42 NM/ 19,000 FT.			Sat-Mon 0600-2200 (0500-2100); Tue-Fri 0400-2200 (0300-2100).	
ATIS	TEESSIDE INFORMATION	132.380 DOC 60 NM/ 20,000 FT.			Sat-Mon 0600-2200 (0500-2100); Tue-Fri 0400-2200 (0300-2100).	
OTHER	TEESSIDE FIRE	121.600 Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGNV 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/LOC 0.25°W (2022)	ITSE	108.500 MHz	HO	543104.34N 0012447.32W		(RWY 05)
ILS/GP	ITSE	329.900 MHz	HO	543017.02N 0012625.76W		3° ILS Ref Datum Hgt 52 FT.
ILS/LOC 0.26°W (2022)	ITD	108.500 MHz	HO	543001.78N 0012644.43W		(RWY 23)
ILS/GP	ITD	329.900 MHz	HO	543048.41N 0012506.39W		3° ILS Ref Datum Hgt 50 FT.
DME	ITSE	22X 108.500 MHz	HO	543029.99N 0012540.96W	137 FT	(RWY 05) On AD. DME freq paired with ILS I-TSE and I-TD. Zero range indicated at THR of Runway 05 and 23.
DME	ITD	22X 108.500 MHz	HO	543029.99N 0012540.96W	137 FT	(RWY 23) On AD. DME freq paired with ILS I-TSE and I-TD. Zero range indicated at THR of Runway 05 and 23.
NDB (L) 0.22°W (2022)	TD	347.500 kHz	HO	543337.87N 0012001.10W		Located at 3.9 DME I-TD. Range 25 NM.

EGNV AD 2.20 LOCAL AERODROME REGULATIONS

1 AERODROME REGULATIONS

- a) All aircraft using Teesside International Airport and its facilities are required to have third party liability insurance cover in the sum of at least £500,000 sterling. Proof of this insurance must be available for inspection at any time whilst the aircraft is at Teesside International Airport.
- b) Aerobatics and other unusual flight manoeuvres or aerial activities are prohibited within the ATZ unless prior written permission has been obtained from the Managing Director of Teesside International Airport Ltd.
- c) Aircrew are to wear high visibility jackets whilst on the aprons and movement areas.
- d) Booking out details will not be accepted via RTF.
- e) Aerodrome not available to aircraft unable to communicate with ATC by radio.

2 GROUND MOVEMENT

- a) All taxiways are 15 M wide, apart from Bravo (central taxiway - 23 M). Aircraft requiring greater width must enter or vacate Runway 05/23 via the Bravo Taxiway.
- b) Use by aircraft up to a maximum of 50,000 KG MTWA is strictly regulated by ATC.

3 CAT II/III OPERATIONS

- a) Teesside is not equipped for CAT II/III operations, however, Low Visibility Procedures are used to protect CAT 1 operations.
- b) Safeguarding commences when the visibility reduces to 1500 M and is expected to decrease, or the cloud ceiling reduces to 300 FT and is expected to decrease.
- c) LVPs will commence when the visibility or RVR is 800 M or less, or the cloud ceiling reduces below 200 FT.

4 WARNINGS

- a) Deer hazard, aircrews to report any sightings to ATC.
- b) Bird concentrations may be present on surrounding agricultural land. Active dispersal methods are employed, however, pilots may occasionally be requested to slightly delay a departure or arrival if any potential hazard persists.
- c) Model aircraft flying takes place at Redmarshall, 3.7 NM NE of Teesside Aerodrome from 0930 (0830) to SS. Aircraft will remain within 500 M of the site not above 400 FT AGL. ATC will advise when aircraft between 7 KG and 20 KG are operating.
- d) A HEMS base is located within Teesside CTR/ATZ. The site lies 1.2 NM North East of Runway 23 threshold and 600 M from 23 FAT. Co-ordinates 543130N 0012258W. The helicopter will not lift without permission from ATC.
- e) L159 Fast Jets may operate inside Class D Airspace in excess of 250 KT IAS with ATC permission.
- f) Caution - on approach to Runway 23, road lights on adjacent road may cause distraction.

5 HELICOPTER OPERATIONS

- a) All helicopters to integrate into traffic pattern/circuit. Training is PPR from ATC, Tel: 01325-331020. There is no dedicated training area.

6 USE OF RUNWAYS

- a) Runway 05/23 shall be accessed by Taxiways Alpha, Bravo, Charlie and Delta.
- b) Hold C is situated north side approximately 550 M from 05 threshold. Pilots vacating the runway at Hold C must establish the aircraft on and follow the lead off taxi guidance markings and when applicable the centreline lighting and not attempt to cut the corner. ATC will advise when Hold C is available for use.
- c) At both ends of Runway 05/23, its width is twice that of the associated edge lights due to extra pavement at the northwest side. Pilots should ensure that they are correctly lined up, especially if take-off is at night, when the runway is contaminated, or in low visibility. The yellow taxiway centre-line marking supplemented with green reflective studs must be followed until alignment with runway centre-line lights is achieved.
- d) Aircraft unable to accept the non-standard 15 M wide taxiways should back-track and vacate at taxiway Bravo. See also paragraph 2b above.
- e) Aircraft requiring more than runway width (45 M) to turn should turn at the end of the runway where extra width is available. All aircraft turning on the runway should execute gentle turns.

7 TRAINING

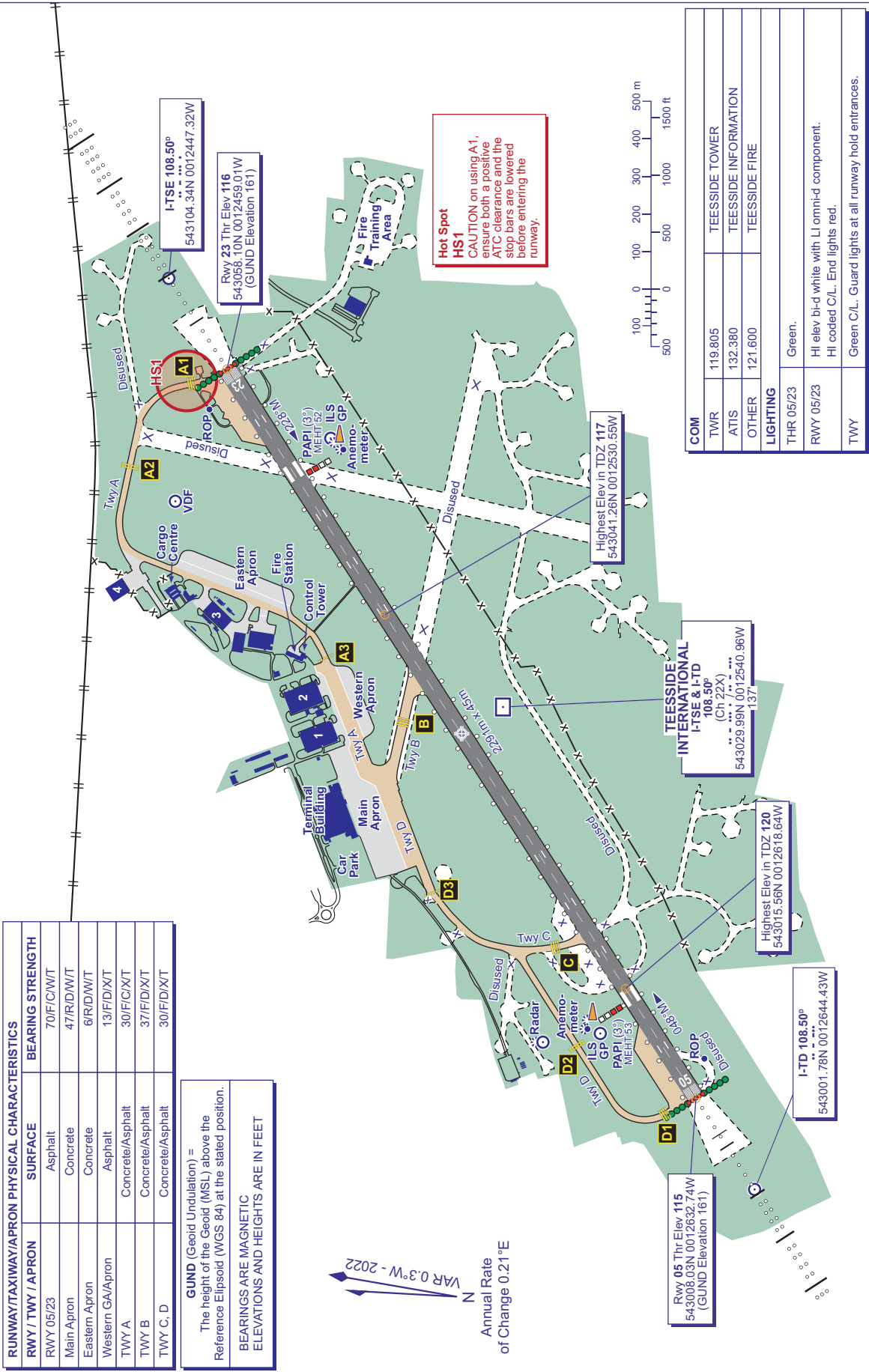
- a) Operators intending to follow a programme of training flights should obtain prior approval from the Airport Duty Manager: Tel: 01325-331008; Email: dutymanagers@teesideinternational.com.
- b) All Airline or aircraft above 5700 KG training flights shall be carried out subject to the following conditions:
 - i. Circuits shall be at a height specified by ATC, but at a minimum of 1500 FT AAL;
 - ii. circuits will be variable in direction, left or right hand, in accordance with ATC instructions;
 - iii. aircraft are to be flown in such a manner as to avoid flight over built up areas in the vicinity of the airport whenever practicable.
- c) For aircraft up to 5700 KG MTWA circuit height is 1000 FT AAL.

AERODROME
CHART - ICAO

ARP 543033N 0012546W

AD ELEV 120FT

TEESSIDE INTERNATIONAL
EGNV



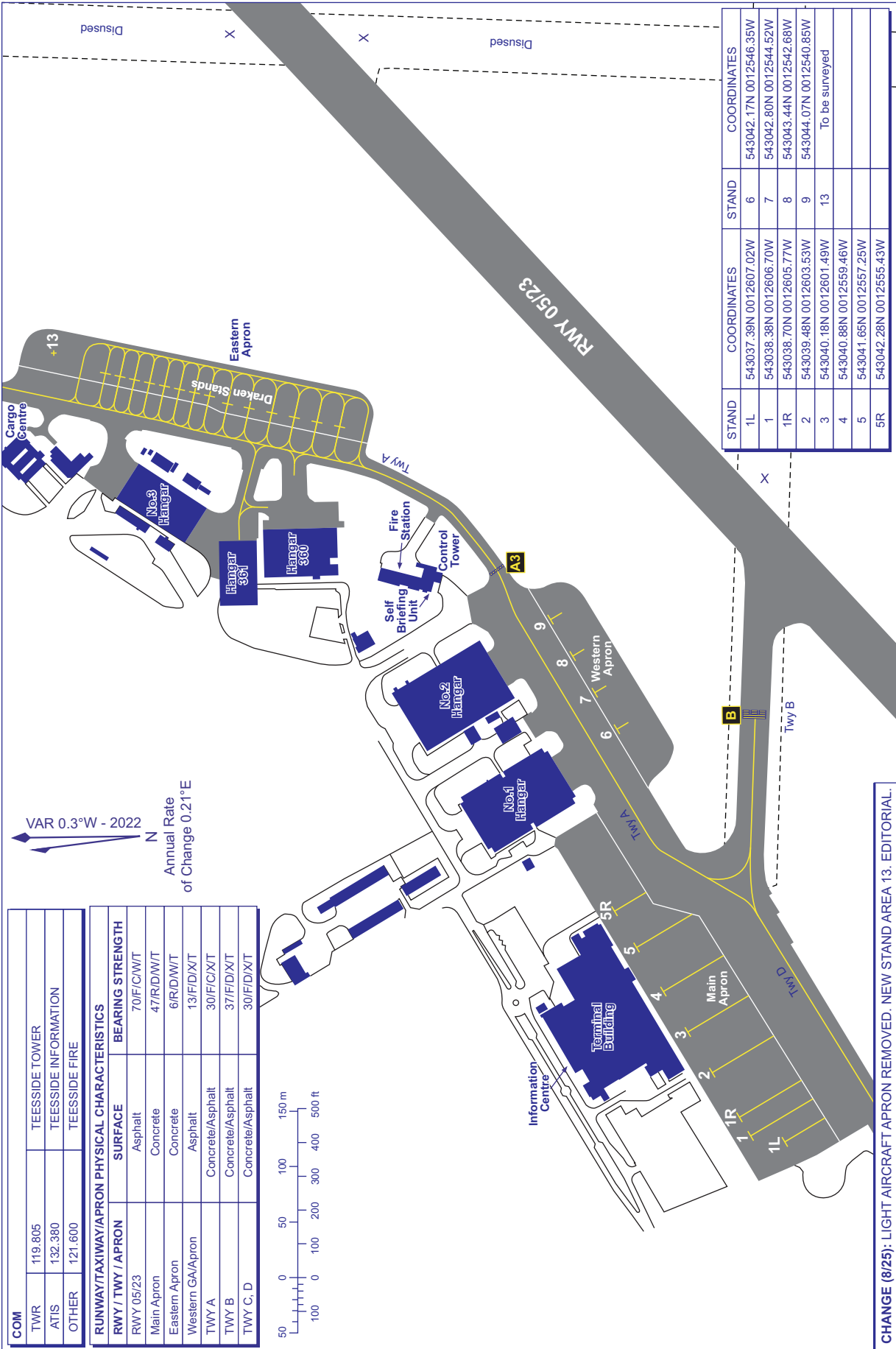
CHANGE (8/25): LIGHTING TABLE TAXIWAY GUARD LIGHTS. HANGAR 4 APRON EDITORIAL.

AIRCRAFT PARKING/DOCKING
CHART - ICAO

TEESSIDE INTERNATIONAL
EGNV

AD ELEV 120FT

ARP 543033N 0012546W



EGHO AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
OTHER	THRUXTON RADIO	118.280 A/G frequency. DOC 10 NM/3000 FT.			0900-1700 (0800-1600)	ATZ hours coincident with A/G hours.

EGHO AD 2.19 RADIO NAVIGATION AND LANDING AIDS**INTENTIONALLY BLANK****EGHO AD 2.20 LOCAL AERODROME REGULATIONS****1 AIRPORT REGULATIONS**

- While airside each aircraft commander is responsible for the safety of their 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 mandatory.
- Aircraft commanders or crew members, as applicable, are responsible for ensuring that a total ban on smoking whilst airside is observed.
- Use of the aerodrome not permitted by aircraft with a MTWA authorised in excess of 2730 KG if requiring use of a licensed aerodrome.
- The carriage of Dangerous Goods, as defined by The Air Navigation (Dangerous Goods) Regulations 2002, is prohibited unless written approval has been issued by the Aerodrome Manager.
- Permission to use the aerodrome by flights that are subject to the GAR process is conditional upon submission of a copy of the GAR to the aerodrome operator, at the email address listed at AD 2.2, item 6.
- Thruxton is a regulated aerodrome pursuant to the provisions of the UK Customs and Excise Management Act 1979. Thruxton is not designated as a Customs & Excise airport but operates under an approval managed by UK Border Force.

Subject to compliance with the provisions of the UK General Aviation Report (GAR) process, flights by general aviation aircraft may enter and depart the UK via Thruxton, except for those aircraft that are being imported, either temporarily or permanently, from a state that is outside the Common Travel Area, in which case they must first enter and, if temporarily imported, leave the UK via a designated customs airport.

- Use of the aerodrome not permitted for aircraft that are unable to communicate with the A/G station via RTF on 118.280 MHZ.
- Use of the Main Apron is restricted to aircraft with a wingspan not exceeding 12 M and fuselage length not exceeding 9.5 M. Subject to specific approval from A/G, use by other aircraft may be permitted. This approval is to be requested when permission to use the aerodrome is obtained.
- Subject to compliance with operating conditions and limitations specified by the Aerodrome Operator, permission may be granted for aircraft that do not require use of a licensed aerodrome to use the aerodrome outside the notified hours of availability of A/G and RFFS. This is referred to as "Outside Hours". Permission may, at the discretion of the Aerodrome Operator, be temporarily suspended when notified by NOTAM or withdrawn at short notice.

2 GROUND MOVEMENT

Not applicable

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

- Danger Areas EGD126, EGD127 Boscombe Down and Middle Wallop ATZ are located adjacent to the Thruxton ATZ. All are active as notified in the UK AIP.
- Part of Danger Area EGD126 overlaps with the NW extremity of the ATZ. Within this part of the ATZ, activities including helicopter flying, may take place below 500 FT AGL and also UAS flying at or below 400 FT AGL.

Operation of aircraft within the Thruxton ATZ is subject to a Letter of Agreement with the SUA Authority. Aircraft within the ATZ may accordingly cross the overlapping part of EGD126 at a recommended height of 800 FT AAL (1119 FT ALT) or above. At times that Runway 25 is in use, aircraft on the crosswind leg may enter EGD126 at or above 700 FT AAL whilst climbing to 800 FT AAL or above.

The notified Upper Limit of EGD126 (1400 FT ALT/1081 FT AAL) may from time to time be temporarily raised, as notified via NOTAM. During these times it is recommended that aircraft within the ATZ avoid EGD126.

7 Aug 2025

- c) Part of the final approach track to Runway 23 at Boscombe Down passes through the lateral limits of the Thruxton ATZ. During Boscombe Down Combined Military Air Traffic Zone (CMATZ) hours of operation, aircraft being provided ATS by ATC Boscombe Down will transit the Thruxton ATZ above 1450 FT AAL. Recommended arrival and departure procedures are notified at AD 2.22 with the intent of avoiding traffic above 1450 FT AAL.
- d) Military helicopter, transport and tactical jet aircraft operations can be anticipated at any time in the vicinity of Thruxton ATZ. These are normally being provided ATS by Boscombe Down or Middle Wallop.
- e) Subject to approval by the aerodrome operator, aircraft movements may take place outside notified aerodrome/ATZ operating hours involving aircraft that do not require the use of a licensed aerodrome.

5 HELICOPTER OPERATIONS

- a) Helicopters may operate to/from two aiming points. One is designated Heli North, and is located 130 M south of the intersection of Runways 07/25 and 12/30 marked by two white concentric circles. A second aiming point designated Heli South is located in the south-west corner of the aerodrome and is also marked with white concentric circles. Circuits flown by helicopters will be as follows, in relation to the specified runway in use, and at the specified height:

- Runway 07 - RH, 1000 FT AAL
- Runway 25 - LH, 1000 FT AAL
- Runway 12 - RH, 800 † FT AAL
- Runway 30 - LH, 800 † FT AAL

† 1000 FT if Boscombe CMATZ is not active.

- b) Unless otherwise advised by A/G station, helicopters must arrive and depart the ATZ via Heli North, in accordance with the procedures set out at paragraph (a).

6 USE OF RUNWAYS

Not applicable

7 TRAINING

Not applicable

EGHO AD 2.21 NOISE ABATEMENT PROCEDURES

- a) Aircraft are to be operated in a manner to cause the least disturbance in areas surrounding the aerodrome. All aircraft should avoid overflying the following residential areas:

- Kimpton Village (adjacent to northern aerodrome boundary);
- Fyfield Village (1 NM northeast of the aerodrome);
- Quarley Village (1.25 NM southwest of the aerodrome);
- Thruxton Village (adjacent to eastern aerodrome boundary);
- The Hawk Conservancy (bird sanctuary 1.5 NM southeast of the aerodrome).

EGHO AD 2.22 FLIGHT PROCEDURES

1 BOSCOMBE DOWN/MIDDLE WALLOP CMATZ

- a) If ATC Boscombe Down is the CMATZ managing authority, recommended procedures are set out below. Information on the CMATZ activity status may be obtained from A/G.

i. Arriving aircraft

1. Contact Boscombe Zone on 126.705 for a MATZ penetration service (in accordance with ENR 2.2). Unless a direct routing is offered by Boscombe Down ATC, arriving traffic should route via a point 1 NM north of Andover. Once an aircraft has reported at this point it will be advised to free-call Thruxton A/G. Remain outside the Thruxton ATZ and contact 'Thruxton Radio' on 118.280 MHz for ATZ entry information. ATZ entry should be level at 1200 FT AAL, or lower if necessary to maintain VMC; or,
2. Avoid the Boscombe Down CMATZ, contact 'Thruxton Radio' for ATZ entry information. ATZ entry should be level at 1200 FT AAL, or lower if necessary to maintain VMC.

ii. Departing aircraft

1. Leave the Thruxton ATZ not above 1200 FT ALT (Thruxton QNH) on an easterly track. Runway 25 departures should turn right, with the intent to complete the turn within the ATZ.
2. Before climbing above 1200 FT ALT (Thruxton QNH), either free-call 'Boscombe Zone' on 126.705 after leaving the Thruxton ATZ or delay further climb until clear of the CMATZ.

3. In the case of an intention to track westbound through the CMATZ, aircraft should continue on an easterly track until in contact with Boscombe and approval to set course is given.

2 COMMUNICATIONS

- a) Aircraft should squawk conspicuity SSR code 2660, without altimeter information, when remaining within the traffic circuit.

3 CIRCUITS

- a) Unless otherwise notified by A/G, circuit height is 800 FT AAL (Thrupton QFE) for all runways.
- b) During times that the Boscombe Down CMATZ is not in operation, circuit joining height is 1500 FT AAL, or the maximum possible below this level to maintain VMC and circuit height 1000 FT AAL.
- c) There is no dead-side for Runway 07/25. Helicopters operate south of Runway 07/25 up to 1000 FT AAL.
- d) The following are recommended circuit joining procedures:
 - i. Runway 07 in use
 1. Joining from the east, notify A/G of intent to join downwind, descend to circuit height at the ATZ boundary, enter the circuit via the downwind leg.
 2. Joining from the west, fly along the runway centreline, turn crosswind at the RWY 25 threshold, descend to circuit height when crosswind.
 - ii. Runway 25 in use
 1. Joining from the east, fly along the runway centreline, at the Runway 07 threshold turn crosswind, descend to circuit height when crosswind.
 2. Joining from the west, notify A/G of intent to join downwind, descend to circuit height at the ATZ boundary, enter the circuit via the downwind leg.
 - iii. Runway 12/30 in use
 1. If entering the ATZ from the north or east, fixed wing and helicopters should position to join the circuit from the north-east, continue on south-westerly heading and join on the downwind leg of the runway/helicopter aiming point in use, as applicable.
- e) The following circuit directions apply for fixed wing aircraft when the specified runways are in use:
 - Runway 07 - LH
 - Runway 25 - RH
 - Runway 12 - RH
 - Runway 30 - LH
- f) Due to the proximity of the Middle Wallop ATZ, aircraft using Runway 12/30 are advised to remain north of the Andover-Salisbury railway line.

EGHO AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGHO AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGHO-2-1

EGHO AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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