Civil Aviation Authority

NATS

UNITED KINGDOM AERONAUTICAL INFORMATION PUBLICATION

AIRAC 09/2025 - EFFECTIVE DATE: 4 Sep 2025

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

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

This AIRAC AMDT contains:

GEN 0.2	
GEN 0.3	
GEN 0.4	
GEN 1.2	AIRAC Appendix D - Border force airport offices for immigration and customs related enquires table - Doncaster Sheffield entry removed.
GEN 1.5	AIRAC Paragraph 5.1.6 Radio Mandatory zones - Doncaster Sheffield airport CTA 13 removed. CPDLC chart updated.
GEN 2.4	Editorial - No change.
GEN 2.5	AIRAC Doncaster Sheffield NDB, DME, ILS removed.
GEN 3.2	AIRAC Paragraph 5.4 Aerodrome obstacle charts - ICAO TYPE A - Operating limitations and Paragraph 5.5 PATC - Doncaster Sheffield entry removed.
GEN 3.5	Aerodromes providing METARs 3.5.3.2 table - Biggin Hill entry revised.
ENR 1.1	Paragraph 5.1.4 Emergency restriction of flying regulations - Revised.
ENR 1.4	AIRAC Paragraph 2.4.1.1 Doncaster Sheffield Control Zone/Control Area removed. Paragraph 2.5.1.1 Doncaster Sheffield CTA 13 removed.
ENR 1.6	AIRAC Paragraph 2.2.5 Frequency monitoring codes - Doncaster Sheffield removed. Teesside added. Paragraph 2.6 UK SSR code allocation plan - Revised. Paragraph 4.1.6 ATS units participating in the lower airspace radar - Yeovilton frequency updated.
ENR 1.7	AIRAC Paragraph 4.1 Selected transition altitudes - Doncaster Sheffield CTR/CTA removed.
ENR 1.8	Section 2 Aircraft not equipped with 8.33 kHz capable radios - Yeovilton entry removed.
ENR 1.11	VFR flight plan addressing - EGSY (St Athan) added.
ENR 2.1	AIRAC DONCASTER SHEFFIELD CTA 1 - 13 removed. PORTSMOUTH CTA 5 - Lateral limits revised.
ENR 2.2	YEOVILTON ATZ - Yeovilton frequency updated. Paragraph 2.4 MATZ participating aerodromes - MERRYFIELD and YEOVILTON MATZ - Yeovilton frequency updated.
ENR 3.2	AIRAC L18 - VOR DVR radial updated (WIZAD). P2 - OCTIZ renamed ORZEB.
ENR 3.4	AIRAC OCTIZ hold renamed ORZEB.
ENR 4.1	Dover (DVR) DME DOC updated.
ENR 4.4	AIRAC ADELU, BARTN, BATLI, CALDA, DENBY, EMBOR, EVSON, GASKO, MAMUL, MACQO, REXAM, SETEL, TIPIL, UPTON - References to EGCN SID/STAR removed. OCTIZ renamed ORZEB.
ENR 4.5	Sleap Aerodrome beacon added.
ENR 5.1	AIRAC EGD119 Bridgwater Bay - Service SUAAIS - Yeovilton frequency updated. EGRU309H and EGRU309I Manchester Barton FRZ - RWY 14/32 redesignated to RWY 13/31. EGRU314A-C Doncaster Sheffield FRZ removed.
ENR 5.2	AIAA YEOVILTON - Yeovilton frequency updated.
ENR 5.3	PORTSDOWN WEST laser site - New.
ENR 5.5	RHIGOS glider site removed.

ENR 6	AIRAC ENR 6-5 Doncaster Sheffield airspace removed. ENR 6-7 Doncaster Sheffield airspace removed. ENR 6-11 Yeovilton frequency updated. ENR 6-12 Doncaster Sheffield airspace removed. ENR 6-14 Doncaster Sheffield airspace removed. ENR 6-15 Doncaster Sheffield airspace removed. ENR 6-18 Doncaster Sheffield airspace removed. ENR 6-20 Doncaster Sheffield airspace removed. ENR 6-21 Doncaster Sheffield airspace removed. ENR 6-25 Doncaster Sheffield airspace removed. ENR 6-40 Waypoint PIKEY renamed to VAXMA. ENR 6-49 Waypoint and routes updated. ENR 6-57 Waypont PIKEY renamed to VAXMA. ENR 6-59 Doncaster Sheffield airspace removed. ENR 6-68 Doncaster Sheffield airspace removed. Route P2 - waypoint OCTIZ renamed ORZEB. ENR 6-69 Doncaster Sheffield airspace removed. ENR 6-75 Doncaster Sheffield airspace removed. EGD119 Yeovilton frequency updated. Portsdown West laser site added. ENR 6-76 Doncaster Sheffield airspace removed. AIAA Yeovilton frequency updated. ENR 6-80 Teesside FMC area added. Doncaster Sheffield airspace removed. ENR 6-81 Doncaster Sheffield removed.
AD 0.1	Doncaster Sheffield entry removed.
AD 1.3	AIRAC Index to aerodromes and heliports - Bournemouth moved to Aerodrome only list. Doncaster Sheffield entry removed.
AD 1.5	AIRAC Doncaster Sheffield entry removed.
AD 2.EGHH	AD 2.2 Aerodrome geographical and administrative data - Contact details updated. AD 2.3 Operational hours - AD administration. AIS briefing office. ARO. AD 2.4 Handling services and facilities - Hanger space for visiting aircraft. Remarks. AD 2.5 Passenger facilities. AD 2.6 Rescue and fire fighting services - Capability for removal of disabled aircraft. Remarks. AD 2.7 Seasonal availability - Clearing. AD 2.9 Surface movement guidance and control system and markings - Stand. AD 2.10 Aerodrome obstacles - Revised. AD 2.11 Meteorological information provided. AD 2.16 Helicopter landing area. AD 2.18 Air traffic services communication facilities - Frequency DOC updated. AD 2.20 Local aerodrome regulations - Airport regulations. Ground movement. CAT II/IIIA operations. Warnings. Use of runways. AD 2.21 Noise abatement procedures - ILS approaches. Engine ground running. AD 2.22 Flight procedures - Procedures for outbound aircraft. Frequency monitoring code (FMC).
AD 2.EGHH-2	AD 2 EGHH 2-1 North apron. Obstacles added. Hot spots. TWY V removed. TWY T and W reduced.
AD 2.EGGD	AD 2.6 Rescue and fire fighting services - Rescue equipment updated.
AD 2.EGSC	AD 2.10 Aerodrome obstacles - Crane C024.22 details amended.
AD 2.EGFF	AIRAC AD 2.24 Charts related to an aerodrome - Chart titles updated.
AD 2.EGFF-7	AIRAC AD 2 EGFF 7-3/7-8 ICTAM 1C redesignated ICTAM 2C. Waypoint OCTIZ renamed ORZEB.
AD 2.EGNX-2	AD 2 EGNX 2-2 West and East apron reconfigured.
AD 2.EGNX-4	AIRAC AD 2 EGNX 4-1 Doncaster Sheffield airspace removed.
AD 2.EGPH	AD 2.21 Noise abatement procedures - RWY 24 departures via GOSAM and via GRICE revised.
AD 2.EGPH-2	AD 2 EGPH 2-2 Stand 34 removed.
AD 2.EGBJ	AD 2.19 Radio navigation and landing aids - NDB(L) GST range updated. AD 2.20 Local aerodrome regulations - Warnings. AD 2.22 Flight procedures - Procedures for inbound aircraft - VFR arrivals.
AD 2.EGFE	AD 2.2 Aerodrome geographical and administrative data - AD administration and contact details updated. AD 2.3 Operational hours - AD administration. PPR. AD 2.4 Handling services and facilities - Fuel and oil types. Fuelling facilities and capacity. Hangar space for visiting aircraft. AD 2.18 Air traffic services communication facilities - Hours of operation.
AD 2.EGNJ-5	AIRAC AD 2 EGNJ 5-1 Doncaster Sheffield airspace removed.
AD 2.EGPE	AD 2.10 Aerodrome obstacles - Revised. AD 2.12 Runway physical characteristics - THR 29 Geoid undulation updated.
AD 2.EGPE-2	AD 2 EGPE 2-1 Editorial.
AD 2.EGJJ	AD 2.6 Rescue and fire fighting services - RFFS category.
AD 2.EGBP	AD 2.11 Meteorological information provided - Revised.
AD 2.EGPA-2	AD 2 EGPA 2-1 Small apron.

AD 2.EGNM	AIRAC AD 2.19 Radio navigation and landing aids - GAM VOR/DME updated to include RNAV substitution only. AD 2.24 Charts related to an aerodrome - Chart title revised.
AD 2.EGNM-5	AIRAC AD 2 EGNM 5-1 Doncaster Sheffield airspace removed.
AD 2.EGNM-6	AIRAC AD 2 EGNM 6-2 Procedure RNAV substitution only.
AD 2.EGGP	AIRAC AD 2.24 Charts related to an aerodrome - Chart title revised.
AD 2.EGGP-7	AIRAC AD 2 EGGP 7-2/7-5 Level restriction at BOFUM amended. BOFUM 1L redesignated BOFUM 2L.
AD 2.EGLC	AD 2.19 Radio navigation and landing aids - VOR LON bearing fluctuation warning sector updated.
AD 2.EGKK	AD 2.19 Radio navigation and landing aids - VOR LON bearing fluctuation warning sector updated. Dover (DVR) VOR declination setting and DME DOC updated. AD 2.21 Noise abatement procedures - Noise preferential routeing procedure - Departure from RWY 08L/R via TUN-BY - VOR DVR radial updated.
AD 2.EGLL	AIRAC AD 2.10 Aerodrome obstacles - Revised. AD 2.19 Radio navigation and landing aids - VOR LON bearing fluctuation warning sector updated. AD 2.21 Noise abatement procedures - Noise preferential routeing procedures. AD 2.22 Flight procedures - Departure procedures. AD 2.24 Charts related to an aerodrome - Chart titles revised.
AD 2.EGLL-2	AD 2 EGLL 2-3 IHP symbol along RWY 09R/27L removed.
AD 2.EGLL-6	AIRAC AD 2 EGLL 6-1 to 6-6 Procedure RNAV substitution only. Frequencies. Notes.
AD 2.EGLL-7	AIRAC AD 2 EGLL 7-11/7-12/7-19 OCTIZ HOLD renamed ORZEB.
AD 2.EGGW	AD 2.18 Air traffic services communication facilities - TWR frequency updated.
AD 2.EGGW-5	AD 2 EGGW 5-1 TWR frequency updated.
AD 2.EGGW-6	AD 2 EGGW 6-1 to 6-9 TWR frequency updated.
AD 2.EGGW-7	AD 2 EGGW 7-1 to 7-6/7-14/7-15/7-17/7-18 TWR frequency updated.
AD 2.EGGW-8	AD 2 EGGW 8-1 to 8-7 TWR frequency updated.
AD 2.EGMD	AD 2.19 Radio navigation and landings aids - LLZ abbreviation changed to LOC.
AD 2.EGCC	AD 2.20 Local aerodrome regulations - Use of runways - LLZ abbreviation changed to LOC.
AD 2.EGCB	RWY 14/32 redesignated RWY 13/31. AD 2.12 Runway physical characteristics. AD 2.13 Declared distances. AD 2.20 Local aerodrome regulations - Warnings. AD 2.22 Flight procedures - Fixed winged. Helicopter procedures.
AD 2.EGCB-2	AD 2 EGCB 2-1 RWY 14/32 redesignated RWY 13/31.
AD 2.EGCB-4	AD 2 EGCB 4-1 RWY 14/32 redesignated RWY 13/31.
AD 2.EGTK	AD 2.2 Aerodrome geographical and administrative data - Administrative change. Geoid undulation updated. AD 2.3 Operational Hours - Editorial. AD 2.4 Handling services and facilities - Handling agent. AD 2.9 Surface movement guidance and control system and markings - Reference to RWY 19 turn pad removed. Taxiway lighting and markers added. AD 2.10 Aerodrome obstacles - Crane operation extended. AD 2.12 Runway physical characteristics - THR 01 displacement updated. OFZ status removed. AD 2.14 Approach and runway lighting - RWY 01/19 edge lighting revised. AD 2.20 Local aerodrome regulations - Airport regulations. Warnings. Use of runways.
AD 2.EGTK-2	AD 2 EGTK 2-1/2-3 TWY Bravo disused stub added. Heli stand coordinates.
AD 2.EGPK	AD 2.2 Aerodrome geographical and administrative data - Contact details updated. AD 2.5 Passenger facilities - Transportation.
AD 2.EGCF	AIRAC AD 2.17 Air traffic services airspace - Reference to Doncaster Sheffield CTR/CTA removed. AD 2.20 Local aerodrome regulations - References to Doncaster Sheffield removed. AD 2.22 Flight procedures - Reference to Doncaster Sheffield CTR removed.
AD 2.EGCV	AD 2.12 Runway physical characteristics - RWY 05/23 width updated. AD 2.15 Other lighting, secondary power supply - Aerodrome beacon added.
AD 2.EGCV-2	AD 2 EGCV 2-1 Chart revised due to incorporation of the latest aerodrome survey.
AD 2.EGHI	AD 2.8 Aprons, taxiways and check locations/positions data - Stands PCN.
AD 2.EGHI-2	AD 2 EGHI 2-2 PCN table.
AD 2.EGMC	AD 2.9 Surface movement guidance and control system and markings - WDI - Editorial. AD 2.10 Aerodrome obstacles - Revised. AD 2.12 Runway physical characteristics - OFZ. RWY 23/05 dimensions added.
AD 2.EGSY	AD 2.22 Flight procedures - VFR routes to/from St Athan.
AD 2.EGPO	AD 2.19 Radio navigation and landings aids - LLZ abbreviation changed to LOC.

AD 2.EGFH	AD 2.3 Operational hours - PPR. AD 2.4 Handling services and facilities - Fuel and fuelling facilities/capacity revised. AD 2.18 Air traffic services communication facilities - Swansea fire frequency removed.
AD 2.EGFH-2	AD 2 EGFH 2-1 Swansea fire frequency withdrawn.
AD 2.EGNV	AD 2.22 Flight procedures - Frequency Monitoring Code (FMC) - New.
AD 2.EGHO	AD 2.16 Helicopter landing area - Heli South TLOF withdrawn. AD 2.20 Local aerodrome regulations - Airport regulations. Helicopter operations.
AD 2.EGHO-2	AD 2 EGHO 2-1 Heli South TLOF withdrawn.
AD 2.EGNL	AD 2.19 Radio navigation and landings aids - LLZ abbreviation changed to LOC.
AD 2.EGLM	AD 2.6 Rescue and fire fighting services - RFFS category revised.
AD 2.EGBO	AD 2.2 Aerodrome geographical and administrative data - Contact details updated. AD 2.3 Operational hours - Fuelling. AD 2.4 Handling services and facilities - Fuel types. Fuelling facilities/capacity. Hangar space for visiting aircraft. Remarks. AD 2.5 Passenger facilities. AD 2.6 Rescue and fire fighting services - Rescue equipment. Capability for removal of disabled aircraft. AD 2.9 Surface movement guidance and control system and markings - Stands. AD 2.15 Other lighting, secondary power supply - Helipads renamed to Stands. AD 2.20 Local aerodrome regulations - Ground movement. Warnings. Helicopter operations. Use of runways. AD 2.22 Flight procedures - Departures.
AD 2.EGBO-2	AD 2 EGBO 2-1 Stands 1 - 3 added. Main apron. Asphalt parking label removed.
AD 2.EGTB	AD 2.2 Aerodrome geographical and administrative data - Contact details updated. AD 2.4 Handling services and facilities - Fuel.
AD 2.EGHG-8	AD 2 EGHG 8-1 to 8-6 Yeovilton frequency updated.
AD 3.EGHT	AD 3.2 Heliport geographical and administrative data - Distance from city and contact details updated. AD 3.3 Operational hours - Heliport operator hours and PPR telephone number updated. AD 3.6 Rescue and fire fighting services - Capability for removal of disabled aircraft.

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	2.EGHI-2	13 Jun 2024		2.EGHI-2	4 Sep 2025
	2.EGHI-2-2	20 Feb 2025		2.EGHI-2-2	4 Sep 2025
	2.EGMC-4	20 Feb 2025		2.EGMC-4	4 Sep 2025
	2.EGMC-5	20 Feb 2025		2.EGMC-5	4 Sep 2025
	2.EGMC-6	10 Jul 2025		2.EGMC-6	4 Sep 2025
	2.EGSY-11	11 Jul 2024		2.EGSY-11	4 Sep 2025
	2.EGPO-8	10 Jul 2025		2.EGPO-8	4 Sep 2025
	2.EGPO-9	10 Jul 2025		2.EGPO-9	4 Sep 2025
	2.EGFH-1	23 Jan 2025		2.EGFH-1	4 Sep 2025
	2.EGFH-2	12 Jun 2025		2.EGFH-2	4 Sep 2025
	2.EGFH-5	10 Jul 2025		2.EGFH-5	4 Sep 2025
	2.EGFH-6	16 May 2024		2.EGFH-6	4 Sep 2025
	2.EGFH-2-1	1 Dec 2022		2.EGFH-2-1	4 Sep 2025
	2.EGNV-10	18 Apr 2024		2.EGNV-10	4 Sep 2025
	2.EGHO-4	30 Nov 2023		2.EGHO-4	4 Sep 2025
	2.EGHO-5	7 Aug 2025		2.EGHO-5	4 Sep 2025
	2.EGHO-6	7 Aug 2025		2.EGHO-6	4 Sep 2025

	Remove			Insert	
	Page No	Date		Page No	Date
	2.EGHO-7	7 Aug 2025		2.EGHO-7	4 Sep 2025
	-	-		2.EGHO-8	4 Sep 2025
	2.EGHO-2-1	5 Sep 2024		2.EGHO-2-1	4 Sep 2025
	2.EGNL-7	10 Jul 2025		2.EGNL-7	4 Sep 2025
	2.EGLM-2	20 Mar 2025		2.EGLM-2	4 Sep 2025
	2.EGBO-1	5 Sep 2024		2.EGBO-1	4 Sep 2025
	2.EGBO-2	26 Dec 2024		2.EGBO-2	4 Sep 2025
	2.EGBO-3	26 Dec 2024		2.EGBO-3	4 Sep 2025
	2.EGBO-4	10 Jul 2025		2.EGBO-4	4 Sep 2025
	2.EGBO-5	10 Jul 2025		2.EGBO-5	4 Sep 2025
	2.EGBO-6	10 Jul 2025		2.EGBO-6	4 Sep 2025
	2.EGBO-7	10 Jul 2025		2.EGBO-7	4 Sep 2025
	2.EGBO-8	10 Jul 2025		2.EGBO-8	4 Sep 2025
	2.EGBO-2-1	26 Dec 2024		2.EGBO-2-1	4 Sep 2025
	2.EGTB-1	13 Jun 2024		2.EGTB-1	4 Sep 2025
	2.EGHG-8-1	11 Jul 2024		2.EGHG-8-1	4 Sep 2025
	2.EGHG-8-2	11 Jul 2024		2.EGHG-8-2	4 Sep 2025
	2.EGHG-8-3	20 Apr 2023		2.EGHG-8-3	4 Sep 2025
	2.EGHG-8-4	11 Jul 2024		2.EGHG-8-4	4 Sep 2025
	2.EGHG-8-5	11 Jul 2024		2.EGHG-8-5	4 Sep 2025
	2.EGHG-8-6	20 Apr 2023		2.EGHG-8-6	4 Sep 2025
	3.EGHT-1	5 Sep 2024		3.EGHT-1	4 Sep 2025
	3.EGHT-2	26 Dec 2024		3.EGHT-2	4 Sep 2025

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

The following publications have been incorporated in this AIRAC AMDT:

AIP SUP	NIL
AIC	NIL
NOTAM	A3707/25, A3716/25, A3809/25 B0967/25, B1110/25, B1111/25, B1127/25 C3381/25 E0133/25, E0134/25 F0834/25 H3959/25 I1452/25 L2600/25, L2727/25, L2861/25, L3022/25, L3083/25 U3392/25, U3393/25

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		
AIRAC 09/2025	24 Jul 2025	04 Sep 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 UNAVALIABLE 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
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
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
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

GEN 0.3 RECORD OF AIP SUPPLEMENTS (continued)

NR/Year	Subject	AIP section(s) affected	Period of validity
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
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
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
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
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
047/2025	EXETER AIRPORT (EGTE) - RUNWAY 08 ILS FLUCTUATION	AD	26 JUN 2025 - UFN
048/2025	EXETER AIRPORT (EGTE) - RUNWAY 26 ILS FLUCTIATION	AD	26 JUN 2025 - UFN
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) - TAXIWAY 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
056/2025	SOUTHAMPTON AIRPORT (EGHI) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	24 JUL 2025 - UFN
057/2025	ST ATHAN AIRPORT (EGSY) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	24 JUL 2025 - UFN
058/2025	BIRMINGHAM AIRPORT (EGBB) - WINTER MAINTENANCE CLOSURES, 03 - 28 NOVEMBER 2025	AD	24 JUL 2025 - UFN

GEN 0.3 RECORD OF AIP SUPPLEMENTS (continued)

NR/Year	Subject	AIP section(s) affected	Period of validity
059/2025	RESTRICTION OF FLYING REGULATIONS: (APPLICABLE TO UAS ONLY) MINISTRY OF DEFENCE AIRSPACE RESTRICTIONS - REPLACES AIC M 012/2025	ENR	24 JUL 2025 - UFN
060/2025	GLOUCESTERSHIRE AIRPORT (EGBJ) - RUNWAY 27 ILS U/S	AD	24 JUL 2025 - UFN
061/2025	NEWCASTLE AIRPORT (EGNT) - STAND CLOSURE	AD	24 JUL 2025 - UFN
062/2025	LONDON HEATHROW AIRPORT (EGLL) - NORTHERN RUNWAY (09L/27R) REHABILITATION WORKS	AD	24 JUL 2025 - UFN
063/2025	BOURNEMOUTH AIRPORT (EGHH) - CRANE OPERATING IN THE VICINTIY OF THE AIRPORT	AD	24 JUL 2025 - UFN
064/2025	LONDON CITY AIRPORT (EGLC) - NDB (L) LCY UNSERVICEABILITY AND USE OF RNAV SUBSTITUTION	AD	24 JUL 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	1.4-1	24 May 2018	1.7-23	7 Sep 2023	2.3-2	7 Aug 2025
0.1-2	7 Oct 2021	1.4-2	21 Jun 2018	1.7-24	7 Sep 2023	2.3-3	23 Jan 2025
0.1-3	23 Jan 2025	1.4-3	21 Jun 2018	1.7-25	13 Jun 2024	2.3-4	23 Jan 2025
0.1-4	23 Jan 2025	1.5-1	28 Nov 2024	1.7-26	13 Jun 2024	2.3-5	23 Jan 2025
0.2-1	24 May 2018	1.5-2	24 May 2018	1.7-27	13 Jun 2024	2.3-6	23 Jan 2025
0.2-2	27 Jan 2022	1.5-3	20 Feb 2025	1.7-28	13 Jun 2024	2.3-7	23 Jan 2025
* 0.2-3	4 Sep 2025	1.5-4	20 Feb 2025	1.7-29	13 Jun 2024	* 2.4-1	4 Sep 2025
* 0.3-1	4 Sep 2025	1.5-5	27 Feb 2020	1.7-30	13 Jun 2024	2.4-2	28 Nov 2024
* 0.3-2	4 Sep 2025	1.5-6	27 Feb 2020	1.7-31	13 Jun 2024	2.4-3	12 Jun 2025
* 0.3-3	4 Sep 2025	1.5-7	27 Feb 2020	1.7-32	13 Jun 2024	* 2.4-4	4 Sep 2025
* 0.4-1	4 Sep 2025	1.5-8	24 Mar 2022	1.7-33	13 Jun 2024	2.4-5	12 Jun 2025
* 0.4-2	4 Sep 2025	1.5-9	24 Mar 2022	1.7-34	13 Jun 2024	2.4-6	5 Sep 2024
* 0.4-3	4 Sep 2025	1.5-10	24 Mar 2022	1.7-35	13 Jun 2024	2.5-1	12 Jun 2025
* 0.4-4	4 Sep 2025	* 1.5-11	4 Sep 2025	1.7-36	13 Jun 2024	* 2.5-2	4 Sep 2025
* 0.4-5	4 Sep 2025	1.5-12	25 Feb 2021	1.7-37	13 Jun 2024	* 2.5-3	4 Sep 2025
* 0.4-6	4 Sep 2025	1.5-13	24 Feb 2022	1.7-38	13 Jun 2024	* 2.5-4	4 Sep 2025
* 0.4-7	4 Sep 2025	1.5-14	20 Feb 2025	1.7-39	13 Jun 2024	* 2.5-5	4 Sep 2025
* 0.4-8	4 Sep 2025	* 1.5-15	4 Sep 2025	1.7-40	15 May 2025	* 2.5-6	4 Sep 2025
* 0.4-9	4 Sep 2025	1.5-16	20 Feb 2025	1.7-41	15 May 2025	* 2.5-7	4 Sep 2025
* 0.4-10	4 Sep 2025	1.5-17	20 Feb 2025	1.7-42	15 May 2025	2.6-1	28 Dec 2023
* 0.4-11	4 Sep 2025	* 1.5-18	4 Sep 2025	1.7-43	15 May 2025	2.6-2	24 May 2018
* 0.4-12	4 Sep 2025	* 1.5-19	4 Sep 2025	1.7-44	15 May 2025	2.7-1	24 May 2018
* 0.4-13	4 Sep 2025	1.5-20	24 Feb 2022	1.7-45	15 May 2025	3.1-1	23 Jan 2025
* 0.4-14	4 Sep 2025	1.5-21	28 Nov 2024	1.7-46	15 May 2025	3.1-2	23 Jan 2025
* 0.4-15	4 Sep 2025	1.6-1	30 Dec 2021	1.7-47	15 May 2025	3.1-3	23 Jan 2025
* 0.4-16	4 Sep 2025	1.6-2	17 Apr 2025	1.7-48	15 May 2025	3.1-4	23 Jan 2025
* 0.4-17	4 Sep 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	4 Sep 2025
1.2-2	29 Dec 2022	1.7-2	1 Dec 2022	1.7-55	13 Jun 2024	* 3.2-5	4 Sep 2025
* 1.2-3	4 Sep 2025	1.7-3	7 Sep 2023	1.7-56	13 Jun 2024	3.2-6	7 Sep 2023
* 1.2-4	4 Sep 2025	1.7-4	15 May 2025	1.7-57	13 Jun 2024	3.2-7	7 Sep 2023
1.2-5	2 Jan 2020	1.7-5	26 Jan 2023	1.7-58	13 Jun 2024	3.2-8	7 Oct 2021
1.2-6	19 Jul 2018	1.7-6	7 Sep 2023	1.7-59	13 Jun 2024	3.3-1	28 Nov 2024
1.2-7	21 Jun 2018	1.7-7	1 Dec 2022	1.7-60	13 Jun 2024	3.3-2	18 Apr 2024
1.2-8	2 Jan 2020	1.7-8	7 Sep 2023	1.7-61	13 Jun 2024	3.3-3	18 Apr 2024
1.2-9	21 Jun 2018	1.7-9	7 Sep 2023	1.7-62	13 Jun 2024	3.3-4	18 Apr 2024
1.2-10	21 Jun 2018	1.7-10	7 Sep 2023	1.7-63	13 Jun 2024	3.3-5	18 Apr 2024
1.2-11	29 Dec 2022	1.7-11	20 Mar 2025	2.1-1	21 Mar 2024	3.3-6	18 Apr 2024
1.2-12	21 Jun 2018	1.7-12	20 Mar 2025	2.1-2	26 Jan 2023	3.3-7	18 Apr 2024
1.2-13	25 Jan 2024	1.7-13	20 Mar 2025	2.2-1	2 Dec 2021	3.3-8	18 Apr 2024
1.2-14	21 Jun 2018	1.7-14	20 Mar 2025	2.2-2	18 Apr 2024	3.3-9	18 Apr 2024
1.2-15	23 Apr 2020	1.7-15	20 Mar 2025	2.2-3	18 Apr 2024	3.3-10	18 Apr 2024
* 1.2-16	4 Sep 2025	1.7-16	20 Mar 2025	2.2-4	18 Apr 2024	3.4-1	28 Nov 2024
1.2-17	23 Apr 2020	1.7-17	20 Mar 2025	2.2-5	25 Jan 2024	3.4-2	28 Nov 2024
1.2-18	23 Apr 2020	1.7-18	20 Mar 2025	2.2-6	31 Oct 2024	3.4-3	28 Nov 2024
1.3-1	21 Jun 2018	1.7-19	20 Mar 2025	2.2-7	31 Oct 2024	3.4-4	20 Feb 2025
1.3-2	21 Jun 2018	1.7-20	20 Mar 2025	2.2-8	18 Apr 2024	3.4-5	28 Nov 2024
1.3-3	16 Jun 2022	1.7-21	7 Sep 2023	2.2-9	18 Apr 2024	3.4-6	20 Feb 2025
1.3-4	16 Jun 2022	1.7-22	7 Sep 2023	2.3-1	7 Aug 2025	3.4-7	20 Feb 2025

GEN 0.4 CHECKLIST OF AIP PAGES (continued)

Page	Effective Date	Page	Effective Date	Page	Effective Date	Page	Effective Date
GEN		ENR		ENR		ENR	
3.4-8	12 Jun 2025	0.1-1	14 Jul 2022	1.4-3	20 May 2021	1.7-3	23 Apr 2020
3.4-9	17 Apr 2025	1.1-1	28 Nov 2024	1.4-4	12 Jun 2025	* 1.7-4	4 Sep 2025
3.4-10	17 Apr 2025	1.1-2	28 Nov 2024	1.4-5	20 May 2021	1.7-5	30 Jan 2020
3.5-1	28 Nov 2024	1.1-3	26 Dec 2024	* 1.4-6	4 Sep 2025	* 1.8-1	4 Sep 2025
3.5-2	17 Jun 2021	1.1-4	15 May 2025	* 1.4-7	4 Sep 2025	1.9-1	21 Jun 2018
3.5-3	11 Aug 2022	1.1-5	15 May 2025	* 1.4-8	4 Sep 2025	1.9-2	23 Apr 2020
3.5-4	17 Jun 2021	1.1-6	15 May 2025	* 1.4-9	4 Sep 2025	1.9-3	14 Jul 2022
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* 2.EGHH-15	4 Sep 2025	2.EGGD-8-7	15 May 2025	2.EGFF-11	15 Jun 2023	2.EGEL-3	10 Jul 2025
* 2.EGHH-2-1	4 Sep 2025	2.EGGD-8-8	15 May 2025	2.EGFF-12	15 Jun 2023	2.EGEL-4	10 Jul 2025
2.EGHH-2-2	12 Jun 2025	2.EGGD-8-9	15 May 2025	2.EGFF-13	15 Jun 2023	2.EGEL-5	29 Dec 2022
2.EGHH-5-1	17 Apr 2025	2.EGCK-1	16 May 2024	* 2.EGFF-14	4 Sep 2025	2.EGEL-2-1	8 Aug 2024
2.EGHH-7-1	17 Apr 2025	2.EGCK-2	16 May 2024	2.EGFF-2-1	20 Mar 2025	2.EGEY-1	15 Jun 2023
2.EGHH-7-2	17 Apr 2025	2.EGCK-3	10 Jul 2025	2.EGFF-2-2	8 Aug 2024	2.EGEY-2	5 Sep 2024
2.EGHH-7-3	8 Aug 2024	2.EGCK-4	10 Jul 2025	2.EGFF-4-1	7 Aug 2025	2.EGEY-3	10 Jul 2025
2.EGHH-7-4	8 Aug 2024	2.EGCK-5	10 Jul 2025	2.EGFF-4-2	23 Mar 2023	2.EGEY-4	10 Jul 2025
2.EGHH-7-5	8 Aug 2024	2.EGCK-6	3 Oct 2024	2.EGFF-5-1	17 Apr 2025	2.EGEY-5	29 Dec 2022
2.EGHH-7-6	8 Aug 2024	2.EGCK-2-1	23 Jan 2025	2.EGFF-6-1	10 Aug 2023	2.EGEY-6	29 Dec 2022
2.EGHH-7-7	8 Aug 2024	2.EGSC-1	20 Mar 2025	2.EGFF-6-2	10 Aug 2023	2.EGEY-2-1	5 Sep 2024
2.EGHH-8-1	31 Dec 2020	2.EGSC-2	3 Oct 2024	2.EGFF-6-3	10 Aug 2023	2.EGHA-1	25 Jan 2024
2.EGHH-8-2	31 Dec 2020	2.EGSC-3	20 Mar 2025	2.EGFF-7-1	16 May 2024	2.EGHA-2	3 Oct 2024
2.EGHH-8-3	31 Dec 2020	* 2.EGSC-4	4 Sep 2025	2.EGFF-7-2	18 May 2023	2.EGHA-3	10 Jul 2025
2.EGHH-8-4	31 Dec 2020	2.EGSC-5	7 Aug 2025	* 2.EGFF-7-3	4 Sep 2025	2.EGHA-4	10 Jul 2025
2.EGHH-8-5	31 Dec 2020	2.EGSC-6	7 Aug 2025	2.EGFF-7-4	18 May 2023	2.EGHA-5	31 Oct 2024
2.EGHH-8-6	31 Dec 2020	2.EGSC-7	7 Aug 2025	2.EGFF-7-5	12 Jun 2025	2.EGHA-2-1	13 Jul 2023
2.EGGD-1	20 Feb 2025	2.EGSC-8	7 Aug 2025	2.EGFF-7-6	23 Mar 2023	2.EGHA-4-1	25 Jan 2024
* 2.EGGD-2	4 Sep 2025	2.EGSC-9	7 Aug 2025	2.EGFF-7-7	23 Mar 2023	2.EGBE-1	2 Nov 2023
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2.EGGD-5	10 Jul 2025	2.EGSC-2-1	7 Aug 2025	2.EGFF-7-10	23 Mar 2023	2.EGBE-4	15 May 2025
2.EGGD-6	10 Jul 2025	2.EGSC-2-2	3 Oct 2024	2.EGFF-8-1	10 Aug 2023	2.EGBE-5	10 Jul 2025
2.EGGD-7	18 May 2023	2.EGSC-5-1	17 Apr 2025	2.EGFF-8-2	10 Aug 2023	2.EGBE-6	15 May 2025
2.EGGD-8	10 Jul 2025	2.EGSC-8-1	3 Oct 2024	2.EGFF-8-3	12 Aug 2021	2.EGBE-7	10 Jul 2025
2.EGGD-9	10 Jul 2025	2.EGSC-8-2	3 Oct 2024	2.EGFF-8-4	2 Dec 2021	2.EGBE-8	15 May 2025
2.EGGD-10	10 Jul 2025	2.EGSC-8-3	3 Oct 2024	2.EGFF-8-5	10 Aug 2023	2.EGBE-9	15 May 2025
2.EGGD-11	10 Jul 2025	2.EGSC-8-4	3 Oct 2024	2.EGFF-8-6	10 Aug 2023	2.EGBE-2-1	15 May 2025
2.EGGD-12	10 Jul 2025	2.EGSC-8-5	3 Oct 2024	2.EGFF-8-7	10 Aug 2023	2.EGBE-2-2	15 May 2025
2.EGGD-13	18 Apr 2024	2.EGSC-8-6	3 Oct 2024	2.EGFF-8-8	10 Aug 2023	2.EGTC-1	14 Jul 2022
2.EGGD-14	12 Jun 2025	2.EGSC-8-7	10 Aug 2023	2.EGFF-8-9	10 Aug 2023	2.EGTC-2	31 Oct 2024
2.EGGD-2-1	7 Aug 2025	2.EGSC-8-8	10 Aug 2023	2.EGFF-8-10	12 Aug 2021	2.EGTC-3	12 Jun 2025
2.EGGD-2-2	7 Aug 2025	2.EGEC-1	14 Jul 2022	2.EGFF-8-11	2 Dec 2021	2.EGTC-4	10 Jul 2025

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2.EGTC-6	10 Jul 2025	2.EGTU-3	10 Jul 2025	2.EGNX-7-11	17 Apr 2025	2.EGPH-8-5	7 Aug 2025
2.EGTC-7	10 Jul 2025	2.EGTU-4	10 Jul 2025	2.EGNX-8-1	20 Mar 2025	2.EGPH-8-6	7 Aug 2025
2.EGTC-8	10 Jul 2025	2.EGTU-5	23 Mar 2023	2.EGNX-8-2	20 Mar 2025	2.EGTR-1	22 Feb 2024
2.EGTC-9	20 Mar 2025	2.EGTU-6	23 Mar 2023	2.EGNX-8-3	20 Mar 2025	2.EGTR-2	23 Jan 2025
2.EGTC-2-1	10 Jul 2025	2.EGTU-2-1	12 Jun 2025	2.EGNX-8-4	20 Mar 2025	2.EGTR-3	10 Jul 2025
2.EGTC-8-1	10 Jul 2025	2.EGSU-1	10 Jul 2025	2.EGNX-8-5	20 Mar 2025	2.EGTR-4	10 Jul 2025
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2.EGTC-8-4	10 Jul 2025	2.EGSU-4	7 Aug 2025	2.EGNX-8-8	20 Mar 2025	2.EGTR-2-1	23 Mar 2023
2.EGTC-8-5	10 Jul 2025	2.EGSU-5	10 Jul 2025	2.EGNX-8-9	20 Mar 2025	2.EGAB-1	15 Jun 2023
2.EGTC-8-6	12 Jun 2025	2.EGSU-6	15 May 2025	2.EGNX-8-10	20 Mar 2025	2.EGAB-2	15 Jun 2023
2.EGTC-8-7	12 Jun 2025	2.EGSU-2-1	7 Aug 2025	2.EGNX-8-11	20 Mar 2025	2.EGAB-3	10 Jul 2025
2.EGPG-1	28 Nov 2024	2.EGSR-1	14 Jul 2022	2.EGNX-8-12	20 Mar 2025	2.EGAB-4	10 Jul 2025
2.EGPG-2	18 Apr 2024	2.EGSR-2	13 Aug 2020	2.EGED-1	14 Jul 2022	2.EGAB-5	5 Nov 2020
2.EGPG-3	10 Jul 2025	2.EGSR-3	10 Jul 2025	2.EGED-2	10 Jul 2025	2.EGAB-6	14 Jul 2022
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2.EGPG-6	14 Jul 2022	2.EGSR-2-1	3 Oct 2024	2.EGED-5	14 Jul 2022	2.EGTE-2	7 Aug 2025
2.EGPG-2-1	10 Aug 2023	2.EGNX-1	26 Dec 2024	2.EGED-2-1	27 Feb 2020	2.EGTE-3	5 Oct 2023
2.EGLD-1	17 Apr 2025	2.EGNX-2	12 Jun 2025	2.EGPH-1	7 Aug 2025	2.EGTE-4	18 Apr 2024
2.EGLD-2	23 Mar 2023	2.EGNX-3	26 Dec 2024	2.EGPH-2	12 Jun 2025	2.EGTE-5	25 Jan 2024
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2.EGLD-4	10 Jul 2025	2.EGNX-5	20 Mar 2025	2.EGPH-4	7 Aug 2025	2.EGTE-7	5 Oct 2023
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2.EGLD-6	10 Jul 2025	2.EGNX-7	12 Jun 2025	2.EGPH-6	25 Jan 2024	2.EGTE-9	10 Jul 2025
2.EGLD-7	10 Jul 2025	2.EGNX-8	10 Jul 2025	2.EGPH-7	10 Jul 2025	2.EGTE-10	10 Jul 2025
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2.EGLD-4-1	19 May 2022	2.EGNX-10	17 Apr 2025	2.EGPH-9	20 Feb 2025	2.EGTE-12	10 Jul 2025
2.EGBD-1	7 Aug 2025	2.EGNX-11	12 Jun 2025	2.EGPH-10	10 Jul 2025	2.EGTE-13	10 Jul 2025
2.EGBD-2	10 Jul 2025	2.EGNX-12	17 Apr 2025	2.EGPH-11	25 Jan 2024	2.EGTE-14	2 Nov 2023
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2.EGBD-2-1	21 May 2020	2.EGNX-16	15 May 2025	2.EGPH-15	17 Apr 2025	2.EGTE-8-1	2 Nov 2023
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2.EGPN-2	25 Jan 2024	2.EGNX-18	15 May 2025	2.EGPH-2-1	7 Aug 2025	2.EGTE-8-3	2 Nov 2023
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2.EGPN-5	2 Nov 2023	2.EGNX-2-3	28 Dec 2023	2.EGPH-4-1	12 Jun 2025	2.EGTE-8-6	2 Nov 2023
2.EGPN-6	10 Jul 2025	* 2.EGNX-4-1	4 Sep 2025	2.EGPH-5-1	7 Aug 2025	2.EGTE-8-7	2 Nov 2023
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2.EGPN-8	10 Jul 2025	2.EGNX-6-1	17 Apr 2025	2.EGPH-6-2	10 Jul 2025	2.EGTE-8-9	2 Nov 2023
2.EGPN-9	17 Apr 2025	2.EGNX-6-2	17 Apr 2025	2.EGPH-6-3	16 May 2024	2.EGTE-8-10	2 Nov 2023
2.EGPN-2-1	14 Jul 2022	2.EGNX-6-3	20 Mar 2025	2.EGPH-7-1	13 Jun 2024	2.EGTE-8-11	2 Nov 2023
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2.EGPN-8-3	18 Apr 2024	2.EGNX-7-4	10 Jul 2025	2.EGPH-7-5	13 Jun 2024	2.EGEF-1	26 Dec 2024
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2.EGPN-8-6	25 Jan 2024	2.EGNX-7-7	16 May 2024	2.EGPH-8-1	7 Aug 2025	2.EGEF-4	10 Jul 2025
2.EGPN-8-7	25 Jan 2024	2.EGNX-7-8	16 May 2024	2.EGPH-8-2	7 Aug 2025	2.EGEF-5	11 Jul 2024
2.EGTU-1	13 Jun 2024	2.EGNX-7-9	16 May 2024	2.EGPH-8-3	7 Aug 2025	2.EGEF-2-1	11 Jul 2024

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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
2.EGTF-5	10 Jul 2025	2.EGLF-8-7	18 Apr 2024	2.EGPF-8-5	12 Jun 2025	2.EGJB-6-8	8 Aug 2024
2.EGTF-6	10 Jul 2025	2.EGLF-8-8	18 Apr 2024	2.EGPF-8-6	12 Jun 2025	2.EGJB-7-1	11 Jul 2024
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2.EGTF-9	10 Jul 2025	2.EGCL-2	5 Sep 2024	2.EGPF-8-9	12 Jun 2025	2.EGJB-8-2	11 Jul 2024
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2.EGTF-2-2	18 Apr 2024	2.EGCL-5	5 Sep 2024	2.EGBJ-2	20 Feb 2025	2.EGJB-8-5	11 Jul 2024
2.EGTF-4-1	18 Apr 2024	2.EGCL-2-1	31 Oct 2024	2.EGBJ-3	26 Dec 2024	2.EGJB-8-6	11 Jul 2024
2.EGLF-1	7 Sep 2023	2.EGPF-1	3 Oct 2024	2.EGBJ-4	7 Aug 2025	2.EGJB-8-7	11 Jul 2024
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2.EGLF-3	28 Nov 2024	2.EGPF-3	27 Jan 2022	2.EGBJ-6	7 Aug 2025	2.EGJB-8-9	8 Oct 2020
2.EGLF-4	23 Jan 2025	2.EGPF-4	10 Jul 2025	2.EGBJ-7	7 Aug 2025	2.EGJB-8-10	8 Oct 2020
2.EGLF-5	23 Jan 2025	2.EGPF-5	3 Oct 2024	* 2.EGBJ-8	4 Sep 2025	2.EGJB-8-11	14 Jul 2022
2.EGLF-6	23 Jan 2025	2.EGPF-6	10 Jul 2025	* 2.EGBJ-9	4 Sep 2025	2.EGJB-8-12	8 Oct 2020
2.EGLF-7	23 Jan 2025	2.EGPF-7	3 Oct 2024	* 2.EGBJ-10	4 Sep 2025	* 2.EGFE-1	4 Sep 2025
2.EGLF-8	28 Dec 2023	2.EGPF-8	10 Jul 2025	* 2.EGBJ-11	4 Sep 2025	2.EGFE-2	15 Jun 2023
2.EGLF-9	10 Jul 2025	2.EGPF-9	7 Aug 2025	* 2.EGBJ-12	4 Sep 2025	2.EGFE-3	10 Jul 2025
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2.EGLF-14	28 Dec 2023	2.EGPF-14	3 Oct 2024	2.EGBJ-8-3	16 May 2024	2.EGNR-1	6 Oct 2022
2.EGLF-15	28 Dec 2023	2.EGPF-15	3 Oct 2024	2.EGBJ-8-4	16 May 2024	2.EGNR-2	10 Jul 2025
2.EGLF-16	21 Mar 2024	2.EGPF-16	12 Jun 2025	2.EGBJ-8-5	16 May 2024	2.EGNR-3	31 Oct 2024
2.EGLF-17	21 Mar 2024	2.EGPF-17	3 Oct 2024	2.EGBJ-8-6	16 May 2024	2.EGNR-4	31 Oct 2024
2.EGLF-18	21 Mar 2024	2.EGPF-2-1	12 Jun 2025	2.EGBJ-8-7	16 May 2024	2.EGNR-5	10 Jul 2025
2.EGLF-19	21 Mar 2024	2.EGPF-2-2	12 Jun 2025	2.EGBJ-8-8	16 May 2024	2.EGNR-6	10 Jul 2025
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2.EGLF-2-1	23 Jan 2025	2.EGPF-4-1	17 Apr 2025	2.EGBJ-8-10	15 Jul 2021	2.EGNR-8	10 Jul 2025
2.EGLF-2-2	23 Jan 2025	2.EGPF-5-1	12 Jun 2025	2.EGBJ-8-11	15 Jul 2021	2.EGNR-9	10 Jul 2025
2.EGLF-4-1	12 Jun 2025	2.EGPF-5-2	22 Jun 2017	2.EGJB-1	14 Jul 2022	2.EGNR-10	31 Oct 2024
2.EGLF-4-2	17 Apr 2025	2.EGPF-6-1	7 Aug 2025	2.EGJB-2	7 Oct 2021	2.EGNR-11	31 Oct 2024
2.EGLF-5-1	28 Dec 2023	2.EGPF-6-2	12 Jun 2025	2.EGJB-3	11 Jul 2024	2.EGNR-12	31 Oct 2024
2.EGLF-6-1	26 Dec 2024	2.EGPF-6-3	12 Jun 2025	2.EGJB-4	11 Jul 2024	2.EGNR-2-1	31 Oct 2024
2.EGLF-6-2	26 Dec 2024	2.EGPF-6-4	7 Aug 2025	2.EGJB-5	10 Jul 2025	2.EGNR-5-1	20 Feb 2025
2.EGLF-6-3	26 Dec 2024	2.EGPF-6-5	12 Jun 2025	2.EGJB-6	11 Jul 2024	2.EGNR-8-1	20 Feb 2025
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2.EGLF-7-3	17 Apr 2025	2.EGPF-6-9	12 Jun 2025	2.EGJB-10	11 Jul 2024	2.EGNR-8-5	20 Feb 2025
2.EGLF-7-4	28 Dec 2023	2.EGPF-7-1	12 Jun 2025	2.EGJB-11	11 Jul 2024	2.EGNR-8-6	20 Feb 2025
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2.EGNJ-8	10 Jul 2025	2.EGPI-2-1	21 Mar 2024	2.EGJJ-6-4	11 Jul 2024	2.EGPA-8-8	25 Jan 2024
2.EGNJ-9	10 Jul 2025	2.EGPI-8-1	20 Feb 2025	2.EGJJ-6-5	24 Mar 2022	2.EGPA-8-9	25 Jan 2024
2.EGNJ-10	16 May 2024	2.EGPI-8-2	20 Feb 2025	2.EGJJ-6-6	25 Mar 2021	2.EGPA-8-10	25 Jan 2024
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2.EGLL-19	7 Aug 2025	2.EGLL-7-5	10 Jul 2025	2.EGGW-2-1	8 Aug 2024	2.EGSS-13	10 Jul 2025
2.EGLL-20	7 Aug 2025	2.EGLL-7-6	10 Jul 2025	2.EGGW-2-2	28 Nov 2024	2.EGSS-14	15 May 2025
2.EGLL-21	7 Aug 2025	2.EGLL-7-7	10 Jul 2025	2.EGGW-2-3	3 Oct 2024	2.EGSS-15	15 May 2025
2.EGLL-22	7 Aug 2025	2.EGLL-7-8	12 Jun 2025	2.EGGW-3-1	7 Aug 2025	2.EGSS-16	15 May 2025
2.EGLL-23	7 Aug 2025	2.EGLL-7-9	12 Jun 2025	2.EGGW-4-1	10 Jul 2025	2.EGSS-17	7 Aug 2025
2.EGLL-24	7 Aug 2025	2.EGLL-7-10	10 Jul 2025	* 2.EGGW-5-1	4 Sep 2025	2.EGSS-18	7 Aug 2025
2.EGLL-25	7 Aug 2025	* 2.EGLL-7-11	4 Sep 2025	* 2.EGGW-6-1	4 Sep 2025	2.EGSS-19	12 Jun 2025
2.EGLL-26	7 Aug 2025	* 2.EGLL-7-12	4 Sep 2025	* 2.EGGW-6-2	4 Sep 2025	2.EGSS-20	12 Jun 2025
2.EGLL-27	7 Aug 2025	2.EGLL-7-13	23 Jan 2025	* 2.EGGW-6-3	4 Sep 2025	2.EGSS-21	12 Jun 2025
2.EGLL-28	10 Jul 2025	2.EGLL-7-14	12 Jun 2025	* 2.EGGW-6-4	4 Sep 2025	2.EGSS-22	12 Jun 2025
2.EGLL-29	7 Aug 2025	2.EGLL-7-15	12 Jun 2025	* 2.EGGW-6-5	4 Sep 2025	2.EGSS-23	12 Jun 2025
* 2.EGLL-30	4 Sep 2025	2.EGLL-7-16	12 Jun 2025	* 2.EGGW-6-6	4 Sep 2025	2.EGSS-24	12 Jun 2025
* 2.EGLL-31	4 Sep 2025	2.EGLL-7-17	28 Nov 2024	* 2.EGGW-6-7	4 Sep 2025	2.EGSS-25	12 Jun 2025
* 2.EGLL-32	4 Sep 2025	2.EGLL-7-18	28 Nov 2024	* 2.EGGW-6-8	4 Sep 2025	2.EGSS-2-1	3 Oct 2024
* 2.EGLL-33	4 Sep 2025	* 2.EGLL-7-19	4 Sep 2025	* 2.EGGW-6-9	4 Sep 2025	2.EGSS-2-2	8 Aug 2024
* 2.EGLL-34	4 Sep 2025	2.EGLL-7-20	12 Jun 2025	2.EGGW-6-10	8 Oct 2020	2.EGSS-2-3	8 Aug 2024

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2.EGSS-3-1	7 Aug 2025	2.EGAE-8-1	22 Feb 2024	2.EGCC-24	12 Jun 2025	2.EGNF-5	10 Jul 2025
2.EGSS-4-1	20 Feb 2025	2.EGAE-8-2	22 Feb 2024	2.EGCC-25	12 Jun 2025	2.EGNF-6	10 Jul 2025
2.EGSS-4-3	25 Jan 2024	2.EGAE-8-3	22 Feb 2024	2.EGCC-2-1	15 May 2025	2.EGNF-2-1	10 Jul 2025
2.EGSS-5-1	20 Feb 2025	2.EGAE-8-4	22 Feb 2024	2.EGCC-2-2	15 May 2025	2.EGNT-1	28 Nov 2024
2.EGSS-6-1	25 Jan 2024	2.EGAE-8-5	22 Feb 2024	2.EGCC-2-3	23 Jan 2025	2.EGNT-2	10 Aug 2023
2.EGSS-6-2	25 Jan 2024	2.EGAE-8-6	22 Feb 2024	2.EGCC-2-4	15 May 2025	2.EGNT-3	10 Aug 2023
2.EGSS-6-3	18 Apr 2024	2.EGAE-8-7	22 Feb 2024	2.EGCC-3-1	20 Feb 2025	2.EGNT-4	28 Nov 2024
2.EGSS-6-4	25 Jan 2024	2.EGAE-8-8	22 Feb 2024	2.EGCC-3-2	22 Feb 2024	2.EGNT-5	10 Jul 2025
2.EGSS-6-5	7 Aug 2025	2.EGAE-8-9	22 Feb 2024	2.EGCC-4-1	17 Apr 2025	2.EGNT-6	28 Nov 2024
2.EGSS-6-6	25 Jan 2024	2.EGAE-8-10	22 Feb 2024	2.EGCC-5-1	17 Apr 2025	2.EGNT-7	16 May 2024
2.EGSS-6-7	25 Jan 2024	2.EGAE-8-11	22 Feb 2024	2.EGCC-6-1	20 Feb 2025	2.EGNT-8	10 Jul 2025
2.EGSS-6-8	24 Feb 2022	2.EGMD-1	26 Dec 2024	2.EGCC-6-2	20 Feb 2025	2.EGNT-9	10 Jul 2025
2.EGSS-6-9	24 Feb 2022	2.EGMD-2	31 Oct 2024	2.EGCC-6-3	20 Feb 2025	2.EGNT-10	10 Jul 2025
2.EGSS-7-1	10 Jul 2025	2.EGMD-3	31 Oct 2024	2.EGCC-6-4	20 Feb 2025	2.EGNT-11	7 Aug 2025
2.EGSS-7-2	10 Jul 2025	2.EGMD-4	10 Jul 2025	2.EGCC-6-5	20 Feb 2025	2.EGNT-12	7 Aug 2025
2.EGSS-7-3	25 Jan 2024	2.EGMD-5	31 Oct 2024	2.EGCC-6-6	12 Jun 2025	2.EGNT-13	7 Aug 2025
2.EGSS-7-4	10 Jul 2025	* 2.EGMD-6	4 Sep 2025	2.EGCC-7-1	20 Feb 2025	2.EGNT-14	11 Jul 2024
2.EGSS-7-5	10 Jul 2025	2.EGMD-7	10 Jul 2025	2.EGCC-7-2	20 Mar 2025	2.EGNT-15	31 Oct 2024
2.EGSS-7-6	10 Jul 2025	2.EGMD-8	10 Jul 2025	2.EGCC-7-3	20 Feb 2025	2.EGNT-16	31 Oct 2024
2.EGSS-7-7	10 Jul 2025	2.EGMD-9	10 Jul 2025	2.EGCC-7-4	20 Feb 2025	2.EGNT-2-1	10 Jul 2025
2.EGSS-7-8	25 Jan 2024	2.EGMD-10	10 Jul 2025	2.EGCC-7-5	23 Mar 2023	2.EGNT-2-2	10 Jul 2025
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2.EGSS-7-13	20 Feb 2025	2.EGMD-8-3	10 Jul 2025	2.EGCC-8-2	7 Aug 2025	2.EGNT-6-3	31 Oct 2024
2.EGSS-7-14	23 Mar 2023	2.EGMD-8-4	10 Jul 2025	2.EGCC-8-3	7 Aug 2025	2.EGNT-6-4	31 Oct 2024
2.EGSS-7-15	23 Mar 2023	2.EGMD-8-5	10 Jul 2025	2.EGCC-8-4	7 Aug 2025	2.EGNT-7-1	22 Feb 2024
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2.EGSS-7-17	7 Aug 2025	2.EGMD-8-7	10 Jul 2025	2.EGCC-8-6	7 Aug 2025	2.EGNT-7-3	22 Feb 2024
2.EGSS-7-18	7 Aug 2025	2.EGMD-8-8	10 Jul 2025	2.EGCC-8-7	7 Aug 2025	2.EGNT-7-4	22 Feb 2024
2.EGSS-8-1	20 Feb 2025	2.EGCC-1	15 May 2025	2.EGCC-8-8	7 Aug 2025	2.EGNT-7-5	22 Feb 2024
2.EGSS-8-2	20 Feb 2025	2.EGCC-2	15 May 2025	2.EGCC-8-9	20 Feb 2025	2.EGNT-8-1	11 Jul 2024
2.EGSS-8-3	20 Feb 2025	2.EGCC-3	15 May 2025	2.EGCC-8-10	20 Feb 2025	2.EGNT-8-2	11 Jul 2024
2.EGSS-8-4	20 Feb 2025	2.EGCC-4	15 May 2025	2.EGCC-8-11	20 Feb 2025	2.EGNT-8-3	11 Jul 2024
2.EGSS-8-5	20 Feb 2025	2.EGCC-5	3 Oct 2024	2.EGCC-8-12	20 Feb 2025	2.EGNT-8-4	11 Jul 2024
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2.EGSS-8-8	20 Feb 2025	2.EGCC-8	25 Jan 2024	2.EGCC-8-15	5 Nov 2020	2.EGNT-8-7	11 Jul 2024
2.EGSS-8-9	22 Feb 2024	2.EGCC-9	25 Jan 2024	2.EGCB-1	10 Jul 2025	2.EGNT-8-8	31 Oct 2024
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2.EGAE-1	12 Jun 2025	2.EGCC-11	10 Jul 2025	2.EGCB-3	18 Apr 2024	2.EGNT-8-10	11 Jul 2024
2.EGAE-2	23 Jan 2025	2.EGCC-12	7 Aug 2025	* 2.EGCB-4	4 Sep 2025	2.EGHQ-1	17 Apr 2025
2.EGAE-3	23 Jan 2025	2.EGCC-13	7 Aug 2025	* 2.EGCB-5	4 Sep 2025	2.EGHQ-2	17 Apr 2025
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2.EGAE-5	23 Jan 2025	2.EGCC-15	10 Jul 2025	* 2.EGCB-7	4 Sep 2025	2.EGHQ-4	28 Nov 2024
2.EGAE-6	10 Jul 2025	2.EGCC-16	10 Jul 2025	* 2.EGCB-8	4 Sep 2025	2.EGHQ-5	23 Jan 2025
2.EGAE-7	23 Jan 2025	* 2.EGCC-17	4 Sep 2025	* 2.EGCB-9	4 Sep 2025	2.EGHQ-6	28 Nov 2024
2.EGAE-8	23 Jan 2025	2.EGCC-18	10 Jul 2025	* 2.EGCB-2-1	4 Sep 2025	2.EGHQ-7	10 Jul 2025
2.EGAE-9	23 Jan 2025	2.EGCC-19	12 Jun 2025	* 2.EGCB-4-1	4 Sep 2025	2.EGHQ-8	10 Jul 2025
2.EGAE-10	23 Jan 2025	2.EGCC-20	12 Jun 2025	2.EGNF-1	10 Jul 2025	2.EGHQ-9	10 Jul 2025
2.EGAE-2-1	3 Nov 2022	2.EGCC-21	12 Jun 2025	2.EGNF-2	10 Jul 2025	2.EGHQ-10	10 Jul 2025
2.EGAE-2-2	31 Oct 2024	2.EGCC-22	12 Jun 2025	2.EGNF-3	10 Jul 2025	2.EGHQ-2-1	23 Jan 2025

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2.EGHQ-2-2	23 Jan 2025	2.EGEO-4	10 Jul 2025	* 2.EGPK-2	4 Sep 2025	2.EGKR-6	10 Jul 2025
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2.EGHQ-8-1	13 Jun 2024	2.EGEO-6	10 Jul 2025	2.EGPK-4	17 Apr 2025	2.EGKR-8	17 Apr 2025
2.EGHQ-8-2	13 Jun 2024	2.EGEO-7	18 Apr 2024	2.EGPK-5	17 Apr 2025	2.EGKR-9	20 Mar 2025
2.EGHQ-8-3	13 Jun 2024	2.EGEO-2-1	3 Oct 2024	2.EGPK-6	10 Jul 2025	2.EGKR-2-1	10 Jul 2025
2.EGHQ-8-4	7 Sep 2023	2.EGSV-1	23 Feb 2023	2.EGPK-7	3 Oct 2024	2.EGKR-4-1	23 Mar 2023
2.EGHQ-8-5	13 Jun 2024	2.EGSV-2	11 Jul 2024	2.EGPK-8	17 Apr 2025	2.EGNE-1	10 Aug 2023
2.EGHQ-8-6	18 Apr 2024	2.EGSV-3	10 Jul 2025	2.EGPK-9	10 Jul 2025	2.EGNE-2	10 Aug 2023
2.EGHQ-8-7	13 Jun 2024	2.EGSV-4	10 Jul 2025	2.EGPK-10	7 Aug 2025	2.EGNE-3	10 Jul 2025
2.EGHQ-8-8	7 Sep 2023	2.EGSV-5	23 Feb 2023	2.EGPK-11	10 Jul 2025	2.EGNE-4	5 Sep 2024
2.EGAD-1	23 Jan 2025	2.EGSV-6	14 Jul 2022	2.EGPK-12	17 Apr 2025	2.EGNE-5	10 Jul 2025
2.EGAD-2	14 Jul 2022	2.EGSV-2-1	21 Apr 2022	2.EGPK-13	12 Jun 2025	2.EGNE-6	10 Aug 2023
2.EGAD-3	10 Jul 2025	2.EGTH-1	15 Jun 2023	2.EGPK-14	15 May 2025	2.EGNE-7	10 Aug 2023
2.EGAD-4	14 Jul 2022	2.EGTH-2	10 Aug 2023	2.EGPK-15	12 Jun 2025	2.EGNE-2-1	17 Apr 2025
2.EGAD-5	10 Jul 2025	2.EGTH-3	10 Aug 2023	2.EGPK-16	10 Jul 2025	2.EGTO-1	23 Jan 2025
2.EGAD-6	23 Jan 2025	2.EGTH-4	10 Jul 2025	2.EGPK-2-1	17 Apr 2025	2.EGTO-2	23 Jan 2025
2.EGAD-7	23 Jan 2025	2.EGTH-5	10 Jul 2025	2.EGPK-2-2	28 Nov 2024	2.EGTO-3	23 Jan 2025
2.EGAD-2-1	10 Sep 2020	2.EGTH-6	10 Jul 2025	2.EGPK-4-1	5 Oct 2023	2.EGTO-4	10 Jul 2025
2.EGEN-1	14 Jul 2022	2.EGTH-2-1	30 Dec 2021	2.EGPK-5-1	16 May 2024	2.EGTO-5	23 Jan 2025
2.EGEN-2	23 Apr 2020	* 2.EGTK-1	4 Sep 2025	2.EGPK-6-1	8 Aug 2024	2.EGTO-6	10 Jul 2025
2.EGEN-3	10 Jul 2025	* 2.EGTK-2	4 Sep 2025	2.EGPK-6-2	12 Jun 2025	2.EGTO-7	10 Jul 2025
2.EGEN-4	7 Oct 2021	* 2.EGTK-3	4 Sep 2025	2.EGPK-6-3	8 Aug 2024	2.EGTO-8	23 Jan 2025
2.EGEN-5	20 Feb 2025	* 2.EGTK-4	4 Sep 2025	2.EGPK-6-4	12 Jun 2025	2.EGTO-2-1	23 Jan 2025
2.EGEN-6	10 Jul 2025	* 2.EGTK-5	4 Sep 2025	2.EGPK-7-1	23 Jan 2025	2.EGES-1	14 Jul 2022
2.EGEN-2-1	20 Feb 2025	* 2.EGTK-6	4 Sep 2025	2.EGPK-7-2	23 Jan 2025	2.EGES-2	14 Jul 2022
2.EGSH-1	15 May 2025	* 2.EGTK-7	4 Sep 2025	2.EGPK-7-3	23 Jan 2025	2.EGES-3	10 Jul 2025
2.EGSH-2	15 May 2025	2.EGTK-8	10 Jul 2025	2.EGPK-7-4	12 Jun 2025	2.EGES-4	7 Oct 2021
2.EGSH-3	11 Jul 2024	* 2.EGTK-9	4 Sep 2025	2.EGPK-7-5	23 Jan 2025	2.EGES-5	23 Apr 2020
2.EGSH-4	20 Mar 2025	* 2.EGTK-10	4 Sep 2025	2.EGPK-7-6	23 Jan 2025	2.EGES-6	14 Jul 2022
2.EGSH-5	10 Jul 2025	2.EGTK-11	12 Jun 2025	2.EGPK-7-7	12 Jun 2025	2.EGES-2-1	20 May 2021
2.EGSH-6	31 Oct 2024	2.EGTK-12	26 Dec 2024	2.EGPK-7-8	23 Jan 2025	2.EGCF-1	13 Jun 2024
2.EGSH-7	10 Jul 2025	* 2.EGTK-2-1	4 Sep 2025	2.EGPK-8-1	7 Aug 2025	2.EGCF-2	7 Aug 2025
2.EGSH-8	10 Jul 2025	2.EGTK-2-2	13 Jun 2024	2.EGPK-8-2	7 Aug 2025	2.EGCF-3	7 Aug 2025
2.EGSH-9	10 Jul 2025	* 2.EGTK-2-3	4 Sep 2025	2.EGPK-8-3	16 May 2024	* 2.EGCF-4	4 Sep 2025
2.EGSH-10	31 Oct 2024	2.EGTK-5-1	12 Jun 2025	2.EGPK-8-4	7 Aug 2025	* 2.EGCF-5	4 Sep 2025
2.EGSH-11	31 Oct 2024	2.EGTK-8-1	28 Nov 2024	2.EGPK-8-5	7 Aug 2025	2.EGCF-2-1	7 Aug 2025
2.EGSH-2-1	31 Oct 2024	2.EGTK-8-2	28 Nov 2024	2.EGPK-8-6	16 May 2024	2.EGHE-1	25 Jan 2024
2.EGSH-2-2	11 Jul 2024	2.EGTK-8-3	28 Nov 2024	2.EGPK-8-7	7 Aug 2025	2.EGHE-2	3 Oct 2024
2.EGSH-4-1	17 Apr 2025	2.EGTK-8-4	28 Nov 2024	2.EGPK-8-8	16 May 2024	2.EGHE-3	10 Jul 2025
2.EGSH-5-1	17 Apr 2025	2.EGEP-1	14 Jul 2022	2.EGPK-8-9	7 Aug 2025	2.EGHE-4	23 Feb 2023
2.EGSH-8-1	30 Nov 2023	2.EGEP-2	31 Dec 2020	2.EGPK-8-10	16 May 2024	2.EGHE-5	3 Oct 2024
2.EGSH-8-2	30 Nov 2023	2.EGEP-3	10 Jul 2025	2.EGPK-8-11	7 Aug 2025	2.EGHE-6	10 Jul 2025
2.EGSH-8-3	30 Nov 2023	2.EGEP-4	7 Oct 2021	2.EGPK-8-12	16 May 2024	2.EGHE-7	3 Oct 2024
2.EGSH-8-4	30 Nov 2023	2.EGEP-5	31 Dec 2020	2.EGPK-8-13	16 May 2024	2.EGHE-8	18 May 2023
2.EGBN-1	14 Jul 2022	2.EGEP-6	14 Jul 2022	2.EGPK-8-14	7 Aug 2025	2.EGHE-2-1	3 Oct 2024
2.EGBN-2	17 Apr 2025	2.EGEP-2-1	20 Mar 2025	2.EGPK-8-15	16 May 2024	2.EGHE-3-1	17 Apr 2025
2.EGBN-3	10 Jul 2025	2.EGPT-1	14 Jul 2022	2.EGPK-8-16	14 Jul 2022	2.EGHE-8-1	30 Dec 2021
2.EGBN-4	17 Apr 2025	2.EGPT-2	30 Nov 2023	2.EGPK-8-17	12 Jun 2025	2.EGHE-8-2	30 Dec 2021
2.EGBN-5	10 Jul 2025	2.EGPT-3	10 Jul 2025	2.EGPK-8-18	14 Jul 2022	2.EGCJ-1	10 Aug 2023
2.EGBN-6	18 Apr 2024	2.EGPT-4	10 Jul 2025	2.EGKR-1	17 Apr 2025	2.EGCJ-2	7 Sep 2023
2.EGBN-2-1	17 Apr 2025	2.EGPT-5	10 Jul 2025	2.EGKR-2	1 Dec 2022	2.EGCJ-3	10 Jul 2025
2.EGEO-1	10 Jul 2025	2.EGPT-6	10 Jul 2025	2.EGKR-3	10 Jul 2025	2.EGCJ-4	7 Sep 2023
2.EGEO-2	15 Jun 2023	2.EGPT-2-1	30 Nov 2023	2.EGKR-4	10 Jul 2025	2.EGCJ-5	10 Jul 2025
2.EGEO-3	3 Oct 2024	* 2.EGPK-1	4 Sep 2025	2.EGKR-5	1 Dec 2022	2.EGCJ-6	7 Sep 2023

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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
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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
2.EGCJ-8-3	15 Jun 2023	2.EGHI-7-5	8 Aug 2024	2.EGSY-7	11 Jul 2024	2.EGPB-7	10 Jul 2025
2.EGCJ-8-4	15 Jun 2023	2.EGHI-7-6	8 Aug 2024	2.EGSY-8	10 Jul 2025	2.EGPB-8	10 Jul 2025
2.EGBS-1	13 Jun 2024	2.EGHI-7-7	8 Aug 2024	2.EGSY-9	10 Jul 2025	2.EGPB-9	10 Jul 2025
2.EGBS-2	27 Jan 2022	2.EGHI-8-1	6 Oct 2022	2.EGSY-10	11 Jul 2024	2.EGPB-10	10 Jul 2025
2.EGBS-3	10 Jul 2025	2.EGHI-8-2	28 Nov 2024	* 2.EGSY-11	4 Sep 2025	2.EGPB-11	10 Jul 2025
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2.EGKA-3	12 Jun 2025	2.EGHI-8-9	6 Oct 2022	2.EGSY-8-2	12 Aug 2021	2.EGPB-8-2	2 Dec 2021
2.EGKA-4	10 Jul 2025	2.EGHI-8-10	28 Nov 2024	2.EGSG-1	14 Jul 2022	2.EGPB-8-3	28 Dec 2023
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2.EGKA-8	12 Jun 2025	2.EGMC-3	8 Sep 2022	2.EGSG-5	7 Aug 2025	2.EGPB-8-7	2 Dec 2021
2.EGKA-9	12 Jun 2025	* 2.EGMC-4	4 Sep 2025	2.EGSG-6	14 Jul 2022	2.EGPB-8-8	28 Dec 2023
2.EGKA-10	12 Jun 2025	* 2.EGMC-5	4 Sep 2025	2.EGSG-2-1	23 May 2019	2.EGPB-8-9	28 Dec 2023
2.EGKA-2-1	22 Feb 2024	* 2.EGMC-6	4 Sep 2025	2.EGPO-1	20 Feb 2025	2.EGPB-8-10	28 Dec 2023
2.EGKA-4-1	13 Jul 2023	2.EGMC-7	8 Aug 2024	2.EGPO-2	20 Feb 2025	2.EGPB-8-11	28 Dec 2023
2.EGKA-8-1	26 Dec 2024	2.EGMC-8	8 Aug 2024	2.EGPO-3	20 Feb 2025	2.EGPB-8-12	28 Dec 2023
2.EGKA-8-2	26 Dec 2024	2.EGMC-9	10 Jul 2025	2.EGPO-4	20 Feb 2025	2.EGPB-8-13	20 May 2021
2.EGKA-8-3	26 Dec 2024	2.EGMC-10	7 Aug 2025	2.EGPO-5	10 Jul 2025	2.EGPB-8-14	2 Dec 2021
2.EGKA-8-4	26 Dec 2024	2.EGMC-11	8 Aug 2024	2.EGPO-6	18 May 2023	2.EGPB-8-15	2 Dec 2021
2.EGCV-1	8 Aug 2024	2.EGMC-12	8 Aug 2024	2.EGPO-7	10 Jul 2025	* 2.EGFH-1	4 Sep 2025
2.EGCV-2	8 Aug 2024	2.EGMC-13	20 Feb 2025	* 2.EGPO-8	4 Sep 2025	* 2.EGFH-2	4 Sep 2025
* 2.EGCV-3	4 Sep 2025	2.EGMC-14	20 Feb 2025	* 2.EGPO-9	4 Sep 2025	2.EGFH-3	1 Dec 2022
* 2.EGCV-4	4 Sep 2025	2.EGMC-15	15 May 2025	2.EGPO-10	10 Jul 2025	2.EGFH-4	10 Jul 2025
2.EGCV-5	12 Jun 2025	2.EGMC-2-1	20 Feb 2025	2.EGPO-11	20 Feb 2025	* 2.EGFH-5	4 Sep 2025
2.EGCV-6	12 Jun 2025	2.EGMC-2-2	8 Aug 2024	2.EGPO-2-1	20 Feb 2025	* 2.EGFH-6	4 Sep 2025
2.EGCV-7	12 Jun 2025	2.EGMC-4-1	17 Apr 2025	2.EGPO-8-1	11 Aug 2022	* 2.EGFH-2-1	4 Sep 2025
* 2.EGCV-2-1	4 Sep 2025	2.EGMC-5-1	17 Apr 2025	2.EGPO-8-2	11 Aug 2022	2.EGBM-1	14 Jul 2022
2.EGHI-1	23 Jan 2025	2.EGMC-7-1	15 May 2025	2.EGPO-8-3	12 Jun 2025	2.EGBM-2	3 Oct 2024
* 2.EGHI-2	4 Sep 2025	2.EGMC-7-2	15 May 2025	2.EGPO-8-4	18 May 2023	2.EGBM-3	10 Jul 2025
2.EGHI-3	12 Jun 2025	2.EGMC-7-3	10 Jul 2025	2.EGPO-8-5	11 Aug 2022	2.EGBM-4	10 Jul 2025
2.EGHI-4	12 Jun 2025	2.EGMC-7-4	15 May 2025	2.EGPO-8-6	12 Jun 2025	2.EGBM-5	3 Oct 2024
2.EGHI-5	10 Jul 2025	2.EGMC-7-5	15 May 2025	2.EGPO-8-7	11 Aug 2022	2.EGBM-6	3 Oct 2024
2.EGHI-6	12 Jun 2025	2.EGMC-7-6	15 May 2025	2.EGPO-8-8	12 Jun 2025	2.EGBM-2-1	3 Oct 2024
2.EGHI-7	12 Jun 2025	2.EGMC-7-7	15 May 2025	2.EGPO-8-9	18 May 2023	2.EGNV-1	7 Aug 2025
2.EGHI-8	10 Jul 2025	2.EGMC-8-1	23 Jan 2025	2.EGPO-8-10	12 Jun 2025	2.EGNV-2	7 Aug 2025
2.EGHI-9	10 Jul 2025	2.EGMC-8-2	23 Jan 2025	2.EGER-1	14 Jul 2022	2.EGNV-3	7 Aug 2025
2.EGHI-10	12 Jun 2025	2.EGMC-8-3	23 Jan 2025	2.EGER-2	23 Apr 2020	2.EGNV-4	7 Aug 2025
2.EGHI-11	12 Jun 2025	2.EGMC-8-4	23 Jan 2025	2.EGER-3	10 Jul 2025	2.EGNV-5	7 Aug 2025
2.EGHI-12	12 Jun 2025	2.EGMC-8-5	18 Apr 2024	2.EGER-4	14 Jul 2022	2.EGNV-6	7 Aug 2025
2.EGHI-13	12 Jun 2025	2.EGMC-8-6	23 Jan 2025	2.EGER-5	14 Jul 2022	2.EGNV-7	7 Aug 2025
2.EGHI-2-1	12 Jun 2025	2.EGMC-8-7	23 Jan 2025	2.EGER-6	10 Jul 2025	2.EGNV-8	7 Aug 2025
* 2.EGHI-2-2	4 Sep 2025	2.EGMC-8-8	18 Apr 2024	2.EGER-2-1	20 Mar 2025	2.EGNV-9	18 Apr 2024
2.EGHI-4-1	17 Apr 2025	2.EGSY-1	16 May 2024	2.EGPB-1	20 Feb 2025	* 2.EGNV-10	4 Sep 2025
2.EGHI-5-1	17 Apr 2025	2.EGSY-2	29 Dec 2022	2.EGPB-2	20 Feb 2025	2.EGNV-2-1	7 Aug 2025

GEN 0.4 CHECKLIST OF AIP PAGES (continued)

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2.EGNV-2-2	7 Aug 2025	2.EGNO-6	10 Jul 2025	2.EGPC-9	28 Nov 2024	3.EGBC-1	10 Jul 2025
2.EGNV-4-1	17 Apr 2025	2.EGNO-7	3 Oct 2024	2.EGPC-10	23 Feb 2023	3.EGBC-2	20 Mar 2025
2.EGNV-5-1	17 Apr 2025	2.EGNO-8	10 Jul 2025	2.EGPC-2-1	28 Nov 2024	3.EGBC-3	20 Mar 2025
2.EGNV-8-1	16 May 2024	2.EGNO-9	10 Jul 2025	2.EGPC-8-1	10 Aug 2023	3.EGBC-4	20 Apr 2023
2.EGNV-8-2	16 May 2024	2.EGNO-10	23 Jan 2025	2.EGPC-8-2	10 Aug 2023	3.EGBC-5	20 Apr 2023
2.EGNV-8-3	16 May 2024	2.EGNO-11	23 Jan 2025	2.EGPC-8-3	10 Aug 2023	3.EGLW-1	10 Jul 2025
2.EGNV-8-4	16 May 2024	2.EGNO-12	23 Jan 2025	2.EGPC-8-4	10 Aug 2023	3.EGLW-2	26 Dec 2024
2.EGNV-8-5	16 May 2024	2.EGNO-2-1	3 Oct 2024	2.EGPC-8-5	10 Aug 2023	3.EGLW-3	28 Dec 2023
2.EGNV-8-6	16 May 2024	2.EGNO-4-1	17 Apr 2025	2.EGPC-8-6	10 Aug 2023	3.EGLW-4	28 Dec 2023
2.EGNV-8-7	21 Apr 2022	2.EGNO-5-1	17 Apr 2025	2.EGPC-8-7	10 Aug 2023	3.EGLW-5	13 Jun 2024
2.EGHO-1	23 Jan 2025	2.EGBW-1	20 Feb 2025	2.EGPC-8-8	10 Aug 2023	3.EGLW-6	26 Dec 2024
2.EGHO-2	18 Apr 2024	2.EGBW-2	23 Apr 2020	2.EGPC-8-9	10 Aug 2023	3.EGLW-7	10 Jul 2025
2.EGHO-3	10 Jul 2025	2.EGBW-3	10 Jul 2025	2.EGPC-8-10	31 Dec 2020	3.EGLW-8	28 Dec 2023
* 2.EGHO-4	4 Sep 2025	2.EGBW-4	5 Sep 2024	2.EGPC-8-11	2 Dec 2021	3.EGLW-9	28 Dec 2023
* 2.EGHO-5	4 Sep 2025	2.EGBW-5	10 Jul 2025	2.EGNW-1	18 Apr 2024	3.EGLW-2-1	17 Apr 2025
* 2.EGHO-6	4 Sep 2025	2.EGBW-6	20 Feb 2025	2.EGNW-2	9 Sep 2021	3.EGLW-4-1	16 Jun 2022
* 2.EGHO-7	4 Sep 2025	2.EGBW-2-1	20 May 2021	2.EGNW-3	10 Jul 2025	3.EGHK-1	11 Jul 2024
* 2.EGHO-8	4 Sep 2025	2.EGCW-1	18 May 2023	2.EGNW-4	10 Jul 2025	3.EGHK-2	11 Jul 2024
* 2.EGHO-2-1	4 Sep 2025	2.EGCW-2	23 Jan 2025	2.EGNW-5	14 Jul 2022	3.EGHK-3	14 Jul 2022
2.EGPU-1	5 Oct 2023	2.EGCW-3	10 Jul 2025	2.EGNW-2-1	9 Sep 2021	3.EGHK-4	14 Jul 2022
2.EGPU-2	28 Nov 2024	2.EGCW-4	10 Jul 2025	* 2.EGBO-1	4 Sep 2025	3.EGHK-5	11 Jul 2024
2.EGPU-3	10 Jul 2025	2.EGCW-5	10 Jul 2025	* 2.EGBO-2	4 Sep 2025	3.EGHK-6	10 Jul 2025
2.EGPU-4	23 Jan 2025	2.EGCW-6	23 Jan 2025	* 2.EGBO-3	4 Sep 2025	3.EGHK-7	4 Nov 2021
2.EGPU-5	10 Jul 2025	2.EGCW-2-1	23 Jan 2025	* 2.EGBO-4	4 Sep 2025	3.EGHK-2-1	15 May 2025
2.EGPU-6	28 Nov 2024	2.EGFA-1	12 Jun 2025	* 2.EGBO-5	4 Sep 2025	3.EGDP-1	13 Jun 2024
2.EGPU-7	28 Nov 2024	2.EGFA-2	12 Jun 2025	* 2.EGBO-6	4 Sep 2025	3.EGDP-2	30 Nov 2023
2.EGPU-2-1	20 Feb 2025	2.EGFA-3	10 Jul 2025	* 2.EGBO-7	4 Sep 2025	3.EGDP-3	5 Sep 2024
2.EGPU-8-1	23 Jan 2025	2.EGFA-4	10 Jul 2025	* 2.EGBO-8	4 Sep 2025	3.EGDP-4	5 Sep 2024
2.EGPU-8-2	23 Jan 2025	2.EGFA-5	12 Jun 2025	* 2.EGBO-2-1	4 Sep 2025	3.EGDP-5	5 Sep 2024
2.EGPU-8-3	23 Jan 2025	2.EGFA-6	12 Jun 2025	* 2.EGTB-1	4 Sep 2025	3.EGDP-6	10 Jul 2025
2.EGPU-8-4	23 Jan 2025	2.EGFA-2-1	12 Jun 2025	2.EGTB-2	20 Feb 2025	3.EGDP-7	10 Jul 2025
2.EGNL-1	18 Apr 2024	2.EGEW-1	14 Jul 2022	2.EGTB-3	10 Jul 2025	3.EGDP-2-1	5 Sep 2024
2.EGNL-2	31 Oct 2024	2.EGEW-2	14 Jul 2022	2.EGTB-4	20 Feb 2025	3.EGDP-4-1	11 Jul 2024
2.EGNL-3	31 Oct 2024	2.EGEW-3	10 Jul 2025	2.EGTB-5	10 Jul 2025	* 3.EGHT-1	4 Sep 2025
2.EGNL-4	10 Jul 2025	2.EGEW-4	14 Jul 2022	2.EGTB-6	20 Feb 2025	* 3.EGHT-2	4 Sep 2025
2.EGNL-5	31 Oct 2024	2.EGEW-5	14 Jul 2022	2.EGTB-7	20 Feb 2025	3.EGHT-3	15 May 2025
2.EGNL-6	10 Jul 2025	2.EGEW-6	14 Jul 2022	2.EGTB-2-1	20 Feb 2025	3.EGHT-4	15 May 2025
* 2.EGNL-7	4 Sep 2025	2.EGEW-2-1	13 Aug 2020	2.EGHG-1	11 Jul 2024	3.EGHT-5	10 Jul 2025
2.EGNL-8	31 Oct 2024	2.EGLM-1	10 Jul 2025	2.EGHG-2	15 May 2025	3.EGHT-2-1	17 Apr 2025
2.EGNL-9	31 Oct 2024	* 2.EGLM-2	4 Sep 2025	2.EGHG-3	15 May 2025		
2.EGNL-2-1	31 Oct 2024	2.EGLM-3	10 Jul 2025	2.EGHG-4	10 Jul 2025		
2.EGNL-8-1	23 Jan 2025	2.EGLM-4	20 Mar 2025	2.EGHG-5	11 Jul 2024		
2.EGNL-8-2	13 Jun 2024	2.EGLM-5	10 Jul 2025	2.EGHG-6	10 Jul 2025		
2.EGNL-8-3	2 Nov 2023	2.EGLM-6	20 Mar 2025	2.EGHG-7	10 Jul 2025		
2.EGNL-8-4	23 Jan 2025	2.EGLM-2-1	20 Mar 2025	2.EGHG-8	10 Jul 2025		
2.EGNL-8-5	2 Nov 2023	2.EGLM-4-1	02 Mar 2017	2.EGHG-2-1	15 May 2025		
2.EGNL-8-6	2 Nov 2023	2.EGPC-1	28 Nov 2024	* 2.EGHG-8-1	4 Sep 2025		
2.EGNL-8-7	21 Mar 2024	2.EGPC-2	21 Mar 2024	* 2.EGHG-8-2	4 Sep 2025		
2.EGNL-8-8	8 Sep 2022	2.EGPC-3	28 Nov 2024	* 2.EGHG-8-3	4 Sep 2025		
2.EGNO-1	23 Jan 2025	2.EGPC-4	10 Jul 2025	* 2.EGHG-8-4	4 Sep 2025		
2.EGNO-2	3 Oct 2024	2.EGPC-5	28 Nov 2024	* 2.EGHG-8-5	4 Sep 2025		
2.EGNO-3	3 Oct 2024	2.EGPC-6	10 Jul 2025	* 2.EGHG-8-6	4 Sep 2025		
2.EGNO-4	3 Oct 2024	2.EGPC-7	10 Jul 2025	2.EGHG-8-7	25 Feb 2021		
2.EGNO-5	3 Oct 2024	2.EGPC-8	28 Nov 2024	2.EGHG-8-8	2 Dec 2021		

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GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT (continued)

1.10.2 **Arrival in the United Kingdom from another EU Country**

1.10.2.1 Except in the circumstances referred to in GEN 1.2. paragraph 1.11.1, there is no Customs restriction on the places of landing for aircraft arriving in the United Kingdom from another EU Country.

1.10.2.2 All aircraft have to report their expected arrival to the Border Force at least 4 hours prior to arrival. Aircraft commanders and operators should report their expected arrival by completing and submitting a General Aviation Report (GAR) form. The GAR can be submitted over the internet using an approved GAR submission portal. Details of approved GAR submission internet portals are available at: https://www.gov.uk/government/publications/general-aviation-operators-and-pilots-notification-of-flights
Aircraft commanders and operators are strongly advised to use an approved internet portal to submit the GAR. Internet portals are the most efficient method of submitting a GAR and provide users with a message and unique reference number confirming successful submission of the GAR. Alternatively the GAR can be emailed to NCU@hmrc.gsi.gov.uk. In addition the GAR should also be submitted to a local Border Force Office if local reporting arrangements are in place. The airfield operator will be able to inform you if this is necessary. If a GAR is submitted to a local Border Force office it must also be emailed to NCU@hmrc.gsi.gov.uk or submitted via an approved GAR internet portal. The title of the email should be titled:*'GAR, airfield registration, name of airfield, postcode of airfield (if known)'.*
The GAR form and instructions are available at: https://www.gov.uk/government/publications/general-aviation-operators-and-pilots-notification-of-flights

1.10.2.2.1 The GAR can either be supplied by the aircraft commander or the operator of the aerodrome at which the aircraft is due to land.

1.10.2.3 There is no need for the aircraft commander to bring the aircraft to the examination station unless requested to do so by a Border Force Officer. If the aircraft has stores on board, they must be declared to the Border Force in accordance with the procedure in operation at the airport concerned (generally using Form C209).

1.10.2.4 Liability of Aircraft to Customs Duty and VAT

a) Duty: There is no customs duty on EU registered civil aircraft entering the United Kingdom from another EU country. For other civil aircraft see GEN 1.2. paragraph 1.11.1.3.2.
b) VAT: For aircraft liable to VAT, there are no formalities provided that VAT on the aircraft has been accounted for in one of the EU member states.

1.10.3 **Departure from the United Kingdom to another EU Country**

1.10.3.1 With the exception of the stopover flights referred to in GEN 1.2. paragraph 1.11.1.3.3, there is no Border Force restriction, for the purpose of customs and excise, on the places of take-off for flights to other EU Countries, nor is there any need for details of the flight to be notified to Border Force. However, if the aircraft is carrying stores, these together with a copy of the stores list on form C208 must be made available for Border Force examination if required for customs and excise purposes.

1.11 Flights from/to Countries Outside the EU

1.11.1 **Arrival in the United Kingdom from outside the EU**

1.11.1.1 Place of arrival. Unless special permission has been obtained from the Border Force for both customs and excise and immigration purposes, the commander of an aircraft entering the United Kingdom from a place outside the EU may not land at any place other than one of the airports listed at Appendix C which is approved for both customs and excise and immigration purposes unless the airport is covered by a Certificate of Agreement issued by the Border Force. Non-scheduled flights need to give advance notice by completing the General Aviation report (GAR) with the timeframes specified on the report.

1.11.1.1.1 All aircraft have to report their expected arrival to the Border Force at least 24 hours (12 hours if arriving from the Channel Islands) prior to arrival. Aircraft commanders and operators should report their expected arrival by completing and submitting a General Aviation Report (GAR) form. The GAR can be submitted over the internet using an approved GAR submission portal. Details of approved GAR submission internet portals are available at: https://www.gov.uk/government/publications/general-aviation-operators-and-pilots-notification-of-flights
Aircraft commanders and operators are strongly advised to use an approved internet portal to submit the GAR. Internet portals are the most efficient method of submitting a GAR and provide users with a message and unique reference number confirming successful submission of the GAR. Alternatively the GAR can be emailed to NCU@hmrc.gsi.gov.uk. In addition the GAR should also be submitted to a local Border Force Office if local reporting arrangements are in place. The airfield operator will be able to inform you if this is necessary. If a GAR is submitted to a local Border Force office it must also be emailed to NCU@hmrc.gsi.gov.uk or submitted via an approved GAR internet portal. The title of the email should be titled:*'GAR, airfield registration, name of airfield, postcode of airfield (if known)'.* The GAR form and instructions are available at: https://www.gov.uk/government/publications/general-aviation-operators-and-pilots-notification-of-flights

1.11.1.2 Timely requests for the special permission referred to should be made by or on behalf of the commander of an aircraft through the operator of the aerodrome to the appropriate local offices of the Border Force for customs and excise and immigration services. It should be noted that the grant of such permission in no way affects the need for compliance with the relevant Article of the Air Navigation Order which requires particular aircraft to use a licensed aerodrome when engaged in the public transport of passengers.

GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT (continued)

1.11.1.3 When an aircraft lands at a designated airport the aircraft commander must bring it to the examination station and report its arrival to the Border Force for customs and excise purposes. The Border Force office for the airport of arrival should be contacted for advice on the procedure for making report there concerning customs and excise matters (including any documentary requirements), as such procedures may vary depending on local circumstances.

1.11.1.3.1 If the aircraft has stores on board, they must be declared to the Border Force in accordance with the procedure in operation at the airport concerned (generally using Form C209).

1.11.1.3.2 Liability of Aircraft to Customs Duty and VAT

a) Duty: Civil aircraft are eligible for relief of customs duty on importation into the EU under the end-use arrangements if imported by persons established in the customs territory of the Community (see HM Revenue and Customs Notice 770);
b) VAT: Aircraft are liable to VAT at the standard rate.
c) Relief from customs duty and import VAT may be available on civil aircraft registered outside the EU (or if it is not registered, where it is owned by a person resident outside the EU) where it is temporarily imported into the EU for private or commercial transport use,(see HM Revenue and Customs Notice 308 Temporary Admission – temporarily importing non EU Means of Transport). Relief under Temporary Admission is subject to certain conditions, these include that the importer:

i. is a non-EU resident; and
ii. intends to re-export the aircraft after use (the maximum period of relief for private use is 6 months, relief for commercial use for transport which begins or ends outside the EC is available for the time it takes for the carriage, picking up and setting down of passengers, loading and unloading goods, subject to a maximum of 24 months).
iii. Relief for EU residents is available in limited circumstances and subject to more restricted periods of use.

1.11.1.3.3 The provisions of this paragraph apply both to aircraft which have entered the United Kingdom direct from a non-EU Country and to those which have made a stopover at an airport in another EU Country.

1.11.1.4 **Departure from the United Kingdom for a destination outside the EU**

1.11.1.4.1 Unless special permission has been obtained from the Border Force, the commander of an aircraft may not depart from the United Kingdom to any place or area outside the EU except from a designated airport. Timely requests for the special permission referred to should be made by or on behalf of the commander of an aircraft through the operator of the aerodrome to the appropriate Border Force local office. (Note: Special permission is not required for outward non-scheduled flights for non-EU destinations from Certificate of Agreement airports, just prior notification using the General Aviation Report (GAR)).

1.11.1.4.1.1 All aircraft have to report their expected departure to the Border Force at least 24 hours (12 hours if flying to the Channel Islands) prior to departure. Aircraft commanders and operators should report their expected arrival by completing and submitting a General Aviation Report (GAR) form. The GAR can be submitted over the internet using an approved GAR submission portal. Details of approved GAR submission internet portals are available at: https://www.gov.uk/government/publications/general-aviation-operators-and-pilots-notification-of-flights
Aircraft commanders and operators are strongly advised to use an approved internet portal to submit the GAR. Internet portals are the most efficient method of submitting a GAR and provide users with a message and unique reference number confirming successful submission of the GAR. Alternatively the GAR can be emailed to NCU@hmrc.gsi.gov.uk. In addition the GAR should also be submitted to a local Border Force Office if local reporting arrangements are in place. The airfield operator will be able to inform you if this is necessary. If a GAR is submitted to a local Border Force office it must also be emailed to NCU@hmrc.gsi.gov.uk or submitted via an approved GAR internet portal. The title of the email should be titled:*'GAR, airfield registration, name of airfield, postcode of airfield (if known)'.* The GAR form and instructions are available at: https://www.gov.uk/government/publications/general-aviation-operators-and-pilots-notification-of-flights

1.11.1.4.2 It should be noted that the grant of such permission in no way affects the need for compliance with the relevant Article of the Air Navigation Order which requires particular aircraft to use a licensed aerodrome when engaged in the public transport of passengers.

1.11.1.4.3 Any stores on board or loaded onto an aircraft, together with the stores list on form C208 must be made available for Border Force examination if required for customs and excise purposes. The Border Force will advise details of any other documentary requirements, relating to customs and excise matters, which may vary from place to place depending on local circumstances.

1.11.1.4.4 The provisions of this paragraph apply both to direct flights to non-EU destinations and to those where the aircraft makes a stopover at an airport in another EU country.

GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT (continued)

Scotland

Constabulary (unless 'Police' in title)	Addresses	Telephone Number
Central Scotland Police	Randolphfield, Stirling. FK8 2HD	01786-456000
Dumfries and Galloway	Cornwall Mount, Dumfries. DG1 1PZ	0845-600 5701
Fife	Detroit Road, Glenrothes. KY6 2RJ	01592-418888
Grampian Police	Queen Street, Aberdeen. AB10 1ZA	0845-600 5700
Lothian and Borders Police	Fettes Avenue, Edinburgh. EH4 1RB	0131-311 3131
Northern	Perth Road, Inverness. IV2 3SY	01463-715 555
Strathclyde Police	173 Pitt Street, Glasgow. G2 4JS	0141-532 2000
Tayside Police	PO Box 59, West Bell Street, Dundee. DD1 9JU	01382-223200

Northern Ireland

Constabulary (unless 'Police' in title)	Addresses	Telephone Number
Police Service of Northern Ireland	Brooklyn, 65 Knock Road, Belfast. BT5 6LE	02890-6502 22

Isle of Man and Channel Islands

Constabulary (unless 'Police' in title)	Addresses	Telephone Number
Isle of Man	Glencrutchery Road, Douglas. IM2 4RG	01624-631212
Jersey Police	PO Box 789, Jersey, Channel Islands. JE2 3ZA	01534-612612
Guernsey Police	Hospital Lane, St. Peter Port, Guernsey, Channel Islands. GY1 2QN	01481-725111

8 Appendix C — Designated International Airports - Customs, Immigration and Health (GEN 1.2 paragraph 1.9.1 refers)

8.1 The Aerodromes listed below have been designated for the purpose of customs and excise by the DfT.

8.2 All are also designated points of entry for the purposes of the Immigration Act 1971 except those indicated by Note 1.

8.3 For those aerodromes which are also designated as Sanitary Airports are also identified under International Sanitary Regulations (see Note 2).

Aberdeen
Belfast Aldergrove(2)
Biggin Hill(1)
Birmingham
Blackpool(1)
Bournemouth
Bristol
Cambridge(1)
Cardiff
Coventry(1)
East Midlands
Edinburgh
Exeter(1)
Farnborough(1)
Glasgow(2)
Humberside(1)
Isle of Man(1)(Not designated by the DfT)
Leeds Bradford
Liverpool
London City(1)
London Gatwick(2)
London Heathrow(2)
London Luton
London Stansted

GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT (continued)

Lydd[1]
Manchester[2]
Newcastle
Newquay[1]
Norwich
Prestwick[2]
Shoreham[1]
Southampton
Southend
Sumburgh[1]
Teesside International

Note 1: *These aerodromes are NOT Ports of Entry under the Immigration Act 1971.*

Note 2: *These aerodromes are Sanitary Airports under International Sanitary Regulations.*

9 Appendix D - Border Force Airport Offices for Immigration and Customs Related Enquiries

Port	Border Force Port Office Postal Address	Telephone Number	Fax Number
Aberdeen Airport	Border Force Scotland, Terminal Building, Aberdeen Airport, Dyce AB21 7DU	01224-722890/ 0777-5992743	01224-214340
Belfast Airport	Old Customs House, Belfast International Airport, Crumlin BT29 4AB	02894-422500	02894-459211
Birmingham Airport	Border Force, Birmingham International Airport, Birmingham, West Midlands. B37 7YB	0121-606 7364	0121-782 0006
Blackbushe Airport	Refer to Border Force contact for Farnborough Airport		
Blackpool Airport	Border Force Blackpool Airport, Blackpool, Lancashire FY4 2QS	01253-349259	01253-402587
Bristol Airport	Border Force, Bristol Airport, Lulsgate, Bristol BS48 3DY	01275-472843	01275-473147
Cambridge Airport	Border Force, Terminal Building, Cambridge Airport, Newmarket Road, Cambridge CB5 8RX	01223-294213	01223-292836
Cardiff Airport	Border Force, Cardiff International Airport, Vale of Glamorgan, Wales CP62 3BD	01446-712920	01446-712921
Denham Airfield	Refer to Border Force contact for Farnborough Airport		
East Midlands Airport	Border Force, Building 16, East Midlands Airport, Castle Donnington, Derby DE74 2SA	01332-442050	01332-442090
Edinburgh Airport	Border Force Scotland,Terminal Building, Edinburgh Airport, Edinburgh EH12 9DN	07909-681 806/ 0131-348 4021/2/5/6	0131-348 4029
Elstree Airfield	Refer to Border Force contact for Farnborough Airport		
Exeter Airport	Border Force, Exeter Airport, Clyst Honiton, Devon EX5 2BD	01392-366492/ 01392-440310	01392-364156
Fairoaks Airport	Refer to Border Force contact for Farnborough Airport		
Farnborough Airport	Border Force, Control Authorities Office, Farnborough Airport, Hampshire GU14 6XA	01252-526128	01252-526138
Gatwick	Border Force, Ashdown House, Perimeter Road East, Gatwick Airport, West Sussex RH6 0LX	01293-502100	01293-501620
Gatwick Airport North Terminal	Border Force, North Terminal, Gatwick Airport, West Sussex RH6 0PJ	01293-507075	01293-507097
Gatwick Airport South Terminal	Border Force, South Terminal, Gatwick Airport, West Sussex RH6 0NP	01293-502019	01293-501022

GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS (continued)

5 Carriage of Radio and Radio Navigation Equipment

5.1 Carriage of Communications Equipment

5.1.1 The requirements for the carriage of radio equipment are contained in the Air Operations Regulation (EU) No 965/2012 and the Air Navigation Order (2016). In the case of the Shanwick Oceanic Control Area, additional requirements are contained in the ANO and the Air Navigation (General) Regulations 2006, as amended.

5.1.2 When required by the applicable airspace requirements, type of aircraft and operations being flown, aircraft and helicopters must be equipped with VHF 8.33 kHz channel spacing radio communication equipment that is capable of conducting two-way communications with aeronautical stations on published channels, as follows:

Applicability	VFR	IFR (or CAT VFR with no visual landmarks)
CS-25 aircraft	2 independent radios	2 independent radios
CS-23 Class I aircraft	1 radio	1 radio
CS-29 / CS-27 / Other CS-23 aircraft	1 radio	2 independent radios
Other aircraft operations in controlled airspace class A (IFR only), B, C, D or RMZ	1 radio	1 radio
Other aircraft operations in controlled airspace Class E	No radio required	1 radio
Other cases	No radio required	

Note: *CS-23 Class 1 aircraft is a Single Reciprocating Engine aircraft with a MCTOW of less than 2721 KG.*

5.1.3 **Operation in the Shanwick Oceanic Control Area**

All aircraft operating within the Shanwick Oceanic Control Area must be equipped with at least one long range communication system, such as HF RTF.

5.1.4 **FM Immunity**

ICAO requirements for receiver FM immunity from the adjacent sound broadcast band are defined in ICAO Annex 10 Volume III Part 2.3.3. (VHF communications). Radio equipment not meeting the immunity standard shall not be used to comply with carriage requirements. UK-registered aircraft exceeding 5700 KG must also have appropriate placards on any non-immune communications set.

5.1.5 **Exemptions for 8.33 kHz Radio Equipment**

Provision for State aircraft exempted from the carriage of 8.33 kHz channel spacing communications equipment will be made on a tactical basis through the provision of an alternative UHF/25 kHz VHF channel. Exemptions from mandatory carriage of VHF 8.33 kHz aircraft radio equipment and procedures to be followed by pilots of non-8.33 kHz equipped State aircraft are described in ENR 1.8.

5.1.6 **Radio Mandatory Zones (RMZ)**

For the purposes of SERA.6005, the following airspace is notified as a 'RMZ':

- Hawarden RMZ (permanent);
- Ekofisk RMZ;
- Land's End RMZ.

→

5.1.7 En-route RMZs are detailed at ENR 2.2, subsection 5, and aerodrome specific RMZs are detailed in the Aerodrome Index – Specific.

5.1.8 Temporary RMZs put in place to meet urgent operational requirements may not be incorporated in the AIP due to their limited duration. They will be notified through appropriate means including NOTAM and AIC.

5.2 Carriage of Navigation Equipment

5.2.1 Aircraft must be equipped with sufficient navigation equipment to ensure that, in the event of the failure of one item of equipment at any stage of the flight, the remaining equipment allows safe navigation in accordance with the flight plan.

5.2.2 Aircraft operating IFR or over routes with no visual landmarks as well as UK-registered multi-engined aircraft when flying for the purpose of public transport under VFR must be equipped with navigation equipment necessary to fly in accordance with the ATS

flight plan, if applicable; and the applicable notified airspace requirements.

5.2.3 An acceptable means of compliance is:

- One VHF omnidirectional radio range (VOR) receiving system, one DME and one ADF system, except that an ADF system need not be installed provided that the use of ADF is not required in any phase of the planned flight;
- One ILS where ILS is required for approach navigation purposes;
- One marker beacon receiving system where a marker beacon is required for approach navigation purposes;
- Area navigation equipment when area navigation is required for the route being flown;
- An additional DME system on any route, or part thereof, where navigation is based only on DME signals;
- An additional VOR receiving system on any route, or part thereof, where navigation is based only on VOR signals; and
- An additional ADF system on any route, or part thereof, where navigation is based only on NDB signals.

5.2.4 Aircraft operators may operate without an additional VOR receiving system or additional ADF system as above provided they are equipped with alternative equipment that allows safe navigation for the intended route.

5.2.5 **Exemptions for Navigation Equipment**

State aircraft are exempt from the requirement for carriage of RNAV equipment. No other general exemption from these requirements will be granted, but, in very special circumstances, relaxation of the requirements, for a single flight, may be approved by the appropriate ATC Unit.

5.2.6 **Navigation equipment unserviceable**

Operators should consult their minimum equipment list and Master Minimum Equipment Lists, as applicable. Otherwise, where not more than one item of equipment is unserviceable when the aircraft is about to begin a flight, may nevertheless take off on that flight if:

1. It is not reasonably practicable for the repair or replacement of that item to be carried out before the beginning of the flight;
2. The aircraft has not made more than one flight since the item was last serviceable; and
3. The commander of the aircraft is satisfied that the flight can be made safely and in accordance with any relevant requirements of the appropriate air traffic control unit, taking into account the latest information available as to the route and aerodrome to be used (including any planned diversion) and the weather conditions likely to be encountered.

5.2.7 **FM Immunity**

All required radio navigation equipment must be FM immune. If the aircraft is UK-registered then any non-immune navigation set must be identified with an appropriately worded placard.

5.3 **Carriage of Surveillance Equipment**

5.3.1 Commission Regulation (EU) No. 1207/2011 and UK Air Navigation Order.

5.3.1.1 Commission Regulation (EU) No. 1207/2011 applies to all flights operating as general air traffic in accordance with instrument flight rules within UK airspace. In addition, requirements for the carriage of Secondary Surveillance Radar (SSR) transponder equipment are given in the Air Navigation Order and related airspace requirements are notified in this section.

5.3.1.2 Commission Regulation (EU) No. 1207/2011 also requires aircraft with a maximum certified take-off mass exceeding 5700 KG or having a maximum cruising true airspeed capability greater than 250 KTS, operating under IFR, to be equipped with ADS-B version 2 datalink, typically pairing of a 1090 MHz Mode S “extended squitter” transponder with an approved GNSS navigation source to provide the required position, vector, altitude and velocity data.

5.3.1.3 A summary of the surveillance equipage requirements is given below:

Sub - para	Applicability	Requirements
SSR Transponder Equipment for Aircraft Operating Under IFR		
(a)	All fixed-wing aeroplanes operating under IFR having a MTOM in excess of 5700 KG **or** having a maximum cruising true airspeed capability in excess of 250 KT with an individual certificate of airworthiness first issued on or after 7 June 1995.	Mode S Enhanced Surveillance, ADS-B version 2 and Mode S Enhanced Surveillance
(b)	Other aircraft operating in accordance with instrument flight rules within UK airspace.	Mode S Elementary Surveillance
SSR Transponder Equipment for Aircraft Operating Under VFR		
(c)	All aircraft operating under VFR within United Kingdom controlled airspace of Classification B and C.	Mode S Elementary Surveillance
(d)	All aircraft operating under VFR within United Kingdom airspace at and above FL 100.	Mode S Elementary Surveillance

GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS (continued)

5.3.6 **Channel Islands Control Zone**

5.3.6.1 Requirements for the Channel Islands Control Zone are given at EGJJ AD 2.22, paragraph 1.

5.3.7 **State Aircraft**

5.3.7.1 All visiting non-compliant state aircraft require a dispensation against the AIP not to carry the required equipment as detailed at paragraph 5.3.1. All applications for dispensations to be made to:

Post: CNS Policy, Safety and Airspace Regulation Group
Aviation House
Gatwick Airport South
West Sussex
RH6 0YR

Phone: +44 (0)330-138 3373
Email: modes@caa.co.uk

Dispensations are only issued up to a maximum length of 3 months, after which time a new application will need to be submitted.

5.3.8 **Flight Plans**

5.3.8.1 Operators of non-equipped State aircraft communicated as per Article 8(3) and operators of aircraft not equipped in accordance with Article 5(5) of the Commission Regulation (EU) 1207/2011, or hold a valid exemption from the UK CAA, operating wholly or partially within the UK airspace shall include the indicators SUR/EUADSBX or SUR/EUEHSX or SUR/EUELSX or a combination thereof, in Item 18 of the flight plan.

5.4 **Carriage of Airborne Collision Avoidance Systems (ACAS) in the Scottish FIR/UIR and the London FIR/UIR**

5.4.1 The requirements for the carriage of Airborne Collision Avoidance Systems (ACAS) are contained in the UK Air Navigation Order. Traffic Alert and Collision Avoidance System (TCAS) II is accepted as a suitable ACAS system provided its installation is certificated by the State of Registry, and that its operation by flight crew is in accordance with instructions for the use of this equipment specified in their company's operations manual.

5.4.2 With the exception of those circumstances at paragraph 5.4.3, all turbine-powered aeroplanes with a maximum certificated take-off mass exceeding 5700 KG or authorised to carry more than 19 passengers, and all other aircraft equipped on a voluntary basis with ACAS II are to be fitted with, and operate, TCAS II software Version 7.1 with a Mode S transponder compliant with Annex 10 Mode S SARPs within UK Airspace.

General flight procedures relating to the operation of ACAS II equipment are detailed at ENR 1.1, paragraph 3, General Flight Procedures. This includes operation of aircraft when ACAS II is unserviceable.

5.4.3 **Exemptions**

5.4.3.1 A General Exemption from the requirements of the UK Air Navigation Order concerning the carriage of ACAS II has been granted for aeroplanes operating under certain conditions. Two classes of flights are affected:

a) **Delivery Flights.** Aeroplanes newly manufactured within European Civil Aviation Conference (ECAC) member states, which are not fitted with ACAS II. These will be permitted to transit on direct flights only, out of the airspace of ECAC member states to regions where the carriage and operation of ACAS II is not required.
b) **Maintenance Flights.** Direct flights by aeroplanes, which are not fitted with ACAS II, from outside ECAC member states, for the purpose of maintenance and engineering at facilities located within the ECAC member states.

5.4.3.2 Following notification approval of an ACAS II exemption for the flight, the aircraft operator should indicate on the Flight Plan that the flight is being operated under the provisions of the ACAS II Delivery and Maintenance Flight Exemption provisions, by inserting, in Field 18, the information:

'RMK / Delivery flight - ACAS II exemption approved', or 'RMK / Maintenance flight - ACAS II exemption approved'.

5.4.3.3 Flights operated under the provisions of these exemptions must be non-revenue flights. An ACAS II delivery or maintenance flight exemption is not available for those flights seeking only to transit through the airspace of ECAC member states.

5.4.3.4 The following conditions apply:

a) Where agreed Regulations and Procedures exist, these shall be maintained.
b) An ICAO compliant altitude reporting transponder must be fitted and serviceable **before** departure.
c) An ACAS II exemption approval will be valid for a 3-day period from estimated departure date, and solely for the purpose for which it has been issued. If the flight is subsequently delayed beyond the maximum 3-day exemption period a fresh application must be submitted; this may take a further 3 working days to process.
d) An ACAS II Exemption Letter issued by the ASU, must be carried on-board the aircraft.

e) Conditions may be imposed by one or more ECAC Member States: such as operating within certain restrictive hours, or via specific routes, or at stated flight levels (for safety reasons or otherwise).
f) The flight must be conducted along the most direct (or permissible) route to the delivery or maintenance destination airport.

Aircraft operators are to ensure compliance with the above conditions and that the exempted flight is in accordance with the operator's originally stated intentions, and that it must comply with any conditions laid down by the CAA and subsequently by the ATC authorities.

5.4.3.5 In addition, test flights are to be subject to established national regulations, procedures and authorisation. Carriage of ACAS II equipment will be addressed under the current provisions for avionics equipment required for these flights.

5.4.3.6 Operators of aeroplanes intended to be operated under the provisions of these exemptions must apply for an exemption on an individual, case-by-case basis, to the CAA at least 5 working days before a flight is due to depart for or from, or transit through, the Scottish FIR/UIR and the London FIR/UIR.

5.4.3.7 A General Exemption from the requirements of the UK Air Navigation Order concerning the carriage of ACAS II in has been granted for turbine-powered historical and ex-military aeroplanes into which it is recognized as being technically unfeasible to incorporate ACAS II. The exemption applies to aeroplanes which fall within the provisions of Annex II to the EC Regulation (EC) No. 216/2008 namely:

a) historic non-complex aircraft for which:
   i. initial design was established before 1 January 1955, and
   ii. production has been stopped before 1 January 1975;
b) aircraft having a clear historical relevance, related to:
   i. participation in a noteworthy historic event; or
   ii. a major step in the development of aviation; or
   iii. a major role played in the armed forces of a Member State;
c) aircraft that have been in the service of military forces, unless the aircraft is of a type for which a design standard has been adopted by the Agency;
d) replicas of (a), (b) or (c).

5.4.3.8 This exemption is automatically invoked by the inclusion of **'RMK / Historic Aircraft - ACAS II exemption approved'** in Field 18 of the ICAO Flight Plan Form (CA48). No further exemption application action is required.

5.4.3.9 Owners and operators of historical and ex-military aeroplanes intended to be operated under the provisions of this exemption must seek approval for flights through the airspace of other ECAC member states from the appropriate State authorities.

5.4.3.10 Operators of aeroplanes that meet the carriage requirements at paragraph 5.4.2 but are not equipped and cannot be operated under the provisions of the General Exemptions described at paragraphs 5.4.3.1 and 5.4.3.7 must apply for exemptions on an individual, case-by-case basis to the CAA at least 5 working days before a flight is due to depart for or from, or transit through, the Scottish FIR/UIR and the London FIR/UIR.

5.4.3.11 Owners and operators of aeroplanes intended to be operated under the provisions of these exemptions must seek approval for flights through the airspace of other ECAC member states from the appropriate State authorities.

5.4.4 **Departure from Air Traffic Control Clearances**

5.4.4.1 The legal aspects of departure from an air traffic control clearance in compliance with a TCAS Resolution Advisory are clarified in AIC P 079/2011.

5.4.5 **TCAS I**

5.4.5.1 TCAS I is an airborne collision avoidance system that utilises interrogations of, and replies from, airborne radar transponders to alert pilots to close proximity traffic. Unlike TCAS II it does not generate ‘Resolution Advisory' (RA) warnings. TCAS I is not intended for ICAO International implementation and standardisation and is not mandated for equipage.

5.4.6 **ACAS Systems Approvals**

5.4.6.1 Any ACAS system that operates by interrogating transponders using the 1030 and 1090 MHz frequencies must be approved to transmit by the National IFF/SSR Committee (NISC).

5.4.6.2 All TCAS II interrogators and certain TCAS I interrogators are covered by a series of generic NISC approvals to transmit. Operators of other TCAS I interrogators must apply to the NISC for approval on an individual basis.

5.4.6.3 A list of interrogators holding generic approvals, as well as the approval process for other TCAS interrogators is available in CAP 761.

GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS (continued)

5.4.7 **Further Information, Advice and Exemptions**

5.4.7.1 Further information and advice concerning the carriage and operation of ACAS II equipment (and exemptions from these) can be obtained from:

Post: Head of Airspace Regulation
Safety and Airspace Regulation Group
Aviation House
Gatwick Airport South
West Sussex
RH6 0YR
Phone: +(0)20-7453 6510
Fax: +(0)20-7453 6565
Email: airspaceregulation@caa.co.uk

5.5 **8.33 kHz Channel Spacing in the VHF Radio Communications Band**

5.5.1 Non-equipped flights which are flight planned to enter any FIR/UIR in the EUR region where no exemptions have been published, except for those applicable to UHF equipped State flights (refer to AIP/Supplement of the State covering the FIR/UIR concerned), must flight plan outside of converted airspace. Non-equipped IFR flights will be rejected from specific sectors or states. Within the Scottish FIR/UIR and the London FIR/UIR, flights must equip in accordance with GEN 1.5, paragraph 5.2.

5.6 **Use of GPS for North Sea Operations**

5.6.1 UK AOC Holders intending to use GPS for en-route navigation for North Sea flight operations are to use GPS equipment that meets or exceeds CAA Specification 22. AOC holders requiring further information should contact their assigned flight operations Inspector. Non UK AOC holders are recommended to operate to at least the CAA Specification 22 standard.

5.7 **Controller-Pilot Data Link Communication Service in UK Domestic Airspace**

5.7.1 **Introduction**

5.7.1.1 Controller-pilot data link communication (CPDLC) provides a means of communication between the controller and pilot, using data link for ATC communication. This application includes a set of clearance/information/request message elements which corresponds to the phraseologies used in the radiotelephony environment. Standard voice radiotelephony will remain the primary means of ATC communications at all times. Any failure event concerning CPDLC will lead to a reversion to voice operation.

5.7.1.2 CPDLC services are available in the Scottish FIR/UIR and the London FIR/UIR, and these are distinct from Oceanic CPDLC procedures.

5.7.1.3 CPDLC services are available from FL 285 and above and will be provided at FL 195 and above where possible within the Scottish FIR/UIR and the London FIR/UIR. The following CPDLC services are provided in this airspace:

- DLIC (data link initiation capability)
- ACL (ATC clearances and instructions)
- ACM (ATC communications management)
- AMC (ATC microphone check)

5.7.1.4 Provision of CPDLC services is based on the requirements of the Commission Regulation (EC) No. 29/2009, as amended, on data link services. The rule applies to all flights operating as general air traffic in accordance with instrument flight rules within the airspace above FL 285. A CPDLC service is provided to ATN VDL 2, FANS1/A and FANS1/A+ equipped aircraft.

5.7.1.5 Aircraft meeting the conditions as specified in Article 3(3) of Commission Regulation (EC) No. 29/2009, as amended, or as defined in Commission Implementing decision 2019/2012 are not required to be equipped with CPDLC Aeronautical Telecommunications Network (ATN) Very High Frequency Data Link Mode 2 (VDL Mode 2) capable data link systems. In order to ensure that ATS providers have information on such aircraft, this should be indicated on the filed flight plan.

5.7.1.6 Operators conducting flights wholly or partly in airspace where ATN B1 CPDLC is required but for which Commission Regulation (EC) No. 29/2009, as amended, is not applicable in accordance with Article 3(3), or which aircraft types/models are exempted by Commission Implementing Decision 2019/2012, should include the letter "Z" in item 10 and the indicator "DAT/CPDLCX" in item 18 of each flight plan. Operators that voluntarily equip their aircraft in compliance with Commission Regulation (EC) No. 29/2009, as amended, and intend to use the CPDLC capability do not need to indicate in their flight plans the status as exempted.

5.7.2 **Area of Applicability**

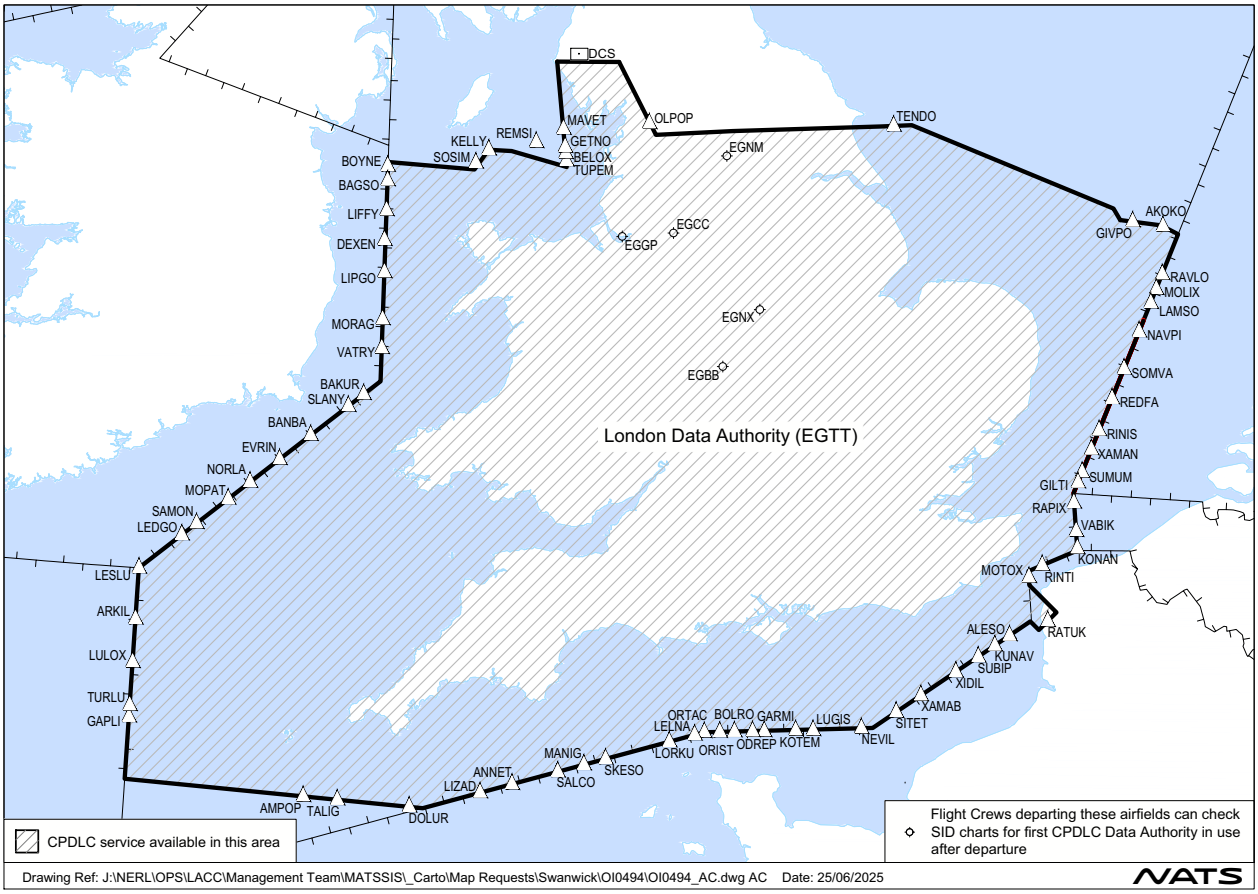
Flight Crews should refer to the map of NATS CPDLC Data Authorities (see figures below).

5.7.2.1 **Aircraft Transiting Airspace Where a CPDLC Service is Not Available**

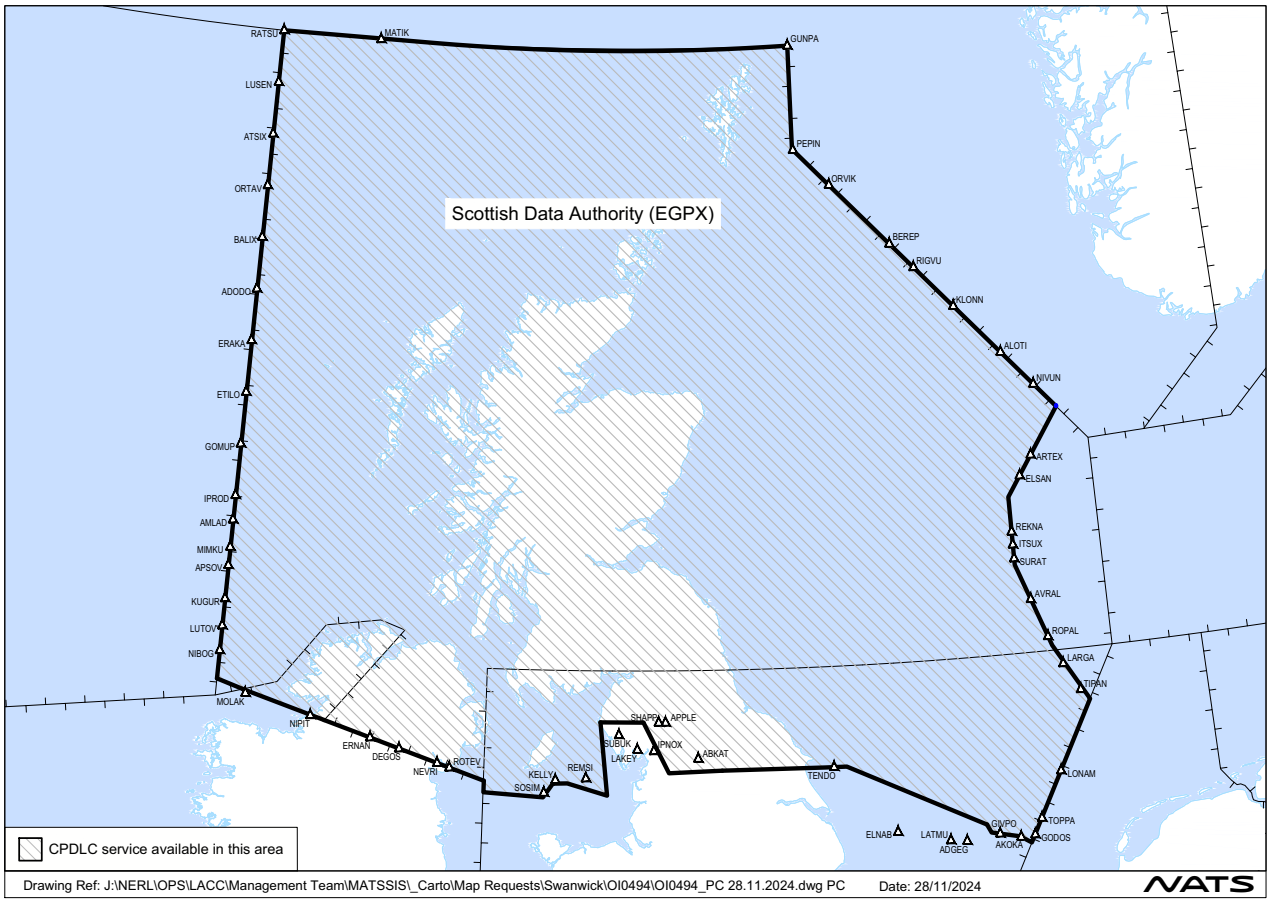
5.7.2.1.1 Aircraft transiting airspace below FL 285 where a CPDLC service is not available will maintain a logon, but will not receive a CPDLC service. Upon entering airspace where a logon is maintained but CPDLC is not available, the flight will be notified via CPDLC. The

GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS (continued)

specific messages are detailed in the current AIC.



GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS (continued)



5.7.3 **Requirements**

In all CPDLC communications, the highest standard of discipline shall be observed at all times (Ref. ICAO Annex 10, Vol. II).

The use of CPDLC is not mandatory and is conducted at the discretion of ATC and the pilots concerned. Where urgent or time critical communications are required voice shall be used. Voice read-back is not required for any CPDLC instruction. In cases were uncertainty arises as a result of a data link message, communication shall revert to voice.

5.7.3.1 **Flight Plan**

5.7.3.1.1 In order to use the CPDLC services, pilots shall file the respective equipage in their flight plan in accordance with Flight Plan 2012 J codes.

5.7.3.1.2 For flights granted a CPDLC exemption, the indicator DAT/CPDLCX shall be included in Item 18 of the flight plan.

5.7.3.2 **Establishing a CPDLC connection**

5.7.3.2.1 Establishment of a CPDLC connection through the initiation of a logon is a pre requisite for receiving CPDLC service. Prior to initiating the logon, the flight crew should verify the correctness of the logon information associated with the flight plan.

5.7.3.2.2 A CPDLC service is only established when all the required logon parameters match those contained in the ICAO flight plan:

For an ATN LOGON:

- Mode-S Aircraft-ID i.e. ICAO [Flight plan item 7] callsign
- Aircraft ID – 24bit address
- ICAO Flight plan Departure and destination airfields (not IATA codes)

For a FANS LOGON:

- Mode-S Aircraft-ID i.e. ICAO [Flight plan item 7] callsign
- Aircraft registration
- ICAO Flight plan Departure and destination airfields (not IATA codes)

5.7.3.2.3 To resolve any discrepancies, airlines will need to contact the relevant ATC data authority using the email address specified in the

current AIC.

5.7.3.2.4 For Dual Stacked operators equipped with both FANS 1/A or FANS 1/A + and ATN VDL 2 as separate systems the preferred mode of operation is ATN VDL 2.

5.7.3.2.5 If there is an indication that the logon procedure was unsuccessful, the flight crew should confirm that the logon information above is correct and retry a logon. If on a second attempt connection is still not successful, revert to voice.

5.7.3.3 **Current Data Authority (CDA) / Next data Authority (NDA) Confirmation**

5.7.3.3.1 Aircraft entering the Scottish or London Data Authority for the first time will receive a welcome message to establish CDA. The welcome message will be an uplink UM183 (with ATSU facility designator) to all CPDLC equipped aircraft. Aircraft must respond to this message for CDA to be established.

5.7.3.3.2 For more information on this process, refer to PANS ATM section 14, the ICAO GOLD version 2.0, or Eurocontrol guidance material for ATC and Flight Crews V6.0.

5.7.4 **Procedures**

5.7.4.1 **Logon for transiting aircraft**

5.7.4.1.1 The Data Authority address for London ACC is EGTT. The Data Authority address for Scottish ACC is EGPX.

5.7.4.1.2 CPDLC log on shall be established in sufficient time to ensure that the aircraft is communicating with the appropriate Data Authority. The following guidance criteria provided by GOLD is applicable to UK airspace.

Logon Timing Condition(s)	When	Logon Address of Data Authority
15 minutes or more prior to boundary estimate	When operating above FL 100	Current Data Authority for the airspace in which the aircraft is operating
Less than 15 minutes prior to boundary estimate	When operating above FL 100	Next Data Authority that provides CPDLC and/or ADS C services on that flight
Following an unsuccessful data link transfer to another ATSU	When detected by the flight crew or upon receipt of instruction from ATC	As instructed or per above

5.7.4.1.3 For flights departing aerodromes in the United Kingdom logon may also be conducted by aircraft on the ground where coverage exists.

5.7.4.1.4 Standard Instrument Departure plates for aerodromes close to the boundary of EGTT/EGPX data authorities (see London Data Authority map) will advise flight crews of the appropriate CPDLC Data Authority to select prior to departure.

5.7.4.1.5 Flights transiting both London and Scottish ACC using CPDLC, the change of CDA to NDA will be initiated by the controller and will be automatically transferred seamlessly to the operator. The flight crew should not need to reinitiate a logon. The current and next data authority is notified to the aircrew by viewing the ACTIVE CENTRE and NEXT.

5.7.4.1.6 When entering the next ATSU's airspace, the flight crew should confirm the successful transfer from the Current Data Authority to the Next Data Authority by observing the change in the active centre indication provided by the aircraft system. Crews should be aware that they need to keep the CDA and the frequency aligned. THEY MUST NOT RESPOND TO UPLINK MESSAGES FROM A UNIT THAT THEY ARE NOT IN VOICE COMMUNICATION WITH.

5.7.4.2 **Log-off**

5.7.4.2.1 Flights leaving London or Scottish CDA to a non-CPDLC capable airspace will receive an 'End of Service' message and will be logged off automatically.

5.7.4.3 **Data link failure**

5.7.4.3.1 When the CDA detects a CPDLC failure, the controller will contact the aircraft using voice, inform the crew 'Disregard CPDLC [message type] message, break, [correct clearance or instruction]'. CREWS ARE REQUESTED TO RESPOND UNABLE IF THE MESSAGE REMAINS UNANSWERED. This closes the message dialogue and ensures that messages do not trigger time out alerts.

5.7.4.3.2 Due to safety concerns, there is a requirement for all FANS aircraft, following an uplink message timeout alert to disconnect from the CPDLC ground system. Controllers may instruct crews to disconnect via CPDLC using phraseology described in the current AIC.

'Disconnect CPDLC and revert to voice'

GEN 2.4 LOCATION INDICATORS

† Location indicators with NO connectivity with AFS

Table GEN 2.4-1: 1. Encode

Location	Indicator
ABERDEEN/DYCE	EGPD
ABERPORTH	EGUC
ALDERNEY	EGJA
ALSCOT	EGBL
ANDREW (OIL RIG)	EGRO†
ANDREWSFIELD	EGSL
ANTARCTIC SKY-BLU	EGAT
ASCOT HELIPORT	EGLT†
ASHAIG/ISLE OF SKYE	EGEI†
ASHCROFT	EGCR
BAGBY	EGNG
BARKSTON HEATH	EGYE
BARRA	EGPR
BECCLES	EGSM†
BEDFORD	EGBF
BELFAST ALDERGROVE	EGAA
BELFAST/CITY	EGAC
BEMBRIDGE	EGHJ
BENBECULA	EGPL
BENBECULA (MOD)	EGXM
BENSON	EGUB
BEVERLEY/LINLEY HILL	EGNY
BIGGIN HILL	EGKB
BIRMINGHAM	EGBB
BLACKBUSHE	EGLK
BLACKPOOL	EGNH
BODMIN	EGLA
BOSCOMBE DOWN	EGDM
BOULMER (MOD)	EGQM
BOURNEMOUTH	EGHH
BRAMPTON (MOD)	EGYB
BRIMPTON	EGLP
BRISTOL	EGGD
BRIZE NORTON	EGVN
BROOKLANDS	EGLB†
BROUGH	EGNB†
BRUCE (OIL RIG)	EGRK†
CACC MID EAST	EGIF
CACC MID WEST	EGIE
CACC NORTH EAST	EGID
CACC NORTH WEST	EGIC
CACC SCOTLAND/NORTHERN IRELAND	EGIA
CACC SOUTH EAST	EGIH
CACC SOUTH WEST	EGIG
CACC WALES	EGIB
CAERNARFON	EGCK
CAMBRIDGE	EGSC
CAMPBELTOWN	EGEC
CARDIFF	EGFF
CARDIFF/TREMORFA FORESHORE HELIPORT	EGFC†
CARLISLE	EGNC
CHALGROVE	EGLJ
CHALLOCK	EGKE†
CHANNEL ISLANDS	EGJT
CHELTENHAM HELIPORT	EGBC†

Location	Indicator
CHICHESTER/GOODWOOD	EGHR
CLACTON	EGSQ
CLAIR (OIL RIG)	EGRF†
CLEETON (OIL RIG)	EGRT†
COLERNE	EGUO
COLL	EGEL†
COLONSAY	EGEY†
COMPTON ABBAS	EGHA
CONINGSBY	EGXC
CORMORANT ALPHA (OIL RIG)	EGRG†
COSFORD	EGWC
COTTESMORE	EGXJ
COVENTRY	EGBE
CRANFIELD	EGTC
CRANWELL	EGYD
CROWFIELD	EGSO†
CULDROSE	EGDR
CULTER HELIPAD	EGEA
CUMBERNAULD	EGPG
DAMYNS HALL	EGML
DEANLAND	EGKL†
DENHAM	EGLD
DERBY	EGBD
DISHFORTH	EGXD
DONCASTER SHEFFIELD	EGCN
DONNA NOOK (MOD)	EGXS
DUNDEE	EGPN
DUNKESWELL	EGTU
DUNSFOLD	EGTD
DUXFORD	EGSU
EAGLESCOTT	EGHU†
EARLS COLNE	EGSR
EAST MIDLANDS	EGNX
EDAY	EGED†
EDINBURGH	EGPH
ELMSETT	EGST
ELSTREE	EGTR
ENNISKILLEN/ST ANGELO	EGAB
ENSTONE	EGTN
EXETER	EGTE
FAIR ISLE	EGEF
FAIRFORD	EGVA
FAIROAKS	EGTF
FARNBOROUGH	EGLF
FARTHING CORNER	EGMF
FASLANE (MOD)	EGXO
FENLAND	EGCL
FIFE	EGPJ
FOREST MOOR	EGXF
FOWLMERE	EGMA
FULL SUTTON	EGNU
FULMAR ALPHA (OIL RIG)	EGRN†
GARVIE ISLAND (MOD)	EGQC†
GATWICK CAA SRG (AVIATION HOUSE)	EGGR
GLASGOW	EGPF†

GEN 2.4 LOCATION INDICATORS (continued)

Location	Indicator
GLASGOW CITY HELIPORT	EGEG†
GLASGOW WEATHER CENTRE	EGRA
GLOUCESTERSHIRE	EGBJ
GOODWOOD RACECOURSE HELIPORT	EGKG†
GUERNSEY	EGJB
HALLEY RESEARCH STATION	EGAH
HALTON	EGWN†
HARDING (OIL RIG)	EGRL†
HAVERFORDWEST	EGFE†
HAWARDEN	EGNR
HENSTRIDGE	EGHS
HEREFORD	EGVH
HIGH WYCOMBE (MET)	EGRH
HIGH WYCOMBE (MOD)	EGUH
HM SHIPS (ALL)	EGYY
HOLBEACH (MOD)	EGYH
HONINGTON	EGXH
HQ 2 GROUP (MOD)	EGDH
HQ SPTA	EGDS
HUCKNALL	EGNA†
HUMBERSIDE	EGNJ
INVERNESS	EGPE
ISLAY	EGPI
ISLE OF MAN	EGNS
ISLE OF WIGHT/SANDOWN	EGHN
ISLEWORTH	EGLI
JERSEY	EGJJ
JERSEY MET	EGJX†
KEMBLE	EGBP
KENLEY (MOD)	EGKN†
KINLOSS	EGQK
KIRKNEWTON (MOD)	EGKT†
KIRKWALL	EGPA
LAKENHEATH	EGUL
LAND'S END	EGHC
LANGFORD LODGE	EGAL†
LASHAM	EGHL
LASHENDEN/HEADCORN	EGKH
LECONFIELD	EGXV
LEE-ON-SOLENT	EGHF
LEEDS BRADFORD	EGNM
LEEDS EAST	EGCM†
LEEDS HELIPORT	EGNP†
LEEMING	EGXE
LEICESTER	EGBG
LERWICK/TINGWALL	EGET
LEUCHARS	EGQL
LITTLE GRANSDEN	EGMJ†
LITTLE RISSINGTON	EGVL†
LIVERPOOL	EGGP
LLANBEDR	EGFD†
LONDON (CAA HQ)	EGGA
LONDON (DFT AVIATION DIRECTORATE)	EGGC
LONDON ACC (CIVIL)	EGTT
LONDON AREA	EGGO
LONDON CITY	EGLC
LONDON GATWICK	EGKK
LONDON HEATHROW	EGLL

Location	Indicator
LONDON HELIPORT	EGLW
LONDON LUTON	EGGW
LONDON STANSTED	EGSS
LONDONDERRY/EGLINTON	EGAE
LOSSIEMOUTH	EGQS
LOWESTOFT HARBOUR	EGMW†
LYDD	EGMD
LYNEHAM	EGDL
MAGNUS (OIL RIG)	EGRE†
MANCHESTER	EGCC
MANCHESTER BARTON	EGCB
MANCHESTER/WOODFORD	EGCD†
MANSTON	EGMH
MARHAM	EGYM
MARNOCK (OIL RIG)	EGRS†
MARSHLAND, WISBEACH	EGSI†
MAYPOLE	EGHB
MCA FALMOUTH	EGQF†
MERRYFIELD	EGDI†
MET OFFICE ABERDEEN	EGRQ
MET OFFICE EXETER	EGRR
MET OFFICE LONDON	EGRB†
MIDDLE WALLOP	EGVP
MILDENHALL	EGUN
MILLER (OIL RIG)	EGRM†
MOD UK AIR	EGWB
MOD UK NAVY	EGWI†
MOUNT PLEASANT	EGYP
MOUNTWISE	EGDB
MUHARRAQ (RAF)	EGYR
MUNGO (OIL RIG)	EGRP†
MURDOCH (OIL RIG)	EGRU†
NEATISHEAD (MOD)	EGUJ
NETHERAVON	EGDN
NETHERTHORPE	EGNF
NEWCASTLE	EGNT
NEWMARKET RACECOURSE	EGSW†
NEWQUAY	EGHQ
NEWTOWNARDS	EGAD
NORTH RONALDSAY	EGEN†
NORTH WEALD	EGSX
NORTHAMPTON/SYWELL	EGBK
NORTHOLT	EGWU†
NORTHOLT (AIDU)	EGVC
NORTHOLT (RN NAIC)	EGXA
NORTHWOOD (MOD)	EGWX
NORWICH	EGSH
NOTTINGHAM	EGBN
OAKSEY PARK	EGTW†
OBAN	EGEO
ODIHAM	EGVO
OLD BUCKENHAM	EGSV
OLD SARUM	EGLS
OLD WARDEN	EGTH
OXFORD	EGTK
PAPA WESTRAY	EGEP†
PEMBREY	EGFP†
PEMBRY (MOD)	EGOP†

GEN 2.4 LOCATION INDICATORS (continued)

Location	Indicator
PENZANCE HELIPORT	EGHK†
PERRANPORTH	EGTP
PERTH/SCONE	EGPT
PETERBOROUGH/CONINGTON	EGSF
PETERBOROUGH/SIBSON	EGSP
PETERHEAD/LONGSIDE HELIPORT	EGPS†
PLYMOUTH (MIL)	EGVE
POPHAM	EGHP
PORTLAND HELIPORT	EGDP†
PORTSMOUTH/FLEETLANDS	EGVF
PREDANNACK	EGDO†
PRESTWICK	EGPK
RAF MOBILES	EGWW
RAF MONA	EGOQ†
RALEIGH (MOD)	EGVR
RAVENSPURN N (OIL RIG)	EGRV†
REDHILL	EGKR
RETFORD/GAMSTON	EGNE
ROCHESTER	EGTO
ROTHERA RESEARCH STATION	EGAR
SANDAY	EGES†
SANDTOFT	EGCF
SCHIEHALLION (OIL RIG)	EGRI†
SCILLY ISLES/ST MARY'S	EGHE
SCOTTISH ACC (CIVIL)	EGPX
SEETHING	EGSJ
SHANWICK OAC	EGGX
SHAWBURY	EGOS
SHERBURN-IN-ELMET	EGCJ
SHIPDHAM	EGSA†
SHOBDON	EGBS
SHOREHAM	EGKA
SILVERSTONE HELIPORT	EGBV
SLEAP	EGCV
SOUTH CERNEY (MOD)	EGCY†
SOUTHAMPTON	EGHI
SOUTHEND	EGMC
SOUTHPORT BIRKDALE SANDS	EGCO†
SPADEADAM (MOD)	EGOM
ST ATHAN	EGSY†
STAPLEFORD	EGSG
STORNOWAY	EGPO
STRONSAY	EGER†
STRUBBY HELIPORT	EGCG
STURGATE	EGCS
SUMBURGH	EGPB
SWANSEA	EGFH
SWANTON MORLEY (MOD)	EGYX†
SWANWICK ATCC (MIL)	EGVV
SYERSTON (MOD)	EGXY
TAIN (MOD)	EGQA†
TATENHILL	EGBM
TEESSIDE INTERNATIONAL	EGNV
TERNHILL	EGOE
THORNE	EGCP†
THRUXTON	EGHO†
THURROCK	EGMT†
TILSTOCK	EGCT†
TIREE	EGPU
TOPCLIFFE	EGXZ
TRESCO HELIPORT	EGHT†
TRURO	EGHY†
TURWESTON	EGBT
UK AFTN/CIDIN CENTRE	EGGG
UK AIRPROX BOARD	EGGF
UK CACC (BLOCKED 9)	EGGT
UK MCC	EGQP
UK MOTNE CENTRE	EGGY
UK NOTAM OFFICE(NOF)	EGGN
UNST	EGPW†
UXBRIDGE	EGUU
VALLEY	EGOV
WADDINGTON	EGXW
WALNEY	EGNL
WARTON	EGNO
WATTISHAM	EGUW
WELLESBOURNE MOUNTFORD	EGBW
WELSHPOOL	EGCW
WEST FREUGH	EGOY
WEST SOLE (OIL RIG)	EGRW†
WEST WALES/ABERPORTH	EGFA†
WESTRAY	EGEW†
WHALSEY	EGEH†
WHITE WALTHAM	EGLM
WICK	EGPC
WICKENBY	EGNW
WITTERING	EGXT
WOLVERHAMPTON/HALFPENNY GREEN	EGBO
WOODVALE	EGOW
WYCOMBE AIR PARK/BOOKER	EGTB
WYTON	EGUY
YEOVIL/WESTLAND	EGHG
YEOVILTON	EGDY

Table GEN 2.4-2: 2. Decode

Indicator	Location
EGAA	BELFAST ALDERGROVE
EGAB	ENNISKILLEN/ST ANGELO
EGAC	BELFAST/CITY
EGAD	NEWTOWNARDS
EGAE	LONDONDERRY/EGLINTON
EGAH	HALLEY RESEARCH STATION
EGAL†	LANGFORD LODGE
EGAR	ROTHERA RESEARCH STATION
EGAT	ANTARCTIC SKY-BLU
EGBB	BIRMINGHAM
EGBC†	CHELTENHAM HELIPORT
EGBD	DERBY
EGBE	COVENTRY
EGBF	BEDFORD
EGBG	LEICESTER
EGBJ	GLOUCESTERSHIRE
EGBK	NORTHAMPTON/SYWELL
EGBL	ALSCOT
EGBM	TATENHILL

GEN 2.4 LOCATION INDICATORS (continued)

Indicator	Location
EGBN	NOTTINGHAM
EGBO	WOLVERHAMPTON/HALFPENNY GREEN
EGBP	KEMBLE
EGBS	SHOBDON
EGBT	TURWESTON
EGBV	SILVERSTONE HELIPORT
EGBW	WELLESBOURNE MOUNTFORD
EGCB	MANCHESTER BARTON
EGCC	MANCHESTER
EGCD†	MANCHESTER/WOODFORD
EGCF	SANDTOFT
EGCG	STRUBBY HELIPORT
EGCJ	SHERBURN-IN-ELMET
EGCK	CAERNARFON
EGCL	FENLAND
EGCM†	LEEDS EAST
EGCN	DONCASTER SHEFFIELD
EGCO†	SOUTHPORT BIRKDALE SANDS
EGCP†	THORNE
EGCR	ASHCROFT
EGCS	STURGATE
EGCT†	TILSTOCK
EGCV	SLEAP
EGCW	WELSHPOOL
EGCY†	SOUTH CERNEY (MOD)
EGDB	MOUNTWISE
EGDH	HQ 2 GROUP (MOD)
EGDI†	MERRYFIELD
EGDL	LYNEHAM
EGDM	BOSCOMBE DOWN
EGDN	NETHERAVON
EGDO†	PREDANNACK
EGDP†	PORTLAND HELIPORT
EGDR	CULDROSE
EGDS	HQ SPTA
EGDY	YEOVILTON
EGEA	CULTER HELIPAD
EGEC	CAMPBELTOWN
EGED†	EDAY
EGEF	FAIR ISLE
EGEG†	GLASGOW CITY HELIPORT
EGEH†	WHALSEY
EGEI†	ASHAIG/ISLE OF SKYE
EGEL†	COLL
EGEN†	NORTH RONALDSAY
EGEO	OBAN
EGEP†	PAPA WESTRAY
EGER†	STRONSAY
EGES†	SANDAY
EGET	LERWICK/TINGWALL
EGEW†	WESTRAY
EGEY†	COLONSAY
EGFA†	WEST WALES/ABERPORTH
EGFC†	CARDIFF/TREMORFA FORESHORE HELIPORT
EGFD†	LLANBEDR
EGFE†	HAVERFORDWEST
EGFF	CARDIFF
EGFH	SWANSEA

Indicator	Location
EGFP†	PEMBREY
EGGA	LONDON (CAA HQ)
EGGC	LONDON (DFT AVIATION DIRECTORATE)
EGGD	BRISTOL
EGGF	UK AIRPROX BOARD
EGGG	UK AFTN/CIDIN CENTRE
EGGN	UK NOTAM OFFICE(NOF)
EGGO	LONDON AREA
EGGP	LIVERPOOL
EGGR	GATWICK CAA SRG (AVIATION HOUSE)
EGGT	UK CACC (BLOCKED 9)
EGGW	LONDON LUTON
EGGX	SHANWICK OAC
EGGY	UK MOTNE CENTRE
EGHA	COMPTON ABBAS
EGHB	MAYPOLE
EGHC	LAND'S END
EGHE	SCILLY ISLES/ST MARY'S
EGHF	LEE-ON-SOLENT
EGHG	YEOVIL/WESTLAND
EGHH	BOURNEMOUTH
EGHI	SOUTHAMPTON
EGHJ	BEMBRIDGE
EGHK†	PENZANCE HELIPORT
EGHL	LASHAM
EGHN	ISLE OF WIGHT/SANDOWN
EGHO†	THRUXTON
EGHP	POPHAM
EGHQ	NEWQUAY
EGHR	CHICHESTER/GOODWOOD
EGHS	HENSTRIDGE
EGHT†	TRESCO HELIPORT
EGHU†	EAGLESCOTT
EGHY†	TRURO
EGIA	CACC SCOTLAND/NORTHERN IRELAND
EGIB	CACC WALES
EGIC	CACC NORTH WEST
EGID	CACC NORTH EAST
EGIE	CACC MID WEST
EGIF	CACC MID EAST
EGIG	CACC SOUTH WEST
EGIH	CACC SOUTH EAST
EGJA	ALDERNEY
EGJB	GUERNSEY
EGJJ	JERSEY
EGJT	CHANNEL ISLANDS
EGJX†	JERSEY MET
EGKA	SHOREHAM
EGKB	BIGGIN HILL
EGKE†	CHALLOCK
EGKG†	GOODWOOD RACECOURSE HELIPORT
EGKH	LASHENDEN/HEADCORN
EGKK	LONDON GATWICK
EGKL†	DEANLAND
EGKN†	KENLEY (MOD)
EGKR	REDHILL
EGKT†	KIRKNEWTON (MOD)
EGLA	BODMIN

GEN 2.5 LIST OF RADIO NAVIGATION AIDS

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

GEN 2.5 LIST OF RADIO NAVIGATION AIDS (continued)

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

GEN 2.5 LIST OF RADIO NAVIGATION AIDS (continued)

ID	Station name	Aid	Purpose	Station name	Aid	ID	Purpose
ICDF	CARDIFF	DME	A	FARNBOROUGH 24 CAT I	ILS	IFNB	A
ICDF	CARDIFF 12 CAT I	ILS	A	FARNBOROUGH	DME	IFRG	A
ICMG	CAMBRIDGE	DME	A	FARNBOROUGH 06 CAT I	ILS	IFRG	A
ICMG	CAMBRIDGE 23 CAT I	ILS	A	GAMSTON	DME	GAM	AE
ICR	CRANFIELD	DME	A	GAMSTON	DME	GAM	A
ICR	CRANFIELD	LOC	A	GAMSTON	VOR	GAM	A
ICWA	CARDIFF	DME	A	GLASGOW	NDB	GLW	A
ICWA	CARDIFF 30 CAT I	ILS	A	GLASGOW	DME	GOW	A
IDD	JERSEY	DME	A	GLASGOW	DME	GOW	E
IDD	JERSEY 26 CAT I	ILS	A	GLASGOW	VOR	GOW	A
IDDE	DUNDEE	DME	A	GLASGOW	DME	IOO	A
IDDE	DUNDEE 09 CAT I	ILS	A	GLASGOW 23 CAT III	ILS	IOO	A
IDX	INVERNESS	DME	A	GLASGOW	DME	IUU	A
IDX	INVERNESS 23 CAT I	ILS	A	GLASGOW 05 CAT III	ILS	IUU	A
IEGN	LONDONDERRY/EGLINTON	DME	A	GLOUCESTERSHIRE	NDB	GST	A
IEGN	LONDONDERRY/EGLINTON 08 CAT I	ILS	A	GLOUCESTERSHIRE	DME	IGOS	A
IEGT	LONDONDERRY/EGLINTON	DME	A	GLOUCESTERSHIRE 27 CAT I	ILS	IGOS	A
IEGT	LONDONDERRY/EGLINTON 26 CAT I	ILS	A	GOODWOOD	DME	GWC	A
IEME	EAST MIDLANDS	DME	A	GOODWOOD	DME	GWC	E
IEME	EAST MIDLANDS 27 CAT III	ILS	A	GOODWOOD	VOR	GWC	A
IEMW	EAST MIDLANDS	DME	A	GREAT DUN FELL	DME	DUF	E
IEMW	EAST MIDLANDS 09 CAT I	ILS	A	GREEN LOWTHER	DME	GLO	E
IET	EXETER	DME	A	GUERNSEY	DME	GUR	A
IET	EXETER 08 CAT I	ILS	A	GUERNSEY	VOR	GUR	A
IFNB	FARNBOROUGH	DME	A	GUERNSEY	DME	IGH	A
IFNB	FARNBOROUGH 24 CAT I	ILS	A	GUERNSEY 27 CAT I	ILS	IGH	A
IFRG	FARNBOROUGH	DME	A	GUERNSEY	DME	IUY	A
IFRG	FARNBOROUGH 06 CAT I	ILS	A	GUERNSEY 09 CAT I	ILS	IUY	A
IFT	BELFAST ALDERGROVE	DME	A	HAWARDEN	NDB	HAW	A
IFT	BELFAST ALDERGROVE 17 CAT I	ILS	A	HAWARDEN	DME	IHDN	A
IGG	LONDON GATWICK	DME	A	HAWARDEN 22 CAT I	ILS	IHDN	A
IGG	LONDON GATWICK 08R CAT III	ILS	A	HAWARDEN	DME	IHWD	A
IGH	GUERNSEY	DME	A	HAWARDEN 04 CAT I	ILS	IHWD	A
IGH	GUERNSEY 27 CAT I	ILS	A	HENTON	NDB	HEN	AE
IGOS	GLOUCESTERSHIRE	DME	A	HONILEY	DME	HON	E
IGOS	GLOUCESTERSHIRE 27 CAT I	ILS	A	HONILEY	DME	HON	AE
IHBD	BELFAST/CITY	DME	A	HONILEY	VOR	HON	AE
IHBD	BELFAST/CITY 04 CAT I	ILS	A	HUMBERSIDE	DME	IHS	A
IHDN	HAWARDEN	DME	A	HUMBERSIDE 20 CAT I	ILS	IHS	A
IHDN	HAWARDEN 22 CAT I	ILS	A	HUMBERSIDE	NDB	KIM	A
IHS	HUMBERSIDE	DME	A	INVERNESS	DME	IDX	A
IHS	HUMBERSIDE 20 CAT I	ILS	A	INVERNESS 23 CAT I	ILS	IDX	A
IHWD	HAWARDEN	DME	A	INVERNESS	DME	ILN	A
IHWD	HAWARDEN 04 CAT I	ILS	A	INVERNESS 05 CAT I	ILS	ILN	A
IJJ	JERSEY	DME	A	INVERNESS	DME	INS	A
IJJ	JERSEY 08 CAT I	ILS	A	INVERNESS	VOR	INS	A
IKIR	KIRKWALL	DME	A	INVERNESS	NDB	IVR	A
IKIR	KIRKWALL 27 CAT I	ILS	A	ISLAY	DME	ISY	A
IKK	PRESTWICK	DME	A	ISLAY	NDB	LAY	A
IKK	PRESTWICK 30 CAT I	ILS	A	ISLE OF MAN	DME	IOM	AE
ILBF	LEEDS BRADFORD	DME	A	ISLE OF MAN	VOR	IOM	AE
ILBF	LEEDS BRADFORD 14 CAT I	ILS	A	ISLE OF MAN	DME	IRH	A
ILDY	LYDD	DME	A	ISLE OF MAN 08 CAT I	ILS	IRH	A
ILDY	LYDD 21 CAT I	ILS	A	ISLE OF MAN	DME	IRY	A
ILF	LEEDS BRADFORD	DME	A	ISLE OF MAN 26 CAT I	ILS	IRY	A
ILF	LEEDS BRADFORD 32 CAT III	ILS	A	ISLE OF MAN	NDB	RWY	A

GEN 2.5 LIST OF RADIO NAVIGATION AIDS (continued)

ID	Station name	Aid	Purpose	Station name	Aid	ID	Purpose
ILJ	LONDON LUTON	DME	A	JERSEY	DME	IDD	A
ILJ	LONDON LUTON 25 CAT III	ILS	A	JERSEY 26 CAT I	ILS	IDD	A
ILL	LONDON HEATHROW	DME	A	JERSEY	DME	IJJ	A
ILL	LONDON HEATHROW 27L CAT III	ILS	A	JERSEY 08 CAT I	ILS	IJJ	A
ILN	INVERNESS	DME	A	JERSEY	DME	JSY	AE
ILN	INVERNESS 05 CAT I	ILS	A	JERSEY	VOR	JSY	AE
ILQ	LIVERPOOL	DME	A	JERSEY	NDB	JW	A
ILQ	LIVERPOOL 27 CAT III	ILS	A	KIRKWALL	DME	IKIR	A
ILSR	LONDON CITY	DME	A	KIRKWALL 27 CAT I	ILS	IKIR	A
ILSR	LONDON CITY 27 CAT I	ILS	A	KIRKWALL	DME	IORK	A
ILST	LONDON CITY	DME	A	KIRKWALL 09 CAT I	ILS	IORK	A
ILST	LONDON CITY 09 CAT I	ILS	A	KIRKWALL	NDB	KW	A
ILTN	LONDON LUTON	DME	A	KIRKWALL	DME	KWL	A
ILTN	LONDON LUTON 07 CAT III	ILS	A	KIRKWALL	VOR	KWL	A
ILVR	LIVERPOOL	DME	A	LAMBOURNE	DME	LAM	A
ILVR	LIVERPOOL 09 CAT I	ILS	A	LAMBOURNE	DME	LAM	E
IMC	MANCHESTER	DME	A	LAMBOURNE	VOR	LAM	A
IMC	MANCHESTER 05R CAT I	ILS	A	LAND'S END	DME	LND	E
IMM	MANCHESTER	DME	A	LAND'S END	VOR	LND	E
IMM	MANCHESTER 05L CAT III	ILS	A	LASHENDEN/HEADCORN	DME	HLS	A
INC	NEWCASTLE	DME	A	LEEDS BRADFORD	DME	ILBF	A
INC	NEWCASTLE 07 CAT III	ILS	A	LEEDS BRADFORD 14 CAT I	ILS	ILBF	A
IND	SOUTHEND	DME	A	LEEDS BRADFORD	DME	ILF	A
IND	SOUTHEND 23 CAT I	ILS	A	LEEDS BRADFORD 32 CAT III	ILS	ILF	A
INEW	NEWQUAY	DME	A	LEEDS BRADFORD	NDB	LBA	A
INEW	NEWQUAY 12 CAT I	ILS	A	LEICESTER	NDB	LE	A
INH	NORWICH	DME	A	LIVERPOOL	DME	ILQ	A
INH	NORWICH 27 CAT I	ILS	A	LIVERPOOL 27 CAT III	ILS	ILQ	A
INN	MANCHESTER	DME	A	LIVERPOOL	DME	ILVR	A
INN	MANCHESTER 23R CAT III	ILS	A	LIVERPOOL 09 CAT I	ILS	ILVR	A
INS	INVERNESS	DME	A	LIVERPOOL	NDB	LPL	A
INS	INVERNESS	VOR	A	LONDON	DME	LON	A
INWC	NEWCASTLE	DME	A	LONDON	DME	LON	E
INWC	NEWCASTLE 25 CAT III	ILS	A	LONDON	VOR	LON	A
INWQ	NEWQUAY	DME	A	LONDON CITY	DME	ILSR	A
INWQ	NEWQUAY 30 CAT III	ILS	A	LONDON CITY 27 CAT I	ILS	ILSR	A
IOM	ISLE OF MAN	DME	AE	LONDON CITY	DME	ILST	A
IOM	ISLE OF MAN	VOR	AE	LONDON CITY 09 CAT I	ILS	ILST	A
IOO	GLASGOW	DME	A	LONDON CITY	NDB	LCY	A
IOO	GLASGOW 23 CAT III	ILS	A	LONDON GATWICK	DME	IGG	A
IORK	KIRKWALL	DME	A	LONDON GATWICK 08R CAT III	ILS	IGG	A
IORK	KIRKWALL 09 CAT I	ILS	A	LONDON GATWICK	DME	IWW	A
IOXF	OXFORD	DME	A	LONDON GATWICK 26L CAT III	ILS	IWW	A
IOXF	OXFORD 19 CAT I	ILS	A	LONDON HEATHROW	DME	IAA	A
IPP	PRESTWICK	DME	A	LONDON HEATHROW 09L CAT III	ILS	IAA	A
IPP	PRESTWICK 12 CAT I	ILS	A	LONDON HEATHROW	DME	IBB	A
IRH	ISLE OF MAN	DME	A	LONDON HEATHROW 09R CAT III	ILS	IBB	A
IRH	ISLE OF MAN 08 CAT I	ILS	A	LONDON HEATHROW	DME	ILL	A
IRR	LONDON HEATHROW	DME	A	LONDON HEATHROW 27L CAT III	ILS	ILL	A
IRR	LONDON HEATHROW 27R CAT III	ILS	A	LONDON HEATHROW	DME	IRR	A
IRY	ISLE OF MAN	DME	A	LONDON HEATHROW 27R CAT III	ILS	IRR	A
IRY	ISLE OF MAN 26 CAT I	ILS	A	LONDON LUTON	DME	ILJ	A
ISAT	ST ATHAN	DME	A	LONDON LUTON 25 CAT III	ILS	ILJ	A
ISAT	ST ATHAN 25 CAT I	ILS	A	LONDON LUTON	DME	ILTN	A
ISED	LONDON STANSTED	DME	A	LONDON LUTON 07 CAT III	ILS	ILTN	A
ISED	LONDON STANSTED 04 CAT III	ILS	A	LONDON LUTON	NDB	LUT	A
ISG	SUMBURGH	DME	A	LONDON STANSTED	DME	ISED	A

GEN 2.5 LIST OF RADIO NAVIGATION AIDS (continued)

ID	Station name	Aid	Purpose	Station name	Aid	ID	Purpose
ISG	SUMBURGH 27 CAT I	ILS	A	LONDON STANSTED 04 CAT III	ILS	ISED	A
ISN	SOUTHAMPTON	DME	A	LONDON STANSTED	DME	ISX	A
ISN	SOUTHAMPTON 20 CAT I	ILS	A	LONDON STANSTED 22 CAT III	ILS	ISX	A
ISO	SOUTHEND	DME	A	LONDONDERRY/EGLINTON	NDB	EGT	A
ISO	SOUTHEND 05 CAT I	ILS	A	LONDONDERRY/EGLINTON	DME	IEGN	A
ISX	LONDON STANSTED	DME	A	LONDONDERRY/EGLINTON 08 CAT I	ILS	IEGN	A
ISX	LONDON STANSTED 22 CAT III	ILS	A	LONDONDERRY/EGLINTON	DME	IEGT	A
ISY	ISLAY	DME	A	LONDONDERRY/EGLINTON 26 CAT I	ILS	IEGT	A
ITD	TEESSIDE INTERNATIONAL	DME	A	LYDD	DME	ILDY	A
ITD	TEESSIDE INTERNATIONAL 23 CAT I	ILS	A	LYDD 21 CAT I	ILS	ILDY	A
ITH	EDINBURGH	DME	A	LYDD	DME	LYD	E
ITH	EDINBURGH 24 CAT III	ILS	A	LYDD	NDB	LZD	A
ITSE	TEESSIDE INTERNATIONAL	DME	A	MACHRIHANISH	DME	MAC	AE
ITSE	TEESSIDE INTERNATIONAL 05 CAT I	ILS	A	MADFORD	DME	DFO	E
IUU	GLASGOW	DME	A	MANCHESTER	DME	IMC	A
IUU	GLASGOW 05 CAT III	ILS	A	MANCHESTER 05R CAT I	ILS	IMC	A
IUY	GUERNSEY	DME	A	MANCHESTER	DME	IMM	A
IUY	GUERNSEY 09 CAT I	ILS	A	MANCHESTER 05L CAT III	ILS	IMM	A
IVG	EDINBURGH	DME	A	MANCHESTER	DME	INN	A
IVG	EDINBURGH 06 CAT III	ILS	A	MANCHESTER 23R CAT III	ILS	INN	A
IVR	INVERNESS	NDB	A	MANCHESTER	DME	MCT	E
IWL	WALNEY	DME	A	MANCHESTER	DME	MCT	A
IWL	WALNEY 35 CAT I	ILS	A	MANCHESTER	VOR	MCT	A
IWQ	WARTON	DME	A	MAYFIELD	DME	MAY	E
IWQ	WARTON 25 CAT I	ILS	A	MAYFIELD	DME	MAY	A
IWW	LONDON GATWICK	DME	A	MAYFIELD	VOR	MAY	A
IWW	LONDON GATWICK 26L CAT III	ILS	A	MIDHURST	DME	MID	A
IXR	EXETER	DME	A	MIDHURST	DME	MID	E
IXR	EXETER 26 CAT I	ILS	A	MIDHURST	VOR	MID	A
JSY	JERSEY	DME	AE	NEWCASTLE	DME	INC	A
JSY	JERSEY	VOR	AE	NEWCASTLE 07 CAT III	ILS	INC	A
JW	JERSEY	NDB	A	NEWCASTLE	DME	INWC	A
KIM	HUMBERSIDE	NDB	A	NEWCASTLE 25 CAT III	ILS	INWC	A
KW	KIRKWALL	NDB	A	NEWCASTLE	DME	NEW	AE
KWL	KIRKWALL	DME	A	NEWCASTLE	NDB	NT	A
KWL	KIRKWALL	VOR	A	NEWQUAY	DME	INEW	A
LAM	LAMBOURNE	DME	A	NEWQUAY 12 CAT I	ILS	INEW	A
LAM	LAMBOURNE	DME	E	NEWQUAY	DME	INWQ	A
LAM	LAMBOURNE	VOR	A	NEWQUAY 30 CAT III	ILS	INWQ	A
LAY	ISLAY	NDB	A	NEWQUAY	NDB	NQY	A
LBA	LEEDS BRADFORD	NDB	A	NORWICH	DME	INH	A
LCY	LONDON CITY	NDB	A	NORWICH 27 CAT I	ILS	INH	A
LE	LEICESTER	NDB	A	NORWICH	NDB	NWI	A
LND	LAND'S END	DME	E	OBAN	DME	OBA	A
LND	LAND'S END	VOR	E	OBAN	NDB	OBN	A
LON	LONDON	DME	A	OCKHAM	DME	OCK	E
LON	LONDON	DME	E	OCKHAM	DME	OCK	A
LON	LONDON	VOR	A	OCKHAM	VOR	OCK	A
LPL	LIVERPOOL	NDB	A	OTTRINGHAM	DME	OTR	E
LUT	LONDON LUTON	NDB	A	OTTRINGHAM	VOR	OTR	E
LYD	LYDD	DME	E	OXFORD	DME	IOXF	A
LZD	LYDD	NDB	A	OXFORD 19 CAT I	ILS	IOXF	A
MAC	MACHRIHANISH	DME	AE	OXFORD	NDB	OX	A
MAY	MAYFIELD	DME	A	PERTH	VOR	PTH	AE

GEN 2.5 LIST OF RADIO NAVIGATION AIDS (continued)

ID	Station name	Aid	Purpose	Station name	Aid	ID	Purpose
MAY	MAYFIELD	DME	E	POLE HILL	DME	POL	AE
MAY	MAYFIELD	VOR	A	POLE HILL	VOR	POL	AE
MCT	MANCHESTER	DME	E	PRESTWICK	DME	IKK	A
MCT	MANCHESTER	DME	A	PRESTWICK 30 CAT I	ILS	IKK	A
MCT	MANCHESTER	VOR	A	PRESTWICK	DME	IPP	A
MID	MIDHURST	DME	A	PRESTWICK 12 CAT I	ILS	IPP	A
MID	MIDHURST	DME	E	PRESTWICK	NDB	PIK	A
MID	MIDHURST	VOR	A	SAINT ABBS	DME	SAB	E
NEW	NEWCASTLE	DME	AE	SAINT ABBS	VOR	SAB	E
NQY	NEWQUAY	NDB	A	SCILLY ISLES/ST MARY'S	NDB	STM	A
NT	NEWCASTLE	NDB	A	SEAFORD	DME	SFD	E
NWI	NORWICH	NDB	A	SEAFORD	VOR	SFD	E
OBA	OBAN	DME	A	SHERBURN-IN-ELMET	NDB	SBL	A
OBN	OBAN	NDB	A	SHOREHAM	NDB	SHM	A
OCK	OCKHAM	DME	E	SHOREHAM	DME	SRH	A
OCK	OCKHAM	DME	A	SOUTHAMPTON	NDB	EAS	A
OCK	OCKHAM	VOR	A	SOUTHAMPTON	DME	ISN	A
OTR	OTTRINGHAM	DME	E	SOUTHAMPTON 20 CAT I	ILS	ISN	A
OTR	OTTRINGHAM	VOR	E	SOUTHAMPTON	DME	SAM	E
OX	OXFORD	NDB	A	SOUTHAMPTON	DME	SAM	A
PIK	PRESTWICK	NDB	A	SOUTHAMPTON	VOR	SAM	A
POL	POLE HILL	DME	AE	SOUTHEND	DME	IND	A
POL	POLE HILL	VOR	AE	SOUTHEND 23 CAT I	ILS	IND	A
PTH	PERTH	VOR	AE	SOUTHEND	DME	ISO	A
RWY	ISLE OF MAN	NDB	A	SOUTHEND 05 CAT I	ILS	ISO	A
SAB	SAINT ABBS	DME	E	SOUTHEND	NDB	SND	A
SAB	SAINT ABBS	VOR	E	ST ATHAN	DME	ISAT	A
SAM	SOUTHAMPTON	DME	E	ST ATHAN 25 CAT I	ILS	ISAT	A
SAM	SOUTHAMPTON	DME	A	STORNOWAY	NDB	SAY	A
SAM	SOUTHAMPTON	VOR	A	STORNOWAY	DME	SOY	A
SAY	STORNOWAY	NDB	A	STORNOWAY	LOC	SOY	A
SBH	SUMBURGH	NDB	A	STORNOWAY	DME	STN	AE
SBL	SHERBURN-IN-ELMET	NDB	A	STORNOWAY	VOR	STN	AE
SFD	SEAFORD	DME	E	STORNOWAY	DME	STW	A
SFD	SEAFORD	VOR	E	STORNOWAY	LOC	STW	A
SHM	SHOREHAM	NDB	A	STRUMBLE	DME	STU	E
SND	SOUTHEND	NDB	A	STRUMBLE	VOR	STU	E
SOY	STORNOWAY	DME	A	SUMBURGH	DME	ISG	A
SOY	STORNOWAY	LOC	A	SUMBURGH 27 CAT I	ILS	ISG	A
SRH	SHOREHAM	DME	A	SUMBURGH	NDB	SBH	A
STM	SCILLY ISLES/ST MARY'S	NDB	A	SUMBURGH	DME	SUB	A
STN	STORNOWAY	DME	AE	SUMBURGH 09 No category	ILS	SUB	A
STN	STORNOWAY	VOR	AE	SUMBURGH	DME	SUM	AE
STU	STRUMBLE	DME	E	SUMBURGH	VOR	SUM	AE
STU	STRUMBLE	VOR	E	TALLA	DME	TLA	E
STW	STORNOWAY	DME	A	TALLA	VOR	TLA	E
STW	STORNOWAY	LOC	A	TEESSIDE INTERNATIONAL	DME	ITD	A
SUB	SUMBURGH	DME	A	TEESSIDE INTERNATIONAL 23 CAT I	ILS	ITD	A
SUB	SUMBURGH 09 No category	ILS	A	TEESSIDE INTERNATIONAL	DME	ITSE	A
SUM	SUMBURGH	DME	AE	TEESSIDE INTERNATIONAL 05 CAT I	ILS	ITSE	A
SUM	SUMBURGH	VOR	AE	TEESSIDE INTERNATIONAL	NDB	TD	A
TD	TEESSIDE INTERNATIONAL	NDB	A	TIREE	DME	TIR	AE
TIR	TIREE	DME	AE	TIREE	VOR	TIR	AE
TIR	TIREE	VOR	AE	TRENT	DME	TNT	A
TLA	TALLA	DME	E	TRENT	DME	TNT	E
TLA	TALLA	VOR	E	TRENT	VOR	TNT	A

GEN 2.5 LIST OF RADIO NAVIGATION AIDS (continued)

ID	Station name	Aid	Purpose	Station name	Aid	ID	Purpose
TNT	TRENT	DME	A	TURNBERRY	DME	TRN	A
TNT	TRENT	DME	E	TURNBERRY	DME	TRN	E
TNT	TRENT	VOR	A	TURNBERRY	VOR	TRN	A
TRN	TURNBERRY	DME	E	WALLASEY	DME	WAL	E
TRN	TURNBERRY	DME	A	WALLASEY	VOR	WAL	E
TRN	TURNBERRY	VOR	A	WALNEY	DME	IWL	A
UW	EDINBURGH	NDB	A	WALNEY 35 CAT I	ILS	IWL	A
WAL	WALLASEY	DME	E	WALNEY	NDB	WL	A
WAL	WALLASEY	VOR	E	WARTON	DME	IWQ	A
WBA	WOLVERHAMPTON/HALFPENNY GREEN	NDB	A	WARTON 25 CAT I	ILS	IWQ	A
WCK	WICK	NDB	A	WARTON	NDB	WTN	A
WHI	WHITEGATE	NDB	A	WELSHPOOL	DME	WPL	A
WIK	WICK	DME	AE	WELSHPOOL	NDB	WPL	A
WIK	WICK	VOR	AE	WHITEGATE	NDB	WHI	A
WIN	WINSTONE	DME	E	WICK	NDB	WCK	A
WL	WALNEY	NDB	A	WICK	DME	WIK	AE
WOD	WOODLEY	NDB	AE	WICK	VOR	WIK	AE
WOL	WOLVERHAMPTON/HALFPENNY GREEN	DME	A	WINSTONE	DME	WIN	E
WPL	WELSHPOOL	DME	A	WOLVERHAMPTON/HALFPENNY GREEN	NDB	WBA	A
WPL	WELSHPOOL	NDB	A	WOLVERHAMPTON/HALFPENNY GREEN	DME	WOL	A
WTN	WARTON	NDB	A	WOODLEY	NDB	WOD	AE
YVL	YEOVIL/WESTLAND	DME	A	YEOVIL/WESTLAND	DME	YVL	A
YVL	YEOVIL/WESTLAND	NDB	A	YEOVIL/WESTLAND	NDB	YVL	A

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GEN 3.2 AERONAUTICAL CHARTS (continued)

d) **UK ATS Airspace Classifications - 1:1,000,000:** This chart depicts UK airspace in accordance with ATS airspace classification criteria. This chart is available online from the NATS/AIS website at www.nats.aero/ais.
e) **Miscellaneous AIP Charts:** The UK AIP charts are available to the public.

4.2.5 Refer to GEN 3.2 paragraph 5 for lists of available charts.

4.3 Symbol Sheet

4.3.1 The aeronautical symbols used on charts are shown at GEN 2.3. They correspond with the internationally agreed symbols contained in ICAO Annex 4, except that some additional symbols are included where appropriate ICAO equivalents do not exist.

5 List of Aeronautical Charts Available

5.1 Aeronautical Charts, ICAO, United Kingdom (Scale 1:500,000) (see Index at GEN 3.2 paragraph 6)

For latest editions and next planned additions see www.nats.aero/ais/vfr_schedule for details.

Sheet Ref	Chart Title
2150ABCD	Scotland
2171AB	Northern England and Northern Ireland
2171CD	Southern England and Wales

5.2 Topographical Air Charts of the United Kingdom (Scale 1:250,000) (see Index at GEN 3.2 paragraph 7)

For latest editions and next planned additions see www.nats.aero/ais/vfr_schedule for details.

Sheet Ref	Chart Title
1	Northern Scotland West
2	Northern Scotland East
3	Northern Ireland
4	The Borders
5	Central England and Wales
6	England East
7	The West and South Wales
8	England South

Note: *All the above Charts (listed in para 5.1 and 5.2) are available as laminated sheets.(Postage and Packing are extra).*

5.2.1 For comments/feedback on these charts:

Post: Aeronautical Chart Section, Aeronautical Information Service (AIS), NATS Swanwick, Sopwith Way, Southampton, Hants, SO31 7AY.
Email: vfrcharts@nats.co.uk

5.3 Instrument Approach and Aerodrome Charts - ICAO, SID/STAR Charts, and Noise Abatement Charts

Refer to paragraph 5.6, and to Sections AD 2 and AD 3.

5.4 Aerodrome Obstacle Charts - ICAO TYPE A - Operating Limitations

a) For latest editions and downloadable copies see www.nats.aero/ais/type_a for details.

GEN 3.2 AERONAUTICAL CHARTS (continued)

Chart Title	
Aberdeen/Dyce	Runway 16/34
Alderney	Runway 08/26
Belfast Aldergrove	Runway 07/25 Runway 17/35
Belfast/City	Runway 04/22
Benbecula	Runway 06/24
Biggin Hill	Runway 03/21
Birmingham	Runway 15/33
Blackpool	Runway 10/28
Bournemouth	Runway 08/26
Bristol	Runway 09/27
Cambridge	Runway 05/23
Campbeltown	Runway 11/29
Cardiff	Runway 12/30
Coventry	Runway 05/23
Cranfield	Runway 03/21
Dundee	Runway 09/27
East Midlands	Runway 09/27
Edinburgh	Runway 06/24
Exeter	Runway 08/26
Farnborough	Runway 06/24
Glasgow	Runway 05/23
Gloucestershire	Runway 09/27
Guernsey	Runway 09/27
Haverfordwest	Runway 03/21
Hawarden	Runway 04/22
Humberside	Runway 02/20
Inverness	Runway 05/23
Islay	Runway 12/30
Isle of Man	Runway 08/26 Runway 03/21
Jersey	Runway 08/26
Kirkwall	Runway 09/27
Leeds Bradford	Runway 14/32
Liverpool	Runway 09/27
London/City	Runway 09/27
London Gatwick	Runway 08R/26L Runway 08L/26R
London Heathrow	Runway 09L/27R Runway 09R/27L
London Luton	Runway 07/25
London Stansted	Runway 04/22
Londonderry/Eglinton	Runway 08/26
Lydd	Runway 03/21
Manchester	Runway 05L/23R Runway 05R/23L
Newcastle	Runway 07/25
Newquay	Runway 12/30
Norwich	Runway 09/27
Oban	Runway 01/19
Oxford	Runway 01/19
Prestwick	Runway 12/30 Runway 02/20
Shoreham	Runway 02/20
Southampton	Runway 02/20 Runway 20 +15° slew
Southend	Runway 05/23
Stornoway	Runway 18/36

GEN 3.2 AERONAUTICAL CHARTS (continued)

Chart Title	
Sumburgh	Runway 15/33
Teesside International	Runway 05/23
Tiree	Runway 05/23
Walney	Runway 17/35
Warton	Runway 07/25
Wick	Runway 13/31
Wolverhampton	Runway 16/34

5.5 Precision Approach Terrain Charts - ICAO

a) For latest editions and downloadable copies see www.nats.aero/ais/patc for details.

Chart Title	
Belfast Aldergrove	Runway 17 Runway 25
Birmingham	Runway 15 Runway 33
Bournemouth	Runway 26
Bristol	Runway 27
East Midlands	Runway 09 Runway 27
Edinburgh	Runway 06 Runway 24
Glasgow	Runway 05 Runway 23
Isle of Man	Runway 08 Runway 26
Leeds Bradford	Runway 32
Liverpool	Runway 27
London Gatwick	Runway 08R Runway 26L
London Heathrow	Runway 09L Runway 09R Runway 27L Runway 27R
London Luton	Runway 07 Runway 25
London Stansted	Runway 04 Runway 22
Manchester	Runway 05L Runway 23R
Newcastle	Runway 07 Runway 25
Newquay	Runway 30

5.6 Other Charts

5.6.1 Miscellaneous Charts

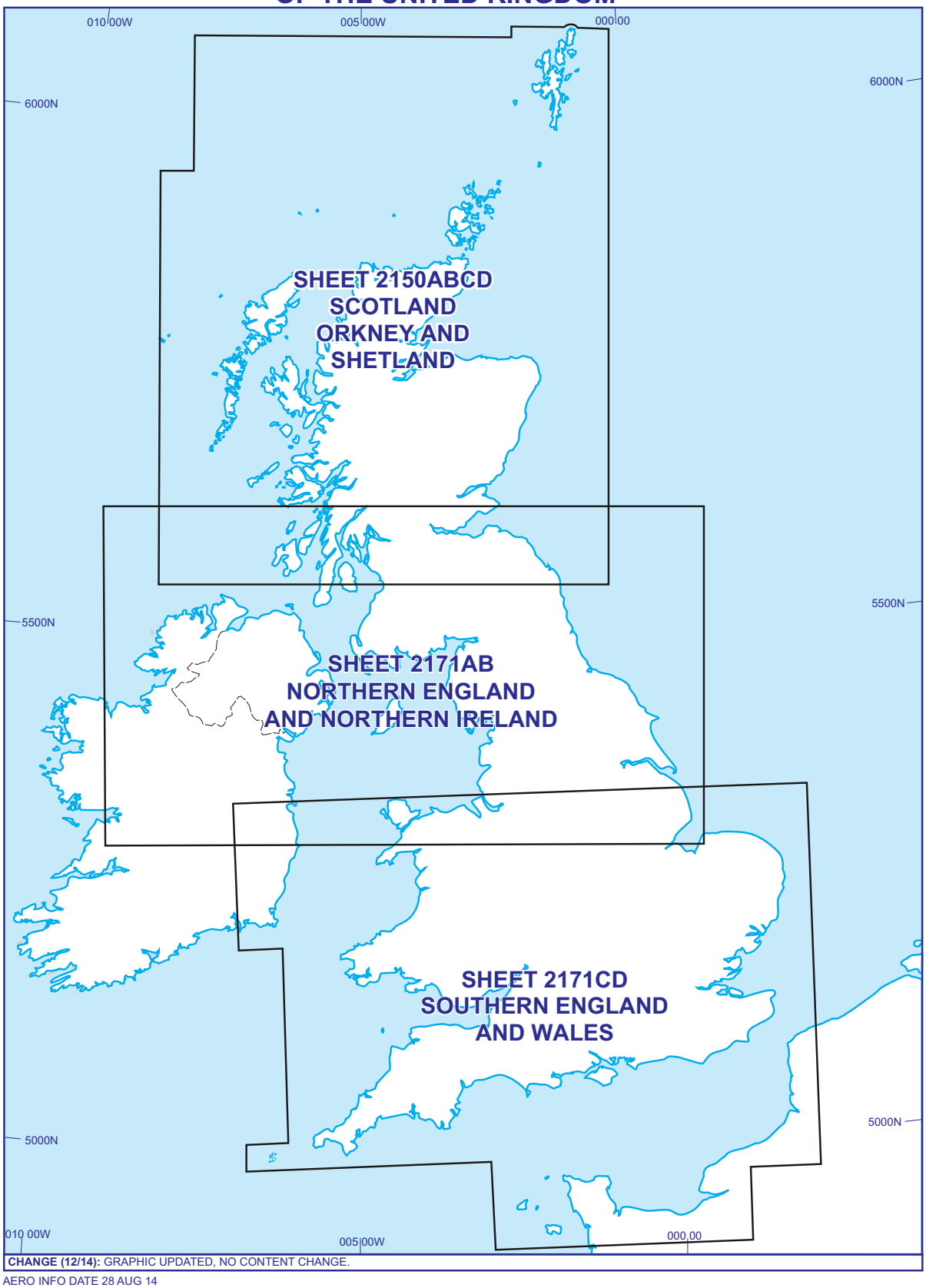
Copies of these charts may be obtained from NATS Ltd Chart Stockists - see www.nats.aero/ais for details.

For latest editions and next planned additions see www.nats.aero/ais/vfr_schedule for details.

Chart Title	UK AIP Page No
Helicopter Routes in the London CTR and London City CTR. (Scale 1:50,000)	–

GEN 3.2 AERONAUTICAL CHARTS (continued)

6 Aeronautical Charts - ICAO 1: 500,000



GEN 3.5 METEOROLOGICAL SERVICES (continued)

The aerodromes are so classified at Table 3.5.3.2.

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

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

Table 3.5.3.2 —Aerodromes providing METARs

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

GEN 3.5 METEOROLOGICAL SERVICES (continued)

Table 3.5.3.2 —Aerodromes providing METARs

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

ENR 1.1 GENERAL RULES (continued)

this website, applications may be submitted to the units listed below.

a) For flights south of 5230N and within the East Midlands CTA:

Post: London Control (Swanwick)
ATC Operations, PO Box 30, NATS Ltd, Sopwith Way, Swanwick, Southampton, Hants, SO31 7AY.
Phone: 01489-444181.
01489-444182.
Email: **NonStandard.FlightApplications@nats.co.uk**

b) for flights north of 5230N and over Northern Ireland:

Post: Scottish AC (Prestwick)
ATC Airspace Reservation Cell, NATS Prestwick, Room F-059, Prestwick Centre, Fresson Avenue, Prestwick, Ayrshire, KA9 2GX.
Phone: 01292-692431.
Fax: 01292-692042.
Email: **Reservation.Cell@nats.co.uk / PCDUTYOPS@nats.co.uk**

c) for flights within 15 NM and up to 7000 FT of Manchester Airport:

Post: Manchester Airport Operations
Control Tower Building, Manchester Airport Ltd, Wythenshawe, Manchester, M90 2PL.
Phone: 0161-499 5316/5305.
Email: **manchesterairport.atcops@nats.co.uk**

d) for localised VFR flights above FL 195 south of 55N not requiring reserved airspace and outside of the ATS route structure:

Post: Swanwick(Mil) West Bank Supervisor
RAF(U) Swanwick, Sopwith Way, Swanwick, Southampton, Hants, SO31 7AY.
Phone: 01489-612417
Fax: 01489-612611
Email: **SwanwickMilitary-West@nats.co.uk**

e) for localised VFR flights above FL 195 north of 55N not requiring reserved airspace and outside of the ATS route structure:

Post: Swanwick(Mil) North Supervisor
RAF(U) Swanwick, Sopwith Way, Swanwick, Southampton, Hants, SO31 7AY.
Phone: 01489-612943
Fax: 01489-612611
Email: **SwanwickMilitary-North@nats.co.uk**

See Swanwick (Mil) Sector Dimensions chart at ENR 6-12.

4.1.1.2 Applicants using either the website based application or any e-mail address listed above should ensure that the file sizes do not exceed 5MB. Zipped files are acceptable.

4.1.2 New applications or a renewal of a previously approved application shall give a minimum of **21 days** notice and include the information listed below (Any modification to a previously approved NSF application, without a change to the validity date, shall give a minimum of 10 days notice from the date of modification):

a) Purpose of flight;
b) the area of operation and proposed tracks to be flown, to include graphical depiction on a suitable **aeronautical chart** plus a list of National Ordnance Survey Grid and/or WGS84 co-ordinates detailing the requested areas of operation in relation to Controlled Airspace;
c) estimated duration of aerial task;
d) operating levels;
e) aircraft type, callsign and registration letters on any aircraft likely to be used;
f) aerodrome of departure;
g) planned date of operation and requested validity period;
h) communications equipment (including transponder fit).

4.1.2.1 Those applications which are agreed will be allocated a non-standard flight reference number. This is only an approval in principle and prior clearance must be obtained from the appropriate ATC Watch Supervisor on the day. This is normally obtained by telephone 1 hour prior to departure. However, since many tasks are weather-dependent, some have to be abandoned after the aircraft is airborne. To overcome the particular difficulty of having to land and co-ordinate another detail by telephone, the following procedures may be adopted by pilots of those NSFs which have been previously allocated a NSF number by London Area Control (Swanwick) or London Terminal Control (Swanwick), and who wish to abandon the original task co-ordinated prior to take-off and proceed to another location.

4.1.2.1.1 The aircraft commander will establish RTF contact on the London FIS frequency (callsign 'London Information') appropriate to the area of the country over which the new task is required to be flown, prefixing the message with the phrase 'Non-Standard Flight

ENR 1.1 GENERAL RULES (continued)

Request'. The following information will then be passed to the Flight Information Service Officer (FISO):

a) The Non-Standard Flight number;
b) the requested area of activity (this is essential as many NSF numbers refer to several sites);
c) ETA at site;
d) the requested Flight Level or Altitude for the task;
e) the duration of the task;
f) the aircraft callsign.

4.1.2.1.2 The FISO will relay these details to the appropriate ATC Unit and, in due course, will advise the pilot whether or not the NSF is approved, together with any special conditions and a contact frequency for the ATC Unit concerned. Pilots should not call for an approval directly on an operational ATC frequency. This is particularly important in the case of frequencies in use by London Terminal Control (Swanwick) or London Area Control (Swanwick).

4.1.2.1.3 In the case of NSFs affecting Airspace for which London Terminal Control (Swanwick) is responsible, it may sometimes be necessary for the pilot to land at a convenient aerodrome and telephone Terminal Control Senior Watch Assistant to discuss the requirements of the task in detail.

4.1.2.1.4 Operators are to note that in no circumstances can any discussion be entered into on any frequency in the event that permission is refused or withdrawn.

4.1.3 ATC clearance does not imply exemption from the requirements of the Air Navigation Order (ANO) or the Rules of the Air Regulations. Applications for flights which require exemption or written permission under the ANO are to be forwarded to:

Post: The Civil Aviation Authority,
Flight Operations Division, Aviation House, Gatwick Airport South, West Sussex, RH6 0YR.

4.1.4 Because of the nature of ATC operations (and notwithstanding the requirements of GEN 1.5, paragraph 5.3 concerning the carriage of SSR transponders), the approval of an application for a Non-Standard Flight will depend on the carriage of SSR transponder equipment normally with Mode C.

4.1.5 Due to the inherent difficulties of handling a formation flight in a busy traffic situation, pilots should be aware that it may not always be possible to issue an ATC clearance at the time requested.

4.1.6 **Enhanced Non-Standard Flights (ENSFs) - Entry into EGR156 (Windsor Castle)/EGR157 (Hyde Park)/EGR158 (City of London)/EGR159 (Isle of Dogs) Restricted Areas**

4.1.6.1 For those aircraft not already exempted (see individual entry for Restricted Area at ENR 5.1), ENSFs are required for flights within EGR156, EGR157, EGR158 and EGR159. Requests should be made using the NSF website (www.nats.co.uk/nsf) as detailed at paragraph 4.1.1.1 giving a minimum of 28 days notice. Any modification to a previously approved ENSF application shall give a minimum of 28 days notice from the date of modification.

4.1.6.2 ENSFs are subject to security considerations by the Metropolitan Police and may be refused on public interest grounds.

4.1.6.3 Once the security process is complete and London Terminal Control (Swanwick) provisional ATC approval in principle is granted, an 'ENSF Notification - Approval' form will be returned to the operator. Details of how to obtain a Metropolitan Police authorisation number for an ENSF and the ATC tactical approval on the day of flight are detailed on the 'ENSF Notification - Approval' form.

4.1.7 **Single-Engine Fixed Wing Aircraft Over Central London**

4.1.7.1 With the exception of the Northolt RMA and the Local Flying Areas at Denham and Brooklands (see AD 2.EGLL AD 2.22), NSF or ENSF permissions will not be granted to single-engine fixed wing aircraft requesting to operate within those parts of the London and London City Control Zones between a North-South line extending through the LON DME and a North-South line extending through the LCY NDB. In accordance with a directive from the CAA Safety and Airspace Regulation Group (SARG), applications which fall within the above criteria will be refused upon application to the NSF Coordinator due to the inability of such aircraft, in the view of the CAA, to be able to comply with SERA.3105 Minimum Heights.

4.1.8 **Unmanned Aircraft Systems (UAS)**

4.1.8.1 Any unmanned aircraft flight within a Flight Restriction Zone (FRZ) requires permission from the relevant ATSU or aerodrome operator using the appropriate process. Permission to operate within an FRZ should be obtained from the aerodrome directly, or through a suitable electronic service.

4.1.8.2 Permission to operate within the FRZ must be issued by either:

a) The ATC Unit; or
b) The Aerodrome Flight Information Service (AFIS), if no ATC or outside the operating hours of ATC; or
c) The Aerodrome Operator, if there is no ATC or AFIS, or outside the operating hours of ATC or AFIS.

ENR 1.1 GENERAL RULES (continued)

4.1.8.3 The FRZ consists of:

a) A zone with the same dimensions as the notified Aerodrome Traffic Zone (ATZ); and
b) The Runway Protection Zones (RPZ); and
c) Any Additional zones, defined in the AIP.

All elements of the FRZ are active H24, regardless of the hours of operation of the aerodrome, or the ATZ activation.

4.1.8.4 Protected Aerodromes are those which are certified, Government, national licensed or otherwise as specifically prescribed. A list of aerodromes which are certified aerodromes and national licensed can be found within the AIP Aerodrome section (Part 3 AD 2).

A list of Government aerodromes can be found in the Military AIP.

4.1.8.5 A permission to operate within an FRZ is given conditionally upon the unmanned aircraft operation remaining entirely within the limits of the stated lateral and vertical operating area and that no safety assurance against other UAA taking place in the same area is given or implied. Compliance with the UK Air Navigation Order is required at all times.

4.1.8.6 Unmanned aircraft flights above 400 FT require a CAA authorisation, including those within an FRZ, which will also require permission from the aerodrome. A CAA authorisation to operate above 400 FT does not guarantee permission will be given by an aerodrome for the operation.

An A/G Radio service operator may not grant permission for an unmanned aircraft to operate within the FRZ.

Government aerodromes retain the right to refuse unmanned aircraft flight above 400 FT. To seek approval for any activity above 400 FT, early liaison with Government aerodromes is advised.

4.1.8.7 Operators are reminded of the applicability of the new UAS regulations, which are applicable from 31 December 2020. Further details can be found in CAP 722.

4.1.8.8 FRZ Permission Requirement Summary.

This table summarises when a permission is required from an aerodrome to operate within an FRZ. Other authorisations from the CAA may also be required.

Within the FRZ	Within Operating Hours of Air Traffic Control Unit (ATC) or Aerodrome Flight Information Service (AFIS)	Outside Operating Hours of ATC/AFIS (or no ATC/AFIS present)
400 FT or Below	Permission required from ATC/AFIS unit	Permission required from aerodrome operator
Above 400 FT	Authorisation required from CAA UAS Unit AND Permission required from ATC/AFIS Unit	Authorisation required from CAA UAS Unit AND Permission required from aerodrome operator

4.1.8.9 It is highly recommended that, when an unmanned aircraft flight takes place at 400 FT or more above aerodrome level, within an FRZ, outside the ATZ, this shall be notified by NOTAM or other appropriate means, which can be requested via AROps@caa.co.uk. This will normally be stated as a condition within the CAA authorisation to operate above 400 FT. Upon application for an unmanned aircraft flight within such an area, the aerodrome operator or ATSU should direct the applicant to the CAA to request a NOTAM, in addition to their own permission. A NOTAM issued for such a flight does not constitute permission to operate within an FRZ, this must still be obtained from the aerodrome operator or ATSU as appropriate. Any NOTAM request for such an operation, submitted to the CAA should include either documentation of the permission to operate within the FRZ, or an agreement in principle, to operate within the FRZ.

4.1.8.10 It is highly recommended that, when any unmanned aircraft flight is permitted anywhere within an FRZ outside the hours of operation of any ATSU at the aerodrome, this shall be notified by NOTAM or other appropriate means which, for the portion of the RPZ outside the ATZ, can be requested via AROps@caa.co.uk.

4.1.8.11 UAS Operators should note that the AROps@caa.co.uk email address is not an H24 service and operates within normal office hours. NOTAMs may be requested by aerodromes for UAS operations within the ATZ portion of the FRZ directly to the NOF. NOTAMs for flights outside the ATZ portion of the FRZ must be obtained by the AROPS@caa.co.uk email address. Aerodromes which are not licensed may request NOTAMs from the NOF. All operations should be planned with sufficient notice to achieve a NOTAM where necessary.

4.1.8.12 There may be occasions where, for urgent operational reasons, UAS operations need to occur within an FRZ at short notice, for example, an emergency police response. The requirements outlined in paragraphs 4.1.8.1 to 4.1.8.8 still apply, and permission must be sought. Paragraphs 4.1.8.9 to 4.1.8.11 are advisory, and must be followed where possible. Emergency service operations

responding to an incident with little notice, may elect not to issue a NOTAM if it is not possible.

4.1.8.13 FRZ NOTAM Requirement Summary.

	Within Operating Hours of Air Traffic Service Unit (Air Traffic Control, Aerodrome Flight Information Service or Air Ground Radio service)		**Outside Operating Hours of Air Traffic Service Unit** (Air Traffic Control, Aerodrome Flight Information Service or Air Ground Radio service)	
	Below 400 FT	**Above 400 FT**	**Below 400 FT**	**Above 400 FT**
ATZ Portion of FRZ			NOTAM (Requested by aero-drome via NOF)	NOTAM (Requested by aero-drome via NOF)
Portion of FRZ outside the ATZ		NOTAM (requested in advance via AROps@caa.co.uk)		NOTAM (requested in advance via AROps@caa.co.uk)

Note: *There may be occasions other than the circumstances described above, when a NOTAM is required. These should be determined by the UAS operator, the CAA and the aerodrome where appropriate. Such circumstances include the flight of larger unmanned aircraft, or BVLOS operations.*

4.1.8.14 In the event that a UAS operator requests permission to operate within two or more FRZs simultaneously, where they overlap, permission must be requested from all aerodromes concerned. Any one aerodrome may not give unilateral permission for the flight to occur, unless such an agreement is in place between the aerodromes.

4.1.8.15 An aerodrome may only issue a permission to a UAS operator to access their FRZ, and may not issue a permission for an entire UAS operation, which may require additional authorisations from the CAA and other agencies.

4.1.8.16 Flights by unmanned aircraft into Restricted Areas EGR156, EGR157, EGR158 and EGR159 within the London and London City Control Zones require specific approval via the ENSF process (see paragraph 4.1.6).

4.1.9 Unusual Aerial Activities Both Within and Outside Controlled Airspace

4.1.9.1 Normally, requests for the approval of Unusual Aerial Activities remaining within Controlled Airspace at all times are treated by the controlling authority as Non-Standard Flights.

4.1.9.2 Requests for the approval of Unusual Aerial Activities (UAA) operating within Controlled Airspace (Class A-E) and Class G airspace are treated differently from the Non-Standard Flight (NSF) type. Such UAAs are more complex and time-consuming to resolve because of the need for additional negotiation needed between ATC and airspace users, and should be notified to ATC at the earliest opportunity. A UAA of this nature is processed by the CAA Airspace Regulation section, which consults all agencies affected, arranges NOTAM action, and publishes an Airspace Coordination Notice (ACN). The ACN details the agreements reached about the activity inside and outside Controlled Airspace and reflects the NSF approval issued by the relevant controlling authority.

4.1.9.3 Details of UAAs/NSFs operating within Controlled Airspace (Class A-E) and Class G airspace are to be submitted as per paragraph 4.1.2 with a copy to:

Post: Airspace Regulation (Utilisation),
Aviation House, Gatwick, RH6 0YR.
Phone: 01293-983880
Email: arops@caa.co.uk

4.1.10 VFR Flight in Class C Airspace Above FL 195

4.1.10.1 VFR flight by civil aircraft above FL 195 shall not be permitted unless it has been accorded specific arrangements by the appropriate ATS authority. VFR flight shall only be authorised:

a) In reserved airspace;
b) Outside reserved airspace up to FL 285, and then only when authorised in accordance with the procedures detailed for Non-Standard Flights in Controlled Airspace.

4.1.10.2 If utilising permanently established reserved airspace, the established booking procedures for that airspace should be followed. If there is a need for the establishment of temporary reserved areas then procedures for conducting Unusual Aerial Activities in Controlled Airspace shall be followed as detailed in paragraph 4.1.9. Standing arrangements for temporary reserved areas for gliding in Class C airspace are shown at ENR 1.1, paragraph 1.11.

4.1.10.3 It is anticipated the demand for VFR access outside of an airspace reservation will be minimal. Such access will be accommodated within the context of safety, capacity and effect on the ATS network as a whole; consequently VFR access to the ATS route structure is only likely to be permitted in exceptional circumstances. In this case the appropriate civil ATC Unit will coordinate

ENR 1.1 GENERAL RULES (continued)

4.9 Civil Air Tests within the London FIR and UIR

A test flight is a flight that takes place within CAS that uses the ATS Route network for purposes such as:
Maintenance flights, Demo flights, Fear of Flying flights, Northern Lights, Santa flights, Charity flights etc. This list is not exhaustive. Requests should be emailed to testflights@nats.co.uk with a minimum of 2 working days' notice. When submitting a request please ensure the following information is included:

1. Date of Flight;
2. Departure / Destination Aerodrome;
3. EOBT;
4. Callsign;
5. Aircraft Type;
6. RFL;
7. Requested Route (if known);
8. Duration required (if applicable);
9. Any special requirements (for example requirement for a block of levels to be reserved, or unusual manoeuvres);
10. Contact details.

Aircraft Operators may be requested to call the operation before EOBT to confirm final details. Approval for test flights will be subject to operational capacity/traffic and changes to FPLs requested after approval may not be accommodated.

For non-standard flights, please see section 4.1.

5 Special Use Airspace and Hazards to Flight

5.1 Special Use Airspace

5.1.1 **Overview**

5.1.1.1 Special Use Airspace (SUA) is defined as an airspace volume designated for specific operations, such as military training, exercises and operations, of a nature such that limitations on airspace access may be imposed on other aircraft not participating in those activities. SUA in the UK can be in the form of Prohibited Areas, Restricted Areas, Danger Areas, Temporary Segregated Areas, Temporary Reserved Areas or Cross Border Areas.

5.1.1.2 SUA adopts the background airspace classification within which it is situated. However, operating procedures inside the SUA may differ from those normally associated with that class of airspace. Pilots of aircraft entering SUA should ensure they are aware of the operating procedures prior to entering.

5.1.1.3 Permanent SUA structures are notified in ENR 5.1 and ENR 5.2. Some may be notified H24 but in the majority of cases will be activated in accordance with Flexible Use of Airspace principles, with fixed times in the AIP and/or activated by NOTAM.

5.1.1.4 Where non-permanent (temporary) SUA structures have been approved for use, these will be notified by NOTAM, AIC or AIP Supplement, and will normally be established for a maximum period of 90 consecutive days. Additional information may be provided in AICs or Briefing Notes. These SUA structures will also be operated in accordance with the flexible use of airspace principles where activation will only occur when needed by the SUA user. Note that this paragraph does not apply to 'temporary' as used in Temporary Reserved Areas or Temporary Segregated Areas which can be permanently established.

5.1.2 **Special Use Airspace Activities**

5.1.2.1 Danger Areas, Temporary Segregated Areas, Temporary Reserved Areas and some Restricted Areas encompass a variety of activities as annotated in the table below. However, not all activity descriptors are relevant to all SUA (for example, OME should only be conducted in a Danger Area). Details on the activities which may take place within each SUA are contained in the tables at ENR 5.1 and 5.2.

Activity Descriptor	Definition
Ordnance, Munitions and Explosives (OME)	Live or practice OME delivered from the surface or air (including delivery by parachute), including bombing, torpedo dropping, demolition, and explosions, and large rockets capable of operating below the stratosphere as defined in the Air Navigation Order 2016.
High Energy Manoeuvres	Single or multiple aircraft conducting high energy manoeuvres, including supersonic flight, that may result in pilot(s) not being able to comply with the Rules of the Air.
Unmanned Aircraft System Beyond Visual Line Of Sight (BVLOS)	An unmanned aircraft (UA) that is operated beyond a distance where the Remote Pilot is able to respond to or avoid other airspace users by visual means. For the purpose of applying a safety buffer to airspace design, Pilotless Target Aircraft are considered within this category.

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Activity Descriptor	Definition
Unmanned Aircraft System Visual Line Of Sight (VLOS)	An operation in which the remote pilot or RPA observer maintains direct unaided visual contact with the remotely-piloted aircraft.
Unmanned Aircraft System Beyond Visual Line Of Sight with an Indicated Airspeed (IAS) of 150 KTS or less (BVLOS less than 150 KTS)	An unmanned aircraft (UA) that is operated beyond a distance where the Remote Pilot is able to respond to or avoid other airspace users by visual means with an IAS of 150 KTS or less.
Para Dropping	Activities involving the dropping of articles or parachutists.
Target Towing	Aircraft towing targets with cable lengths which, although normally 6000 FT, may extend to 24,000 FT. Targets may be anything up to 2500 FT below the towing aircraft.
Balloons	Large Balloons that are either tethered or released.
Electronic/Optical Hazards	Hazards that may interfere with aircraft systems or present a hazard to aircrew, including electronic warfare training and lasers.
Test and Evaluation	Single or multiple aircraft conducting manoeuvres that may not be able to comply with the Rules of the Air.
Spaceflight Activities	Activities as defined in the Space Industry Act 2018.

5.1.2.2 It is emphasized that only the types of activities most likely to be encountered are listed. Areas will not be reserved for one type of activity only and various hazards may be encountered in one area simultaneously. The potential hazards of flying through active SUA without approval cannot be overstressed.

5.1.2.3 Pilots are reminded that aircraft in the towing configuration have right of way over other converging powered aircraft under the provisions of the SERA Section 3 – General Rules and Collision Avoidance for avoiding aerial collisions and pilots must realise that, although the cable and target may not be immediately apparent, this does not absolve them from giving way to the towing aircraft.

5.1.2.4 In the immediate vicinity of SUA in which military aircraft operate, many of those aircraft fly arrival, holding and departure patterns. Pilots of aircraft flying close to SUA are advised to keep an especially sharp lookout for such aircraft and, by taking any necessary evasive action (unless the rules for avoiding aircraft collisions require otherwise) in good time, permit them to continue their manoeuvres.

5.1.3 **Restriction of Flying Regulations**

5.1.3.1 The Secretary of State for the Department for Transport (DfT) is empowered under the UK Air Navigation Order (ANO) to make regulations prohibiting, restricting or imposing conditions on flight by civil aircraft in United Kingdom airspace and by any United Kingdom registered civil aircraft in any other airspace within which the United Kingdom, under international arrangements, has undertaken to provide navigational services to aircraft. Restriction of Flying Regulations are made only when the Secretary of State deems it necessary in the public interest.

5.1.3.2 **Prohibited Area** - airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is prohibited.

5.1.3.3 **Restricted Area** - airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is restricted in accordance with certain specified conditions.

5.1.3.4 Prohibited and Restricted Areas established under these Regulations may be temporary or permanent. When time permits, details of temporary Prohibited and Restricted Areas are promulgated by Supplements to the UK AIP or AIC but in the case of Emergency Restriction of Flying Regulations (see paragraph 5.1.4) the information will be promulgated by NOTAM.

5.1.4 **Emergency Restriction of Flying Regulations**

5.1.4.1 Emergency Controlling Authorities (ECA) are established throughout the United Kingdom to deal with major emergencies, disasters or incidents that might occur anywhere within the boundaries of the two United Kingdom Flight Information Regions. The ECA may find it necessary, for the safety of life and particularly for the protection of the emergency services engaged in air or surface activities, to restrict flights by aircraft over the area concerned.

5.1.4.2 The first action normally taken will be the establishment of a Temporary Danger Area (TDA) around the scene of the incident. It should be noted that TDAs covering emergency incidents may be established only by the 78 Squadron Swanwick Military Distress and Diversion (D&D) Controller, on telephone number 01489-612691. Any request received by ATSUs for emergency flying restrictions to be established must be re-directed to the 78 Squadron Swanwick Military D&D Controller.

If the TDA fails to achieve the objective, statutory Restriction of Flying Regulations made under Article 239 of the Air Navigation Order 2016, which make it an offence for an aircraft to be flown in the designated area without the appropriate permission, may be brought into operation through the establishment of a Restricted Area (Temporary) (RA(T)). Such restrictions will be implemented through the UK Civil Aviation Authority's Airspace Regulation section. Details of the TDA and any subsequent RA(T)

ENR 1.1 GENERAL RULES (continued)

will be notified as quickly as possible by NOTAM. Under certain circumstances, Restriction of Flying Regulations may be brought into operation without the prior establishment of a TDA.

5.1.4.3 The ECA, which will be identified in the relevant NOTAM, is the only authority that may grant permission for an aircraft to be flown within the designated area. Subject to any overriding considerations of safety, flights by aircraft directly associated with emergency action will invariably be given priority over those seeking to overfly the area for any other reason. Whenever possible, ATSUs in the vicinity of emergency incidents are requested to inform aircraft already airborne of the introduction of a TDA or RA(T). Details of RA(T)s will also be included on the NATS Aeronautical Information Service Freephone telephone number 08085-354802. Notification of the withdrawal of airspace restrictions will be published by NOTAM at the appropriate time.

5.1.4.4 Should a pilot see an emergency incident, which they believe may not have been previously notified, they should report the details to any ATSU by the quickest means possible.

5.1.4.5 To avoid any confusion between Air Traffic Controllers and Pilots, only the phrases 'Temporary Danger Area' or 'Restricted Area (Temporary)' are to be employed when describing temporary airspaces associated with the handling of emergency incidents.

5.1.5 **Danger Areas, Temporary Segregated Areas and Temporary Reserved Areas**

5.1.5.1 The publication of the policy for the Establishment and Operation of Special Use Airspace has changed some of the requirements for Danger Areas and Temporary Reserved Areas meaning some of the information in this section is no longer aligned with current policy. However, operations remain extant until reviewed and updated to align with the policy.

5.1.5.2 **Danger Area** - airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times.

5.1.5.3 **Temporary Segregated Area** - a defined volume of airspace, temporarily segregated and allocated for the exclusive use of a particular user during a determined period of time and through which other traffic will not be allowed to transit.

5.1.5.4 **Temporary Reserved Area** - airspace that is temporarily reserved and allocated for the specific use of a particular user during a determined period of time and through which other traffic may or may not be allowed to transit in accordance with the air traffic management arrangements notified for that volume of airspace.

5.1.5.5 **Cross Border Area** - an Airspace Restriction or Reservation established over international borders for specific operational requirements. Cross Border Areas may come in the form of a Danger Area, Temporary Segregated Area or Temporary Reserved Area.

5.1.5.6 Danger Areas, Temporary Segregated Areas and Temporary Reserved Areas are established to provide protection for or from specific operations that are taking place within them. Certain aircraft operating within some of these areas may be unable to comply with certain elements of SERA (such as SERA.3135 Formation Flights, SERA.3201 General, SERA.3205 Proximity and SERA.3210 Right-of-Way). Pilots should not enter these areas unless they have approval to do so and are strongly advised to make use of an Air Traffic Service when operating in the vicinity.

5.1.5.7 Approved Agencies are units that are permitted to request the reservation of Special Use Airspace from an AMC and are referenced in the Remarks column of the relevant area in ENR 5.1 and ENR 5.2 as the ‘Contact: Booking’. Where the MAMC is described as the Approved Agency, the MAMC is responsible for ensuring only authorised users can reserve the Special Use Airspace. Entities not listed as an Approved Agency who wish to reserve AMC Managed Areas must seek approval from the relevant SUA Authority.

5.1.5.8 Permanent Danger Areas are tabulated at ENR 5.1. Temporary Segregated and Temporary Reserved Areas established on a permanent basis are tabulated at ENR 5.2.

5.1.6 **Danger Area Byelaws**

5.1.6.1 Unauthorised entry into many Danger Areas is prohibited within the period of activity of the Danger Area as listed at ENR 5.1 by reason of Byelaws made under the Military Lands Act 1892 and associated legislation. For those Danger Areas where Byelaws which prohibit entry apply, the Remarks column of ENR 5.1 includes the year and number of the relevant Statutory Instruments (SI). It should be noted that the geographical area of the Danger Area as presented in ENR 5.1 may not coincide with the areas defined within the associated SI. Information on the MOD SIs can be found at https://www.gov.uk/guidance/ministry-of-defence-byelaws or by contacting the MOD on 01276-412471.

5.1.6.2 ENR 5.1 contains details only of those UK Danger Areas that have an upper limit in excess of 500 FT above ground level. There are many ranges (rifle, small arms etc) with upper limits of 500 FT or less above ground level, see paragraph 5.3.1 Small Arms Ranges and details as listed at ENR 5.3. Pilots should therefore satisfy themselves that they are clear of such Small Arms Ranges

when flying at or below 500 FT.

5.1.7 **Obtaining Information Regarding the Status of Special Use Airspace**

5.1.7.1 **Pre-flight information**

Pre-flight information on the status (active/not active) of SUA can be obtained from several sources such as the AIP ENR 5.1 and 5.2 and NOTAMs. Obtaining pre-flight information can help pilots plan their flight safely and efficiently. Pre-flight information is not classified as a SUA Activity Information Service, which can be used to obtain information regarding the status of SUA while in flight, as described below. The existence of an SUA Activity Information Service does not absolve pilots from the responsibility of obtaining as much information as possible on a relevant SUA as part of normal pre-flight briefing procedures.

5.1.7.2 **SUA Activity Information Service**

A SUA Activity Information Service allows pilots to obtain an airborne update of the notified status (active/not active) of a SUA. Information obtained from a SUA Activity Information Service does not imply permission to enter SUA, but it can assist a pilot in determining if it safe to proceed where the SUA is established but not active. It is strongly emphasized that information obtained from a SUA Activity Information Service provider is only pertinent to the notified status (active/not active) of a SUA structure and is not a permission to cross that SUA, whether or not it is active. Phraseology to obtain a SUA Activity Information Service can be found in CAP 413.

5.1.7.3 Pilots are advised to assume that a SUA is active and remain outside if no reply is received from the appropriate SUA Activity Information Service provider.

5.1.7.4 A SUA Activity Information Service is not available to aircraft operating on ATS Routes and Upper Air Routes where such Routes cross SUA. For these situations procedures exist which are specifically detailed in relevant ATC Unit instructions.

5.1.7.5 **SUA Crossing Service**

A SUA Crossing Service allows pilots, when real time SUA activity or entry requirements permit, to obtain approval to enter or cross a SUA structure when it is notified as active. It should be noted that a SUA Crossing Service may be provided without reference to surveillance derived information. As such, the crossing/entry approval is only in relation to SUA activity and does not imply any coordination or aim to achieve separation minima. Separation minima and the provision of traffic information in relation to other traffic, either inside or operating close to the SUA, shall be in accordance with the classification of airspace and the specific ATS agreed between the pilot and ATC unit.

5.1.7.6 To obtain a SUA Crossing Service pilots should call the appropriate SUA Crossing Service provider on the relevant frequency. Where possible, the pilot should provide the ID or name of the SUA they wish to enter and an estimated entry time and level/ altitude. An entry approval will be dependent on the real time status of the activity within the active SUA and may include limitations, such as times or altitude, to ensure the aircraft remains outside of the SUA activity. Phraseology to obtain an SUA Activity Information Service can be found in CAP 413.

5.1.7.7 Details of SUA Activity Information Service and SUA Crossing Service providers, including frequencies, are included in the Remarks column of ENR 5.1 and ENR 5.2, as well as on the legend to chart ENR 6-75 (United Kingdom Airspace Restrictions and Hazardous Areas). The contact frequencies are printed on the legend of the 1:500,000 UK ICAO Aeronautical Charts.

5.1.8 **Pilotless Target Aircraft/Unmanned Aerial Targets**

5.1.8.1 Pilotless Target Aircraft/Unmanned Aerial Targets are operated and manoeuvred within certain SUA as indicated in the list at ENR 5.1.

5.1.8.2 Pilotless Target Aircraft/Unmanned Aerial Targets may be painted in a variety of colours including orange, black, or red and yellow and may be flown day and night in all weather conditions. Navigation lights are not always displayed and the aircraft occasionally trail smoke as a method for visual acquisition. They often trail flares and other decoys and may or may not be equipped with transponders depending upon type and mission profile. The size and speed of these aircraft/targets vary considerably ranging from 20 KG to hundreds of KG and speeds between 50 and 650 KT.

5.1.8.3 Within the EGD201 Aberporth Danger Areas, Pilotless Target Aircraft/Unmanned Aerial Targets are operated under the control of MoD Aberporth and the aircraft are flown in accordance with the instructions of ground based intercept controllers. Similar arrangements are in place at EGD701 Hebrides Danger Areas under the control of MoD Hebrides. Pilotless Target Aircraft/ Unmanned Aerial Targets are also flown within EGD115 Manorbier.

5.1.9 **Temporary Reserved Areas (TRA) established FL 195 - FL 245**

5.1.9.1 **Introduction**
The air traffic management arrangements vary for each TRA. The information contained in the following paragraphs (5.1.9.1 – 5.1.9.8) relate to TRAs 001 – 008.

5.1.9.1.1 In complying with the EC Regulation lowering Class C Airspace to FL 195, TRA between FL 195 and FL 245 have been established to accommodate various VFR airspace users, including military autonomous operational requirements, above FL 195. These

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TRAs may be used simultaneously by both civil and military aircraft, including aircraft in transit through the TRA. Operations will be conducted in accordance with the Rules of the Air and relevant requirements for equipment carriage and operation, or as agreed via the Unusual Aerial Activities regulations. Although the background classification between FL 195 and FL 245 within UK airspace is Class C, to avoid operational restrictions military aircraft may operate autonomously or be in receipt of an ATS from an approved unit.

5.1.9.1.2 Where other airspace structures, such as Controlled Airspace (ATS Routes), Danger Areas, etc, overlap a TRA the airspace structure with the more restrictive criteria is to take precedence.

5.1.9.1.3 The requirement for VFR operations by civil aircraft above FL 195 has been assessed to be very small. Therefore, other than the schematic charts included at ENR 6-13, details of these TRAs will not be included in the CAA 1:500,000 chart series, but are represented on the military En-Route Low Altitude chart series, available from RAF AIDU, Customer Services Department, Tel: 020-8833 8587 or 020-8833 8209.

5.1.9.2 **ATS Routes**

5.1.9.2.1 Some ATS Routes exist within the lateral limits of TRAs 001, 002, 007 and 008 and are available during certain weekday periods and throughout weekends and PHs. Airspace users are to ensure they remain clear of these ATS routes unless they are in receipt of an appropriate Radar Control service. Details of such ATS routes are detailed in ENR 3.3.

5.1.9.3 **Air Traffic Services and Separation Requirements**

5.1.9.3.1 Class C requirements for the provision of ATS do not apply within these TRAs. ATS will be provided in accordance with UK Flight Information Services (UK FIS) by the appropriate military or civil Air Traffic Service Providers. Autonomous operations are permitted in TRAs in accordance with paragraph 5.1.9.7.

5.1.9.3.2 Airspace users are to note that the lateral limits of TRAs are coincident with adjacent Lower ATS routes. Aircraft operating within a TRA receiving a UK FIS will be advised of the proximity of aircraft operating within adjacent Class C Airspace and offered appropriate advice.

5.1.9.3.3 ATS above FL 195 will be provided by existing ACCs/ATCCs, approved military ATS and ASACS units and autonomous radar units in accordance with established operating limitations. Specified military ATS units may be authorised by the CAA to provide ATS within an active TRA to below FL 245 in accordance with the approval conditions. Unless approved by the CAA, provision of ATS by ATC Approach Units/Military ATC Terminal Units will be restricted to below FL 195.

5.1.9.4 **Operational Procedures**

5.1.9.4.1 Operations should normally be conducted on SPS (1013.2 mb).

5.1.9.4.2 IFR flights within a TRA should conform to the semicircular cruising levels at ENR 1.7 paragraph 6.1 within an active TRA.

5.1.9.4.3 Aircraft in receipt of a radar service may operate to the extremities of the TRAs and will be provided with advice from the controller that is appropriate to the service being received in order to remain clear of aircraft operating in adjacent Controlled Airspace.

5.1.9.4.4 Details for autonomous operations are included in the access requirements at paragraph 5.1.9.7.

5.1.9.4.5 Military airspace users and ANSPs should note that transponder equipped Gliders are permitted to enter TRA under appropriate ATS. However, gliders without transponders are only permitted to enter TRA (G) that have been specifically designed to cater for non-transponder equipped gliders. Airspace users and ANSPs should note that due to a CAA Safety Regulatory Requirement, no IFR traffic is permitted to enter a TRA (G) (except aircraft in emergency or Air Defence Priority Flights).

5.1.9.4.6 Glider access requirements to a TRA are detailed in ENR 1.1, paragraph 1.11.

5.1.9.4.7 Derogations from airborne carriage obligations of 8.33 KHz in Controlled Airspace above FL195 may be approved. Specific exemptions and arrangements for military aircraft operations in 8.33 KHz airspace are detailed separately in the Military AIP and ENR 1.8.

5.1.9.5 **VFR Weather Minima**

5.1.9.5.1 Unless pilots' licensing privileges impose more restrictive criteria, pilots are to maintain 1500 M horizontally, and 1000 FT vertically from cloud, and a flight visibility of 8 KM.

5.1.9.6 **Access Requirements**

5.1.9.6.1 **IFR**

a) A flight plan must be filed. Abbreviated flight plans are permissible in accordance with AIP ENR 1.10 and CAP 493, MATS Pt 1, Section 1, Chapter 2, Paragraph 10. Abbreviated Flight Plans will only be acceptable for military aircraft operating under the control of a military ATS or ASACS unit.

b) An ATC clearance must be obtained to fly within the airspace.
c) Radio contact must be maintained on the appropriate frequency.
d) The flight must be conducted in accordance with ATC instructions.
e) Aircraft in IFR transit through a TRA from/to adjacent CAS will be in receipt of an ATC service and will not require to obtain an additional ATC clearance to transit the TRA.
f) Traffic operating under the IFR shall not be cleared to transit through an activated TRA (G) (except aircraft in emergency or Air Defence Priority Flights). Aircraft in receipt of a Traffic Service or Deconfliction Service will be offered a re-route in these circumstances.

5.1.9.6.2 **VFR**

a) File a flight plan (when specified an abbreviated flight plan will be acceptable).

Note: *Not applicable to gliders operating within TRA (G) under LoA conditions.*

b) Obtain an ATC clearance to enter the TRA.
c) Select SSR Code A/C as directed by ATC.
d) Monitor ATC frequency.

5.1.9.7 **Military Autonomous Operations**

5.1.9.7.1 Autonomous operations are to be conducted under VFR and pilots are responsible for the avoidance of collision in accordance with SERA and the Rules of the Air Regulations 2015.

5.1.9.7.2 Pilots are to select SSR code 7006 with Mode C prior to entering a TRA. This code is to be retained when vertical profiles result in operations above and below FL 195 until such time as flight within the TRA is complete.

5.1.9.7.3 Pilots should aim to operate no closer than 3 NM to the lateral boundary or within 500 FT of the vertical limit of the TRA.

5.1.9.7.4 Military aircraft do not require a clearance to operate autonomously within an active TRA. Autonomous operations are not permitted when BVLOS UAS activity is notified within an active TRA. The Mil AIP ENR 5.1 provides detail of the activity notification process.

5.1.9.8 **Booking Procedures Outside Promulgated Hours of Activity**

5.1.9.8.1 For booking the TRAs outside published operating hours, military pilots are to submit requirements by fax or e-mail to the MAMC - Managed Airspace (except for TRA 005, which is controlled by RAF Spadeadam by 1100 (1000), D-1. Bookings for Mondays (or the first working day after a stand-down period) should be submitted by 1100 (1000) on the Friday before (or the last working day prior to a stand-down period). This requirement is in accordance with the MoDs commitment to FUA.

5.1.9.8.2 Bookings are non-exclusive, and there is no limit on the number of bookings accepted for each TRA.

5.1.9.8.3 Late notice bookings may be accepted on D-Day, provided that another user has already booked the TRA at D-1.

5.1.9.8.4 Outside the promulgated hours of the MAMC - Managed Airspace the Duty Air Traffic Control Officer at nominated military area units will have responsibility for airspace management of the TRA. Full details are in the Military AIP, ENR 5.

5.2 Hazards to Flight

5.2.1 **Military Training Area (MTA) -** An area of Upper Airspace of defined dimensions within which intense military flying training takes place.

5.2.1.1 In the Upper Airspace, intense military flying training normally takes place in delineated Military Training Areas. Because of the random nature of the activity within these areas it is not possible to provide civil air traffic control service in an MTA during the published hours of activity. Details are at ENR 5.2 and further information is contained at ENR 1.1, paragraph 1.6.3.5.

5.2.2 **Area of Intense Air Activity (AIAA) -** Airspace within which the intensity of civil and/or military flying is exceptionally high or where aircraft, either singly or in combination with others, regularly participate in unusual manoeuvres.

5.2.2.1 Intense civil and/or military air activity takes place within the areas listed in ENR 5.2. Pilots of non-participating aircraft who are unable to avoid AIAAs are to keep a good lookout and are strongly advised to make use of a radar service if available; these areas are depicted at ENR 6-76.

5.2.3 **Aerial Tactics Area (ATA)** - Airspace of defined dimensions designated for air combat training within which high energy manoeuvres are regularly practiced by aircraft formations. Autonomous operations are only permitted within ATAs above FL 195 when the overlying TRA is active.

5.2.3.1 Air combat training by military aircraft practicing high energy manoeuvres regularly takes place in the areas listed in ENR 5.2. Pilots

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unable to avoid these areas are strongly advised to make use of a radar service; these areas are depicted at ENR 6-76.

5.2.4 **Air-to-Air Refuelling Area (AARA)** - Airspace of defined dimensions within which air-to-air-refuelling takes place under radar service.

5.2.4.1 Areas in which air-to-air refuelling under radar service takes place are listed in ENR 5.2. Refuelling aircraft will not necessarily conform with the semicircular cruising levels at ENR 1.7 paragraph 6.1 and are unable to take rapid avoiding action.

5.2.5 **Boscombe Down Advisory Radio Area** (As depicted at ENR 6-76)

5.2.5.1 Test flight aircraft are routinely flown from MoD Boscombe Down in the Advisory Radio Area as shown at ENR 5.2. A test profile involves manoeuvres that are required to take place overland but which may place the aircraft at the limits of its flight envelope. Consequently, whilst the test pilot remains responsible for the safe conduct of the flight, there could be occasions when the pilot would be unable to manoeuvre the aircraft in compliance with SERA and the Rules of the Air Regulations 2015.

5.2.5.2 Pilots of other aircraft flying in the area are strongly advised to call Boscombe Down (ENR 5.2), who will provide pilots with information on any relevant test flight activity and, if requested, advice on arranging a detour of the test area.

5.2.5.3 Participation in the Advisory Radio Area, which is highly recommended, is designed to enhance flight safety. It does not afford any form of increased separation or right of way for the test flights and is not intended to inhibit the passage of other aircraft in the area.

5.2.6 **Warton Advisory Radio Area** (As depicted at ENR 6-76)

5.2.6.1 Test flight aircraft are routinely flown from BAe Warton in the Advisory Radio Area as shown at ENR 5.2. A test profile involves manoeuvres that are required to take place overland, or sea, but which may place the aircraft at the limits of its flight envelope. Consequently, whilst the test pilot remains responsible for the safe conduct of the flight, there could be occasions when the pilot would be unable to manoeuvre the aircraft in compliance with SERA and the Rules of the Air Regulations 2015.

5.2.6.2 Pilots of other aircraft flying in the area are strongly advised to call Warton (ENR 5.2), who will provide pilots with information on any relevant test flight activity and, if requested, advice on arranging a detour of the test area or provision of an air traffic service subject to controller workload.

5.2.6.3 Participation in the Advisory Radio Area, which is highly recommended, is designed to enhance flight safety. It does not afford any form of increased separation or right of way for the test flights and is not intended to inhibit the passage of other aircraft in the area.

5.2.7 **UK Military Low Flying System**

5.2.7.1 Military low flying occurs in most parts of the United Kingdom at any height up to 2000 FT above the surface. However, the greatest concentration is between 250 FT and 500 FT and civil pilots are advised to avoid flying in that height band whenever possible. See also ENR 1.10, subsection 7 Military Low Flying Training in the UK.

5.2.7.2 Military aircraft are considered to be low flying when:

a) Fixed-wing aircraft, except light propeller-driven aircraft, are flying below 2000 FT above the surface;
b) Light propeller-driven aircraft and helicopters are flying below 500 FT above the surface.

5.2.7.3 **Military helicopter operations in the Salisbury Plain Area**

5.2.7.3.1 A considerable number of helicopters operate to and from the military establishments in, and around, the Salisbury Plain Area.

5.2.7.3.2 In addition to the intensive daytime activities, military helicopters may be encountered operating during the hours of darkness without, or with restricted, navigation lights within the area enclosed by the following co-ordinates:

513000N 0014200W - 513600N 0011336W thence anti-clockwise by an arc of a circle radius 5 NM centred on 513654N 0010543W - 513324N 0010000W - 513000N 0010000W - 513000N 0010600W - 512400N 0010600W - 511821N 0010036W thence clockwise by an arc of a circle radius 5 NM centred on 511403N 0005634W - 511114N 0005000W - 505336N 0005000W - 505654N 0011305W - 510115N 0011039W thence anti-clockwise by an arc of a circle radius 8 NM centred on 505701N 0012124W (EGHI ATZ) - 510459N 0012017W - 510123N 0012722W - 505512N 0013047W - 505003N 0020205W - 505027N 0020549W - 505718N 0021200W - 511109N 0021749W - 512036N 0020922W - 512224N 0020257W - 512909N 0014402W - 513000N 0014200W.

5.2.7.4 Geographical details of military low flying activities within the United Kingdom are shown on the chart ENR 6-76, copies of which may be obtained from:

NATS AIS Supervisor

Phone: 01489-887462
Email: aissupervisor@nats.co.uk

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5.3 Activities of a Dangerous Nature

5.3.1 Small Arms Ranges

5.3.1.1 Small arms ranges in the UK with a vertical hazard height of 500 FT AGL do not attract UK Danger Area status. However, firing at some ranges can take place across open areas of ground over which an aircraft might legally be flown below 500 FT AGL.

5.3.1.2 Listed at ENR 5.3 are the details of the small arms ranges notified to the Authority which might pose a hazard to flight below 500 FT AGL. The small arms ranges may be in use at any time and pilots are strongly advised to avoid these areas. The list includes small arms ranges, located within the lateral boundaries of UK Danger Areas, which may be in use outside the activity hours of those Danger Areas.

5.3.2 **High Intensity Radio Transmission Area (HIRTA)** - Airspace of defined dimensions within which there is radio energy of an intensity which may cause interference with and on rare occasions damage to communications and navigation equipment.

5.3.2.1 Areas within which there is radio energy of an intensity which could cause interference with and on rare occasions, cause damage to, communications and navigation equipment such as Radio Altimeter, VOR, ILS and Doppler are listed at ENR 5.3. The intensity may be sufficient to detonate electrically initiated explosive devices carried or fitted in aircraft.

5.3.2.2 Only the most significant sources are listed and in some of these areas the intensity of the radio energy may be such that it would be injurious to remain for more than one minute in the immediate vicinity of the energy source. This is especially relevant to helicopter operations and the list contains appropriate warnings; however it would be prudent for helicopter pilots to avoid lingering closer than 100 M to any radar aerial. Pilots approaching oil production platforms on which dish aerials can be observed should, wherever possible, approach from a direction out of the general line-of-shoot of such aerials.

5.3.2.3 Airborne Early Warning (AEW) aircraft operate within United Kingdom airspace. Due to possible radiation hazards all aircraft should maintain a minimum separation of 1000 M lateral and 1000 FT vertical from AEW aircraft. AEW aircraft operate in pre-designated areas; these areas are non-segregated. ATC will issue direction to ensure minimum separation distances are maintained between civilian aircraft and AEW aircraft. UK Orbit Areas and Operating Areas are listed at ENR 5.3.

5.3.3 Gas Venting Operations

5.3.3.1 Severe turbulence and power fluctuations in turbine engines could be experienced over gas venting sites during venting of natural (methane) gas under high pressure. Locations of gas venting sites are listed at ENR 5.3.

5.3.4 Laser Sites

5.3.4.1 Laser sites, as listed at ENR 5.3, are locations where laser sources are located permanently and which have been notified to the Airspace Regulation (Utilisation) (AR(U)). Only those sites which radiate sufficient power to cause distraction or eye damage, and which intentionally emit laser beams into airspace or are likely to in the event of a malfunction, are included.

5.3.5 Radiosonde Balloon Ascents

5.3.5.1 The Met Office releases helium or hydrogen filled balloons from a number of locations throughout the United Kingdom which are listed at ENR 5.3. These balloons carry a small radio transmitter which sends back atmospheric information about temperature, pressure and humidity; by way of a tracking system the balloons also provide data on wind speed and direction at various levels. A typical installation consists of a balloon, diameter at launch approximately 1.5 metres, to which is attached a small parachute. The radiosonde is attached underneath the parachute on a suspension string of approximately 33 metres in length. The distance the balloons travel away from the launch site is dependant on the wind strength, but they can attain altitudes of over 80000 FT.

5.3.5.2 Balloon launches from all other sites by organisations and members of the public require written permission from the CAA in accordance with the UK Air Navigation Order before releasing meteorological balloons into notified airspace. The ANO specifies the requirements for notification and permission for the launch of balloons; such permission may be conditional. Organisations and members of the public wishing to obtain permission for the above activity shall contact Airspace Regulation (Utilisation) (AR(U)) at Airspace Regulation, Aviation House, Gatwick RH6 0YR, e-mail: arops@caa.co.uk at least five working days in advance, to allow AR(U) to take appropriate notification action.

5.3.5.3 Radiosondes, minus the balloon, may also be air dropped; this activity will be promulgated by NOTAM.

5.4 Air Navigation Obstacles

5.4.1 List of Air Navigation Obstacles

5.4.1.1 The majority of air navigation obstacles listed in ENR 5.4 are solely identified by a combined Area Code and Reference Number e.g. UK0105A052F. These obstacles do not meet the accuracy requirements of original field work as specified in ICAO Annexes 11 and 14. Those obstacles identified additionally with an aerodrome ICAO identification code followed by the survey reference number are derived from aerodrome surveys and do meet the accuracy requirements of the original field work. The current Data

ENR 1.1 GENERAL RULES (continued)

Management Process does not provide assurance of the integrity of air navigation obstacles listed in ENR 5.4.

5.4.1.2 Air Navigation Obstacles listed in ENR 5.4 with an elevation but no height indicated are Off-Shore obstacles.

5.4.1.3 The Civil Aviation Authority (CAA) does not guarantee that the list of Air Navigation Obstacles in ENR 5.4 is complete.

5.4.2 **Aerodrome Obstacles**

5.4.2.1 An aerodrome obstacle is one that is located on an area intended for the surface movement of aircraft or that extends above a defined surface intended to protect aircraft in flight. Obstacle limitation surfaces can extend to distances greater than 15 KM from the runway thresholds. Details of aerodrome obstacles selected as significant are listed in the AD Section and are shown on Aerodrome and Instrument Approach Charts where these have been published. Obstacle data is provided to AIS in accordance with CAP 232 'Aerodrome Survey Information' or CAP 1732 'Aerodrome Survey Guidance'. By December 2023 all certificated aerodromes and aerodromes with Instrument Flight Procedures should be fully compliant with CAP 1732. The method of lighting aerodrome obstacles is detailed in CAP 168 'Licensing of Aerodromes' and is briefly described in CAP 637 'Visual Aids Handbook'.

5.4.3 **Land Based Air Navigation Obstacles**

5.4.3.1 Article 225A of the Air Navigation Order 2016 mandates the requirement for the CAA to be notified of any existing or proposed en-route obstacles (permanent or temporary) which (or will) attain or exceed a height of 100 M (328 FT) AGL. Proposed changes to any existing en-route obstacles which (or will) attain or exceed a height of 100 M (328 FT) AGL must also be notified. This requirement is applicable to any building or work, including waste heaps, which attains or exceeds the above-stated height. Details of those obstacles of which the CAA has been notified are listed in ENR 5.4. In cases where a number of structures form the obstacle, the position of the highest is given. In the case of masts, the position of the centre of the mast is given (but it should be noted that the stays or guys may spread out for a considerable distance). Article 222 of the Air Navigation Order 2016 imposes mandatory lighting requirements on en-route obstacles that are 150 M (492 FT) AGL or more in height. For en-route obstacles that are less than 150 M (492 FT) AGL in height, the CAA recommends that such structures should be lit if, by virtue of their nature or location, they are considered to present a significant hazard to air navigation.

5.4.3.2 The process for notifying en-route obstacles to the CAA is detailed in AIC P 067/2021 dated 29 July 2021. Guidance is also available on the CAA website: https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Obstacle-notification/Obstacle-notification/

5.4.3.3 Details of un-serviceability and return to service of lights on such obstacles, when notified to UK AIS, will be promulgated by NOTAM. Land based air navigation obstacles with a height of less than 150 M are sometimes lit, but details of un-serviceability of lights on these obstacles are not normally promulgated. Obstacles listed in ENR 5.4 annotated 'FLR' in Column 2 are those that burn off high pressure gas; the flame, which may not be visible in bright sunlight, can extend for 600 FT.

5.4.3.4 Details of all land based air navigation obstacles known at the date of the chart's preparation are shown on certain Aeronautical Charts published by NATS Ltd on behalf of the CAA. These charts indicate whether or not the obstacle is normally lighted. Pilots should be aware that obstacle lighting is not necessarily located at the structure's highest point.

5.4.4 **Off-shore Air Navigation Obstacles**

5.4.4.1 Numerous fixed installations related to off-shore exploration of oil/gas from the Continental Shelf sea bed and a significant number of wind turbine generators and associated meteorological masts exist within the Scottish and London FIRs and the UK Exclusive Economic Zone (EEZ). A part of the UK EEZ lies within the Polaris FIR and parts of some other States' EEZs lie within the Scottish and London FIRs.

5.4.4.2 Oil and gas exploration installations vary in elevation and typically display navigation warning lights. Most of the installations are equipped with a helideck, which comes within the definition of an aerodrome. Many installations burn off high pressure gas and the flame, which may not be visible in bright sunlight, can extend for 600 FT. Pilots should be aware that even if no flame is visible there is still danger from the venting of high pressure gas. Pilots should also be aware of high intensity radio transmissions from some installations (see paragraph 5.3.2).

5.4.4.3 Wind turbines typically display a navigation warning light on the top of the supporting structure. Pilots should be aware that the rotor blades of some wind turbines rotate in excess of 200 FT above the nacelle mounted light. Where wind turbines are located together as a group, only those on the periphery are fitted with obstacle lighting.

5.4.4.4 Article 225A of the Air Navigation Order 2016 mandates the requirement for the CAA to be notified of any existing or proposed off-shore obstacle (permanent or temporary) in UK territorial waters which attains or exceeds an elevation of 100 M (328 FT) AMSL. Proposed changes to any existing off-shore obstacles in UK territorial waters which (or will) attain or exceed an elevation of 100 M (328 FT) AMSL must also be notified. Persons in charge of existing or proposed off-shore obstacles outside UK territorial waters, but within the Scottish and London FIRs and the UK EEZ within the Polaris FIR are also advised to notify the CAA in accordance with Article 225A. See paragraph 5.4.3.2 for more details of the notification process. Details of those obstacles of which the CAA has been notified which attain or exceed an elevation of 100 M (328 FT) AMSL within the Scottish and London FIRs and UK EEZ

within the Polaris FIR are listed in ENR 5.4.

5.5 Aerial Sporting and Recreational Activities

5.5.1 **Glider Launching Sites**

5.5.1.1 Glider launching may take place from designated sites which are regarded as aerodromes. The sites are listed at ENR 5.5. Where launching takes place within the Aerodrome Traffic Zone of an aerodrome listed within the AD section, details are also shown at AD 2 and AD 3.

5.5.1.2 Gliders may be launched by towing (T) aircraft, or by winch (W) and cable or ground tow up to a height of 2000 FT AGL. At a few sites the height of 2000 FT may be exceeded (see paragraph 5.5.3).

5.5.1.3 Sites are listed primarily to identify hazards to other airspace users and listing does not imply any right for a glider or powered aircraft to use the sites.

5.5.2 **Hang Gliding, Paragliding and Parascending Sites**

5.5.2.1 Hang Gliding and/or parascending may take place from sites which, because of the low speed characteristics of hang gliders, paragliders and parascenders and the difficulty of seeing them in certain conditions, are listed as hazards to other airspace users.

5.5.2.2 The locations of cable-launched hang/paragliding sites are listed at ENR 5.5. Foot launched activity sites are severely affected by wind speed and direction existing at the time. Although activity is usually at a peak during weekends, hang-gliding and/or parascending may take place at any time, particularly in the summer months. Airspace users should be aware that single or groups of soaring and motorised hang/para-gliders can be found flying anywhere in Class G airspace up to 15,000 FT, and are therefore not listed.

5.5.2.3 At certain sites hang gliders and/or parascenders may be launched by winch/auto-tow and cables may be carried up to 2000 FT AGL. At a few sites the height of 2000 FT may be exceeded (see paragraph 5.5.3). The cable launching of the aircraft may be encountered within the airspace contained in a circle radius 1.5 NM of the notified position of the site.

5.5.3 **Cable Launching of Gliders, Hang Gliders and Parascending Parachutes**

5.5.3.1 The launching of gliders, hang gliders and parascending parachutes by winch and cable or by ground tow to above 200 FT (60 M) AGL requires permission in writing under the UK Air Navigation Order from the Civil Aviation Authority.

5.5.3.2 At sites where cable launching is permitted, cables may be carried up to heights of 2000 FT AGL. At a few sites the heights of 2000 FT may be exceeded. It is a condition of the permission that when cable launching is taking place, a white ground conspicuity signal as described in SERA Appendix 1 Signals paragraph 3.2.8.1 shall be displayed.

5.5.3.3 Sites which have permission to cable launch above 200 FT AGL are listed at ENR 5.5.

5.5.4 **Free-fall Parachuting Drop Zones**

5.5.4.1 Intensive free-fall parachuting may be conducted up to FL 150 at any of the Drop Zones listed at ENR 5.5 and in several Danger Areas. Listing of a Drop Zone does not imply any right to a parachutist to use that Drop Zone. Some Government and licensed aerodromes where regular parachuting takes place are included in the list but parachuting may also take place during daylight hours at any Government or licensed aerodrome. Drop Zone activity information may be available from certain Air Traffic Service Units (ATSUs) but pilots are advised to assume a Drop Zone is active if no information can be obtained.

5.5.4.2 Parachuting also takes place at temporary sites, e.g. for display purposes, and will normally be notified by NOTAM as Temporary Navigation Warnings. Night parachuting may take place at any Drop Zone: Club Chief Instructors will notify in writing all forthcoming night parachuting, at least five working days in advance to Airspace Regulation (Utilisation) (AR(U)), Airspace Regulation, Aviation House, Gatwick, RH6 0YR, to allow AR(U) to take appropriate notification action.

5.5.4.3 Visual sighting of free-falling bodies is virtually impossible and the presence of an aircraft within the Drop Zone may be similarly difficult to detect from the parachutists' point of view. Parachute dropping aircraft and, on occasions, parachutists may be encountered outside the notified portion of airspace. Pilots are strongly advised to give a wide berth to all such Drop Zones where parachuting may be taking place.

5.5.4.4 Where permission is obtained for drops within Controlled Airspace, dropping aircraft are to have serviceable SSR with Mode C.

5.5.5 **Microlight Flying sites**

5.5.5.1 Those Microlight Flying Sites where flying is known to take place are listed at ENR 5.5 and are regarded as aerodromes. Sites are listed primarily as hazards to other airspace users and the listing does not imply any right for aircraft to use the sites. Microlight aircraft might be encountered at sites not included in the listing (See also AD Section).

ENR 1.1 GENERAL RULES (continued)

5.5.6 **Captive and Free Flight Manned Balloon Launch Sites**

5.5.6.1 Frequent launchings by free flight and captive passenger carrying balloons take place at sites identified in ENR 5.5.

5.5.7 **Kites**

5.5.7.1 High flying kites may be hazardous to aircraft because of the possibility of collision with the towline. Kite flying sites are identified in ENR 5.5.

5.5.8 **Training and Unusual Activity Aerodromes**

5.5.8.1 Training Aerodromes - Designated Training Aerodromes are listed in ENR 5.5 and are regarded as an aerodrome. Flight Training including circuit practice is known to take place from these sites, the list and chart symbol are published to identify the hazards to other airspace users and the listing does not imply any right for an aircraft to use these aerodromes. Where training takes place at a licensed aerodrome and within the defined Aerodrome Traffic Zone, the aerodrome will be listed within the AD section.

5.5.8.2 Unusual Activity Aerodromes - Designated Unusual Activity aerodromes are listed in ENR 5.5 and are regarded as an aerodrome. Activities such as aerobatic, formation flights and other aerial activities are known to take place from these sites, the list and chart symbol are published to identify the hazards to other airspace users and the listing does not imply any right for an aircraft to use these aerodromes. Where flights takes place at a licensed aerodrome and within the defined Aerodrome Traffic Zone, the aerodrome will be listed within the AD section.

6 Other Temporary Hazards

6.1 Hazards of a temporary nature will be notified, whenever time permits, by NOTAM as Temporary Navigation Warnings.

6.2 Activity of a hazardous nature may occur without notification within the Aerodrome Traffic Zones of active aerodromes not normally available to civil aircraft (see ENR 2.2).

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ENR 1.4 ATS AIRSPACE CLASSIFICATION AND DESCRIPTION (continued)

2.4 Class D - Controlled Airspace

	IFR	VFR
Service	Air Traffic Control Service.	
Separation	Separation provided between all IFR flights by ATC. Traffic information provided on VFR flights and traffic avoidance advice on request.	ATC separation not provided. Traffic information provided on IFR flights and other VFR flights; traffic avoidance advice on request.
ATC Rules	Flight Plan required **(See Note 1)**; ATC clearance required; Radio Communication required; ATC instructions are mandatory.	
VMC Minima	Not applicable.	**At and above FL 100:** 8 KM flight visibility 1500 M horizontal and 1000 FT vertical distance from cloud. **Below FL 100:** 5 KM flight visibility 1500 M horizontal and 1000 FT vertical distance from cloud. **Alternatively, during day only, at and below 3000 FT AMSL, or 1000 FT above terrain, whichever is the higher (See Note 2):** a) **For aircraft other than helicopters, flying at 140 KT IAS or less:** 5 KM flight visibility Clear of cloud and with the surface in sight. b) **For helicopters, flying at 140 KT IAS or less:** 1500 M flight visibility Clear of cloud and with the surface in sight.
Speed Limitation	**Below FL 100:** 250 KT IAS; **OR** lower when published in procedures or instructed by ATC.	

Note 1: *In certain circumstances, Flight Plan requirements may be satisfied by passing flight details on RTF (detailed at ENR 1.10).*

Note 2: *The VMC criteria stated in the table above for flight by day at and below 3000 FT AMSL, or 1000 FT above terrain, whichever is the higher, reflect changes from SERA.5001 Table S5-1, as enabled through the Aviation Safety (Amendment) Regulation 2021.*

ENR 1.4 ATS AIRSPACE CLASSIFICATION AND DESCRIPTION (continued)

2.4.1 **Notifications**

2.4.1.1 The following airspace is notified as Class D Airspace during the notified hours of watch of the appropriate Air Traffic Control Unit.

Aberdeen Control Zone/Control Area **(Notes 1 and 2(a))**;
Balder Control Area **(Note 3)**;
Belfast Control Zone;
Belfast Terminal Control Area;
Belfast/City Control Zone/Control Area;
Birmingham Control Zone/Control Area;
Borders Control Area 5, 9, 10, 11, 12, 13 & 14;
Bournemouth Control Zone **(Note 1)**;
Bristol Control Zone/Control Area;
Brize Norton Control Zone;
Cardiff Control Zone/Control Area;
Channel Islands Control Zone/Control Area;
East Midlands Control Zone/Control Area;
Edinburgh Control Zone/Control Area **(Notes 1 and 2(b))**;
Ekofisk Control Area **(Note 3)**;
Farnborough Control Zone/Control Area **(Note 1);**
Glasgow Control Zone/Control Area **(Notes 1 and 2(b))**;
Isle of Man Control Zone/Control Area **(Note 1)**;
Leeds Bradford Control Zone/Control Area **(Note 1)**;
Liverpool Control Zone/Control Area;
London Control Zone;
London/City Control Zone/Control Area;
London Gatwick Control Zone/Control Area;
London Luton Control Zone/Control Area;
London Stansted Control Zone/Control Area;
Manchester Control Zone/Control Area;
Newcastle Control Zone/Control Area **(Notes 1 and 2(b))**;
Norwich Control Zone/Control Area **(Note 1)**;
Prestwick Control Zone/Control Area **(Note 2(b))**;
Scottish Terminal Control Area as shown at ENR 6-37;
Solent Control Area **(Note 1)**;
Southampton Control Zone **(Note 1)**;
Southend Control Zone/Control Area;
Strangford Control Area below FL 195;
Sumburgh Control Zone/Control Area **(Note 2(c))**;
Tay Control Area 10, 11, 12 & 13;
Teesside International Control Zone/Control Area;
Yorkshire Control Area 17.

Note 1

Notified as Class D Airspace for the purposes of SERA.6001 Classification of Airspaces, during the notified hours of watch of the appropriate Air Traffic Control Unit subject to the conditions in Note 2.

Note 2

a) An aircraft without radio equipment must not fly in Class D Airspace during the notified hours of watch of the appropriate air traffic control unit unless it has been otherwise authorised by the appropriate air traffic control unit and is subject to the conditions at paragraph (c).
b) An aircraft without radio equipment and flown in accordance with the Instrument Flight Rules must not fly in Class E Airspace during the notified hours of watch of the appropriate air traffic control unit unless it has been otherwise authorised by the appropriate air traffic control unit and is subject to the conditions at paragraph (c).
c) For the purposes of paragraphs (1) and (2), the conditions are that the aircraft must:

i. only fly during the day;
ii. only fly within notified controlled airspace notified for the purpose of this paragraph;
iii. remain at least 1500 M horizontally and 1000 FT vertically away from cloud and in a flight visibility of at least 5 KM;
iv. comply with any electronic conspicuity requirements specified by the air traffic control unit; and
v. comply with any other conditions specified by the appropriate air traffic control unit. (As applied to the Isle of Man by the Civil Aviation (Subordinate Legislation) (Application) (No 2) Order 1996).

Note 3

a) Balder CTA, Ekofisk CTA and Ekofisk RMZ.

At Polaris ACC (SG West), Sector Offshore is manned with Air Traffic Controllers and a Flight Data Operator (FDO), working frequencies 125.550 MHz, 134.200 MHz and 125.875 MHz, for Ekofisk RMZ 130.550 MHz. The operation of ADS-B is mandated in those volumes of the Balder and Ekofisk CTA where the provision of air traffic services has been delegated by the UK to Norway. The following procedures outline the access arrangements for these volumes of airspace:

i. The UK MOD reserves the right of access to such airspace for State aircraft regardless of their equipage or ability to comply with the requirements set out by the delegated service provider; for:

- Aircraft in an emergency;
- Aircraft involved in National Security tasks, where possible under the positive control of either: Land, Maritime or Airborne Units;
- Aircraft engaged in Maritime operations, under positive control;
- For Ekofisk RMZ; unless in an emergency, when an emergency squawk may be required, aircraft under positive control will wear a listening squawk of 0455 whilst monitoring 130.550 MHz when inside the RMZ. The Queen Elizabeth (QE) Class aircraft carriers may wish to utilise dedicated squawks subject to co-ordination with Offshore Sector 20 Ekofisk as per para (c).

Under such circumstances UK State aircraft will operate within the subject airspace under ‘due regard’ procedures in accordance with Article 3d to the Convention of International Civil Aviation.

ii. Specific procedures to enable UK MOD (including UK based USAFE) aircraft to conduct normal operational training sorties are detailed below.

b) **Procedures for Coordination of Operational Air Traffic (OAT).**

ENR 1.4 ATS AIRSPACE CLASSIFICATION AND DESCRIPTION (continued)

i. **Coordination of Planned OAT Exercises.** Planned military OAT exercises within the Area of Common Interest (see relevant section of LOA) should be coordinated with Polaris ACC SG West at least 24 hours prior to the start of the exercise, with a request for Special Use Airspace (SUA) for the planned exercise. In a normal offshore helicopter traffic situation (priorities may need to be defined) Polaris ACC SG West will give an approval for the SUA request.

The SUA request shall contain:

1. The lateral and vertical limits of the Exercise Area;
2. The time for start and finish of the Exercise, including means of activation and deactivation of the Exercise Area;
3. Contact information for the Exercise Coordination Unit;
4. Other operational information related to the Exercise, such as number of aircraft involved, if applicable.

ii. **Special Procedures for Coordination of OAT Operations.**

1. **Purpose.** Outwith Exercise scenarios, when MOD OAT requires to operate within the Area of Common Interest (ACI), the OAT will normally require to be controlled by a MOD Operational Control Unit (OCU) during the operations. OAT operations within the ACI are to remain outside of the lateral limits of Helicopter Traffic Zones (HTZ).
2. The following coordination procedures are to be applied between UK MOD units and Polaris ACC SG West in respect of OAT carrying out operations and training within the ACI when prior co-ordination of the OAT operations is not applicable. The procedures are designed to ensure safe operations for both civil offshore helicopters and OAT operating simultaneously within the ACI.
3. **Procedures for OAT Coordination.** When OAT operations are required within the ACI, the appropriate UK MOD OCU or the OAT planning to enter the ACI, shall contact the appropriate sector at Polaris ACC SG West, on the appropriate frequency or telephone line, prior to entering the ACI, with the following information, where applicable:

(aa) MOD OCU or OAT callsign;

(bb) The estimated position and a time for the OAT entering the ACI;

(cc) Expected direction and estimated period of time for the OAT operations within ACI;

(dd) The lateral and vertical limits of the Operating Area;

(ee) Maximum altitude for the OAT operations within ACI;

(ff) Radar transponder status, including SSR code, if applicable (aircraft may not be ADS-B-out equipped);

(gg) Other information, such as contact information to the MOD OCU.

When OAT operations within the ACI are finished, the appropriate MOD OCU or the OAT shall contact the appropriate sector at Polaris ACC SG West, on the allocated frequency or telephone line, to deactivate the OAT operations within the ACI and release the airspace for civil helicopter operations.

c) **Communications.**

i. Exchange of Operational Air Traffic Information.

1. Means of Communication.

(aa) Equipment.

Fixed Communication with Polaris ACC SG West via public telephone lines (see para (c)(2)) or Mobile VHF Communication with Polaris ACC SG West (see para (c)(3)).

2. **Telephone Coordination.** Exchange of Airspace Requests, flight plan data, estimates and other OAT-messages by telephone shall be carried out in accordance with the tables below:

(aa) **Messages to Polaris ACC SG West.**

Switchboard: +47 51 65 8000
Supervisor: +47 51 65 8142
Sector Offshore (FDO): +47 51 65 8155
Sector Offshore (ATCO): +47 51 65 8232
Telefax: +47 51 65 8154

3. **VHF RX/TX Communication**

ATC Sector	R/T Callsign	Frequency	Hours of Operation
Offshore Sector 20 Ekofisk	Polaris Control	125.875 MHz	0600-2030 Mon-Fri*
Offshore Sector 21 Balder	Polaris Control	134.200 MHz	0600-2030 Mon-Fri*
Offshore Sector 22 Statfjord	Polaris Control	125.550 MHz	H24

Note: **Published opening hours are in UTC. During summer time period 1 hour earlier.*

ATS Offshore is provided by Polaris ACC SG West Sector South (Sector 20 and 21) and Sector North (Sector 22) outside Sector Offshore opening hours.

ENR 1.4 ATS AIRSPACE CLASSIFICATION AND DESCRIPTION (continued)

2.5 Class E - Controlled Airspace

	IFR	VFR
Service	Air Traffic Control Service.	Traffic information in accordance with UK FIS (Basic Service or Traffic Service) - see ENR 1.1, ENR 1.6 and Civil Aviation Publication (CAP) 774 - UK Flight Information Services.
Separation	Separation provided between all flights by ATC. Whenever practicable, traffic information is provided on VFR flights and if requested by the pilot or if deemed necessary by the controller, traffic avoidance advice will be suggested **(See Note 3 and 4)**.	None.
ATC Rules	Flight Plan required **(See Note 1 and 2)**; ATC clearance required; Radio Communication required; ATC instructions are mandatory.	None. However, pilots are encouraged to contact ATC and comply with instructions.
VMC Minima	Not applicable.	**At and above FL 100:** 8 KM flight visibility 1500 M horizontal and 1000 FT vertical distance from cloud. **Below FL 100:** 5 KM flight visibility 1500 M horizontal and 1000 FT vertical distance from cloud.
Speed Limitation	**Below FL 100:** 250 KT IAS; **OR** lower when published in procedures or instructed by ATC.	

Note 1: *In certain circumstances, Flight Plan requirements may be satisfied by passing flight details on RTF (detailed at ENR 1.10).*

Note 2: *Pilots of IFR flights will be advised when they enter and leave Class E airspace if the flight is an unplanned diversion or no flight plan has been filed prior to requesting a clearance to enter controlled airspace.*

Note 3: *Pilots of IFR flights and VFR flights receiving an ATS should be aware of the existence of factors that might adversely affect the ability of a controller to detect a collision hazard and provide timely and accurate traffic information and/or traffic avoidance advice within class E airspace. Such factors include:*

- *The inability of an ATSU to restrict the volume of VFR flights operating within class E airspace;*
- *The inability of an ATSU to anticipate changes in the flightpath of every VFR flight;*
- *The inability of an ATSU to detect collision hazards on every occasion because of surveillance clutter;*
- *The inability of an ATSU to provide timely transmissions on every occasion because of RTF congestion;*
- *The expectation that pilots receiving an ATS will respond appropriately following receipt of traffic information; and*
- *The requirement for the provision of an air traffic control service to have precedence over the provision of flight information service (SERA.9001(c)).*

Note 4: *Pilots must consider the need for traffic avoidance advice upon receipt of traffic information. Pilots who require traffic avoidance advice must make a corresponding request as soon as is practicable.*

2.5.1 Notifications

2.5.1.1 The following airspace below FL 195 is notified as Class E Airspace:

a) Parts of the Scottish Terminal Control Area below 6000 FT (See ENR 6-37);
b) Parts of the Farnborough Control Area (See **Note 1**);
c) Holyhead CTA 15 and CTA 16 (See **Note 1**);
d) Argyll CTA (See **Note 1**);
e) Moray CTA (See **Note1**);

Note 1: *Additionally notified as Transponder Mandatory Zone airspace for the purposes of the UK Air Navigation Order.*

ENR 1.4 ATS AIRSPACE CLASSIFICATION AND DESCRIPTION (continued)

2.5.1.2 Pilots of VFR flights who wish to operate without receiving an ATS within class E airspace in an aircraft with a serviceable transponder, or within class E airspace additionally notified as TMZ must display either:

a) The VFR conspicuity code Mode A7000, with altitude reporting; or
b) The frequency monitoring code defined as VFR conspicuity with altitude reporting established for use in that airspace (see ENR 1.6).

ENR 1.4 ATS AIRSPACE CLASSIFICATION AND DESCRIPTION (continued)

2.6 Class F - Advisory Airspace

	IFR	VFR
Service	Air Traffic Advisory Service.	UK Flight Information Services as required (Basic Service, Traffic Service).
VMC Minima	Not applicable.	**At and above FL 100:** 8 KM flight visibility 1500 M horizontal and 1000 FT vertical distance from cloud. **Below FL 100:** 5 KM flight visibility 1500 M horizontal and 1000 FT vertical distance from cloud. **At and below 3000 FT AMSL, or 1000 FT above terrain, whichever is the higher:** 5 KM flight visibility Clear of cloud and with the surface in sight. **Alternatively, during day only, at and below 3000 FT AMSL, or 1000 FT above terrain, whichever is the higher, for all aircraft, flying at 140 KT IAS or less (See Note)**: 1500 M flight visibility Clear of cloud and with the surface in sight.
Speed Limitation	**Below FL 100:** 250 KT IAS; **OR** lower when published in procedures or instructed by ATC.	

Note: *The VMC criteria stated in the table above for flight by day at and below 3000 FT AMSL, or 1000 FT above terrain, whichever is the higher, reflect changes from SERA.5001 Table S5-1, as enabled through the Aviation Safety (Amendment) Regulation 2021.*

No UK Airspace is currently designated Class F.

ENR 1.4 ATS AIRSPACE CLASSIFICATION AND DESCRIPTION (continued)

2.7 Class G Airspace

	IFR	VFR
Service	UK Flight Information Services as required (Basic Service, Traffic Service, Deconfliction Service or Procedural Service)	
Separation	ATC Separation cannot be provided due to the nature of the unknown Class G traffic environment. Deconfliction advice is provided against participating aircraft under a Procedural Service or against participating and non-participating traffic (unknown traffic) under a Deconfliction Service. Both the Procedural Service and Deconfliction Service aim to achieve planned deconfliction minima.	
ATC Rules	Instructions issued by controllers to pilots operating outside controlled airspace are not mandatory; however, the services rely upon pilot compliance with the specified terms and conditions so as to promote a safer operating environment for all airspace users.	
VMC Minima	Not applicable.	**At and above FL 100:** 8 KM flight visibility 1500 M horizontal and 1000 FT vertical distance from cloud. **Below FL 100:** 5 KM flight visibility 1500 M horizontal and 1000 FT vertical distance from cloud. **At and below 3000 FT AMSL, or 1000 FT above terrain, whichever is the higher:** 5 KM flight visibility Clear of cloud and with the surface in sight. **Alternatively, during day only, at and below 3000 FT AMSL, or 1000 FT above terrain, whichever is the higher, for all aircraft, flying at 140 KT IAS or less (See Note):** 1500 M flight visibility Clear of cloud and with the surface in sight.
Speed Limitation	**Below FL 100:** 250 KT IAS; **OR** lower when published in procedures or instructed by ATC.	

Note: *The VMC criteria stated in the table above for flight by day at and below 3000 FT AMSL, or 1000 FT above terrain, whichever is the higher, reflect changes from SERA.5001 Table S5-1, as enabled through the Aviation Safety (Amendment) Regulation 2021.*

2.7.1 **Designation**

2.7.1.1 All UK Airspace, including that above FL 660, not included in Classes A to F.

2.7.2 **Aerodrome Traffic Zones and Notification for Rule 11**

2.7.2.1 Aerodrome Traffic Zones (ATZs) are not included in the Airspace Classification System. An ATZ assumes the conditions associated with the Class of Airspace in which it is situated.

2.7.2.2 Every aerodrome at which an ATZ is established is notified for the purposes of Rule 11 of the Rules of the Air Regulations 2015. As a minimum therefore, when flying within an ATZ the requirements of Rule 11 must be complied with.

2.7.2.3 ATZs at civil licensed aerodromes are notified in the UK AIP within individual aerodrome entries. ATZs at other than civil licensed aerodromes are notified in the UK AIP at ENR 2-2.

2.7.2.4 Where the requirements of the Class of Airspace of which an ATZ forms a part are more stringent than Rule 11 then those must be complied with in addition to the requirements of Rule 11 to enter the ATZ.

2.7.2.5 Aerodromes at which ATZs may be established are those which:

a) A government aerodrome, at such times as are notified; or
b) An aerodrome having an air traffic control unit or flight information service centre, during the notified hours of watch of the air traffic control unit or the flight information service centre; or

ENR 1.4 ATS AIRSPACE CLASSIFICATION AND DESCRIPTION (continued)

c) A national licensed aerodrome or an EASA certificated aerodrome having an air/ground communications service unit with aircraft, during the notified hours of watch of the air/ground communications service unit.

2.7.2.6 An aircraft must not fly, take off or land within the Aerodrome Traffic Zone of an aerodrome unless the commander of the aircraft has complied with the following paragraphs, where appropriate,

a) If the aerodrome has an air traffic control unit the commander must obtain the permission of that unit to enable the flight to be conducted safely within the aerodrome traffic zone.
b) If the aerodrome provides a flight information service the commander must obtain information from the flight information centre to enable the flight to be conducted safely within the aerodrome traffic zone.
c) If there is no flight information centre at the aerodrome the commander must obtain information from the air/ground communication service to enable the flight to be conducted safely within the aerodrome traffic zone.

2.7.2.7 The commander of an aircraft flying within the aerodrome traffic zone of an aerodrome must,

a) Cause a continuous watch to be maintained on the appropriate radio frequency notified for communications at the aerodrome; or
b) If this is not possible, cause a watch to be kept for such instructions as may be issued by visual means; and
c) If the aircraft is fitted with means of communication by radio with the ground, communicate the aircraft's position and height to the air traffic control unit, the flight information centre or the air/ground communications service unit at the aerodrome (as the case may be) on entering the aerodrome traffic zone and immediately prior to leaving it.

2.7.2.8 Permanent or temporary changes/extensions to ATZ hours may be notified by United Kingdom NOTAM. Pilots should exercise caution, however, since some airfields may continue to operate outside of those notified and published hours.

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

Area/Aerodrome	SSR Code	Remarks
Cardiff Airport	* 3636	This code may be used when flying in the vicinity of Cardiff Airport and operating outside of the Cardiff CTR/Cardiff CTA but within the area defined in EGFF AD 2.22 FLIGHT PROCEDURES.
East Midlands	* 4572	This code may be used when flying in the vicinity of the East Midlands Control Zones/ Areas and monitoring the East Midlands Radar Frequency. Pilots should refer to UK AIP EGNX AD 2.22 FLIGHT PROCEDURES for further details.
Edinburgh	* 0440	This code may be used when flying in the vicinity of Edinburgh within in the area defined in EGPH AD 2.22 FLIGHT PROCEDURES.
Farnborough	* 4572	This code may be used when flying in the vicinity of Farnborough; VFR within Class E airspace and VFR or IFR in Class G airspace. Pilots must monitor the LARS West Frequency. All pilots should refer to UK AIP EGLF AD 2.22 FLIGHT PROCEDURES for further details.
Glasgow Airport	* 2620	This code may be used when flying in the vicinity of Glasgow Airport within the area defined in EGPF AD 2.22 FLIGHT PROCEDURES.
Hawarden	* 4607	This code may be used when flying in the vicinity of Hawarden within the area defined in EGNR AD 2.22 FLIGHT PROCEDURES.
Leeds Bradford	* 2677	This code may be used when flying in the vicinity of Leeds Bradford within in the area defined in EGNM AD 2.22 FLIGHTPROCEDURES.
Liverpool	* 5060 (5067 for students flying solo)	This code may be used when flying in the vicinity of Liverpool and operating outside of the Liverpool CTR/Liverpool CTA but within the area defined in EGGP AD 2.22 FLIGHT PROCEDURES.
London City/ London Heathrow	* 0012	This code may be used when flying in the vicinity of London City and London Heathrow and operating outside of the London CTR/London City CTR/London CTA but within the area defined in EGLC AD 2.22 FLIGHT PROCEDURES and EGLL AD 2.22 FLIGHT PROCEDURES.
London Gatwick	* 7012	This code may be used when flying in the vicinity of London Gatwick and operating outside of the London Gatwick CTR/London Gatwick CTA but within the area defined in EGKK AD 2.22 FLIGHT PROCEDURES.
London Luton CTR/ CTA	* 0013	This code may be used when flying in the vicinity of London Luton and operating outside of the London Luton CTR/ London Luton CTA but within the area defined in EGGW AD 2.22 FLIGHT PROCEDURES.
London Stansted	* 7013	This code may be used when flying in the vicinity of Stansted and operating outside of the Stansted CTR/Stansted CTA but within the area defined in EGSS AD 2.22 FLIGHT PROCEDURES.
Manchester	* 7366 (7367 for students flying solo)	This code may be used when flying in the vicinity of Manchester and operating outside of the Manchester CTR/Manchester CTA but within the area defined in EGCC AD 2.22 FLIGHT PROCEDURES.
Newcastle Airport	* 3737	This code may be used when flying in the vicinity of Newcastle Airport and operating outside of the Newcastle CTR/ Newcastle CTA but within the area defined in EGNT AD 2.22 FLIGHT PROCEDURES.
Norwich Airport	* 7350	This code may be used when flying in the vicinity of Norwich Airport, operating outside of Norwich CTR/Norwich CTA and monitoring Norwich Radar Frequency 119.355 MHz. Refer to EGSH AD 2.22 FLIGHT PROCEDURES for further details.
Oxford Airport	* 4517	This code may be used when flying in the vicinity of Oxford Airport and operating outside of the Brize Norton CTR but within the area defined in EGTK AD 2.22 FLIGHT PROCEDURES.
Southampton	* 7011	This code may be used when flying in the vicinity of Southampton and operating outside of the Southampton CTR/Solent CTA but within the area defined in EGHI AD 2.22 FLIGHT PROCEDURES.
Southend	* 5050	This code may be used when flying in the vicinity of Southend and operating outside of the Southend CTR/Southend CTA but within the area defined in EGMC AD 2.22 FLIGHT PROCEDURES.
Teesside	* 7047	This code may be used when flying in the vicinity of Teesside Aerodrome, and operating outside of controlled airspace, but within the area defined in EGNV AD 2.22 FLIGHT PROCEDURES.
Warton Aerodrome	* 3660	This code may be used when flying in the vicinity of Warton Aerodrome, and operating outside of controlled airspace, but within the area defined in EGNO AD 2.22 FLIGHT PROCEDURES.

2.3 Mode S Aircraft Identification

2.3.1 To comply with ICAO airborne equipment requirements, all Mode S transponder equipped aircraft engaged in international civil aviation must incorporate an Aircraft Identification Feature (sometimes referred to as Flight Identity or Flight ID). Correct setting of Aircraft Identification is essential for the correlation of radar tracks with flight plan data in Air Traffic Management (ATM) and Airport Operator ground systems. Data analysed by the Eurocontrol AMP has shown that many Mode S compliant aircraft are transmitting

an incorrect Aircraft Identification, for example, incorrectly setting ABC_123 instead of ABC123.

2.3.2 **Incorrect Aircraft Identification settings compromise the safety and ATM benefits of Mode S and will prohibit automatic flight plan correlation, which could affect subsequent ATC clearances and sequencing.**

2.3.3 In accordance with ICAO Doc 8168 (PANS-OPS) Vol I, Part III, Section 3, Chapter 1, paragraph 1.3, flight crew of aircraft equipped with Mode S having an Aircraft Identification Feature shall set the Aircraft Identification in the transponder. This setting shall correspond to the Aircraft Identification specified in item 7 of the ICAO flight plan, or if no flight plan has been filed, the aircraft registration or as detailed in paragraph 2.3.4.1.

2.3.4 Aircraft Identification, not exceeding 7 alphanumeric characters, is to be entered in item 7 of the flight plan and set in the aircraft as follows:

2.3.4.1 Either,

a) The ICAO three letter designator (not the IATA two letter designator) for the aircraft operating agency followed by the flight identification, for example, BAW213 or JTR25, when:

   i. In radiotelephony, the callsign used consists of the ICAO telephony designator for the operating agency followed by the flight identification, for example, SPEEDBIRD 213 or HERBIE 25.

   Or,

b) The registration marking of the aircraft, for example, G-INFO or EIAKO, when:

   i. In radiotelephony, the callsign used comprises the registration marking alone, for example, G-INFO, or is preceded by the ICAO telephony designator for the operating agency, for example, SVENAIR EIAKO;
   ii. the aircraft is not equipped with radio.

   Or,

c) The callsign determined by the military authorities if this will be used to identify the aircraft in radiotelephony during flight.

Note 1: *When the Aircraft Identification consists of less than 7 characters, no zeros, dashes or spaces are to be added, either before or between the characters. Only alphanumeric characters are to be used. Nothing should be added after the final character of the registration. For example, an aircraft registered 'G-INFO' would be input as 'GINFO'.*

Note 2: *Appendix 2 to ICAO Doc 4444 (PANS-ATM) refers. ICAO designators and telephony designators for aircraft operating agencies are contained in ICAO Doc 8585.*

2.3.5 Flight crew of aircraft which have the capability to change the downlinked aircraft identification feature when airborne shall not change the downlinked aircraft identification feature during the flight unless requested by the air navigation service provider.

2.4 Transponder Failure

2.4.1 Failure before intended departure

2.4.1.1 If the transponder fails before intended departure and cannot be repaired pilots shall:

a) Plan to proceed as directly as possible to the nearest suitable aerodrome where repair can be made;
b) inform ATS as soon as possible preferably before the submission of a flight plan. When granting clearance to such aircraft, ATC will take into account the existing and anticipated traffic situation and may have to modify the time of departure, flight level or route of the intended flight;
c) insert in item 10 of the ICAO flight plan under SSR the letter N for complete unserviceability of the transponder or in the case of partial failure, the letter corresponding to the remaining transponder capability, including unserviceability of any Mode S functionality, as specified in ICAO Doc 4444, Appendix 2.

2.4.2 Failure after departure

2.4.2.1 If the transponder fails after departure or en-route, ATS Units will endeavour to provide for continuation of the flight in accordance with the original flight plan. In certain traffic situations this may not be possible particularly when the failure is detected shortly after take-off. The aircraft may then be required to return to the departure aerodrome or to land at another aerodrome acceptable to the operator and to ATC. After landing, pilots shall make every effort to have the transponder restored to normal operation. If the transponder cannot be repaired then the provisions in paragraph 2.4.1.1 apply.

2.4.3 At present the temporary failure of Mode C alone would not restrict the normal operation of the flight.

2.5 Radio Telephony Phraseology For Use With SSR.

This is in accordance with ICAO Doc 4444, Chapter 12, para 12.4.3.

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

2.6 UK SSR Code Allocation Plan

(as detailed in the table at ENR 1.6-9 (See also notes below)).

Note 1: *Pilots are not to preselect Mode A code settings for discrete codes until instructed to do so by the appropriate controlling agency.*

Note 2: *The codes or series annotated * are used for conspicuity, co-ordination or special purposes and, unless procedures have been agreed with UK CAA Safety and Airspace Regulation Group, the Mode A code and associated Mode C pressure-altitude reporting data must be considered unvalidated and unverified.*

Note 3: *These codes are assigned by Aberdeen for helicopters operating in Northern North Sea Off-shore area and out to 5° West.*

Note 4: *Ground based transponder equipment.*

Note 5: *This code is allocated to Transit (ORCAM) UK and is temporarily assigned for use by London Control (Swanwick) FIS. Notwithstanding, it retains all the properties and protection of an ORCAM Transit code.*

Note 6: *These codes will be assigned to aircraft on air policing missions operating under Air Defence Priority Flight (ADPF) status. NATO Air Surveillance and Control System (ASACS) units, NATO Airborne Early Warning aircraft or military ATCCs will normally control the aircraft. The actual controlling unit for a particular flight will be notified by the relevant NATO ASACS unit to the military ATC supervisor whose area of responsibility contains the intended route of the ADPF aircraft. The military ATC supervisor will then inform the relevant civil ATCC. Where any doubt about the controlling agency exists, the relevant military ATC supervisor with the responsibility for the area within which the ADPF aircraft is operating should be contacted in the first instance.*

Note 7: *This code is assigned by the FISO to aircraft requesting entry into Controlled Airspace for the purpose of joining or crossing the ATS Route network. Pilots shall only select the code when they are within two-way communication with the London FIS. Where available, the Mode C pressure-altitude reporting mode of the transponder should also be selected. If communication is lost or the aircraft leaves the FIS frequency, pilots shall deselect this special purpose code. The assignment of this code does not imply the provision of a radar service and the code and any associated Mode C pressure-altitude reporting data must be considered to be unvalidated and unverified.*

Note 8: *All Spadeadam squawks indicating flight above FL 50 will be validated and verified by Spadeadam ATC.*

Note 9: *This conspicuity code shall be used by aircraft operating in an Off-shore Safety Area (OSA) when contact with the Area Air Traffic Service Provider (ATSP) has not been established and no other code has previously been allocated.*

Note 10: *These codes will be assigned to Unmanned Aeronautical Vehicles operating within an active danger area, which will be validated but may be unverified.*

Note 11: *Aircraft operating within, and in the vicinity of, EGD123, EGD124, EGD125, EGD126, EGD128.*

Note 12: *This conspicuity code shall be used by Unmanned Aerial Systems/Remotely Piloted Aircraft that have lost communications with their remote pilot and are following a pre-programmed Lost Link flight profile.*

Note 13: *This code may also be used for Blackpool Instrument Training.*

Note 14: *For use within a 20 NM radius of Land's End up to 4000 FT AMSL.*

Note 15: *Codes allocated to HQ Air Command are reserved for the purpose of major Operations or Exercises under HQ Air Command control including national events coordinated under HQ 11 Gp.*

Note 16: *Codes "On loan to CCAMS" may be reallocated to Special Events (e.g. Royal International Air Tattoo) providing at least two weeks' notice is submitted to SSRCodeAllocation@caa.co.uk.*

Note 17: *Uncrewed Air Systems operating Beyond Visual Line of Sight in segregated airspace authorised by CAA via ACP. This SSR code is not to be utilised within unsegregated airspace and only selected with express permission of CAA. When the system is being provided a Flight Information Service or requires positive identification to enable control, a discrete SSR codes from the controlling unit is to be utilised.*

Codes / Series	Controlling Authority / Function
* 0000	SSR data unreliable
* 0001	Height Monitoring Unit **(See note 4)**
* 0002	Ground Transponder Testing **(Refer to ENR 1.6, paragraph 2.2.3)**
* 0003	Surrey/Sussex HEMS (HLE60)
0004 — 0005	Scottish Non-standard Flights
* 0006	British Transport Police ASU
* 0007	Off-shore Safety Area (OSA) Conspicuity **(See note 9)**
* 0010	This code may be used when flying in the vicinity of Birmingham, operating outside of Birmingham CTR/ Birmingham CTA and monitoring Birmingham Radar frequency **(Refer to ENR 1.6, paragraph 2.2.5)**
* 0011	Aircraft operating in the vicinity of Bournemouth Control Zone and monitoring Bournemouth Radar Frequency West **(Refer to ENR 1.6, paragraph 2.2.5)**
* 0012	This code may be used when flying in the vicinity of London City and London Heathrow and monitoring Thames Director frequency **(Refer to ENR 1.6, paragraph 2.2.5)**

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

Codes / Series	Controlling Authority / Function
* 0013	This code may be used when flying in the vicinity of London Luton and monitoring Luton Radar frequency **(Refer to ENR 1.6, paragraph 2.2.5)**
* 0014	Kent Air Ambulance (HLE21)
* 0015	Essex Air Ambulance (HLE07)
* 0016	Thames Valley Air Ambulance (HLE24)
* 0017	London Air Ambulance (HLE27)
* 0020	Air Ambulance Helicopter Emergency Medivac
* 0021	Fixed-wing aircraft (Receiving service from a ship)
* 0022	Helicopter(s) (Receiving service from a ship)
* 0023	Aircraft engaged in actual SAR Operations
* 0024	Radar Flight Evaluation/Calibration **(Refer to ENR 1.6, paragraph 2.2.2.2)**
0025	Scottish Non-standard Flights
* 0026	Special Tasks
* 0027	London Control (Swanwick) Ops Crossing/Joining CAS **(See note 7)**
* 0030	FIR Lost
* 0031	Hertfordshire Air Ambulance (HLE55)
* 0032	Aircraft engaged in police air support operations
* 0033	Aircraft Paradropping **(Refer to ENR 1.6, paragraph 2.2.2.2)**
* 0034	Antenna trailing/target towing/glider towing
* 0035	Selected Flights - Helicopters
* 0036	Helicopter Pipeline/Powerline Inspection Flights
* 0037	Royal Flights - Helicopters
* 0040	Civil Helicopters North Sea
* 0041 — 0061	Police Air Support
* 0062 — 0076	Battlespace Management Force HQ
* 0077	Allocated by CAA
* 0100	HQ Air Command **(See note 15)**
0101 — 0117	Transit (ORCAM) Brussels
0120 — 0137	Transit (ORCAM) Germany
0140 — 0177	Transit (ORCAM) Amsterdam
* 0200	HQ Air Command **(See note 15)**
0201 — 0277	Allocated to NATS as CCAMS redundancy
* 0300	HQ Air Command **(See note 15)**
0301 — 0377	Assigned by CCAMS
* 0400	HQ Air Command **(See note 15)**
* 0401	RAF Leeming Conspicuity
0401 — 0417	Birmingham Radar
0401 — 0437	Ireland Domestic
0401 — 0450	Exeter Approach
0401 — 0461	RAF Lakenheath
0402 — 0437	RAF Leeming
* 0420	Coventry Conspicuity
0421 — 0427	Farnborough Zone/Approach Radar IFR/SVFR
* 0430	Hawarden Airport Conspicuity Code
0430 — 0437	Edinburgh Approach
0430 — 0456	Farnborough LARS West
0431 — 0446	Hawarden Approach
* 0440	This code may be used when flying in the vicinity of Edinburgh, operating outside of Edinburgh CTR/ Edinburgh CTA and monitoring Edinburgh Radar frequency **(Refer to ENR 1.6, para 2.2.5)**
0441 — 0443	Edinburgh Approach

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

Codes / Series	Controlling Authority / Function
* 0450	Blackpool Basic Service Conspicuity
* 0451	Blackpool Procedural Service Conspicuity **(See note 13)**
* 0452	Morecambe Bay Helicopter Conspicuity
* 0453	Liverpool Bay Helicopter Conspicuity
0455	Ekofisk RMZ
* 0457	Farnborough LARS West VFR Conspicuity Code for periods when no discrete SSR code is available
0460 — 0467	Farnborough Zone VFR
* 0462 — 0467	USAFE autonomous use in EGD323 complex and Vale of York AIAA.
0470 — 0477	Allocated to NATS as CCAMS redundancy
* 0500	HQ Air Command **(See note 15)**
0501 — 0577	Assigned by CCAMS
* 0600	HQ Air Command **(See note 15)**
0601 — 0637	Transit (ORCAM) Germany
0640 — 0677	Transit (ORCAM) Paris
* 0700	HQ Air Command **(See note 15)**
0701 — 0727	Transit (ORCAM) Maastricht
0730 — 0767	Assigned by CCAMS
0770 — 0777	Transit (ORCAM) Maastricht

Codes / Series	Controlling Authority / Function
1000	IFR GAT flights operating in designated Mode S Airspace
1001 — 1067	Transit (ORCAM) Spain
1070 — 1077	Assigned by CCAMS
* 1100	HQ Air Command **(See note 15)**
1101 — 1137	Transit (ORCAM) Germany
1140 — 1176	Assigned by CCAMS
* 1177	London Control (Swanwick) FIS **(Refer to ENR 1.6, paragraph 2.2.2.2 and note 5)**
* 1200	HQ Air Command **(See note 15)**
1201 — 1247	Channel Islands Domestic
1250 — 1257	Assigned by CCAMS
1260 — 1277	Queen Elizabeth Class aircraft carrier operations
* 1300	HQ Air Command **(See note 15)**
* 1301 — 1306	Assigned by CAA
1307 — 1327	NATO - Air Policing (Air Defence Priority Flights) **(See note 6)**
1330 — 1377	Transit (ORCAM) Germany
* 1400	HQ Air Command **(See note 15)**
1401 — 1407	Irish CCAMS Contingency Codes
1410 — 1477	Assigned by CCAMS
* 1500	HQ Air Command **(See note 15)**
* 1501 — 1577	Battlespace Management Force HQ

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

Codes / Series	Controlling Authority / Function
* 1600	HQ Air Command **(See note 15)**
* 1601 — 1677	Battlespace Management Force HQ
* 1700	HQ Air Command **(See note 15)**
* 1701 — 1727	Battlespace Management Force HQ
1730 — 1746	Newquay Approach
1730 — 1746	Farnborough LARS East
* 1730 — 1767	RAF Spadeadam **(See note 8)**
1730 — 1776	RAF Coningsby
* 1747	Farnborough LARS East Conspicuity
* 1747	Newquay Conspicuity
1750 — 1757	Farnborough Zone (IFR/SVFR)
1750 — 1756	Newquay Approach
* 1757	Newquay LARS when no discrete SSR code is available
1760 — 1777	RNAS Yeovilton Fighter Control
* 1777	RAF Coningsby Conspicuity

Codes / Series	Controlling Authority / Function
* 2000	Conspicuity when entering United Kingdom airspace from an adjacent region where the operation of transponders has not been required; or when operating within United Kingdom airspace in accordance with IFR and is either not receiving an ATS or has not received a specific instruction from ATS concerning the setting of the transponder; or unless instructed otherwise by ATS, Mode S transponder equipped aircraft on the aerodrome surface when under tow, or parked and prior to selecting Off or STBDY. **(Refer to ENR 1.6, paragraphs 2.2.1 e and 2.2.2.1.3)**
2001 — 2077	Assigned by CCAMS
* 2100	HQ Air Command **(See note 15)**
2101 — 2147	Transit (ORCAM) Amsterdam
2150 — 2177	Assigned by CCAMS
* 2200	HQ Air Command **(See note 15)**
2201 — 2277	Assigned by CCAMS
* 2300	HQ Air Command **(See note 15)**
2301 — 2377	Transit (ORCAM) France
* 2400	HQ Air Command **(See note 15)**
* 2401 — 2477	Battlespace Management Force HQ
* 2500	HQ Air Command **(See note 15)**
2501 — 2577	Transit (ORCAM) Germany
* 2600	HQ Air Command **(See note 15)**
2601 — 2617	Glasgow Approach
2601 — 2637	RAF Cranwell
2601 — 2645	MoD Boscombe Down
2601 — 2657	Irish Domestic Westbound departures and Eastbound arrivals
* 2620	This code may be used when flying in the vicinity of Glasgow, operating outside of Glasgow CTR/ Glasgow CTA and monitoring Glasgow Radar frequency **(Refer to ENR 1.6 para 2.2.5)**
2621 — 2630	Aberdeen (Sumburgh Approach)
2631 — 2637	Aberdeen (Northern North Sea Off-shore) **(See note 3)**
2640 — 2642	RAF Cranwell - Lincolnshire AIAA
2640 — 2657	Aberdeen (Northern North Sea Off-shore - Sumburgh Sector) **(See note 3)**

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

Codes / Series	Controlling Authority / Function
2643 — 2644	RAF Cranwell
* 2645	RAF Cranwell Conspicuity
2646 — 2647	RAF Cranwell
2646 — 2647	MoD Boscombe Down - UAS
* 2650	MoD Boscombe Down Conspicuity
2650 — 2653	Leeds Bradford Approach
2651 — 2657	MoD Boscombe Down
* 2654	Leeds Bradford Conspicuity
2655 — 2676	Leeds Bradford Approach
* 2660	Thruxton conspicuity
2660 — 2677	Aberdeen (Northern North Sea Off-shore) **(See note 3)**
2661 — 2675	Middle Wallop
* 2676	Middle Wallop Conspicuity
2677	Middle Wallop Conspicuity
* 2677	This code may be used when flying in the vicinity of Leeds Bradford and monitoring the Leeds Radar Frequency **(Refer to ENR 1.6, para 2.2.5)**
* 2700	HQ Air Command **(See note 15)**
2701 — 2737	Assigned by CCAMS
2740 — 2777	Transit (ORCAM) Zurich

Codes / Series	Controlling Authority / Function
3000	NATO Aircraft receiving a service from AEW aircraft
3001 — 3077	Transit (ORCAM) Zurich
3100	NATO Aircraft receiving a service from AEW aircraft
3101 — 3127	Transit (ORCAM) Germany
3130 — 3177	Transit (ORCAM) Amsterdam
3200	NATO Aircraft receiving a service from AEW aircraft
3201 — 3277	Transit (ORCAM) Turkey - may also be Assigned by CCAMS
3300	NATO Aircraft receiving a service from AEW aircraft
3301 — 3303	Swanwick (Military) Special Tasks
3304 — 3306	Aircraft receiving a service from London D&D Cell
* 3307	D&D Conspicuity Training Fix
3310 — 3367	Swanwick (Military)
3370 — 3377	Allocated to NATS as CCAMS redundancy
3400	NATO Aircraft receiving a service from AEW aircraft
3401 — 3477	Assigned by CCAMS
3500	NATO Aircraft receiving a service from AEW aircraft
3501 — 3507	Transit (ORCAM) Luxembourg
3510 — 3537	Assigned by CCAMS
3540 — 3577	Transit (ORCAM) Berlin
3600	NATO Aircraft receiving a service from AEW aircraft
3601 — 3623	RAF Benson
3601 — 3632	Scottish UK FIS Purposes
3601 — 3634	RAF Waddington

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

Codes / Series	Controlling Authority / Function
3601 — 3647	Jersey Approach
3601 — 3657	Cardiff Approach
* 3624	RAF Benson Conspicuity
3625 — 3627	RAF Benson
* 3636	This code may be used when flying in the vicinity of Cardiff, operating outside of Cardiff CTR/Cardiff CTA and monitoring Cardiff Approach frequency **(Refer to ENR 1.6, para 2.2.5)**
* 3637	Wycombe Air Park Conspicuity. Not to be used outside 20 NM from the airfield.
3640 — 3645	RAF Odiham
3640 — 3666	RAF Marham
3640 — 3677	Aberdeen (Northern North Sea Off-shore) **(See note 3)**
3641 — 3647	BAE Systems Warton
* 3646	RAF Odiham Conspicuity
3646 — 3657	Cardiff Approach
* 3647	RAF Odiham Visual Circuit/MATZ Conspicuity when in Contact with Odiham Tower
3650 — 3653	RAF Odiham
* 3650	BAE Systems Warton Conspicuity
3651 — 3657	BAE Systems Warton
* 3660	This code may be used when flying in the vicinity of Warton Aerodrome and monitoring Warton Radar frequency **(Refer to ENR 1.6, para 2.2.5)**
3660 — 3665	Solent Approach (Southampton)
3661 — 3677	BAE Systems Warton
* 3666	Solent Radar Conspicuity
* 3667	RAF Marham - FIS Conspicuity
3667 — 3677	Solent Approach (Southampton)
3700	NATO Aircraft receiving a service from AEW aircraft
3701 — 3706	Norwich Approach
3707	Norwich Basic Service
3710	Norwich Approach
* 3701 — 3717	Military aircraft under service from RN AEW aircraft in South West Approaches
3701 — 3736	RAF Brize Norton
3701 — 3727	Guernsey Approach
3701 — 3767	RAF Lossiemouth
3720 — 3725	RAF Valley
3720 — 3727	RAF Wittering Approach/Director
3720 — 3766	Newcastle Approach
3726	RAF Valley Basic Service
* 3727	This code may be used when flying in the vicinity of RAF Brize Norton, operating outside of Brize Norton CTR and monitoring Brize Norton LARS frequency (Refer to ENR 1.6, paragraph 2.2.5)
* 3727	RAF Valley
3730 — 3736	RAF Valley
3730 — 3747	RAF Wittering Tutor Operations
* 3737	RAF Valley - Visual Recovery
* 3737	RAF Brize Norton Approach Conspicuity
* 3737	This code may be used when flying in the vicinity of Newcastle, operating outside of Newcastle CTR and Newcastle CTA and monitoring Newcastle Radar frequency **(Refer to ENR 1.6, para 2.2.5)**
3740 — 3745	RAF Brize Norton
3740 — 3747	RAF Valley
* 3750	RAF Wittering Zone Conspicuity (Basic Service)
3750 — 3751	RAF Valley
3750 — 3761	TC Gatwick
3751 — 3757	RAF Wittering Zone Transits
3752	RAF Valley - RIFA
* 3753	RAF Valley - Low Level Helicopters
* 3754	RAF Valley - Special Tasks
3755 — 3756	RAF Valley
3757	RAF Valley Rotary at RAF Mona
3760	RAF Wittering

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

Codes / Series	Controlling Authority / Function
3760 — 3762	RAF Valley
3761	RAF Wittering – Cranwell/Wittering/Cranwell VFR Transit
* 3762	Shoreham ATS IFR
3762	RAF Wittering
* 3763	Shoreham ATS VFR
3763 — 3765	RAF Valley - Approach/Director
3764 — 3766	Gatwick Tower
3766 — 3767	RAF Valley
* 3767	Redhill Approach Conspicuity
* 3767	Newcastle Approach Conspicuity
3770 — 3777	Western Radar

Codes / Series	Controlling Authority / Function
4000	NATO Aircraft receiving a service from AEW aircraft
4001 — 4077	Transit (ORCAM) France
4100	NATO Aircraft receiving a service from AEW aircraft
4101 — 4177	Transit (ORCAM) Germany
4200	NATO Aircraft receiving a service from AEW aircraft
4201 — 4210	Western Radar
4211 — 4214	Assigned by CAA
4215 — 4247	Assigned by CCAMS
4250 — 4257	Belfast City Approach
4250 — 4267	Aberdeen Approach
4250 — 4277	Humberside Approach
* 4255	This code may be used when flying in the vicinity of Belfast/City, operating outside of Belfast/City CTR/ Belfast TMA and monitoring Belfast Approach frequency **(Refer to ENR 1.6, para 2.2.5)**
* 4270	This code may be used when flying in the vicinity of Aberdeen Airport and operating outside of the Aberdeen CTR/ Aberdeen CTA **(Refer to ENR 1.6, para 2.2.5)**
4300	NATO Aircraft receiving a service from AEW aircraft
4301 — 4305	Assigned by CAA
* 4306	Lee-on-Solent Conspicuity
4307 — 4317	London Control Non-Standard Flights
4320 — 4327	Ireland Domestic
4320 — 4327	RNAS Yeovilton
4330 — 4337	UK Domestic (Prestwick Centre Special Sector Codes)
4340 — 4353	UK Domestic (Scottish Special Sector Codes)
* 4354 — 4356	Westland Helicopters Yeovil
4357	Ireland Domestic
* 4357	RNAS Yeovilton Conspicuity
4360 — 4361	Oil Survey Helicopters - Faeroes/Iceland Gap
* 4360 — 4367	Westland Helicopters Yeovil
4360 — 4367	RAF Northolt
4370 — 4377	Anglia Radar
4370 — 4377	Ireland Domestic
4370 — 4377	RNAS Yeovilton
4400	NATO Aircraft receiving a service from AEW aircraft
4401 — 4427	Transit (ORCAM) Brussels
4430 — 4477	Assigned by CCAMS
4500	NATO Aircraft receiving a service from AEW aircraft

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

Codes / Series	Controlling Authority / Function
* 4501	Land's End GNSS Approach **(See note 14)**
* 4501	Wattisham Conspicuity
4501 — 4516	Oxford Approach
4501 — 4517	Prestwick Approach
4502 — 4547	Wattisham Approach
4506	RAF Topcliffe
* 4517	This code may be used when flying in the vicinity of Oxford Airport and monitoring Oxford Radar frequency **(Refer to ENR 1.6, para 2.2.5)**
* 4520	Prestwick Conspicuity
* 4520	Oxford Approach Basic Service
* 4521 — 4527	West Wales Radar (NQY)
* 4530	MoD Aberporth Conspicuity
* 4530	Gloucestershire Airport Instrument Approach Training
4530 — 4546	Plymouth (Military) Radar
4531 — 4537	MoD Aberporth
* 4531	Gloucestershire Airport Conspicuity only to be used within 25 NM and 10,000 FT of the airfield and monitoring the Gloucestershire Airport Frequency
* 4540 — 4542	MoD Aberporth **(See note 10)**
* 4540 — 4541	RAF Topcliffe Conspicuity Code
* 4543	West Wales Airport UAS Conspicuity Code. Shall only be selected with AFIS direction.
* 4547	Plymouth (Military) Radar conspicuity
4550 — 4567	Plymouth (Military) Radar
4550 — 4567	Isle of Man
4550 — 4570	East Midlands Radar
* 4571	East Midlands LARS Basic Service Conspicuity
* 4572	Aircraft operating outside of East Midlands Controlled Airspace/Zone and monitoring East Midlands Radar frequency **(Refer to ENR 1.6, paragraph 2.2.5)**
* 4572	Farnborough LARS West VFR Frequency Monitoring Code **(Refer to ENR 1.6, paragraph 2.2.5)**
* 4573	Costock Helicopters operating inside East Midlands CTR - Conspicuity
* 4574	Southdown Gliding Club Conspicuity
* 4575	Southend Airport Conspicuity
* 4575	Haverfordwest RNP Approach Conspicuity. Only to be used within 20 NM and 10,000 FT of the aerodrome
* 4576	Walney Aerodrome Conspicuity. Only to be used within 25 NM and 10,000 FT of the aerodrome and in communication with Walney ATS.
* 4576	RAF Honington
* 4577	Allocated by the CAA
4600	NATO Aircraft receiving a service from AEW aircraft
* 4601	MoD Ops in Salisbury Plain Training Area **(See note 11)**
4602 — 4607	Anglia Radar
* 4607	This code may be used when flying in the vicinity of Hawarden and monitoring the Hawarden Radar Frequency **(Refer to ENR 1.6 para 2.2.5)**
4610 — 4667	Assigned by CCAMS
4670 — 4676	TC Stansted/TC Luton
* 4677	Luton Airport Tower Conspicuity
4700	NATO Aircraft receiving a service from AEW aircraft
4701 — 4777	Assigned by CCAMS

Codes / Series	Controlling Authority / Function
5000	NATO Aircraft receiving a service from AEW aircraft
5001 — 5012	London Control Non-Standard Flights
5013 — 5017	Assigned by CCAMS
5020 — 5036	Farnborough LARS North
* 5037	Farnborough LARS North Conspicuity
5040 — 5047	Assigned by CAA
* 5050	Liverpool Conspicuity

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

Codes / Series	Controlling Authority / Function
* 5050	This code may be used when flying in the vicinity of Southend and monitoring Southend Radar Frequency **(Refer to ENR 1.6, para 2.2.5)**
5050 — 5067	Bristol Approach
5050 — 5067	Southend Approach
5051 — 5067	Liverpool Airport
* 5060 (or 5067 for students flying solo)	This code may be used when flying in the vicinity of Liverpool and monitoring the Liverpool Radar Frequency **(Refer to ENR 1.6, para 2.2.5)**
* 5070 — 5071	Bristol VFR Conspicuity
* 5070 — 5071	RAF Syerston Conspicuity
5072 — 5076	Bristol Approach
* 5077	This code may be used when flying in the vicinity of Bristol Airport, operating outside of Bristol CTR/ Bristol CTA and monitoring Bristol Radar frequency **(Refer to ENR 1.6, para 2.2.5)**
* 5077	Sherburn-in-Elmet and Leeds East RNP Approach Conspicuity. Only to be used within 20 NM and 10,000 FT of the aerodrome
* 5077	Cumbernauld RNP Approach Conspicuity. Only to be used within 20 NM and 10,000 FT of the aerodrome
5100	NATO Aircraft receiving a service from AEW aircraft
5101 — 5107	Assigned by CAA
5110 — 5137	NATS
5140 — 5177	Assigned by CCAMS
5200	NATO Aircraft receiving a service from AEW aircraft
5201 — 5270	Assigned by CCAMS
5271 — 5277	Transit (ORCAM) Channel Islands
5300	NATO Aircraft receiving a service from AEW aircraft
5301 — 5377	Transit (ORCAM) Barcelona
5400	NATO Aircraft receiving a service from AEW aircraft
5401 — 5477	Assigned by CCAMS
5500	NATO Aircraft receiving a service from AEW aircraft
5501 — 5577	Transit (ORCAM) Barcelona
5600	NATO Aircraft receiving a service from AEW aircraft
5601 — 5647	Transit (ORCAM) Paris
5650 — 5657	Transit (ORCAM) Luxembourg
5660 — 5664	Allocated to NATS as CCAMS redundancy
5665 — 5676	Assigned by CCAMS
5677	Medical emergency in France
5700	NATO Aircraft receiving a service from AEW aircraft
5701 — 5777	Transit (ORCAM) Geneva

Codes / Series	Controlling Authority / Function
* 6000	Uncrewed Air System BVLOS Trial Conspicuity operating within segregated airspace and specifically authorised by CAA (**See note 17**)
* 6001 — 6037	On loan to CCAMS **(See note 16)**
6040 — 6077	Swanwick (Military)
* 6100	HQ Air Command **(See note 15)**

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

Codes / Series	Controlling Authority / Function
6101 — 6157	Swanwick (Military)
6160 — 6175	Cambridge Approach
6160 — 6176	Inverness Radar
6160 — 6177	Plymouth (Military) Radar
6161 — 6167	Doncaster Sheffield (CAA Reserved)
6171 — 6177	Doncaster Sheffield (CAA Reserved)
* 6176	Cambridge VFR Conspicuity
* 6177	Cambridge IFR Conspicuity
* 6177	Inverness Conspicuity
* 6200	HQ Air Command **(See note 15)**
6201 — 6257	Assigned by CCAMS
6260 — 6277	Transit (ORCAM) Amsterdam
* 6300	HQ Air Command **(See note 15)**
6301 — 6377	Assigned by CCAMS
* 6400	HQ Air Command **(See note 15)**
6401 — 6457	Swanwick (Military) Radar
6460 — 6467	Assigned by CCAMS
6470 — 6477	Allocated to NATS as CCAMS redundancy
* 6500	HQ Air Command **(See note 15)**
6501 — 6577	CRC Boulmer
* 6600	HQ Air Command **(See note 15)**
6601 — 6677	Transit (ORCAM) Germany
* 6700	HQ Air Command **(See note 15)**
6701 — 6777	Transit (ORCAM) France

Codes / Series	Controlling Authority / Function
* 7000	Conspicuity when operating within United Kingdom airspace in accordance with VFR and have not received a specific instruction from ATS concerning the setting of the transponder**. (Refer to ENR 1.6, paragraph 2.2.2.1.3)**
* 7001	Military Fixed-wing Low Level Conspicuity/ Climb-out **(Refer to ENR 1.6, paragraph 2.2.2.2)**
* 7002	Danger Areas General
* 7003	Red Arrows Transit/Display
* 7004	Conspicuity Aerobatics and Display **(Refer to ENR 1.6, paragraph 2.2.2.2)**
* 7005	High-Energy Manoeuvres
* 7006	Autonomous Operations within TRA and TRA (G) **(Refer to ENR 1.6, paragraph 2.2.2.2)**
7007	Open Skies Observation Aircraft
* 7010	Operating in Aerodrome Traffic Pattern **(Refer to ENR 1.6, paragraph 2.2.2.2)**
* 7011	This code may be used when flying in the vicinity of Southampton Airport and monitoring Solent Radar frequency **(Refer to ENR 1.6, paragraph 2.2.5)**
* 7012	This code may be used when flying in the vicinity of London Gatwick and monitoring Gatwick Director frequency **(Refer to ENR 1.6, para 2.2.5)**
* 7013	This code may be used when flying in the vicinity of Stansted and monitoring Stansted Radar frequency **(Refer to ENR 1.6, para 2.2.5)**
7014 — 7017	Allocated to NATS as CCAMS redundancy
7020 — 7027	Assigned by CCAMS
* 7030	RNAS Culdrose Conspicuity
7030 — 7044	Aldergrove Approach

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

Codes / Series	Controlling Authority / Function
7030 — 7046	TC Thames/TC Heathrow
7030 — 7046	Teesside International Airport
7030 — 7077	Aberdeen (Northern North Sea Off-shore) **(See note 3)**
7031 — 7077	RNAS Culdrose
* 7045	This code may be used when flying in the vicinity of Belfast Aldergrove, operating outside of Belfast Aldergrove CTR/ Belfast TMA and monitoring Aldergrove Approach frequency **(Refer to ENR 1.6, para 2.2.5)**
7046 — 7047	Aldergrove Approach
* 7047	TC Thames (Biggin Hill Airport Conspicuity)
* 7047	This code may be used when flying in the vicinity of Teesside, operating outside of Teesside CTR and Teesside CTA and monitoring Teesside Radar frequency **(Refer to ENR 1.6, para 2.2.5)**
* 7047	RNAS Culdrose Conspicuity
7050 — 7056	TC Thames/TC Heathrow
7050 — 7066	Teesside International Airport
* 7057	TC Thames (London City Airport Conspicuity)
* 7066	Lydd Approach VFR
* 7067	Teesside International Airport Conspicuity
* 7067	Lydd Approach IFR
7070 — 7076	TC Thames/TC Heathrow
* 7077	TC Thames (London Heliport Conspicuity)
* 7100	SSR Code Saturation
7101 — 7167	Transit (ORCAM) Brussels
7170 — 7177	Transit (ORCAM) Luxembourg
* 7200	RN Ships Conspicuity
7201 — 7267	Allocated to NATS as CCAMS redundancy
7270 — 7277	Assigned by CCAMS
* 7300	MPA/DEFRA/Fishery Protection/AIRTASK146
* 7300	(Civil Contingency) Conspicuity
7301 — 7327	Assigned by CCAMS
7330 — 7347	Transit (ORCAM) Netherlands
* 7350	Norwich Frequency Monitoring Code - This code may be used when flying in the vicinity of Norwich, operating outside of Norwich CTR/Norwich CTA and monitoring Norwich Radar Frequency **(Refer to ENR 1.6, paragraph 2.2.5)**
7350 — 7353	RNAS Culdrose
7350 — 7361	MoD Ops in EGD701 (Hebrides)
7350 — 7363	Manchester Approach
7350 — 7376	Bournemouth Approach/LARS
7351 — 7377	Norwich Approach
* 7354 — *7355	RNAS Culdrose Conspicuity
* 7356	RNAS Culdrose Conspicuity Code utilised by Penzance Heliport iaw local orders
* 7357	RNAS Culdrose Conspicuity
7360 — 7367	RNAS Culdrose
* 7362	MoD Ops in EGD702 (Fort George)
* 7365	Manchester Barton Conspicuity
* 7366 (or 7367 for students flying solo)	This code may be used when flying in the vicinity of Manchester Airport and monitoring Manchester Radar frequency **(Refer to ENR 1.6, paragraph 2.2.5)**
7367 — 7373	Manchester Approach
* 7374	Dundee Airport IFR Procedural Approach
* 7375	Manchester TMA and Woodvale Local Area (Woodvale UAS and VGS Conspicuity)
* 7376	Dundee Airport VFR Conspicuity
* 7377	Bournemouth Radar Conspicuity
* 7400	UAS/RPA Lost Link **(See note 12)**

Codes / Series	Controlling Authority / Function
* 7401	Scottish FIS **(Refer to ENR 1.6, paragraph 2.2.2.2)**
* 7402	RAF Leuchars Conspicuity
7402 — 7414	TC Stansted/TC Luton
7402 — 7417	RAF Shawbury
7402 — 7436	RNAS Yeovilton
7402 — 7437	Anglia Radar
7403 — 7427	RAF Leuchars
* 7417	Cranfield Airport - IFR Conspicuity Purposes
* 7420	RAF Shawbury Conspicuity
7421 — 7425	RAF Shawbury
* 7426	RAF Shawbury Conspicuity
* 7427	RAF Shawbury
7430 — 7437	RAF Shawbury
* 7437	RNAS Yeovilton Conspicuity
7440 — 7477	Transit (ORCAM) France
* 7500	Special Purpose Code - Hi-Jacking
7501 — 7507	Assigned by CCAMS
7510 — 7535	Transit (ORCAM) Switzerland
7536 — 7537	Assigned by CCAMS
7540 — 7547	Transit (ORCAM) Germany
7550 — 7567	Transit (ORCAM) Paris
7570 — 7577	Assigned by CCAMS
* 7600	Special Purpose Code - Radio Failure
* 7601	Special Purpose Code - European Radio Failure Procedure (Not Avaliable in UK FIR)
7602 — 7617	Allocated to NATS as CCAMS Redundancy (Prestwick Upper)
7620 — 7677	Assigned by CCAMS
* 7700	Special Purpose Code - Emergency
7701 — 7775	Assigned by CCAMS
* 7776 — 7777	SSR Monitors **(Refer to ENR 1.6, paragraph 2.2.4)**

2.7 Centralised Code Assignment and Management System (CCAMS)

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

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

3 Automatic Dependent Surveillance - Broadcast (ADS-B)

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

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

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

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

Unit	Position	Frequency (MHz)/ Channel	Service Radius (NM)	Availability/ Remarks
Waddington	530958N 0003126W	119.500	30	Mon-Thu 0800-2000 (0700-1900), Fri 0800-1800 (0700-1700), Sat & Sun 1000-1700 (0900-1600).
Warton	534442N 0025300W	129.530	40	Mon-Thu 0730-1900 (0630-1800), Fri 0730-1700 (0630-1600).
Yeovilton	510030N 0023844W	127.355	30	Mon-Thu 0830-1600; Fri 0830-1300.

4.1.7 **Farnborough LARS**

4.1.7.1 The co-ordinates of the Farnborough Radar Sectors are detailed below. The boundaries shown purely indicate the extent of the available service and DOES NOT infer that Farnborough LARS will be the controlling Authority for the crossing of either CAS or Military ATZs.

a) **LARS North**

520742N 0001825W - 520729N 0000708W - 520755N 0000723E - 520457N 0002608E - 520157N 0003808E - 515031N 0004700E – 514654N 0003118E – 513759N 0001801E – 513421N 0001707E – 513534N 0001246E – 513612N 0002639W - 513611N 0004133W - 514401N 0010541W thence clockwise by the arc of a circle radius 30 NM centred on 511631N 0004639W (Farnborough ARP) to 514550N 0005638W - 515411N 0004452W - 520742N 0001825W.

b) **LARS East**

511814N 0003550E - 505613N 0003110E - 504354N 0001455E - 504325N 0003247W - 504846N 0003247W - 510054N 0002700W - 511030N 0002352W thence clockwise by the arc of a circle radius 8 NM centred on 510853N 0001125W to 511118N 0002332W - 511242N 0001323W - 512013N 0001255W - 513611N 0001253W - 513534N 0001246E – 513421N 0001707E – 511833N 0002531E - 511814N 0003550E

c) **LARS West**

514401N 0010541W - 513611N 0004133W - 513612N 0002639W - 513611N 0001253W - 512013N 0001255W - 511242N 0001323W - 511118N 0002332W thence an arc radius 8 NM centred on 510853N 0001125W to 511030N 0002352W - 510054N 0002700W - 504846N 0003247W - 504325N 0003247W - 504313N 0004727W - 504957N 0010837W thence an arc 30 NM radius centred on 511631N 0004639W (Farnborough ARP) to 514401N 0010541W.

4.2 Radar Service - FL 100 and Above (Outside CAS)

4.2.1 **Availability of Service**

4.2.1.1 This service is available to all aircraft flying outside CAS in the London and Scottish FIRs between FL 100 and FL 190, and within active TRAs, subject to Unit capacity.

4.2.1.2 The military Units providing this service together with their boundaries are depicted on the chart at ENR 6-12. The table below shows their hours of operation, the RTF operating frequency on which this service is normally provided and a telephone number for pre-flight contact.

Unit and Callsign	Operating Hours	Initial Contact Frequency (ICF)	Telephone Number
78 Squadron Swanwick (Swanwick Mil)	H24 (Subject to 4.2.3)	North West Sector 134.300 MHz, North Sector 136.375 MHz, North East Sector 135.075 MHz, East Sector 133.325 MHz, Central Sector 128.700 MHz, West Sector (Northern) 127.450 MHz, West Sector (Southern) 133.900 MHz & South West Sector 135.150 MHz.	01489-612943 01489-612408 01489-612417
Western Radar	0645-1830 (0545-1730)	132.300 MHz	Admin: 01489-585511

4.2.1.3 Participating aircraft must be equipped with a serviceable transponder.

4.2.2 **Type of Service**

4.2.2.1 The service provided will be a Deconfliction Service or Traffic Service (See ENR 1.1.2).

4.2.3 **Availibility of Service**

4.2.3.1 Swanwick (Mil) will only provide an ATS 2300-0700 (2200-0600) Mon to Thu, and 2300-0700 (2200-0600) Fri to Mon subject to 2 weeks notification and associated approval. A request is to be sent to: SWK-Plans@mod.gov.uk and contain the details laid out

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

in 4.2.4.1 (b). Swanwick (Mil) also have reduced staffing between the hours of 1800-2300 (1700-2200) Mon to Fri, provision of service will be prioritised in accordance with RAF Battlespace Management Orders.

4.2.4 **Procedures**

4.2.4.1 In order to comply with the requirements of the FPPS at 78 Squadron (Swanwick Mil), captains of aircraft requiring a radar service in the Upper or Lower Airspace within the Swanwick(Mil) area of responsibility are to pre-notify their intended flight details to Swanwick(Mil) by one of the following methods:

a) Pre-flight Notification - Flight Plans. As the preferred method of notification flight plans (F2919/CA48) should be submitted as far in advance of ETD as possible and in any case not less than 30 minutes before service is required. The Swanwick(Mil) signals address - EGZYOATT - must be included on the flight plan. When appropriate these additions to the standard flight plan format must also be included:

i. Item 18. The point and the time at which a radar service is required to commence;
ii. Item 15. The point of entry into the area and the point of exit.

Note: *Item 15. If a flight is planned to enter any CAS within the Swanwick(Mil) area of responsibility and a service is required before joining or after leaving CAS, both parts of the route may be entered in Item 15 of the same flight plan. In this case both IFPS - EGZYIFPS - and Swanwick(Mil) EGZYOATT must appear as addressees.*

b) Pre-Flight Notification - Military Prenote. When it has not been possible to file a flight plan, as sub-paragraph (a), relevant details of the intended flight should be telephoned by the pilot or by his aerodrome operations or ATC to Swanwick(Mil), Main Flight Plan Reception Section, (ATOTN Telephone Ext 6710) at least 15 minutes before service is required. Flight details should be passed in this order:

i. Callsign;
ii. number of aircraft (if more than 1) and aircraft type(s);
iii. position and time at which service is required to commence;
iv. speed and flight level at commencement of service;
v. route (including any required speed or level changes);
vi. position of leaving the delineated area (if applicable); and
vii. destination (ICAO Location Indicator).

c) In-Flight Notification (Air Filing). Exceptionally, when neither form of pre-flight notification has been made the flight details listed in sub-paragraph (b) above, may be notified in flight (Air Filed) by radio to:

i. ATCRU. Airfile with the ATCRU, currently providing a service for onward transmission by them to Swanwick(Mil) at least 15 minutes in advance of service being required;
ii. Swanwick(Mil). Request radar service by calling Swanwick(Mil) on the appropriate (ICF), at least 5 minutes before service is required passing the details listed in sub-paragraph (b) above.

d) In order to comply with the requirements of the FPPS for Western Radar, pilots and operators of aircraft leaving or joining Controlled Airspace within the Western Radar Area of Operation, who wish to receive an ATS from Western Radar are advised to file all flight plans (CA48) to both EUCHZMFP and EUCBZMFP not less than 30 minutes before the ATS is required.

The flight plan should include the following information:

i. Item 18. The point and time at which a UK FIS radar service will be required within the Western Radar Area of Operation.
ii. Item 15. The point of entry into and exit from the Western Radar Area of Operation.

Note: *An ATS is available to aircraft entering or leaving CAS within the Western Radar Area of Operation; therefore, to secure an ATS, Flight Plan Item 15 is to be fully completed.*

4.2.4.1.1 **Changes to Flight Details**

a) Pre-Flight Notification. Changes to pre-flight notifications are to be passed to Swanwick(Mil) as soon as possible by:

i. Amended flight plan if time permits (as in paragraph 4.2.3.1 (a)); otherwise
ii. by telephone (as in paragraph 4.2.3.1 (b)).

b) In-Flight Notification (Air Filing). By RTF as soon as possible (as in paragraph 4.2.3.1 (c)).

4.3 (Former) Pennine Radar Area of Responsibility

4.3.1 **Area of Responsibility**

4.3.1.1 Provision of ATS outside of controlled airspace within the area defined below is a NATS licensed task which is provided, subject

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

b) Mobiles must operate in accordance with the frequency plan shown in paragraph 4.5.5.3;
c) Aeronautical RTF operations for all installations north of 56°N and east of 5°W and within the UK Off-shore Areas Under Concession, with the exception of the East Shetland Basin – that is Off-shore RTF Areas A to I **(Note 1)** – have each been provided with two RTF frequencies, one for Traffic **(Note 2)** RTF calls and the other for Logistics **(Note 3)** RTF calls, as listed in paragraph 4.5.5.3.1. No suffix will be added to the Civil Aviation Authority approved callsign when traffic information is to be passed by the operator of the aeronautical radio station. When logistics information is to be passed the suffix 'LOG' shall be added to the approved callsign.

Simultaneous operation of the traffic and the LOG frequencies may be required, installations are therefore required to carry radio facilities to support this.

Note 1: *Operators wishing to operate installations in Area X on the RTF frequency allocations chart should contact the Authority at least 90 days before operation is required in order to obtain a temporary RTF frequency assignment.*

Note 2: *The Traffic frequency is to be used for giving information on aircraft positions, obtaining deck clearance, and for lifting calls.*

Note 3: *The logistics (LOG) frequency should be used for all other calls permitted within the terms of an OPC service such as, departure messages, in-field routings, payload information, and ordering fuel and refreshments.*

RTF Operation - Areas A to P: *RTF frequency assignments for off-shore installations may only be used for communication between installations and aircraft that are both within the same off-shore RTF frequency assignment area. The Traffic frequencies may be used for communication with aircraft that are below 2000 FT and the LOG frequencies may be used for communication with aircraft that are below 7000 FT*

Published Air Traffic Service procedures should be followed where available. A listening watch should be maintained with the Air Traffic Service Unit (ATSU) where possible. Prior to leaving the ATSU's operating area, pilots should advise the ATSU of the aircraft's movement intentions. Where maintaining a listening watch with the ATSU is not possible and at all times when the aircraft is below 1500 FT a listening watch on the RTF Area Traffic Frequency shall be maintained.

Outbound - To the off-shore installation: *Pilots who are in communication with the ATSU should, once established in the descent and still above 1500 FT, establish contact with their destination on the Area Traffic Frequency, and hand over the flight watch. They should then advise the ATSU on passing 1500 FT. Landing clearances should be obtained from the HLO who will be operating on the Traffic frequency.*

Inbound - From the off-shore installation: *Lifting calls should be made on the Traffic frequency. Once airborne establish communication with the appropriate ATSU whilst below 1000 FT or as soon practical. Published Air Traffic Service procedures should be followed where available.*

The appropriate LOG frequency should be used as required to exchange information with the destination. When operating below 1500 FT or outside the ATSU's area of operation pilots should retune the ATSU radio to the LOG frequency for passing Logistics information. When not being used for LOG messages the radio should be retuned to monitor the appropriate ATSU's frequency.

4.5.5.1.3 Offshore installation's VHF RTF facilities and aeronautical Non Directional Beacons operate by arrangement only; the unserviceability of these facilities will **NOT** be promulgated by NOTAM.

4.5.5.1.4 **NDBs on both fixed and mobile installations generally operate on shared frequencies.** NDBs that share frequencies should only be switched on if requested by the helicopter pilot and then only after the frequency has been monitored by the pilot and found to be vacant immediately prior to switching on. The pilot should advise the NDB operators as soon as they no longer require the use of the NDB. When no longer required the NDB should be switched off. Additionally, in order to assist helicopters transiting fields a small number of NDBs on fixed installations have been assigned frequencies that enable them to operate as close to H24 as practical. Pilots may find these NDBs already on and that they remain on after they have advised the installation that they no longer require their use.

4.5.5.1.5 Flight Information Services are provided by NATS Limited from Aberdeen in the Aberdeen ATSU Off-shore Areas of Responsibility (ENR 6-23 and 6-25).

4.5.5.2 **RTF and NDB Frequencies/Channels for Fixed Installations**

4.5.5.2.1 Data on RTF and NDB frequencies/channels in use by the off-shore helicopter community can be obtained from the Helideck Certification Agency at http://www.helidecks.org/index.php/helideck-certificates.

4.5.5.3 **RTF and NDB Frequencies/Channels used on Off-shore Installations in the UK Areas under Concession**

4.5.5.3.1 RTF Frequencies/Channels for Off-shore Installations.

Area	Boundaries	VHF RTF Channel	
		Traffic	LOG
A	583736N 0050000W - 602049N 0050000W - 602106N 0045640W - 602405N 0044416W - 604743N 0041832W - 605149N 0041400W - 605459N 0041030W - 610245N 0040352W - 610427N 0040226W - 610739N 0035937W - 612137N 0034754W - 614500N 0031304W - 614500N 0003400W - 595244N 0011712W - 574200N 0014713W - 574200N 0035805W thence along the UK East Coast to 583736N 0050000W.	122.805	129.130

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

Area	Boundaries	VHF RTF Channel	
		Traffic	LOG
B	574200N 0014713W - 595244N 0011712W - 614500N 0003400W - 614410N 0003900E - 612412N 0003900E - 610807N 0004319E - 605828N 0004555E - 604846N 0010430E - 604116N 0011454E - 603808N 0012042E - 603300N 0014257E - 603300N 0015659E - 602324N 0015851E - 574200N 0014648W - 574200N 0014713W.	122.805	129.130
C	602324N 0015851E - 595346N 0020430E - 591722N 0014236E - 591340N 0014136E - 584026N 0002838E thence anti-clockwise by the arc of a circle radius 120 NM centred on 571838N 0021602W (ADN VOR) to 585707N 0000719W - 602324N 0015851E.	122.180	125.405
D	591340N 0014136E - 582546N 0012854E - 582430N 0013034E - 581627N 0010020E thence anti-clockwise by the arc of a circle radius 120 NM centred on 571838N 0021602W (ADN VOR) to 584026N 0002838E - 591340N 0014136E.	123.655	129.130
E	585707N 0000719W thence clockwise by the arc of a circle radius 120 NM centred on 571838N 0021602W (ADN VOR) - 581627N 0010020E - 573123N 0013500W - 574200N 0013500W - 574200N 0014648W - 585707N 0000719W.	123.005	128.405
F	582430N 0013034E - 580500N 0014803E - 572707N 0013500W - 573123N 0013500W - 582430N 0013034E.	123.555	126.405
G	580500N 0014803E - 575416N 0015748E - 573927N 0020521E - 572231N 0013500W - 572707N 0013500W - 580500N 0014803E.	122.005	126.355
H	573927N 0020521E - 564859N 0023018E - 571506N 0013500W - 572231N 0013500W - 573927N 0020521E.	122.330	129.705 (Shell 130.880)
I	564859N 0023018E - 563540N 0023642E - 560510N 0031455E - 560000N 0031758E - 560000N 0013500W - 571506N 0013500W - 564859N 0023018E.	122.780	126.805 (Shell 130.880)
J	560000N 0031758E - 555004N 0032355E - 543715N 0025349E - 542245N 0024543E - 525851N 0005830E thence along the UK East Coast - 560000N 0023000W - 560000N 0031758E.	122.230	122.230
K	542245N 0024543E - 535745N 0025155E - 534003N 0025719E - 533503N 0025913E - 532809N 0030055E - 531803N 0030319E - 525551N 0030936E - 520000N 0022345E - 520000N 0012528E thence along the UK East Coast - 525851N 0005830E - 542245N 0024543E.	130.280	130.280
	In some circumstances the following may apply:		
	(a) The Leman/Sean Indefatigable Fields use	123.630	123.630
	(b) The Esmond/Forbes/Gordon Fields use	122.330	122.330
	(c) The Rough/West Sole Fields and Villages use	129.880	129.880
	(d) The Viking Field use	118.655	118.655
	(e) The Viking/Ann Field use	123.580	123.580
	(f) The Hewett/Arpet Fields use	122.880	122.880
	(g) The Thames Field use	123.230	123.230
	(h) The Ravenspurn Field use	123.030	123.030
	(i) The Cleeton/West Sole Fields and Villages use	130.730	130.730
L	550000N 0051004W thence along the UK West Coast - 530000N 0042542W - 530000N 0051200W - 540000N 0051200W - 540000N 0060608W thence along the Northern Ireland East Coast - 550000N 0055911W - 550000N 0051004W.	122.380	122.380
	In some circumstances the following may apply: Liverpool Bay Fields use	129.780	129.780
M	595000N 0050000W - 583736N 0050000W - 583100N 0061538W thence along the UK West Coast to 580000N 0070542W - 580000N 0100000W - 595952N 0100000W - 595627N 0090040W - 601845N 0052412W - 602049N 0050000W - 595000N 0050000W.	123.255	123.255
N	580000N 0070542W thence along the UK West Coast - 554000N 0063000W - 554000N 0064800W - 555000N 0064800W - 555000N 0070000W - 560000N 0070000W - 560000N 0080000W - 561000N 0080000W - 561000N 0084800W - 562000N 0084800W - 562000N 0093000W - 562312N 0100000W - 580000N 0100000W - 580000N 0070542W.	130.155	130.155
O	595952N 0100000W - 562312N 0100000W - 570000N 0192700W - 595000N 0142600W - 594957N 0131612W - 600902N 0131612W - 600718N 0121737W - 600250N 0111627W - 600208N 0105047W - 600057N 0102051W - 595952N 0100000W.	122.230	122.230

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

Area	Boundaries	VHF RTF Channel	
		Traffic	LOG
P	530000N 0051900W - 530000N 0042542W thence along the UK South Coast to 520000N 0012528E - 520000N 0023831E - 514957N 0023015E - 513647N 0021512E - 513328N 0021418E - 513014N 0020718E - 512011N 0020218E - 511935N 0020143E - 511424N 0015713E - 510555N 0014326E - 510216N 0013248E - 505657N 0012120E - 505344N 0011653E - 504747N 0011523E - 503835N 0010721E - 502319N 0004634E - 501938N 0003607E - 501409N 0000209E - 501310N 0001535W - 500726N 0003005W - 500824N 0010005W - 500912N 0013005W - 500911N 0020331W - 495747N 0024829W - 494627N 0025635W - 493827N 0032105W - 493309N 0033455W - 493239N 0034249W - 493205N 0035552W - 492736N 0041759W - 492719N 0042151W - 492310N 0043244W - 491424N 0051105W - 491256N 0052045W - 491206N 0054035W - 481257N 0091200W - 481000N 0092216W - 481000N 0100000W - 482000N 0100000W - 482000N 0094800W - 483000N 0094800W - 483000N 0093600W - 485000N 0093600W - 485000N 0092400W - 490000N 0092400W - 490000N 0091700W - 490956N 0091705W - 490956N 0091205W - 492000N 0091200W - 492000N 0090300W - 493000N 0090300W - 493000N 0085400W - 494000N 0085400W - 494000N 0084500W - 494956N 0084505W - 494956N 0083605W - 495956N 0083605W - 495956N 0082405W - 500956N 0082405W - 500956N 0081205W - 502000N 0081200W - 502000N 0080000W - 502956N 0080005W - 502956N 0073605W - 503956N 0073605W - 503956N 0071205W - 505000N 0071200W - 505000N 0070300W - 510000N 0070300W - 510000N 0064800W - 511000N 0064800W - 511000N 0064200W - 512000N 0064200W - 512000N 0063300W - 513000N 0063300W - 513000N 0061800W - 514000N 0061800W - 514000N 0060600W - 515000N 0060600W - 515000N 0060000W - 515400N 0060000W - 515400N 0055700W - 515800N 0055700W - 515800N 0055400W - 520000N 0055400W - 520000N 0055000W - 520400N 0055000W - 520400N 0054600W - 520800N 0054600W - 520800N 0054200W - 521200N 0054200W - 521200N 0053900W - 521600N 0053900W - 521600N 0053500W - 522400N 0053500W - 522400N 0052248W - 523200N 0052248W - 523200N 0052800W - 524400N 0052800W - 524400N 0052430W - 525200N 0052430W - 525200N 0052230W - 525900N 0052230W - 525900N 0051900W - 530000N 0051900W.	122.780	122.780
ESB	614410N 0003900E - 612412N 0003900E (Gate Golf) - 610807N 0004319E (Gate Hotel) - 605828N 0004555E (Gate Juliet) - 604846N 0010430E (Gate Lima) - 604116N 0011454E (Gate Mike) - 603808N 0012042E (Gate November) - 603300N 0014257E (Gate Oscar) - 603300N 0015659E - 612122N 0014718E (ALLOY) - 614410N 0013329E - 614410N 0003900E.	129.405	129.405

4.5.5.3.2 NDB Frequencies for Mobiles

Within the East Shetland Basin (ESB)	614410N 0003900E - 614410N 0013329E - 612122N 0014718E (ALLOY) - 612000N 0014735E - 612000N 0004008E - 612412N 0003900E - 614410N 0003900E.	553.5	20
	612000N 0004008E - 612000N 0014735E - 610000N 0015138E - 610000N 0004530E - 610807N 0004319E - 612000N 0004008E.	597.5	20
	610000N 0004530E - 610000N 0015138E - 603300N 0015659E - 603300N 0014257E - 603808N 0012042E - 604116N 0011454E - 604846N 0010430E - 605828N 0004555E - 610000N 0004530E.	579.5	20
1	635313N 0002927W - 633809N 0003007W - 633809N 0001106W - 625328N 0003821E - 622219N 0010622E - 614410N 0013329E - 614410N 0003900E - 612412N 0003900E - 610807N 0004319E - 605828N 0004555E - 604846N 0010430E - 604116N 0011454E - 603808N 0012042E - 603300N 0014257E - 603300N 0015659E - 595346N 0020430E - 591722N 0014236E - 590000N 0013755E - 590000N 0050000W - 602049N 0050000W - 602106N 0045640W - 602405N 0044416W - 604743N 0041832W - 605149N 0041400W - 605459N 0041030W - 610245N 0040352W - 610427N 0040226W - 610739N 0035937W - 612137N 0034754W - 615207N 0031144W - 615914N 0030320W - 634039N 0004744W - 635313N 0002927W.	588.5	20
2	590000N 0002400E - 570000N 0002400E - 570000N 0021012W thence along the UK East Coast to 583736N 0050000W - 590000N 0050000W - 590000N 0002400E.	597.5	20
	590000N 0002400E - 590000N 0013755E - 582546N 0012854E - 575416N 0015748E - 570000N 0022458E - 570000N 0002400E - 590000N 0002400E.	553.5	20
	570000N 0022458E - 563540N 0023642E - 560510N 0031455E - 560000N 0031758E - 560000N 0023000W thence along the East Coast of Scotland to 570000N 0021012W - 570000N 0022458E.	897.0	20
4A	560000N 0031758E - 555004N 0032355E - 543715N 0025349E - 542245N 0024543E - 525851N 0005830E thence along the UK East Coast to 560000N 0023000W - 560000N 0031758E.	949.0 (†)	20
4B	542245N 0024543E - 535745N 0025155E - 534003N 0025719E - 533503N 0025913E - 532809N 0030055E - 531803N 0030319E - 525551N 0030936E - 520000N 0022345E - 520000N 0012528E thence along the UK East Coast to 525851N 0005830E - 542245N 0024543E.	579.5 (‡) 897.0 (‡)	20

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

5	550000N 0051004W thence along the UK West Coast - 530000N 0042542W - 530000N 0051200W - 540000N 0051200W - 540000N 0060608W thence along the N Ireland East Coast to 550000N 0055911W - 550000N 0051004W.	597.5	20
6	595000N 0050000W - 583736N 0050000W - 583100N 0061538W thence along the UK West Coast to 580000N 0070542W - 580000N 0100000W - 595952N 0100000W - 595627N 0090040W - 601845N 0052412W - 602049N 0050000W - 595000N 0050000W.	579.5	20
7	580000N 0070542W thence along the UK West Coast to 554000N 0063000W - 554000N 0064800W - 555000N 0064800W - 55000N 0070000W - 560000N 0070000W - 560000N 0080000W - 561000N 0080000W - 561000N 0084800W - 562000N 0084800W - 562000N 0093000W - 562312N 0100000W - 580000N 0100000W - 580000N 0070542W.	553.5	20
	(†) **Area 4a NDB/VHF pairing** — 949.0 kHz/122.225 MHz. (‡) **Area 4b NDB/VHF pairing** — 579.5 kHz/130.275 MHz or 897.0 kHz/130.275 MHz. For Notes See End of Table.		
8	595952N 0100000W - 562312N 0100000W - 570000N 0192700W - 595000N 0142600W - 594957N 0131612W - 600902N 0131612W - 600718N 0121737W - 600250N 0011627W - 600208N 0105047W - 600057N 0102051W - 595952N 0100000W.	897.0	20 min 50 max
9	530000N 0051900W - 530000N 0042542W thence along the UK South Coast to 520000N 0012528W - 520000N 0023831E - 514957N 0023015E - 513647N 0021512E - 513328N 0021418E - 513014N 0020718E - 512011N 0020218E - 511935N 0020143E - 511424N 0015713E - 510555N 0014326E - 510216N 0013248E - 505657N 0012120E - 505344N 0011653E - 504747N 0011523E - 503835N 0010721E - 502319N 0004634E - 501938N 0003607E - 501409N 0000209E - 501310N 0001535W - 500726N 0003005W - 500824N 0010005W - 500912N 0013005W - 500911N 0020331W - 495747N 0024829W - 494627N 0025635W - 493827N 0032105W - 493309N 0033455W - 493239N 0034249W - 493205N 0035552W - 492736N 0041759W - 492719N 0042151W - 492310N 0043244W - 491424N 0051105W - 491256N 0052045W - 491206N 0054035W - 481257N 0091200W - 481000N 0092216W - 481000N 0100000W - 482000N 0100000W - 482000N 0094800W - 483000N 0094800W - 483000N 0093600W - 485000N 0093600W - 485000N 0092400W - 490000N 0092400W - 490000N 0091700W - 490956N 0091705W - 490956N 0091205W - 492000N 0091200W - 492000N 0090300W - 493000N 0090300W - 493000N 0085400W - 494000N 0085400W - 494000N 0084500W - 494956N 0084505W - 494956N 0083605W - 495956N 0083605W - 495956N 0082405W - 500956N 0082405W - 500956N 0081205W - 502000N 0081200W - 502000N 0080000W - 502956N 0080005W - 502956N 0073605W - 503956N 0073605W - 503956N 0071205W - 505000N 0071200W - 505000N 0070300W - 510000N 0070300W - 510000N 0064800W - 511000N 0064800W - 511000N 0064200W - 512000N 0064200W - 512000N 0063300W - 513000N 0063300W - 513000N 0061800W - 514000N 0061800W - 514000N 0060600W - 515000N 0060600W - 515000N 0060000W - 515400N 0060000W - 515400N 0055700W - 515800N 0055700W - 515800N 0055400W - 520000N 0055400W - 520000N 0055000W - 520400N 0055000W - 520400N 0054600W - 520800N 0054600W - 520800N 0054200W - 521200N 0054200W - 521200N 0053900W - 521600N 0053900W - 521600N 0053500W - 522400N 0053500W - 522400N 0052248W - 523200N 0052248W - 523200N 0052800W - 524400N 0052800W - 524400N 0052430W - 525200N 0052430W - 525200N 0052230W - 525900N 0052230W - 525900N 0051900W - 530000N 0051900W.	435	20

Note 1: *Simultaneous operation of NDBs on the same frequency by more than one mobile installation is likely to result in incorrect navigational information being displayed to pilots. For this reason it is essential that NDB operators read and comply with Notes regarding off-shore radio facilities. CAA Doc 446 is available from the department detailed at paragraph 4.5.5.1.1.1.*
Note 2: *Alternative arrangements may be desirable for flight safety reasons when working adjacent to a permanent installation. These will be agreed by the CAA in consultation with the parties concerned. Where the mobile installation temporarily uses the RTF frequency assigned to the permanent installation, helicopters will not normally use the mobile NDB because of the difficulty in co-ordinating with other users of the same NDB frequency.*
Note 3: *If NDB operation does become necessary the appropriate NDB frequency shown in the diagram at ENR 6-31 is to be used and the helicopter company involved is requested to co-ordinate use with other mobiles on the appropriate area frequency.*

ENR 1.7 ALTIMETER SETTING PROCEDURES

1 Notification

1.1 The Selected Transition Altitudes listed in paragraph 4 are notified for the purposes of SERA.3110 Cruising Levels, SERA.5005 Visual Flight Rules and SERA.5020 IFR - Rules Applicable to IFR Flights within Controlled Airspace.

1.2 For the purpose of SERA.5005(g), aircraft in level cruising flight and operated in accordance with the visual flight rules above 3000 FT AMSL are not required to be flown at a cruising level appropriate to its magnetic track unless flying in conformity with the conditions specified by the appropriate air traffic control unit.

1.3 For the purposes of SERA.5025(a), an aircraft in level flight outside controlled airspace at or below 3000 FT AMSL and operated in accordance with the instrument flight rules is not required to be flown at a cruising level appropriate to its magnetic track if it flies:

a) in conformity with the instructions of the appropriate air traffic service unit; or
b) in accordance with holding procedures notified in relation to an aerodrome.

2 Introduction

2.1 The Altimeter Setting Procedures in use in the UK generally conform to those contained in ICAO Doc 8168-PANS OPS/611 and Doc 4444-PANS ATM/501. Differences are in bold.

2.2 The purpose of these procedures is to provide pilots with suitable pressure information which will assist them in maintaining adequate terrain clearance and also to ensure a safe standard of flight separation by the general use of altimeters set at 1013.2 hPa.

3 General Procedures

3.1 The Transition Altitude within the UK is 3000 FT except in, or beneath, that Airspace specified at paragraph 4.1.

3.2 Transition Altitudes are shown in the aerodrome directory in AD 2.17 as well as on aerodrome Approach and ATC Surveillance Minimum Altitude Charts.

3.3 The vertical position of aircraft at, or below, any Transition Altitude will normally be expressed in terms of Altitude. The vertical position at, or above, any Transition Level will normally be expressed in terms of Flight Level. When descending through the Transition Layer the vertical position will be expressed by pilots in terms of Altitude, and when climbing in terms of Flight Level. The Transition Altitude and the Transition Level may be used concurrently in cruising flight, with vertical separation ensured.

3.4 Flight Levels are measured with reference to the Standard Pressure datum of 1013.25 hPa. In the UK, the first available Flight Level above the Transition Altitude is separated from the Transition Altitude by a minimum pressure interval corresponding to a nominal 1000 FT in the ISA. Consecutive IFR cruising Flight Levels above the Transition Level are separated by pressure intervals corresponding to 1000 FT in the ISA up to and including FL 410 and by pressure intervals corresponding to 2000 FT in the ISA above FL 410. Cruising level requirements are detailed at ENR 1.7, paragraph 6.1. FL 195 will not be allocated as a cruising level.

3.5 QNH reports should be obtained from an ATS Unit. These QNH values are rounded down to the nearest whole hectopascal but are available at certain aerodromes in tenths of hectopascals for landing aircraft on request.

3.6 Altimeter setting procedures at military aerodromes may vary from those detailed in this section.

3.7 **Altimeter Setting Regions (ASR).** To make up for any lack of stations reporting actual QNH, the UK has been divided into a number of ASRs for each of which the National Meteorological Office calculates the lowest forecast QNH (Regional Pressure Setting) for each hour. These values are available hourly for the period H+1 to H+2 and may be obtained from all aerodromes having an Air Traffic Service, from London AC (Swanwick) and Scottish AC (Prestwick), or by telephone.

3.8 The ASRs are listed below together with the MET Office Codes. The area covered by the Regions are shown on the combined Flight Information Region (FIR) and ASR Chart at ENR 6-18.

Skerry (01)	Holyhead (07)	Chatham (12)	Orkney (17)
Portree (02)	Barnsley (08)	Portland (13)	Marlin (18)
Rattray (03)	Humber (09)	Yarmouth (14)	Petrel (19)
Tyne (04)	Scillies (10)	Cotswold (15)	Skua (20)
Belfast (05)	Wessex (11)	Shetland (16)	Puffin (21)

3.9 Airspace within all Control Zones (CTRs), and within and below all Terminal Control Areas (TMAs), Control Areas (CTAs) except Airways and the Worthing and Clacton Control Areas, during their notified hours of operation, does not form part of the ASR Regional Pressure Setting system.

3.10 When flying in Airspace below TMAs and CTAs detailed above, pilots should use the QNH of an adjacent aerodrome when flying at or below the Transition Altitude. It may be assumed that for aerodromes located beneath such Areas, the differences in the QNH values are insignificant. When flying beneath Airways whose base levels are expressed as Altitudes pilots are recommended to use the QNH of an adjacent aerodrome in order to avoid penetrating the base of Controlled Airspace.

3.11 Pilots operating north of 6130N within the Airspace detailed at ENR 2.2, paragraph 1.1 when not receiving a service from Sumburgh Radar are advised to set the Puffin Regional Pressure Setting as the pressure datum whilst flying at or below 3000 FT.

ENR 1.7 ALTIMETER SETTING PROCEDURES (continued)

3.12 The QNH settings to be used within the Northern North Sea Radar Service Areas are shown at ENR 6-23.

4 Selected Transition Altitudes

4.1 The following Transition Altitudes apply to flights within or beneath the following Airspace:

Aberdeen CTR/CTA	6000 FT
Belfast CTR/TMA	6000 FT
Birmingham CTR/CTA	6000 FT
Bristol CTR/CTA	6000 FT
Cardiff CTR/CTA	6000 FT
Channel Islands CTR/CTA	5000 FT
Clacton CTA	6000 FT
Daventry CTA	6000 FT
East Midlands CTR/CTA	6000 FT
Edinburgh CTR/CTA	6000 FT
Glasgow CTR/CTA	6000 FT
Leeds Bradford CTR/CTA	5000 FT †
Liverpool CTR/CTA	5000 FT
London TMA	6000 FT
Manchester TMA	5000 FT
Newcastle CTR/CTA	6000 FT
Norwich CTR/CTA	5000 FT †
Scottish TMA	6000 FT
Solent CTA	6000 FT †
Sumburgh CTR/CTA	6000 FT †
Teesside International CTR/CTA	6000 FT †
Worthing CTA 1, 2, 3 and 5	6000 FT

Note: *† Outside the notified hours of operation the Transition Altitude is 3000 FT.*

5 Detailed Procedures

5.1 **Take-off and climb**

5.1.1 A QNH altimeter setting is given with the taxiing clearance prior to take-off.

5.1.2 At UK aerodromes the designated location for pre-flight altimeter checks is the apron.

5.1.3 For all major UK aerodromes, the apron elevation (or the elevation of various parts of an apron where there is significant variation between them) has been determined and the value is displayed in the flight clearance office at the aerodrome concerned. It is also given at AD 2.8.

5.1.4 Within Controlled Airspace a pilot should set one altimeter to the latest Aerodrome QNH prior to take-off. While flying at, or below, the Transition Altitude vertical position will be expressed in terms of altitude based upon the Aerodrome QNH. When cleared for climb to a Flight Level, vertical position will be expressed in terms of Flight Level, unless intermediate altitude reports have been specifically requested by Air Traffic Control.

5.1.5 Outside Controlled Airspace, a pilot may use any desired setting for take-off and climb. However, when under IFR, vertical position must be expressed in terms of Flight Level on climbing through the Transition Altitude.

5.1.6 Pilots taking-off at aerodromes beneath Terminal Control Areas and Control Areas should use aerodrome QNH when flying below the Transition Altitude and beneath these Areas, except that the aerodrome QFE may be used when flying within the circuit. It may be assumed that for aerodromes beneath the same TMA or CTA the differences in their QNH values are insignificant.

5.2 **En-route**

5.2.1 **Within Controlled Airspace**

5.2.1.1 At and above the transition level and during en-route flight the aircraft should be flown at Flight Levels. The latest and most appropriate Regional Pressure Setting value is to be used for checking terrain clearance in flight. Aircraft flying in a Control Zone or TMA at an Altitude at or below the Transition Altitude will be given the appropriate QNH setting in their clearance to enter the

ENR 1.7 ALTIMETER SETTING PROCEDURES (continued)

Zone/TMA.

5.2.2 **Outside Controlled Airspace and within Active TRAs**

5.2.2.1 In flight at or below 3000 FT AMSL, pilots may use any desired setting. However, pilots flying beneath a TMA or CTA should obtain the QNH from an aerodrome situated beneath that area when flying below the Transition Altitude. It may be assumed that for aerodromes beneath the same TMA or CTA, the differences in the QNH values are insignificant. References to vertical position in flight plans and communications with ATC are to be expressed in terms of altitude.

5.2.2.2 **Outside Controlled Airspace**

a) **IFR**. When flying under IFR above the Transition Altitude, pilots must have 1013.2 hPa selected on an altimeter and conform to the cruising levels at ENR 1.7 paragraph 6.1. An aircraft in level flight operated in accordance with the instrument flight rules outside controlled airspace at or below 3000 FT AMSL is not required to conform with the cruising levels at ENR 1.7 paragraph 6.1 if it is flown in conformity with the instructions of the appropriate air traffic service unit; or in accordance with holding procedures notified in relation to an aerodrome.
b) **VFR**. When flying under VFR, aircraft in level cruising flight and operated in accordance with the visual flight rules above 3000 ft amsl are not required to conform with the cruising levels at ENR 1.7 paragraph 6.1 unless flying in conformity with the conditions specified by the appropriate air traffic control unit. The latest and most appropriate lowest forecast Regional Pressure Setting value should be used for checking terrain clearance.

5.2.2.3 **Flight within Active TRAs**

a) **IFR**. When flying under IFR above the Transition Altitude, pilots must have 1013.2 hPa selected on an altimeter and conform with the cruising level requirements at ENR 1.7, paragraph 6.1.
b) **VFR**. When flying under VFR, pilots are recommended to conform with the cruising level requirements at ENR 1.7, paragraph 6.1. The latest and most appropriate lowest forecast Regional Pressure Setting value should be used for checking terrain clearance.

5.3 **Approach and Landing**

5.3.1 When an aircraft is descended from a Flight Level to an Altitude preparatory to commencing approach for landing, ATC will pass the appropriate aerodrome QNH. In addition, ATC will also pass the Transition Level in due time prior to reaching it during descent either by voice communications, ATIS broadcast or if available, data link. On vacating the Flight Level, the pilot will change to the aerodrome QNH unless further Flight Level vacating reports have been requested by ATC, in which case, the aerodrome QNH will be set following the final Flight Level vacating report. Thereafter, the pilot will continue to fly on the aerodrome QNH until established on final approach. When requested by the pilot or local procedures require, the appropriate QFE and aerodrome or threshold elevation shall also be given.

5.3.2 **When carrying out a radar approach, ATC will assume that an aircraft is using QNH on final approach and will include a reminder of the appropriate QNH setting in the RTF phraseology. If the pilot requests to undertake the approach using QFE, then ATC will pass the appropriate QFE and 'height' will be substituted for 'Altitude' in the RTF phraseology. It should be noted that the Obstacle Clearance Height is always given with reference to the aerodrome or threshold elevation.**

5.3.3 Pilots landing at aerodromes beneath Terminal Control Areas and Control Areas should use aerodrome QNH when flying below the Transition Altitude and beneath these Areas, except that the aerodrome QFE may be used when flying within the circuit. It may be assumed that for aerodromes within the boundary of the same TMA or CTA, differences in their QNH values are insignificant.

5.3.4 The threshold elevation of each instrument runway that is 7 ft or more below the aerodrome elevation is given at AD 2.12. The barometric pressure setting to be used for landing on such a runway will be passed by ATC as QNH . . . . threshold elevation . . . . , or QFE . . . . threshold . . . . .

Note: *At USAF operated aerodromes QFE is not used. All procedures below the Transition Altitude will be based on aerodrome QNH, and all vertical displacements given as altitudes. Aerodrome QFE will be available on request.*

5.4 **Missed Approach**

5.4.1 In the event of a missed approach, pilots may continue to use the altimeter setting selected for final approach, but reference to the vertical position of the aircraft exchanged in communication with ATC should be expressed in terms of altitude on aerodrome QNH, unless otherwise instructed by ATC.

5.5 **Flight Planning**

5.5.1 The levels at which a flight is to be conducted are to be specified in the flight plan:

a) In terms of flight level numbers for that part of the flight to be conducted at or above the transition level; and
b) in terms of altitudes (ft) for that part of the flight at or below the Transition Altitude.

5.5.2 The flight level or levels selected for a flight should ensure adequate terrain clearance at all points along the route to be flown,

should meet Air Traffic Service requirements and comply with the cruising levels at ENR 1.7, paragraph 6.1, where applicable.

5.5.3 The information required to determine the lowest flight level to ensure adequate terrain clearance may be obtained from the appropriate Air Traffic Service Unit or Meteorological Office. A chart for converting QNH values to flight levels for this purpose is shown at ENR 1.7-5.

5.5.4 The Transition Altitude applicable to the aerodromes of departure and destination and for alternate aerodromes should be noted.

5.5.5 Flight levels are to be specified in the flight plan by number and not in terms of ft as is the case with altitudes.

5.5.6 When flight plans are filed for IFR flights above 3000 FT AMSL outside Controlled Airspace in the UK, the cruising level must be selected from the appropriate table at paragraph 6.1.

6 Tables of Cruising Levels

6.1 The cruising levels to be observed when so required are as follows:

Within Controlled Airspace in areas where, on the basis of regional air navigation agreement and in accordance with conditions specified therein, a vertical separation minimum (VSM) of 1000 FT (300 M) is applied between FL 290 and FL 410 inclusive (†);

Magnetic track°			
From 000 degrees to 179 degrees		**From 180 degrees to 359 degrees**	
IFR Flights	**VFR Flights**	**IFR Flights**	**VFR Flights**
Level	**Level**	**Level**	**Level**
1000 FT and above at intervals of 2000 FT. 41000 FT and above at intervals of 4000 FT.	Odd thousands plus 500 FT to 27500 FT (FL 275).	2000 FT and above at intervals of 2000 FT. 43000 FT and above at intervals of 4000 FT.	Even thousands plus 500 FT to 28500 FT (FL 285).

(†) Except when, on the basis of regional air navigation agreements, a modified table of cruising levels based on a nominal vertical separation minimum of 300 M (1000 FT) is prescribed for use, under specified conditions, by aircraft operating above FL 410 within designated portions of the airspace.

Note: *VFR flight by civil aircraft above FL 195 shall not be permitted unless it has been accorded specific arrangements by the appropriate ATS authority. VFR flight shall only be authorised:*

i. In reserved airspace;
ii. Outside reserved airspace up to FL 285, and then only when authorised in accordance with the procedures detailed for Non-Standard Flights in Controlled Airspace. See ENR 1.1 paragraph 4.1.9.

ENR 1.8 REGIONAL SUPPLEMENTARY PROCEDURES

(DOC 7030)

Regional supplementary procedures are applied in accordance with ICAO Doc 7030/5 Regional Supplementary Procedures.

1 RVSM

1.1 The airspace within the London and Scottish UIRs between FL 290 and FL 410 inclusive is an element of EUR RVSM airspace. Furthermore, the airspace within the London and Scottish UIRs between FL 290 and FL 410 inclusive is designated for the purpose of transitioning non-RVSM approved aircraft operating to/from the North Atlantic Region.

1.2 Within this airspace, the vertical separation minimum shall be:

a) 300 M (1000 FT) between RVSM approved aircraft;
b) 600 M (2000 FT) between:

i. **non-RVSM approved State aircraft** and any other aircraft operating within RVSM airspace;
ii. all formation flights of State aircraft and any other aircraft operating within RVSM airspace; and
iii. non-RVSM approved aircraft and any other aircraft operating in the EUR RVSM airspace.

2 Aircraft Not Equipped With 8.33 kHz Capable Radios

2.1 State aircraft which are permanently exempted from the requirement of having radio equipment with the 8.33 kHz channel spacing capability shall be able to communicate on the remaining VHF 25 kHz frequencies or on UHF, where available. Before departure, and prior to embarking the aircraft, pilots of non-8.33 kHz equipped State aircraft shall contact ATC by telephone in order to confirm their non-equipped status, and where the initial Tower is 8.33 kHz State aircraft shall be provided with the appropriate 25 kHz VHF or UHF frequency.

2.2 Aircraft (other than State aircraft) flying VFR are explicitly exempted from compliance with the provisions of articles 4.5 and 5.4 of the Regulation (EU) Article 14 of (EU) (IR) No. 1079/2012 as described below;

a) The following ATS Units participating in the Lower Airspace Radar Service only:

Location	25 kHz Frequency (MHz)
CONINGSBY	119.200
FARNBOROUGH EAST	123.225
FARNBOROUGH NORTH	132.800
LOSSIEMOUTH	119.575
PLYMOUTH MIL EAST	124.150
WADDINGTON	119.500

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Note: *The dates on which the conversions to 8.33 kHz will take place at these airports will be published in the appropriate AIRAC amendments.*

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ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

1 IFR Flight plan addressing

1.1 An IFR Flight Plan is to be addressed as follows (add all addresses that apply):

Route	Message Address
Flight wholly within the IFPS Zone (ENR 1.10 refers)	EUCHZMFP and EUCBZMFP **or use** IFPS collective address EGZYIFPS
Within the Shanwick OCA and FIR	EUCHZMFP and EUCBZMFP
Flights which will transit the SOTA	EUCHZMFP and EUCBZMFP
Flights which will transit the BOTA	LFRRZQZX
Flights requiring a service from Swanwick Military	EGZYOATT
Flight or part of flight outside the IFPS Zone	As detailed in the AIP of the State or country flown through – see note.

2 Mixed IFR/VFR Flight plan addressing

2.1 The IFR portion of a mixed mode (IFR/VFR) Flight Plan is to be addressed as per the table above; the VFR portion is to be addressed as per the guidance below.

3 VFR Flight plan addressing

3.1 A VFR Flight Plan is to be addressed to the Departure and Destination aerodrome (ICAO Location Indicator + ZTZX) plus any additional addresses as specified in the tables below (add all addresses that apply):

Aerodrome	Requirement
EGAC (Belfast/City)	Add EGAAZTZX (Aldergrove ARO)
EGBE (Coventry)	Add EGBBZTZX (Birmingham ATC)
EGEC (Campbeltown)	Add EGPEZEZA
EGFF (Cardiff)	Add EGFFZIZF (for VFR departures from Cardiff and VFR flight plans requiring onward transmission) Add EGFFFDMS (for all VFR or IFR departures from Cardiff)
EGHH (Bournemouth)	Add EGHIZTZX (Southampton Zone)
EGLK (Blackbushe)	Add EGLFZTZX (Farnborough ATC)
EGNH (Blackpool)	Add EGNOZTZX (Warton Approach)
EGNL (Walney)	Add EGNOZTZX (Warton Approach)
EGPA (Kirkwall)	Add EGPEZEZA
EGPB (Sumburgh) and any other Shetland Isles aerodrome/destination	Add EGPDZTZX Add EGPEZEZA
EGPC (Wick)	Add EGPEZEZA
EGPE (Inverness)	Add EGPEZEZA
EGPH (Edinburgh)	Add EGPHZGZX
EGPI (Islay)	Add EGPEZEZA
EGPL (Benbecula)	Add EGPEZEZA
EGPN (Dundee)	Add EGPEZEZA
EGPO (Stornoway)	Add EGPEZEZA
EGPR (Barra)	Add EGPEZEZA
EGPU (Tiree)	Add EGPEZEZA
EGSY (St Athan)	Add EGFFZTZX
EGTF (Fairoaks)	Add EGLFZTZX

Route	Address
Entering or remaining within Scottish FIR/UIR	EGZYVFRP
Entering or remaining within London FIR/UIR	EGZYVFRT
Within the Shanwick Oceanic FIR	EGGXZOZX
Entering or remaining within Channel Islands CTR or CTAs	EGJJZRZX
Entering any Aberdeen ATSU Off-shore Area of Responsibility (shown at ENR 6-23)	EGPDZTZX
Any flight or portion of flight through an FIR of a neighbouring state (eg Cross Channel flight)	As detailed in the AIP of the State or country flown through – see note.

Note: *AIPs for all Eurocontrol states can be downloaded free of charge from the Eurocontrol Website at: http://www.ead.eurocontrol.int/eadcms/eadsite/index.php.html*

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ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
DAVENTRY CTA 22 524757N 0004834W - 522631N 0002729W - 522632N 0003702W - 524523N 0005538W - 524757N 0004834W Upper limit: FL195 Lower limit: FL145 Class: C	LONDON ACC	LONDON CONTROL English H24	130.925	To operate UAS 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.
DAVENTRY CTA 23 521803N 0021116W - 521544N 0020755W - 521634N 0015214W - 521447N 0015012W thence anti-clockwise by the arc of a circle radius 13 NM centred on 522722N 0014502W to 521423N 0014442W - 520711N 0014056W - 520648N 0020148W - 521702N 0021251W - 521803N 0021116W Upper limit: FL145 Lower limit: FL105 Class: C	LONDON ACC	LONDON CONTROL English H24	121.030	Parts of the following ATS Routes are incorporated within the CTA: N92 and N93. To operate UAS 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.
DAVENTRY CTA 24 520648N 0020148W - 520711N 0014056W - 520429N 0013932W - 515853N 0015319W - 520648N 0020148W Upper limit: FL145 Lower limit: FL105 Class: C	LONDON ACC	LONDON CONTROL English H24	121.030	To operate UAS 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.
DAVENTRY CTA 25 521658N 0002741W - 521126N 0002220W - 521002N 0002427W - 521118N 0003323W - 521332N 0002806W - 521658N 0002741W Upper limit: FL105 Lower limit: FL85 Class: C	LONDON ACC	LONDON CONTROL English H24	129.280	To operate UAS 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.
EAST MIDLANDS CTA 1 525911N 0012801W - 525901N 0010918W - 525421N 0010006W - 525121N 0005725W - 525057N 0005724W - 525456N 0011804W - 525510N 0012530W - 525911N 0012801W Upper limit: FL105 Lower limit: 2500 FT ALT Class: D	EAST MIDLANDS APP	EAST MIDLANDS RADAR English H24	134.180 Lower Airspace Radar Service. DOC 60 NM/20,000 FT.	CTA Chart published in AD-2 Section.

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ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
EAST MIDLANDS CTA 2 525255N 0010733W - 525057N 0005724W - 525014N 0005722W - 524619N 0005748W - 524558N 0010733W - 525255N 0010733W Upper limit: FL105 Lower limit: 1500 FT ALT Class: D	EAST MIDLANDS APP	EAST MIDLANDS RADAR English H24	134.180 Lower Airspace Radar Service. DOC 60 NM/20,000 FT.	CTA Chart published in AD-2 Section.
EAST MIDLANDS CTA 3 524619N 0005748W - 524315N 0005749W - 524122N 0011653W - 524536N 0011932W - 524537N 0011628W - 524619N 0005748W Upper limit: FL105 Lower limit: 2500 FT ALT Class: D	EAST MIDLANDS APP	EAST MIDLANDS RADAR English H24	134.180 Lower Airspace Radar Service. DOC 60 NM/20,000 FT.	CTA Chart published in AD-2 Section.
EAST MIDLANDS CTA 4 524536N 0011932W - 524122N 0011653W - 524013N 0012820W - 524533N 0013405W - 524536N 0011932W Upper limit: 5500 FT ALT Lower limit: 2500 FT ALT Class: D	EAST MIDLANDS APP	EAST MIDLANDS RADAR English H24	134.180 Lower Airspace Radar Service. DOC 60 NM/20,000 FT.	CTA Chart published in AD-2 Section.
EAST MIDLANDS CTA 5 525142N 0013706W - 525233N 0013241W - 524535N 0012816W - 524533N 0013405W - 524702N 0013541W - 524942N 0013857W - 525142N 0013706W Upper limit: 5500 FT ALT Lower limit: 1500 FT ALT Class: D	EAST MIDLANDS APP	EAST MIDLANDS RADAR English H24	134.180 Lower Airspace Radar Service. DOC 60 NM/20,000 FT.	CTA Chart published in AD-2 Section.
EAST MIDLANDS CTA 6 525629N 0013938W - 525911N 0012801W - 525510N 0012530W - 525233N 0013241W - 525142N 0013706W - 524942N 0013857W - 525059N 0014031W - 525629N 0013938W Upper limit: 5500 FT ALT Lower limit: 2500 FT ALT Class: D	EAST MIDLANDS APP	EAST MIDLANDS RADAR English H24	134.180 Lower Airspace Radar Service. DOC 60 NM/20,000 FT.	CTA Chart published in AD-2 Section.
EAST MIDLANDS CTA 7 530410N 0013110W - 530402N 0011422W - 525901N 0010918W - 525911N 0012801W - 530410N 0013110W Upper limit: FL105 Lower limit: 4000 FT ALT Class: D	EAST MIDLANDS APP	EAST MIDLANDS RADAR English H24	134.180 Lower Airspace Radar Service. DOC 60 NM/20,000 FT.	CTA Chart published in AD-2 Section.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
EAST MIDLANDS CTA 8 525833N 0014948W - 530123N 0014310W - 530410N 0013110W - 525911N 0012801W - 525506N 0014533W - 525833N 0014948W Upper limit: 5500 FT ALT Lower limit: 4000 FT ALT Class: D	EAST MIDLANDS APP	EAST MIDLANDS RADAR English H24	134.180 Lower Airspace Radar Service. DOC 60 NM/20,000 FT.	CTA Chart published in AD-2 Section.
EAST MIDLANDS CTA 9 524122N 0011653W - 523610N 0011340W - 523447N 0012231W - 524013N 0012820W - 524122N 0011653W Upper limit: 5500 FT ALT Lower limit: 4500 FT ALT Class: D	EAST MIDLANDS APP	EAST MIDLANDS RADAR English H24	134.180 Lower Airspace Radar Service. DOC 60 NM/20,000 FT.	CTA Chart published in AD-2 Section.
EAST MIDLANDS CTA 10 525506N 0014533W - 525629N 0013938W - 525059N 0014031W - 525506N 0014533W Upper limit: 5500 FT ALT Lower limit: 3000 FT ALT Class: D	EAST MIDLANDS APP	EAST MIDLANDS RADAR English H24	134.180 Lower Airspace Radar Service. DOC 60 NM/20,000 FT.	CTA Chart published in AD-2 Section.
EAST MIDLANDS CTA 11 525232N 0014224W - 524942N 0013857W - 524542N 0013843W - 524538N 0014201W - 525232N 0014224W Upper limit: 4500 FT ALT Lower limit: 3000 FT ALT Class: D	EAST MIDLANDS APP	EAST MIDLANDS RADAR English H24	134.180 Lower Airspace Radar Service. DOC 60 NM/20,000 FT.	CTA Chart published in AD-2 Section.
EAST MIDLANDS CTA 12 525245N 0014543W - 525248N 0014245W - 525232N 0014224W - 524538N 0014201W - 524533N 0014518W - 525245N 0014543W Upper limit: 4500 FT ALT Lower limit: 3500 FT ALT Class: D	EAST MIDLANDS APP	EAST MIDLANDS RADAR English H24	134.180 Lower Airspace Radar Service. DOC 60 NM/20,000 FT.	CTA Chart published in AD-2 Section.
EAST MIDLANDS CTA 13 524942N 0013857W - 524702N 0013541W - 524013N 0012820W - 524542N 0013843W - 524942N 0013857W Upper limit: 4500 FT ALT Lower limit: 2500 FT ALT Class: D	EAST MIDLANDS APP	EAST MIDLANDS RADAR English H24	134.180 Lower Airspace Radar Service. DOC 60 NM/20,000 FT.	CTA Chart published in AD-2 Section.
EAST MIDLANDS CTA 14 524726N 0005741W - 523753N 0004811W - 524026N 0005750W - 524619N 0005748W - 524726N 0005741W Upper limit: FL105 Lower limit: FL65 Class: D	EAST MIDLANDS APP	EAST MIDLANDS RADAR English Only available between 0001-0600 (2301- 0500).	134.180 Lower Airspace Radar Service. DOC 60 NM/20,000 FT.	Outside the published hours of service the airspace reverts to Class G. CTA Chart published in AD-2 Section.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
EAST MIDLANDS CTA 15 524315N 0005749W - 523836N 0005750W - 523610N 0011340W - 524122N 0011653W - 524315N 0005749W Upper limit: FL105 Lower limit: 4500 FT ALT Class: D	EAST MIDLANDS APP	EAST MIDLANDS RADAR English H24	134.180 Lower Airspace Radar Service. DOC 60 NM/20,000 FT.	CTA Chart published in AD-2 Section.
EAST MIDLANDS CTA 16 524026N 0005750W - 523753N 0004811W - 523637N 0004656W - 522358N 0005457W - 522823N 0010232W - 522927N 0005753W - 524026N 0005750W Upper limit: FL105 Lower limit: FL75 Class: D	EAST MIDLANDS APP	EAST MIDLANDS RADAR English H24	134.180 Lower Airspace Radar Service. DOC 60 NM/20,000 FT.	CTA Chart published in AD-2 Section.
EAST MIDLANDS CTA 17 523836N 0005750W - 523400N 0005752W - 523141N 0011054W - 523610N 0011340W - 523836N 0005750W Upper limit: FL105 Lower limit: 5500 FT ALT Class: D	EAST MIDLANDS APP	EAST MIDLANDS RADAR English H24	134.180 Lower Airspace Radar Service. DOC 60 NM/20,000 FT.	CTA Chart published in AD-2 Section.
EAST MIDLANDS CTA 18 523400N 0005752W - 522927N 0005753W - 522823N 0010232W - 523203N 0010851W - 523400N 0005752W Upper limit: FL105 Lower limit: FL65 Class: D	EAST MIDLANDS APP	EAST MIDLANDS RADAR English H24	134.180 Lower Airspace Radar Service. DOC 60 NM/20,000 FT.	CTA Chart published in AD-2 Section.
EAST MIDLANDS CTA 19 530900N 0013146W - 530854N 0011918W - 530402N 0011422W - 530410N 0013110W - 530517N 0013152W - 530900N 0013146W Upper limit: FL105 Lower limit: 5500 FT ALT Class: D	EAST MIDLANDS APP	EAST MIDLANDS RADAR English H24	134.180 Lower Airspace Radar Service. DOC 60 NM/20,000 FT.	CTA Chart published in AD-2 Section.
EAST MIDLANDS CTA 20 531143N 0013142W - 531139N 0012206W - 530854N 0011918W - 530900N 0013146W - 531143N 0013142W Upper limit: FL105 Lower limit: FL75 Class: D	EAST MIDLANDS APP	EAST MIDLANDS RADAR English H24	134.180 Lower Airspace Radar Service. DOC 60 NM/20,000 FT.	CTA Chart published in AD-2 Section.
EAST MIDLANDS CTA 21 530901N 0013414W - 530900N 0013146W - 530517N 0013152W - 530901N 0013414W Upper limit: FL85 Lower limit: 5500 FT ALT Class: D	EAST MIDLANDS APP	EAST MIDLANDS RADAR English H24	134.180 Lower Airspace Radar Service. DOC 60 NM/20,000 FT.	CTA Chart published in AD-2 Section.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
EAST MIDLANDS CTA 22 531145N 0013558W - 531143N 0013142W - 530900N 0013146W - 530901N 0013414W - 531145N 0013558W Upper limit: FL85 Lower limit: FL75 Class: D	EAST MIDLANDS APP	EAST MIDLANDS RADAR English H24	134.180 Lower Airspace Radar Service. DOC 60 NM/20,000 FT.	CTA Chart published in AD-2 Section.
EDINBURGH CTA 1 555916N 0033941W thence anti-clockwise by the arc of a circle radius 10 NM centred on 555700N 0032221W to 554851N 0033235W - 554349N 0034715W - 554806N 0035411W - 555417N 0035413W - 555916N 0033941W Upper limit: 6000 FT ALT Lower limit: 2500 FT ALT Class: D	EDINBURGH APP	EDINBURGH RADAR English H24	121.205 Also a CTR Channel. DOC 40 NM/10,000 FT.	CTA Chart published in AD-2 Section.
EDINBURGH CTA 2 560700N 0032221W - 560700N 0025608W - 560008N 0024849W - 555442N 0030503W thence anti-clockwise by the arc of a circle radius 10 NM centred on 555700N 0032221W to - 560700N 0032221W Upper limit: 6000 FT ALT Lower limit: 2500 FT ALT Class: D	EDINBURGH APP	EDINBURGH RADAR English H24	121.205 Also a CTR Channel. DOC 40 NM/10,000 FT.	CTA Chart published in AD-2 Section.
EDINBURGH CTA 3 560700N 0034855W - 560700N 0032221W thence anti-clockwise by the arc of a circle radius 10 NM centred on 555700N 0032221W to 555916N 0033941W - 555417N 0035413W - 555724N 0035417W - 560700N 0034855W Upper limit: 6000 FT ALT Lower limit: 3500 FT ALT Class: D	EDINBURGH APP	EDINBURGH RADAR English H24	121.205 Also a CTR Channel. DOC 40 NM/10,000 FT.	CTA Chart published in AD-2 Section.
EDINBURGH CTA 4 560008N 0024849W - 554125N 0025510W - 554125N 0034324W - 554349N 0034715W - 554851N 0033235W thence anti-clockwise by the arc of a circle radius 10 NM centred on 555700N 0032221W to 555442N 0030503W - 560008N 0024849W Upper limit: 6000 FT ALT Lower limit: 3500 FT ALT Class: D	EDINBURGH APP	EDINBURGH RADAR English H24	121.205 Also a CTR Channel. DOC 40 NM/10,000 FT.	CTA Chart published in AD-2 Section.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name **Lateral limits** **Vertical limits** **Class of Airspace**	**Unit Providing Service**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Channel/** **Frequency(MHz)/** **Purpose/** **SATVOICE number**	**Remarks**
1	**2**	**3**	**4**	**5**
EKOFISK CTA 575525N 0033459E - 571645N 0043455E - 561305N 0034201E - 560510N 0031455E - 563540N 0023642E - 570817N 0022054E - 575525N 0033459E Upper limit: FL85 Lower limit: 1500 FT ALT Class: D	POLARIS ACC	POLARIS CONTROL English H24	125.875	Mandatory carriage of ADS-B equipment.
FARNBOROUGH CTA 1 512014N 0003104W - 511741N 0002927W - 511520N 0003639W - 512013N 0003800W - 512014N 0003104W Upper limit: 2500 FT ALT Lower limit: 2000 FT ALT Class: D	FARNBOROUGH APP	FARNBOROUGH RADAR English Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900).	133.440 Transit Requests 134.355 Approach Radar	To operate UAS 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. CTA Chart published in AD-2 Section.
FARNBOROUGH CTA 2 511705N 0005508W - 511035N 0005054W - 511101N 0005355W - 511535N 0005748W thence clockwise by the arc of a circle radius 4.7168 NM centred on 511256N 0005136W to - 511705N 0005508W Upper limit: 5500 FT ALT Lower limit: 1500 FT ALT Class: D	FARNBOROUGH APP	FARNBOROUGH RADAR English Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900).	133.440 Transit Requests 134.355 Approach Radar	To operate UAS 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. CTA Chart published in AD-2 Section.
FARNBOROUGH CTA 3 511535N 0005748W - 511101N 0005355W - 511143N 0005851W thence clockwise by the arc of a circle radius 4.7168 NM centred on 511256N 0005136W to - 511535N 0005748W Upper limit: 5500 FT ALT Lower limit: 2000 FT ALT Class: D	FARNBOROUGH APP	FARNBOROUGH RADAR English Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900).	133.440 Transit Requests 134.355 Approach Radar	To operate UAS 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. CTA Chart published in AD-2 Section.
FARNBOROUGH CTA 4 511520N 0003639W - 511014N 0003325W - 510832N 0004055W - 510632N 0003937W - 510449N 0004709W - 510652N 0004829W - 511035N 0005054W - 511520N 0003639W Upper limit: 3500 FT ALT Lower limit: 2500 FT ALT Class: D	FARNBOROUGH APP	FARNBOROUGH RADAR English Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900).	133.440 Transit Requests 134.355 Approach Radar	To operate UAS 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. CTA Chart published in AD-2 Section.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
FARNBOROUGH CTA 5 510652N 0004829W - 510449N 0004709W - 510602N 0005439W - 510652N 0004829W Upper limit: 4500 FT ALT Lower limit: 2500 FT ALT Class: D	FARNBOROUGH APP	FARNBOROUGH RADAR English Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900).	133.440 Transit Requests 134.355 Approach Radar	To operate UAS 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. CTA Chart published in AD-2 Section.
FARNBOROUGH CTA 6 511143N 0005851W - 511035N 0005054W - 510652N 0004829W - 510602N 0005439W - 511143N 0005851W Upper limit: 5500 FT ALT Lower limit: 2500 FT ALT Class: D	FARNBOROUGH APP	FARNBOROUGH RADAR English Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900).	133.440 Transit Requests 134.355 Approach Radar	To operate UAS 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. CTA Chart published in AD-2 Section.
FARNBOROUGH CTA 7 510533N 0005140W - 510449N 0004709W - 510047N 0004433W - 510047N 0005251W - 510533N 0005140W Upper limit: 4500 FT ALT Lower limit: 3500 FT ALT Class: D	FARNBOROUGH APP	FARNBOROUGH RADAR English Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900).	133.440 Transit Requests 134.355 Approach Radar	To operate UAS 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. CTA Chart published in AD-2 Section.
FARNBOROUGH CTA 8 510957N 0005732W - 510602N 0005439W - 510047N 0005251W - 505435N 0010335W - 510420N 0010657W - 510636N 0010817W - 510957N 0005732W Upper limit: 5500 FT ALT Lower limit: 4500 FT ALT Class: E	FARNBOROUGH APP	FARNBOROUGH RADAR English Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900).	125.250 Transit Requests 134.355 Approach Radar	IFR aircraft within this airspace may be under the control of Farnborough Radar, Solent Radar or London Control. VFR aircraft are strongly recommended to seek a service from Farnborough Radar when transiting this Class E Airspace. Farnborough CTA 8 is a TMZ (Transponder Mandatory Zone). Carriage and operation of a transponder with Mode A code and Mode C altitude (or equivalent Mode S) is mandatory. Provisions for non-equipped aircraft are promulgated by the controlling authority 01252-526015 (ATC-Radar). To operate UAS 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. CTA Chart published in AD-2 Section.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name **Lateral limits** **Vertical limits** **Class of Airspace**	**Unit Providing Service**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Channel/** **Frequency(MHz)/** **Purpose/** **SATVOICE number**	**Remarks**
1	**2**	**3**	**4**	**5**
FARNBOROUGH CTA 9 505739N 0004104W - 505119N 0003419W - 505119N 0005457W - 505512N 0005908W - 505739N 0004104W Upper limit: FL65 Lower limit: 5500 FT ALT Class: E	FARNBOROUGH APP	FARNBOROUGH RADAR English Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900).	125.250 Transit Requests 134.355 Approach Radar	IFR aircraft within this airspace may be under the control of Farnborough Radar, Solent Radar or London Control. VFR aircraft are strongly recommended to seek a service from Farnborough Radar when transiting this Class E Airspace. CAUTION: The ceiling of Farnborough CTA 9 is FL 65 regardless of QNH, with Class A London TMA Airspace immediately above. Farnborough CTA 9 is a TMZ (Transponder Mandatory Zone). Carriage and operation of a transponder with Mode A code and Mode C altitude (or equivalent Mode S) is mandatory. Provisions for non-equipped aircraft are promulgated by the controlling authority 01252-526015 (ATC-Radar). To operate UAS 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. CTA Chart published in AD-2 Section.
FORTH CTA 1 572130N 0022334W - 571838N 0021602W - 571940N 0020701W - 571542N 0020528W - 571437N 0020959W - 564257N 0025041W - 562341N 0031445W - 562219N 0031721W - 561400N 0033259W following the line of latitude to - 561400N 0040926W - 562000N 0034746W - 562948N 0032900W - 564838N 0030536W - 572130N 0022334W Upper limit: FL245 Lower limit: FL195 Class: C	SCOTTISH ACC	SCOTTISH CONTROL English H24	124.500	Part of ATS Route P600 is incorporated within this CTA.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
FORTH CTA 2 563947N 0025440W - 560700N 0030304W following the line of latitude to - 560700N 0032107W - 562219N 0031721W - 562341N 0031445W - 563947N 0025440W Upper limit: FL245 Lower limit: FL195 Class: C	SCOTTISH ACC	SCOTTISH CONTROL English Sat 0001 (2301) - Sun 2359 (2259).	124.500	Part of ATS Route N864 is incorporated within this CTA.
FORTH CTA 3 571542N 0020528W - 552653N 0012457W - 550123N 0013322W - 550218N 0014154W - 550637N 0013731W - 551011N 0014813W - 552647N 0014250W - 570627N 0022037W - 571437N 0020959W - 571542N 0020528W Upper limit: FL245 Lower limit: FL195 Class: C	SCOTTISH ACC	SCOTTISH CONTROL English See remarks for hours.	124.500	Part of ATS Route P18 is incorporated within this CTA. Conditional H24 – Unavailability as specified by NOTAM when required for MOD access or by activation of EGD514Z.
GLASGOW CTA 1 560700N 0034855W - 560700N 0040910W - 560400N 0042000W - 560130N 0040435W - 554434N 0040924W - 554349N 0034715W - 554806N 0035411W - 555724N 0035417W - 560700N 0034855W Upper limit: 6000 FT ALT Lower limit: 3000 FT ALT Class: D	GLASGOW APP	GLASGOW RADAR English H24	119.105 DOC 42 NM/15,000 FT.	To operate UAS 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. CTA Chart published in AD-2 Section.
GLASGOW CTA 2 554349N 0034715W - 554434N 0040924W - 554132N 0042405W - 553700N 0042847W - 554125N 0041017W - 554125N 0034324W - 554349N 0034715W Upper limit: 6000 FT ALT Lower limit: 3500 FT ALT Class: D	GLASGOW APP	GLASGOW RADAR English H24	119.105 DOC 42 NM/15,000 FT.	To operate UAS 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. CTA Chart published in AD-2 Section.
HOLYHEAD CTA 1 531957N 0033954W - 531855N 0031647W - 530813N 0031736W - 531957N 0033954W Upper limit: FL195 Lower limit: FL145 Class: C	SCOTTISH ACC	SCOTTISH CONTROL English H24	133.050	Parts of the following ATS Routes are incorporated within the CTA: L15 and Q36. To operate UAS 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.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name **Lateral limits** **Vertical limits** **Class of Airspace**	**Unit Providing Service**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Channel/** **Frequency(MHz)/** **Purpose/** **SATVOICE number**	**Remarks**
1	**2**	**3**	**4**	**5**
HOLYHEAD CTA 2 533944N 0033153W - 533213N 0031406W - 532621N 0032107W - 531909N 0032201W - 532006N 0034339W - 533054N 0034222W - 533944N 0033153W Upper limit: FL195 Lower limit: FL45 Class: C	SCOTTISH ACC	SCOTTISH CONTROL English H24	133.050	Parts of the following ATS Routes are incorporated within the CTA: L10, L15, L28, L70, L975, M146, Q4, Q36, Q37, Q38, Q39, Z195, Z196 and Z197. To operate UAS 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.
HOLYHEAD CTA 3 535106N 0035909W - 533944N 0033153W - 533054N 0034222W - 532006N 0034339W - 532043N 0035838W - 533754N 0035641W - 534254N 0040847W - 535106N 0035909W Upper limit: FL195 Lower limit: FL75 Class: C	SCOTTISH ACC	SCOTTISH CONTROL English H24	133.050	Parts of the following ATS Routes are incorporated within the CTA: L10, L15, L28, L70, L975, M144, M145, M146, Q4, Q36, Q37, Q38, Q39, Z195 and Z196. To operate UAS 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.
HOLYHEAD CTA 4 534329N 0041807W - 534309N 0040924W - 533754N 0035641W - 532043N 0035838W - 532134N 0042031W - 534329N 0041807W Upper limit: FL195 Lower limit: FL115 Class: C	SCOTTISH ACC	SCOTTISH CONTROL English H24	133.050	Parts of the following ATS Routes are incorporated within the CTA: L15, L70, L975, M144, M145, Q4, Q36, Q37 and Q38. To operate UAS 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.
HOLYHEAD CTA 5 540405N 0050040W - 534309N 0040924W - 534329N 0041807W - 532134N 0042031W - 532240N 0045156W - 534735N 0044937W - 534718N 0044057W - 540356N 0051933W - 540202N 0050543W - 540405N 0050040W Upper limit: FL195 Lower limit: FL145 Class: C	SCOTTISH ACC	SCOTTISH CONTROL English H24	133.050	Parts of the following ATS Routes are incorporated within the CTA: L15, L28, L70, L975, M144, M145, Q36, Q37, Q38 and Y911. To operate UAS 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.
HOLYHEAD CTA 6 535358N 0040608W - 535106N 0035909W - 534254N 0040847W - 534546N 0041545W - 535358N 0040608W Upper limit: FL195 Lower limit: FL45 Class: C	SCOTTISH ACC	SCOTTISH CONTROL English H24	133.050	Parts of the following ATS Routes are incorporated within the CTA: L10, L28, M145, M146 and Q39. To operate UAS 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.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
HOLYHEAD CTA 7 540805N 0044053W - 535358N 0040608W - 534546N 0041545W - 535956N 0045043W - 540805N 0044053W Upper limit: FL195 Lower limit: FL45 Class: C	SCOTTISH ACC	SCOTTISH CONTROL English H24	133.050	Parts of the following ATS Routes are incorporated within the CTA: L10, M146, Q39 and Z198. To operate UAS 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. Note: During the notified hours of operation of the Isle of Man CTR/ CTA the lower limit of the portions of the CTA coincident with the Isle of Man CTR/CTA will be FL 105.
HOLYHEAD CTA 8 541627N 0043100W - 541125N 0041845W - 540307N 0042834W - 540805N 0044053W - 541627N 0043100W Upper limit: FL195 Lower limit: FL135 Class: C	SCOTTISH ACC	SCOTTISH CONTROL English H24	133.050	Parts of the following ATS Routes are incorporated within the CTA: M147 and M148. To operate UAS 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.
HOLYHEAD CTA 9 532240N 0045156W - 532221N 0044336W - 531023N 0044444W - 531040N 0045301W - 532240N 0045156W Upper limit: FL195 Lower limit: FL145 Class: C	SCOTTISH ACC	SCOTTISH CONTROL English H24	133.050	Part of ATS Route Y124 is incorporated within the CTA. To operate UAS 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.
HOLYHEAD CTA 10 532315N 0051017W - 532240N 0045156W - 531040N 0045301W - 531117N 0051112W - 532315N 0051017W Upper limit: FL195 Lower limit: FL145 Class: C	DUBLIN ACC	DUBLIN CONTROL English H24	129.180	Part of ATS Route Y124 is incorporated within the CTA. The provision of ATS within Holyhead CTA 10 is delegated to Dublin ACC. To operate UAS 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.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name **Lateral limits** **Vertical limits** **Class of Airspace**	**Unit Providing Service**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Channel/** **Frequency(MHz)/** **Purpose/** **SATVOICE number**	**Remarks**
1	**2**	**3**	**4**	**5**
HOLYHEAD CTA 11 532315N 0051017W - 531117N 0051112W - 531149N 0053000W - 531500N 0053000W - 532315N 0051017W Upper limit: FL195 Lower limit: FL115 Class: C	DUBLIN ACC	DUBLIN CONTROL English H24	129.180	Part of ATS Route Y124 is incorporated within the CTA. The provision of ATS within Holyhead CTA 11 is delegated to Dublin ACC. To operate UAS 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.
HOLYHEAD CTA 12 533548N 0053000W - 533513N 0050915W - 532315N 0051017W - 531500N 0053000W - 533548N 0053000W Upper limit: FL195 Lower limit: FL35 Class: C	DUBLIN ACC	DUBLIN CONTROL English H24	129.180	Parts of the following ATS Routes are incorporated within the CTA: L975, Q36, Q37 and Y124. The provision of ATS within Holyhead CTA 12 is delegated to Dublin ACC. To operate UAS 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.
HOLYHEAD CTA 13 534811N 0050807W - 534735N 0044937W - 532240N 0045156W - 532315N 0051017W - 534811N 0050807W Upper limit: FL195 Lower limit: FL115 Class: C	DUBLIN ACC	DUBLIN CONTROL English H24	129.180	Parts of the following ATS Routes are incorporated within the CTA: L70, L975, M144, M145, Q36 and Q37. The provision of ATS within Holyhead CTA 13 is delegated to Dublin ACC. To operate UAS 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.
HOLYHEAD CTA 14 534848N 0053000W - 534811N 0050807W - 533513N 0050915W - 533548N 0053000W - 534848N 0053000W Upper limit: FL195 Lower limit: FL75 Class: C	DUBLIN ACC	DUBLIN CONTROL English H24	129.180	Parts of the following ATS Routes are incorporated within the CTA: L70, M144, M145 and Y911. The provision of ATS within Holyhead CTA 14 is delegated to Dublin ACC. To operate UAS 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.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
HOLYHEAD CTA 15 540005N 0051032W - 535351N 0045602W - 534814N 0050951W - 534848N 0053000W - 535207N 0053000W - 540005N 0051032W Upper limit: FL195 Lower limit: FL75 Class: E	SCOTTISH ACC	SCOTTISH CONTROL English H24	123.775	Part of ATS Route Y911 is incorporated within the CTA. To operate UAS 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. Note: Holyhead CTA 15 is a TMZ (Transponder Mandatory Zone). Carriage and operation of a transponder with Mode A code and Mode C altitude (or equivalent Mode S) is mandatory.
HOLYHEAD CTA 16 540405N 0050040W - 535758N 0044548W - 535351N 0045602W - 540005N 0051032W - 540405N 0050040W Upper limit: FL145 Lower limit: FL75 Class: E	SCOTTISH ACC	SCOTTISH CONTROL English H24	123.775	Part of ATS Route Y911 is incorporated within the CTA. To operate UAS 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. Note 1: Holyhead CTA 16 is a TMZ (Transponder Mandatory Zone). Carriage and operation of a transponder with Mode A code and Mode C altitude (or equivalent Mode S) is mandatory. Note 2: During the notified hours of operation of the Isle of Man CTR/ CTA the lower limit of the portion of the CTA coincident with the Isle of Man CTR/CTA will be FL 105.
HOLYHEAD CTA 17 533213N 0031406W - 532734N 0030310W - 532336N 0031110W - 532345N 0031625W - 531855N 0031647W - 531909N 0032201W - 532621N 0032107W - 533213N 0031406W Upper limit: FL195 Lower limit: 3500 FT ALT Class: C	SCOTTISH ACC	SCOTTISH CONTROL English H24	128.055	Parts of the following ATS Routes are incorporated within the CTA: L10, L975, M146, N864, Q4, Q38 and Z197. To operate UAS 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.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name **Lateral limits** **Vertical limits** **Class of Airspace**	**Unit Providing Service**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Channel/** **Frequency(MHz)/** **Purpose/** **SATVOICE number**	**Remarks**
1	**2**	**3**	**4**	**5**
HOLYHEAD CTA 18 534150N 0033653W - 533918N 0023900W - 533630N 0030136W - 533222N 0030059W - 533213N 0031406W - 534150N 0033653W Upper limit: FL195 Lower limit: FL85 Class: C	SCOTTISH ACC	SCOTTISH CONTROL English H24	128.055	Parts of the following ATS Routes are incorporated within the CTA: L28, L60, L70, N864 and Z196. To operate UAS 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. Note: Warton operational requirements may require ATC to tactically vector flights outside this CTA.
HOLYHEAD CTA 19 531035N 0053000W - 530329N 0051705W - 525606N 0052813W - 525705N 0053000W - 531035N 0053000W Upper limit: FL195 Lower limit: FL55 Class: C	DUBLIN ACC	DUBLIN CONTROL English H24	124.650	Part of ATS Route L18 is incorporated within the CTA. The provision of ATS within Holyhead CTA 19 is delegated to Dublin ACC. To operate UAS 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.
HOLYHEAD CTA 20 530329N 0051705W - 525038N 0045358W - 524318N 0050508W - 525606N 0052813W - 530329N 0051705W Upper limit: FL195 Lower limit: FL85 Class: C	DUBLIN ACC	DUBLIN CONTROL English H24	124.650	Part of ATS Route L18 is incorporated within the CTA. The provision of ATS within Holyhead CTA 20 is delegated to Dublin ACC. To operate UAS 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.
HOLYHEAD CTA 21 525038N 0045358W - 524310N 0044042W - 523550N 0045151W - 524318N 0050508W - 525038N 0045358W Upper limit: FL195 Lower limit: FL145 Class: C	DUBLIN ACC	DUBLIN CONTROL English H24	124.650	Part of ATS Route L18 is incorporated within the CTA. The provision of ATS within Holyhead CTA 21 is delegated to Dublin ACC. To operate UAS 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.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
HOLYHEAD CTA 22 533918N 0023900W - 533223N 0025907W - 533222N 0030059W - 533630N 0030136W - 533918N 0023900W Upper limit: FL195 Lower limit: FL145 Class: C	SCOTTISH ACC	SCOTTISH CONTROL English H24	128.055	Part of ATS Route L70 is incorporated within the CTA. To operate UAS 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. Note: Warton operational requirements may require ATC to tactically vector flights outside this CTA.
IRISH SEA CTA 1 552044N 0053924W - 551527N 0050000W - 551511N 0050000W - 551214N 0050234W - 550806N 0043002W - 550251N 0045118W - 545120N 0050118W - 543138N 0050835W - 540246N 0035756W - 535556N 0040608W - 535419N 0042151W - 534617N 0043112W - 534817N 0053000W - 535500N 0053000W - 542500N 0081000W - 551324N 0070414W - 552044N 0053924W Upper limit: FL255 Lower limit: FL195 Class: C	SCOTTISH ACC	SCOTTISH CONTROL English H24	123.775	Parts of the following ATS Routes are incorporated within the CTA: L10, L15, (U)L28, L603, M146, M147, M148, N34, P6, P600, P620, Q38, Q39, UN57, Y911 and Z198.
IRISH SEA CTA 2 535556N 0040608W - 535522N 0040649W - 535358N 0040608W - 534150N 0033653W - 533918N 0023900W - 533223N 0025907W - 533213N 0031406W - 532734N 0030310W - 532336N 0031110W - 532345N 0031625W - 530813N 0031736W - 531957N 0033954W - 532240N 0045156W - 534658N 0044941W - 534617N 0043112W - 535419N 0042151W - 535556N 0040608W Upper limit: FL245 Lower limit: FL195 Class: C	SCOTTISH ACC	SCOTTISH CONTROL English H24	133.050	Parts of the following ATS Routes are incorporated within the CTA: L10, L15, L28, L70, L975, M144, M145, M146, N864, Q4, Q36, Q37, Q38, Q39, Y124, Z195, Z196, Z197 and Z198.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name **Lateral limits** **Vertical limits** **Class of Airspace**	**Unit Providing Service**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Channel/** **Frequency(MHz)/** **Purpose/** **SATVOICE number**	**Remarks**
1	**2**	**3**	**4**	**5**
IRISH SEA CTA 3 532240N 0045156W - 531957N 0033954W - 530813N 0031736W - 530656N 0031741W - 531040N 0045301W - 532240N 0045156W Upper limit: FL245 Lower limit: FL195 Class: C	SCOTTISH ACC	SCOTTISH CONTROL English H24	133.050	Part of ATS Route Y124 is incorporated within the CTA.
IRISH SEA CTA 4 532315N 0051017W - 532240N 0045156W - 531040N 0045301W - 531149N 0053000W - 531500N 0053000W - 532315N 0051017W Upper limit: FL245 Lower limit: FL195 Class: C	DUBLIN ACC	DUBLIN CONTROL English H24	129.180	Part of ATS Route Y124 is incorporated within the CTA. The provision of ATS within Irish Sea CTA 4 is delegated to Dublin ACC.
IRISH SEA CTA 5 534817N 0053000W - 534658N 0044941W - 532240N 0045156W - 532315N 0051017W - 531500N 0053000W - 534817N 0053000W Upper limit: FL245 Lower limit: FL195 Class: C	DUBLIN ACC	DUBLIN CONTROL English H24	129.180	Parts of the following ATS Routes are incorporated within the CTA: L70, L975, M144, M145, Q36, Q37 and Y124. The provision of ATS within Irish Sea CTA 5 is delegated to Dublin ACC.
IRISH SEA CTA 6 531035N 0053000W - 524310N 0044042W - 523550N 0045151W - 525705N 0053000W - 531035N 0053000W Upper limit: FL245 Lower limit: FL195 Class: C	DUBLIN ACC	DUBLIN CONTROL English H24	124.650	Part of ATS Route L18 is incorporated within the CTA. The provision of ATS within Irish Sea CTA 6 is delegated to Dublin ACC.
IRISH SEA CTA 7 524310N 0044042W - 522931N 0041647W - 522212N 0042754W - 523550N 0045151W - 524310N 0044042W Upper limit: FL245 Lower limit: FL195 Class: C	LONDON ACC	LONDON CONTROL English H24	129.380	Part of ATS Route L18 is incorporated within the CTA.
ISLE OF MAN CTA 1 535826N 0041702W - 534858N 0042805W - 535411N 0044824W - 535743N 0042028W thence anti-clockwise by the arc of a circle radius 8.5 NM centred on 540600N 0042335W to - 535826N 0041702W Upper limit: FL105 Lower limit: 1500 FT ALT Class: D	ISLE OF MAN APP	RONALDSWAY RADAR English Mon-Sat 0600-2045 (0500-1945); Sun 0645-2045 (0545-1945); and by arrangement.	135.905 Also CTR channel. DOC 50 NM/ 16,000 FT.	CTA Chart published in AD-2 Section.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
ISLE OF MAN CTA 2 541609N 0050021W - 541122N 0044846W - 541056N 0045159W thence anti-clockwise by the arc of a circle radius 8.5 NM centred on 540240N 0044845W to 540455N 0050240W - 540759N 0051008W - 541609N 0050021W Upper limit: FL105 Lower limit: 2500 FT ALT Class: D	ISLE OF MAN APP	RONALDSWAY RADAR English Mon-Sat 0600-2045 (0500-1945); Sun 0645-2045 (0545-1945); and by arrangement.	135.905 Also CTR channel. DOC 50 NM/ 16,000 FT.	CTA Chart published in AD-2 Section.
ISLE OF MAN CTA 3 540233N 0041024W - 535740N 0040758W - 534700N 0042028W - 534858N 0042805W - 535826N 0041702W thence anti-clockwise by the arc of a circle radius 8.5 NM centred on 540600N 0042335W to - 540233N 0041024W Upper limit: FL105 Lower limit: 2500 FT ALT Class: D	ISLE OF MAN APP	RONALDSWAY RADAR English Mon-Sat 0600-2045 (0500-1945); Sun 0645-2045 (0545-1945); and by arrangement.	135.905 Also CTR channel. DOC 50 NM/ 16,000 FT.	CTA Chart published in AD-2 Section.
ISLE OF MAN CTA 4 535740N 0040758W - 535358N 0040608W - 534546N 0041545W - 534700N 0042028W - 535740N 0040758W Upper limit: FL105 Lower limit: 3500 FT ALT Class: D	ISLE OF MAN APP	RONALDSWAY RADAR English Mon-Sat 0600-2045 (0500-1945); Sun 0645-2045 (0545-1945); and by arrangement.	135.905 Also CTR channel. DOC 50 NM/ 16,000 FT.	CTA Chart published in AD-2 Section.
LEEDS BRADFORD CTA 1 534904N 0012703W - 534445N 0012327W thence clockwise by the arc of a circle radius 12 NM centred on 535157N 0013938W to 534032N 0013331W - 534359N 0013847W thence anti-clockwise by the arc of a circle radius 8 NM centred on 535157N 0013938W to - 534904N 0012703W Upper limit: FL85 Lower limit: 2500 FT ALT Class: D	LEEDS BRADFORD APP	LEEDS RADAR English H24	134.580 DOC 40 NM/10,000 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. CTA Chart published in AD-2 Section.
LEEDS BRADFORD CTA 2 535312N 0015259W - 534359N 0013847W thence clockwise by the arc of a circle radius 8 NM centred on 535157N 0013938W to - 535312N 0015259W Upper limit: FL85 Lower limit: 2500 FT ALT Class: D	LEEDS BRADFORD APP	LEEDS RADAR English H24	134.580 DOC 40 NM/10,000 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. CTA Chart published in AD-2 Section.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name **Lateral limits** **Vertical limits** **Class of Airspace**	**Unit Providing Service**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Channel/** **Frequency(MHz)/** **Purpose/** **SATVOICE number**	**Remarks**
1	**2**	**3**	**4**	**5**
LEEDS BRADFORD CTA 3 540236N 0014900W - 535955N 0014027W thence anti-clockwise by the arc of a circle radius 8 NM centred on 535157N 0013938W to 534359N 0013847W - 534032N 0013331W thence anti-clockwise by the arc of a circle radius 12 NM centred on 535157N 0013938W to 534445N 0012327W - 534007N 0011937W - 533713N 0014830W - 534726N 0015913W - 535539N 0020919W - 540236N 0014900W Upper limit: FL85 Lower limit: 3000 FT ALT Class: D	LEEDS BRADFORD APP	LEEDS RADAR English H24	134.580 DOC 40 NM/10,000 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. CTA Chart published in AD-2 Section.
LINCOLNSHIRE CTA 1 532830N 0001732W - 532204N 0000431E - 531717N 0000155E - 531222N 0000029E - 531232N 0000107W - 530618N 0000428W - 531101N 0002908W - 532007N 0002420W - 532830N 0001732W Upper limit: FL195 Lower limit: FL155 Class: A	SCOTTISH ACC	SCOTTISH CONTROL English H24	133.800	Parts of the following ATS Routes are incorporated within the CTA: L60, L603 and Y70. To operate UAS 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.
LINCOLNSHIRE CTA 2 533225N 0003106W - 532830N 0001732W - 532007N 0002420W - 531101N 0002908W - 531343N 0004324W - 532325N 0003820W - 533225N 0003106W Upper limit: FL195 Lower limit: FL125 Class: A	SCOTTISH ACC	SCOTTISH CONTROL English H24	133.800	Parts of the following ATS Routes are incorporated within the CTA: L60, L603 and Y70. To operate UAS 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.
LINCOLNSHIRE CTA 3 533619N 0004448W - 533225N 0003106W - 532325N 0003820W - 531343N 0004324W - 531938N 0011532W - 533059N 0010932W - 533109N 0010751W - 533119N 0010614W - 532643N 0004958W - 533619N 0004448W Upper limit: FL195 Lower limit: FL105 Class: A	SCOTTISH ACC	SCOTTISH CONTROL English H24	133.800	Parts of the following ATS Routes are incorporated within the CTA: L60, L603 and Y70. To operate UAS 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.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
LINCOLNSHIRE CTA 4 534117N 0010226W - 533619N 0004448W - 532643N 0004958W - 533119N 0010614W - 533109N 0010751W - 534117N 0010226W Upper limit: FL195 Lower limit: FL85 Class: A	SCOTTISH ACC	SCOTTISH CONTROL English H24	133.800	Part of the following ATS Route is incorporated within the CTA: Y70. To operate UAS 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.
LIVERPOOL CTA 1 532817N 0025719W - 532331N 0030804W - 531924N 0030735W - 532309N 0031205W - 532734N 0030310W - 532817N 0025719W Upper limit: 3500 FT ALT Lower limit: 1500 FT ALT Class: D	LIVERPOOL APP	LIVERPOOL RADAR English H24	119.855 DOC 40 NM/10,000 FT	CTA Chart published in AD-2 Section.
LIVERPOOL CTA 2 532734N 0030310W - 532336N 0031110W - 532345N 0031625W - 531855N 0031647W - 531909N 0032201W - 532621N 0032107W - 533213N 0031406W - 532734N 0030310W Upper limit: 3500 FT ALT Lower limit: 2000 FT ALT Class: D	LIVERPOOL APP	LIVERPOOL RADAR English H24	119.855 DOC 40 NM/10,000 FT	CTA Chart published in AD-2 Section.
LIVERPOOL CTA 3 532902N 0025059W - 531309N 0025059W - 531427N 0030140W - 531924N 0030735W - 532331N 0030804W - 532817N 0025719W - 532902N 0025059W Upper limit: 3500 FT ALT Lower limit: 2500 FT ALT Class: D	LIVERPOOL APP	LIVERPOOL RADAR English H24	119.855 DOC 40 NM/10,000 FT	CTA Chart published in AD-2 Section.
LIVERPOOL CTA 4 532336N 0031110W - 532309N 0031205W - 531427N 0030140W - 531855N 0031647W - 532345N 0031625W - 532336N 0031110W Upper limit: 3000 FT ALT Lower limit: 2000 FT ALT Class: D	LIVERPOOL APP	LIVERPOOL RADAR English H24	119.855 DOC 40 NM/10,000 FT	CTA Chart published in AD-2 Section.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name **Lateral limits** **Vertical limits** **Class of Airspace**	**Unit Providing Service**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Channel/** **Frequency(MHz)/** **Purpose/** **SATVOICE number**	**Remarks**
1	**2**	**3**	**4**	**5**
LONDON GATWICK CTA 510100N 0000458E - 510100N 0002545W thence clockwise by the arc of a circle radius 12 NM centred on 510853N 0001125W to 511124N 0003003W - 511618N 0000533E thence clockwise by the arc of a circle radius 13 NM centred on 510853N 0001125W to - 510100N 0000458E but excluding the Gatwick CTR. Upper limit: 2500 FT ALT Lower limit: 1500 FT ALT Class: D	LONDON GATWICK APP	GATWICK DIRECTOR English H24	118.950 When instructed by ATC. DOC 25 NM/10,000 FT. 121.500 Emergency frequency O/R. 126.825 DOC 45 NM/24,500 FT. 129.025 When instructed by ATC. DOC 45 NM/24,500 FT.	See EGKR AD 2.22, Section (3) for details of Redhill Local Flying Area. To operate UAS 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. CTA Chart published in AD-2 Section.
LONDON LUTON CTA 1 515857N 0001434W - 520127N 0000000E - 515146N 0000006W - 515102N 0000030W - 514830N 0001506W - 515042N 0000931W thence anti-clockwise by the arc of a circle radius 8 NM centred on 515229N 0002206W to - 515857N 0001434W Upper limit: 3500 FT ALT Lower limit: 2500 FT ALT Class: D	LONDON LUTON APP	LUTON RADAR English H24	129.550 132.050 When directed by ATC.	To operate UAS 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. CTA Chart published in AD-2 Section.
LONDON LUTON CTA 2 514810N 0004155W - 514905N 0003647W - 514503N 0003457W - 514409N 0004005W - 514810N 0004155W Upper limit: 3500 FT ALT Lower limit: 2500 FT ALT Class: D	LONDON LUTON APP	LUTON RADAR English H24	129.550 132.050 When directed by ATC.	To operate UAS 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. CTA Chart published in AD-2 Section.
LONDON LUTON CTA 3 514810N 0004155W - 515150N 0004336W - 515244N 0003828W - 514905N 0003647W - 514810N 0004155W Upper limit: 5500 FT ALT Lower limit: 2500 FT ALT Class: D	LONDON LUTON APP	LUTON RADAR English H24	129.550 132.050 When directed by ATC.	To operate UAS 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. CTA Chart published in AD-2 Section.
LONDON LUTON CTA 4 515150N 0004336W - 514810N 0004155W - 514659N 0004838W - 515048N 0004926W - 515150N 0004336W Upper limit: 5500 FT ALT Lower limit: 3500 FT ALT Class: D	LONDON LUTON APP	LUTON RADAR English H24	129.550 132.050 When directed by ATC.	To operate UAS 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. CTA Chart published in AD-2 Section.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
LONDON LUTON CTA 5 520038N 0002832W - 515743N 0002145W - 515021N 0002931W - 514905N 0003647W - 515244N 0003828W - 515258N 0003709W - 520038N 0002832W Upper limit: 5500 FT ALT Lower limit: 3500 FT ALT Class: D	LONDON LUTON APP	LUTON RADAR English H24	129.550 132.050 When directed by ATC.	To operate UAS 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. CTA Chart published in AD-2 Section.
LONDON LUTON CTA 6 520316N 0003441W - 520038N 0002832W - 515258N 0003709W - 515244N 0003828W - 515503N 0004353W - 520316N 0003441W Upper limit: 5500 FT ALT Lower limit: 4500 FT ALT Class: D	LONDON LUTON APP	LUTON RADAR English H24	129.550 132.050 When directed by ATC.	To operate UAS 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. CTA Chart published in AD-2 Section.
LONDON LUTON CTA 7 520606N 0001712W - 515935N 0001056W - 515743N 0002145W - 520038N 0002832W - 520606N 0001712W Upper limit: 4500 FT ALT Lower limit: 3500 FT ALT Class: D	LONDON LUTON APP	LUTON RADAR English H24	129.550 132.050 When directed by ATC.	To operate UAS 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. CTA Chart published in AD-2 Section.
LONDON LUTON CTA 8 515150N 0004336W - 515244N 0003828W - 515503N 0004353W - 515150N 0004336W Upper limit: 5500 FT ALT Lower limit: 3500 FT ALT Class: D	LONDON LUTON APP	LUTON RADAR English H24	129.550 132.050 When directed by ATC.	To operate UAS 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. CTA Chart published in AD-2 Section.
LONDON LUTON CTA 9 515150N 0004336W - 515503N 0004353W - 515749N 0004048W - 515356N 0005006W - 515048N 0004926W - 515150N 0004336W Upper limit: 5500 FT ALT Lower limit: 4500 FT ALT Class: D	LONDON LUTON APP	LUTON RADAR English H24	129.550 132.050 When directed by ATC.	To operate UAS 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. CTA Chart published in AD-2 Section.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name **Lateral limits** **Vertical limits** **Class of Airspace**	**Unit Providing Service**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Channel/** **Frequency(MHz)/** **Purpose/** **SATVOICE number**	**Remarks**
1	**2**	**3**	**4**	**5**
LONDON STANSTED CTA 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: 3500 FT ALT Lower limit: 1500 FT ALT Class: D	LONDON STANSTED APP	STANSTED RADAR English H24	120.625 132.050 As directed by ATC.	A pilot wishing to fly within the CTR/ CTA must unless otherwise notified, comply with the following procedures: 1 Call the appropriate ATC Unit on the frequency giving details of the aircraft's position, level and proposed track. 2 Obtain clearance from the appropriate ATC Unit for the flight. 3 Listen out on the appropriate frequency. 4 Obey all instructions from the appropriate ATC Unit. See EGSL AD 2.22, paragraph b for details of Andrewsfield Local Flying Area. To operate UAS 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. CTA Chart published in AD-2 Section.
LONDON STANSTED CTA 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: 2500 FT ALT Lower limit: 1500 FT ALT Class: D	LONDON STANSTED APP	STANSTED RADAR English H24	120.625 132.050 As directed by ATC.	A pilot wishing to fly within the CTR/ CTA must unless otherwise notified, comply with the following procedures: 1 Call the appropriate ATC Unit on the frequency giving details of the aircraft's position, level and proposed track. 2 Obtain clearance from the appropriate ATC Unit for the flight. 3 Listen out on the appropriate frequency. 4 Obey all instructions from the appropriate ATC Unit. See EGSL AD 2.22, paragraph b for details of Andrewsfield Local Flying Area. To operate UAS 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. CTA Chart published in AD-2 Section.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
LONDON STANSTED CTA 3 515828N 0003314E thence clockwise by the arc of a circle radius 13 NM centred on 515306N 0001406E to 515349N 0003503E - 514556N 0002309E - 514508N 0001309E - 515828N 0003314E Upper limit: 3500 FT ALT Lower limit: 2500 FT ALT Class: D	LONDON STANSTED APP	STANSTED RADAR English H24	120.625 132.050 As directed by ATC.	A pilot wishing to fly within the CTR/ CTA must unless otherwise notified, comply with the following procedures: 1 Call the appropriate ATC Unit on the frequency giving details of the aircraft's position, level and proposed track. 2 Obtain clearance from the appropriate ATC Unit for the flight. 3 Listen out on the appropriate frequency. 4 Obey all instructions from the appropriate ATC Unit. See EGSL AD 2.22, paragraph b for details of Andrewsfield Local Flying Area. To operate UAS 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. CTA Chart published in AD-2 Section.
LONDON STANSTED CTA 4 520300N 0000907E - 520517N 0002124E - 515155N 0000120E - 515146N 0000006W - 520127N 0000000E - 520300N 0000907E Upper limit: 3500 FT ALT Lower limit: 2500 FT ALT Class: D	LONDON STANSTED APP	STANSTED RADAR English H24	120.625 132.050 As directed by ATC.	A pilot wishing to fly within the CTR/ CTA must unless otherwise notified, comply with the following procedures: 1 Call the appropriate ATC Unit on the frequency giving details of the aircraft's position, level and proposed track. 2 Obtain clearance from the appropriate ATC Unit for the flight. 3 Listen out on the appropriate frequency. 4 Obey all instructions from the appropriate ATC Unit. See EGSL AD 2.22, paragraph b for details of Andrewsfield Local Flying Area. To operate UAS 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. CTA Chart published in AD-2 Section.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name **Lateral limits** **Vertical limits** **Class of Airspace**	**Unit Providing Service**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Channel/** **Frequency(MHz)/** **Purpose/** **SATVOICE number**	**Remarks**
1	**2**	**3**	**4**	**5**
LONDON/CITY CTA 513547N 0001221W - 513505N 0001022E thence clockwise by the arc of a circle radius 6.5 NM centred on 513019N 0000319E to 512507N 0000932E - 512541N 0000828W thence anti-clockwise by the arc of a circle radius 12 NM centred on 512812N 0002713W to 512640N 0000811W - 512610N 0000747E thence anti-clockwise by the arc of a circle radius 5 NM centred on 513019N 0000319E to 513409N 0000826E - 513445N 0001108W thence anti-clockwise by the arc of a circle radius 12 NM centred on 512812N 0002713W to - 513547N 0001221W Upper limit: 2500 FT ALT Lower limit: 1500 FT ALT Class: D	LONDON CITY APP	HEATHROW RADAR English H24	125.625	To operate UAS 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. CTA Chart published in AD-2 Section.
		THAMES DIRECTOR English As directed by ATC.	128.025 132.700 133.455	
LONDONDERRY/EGLINTON CTA 1 550527N 0071520W - 545506N 0072926W - 550205N 0073332W - 550527N 0071520W Upper limit: FL75 Lower limit: 1500 FT ALT Class: C	LONDONDERRY APP	EGLINTON APPROACH English	123.625 DOC 25 NM/10000 FT	VMC visibility and distance from cloud minima applicable in this Class C Airspace in accordance with ICAO criteria. (5 KM visibility, 1500 M horizontal and 1000 FT vertical distance from cloud). Outside the published hours of operation of Eglinton ATC (or NOTAM extension thereof), the blocks of Airspace CTA 1, CTA 2 and CTA 3, revert to Class G Airspace under the authority of Shannon ACC. CTA Chart published in AD-2 Section.
LONDONDERRY/EGLINTON CTA 2 550205N 0073332W - 545506N 0072926W - 545212N 0073329W - 550114N 0073807W - 550205N 0073332W Upper limit: FL75 Lower limit: 2000 FT ALT Class: C	LONDONDERRY APP	EGLINTON APPROACH English	123.625 DOC 25 NM/10000 FT	VMC visibility and distance from cloud minima applicable in this Class C Airspace in accordance with ICAO criteria. (5 KM visibility, 1500 M horizontal and 1000 FT vertical distance from cloud). Outside the published hours of operation of Eglinton ATC (or NOTAM extension thereof), the blocks of Airspace CTA 1, CTA 2 and CTA 3, revert to Class G Airspace under the authority of Shannon ACC. CTA Chart published in AD-2 Section.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
LONDONDERRY/EGLINTON CTA 3 551217N 0070547W - 550527N 0071520W - 550317N 0072703W thence clockwise by the arc of a circle radius 10 NM centred on 550234N 0070943W to - 551217N 0070547W Upper limit: FL75 Lower limit: 3000 FT ALT Class: C	LONDONDERRY APP	EGLINTON APPROACH English	123.625 DOC 25 NM/10000 FT	VMC visibility and distance from cloud minima applicable in this Class C Airspace in accordance with ICAO criteria. (5 KM visibility, 1500 M horizontal and 1000 FT vertical distance from cloud). Outside the published hours of operation of Eglinton ATC (or NOTAM extension thereof), the blocks of Airspace CTA 1, CTA 2 and CTA 3, revert to Class G Airspace under the authority of Shannon ACC. CTA Chart published in AD-2 Section.
MANCHESTER CTA 1 533430N 0020400W - 532734N 0030310W - 533200N 0025000W - 533430N 0020400W Upper limit: 3500 FT ALT Lower limit: 2500 FT ALT Class: D	MANCHESTER APP	MANCHESTER DIRECTOR English As directed by ATC.	121.355 DOC 25 NM/10,000 FT.	To operate UAS 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. CTA Chart published in AD-2 Section.
		MANCHESTER RADAR English H24	118.580 DOC 40 NM/15,000 FT.	
			135.005 DOC 40 NM/15,000 FT.	
MANCHESTER CTA 2 531047N 0020459W - 530602N 0022246W - 530626N 0024349W - 531427N 0030140W - 531050N 0023224W - 531055N 0022207W - 531616N 0020131W - 531047N 0020459W Upper limit: 3500 FT ALT Lower limit: 2500 FT ALT Class: D	MANCHESTER APP	MANCHESTER DIRECTOR English As directed by ATC.	121.355 DOC 25 NM/10,000 FT.	To operate UAS 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. CTA Chart published in AD-2 Section.
		MANCHESTER RADAR English H24	118.580 DOC 40 NM/15,000 FT.	
			135.005 DOC 40 NM/15,000 FT.	
MANCHESTER CTA 3 533650N 0015216W - 532719N 0014617W - 532656N 0015000W - 530732N 0020056W - 531047N 0020459W - 532730N 0015400W - 533430N 0020400W - 533650N 0015216W Upper limit: 3500 FT ALT Lower limit: 3000 FT ALT Class: D	MANCHESTER APP	MANCHESTER DIRECTOR English As directed by ATC.	121.355 DOC 25 NM/10,000 FT.	To operate UAS 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. CTA Chart published in AD-2 Section.
		MANCHESTER RADAR English H24	118.580 DOC 40 NM/15,000 FT.	
			135.005 DOC 40 NM/15,000 FT.	
MANCHESTER CTA 4 533011N 0024123W - 532708N 0023744W - 531130N 0023744W - 531309N 0025059W - 532902N 0025059W - 533011N 0024123W Upper limit: 3500 FT ALT Lower limit: 2500 FT ALT Class: D	MANCHESTER APP	MANCHESTER DIRECTOR English As directed by ATC.	121.355 DOC 25 NM/10,000 FT.	To operate UAS 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. CTA Chart published in AD-2 Section.
		MANCHESTER RADAR English H24	118.580 DOC 40 NM/15,000 FT.	
			135.005 DOC 40 NM/15,000 FT.	

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name **Lateral limits** **Vertical limits** **Class of Airspace**	**Unit Providing Service**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Channel/** **Frequency(MHz)/** **Purpose/** **SATVOICE number**	**Remarks**
1	**2**	**3**	**4**	**5**
MANCHESTER CTA 5 533124N 0023102W - 532056N 0023103W - 532638N 0022258W - 533430N 0020400W - 533124N 0023102W Upper limit: 3500 FT ALT Lower limit: 2000 FT ALT Class: D	MANCHESTER APP	MANCHESTER DIRECTOR English As directed by ATC.	121.355 DOC 25 NM/10,000 FT.	To operate UAS 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. CTA Chart published in AD-2 Section.
		MANCHESTER RADAR English H24	118.580 DOC 40 NM/15,000 FT.	
			135.005 DOC 40 NM/15,000 FT.	
MANCHESTER CTA 6 533124N 0023102W - 532056N 0023103W - 532141N 0023000W - 531255N 0023000W - 531050N 0022814W following the line of latitude to - 531050N 0023224W - 531130N 0023744W - 532708N 0023744W - 533011N 0024123W - 533124N 0023102W Upper limit: 3500 FT ALT Lower limit: 1500 FT ALT Class: D	MANCHESTER APP	MANCHESTER DIRECTOR English As directed by ATC.	121.355 DOC 25 NM/10,000 FT.	To operate UAS 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. CTA Chart published in AD-2 Section.
		MANCHESTER RADAR English H24	118.580 DOC 40 NM/15,000 FT.	
			135.005 DOC 40 NM/15,000 FT.	
MIDLANDS CTA 532719N 0014617W - 532227N 0014315W - 532109N 0012904W - 532012N 0011840W - 531755N 0010606W - 530016N 0010043W - 522631N 0002729W - 522632N 0003702W - 521126N 0002220W - 520316N 0003441W - 520421N 0003712W - 515745N 0011126W - 514420N 0010041W - 513423N 0011138W - 513640N 0013011W - 513911N 0012629W - 513945N 0012646W - 514412N 0014010W - 514457N 0015035W - 514707N 0020509W - 515351N 0023017W - 515640N 0024718W - 515749N 0032602W - 523810N 0032308W - 524429N 0031923W - 532345N 0031625W - 532336N 0031110W - 532309N 0031205W - 531427N 0030140W - 530626N 0024349W - 530602N 0022246W - 530732N 0020056W - 532656N 0015000W - 532719N 0014617W Upper limit: FL245 Lower limit: FL195 Class: C	LONDON ACC	LONDON CONTROL English H24	127.105	Parts of the following ATS Routes are incorporated within the CTA: L8, L9, L10, L15, L28, L151, L180, L608, L612, M183, M605, M868, N14, N38, N42, N57, N58, N84, N91, N92, N93, N601, N859, N862, N864, P6, P16, P17, P18, P69, P86, P155, P166, Q4, Q36, Q38, Q41, T418, T420, T421, Y53, Y124, Y125, Y250, Y321, Y322 and Z197.
			129.205	
			130.925	
			133.600	
			134.390	
	SCOTTISH ACC	SCOTTISH CONTROL English H24	118.780	

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
MORAY CTA 1 573706N 0015736W - 573556N 0013910W - 573333N 0013540W - 572422N 0012815W - 570417N 0014929W thence anti-clockwise by the arc of a circle radius 10 NM centred on 570531N 0020740W to 570845N 0015019W - 572153N 0015835W thence anti-clockwise by the arc of a circle radius 10 NM centred on 571834N 0021602W to 572100N 0023356W - 573241N 0023554W - 573613N 0021832W - 573706N 0015736W Upper limit: FL195 Lower limit: 4500 FT ALT Class: E	SCOTTISH ACC	SCOTTISH CONTROL English H24	134.850	Part of ATS Routes P600, Y904 and Y905 are contained within the CTA. Class E + TMZ (Transponder Mandatory Zone). To operate UAS 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.
MORAY CTA 2 574643N 0003720W - 573731N 0003007W - 572758N 0011242W - 572422N 0012815W - 573333N 0013540W - 573708N 0012004W - 574643N 0003720W Upper limit: FL195 Lower limit: FL105 Class: E	SCOTTISH ACC	SCOTTISH CONTROL English H24	134.850	Part of ATS Route P600 is contained within the CTA. Class E + TMZ (Transponder Mandatory Zone). To operate UAS 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.
MORAY CTA 3 591927N 0011522W - 573556N 0013910W - 573706N 0015736W - 592039N 0013445W - 591927N 0011522W Upper limit: FL195 Lower limit: FL105 Class: E	SCOTTISH ACC	SCOTTISH CONTROL English H24	134.850	Part of ATS Route Y905 is contained within the CTA. Class E + TMZ (Transponder Mandatory Zone). To operate UAS 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.
MORAY CTA 4 593033N 0013227W - 592921N 0011258W - 591927N 0011522W - 592039N 0013445W - 593033N 0013227W Upper limit: FL195 Lower limit: FL75 Class: E	SCOTTISH ACC	SCOTTISH CONTROL English H24	134.850	Part of ATS Route Y905 is contained within the CTA. Class E + TMZ (Transponder Mandatory Zone). To operate UAS 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.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name **Lateral limits** **Vertical limits** **Class of Airspace**	**Unit Providing Service**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Channel/** **Frequency(MHz)/** **Purpose/** **SATVOICE number**	**Remarks**
1	**2**	**3**	**4**	**5**
MORAY CTA 5 593331N 0013145W - 593219N 0011214W - 592921N 0011258W - 593033N 0013227W - 593331N 0013145W Upper limit: FL195 Lower limit: FL45 Class: E	SCOTTISH ACC	SCOTTISH CONTROL English H24	134.850	Part of ATS Route Y905 is contained within the CTA. Class E + TMZ (Transponder Mandatory Zone). To operate UAS 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.
MORAY CTA 6 582757N 0025607W - 573613N 0021832W - 573241N 0023554W - 581914N 0031000W - 582451N 0025723W - 582757N 0025607W Upper limit: FL155 Lower limit: FL75 Class: E	SCOTTISH ACC	SCOTTISH CONTROL English H24	134.850	Part of ATS Route Y904 is contained within the CTA. Class E + TMZ (Transponder Mandatory Zone). To operate UAS 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.
MORAY CTA 7 585837N 0030305W - 585632N 0024412W - 582451N 0025723W - 575213N 0040909W - 575449N 0043204W - 580345N 0041248W - 582356N 0032847W - 583014N 0031440W - 585837N 0030305W Upper limit: FL195 Lower limit: FL75 Class: E	SCOTTISH ACC	SCOTTISH CONTROL English H24	134.850	Part of ATS Route N560 is contained within the CTA. Class E + TMZ (Transponder Mandatory Zone). To operate UAS 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.
MORAY CTA 8 575820N 0050530W - 574511N 0042339W - 575449N 0043204W - 575213N 0040909W - 573320N 0035256W - 571206N 0035820W - 571327N 0041634W - 572958N 0041230W - 573700N 0043424W - 574940N 0051447W - 575820N 0050530W Upper limit: FL195 Lower limit: FL95 Class: E	SCOTTISH ACC	SCOTTISH CONTROL English H24	127.275 134.800	Part of ATS Route N560 is contained within the CTA. Class E + TMZ (Transponder Mandatory Zone). To operate UAS 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.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
MORAY CTA 9 581645N 0060617W - 575820N 0050530W - 574940N 0051447W - 580805N 0061540W - 581645N 0060617W Upper limit: FL195 Lower limit: FL55 Minimum limit: 5200 FT ALT Class: E	SCOTTISH ACC	SCOTTISH CONTROL English H24	127.275	Part of ATS Route N560 is contained within the CTA. Class E + TMZ (Transponder Mandatory Zone). To operate UAS 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.
MORAY CTA 10 571327N 0041634W - 571206N 0035820W - 564120N 0040600W - 564239N 0042359W - 571327N 0041634W Upper limit: FL195 Lower limit: FL105 Class: E	SCOTTISH ACC	SCOTTISH CONTROL English H24	127.275	Part of ATS Route N560 is contained within the CTA. Class E + TMZ (Transponder Mandatory Zone). To operate UAS 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.
MORAY CTA 11 564239N 0042359W - 564120N 0040600W - 562708N 0040928W - 562827N 0042720W - 564239N 0042359W Upper limit: FL195 Lower limit: FL125 Class: E	SCOTTISH ACC	SCOTTISH CONTROL English H24	127.275	Part of ATS Route N560 is contained within the CTA. Class E + TMZ (Transponder Mandatory Zone). To operate UAS 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.
MORAY CTA 12 564239N 0042359W - 564120N 0040600W - 562708N 0040928W - 562827N 0042720W - 564239N 0042359W Upper limit: FL125 Lower limit: FL105 Class: E	SCOTTISH ACC	SCOTTISH CONTROL English As notified.	127.275	Part of ATS Route N560 is contained within the CTA. Class E + TMZ (Transponder Mandatory Zone). Activation of the airspace will be during notified activation of EGD713/EGD713Z for Exercise Joint Warrior and other large military exercises as notified to facilitate access to the ATS Route N560. To operate UAS 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.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name **Lateral limits** **Vertical limits** **Class of Airspace**	**Unit Providing Service**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Channel/** **Frequency(MHz)/** **Purpose/** **SATVOICE number**	**Remarks**
1	**2**	**3**	**4**	**5**
MORAY CTA 13 562827N 0042720W - 562708N 0040928W - 561235N 0041258W - 560432N 0043253W - 562827N 0042720W Upper limit: FL195 Lower limit: 5500 FT ALT Class: E	SCOTTISH ACC	SCOTTISH CONTROL English As notified.	127.275	Part of ATS Route N560 is contained within the CTA. Class E + TMZ (Transponder Mandatory Zone). Activation of the airspace will be during notified activation of EGD713/EGD713Z for Exercise Joint Warrior and other large military exercises as notified to facilitate access to the ATS Route N560. To operate UAS 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.
MORAY CTA 14 570758N 0041754W - 570638N 0035943W - 561235N 0041258W - 560432N 0043253W - 570758N 0041754W Upper limit: FL245 Lower limit: FL195 Class: C	SCOTTISH ACC	SCOTTISH CONTROL English H24	127.275	Part of ATS Route N560 is incorporated within this CTA.
MORAY CTA 15 575758N 0001444E - 574844N 0002151E - 572758N 0011242W - 573708N 0012004W - 575758N 0001444E Upper limit: FL245 Lower limit: FL195 Class: C	SCOTTISH ACC	SCOTTISH CONTROL English H24	124.500	Part of ATS Route P600 is contained within this CTA.
MORAY CTA 16 595319N 0012703W - 595207N 0010721W - 593219N 0011214W - 593331N 0013145W - 595319N 0012703W Upper limit: FL195 Lower limit: FL45 Class: E	SCOTTISH ACC	SCOTTISH CONTROL English H24	134.850	Part of ATS Route Y905 is contained within the CTA. Class E + TMZ (Transponder Mandatory Zone). During notified hours of operation of the Sumburgh CTA/CTR the lower limit of Moray CTA 16 changes to FL 100. To operate UAS 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.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
MORAY CTA 17 572453N 0023020W thence clockwise by the arc of a circle radius 10 NM centred on 571834N 0021602W to 572153N 0015835W - 572100N 0015802W - 571755N 0015605W - 571542N 0020528W - 571940N 0020701W - 571838N 0021602W - 572130N 0022334W - 571920N 0022624W - 572453N 0023020W Upper limit: FL195 Lower limit: FL115 Class: E	SCOTTISH ACC	SCOTTISH CONTROL English As notified.	124.500	Part of ATS Routes P600 and Y904 are incorporated within this CTA. Class E + TMZ (Transponder Mandatory Zone). To operate UAS 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.
NEWCASTLE CTA 1 550345N 0020020W - 550525N 0015411W thence anti-clockwise by the arc of a circle radius 8 NM centred on 550217N 0014123W to 545500N 0014705W - 545336N 0015304W thence clockwise by the arc of a circle radius 11 NM centred on 550217N 0014123W to - 550345N 0020020W Upper limit: FL105 Lower limit: 1500 FT ALT Class: D	NEWCASTLE APP	NEWCASTLE RADAR English H24	124.380 DOC 60 NM/25,000 FT.	CTA Chart published in AD-2 Section.
NEWCASTLE CTA 2 550955N 0013719W - 551134N 0013108W thence clockwise by the arc of a circle radius 11 NM centred on 550217N 0014123W to 550042N 0012228W - 545919N 0012829W thence anti-clockwise by the arc of a circle radius 8 NM centred on 550217N 0014123W to - 550955N 0013719W Upper limit: FL105 Lower limit: 1500 FT ALT Class: D	NEWCASTLE APP	NEWCASTLE RADAR English H24	124.380 DOC 60 NM/25,000 FT.	CTA Chart published in AD-2 Section.
NEWCASTLE CTA 3 551338N 0012147W thence clockwise by the arc of a circle radius 16 NM centred on 550217N 0014123W to 550149N 0011336W - 545010N 0013330W - 545849N 0013040W - 550042N 0012228W thence anti-clockwise by the arc of a circle radius 11 NM centred on 550217N 0014123W to 551134N 0013108W - 551338N 0012147W Upper limit: FL105 Lower limit: 3000 FT ALT Class: D	NEWCASTLE APP	NEWCASTLE RADAR English H24	124.380 DOC 60 NM/25,000 FT.	CTA Chart published in AD-2 Section.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name **Lateral limits** **Vertical limits** **Class of Airspace**	**Unit Providing Service**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Channel/** **Frequency(MHz)/** **Purpose/** **SATVOICE number**	**Remarks**
1	**2**	**3**	**4**	**5**
NEWCASTLE CTA 4 550209N 0020030W thence anti-clockwise by the arc of a circle radius 11 NM centred on 550217N 0014123W to 545531N 0015626W - 544356N 0020004W - 550209N 0020030W Upper limit: FL105 Lower limit: 3000 FT ALT Class: D	NEWCASTLE APP	NEWCASTLE RADAR English H24	124.380 DOC 60 NM/25,000 FT.	CTA Chart published in AD-2 Section.
NEWCASTLE CTA 5 545849N 0013040W - 545010N 0013330W - 544356N 0020004W - 545531N 0015626W thence anti-clockwise by the arc of a circle radius 11 NM centred on 550217N 0014123W to 545336N 0015304W - 545849N 0013040W Upper limit: FL55 Lower limit: 3000 FT ALT Class: D	NEWCASTLE APP	NEWCASTLE RADAR English H24	124.380 DOC 60 NM/25,000 FT.	CTA Chart published in AD-2 Section.
NEWCASTLE CTA 6 545010N 0013330W - 544124N 0013620W - 544356N 0020004W - 545010N 0013330W Upper limit: FL55 Lower limit: 4500 FT ALT Class: D	NEWCASTLE APP	NEWCASTLE RADAR English H24	124.380 DOC 60 NM/25,000 FT.	CTA Chart published in AD-2 Section.
NEWCASTLE CTA 7 544356N 0020004W - 544219N 0014448W - 543724N 0014622W - 543901N 0020136W - 544356N 0020004W Upper limit: FL75 Lower limit: 6000 FT ALT Class: D	NEWCASTLE APP	NEWCASTLE RADAR English H24	124.380 DOC 60 NM/25,000 FT.	CTA Chart published in AD-2 Section.
NORTH SEA CTA 1 532204N 0000431E - 530815N 0020534E - 531139N 0023000E - 525206N 0023000E - 525820N 0020321E - 531222N 0000029E - 531717N 0000155E - 532204N 0000431E Upper limit: FL195 Lower limit: FL175 Class: A Upper limit: FL245 Lower limit: FL195 Class: C	LONDON ACC	LONDON CONTROL English H24	128.130 (Note 1)	Parts of the following ATS Routes are incorporated within North Sea CTA 1: L17, L60, L603, L989 and Y70. Note 1: GAT overflying the North Sea CTA 1. Note 2: Traffic shall not flight plan through this airspace unless via the routes listed above.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
NORTH SEA CTA 2 (GODOS) 534148N 0030000E - 533411N 0034222E - 531029N 0032158E - 531441N 0031102E - 531608N 0030000E - 534148N 0030000E Upper limit: FL195 Lower limit: FL175 Class: A Upper limit: FL245 Lower limit: FL195 Class: C	AMSTERDAM ACC	AMSTERDAM CONTROL English H24	123.700 (Note 1)	Parts of the following ATS Routes are incorporated within North Sea CTA 2: L74, M981 and P1. Note 1: GAT overflying the North Sea CTA 2. Note 2: ATS within CTA 2 is delegated to Amsterdam ACC. Note 3: Traffic shall not flight plan through this airspace unless via the routes listed above.
NORTH SEA CTA 3 (MOLIX) 532000N 0023000E - 531441N 0031102E - 531029N 0032158E - 523704N 0025356E - 524010N 0023000E - 532000N 0023000E Upper limit: FL195 Lower limit: FL175 Class: A Upper limit: FL245 Lower limit: FL195 Class: C	AMSTERDAM ACC	AMSTERDAM CONTROL English H24	123.700 (Note 1)	Parts of the following ATS Routes are incorporated within North Sea CTA 3: L17, L60, L602 and L603. Note 1: GAT overflying the North Sea CTA 3. Note 2: ATS within CTA 3 is delegated to Amsterdam ACC. Note 3: Traffic shall not flight plan through this airspace unless via the routes listed above.
NORTHERN CTA 1 553805N 0025111W - 552606N 0023655W - 551724N 0024532W - 551735N 0025427W - 545610N 0024159W - 544628N 0023625W - 542156N 0021546W following the line of latitude to - 542156N 0020653W - 541528N 0020852W - 540828N 0022515W - 535110N 0020348W - 533918N 0023900W - 534107N 0031910W - 543022N 0032659W - 543306N 0033033W - 550603N 0041419W - 552700N 0030000W - 553100N 0025156W - 553805N 0025111W Upper limit: FL245 Lower limit: FL195 Class: C	SCOTTISH ACC	SCOTTISH CONTROL English H24	118.780 124.500 124.825 126.300	Part of the following ATS Routes are incorporated within the CTA: L612, N57, N601, N864, P16, T256 & Y96.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name **Lateral limits** **Vertical limits** **Class of Airspace**	**Unit Providing Service**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Channel/** **Frequency(MHz)/** **Purpose/** **SATVOICE number**	**Remarks**
1	**2**	**3**	**4**	**5**
NORTHERN CTA 2 552606N 0023655W - 550637N 0013731W - 550218N 0014154W - 550101N 0012957W - 541152N 0014544W - 534312N 0011636W - 534134N 0010443W - 534117N 0010226W - 533109N 0010751W - 533059N 0010932W - 531938N 0011532W - 532012N 0011840W - 532109N 0012904W - 532227N 0014315W - 533650N 0015216W - 533713N 0014830W - 534726N 0015913W - 535110N 0020348W - 535539N 0020919W - 540828N 0022515W - 541528N 0020852W - 550049N 0015445W - 551724N 0024532W - 552606N 0023655W Upper limit: FL245 Lower limit: FL195 Class: C	SCOTTISH ACC	SCOTTISH CONTROL English H24	118.780 124.500 133.800	Part of the following ATS Routes are incorporated within the CTA: L60, L603, L975, M868, N601, P16, P17, P18, Y70, Y96 & Y250.
NORWICH CTA 1 524653N 0005826E - 524708N 0012946E - 524304N 0013754E thence clockwise by the arc of a circle radius 12.5 NM centred on 524034N 0011747E to 523541N 0013639E - 523537N 0012319E thence anti-clockwise by the arc of a circle radius 6 NM centred on 524034N 0011747E to 524536N 0012308E - 524530N 0011035E thence anti-clockwise by the arc of a circle radius 6 NM centred on 524033N 0011609E to 523531N 0011049E - 523815N 0005559E thence clockwise by the arc of a circle radius 12.5 NM centred on 524033N 0011609E to - 524653N 0005826E Upper limit: 4000 FT ALT Lower limit: 1500 FT ALT Class: D	NORWICH APP	NORWICH RADAR English As per AD Hours and by arrangement.	119.355 DOC 40 NM/25,000 FT.	CTA Chart published in AD-2 Section.
NORWICH CTA 2 523535N 0011921E - 523541N 0013639E - 523409N 0012916E - 523407N 0012448E - 523535N 0011921E Upper limit: 4000 FT ALT Lower limit: 2500 FT ALT Class: D	NORWICH APP	NORWICH RADAR English As per AD Hours and by arrangement.	119.355 DOC 40 NM/25,000 FT.	CTA Chart published in AD-2 Section.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
NORWICH CTA 3 523815N 0005559E - 523531N 0011049E - 523527N 0010311E - 523815N 0005559E Upper limit: 4000 FT ALT Lower limit: 2500 FT ALT Class: D	NORWICH APP	NORWICH RADAR English As per AD Hours and by arrangement.	119.355 DOC 40 NM/25,000 FT.	CTA Chart published in AD-2 Section.
PEPZE CTA 1 532345N 0031625W - 532336N 0031110W - 532309N 0031205W - 531427N 0030140W - 530626N 0024349W - 530314N 0024935W - 530209N 0025131W - 531018N 0031726W - 531733N 0031654W - 532345N 0031625W Upper limit: FL195 Lower limit: 3000 FT ALT Class: A	SCOTTISH ACC	SCOTTISH CONTROL English H24	128.055	Part of ATS Routes L15, L151, N38, N862, N864, P16, P17, Q36, Q38 and Z197 are incorporated within the CTA. To operate UAS 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.
PEPZE CTA 2 531733N 0031654W - 531018N 0031726W - 530348N 0031757W - 530540N 0032345W - 531733N 0031654W Upper limit: FL105 Lower limit: FL55 Class: A	SCOTTISH ACC	SCOTTISH CONTROL English 2000-0700 (1900-0600)	128.055 (Notes 1 and 2)	To operate UAS 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. Note 1: Daily between 2000-0700 (1900-0600). Note 2: Usage only as directed by ATC.
	LIVERPOOL APP	LIVERPOOL RADAR English 2000-0700 (1900-0600)	119.855 (Notes 1 and 2)	
PEPZE CTA 3 531018N 0031726W - 530209N 0025131W - 525618N 0030157W - 525846N 0030145W - 525914N 0031817W - 530348N 0031757W - 531018N 0031726W Upper limit: FL195 Lower limit: 4500 FT ALT Class: A	SCOTTISH ACC	SCOTTISH CONTROL English H24	128.055	Part of ATS Routes L15, N38, N42, N862, N864, P16 and P17 are incorporated within the CTA. To operate UAS 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.
PEPZE CTA 4 525914N 0031817W - 525846N 0030145W - 525618N 0030157W - 525320N 0030212W - 525348N 0031841W - 525914N 0031817W Upper limit: FL195 Lower limit: FL65 Minimum limit: 5500 FT ALT Class: A	SCOTTISH ACC	SCOTTISH CONTROL English H24	128.055	Part of ATS Routes N42, N864 and P16 are incorporated within the CTA. Minimum Flight Altitude 5500 FT. To operate UAS 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.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name **Lateral limits** **Vertical limits** **Class of Airspace**	**Unit Providing Service**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Channel/** **Frequency(MHz)/** **Purpose/** **SATVOICE number**	**Remarks**
1	**2**	**3**	**4**	**5**
PEPZE CTA 5 525348N 0031841W - 525320N 0030212W - 524821N 0030236W - 524849N 0031904W - 525348N 0031841W Upper limit: FL195 Lower limit: FL85 Class: A	SCOTTISH ACC	SCOTTISH CONTROL English H24	128.055 Traffic operating below FL 145.	Parts of ATS Routes N38, N864 and P16 are incorporated within the CTA. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
	LONDON ACC	LONDON CONTROL English H24	133.600 Traffic operating FL 145 and above.	
PEPZE CTA 6 530314N 0024935W - 530006N 0024504W - 525334N 0024539W - 525046N 0024529W - 524852N 0024522W - 524748N 0024505W - 524821N 0030236W - 525320N 0030212W - 525618N 0030157W - 530209N 0025131W - 530314N 0024935W Upper limit: FL195 Lower limit: FL95 Class: A	SCOTTISH ACC	SCOTTISH CONTROL English H24	128.055	Parts of ATS Routes L15, N38, N42, N58, N862 and P17 are incorporated within the CTA. To operate UAS 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.
PEPZE CTA 7 524849N 0031904W - 524821N 0030236W - 524256N 0030302W - 524325N 0032001W - 524429N 0031923W - 524849N 0031904W Upper limit: FL195 Lower limit: FL105 Class: A	LONDON ACC	LONDON CONTROL English H24	133.600 Traffic operating below FL 145.	Part of ATS Routes N38, N864 and P16 are incorporated within the CTA. To operate UAS 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.
	SCOTTISH ACC	SCOTTISH CONTROL English H24	128.055 Traffic operating FL 145 and above.	
PEPZE CTA 8 524821N 0030236W - 524748N 0024505W - 524220N 0024338W - 524256N 0030302W - 524821N 0030236W Upper limit: FL195 Lower limit: FL125 Class: A	LONDON ACC	LONDON CONTROL English H24	133.600 Traffic operating below FL 145.	Parts of ATS Routes N862 and P17 are incorporated within the CTA. To operate UAS 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.
	SCOTTISH ACC	SCOTTISH CONTROL English H24	128.055 Traffic operating FL 145 and above.	
PEPZE CTA 9 524325N 0032001W - 524220N 0024338W - 523651N 0024210W - 523639N 0024211W - 523752N 0032310W - 523810N 0032308W - 524325N 0032001W Upper limit: FL195 Lower limit: FL145 Class: A	LONDON ACC		133.600	Parts of ATS Routes N862, N864, P16 and P17 are incorporated within the CTA. To operate UAS 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.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
PEPZE CTA 10 523752N 0032310W - 523639N 0024211W - 523028N 0024244W - 523040N 0024916W - 520722N 0025115W - 520749N 0030551W - 520811N 0031848W - 522743N 0031721W - 522753N 0032353W - 523752N 0032310W Upper limit: FL195 Lower limit: FL155 Class: A	LONDON ACC	LONDON CONTROL English H24	133.600	Parts of ATS Routes N862, N864, P16, P17 and Y125 are incorporated within the CTA. To operate UAS 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.
PEPZE CTA 11 523040N 0024916W - 523028N 0024244W - 522029N 0024337W - 522042N 0025007W - 523040N 0024916W Upper limit: FL195 Lower limit: FL175 Class: A	LONDON ACC		133.600	Part of ATS Routes P17 and Y125 are incorporated within the CTA. To operate UAS 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.
PEPZE CTA 12 522753N 0032353W - 522743N 0031721W - 520811N 0031848W - 520822N 0032517W - 522753N 0032353W Upper limit: FL195 Lower limit: FL175 Class: A	LONDON ACC		133.600	Part of ATS Route P16 is incorporated within the CTA. To operate UAS 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.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name **Lateral limits** **Vertical limits** **Class of Airspace**	**Unit Providing Service**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Channel/** **Frequency(MHz)/** **Purpose/** **SATVOICE number**	**Remarks**
1	**2**	**3**	**4**	**5**
PEPZE CTA 13 520811N 0031848W - 520722N 0025115W - 520148N 0025143W - 520237N 0031916W - 520253N 0031912W - 520811N 0031848W Upper limit: FL195 Lower limit: FL145 Class: A	LONDON ACC	LONDON CONTROL English H24	133.600	Part of ATS Routes N862 and N864 are incorporated within the CTA. To operate UAS 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. Note: The following two areas, within PEPZE CTAs 13 and 14 and Cotswold CTAs 11 and 17 between the CTAs base level and FL 195, and referred to as the OSSEP Gliding Areas, are notified for the purposes of SERA.6001(a) Classification of Airspaces in accordance with conditions established in a Letter of Agreement (LOA) between the British Gliding Association (BGA) and London ACC, Swanwick Mil and Cardiff ATC: MADLEY Box bounded by great circle lines joining: 520734N 0025744W - 520712N 0024624W - 515640N 0024718W - 515701N 0025836W - 520734N 0025744W. RAGLAN Box bounded by great circle lines joining: 515701N 0025836W - 515640N 0024718W - 515040N 0024748W - 515153N 0025901W - 515701N 0025836W. During periods of activation of these areas ATC will direct aircraft to remain clear of the active area.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
PEPZE CTA 14 520237N 0031916W - 520148N 0025143W - 515751N 0025203W - 515647N 0025125W - 515739N 0032029W - 520237N 0031916W Upper limit: FL195 Lower limit: FL145 Class: A	LONDON ACC	LONDON CONTROL English H24	133.600 (Note 1)	Part of ATS Routes N862, N864 and P69 are incorporated within the CTA. To operate UAS 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. Note: The following two areas, within PEPZE CTAs 13 and 14 and Cotswold CTAs 11 and 17 between the CTAs base level and FL 195, and referred to as the OSSEP Gliding Areas, are notified for the purposes of SERA.6001(a) Classification of Airspaces in accordance with conditions established in a Letter of Agreement (LOA) between the British Gliding Association (BGA) and London ACC, Swanwick Mil and Cardiff ATC: MADLEY Box bounded by great circle lines joining: 520734N 0025744W - 520712N 0024624W - 515640N 0024718W - 515701N 0025836W - 520734N 0025744W. RAGLAN Box bounded by great circle lines joining: 515701N 0025836W - 515640N 0024718W - 515040N 0024748W - 515153N 0025901W - 515701N 0025836W. During periods of activation of these areas ATC will direct aircraft to remain clear of the active area. Note 1: 0600-2300 (0500-2200) above FL 165, 2300-0600 (2200-0500) (All Levels). CARDIFF RADAR: Note 1: Between 0600-2300 (0500-2200) FL 165 and below the provision of ATS is delegated to Cardiff Approach.
	CARDIFF APP	CARDIFF RADAR English 0600-2300 (0500-2200) (Note 1)	125.855 (Note 1)	

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name **Lateral limits** **Vertical limits** **Class of Airspace**	**Unit Providing Service**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Channel/** **Frequency(MHz)/** **Purpose/** **SATVOICE number**	**Remarks**
1	**2**	**3**	**4**	**5**
PORTSMOUTH CTA 1 504928N 0011714W - 504848N 0005214W - 504626N 0004942W - 503700N 0003938W - 504139N 0010236W - 504125N 0012315W - 504928N 0011714W Upper limit: FL195 Lower limit: FL65 Class: A	LONDON ACC	LONDON CONTROL English H24	129.430 134.440	Parts of the following ATS Routes are incorporated within the CTA: L980, L982, M184, M185, N6, N17, and N867. To operate UAS 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.
PORTSMOUTH CTA 2 504125N 0012315W - 504139N 0010236W - 503700N 0003938W following the line of latitude to - 503700N 0012620W - 504125N 0012315W Upper limit: FL195 Lower limit: FL75 Class: A	LONDON ACC	LONDON CONTROL English H24	129.430 134.440	Parts of the following ATS Routes are incorporated within the CTA: L980, L982, M184, M185, N6 and N867. To operate UAS 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.
PORTSMOUTH CTA 3 503700N 0010211W following the line of latitude to - 503700N 0003938W - 501347N 0001511W - 500000N 0003155W following the line of latitude to - 500000N 0014700W - 500440N 0014420W - 503700N 0010211W Upper limit: FL195 Lower limit: FL125 Class: C	LONDON ACC	LONDON CONTROL English H24	127.830 134.440	Parts of the following ATS Routes are incorporated within the CTA: M184, M185, N6, N867, P83, P87 and P88. To operate UAS 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.
PORTSMOUTH CTA 4 503700N 0012620W following the line of latitude to - 503700N 0010211W - 500440N 0014420W - 500000N 0014700W following the line of latitude to - 500000N 0015149W - 503700N 0012620W Upper limit: FL195 Lower limit: FL105 Class: A	LONDON ACC	LONDON CONTROL English H24	127.830 129.430	Parts of the following ATS Routes are incorporated within the CTA: L980, L982, P83, and Y110. To operate UAS 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.
PORTSMOUTH CTA 5 503156N 0014700W - 502754N 0013240W - 500000N 0015149W following the line of latitude to - 500000N 0021015W - 500235N 0020659W - 503156N 0014700W Upper limit: FL195 Lower limit: FL55 Class: A	LONDON ACC	LONDON CONTROL English H24	127.830 129.430	Parts of the following ATS Routes are incorporated within the CTA: L980, Q41 and Y110. To operate UAS 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.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
PORTSMOUTH CTA 6 510913N 0012355W - 510717N 0011218W - 510329N 0011312W - 510420N 0010657W - 505435N 0010335W - 504928N 0011714W - 504125N 0012315W - 503700N 0012620W - 502754N 0013240W - 503156N 0014700W - 504035N 0014102W - 504946N 0013439W - 505512N 0013047W - 505859N 0012811W - 510416N 0012559W - 510913N 0012355W Upper limit: FL195 Lower limit: FL55 Class: A	LONDON ACC	LONDON CONTROL English H24	120.230 127.830 129.080 129.430	Parts of the following ATS Routes are incorporated within the CTA: L620, N17, N514, N621, N866, P83, Q41 and Y8. To operate UAS 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. Note: During the notified hours of operation of Solent CTA the base changes to 5500 FT ALT.
PORTSMOUTH CTA 7 504012N 0021558W - 504035N 0014102W - 502333N 0015245W - 502628N 0020633W - 502839N 0020525W - 503146N 0022018W - 504012N 0021558W Upper limit: FL195 Lower limit: FL165 Class: A	LONDON ACC	LONDON CONTROL English H24	129.430	Parts of the following ATS Routes are incorporated within the CTA: N621 and N866. To operate UAS 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.
PORTSMOUTH CTA 8 504959N 0023117W - 505012N 0021519W - 504311N 0021212W - 504946N 0013439W - 504441N 0013824W - 504035N 0014102W - 504012N 0021558W - 504000N 0023058W - 504959N 0023117W Upper limit: FL195 Lower limit: FL155 Class: A	LONDON ACC	LONDON CONTROL English H24	129.430	Parts of the following ATS Routes are incorporated within the CTA: L620, N17, N621 and N866. To operate UAS 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.
PORTSMOUTH CTA 9 505248N 0021628W - 505532N 0020105W - 504554N 0015652W - 504311N 0021212W - 505248N 0021628W Upper limit: FL195 Lower limit: FL135 Class: A	LONDON ACC	LONDON CONTROL English H24	129.430	Parts of the following ATS Routes are incorporated within the CTA: L620 and N514. To operate UAS 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.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name **Lateral limits** **Vertical limits** **Class of Airspace**	**Unit Providing Service**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Channel/** **Frequency(MHz)/** **Purpose/** **SATVOICE number**	**Remarks**
1	**2**	**3**	**4**	**5**
PORTSMOUTH CTA 10 510123N 0012711W - 505859N 0012811W - 505512N 0013047W - 504946N 0013439W - 504554N 0015652W - 505532N 0020105W - 505950N 0013614W - 510045N 0013053W - 510123N 0012711W Upper limit: FL195 Lower limit: FL95 Class: A	LONDON ACC	LONDON CONTROL English H24	120.230 129.430	Parts of the following ATS Routes are incorporated within the CTA: L620. To operate UAS 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.
PORTSMOUTH CTA 11 511726N 0012843W - 511617N 0012057W - 510416N 0012559W - 510045N 0013053W - 505950N 0013614W - 510038N 0013541W - 511726N 0012843W Upper limit: FL115 Lower limit: FL65 Class: A	LONDON ACC	LONDON CONTROL English 0630-0930 (0445-0830) and 1730-2130 (1630-2030).	120.230 129.080	Part of ATS Route Q41 is incorporated within the CTA. To operate UAS 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.
PORTSMOUTH CTA 12 512624N 0012933W - 512348N 0010822W - 510717N 0011218W - 510913N 0012355W - 511721N 0012030W - 512624N 0012933W Upper limit: FL195 Lower limit: FL65 Class: A	LONDON ACC	LONDON CONTROL English H24	129.080 134.125 135.805	Parts of the following ATS Routes are incorporated within the CTA: L18, L607, N14, N859, P2, P72, P73, Q41, Y321. To operate UAS 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.
PORTSMOUTH CTA 13 510045N 0013053W - 505334N 0014051W - 505950N 0013614W - 510045N 0013053W Upper limit: FL95 Lower limit: FL65 Class: A	LONDON ACC	LONDON CONTROL English 0630-0930 (0445-0830) and 1730-2130 (1630-2030).	120.230 134.125	Part of ATS Route Q41 is incorporated within the CTA. To operate UAS 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.
PORTSMOUTH CTA 15 512624N 0012933W - 511721N 0012030W - 511617N 0012057W - 511726N 0012843W - 511837N 0012813W - 512624N 0012933W Upper limit: FL105 Lower limit: FL65 Class: A	LONDON ACC	LONDON CONTROL English 0630-0930 (0445-0830) and 1730-2130 (1630-2030).	134.125	To operate UAS 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.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
PORTSMOUTH CTA 16 512624N 0012933W - 511721N 0012030W - 511617N 0012057W - 511726N 0012843W - 511837N 0012813W - 512624N 0012933W Upper limit: FL195 Lower limit: FL105 Class: A	LONDON ACC	LONDON CONTROL English H24	134.125 135.805	Part of ATS Routes L18 and P2 are incorporated within the CTA. To operate UAS 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.
PORTSMOUTH CTA 17 510416N 0012559W - 510123N 0012711W - 510045N 0013053W - 510416N 0012559W Upper limit: FL115 Lower limit: FL55 Class: A	LONDON ACC	LONDON CONTROL English 0630-0930 (0445-0830) and 1730-2130 (1630-2030).	120.230 134.125	To operate UAS 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. Note: During the notified hours of operation of Solent CTA the base changes to 5500 FT ALT.
PORTSMOUTH CTA 18 510123N 0012711W - 505859N 0012811W - 505512N 0013047W - 505334N 0014051W - 510045N 0013053W - 510123N 0012711W Upper limit: FL95 Lower limit: FL55 Class: A	LONDON ACC	LONDON CONTROL English 0630-0930 (0445-0830) and 1730-2130 (1630-2030).	120.230 134.125	To operate UAS 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. Note: During the notified hours of operation of Solent CTA the base changes to 5500 FT ALT.
PRESTWICK CTA 1 554023N 0045040W - 553734N 0044227W thence anti-clockwise by the arc of a circle radius 8 NM centred on 553034N 0043540W to 552811N 0044906W - 553124N 0045830W thence clockwise by the arc of a circle radius 13 NM centred on 553034N 0043540W to - 554023N 0045040W Upper limit: 5500 FT ALT Lower limit: 1500 FT ALT Class: D	PRESTWICK APP	PRESTWICK RADAR English H24	124.630 As directed by ATC. 129.450 DOC 40 NM/19,500 FT.	CTA Chart published in AD-2 Section.
PRESTWICK CTA 2 553044N 0044945W - 552703N 0043902W - 552518N 0044044W - 552811N 0044906W thence clockwise by the arc of a circle radius 8 NM centred on 553034N 0043540W to - 553044N 0044945W Upper limit: 5500 FT ALT Lower limit: 2000 FT ALT Class: D	PRESTWICK APP	PRESTWICK RADAR English H24	124.630 As directed by ATC. 129.450 DOC 40 NM/19,500 FT.	CTA Chart published in AD-2 Section.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name **Lateral limits** **Vertical limits** **Class of Airspace**	**Unit Providing Service**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Channel/** **Frequency(MHz)/** **Purpose/** **SATVOICE number**	**Remarks**
1	**2**	**3**	**4**	**5**
PRESTWICK CTA 3 552703N 0043902W - 552150N 0042400W thence clockwise by the arc of a circle radius 11 NM centred on 553034N 0043540W to 552040N 0042722W - 552518N 0044044W - 552703N 0043902W Upper limit: 5500 FT ALT Lower limit: 3000 FT ALT Class: D	PRESTWICK APP	PRESTWICK RADAR English H24	124.630 As directed by ATC. 129.450 DOC 40 NM/19,500 FT.	CTA Chart published in AD-2 Section.
PRESTWICK CTA 4 552838N 0041639W - 552658N 0041154W thence clockwise by the arc of a circle radius 14 NM centred on 553034N 0043540W to 552010N 0041916W - 552150N 0042400W thence anti-clockwise by the arc of a circle radius 11 NM centred on 553034N 0043540W to - 552838N 0041639W Upper limit: 5500 FT ALT Lower limit: 3000 FT ALT Class: D	PRESTWICK APP	PRESTWICK RADAR English H24	124.630 As directed by ATC. 129.450 DOC 40 NM/19,500 FT.	CTA Chart published in AD-2 Section.
PRESTWICK CTA 5 553124N 0045830W - 552040N 0042722W - 551848N 0044702W - 553124N 0045830W Upper limit: 5500 FT ALT Lower limit: 3500 FT ALT Class: D	PRESTWICK APP	PRESTWICK RADAR English H24	124.630 As directed by ATC. 129.450 DOC 40 NM/19,500 FT.	CTA Chart published in AD-2 Section.
PRESTWICK CTA 6 552658N 0041154W - 552521N 0040716W thence clockwise by the arc of a circle radius 17 NM centred on 553034N 0043540W to 551710N 0041723W - 552040N 0042722W thence anti-clockwise by the arc of a circle radius 11 NM centred on 553034N 0043540W to 552150N 0042400W - 552010N 0041916W thence anti-clockwise by the arc of a circle radius 14 NM centred on 553034N 0043540W to - 552658N 0041154W Upper limit: 5500 FT ALT Lower limit: 4000 FT ALT Class: D	PRESTWICK APP	PRESTWICK RADAR English H24	124.630 As directed by ATC. 129.450 DOC 40 NM/19,500 FT.	CTA Chart published in AD-2 Section.
SEVERN CTA 1 512448N 0025147W - 512331N 0023410W - 511620N 0023328W - 511538N 0025120W - 511505N 0025335W - 512448N 0025147W Upper limit: FL165 Lower limit: FL105 Class: C	LONDON ACC	LONDON CONTROL English 2300-0600 (2200-0500).	134.755	To operate UAS 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.
	CARDIFF APP	CARDIFF RADAR English 0600-2300 (0500-2200)	125.855	

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
SEVERN CTA 2 512608N 0031050W - 512448N 0025147W - 511505N 0025335W - 511010N 0031341W - 512608N 0031050W Upper limit: FL165 Lower limit: FL105 Class: C	LONDON ACC	LONDON CONTROL English 2300-0600 (2200-0500).	134.755	Part of ATS routes N92 and N862 are incorporated within the CTA. To operate UAS 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.
	CARDIFF APP	CARDIFF RADAR English 0600-2300 (0500-2200).	125.855	
SOLENT CTA 1 510459N 0012017W - 510123N 0012722W - 510433N 0012536W thence clockwise by the arc of a circle radius 8 NM centred on 505701N 0012124W to - 510459N 0012017W Upper limit: 5500 FT ALT Lower limit: 1500 FT ALT Class: D	SOUTHAMPTON APP	SOLENT RADAR English Mon-Sat 0630-2200 (0530-2100); Sun 0730-2200 (0630-2100). PPR until 2300 (2200).	120.230	When active the top level of the Solent CTA (5500 FT ALT) is entirely contiguous with the overlying en-route airspace structure. To operate UAS 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.
SOLENT CTA 2 510459N 0012017W thence clockwise by the arc of a circle radius 8 NM centred on 505701N 0012124W to 510115N 0011039W - 504928N 0011714W - 504035N 0012350W - 504441N 0013824W - 504036N 0020254W thence clockwise by the arc of a circle radius 10 NM centred on 504648N 0015033W to 504926N 0020545W - 505512N 0013047W - 510123N 0012722W - 510459N 0012017W Upper limit: 5500 FT ALT Lower limit: 2000 FT ALT Class: D	SOUTHAMPTON APP	SOLENT RADAR English Mon-Sat 0630-2200 (0530-2100); Sun 0730-2200 (0630-2100). PPR until 2300 (2200).	120.230	When active the top level of the Solent CTA (5500 FT ALT) is entirely contiguous with the overlying en-route airspace structure. To operate UAS 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.
SOLENT CTA 3 510700N 0012146W thence clockwise by the arc of a circle radius 10 NM centred on 505701N 0012124W to 510340N 0010935W - 510115N 0011039W thence anti-clockwise by the arc of a circle radius 8 NM centred on 505701N 0012124W to 510433N 0012536W - 510700N 0012146W Upper limit: 5500 FT ALT Lower limit: 2000 FT ALT Class: D	SOUTHAMPTON APP	SOLENT RADAR English Mon-Sat 0630-2200 (0530-2100); Sun 0730-2200 (0630-2100). PPR until 2300 (2200).	120.230	When active the top level of the Solent CTA (5500 FT ALT) is entirely contiguous with the overlying en-route airspace structure. To operate UAS 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.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
SOLENT CTA 4 510433N 0012536W - 505512N 0013047W - 505334N 0014051W - 510433N 0012536W Upper limit: 5500 FT ALT Lower limit: 2500 FT ALT Class: D	SOUTHAMPTON APP	SOLENT RADAR English Mon-Sat 0630-2200 (0530-2100); Sun 0730-2200 (0630-2100). PPR until 2300 (2200).	120.230	When active the top level of the Solent CTA (5500 FT ALT) is entirely contiguous with the overlying en-route airspace structure. To operate UAS 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.
SOLENT CTA 5 510828N 0011928W - 510636N 0010817W - 510340N 0010935W thence anti-clockwise by the arc of a circle radius 10 NM centred on 505701N 0012124W to 510700N 0012146W - 510828N 0011928W Upper limit: 5500 FT ALT Lower limit: 2500 FT ALT Class: D	SOUTHAMPTON APP	SOLENT RADAR English Mon-Sat 0630-2200 (0530-2100); Sun 0730-2200 (0630-2100). PPR until 2300 (2200).	120.230	When active the top level of the Solent CTA (5500 FT ALT) is entirely contiguous with the overlying en-route airspace structure. To operate UAS 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.
SOLENT CTA 6 510636N 0010817W - 510420N 0010657W - 505435N 0010335W - 504928N 0011714W - 510115N 0011039W - 510636N 0010817W Upper limit: 5500 FT ALT Lower limit: 3000 FT ALT Class: D	SOUTHAMPTON APP	SOLENT RADAR English Mon-Sat 0630-2200 (0530-2100); Sun 0730-2200 (0630-2100). PPR until 2300 (2200).	120.230	When active the top level of the Solent CTA (5500 FT ALT) is entirely contiguous with the overlying en-route airspace structure. To operate UAS 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.
SOLENT CTA 7 504214N 0015313W - 504441N 0013824W - 503156N 0014700W - 504214N 0015313W Upper limit: 5500 FT ALT Lower limit: 3500 FT ALT Class: D	SOUTHAMPTON APP	SOLENT RADAR English Mon-Sat 0630-2200 (0530-2100); Sun 0730-2200 (0630-2100). PPR until 2300 (2200).	120.230	When active the top level of the Solent CTA (5500 FT ALT) is entirely contiguous with the overlying en-route airspace structure. To operate UAS 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.
SOLENT CTA 8 504441N 0013824W - 504035N 0012350W - 502754N 0013240W - 503156N 0014700W - 504441N 0013824W Upper limit: 5500 FT ALT Lower limit: 3500 FT ALT Class: D	SOUTHAMPTON APP	SOLENT RADAR English Mon-Sat 0630-2200 (0530-2100); Sun 0730-2200 (0630-2100). PPR until 2300 (2200).	120.230	When active the top level of the Solent CTA (5500 FT ALT) is entirely contiguous with the overlying en-route airspace structure. To operate UAS 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.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
SOUTHEND CTA 1 513437N 0002440E - 514333N 0004429E - 514206N 0004521E - 513445N 0002903E thence anti-clockwise by the arc of a circle radius 7.5 NM centred on 513357N 0004100E to 512701N 0003630E - 512719N 0003955E - 513151N 0005000E - 513000N 0005000E - 512528N 0003956E - 512446N 0003202E - 512757N 0002721E - 513146N 0002401E - 513437N 0002440E Upper limit: 3500 FT ALT Lower limit: 1500 FT ALT Class: D	SOUTHEND APP	SOUTHEND APPROACH English H24	130.780 DOC 40 NM/10,000 FT.	LTMA airspace 3500 FT upwards. CTA Chart published in AD-2 Section.
SOUTHEND CTA 2 514333N 0004429E - 514420N 0004614E - 514440N 0005036E - 514431N 0005038E - 514138N 0005222E - 514312N 0004748E - 514206N 0004521E - 514333N 0004429E Upper limit: 4500 FT ALT Lower limit: 1500 FT ALT Class: D	SOUTHEND APP	SOUTHEND APPROACH English H24	130.780 DOC 40 NM/10,000 FT.	LTMA airspace 4500 FT upwards. CTA Chart published in AD-2 Section.
SOUTHEND CTA 3 514440N 0005036E - 514446N 0005158E thence clockwise by the arc of a circle radius 12 NM centred on 513428N 0004207E to 513504N 0010120E - 513000N 0005000E - 513151N 0005000E - 513528N 0005805E thence anti-clockwise by the arc of a circle radius 10 NM centred on 513428N 0004207E to 514057N 0005420E - 514138N 0005222E - 514431N 0005038E - 514440N 0005036E Upper limit: 5500 FT ALT Lower limit: 1500 FT ALT Class: D	SOUTHEND APP	SOUTHEND APPROACH English H24	130.780 DOC 40 NM/10,000 FT.	LTMA airspace 5500 FT upwards. CTA Chart published in AD-2 Section.
SOUTHEND CTA 4 513437N 0002440E - 513943N 0002551E - 514353N 0003508E - 514435N 0004406E - 514401N 0004412E - 514333N 0004429E - 513437N 0002440E Upper limit: 3500 FT ALT Lower limit: 2500 FT ALT Class: D	SOUTHEND APP	SOUTHEND APPROACH English H24	130.780 DOC 40 NM/10,000 FT.	LTMA airspace 3500 FT upwards. CTA Chart published in AD-2 Section.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	**2**	**3**	**4**	**5**
SOUTHEND CTA 5 514435N 0004406E - 514506N 0004514E - 514530N 0005026E - 514440N 0005036E - 514420N 0004614E - 514333N 0004429E - 514401N 0004412E - 514435N 0004406E Upper limit: 4500 FT ALT Lower limit: 2500 FT ALT Class: D	SOUTHEND APP	SOUTHEND APPROACH English H24	130.780 DOC 40 NM/10,000 FT.	LTMA airspace 4500 FT upwards. CTA Chart published in AD-2 Section.
SOUTHEND CTA 6 514530N 0005026E - 514551N 0005510E thence clockwise by the arc of a circle radius 14 NM centred on 513428N 0004207E to 513653N 0010414E - 513535N 0010117E thence anti- clockwise by the arc of a circle radius 12 NM centred on 513428N 0004207E to 514446N 0005158E - 514440N 0005036E - 514530N 0005026E Upper limit: 5500 FT ALT Lower limit: 2500 FT ALT Class: D	SOUTHEND APP	SOUTHEND APPROACH English H24	130.780 DOC 40 NM/10,000 FT.	LTMA airspace 5500 FT upwards. CTA Chart published in AD-2 Section.
SOUTHEND CTA 7 512757N 0002721E - 512446N 0003202E - 512528N 0003956E - 513000N 0005000E - 512120N 0005000E - 512046N 0003338E - 512757N 0002721E Upper limit: 3500 FT ALT Lower limit: 2500 FT ALT Class: D	SOUTHEND APP	SOUTHEND APPROACH English H24	130.780 DOC 40 NM/10,000 FT.	LTMA airspace 3500 FT upwards. CTA Chart published in AD-2 Section.
SOUTHEND CTA 8 512829N 0005000E - 512555N 0005625E - 512124N 0005144E - 512120N 0005000E - 512829N 0005000E Upper limit: 5500 FT ALT Lower limit: 3500 FT ALT Class: D	SOUTHEND APP	SOUTHEND APPROACH English H24	130.780 DOC 40 NM/10,000 FT.	LTMA airspace 5500 FT upwards. CTA Chart published in AD-2 Section.
SOUTHEND CTA 9 514506N 0004514E - 514716N 0005005E - 514530N 0005026E - 514506N 0004514E Upper limit: 4500 FT ALT Lower limit: 3500 FT ALT Class: D	SOUTHEND APP	SOUTHEND APPROACH English H24	130.780 DOC 40 NM/10,000 FT.	LTMA airspace 4500 FT upwards. CTA Chart published in AD-2 Section.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
SOUTHEND CTA 10 514716N 0005005E - 515032N 0005922E - 515158N 0011450E - 514921N 0012014E - 514212N 0012127E - 513836N 0011744E - 513751N 0010627E - 513653N 0010414E thence anti-clockwise by the arc of a circle radius 14 NM centred on 513428N 0004207E to 514551N 0005510E - 514530N 0005026E - 514716N 0005005E Upper limit: 5500 FT ALT Lower limit: 3500 FT ALT Class: D	SOUTHEND APP	SOUTHEND APPROACH English H24	130.780 DOC 40 NM/10,000 FT.	CTA Chart published in AD-2 Section.
SOUTHERN CTA 523412N 0015410E - 522842N 0023414E - 522819N 0024644E - 513000N 0020000E - 510700N 0020000E - 510000N 0012800E - 504000N 0012800E - 500000N 0001500W following the line of latitude to - 500000N 0020000W - 495738N 0021420W - 495458N 0023011W - 501745N 0022725W - 503146N 0022018W - 503712N 0021731W - 503949N 0023058W - 504459N 0023107W - 504947N 0023317W - 510123N 0012711W - 511617N 0012057W - 511726N 0012843W - 511837N 0012813W - 512624N 0012933W - 512619N 0012850W - 513607N 0012547W - 513423N 0011138W - 514420N 0010041W - 515745N 0011126W - 520421N 0003712W - 520316N 0003441W - 521126N 0002220W - 522632N 0003702W - 522511N 0012817E - 523412N 0015410E Upper limit: FL245 Lower limit: FL195 Class: C	LONDON ACC	LONDON CONTROL English H24	118.480 121.030 121.230 127.105 127.955 128.430 129.430 130.925 132.165 132.605 133.940 134.905 135.055 135.425 135.805	Parts of the following ATS Routes are incorporated within the CTA: L6, L9, L10, L15, L18, L89, L151, L179, L607, L608, L610, L612, L613, L620, L980, L982, M8, M40, M84, M85, M87, M91, M183, M184, M185, M189, M195, M197, M604, M605, M733, N6, N14, N16, N17, N19, N20, N27, N57, N63, N84, N514, N601, N621, N859, N866, N867, P2, P7, P25, P44, P49, P72, P73, P83, P86, P87, P88, P137, P144, P155, P166, Q3, Q41, Q63, Q70, Q75, Q295, T71, T418, T420, T421, Y4, Y6, Y8, Y47, Y110, Y311, Y312, Y321, Y803 and Z171.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name **Lateral limits** **Vertical limits** **Class of Airspace**	**Unit Providing Service**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Channel/** **Frequency(MHz)/** **Purpose/** **SATVOICE number**	**Remarks**
1	**2**	**3**	**4**	**5**
STRANGFORD CTA 1 543542N 0051444W - 543230N 0051046W - 542209N 0044501W - 541645N 0045125W - 540805N 0044053W - 542534N 0052320W - 543542N 0051444W Upper limit: FL195 Lower limit: FL75 Class: D	SCOTTISH ACC	SCOTTISH CONTROL English H24	123.775	Parts of the following ATS Routes are incorporated within the CTA: M146, M147, M148 and P620. To operate UAS 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. Note: During the notified hours of operation of the Isle of Man CTR/ CTA the lower limit of the portion of the CTA coincident with the Isle of Man CTR/CTA will be FL 105.
STRANGFORD CTA 2 544449N 0052608W - 543118N 0053734W - 542534N 0052320W - 543542N 0051444W - 544449N 0052608W Upper limit: FL195 Lower limit: 3500 FT ALT Class: D	SCOTTISH ACC	SCOTTISH CONTROL English H24	123.775	Parts of the following ATS Routes are incorporated within the CTA: M146, M147, M148, P6, P600 and P620. Airspace within CTA 2 (excluding AWY P600) is subject to airspace sharing agreements and ATS from Scottish ACC may not be available. To operate UAS 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.
STRANGFORD CTA 3 545715N 0051530W - 541100N 0055428W - 542634N 0061018W thence clockwise by the arc of a circle radius 13 NM centred on 543927N 0061257W to 545030N 0062442W - 545310N 0054701W - 545418N 0053000W - 545715N 0051530W Upper limit: FL195 Lower limit: FL105 Class: D	SCOTTISH ACC	SCOTTISH CONTROL English H24	123.775	Parts of the following ATS Routes are incorporated within the CTA: L10, L15, L603, M147, M148, N34, P6 and P600. To operate UAS 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.
STRANGFORD CTA 4 542214N 0054509W - 541630N 0053058W - 540636N 0053913W - 541100N 0055428W - 542214N 0054509W Upper limit: FL195 Lower limit: FL55 Class: D	SCOTTISH ACC	SCOTTISH CONTROL English H24	123.775	Parts of the following ATS Routes are incorporated within the CTA: L15, L603 and Q38. To operate UAS 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.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
STRANGFORD CTA 5 541630N 0053058W - 540405N 0050040W - 540202N 0050543W - 540636N 0053913W - 541630N 0053058W Upper limit: FL195 Lower limit: FL75 Class: D	SCOTTISH ACC	SCOTTISH CONTROL English H24	123.775	Parts of the following ATS Routes are incorporated within the CTA: L15, L603, P620 and Q38. To operate UAS 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. Note: During the notified hours of operation of the Isle of Man CTR/ CTA the lower limit of the portion of the CTA coincident with the Isle of Man CTR/CTA will be FL 105.
STRANGFORD CTA 6 543118N 0053734W - 542534N 0052320W - 540805N 0044053W - 535956N 0045043W - 541630N 0053058W - 542214N 0054509W - 543118N 0053734W Upper limit: FL195 Lower limit: FL45 Class: D	SCOTTISH ACC	SCOTTISH CONTROL English H24	123.775	Parts of the following ATS Routes are incorporated within the CTA: L10, L15, L603, M146, P620, Q39 and Y911. To operate UAS 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. Note: During the notified hours of operation of the Isle of Man CTR/ CTA the lower limit of the portion of the CTA coincident with the Isle of Man CTR/CTA will be FL 105.
STRANGFORD CTA 7 542209N 0044501W - 541627N 0043100W - 540805N 0044053W - 541645N 0045125W - 542209N 0044501W Upper limit: FL195 Lower limit: FL135 Class: D	SCOTTISH ACC	SCOTTISH CONTROL English H24	123.775	Parts of the following ATS Routes are incorporated within the CTA: M147 and M148. To operate UAS 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.
STRANGFORD CTA 8 540915N 0054823W - 540636N 0053913W - 540514N 0052901W - 535617N 0053627W - 540008N 0055552W - 540915N 0054823W Upper limit: FL195 Lower limit: FL95 Class: D	SCOTTISH ACC	SCOTTISH CONTROL English H24	123.775	Part of the following ATS Route is incorporated within the CTA: P620. To operate UAS 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.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name **Lateral limits** **Vertical limits** **Class of Airspace**	**Unit Providing Service**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Channel/** **Frequency(MHz)/** **Purpose/** **SATVOICE number**	**Remarks**
1	**2**	**3**	**4**	**5**
STRANGFORD CTA 9 541744N 0062349W - 541711N 0060044W - 541100N 0055428W - 540915N 0054823W - 540008N 0055552W - 540543N 0062435W - 541744N 0062349W Upper limit: FL195 Lower limit: FL75 Class: D	SCOTTISH ACC	SCOTTISH CONTROL English H24	123.775	Parts of the following ATS Routes are incorporated within the CTA: P600, N34. To operate UAS 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.
STRANGFORD CTA 10 542755N 0062310W thence anti-clockwise by the arc of a circle radius 13 NM centred on 543927N 0061257W to 542634N 0061018W - 541711N 0060044W - 541744N 0062349W - 542755N 0062310W Upper limit: FL195 Lower limit: FL55 Class: D	SCOTTISH ACC	SCOTTISH CONTROL English H24	123.775	Part of the following ATS Route is incorporated within the CTA: N34. To operate UAS 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.
STRANGFORD CTA 11 545040N 0050133W - 543138N 0050835W - 543230N 0051046W - 543912N 0051906W - 545040N 0050133W Upper limit: FL195 Lower limit: FL95 Class: D	SCOTTISH ACC	SCOTTISH CONTROL English H24	123.775	Part of the following ATS Route is incorporated within the CTA: P620. To operate UAS 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.
STRANGFORD CTA 12 551214N 0050234W - 551002N 0044501W - 550251N 0045118W - 545120N 0050118W - 545040N 0050133W - 543912N 0051906W - 544449N 0052608W - 545715N 0051530W - 551214N 0050234W Upper limit: FL195 Lower limit: FL55 Minimum limit: 5000 FT ALT Class: D	SCOTTISH ACC	SCOTTISH CONTROL English H24	123.775	Part of the following ATS Routes are incorporated within the CTA: P600, P620 and UN57. To operate UAS 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.
STRANGFORD CTA 13 551002N 0044501W - 550806N 0043002W - 550251N 0045118W - 551002N 0044501W Upper limit: FL195 Lower limit: FL125 Class: D	SCOTTISH ACC	SCOTTISH CONTROL English H24	123.775	Part of the following ATS Route is incorporated within the CTA: UN57. To operate UAS 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.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
STRUMBLE CTA 1 524418N 0053000W - 520401N 0045652W - 515517N 0035758W - 514412N 0040223W - 515254N 0051413W - 515341N 0053338W - 515234N 0060431W - 515144N 0062443W - 522000N 0053000W - 524418N 0053000W Upper limit: FL195 Lower limit: FL155 Class: A	LONDON ACC	LONDON CONTROL English H24	129.380	Parts of the following ATS Routes are incorporated within the CTA: L9, M17, N12, N18, N24, N30, N83, N546, P2, P70 and Q63. To operate UAS 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.
STRUMBLE CTA 2 515517N 0035758W - 515401N 0034944W - 514309N 0035406W - 514412N 0040223W - 515517N 0035758W Upper limit: FL195 Lower limit: FL145 Class: A	LONDON ACC	LONDON CONTROL English H24	129.380	Part of ATS Routes L9 and Q63 are incorporated within the CTA. To operate UAS 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.
STRUMBLE CTA 3 515401N 0034944W - 515211N 0033709W - 514131N 0034129W - 514309N 0035406W - 515401N 0034944W Upper limit: FL195 Lower limit: FL125 Class: A	LONDON ACC	LONDON CONTROL English H24 (Note 1)	129.380	Part of ATS Routes L9 and Q63 are incorporated within the CTA. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. LONDON CONTROL: Note 1: 0600-2300 (0500-2200) above FL 165, 2300-0600 (2200-0500) (All Levels). CARDIFF RADAR: Note 1: Between 0600-2300 (0500-2200) FL 165 and below the provision of ATS is delegated to Cardiff Radar.
	CARDIFF APP	CARDIFF RADAR English 0600-2300 (0500-2200) (Note 1)	125.855	

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name **Lateral limits** **Vertical limits** **Class of Airspace**	**Unit Providing Service**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Channel/** **Frequency(MHz)/** **Purpose/** **SATVOICE number**	**Remarks**
1	**2**	**3**	**4**	**5**
STRUMBLE CTA 4 515211N 0033709W - 515130N 0033151W - 515056N 0032207W - 514954N 0032323W - 514355N 0032348W - 513946N 0032432W - 514037N 0033429W - 514131N 0034129W - 515211N 0033709W Upper limit: FL195 Lower limit: FL75 Class: A	LONDON ACC	LONDON CONTROL English H24 (Note 1)	129.380 134.755	Parts of the following ATS Routes are incorporated within the CTA: L9, L180, P4 and Q63. To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. LONDON CONTROL: Note 1: 0600-2300 (0500-2200) above FL 165, 2300-0600 (2200-0500) (All Levels). CARDIFF RADAR: Note 1: Between 0600-2300 (0500-2200) FL 165 and below the provision of ATS is delegated to Cardiff Radar.
	CARDIFF APP	CARDIFF RADAR English 0600-2300 (0500-2200) (Note 1)	125.855	
SUMBURGH CTA 594309N 0005423W - 593219N 0011214W - 593329N 0013104W - 594202N 0014946W - 594620N 0014725W - 593839N 0013034W - 594309N 0005423W Upper limit: FL100 Lower limit: 1500 FT ALT Class: D	SUMBURGH	SUMBURGH RADAR English Coincident with TWR hours. See EGPB AD 2.18. (Note 1)	123.155 Standby frequency not continuously monitored. 131.300 Radar services for both Approach Radar and offshore sectors.	CTA Chart published in AD-2 Section. Note 1: Hours subject to change, consult the latest NOTAM.
TAY CTA 1 562146N 0034425W - 561555N 0032923W - 561400N 0033259W following the line of latitude to - 561400N 0040926W - 562000N 0034746W - 562146N 0034425W Upper limit: FL195 Lower limit: FL55 Class: A	SCOTTISH ACC	SCOTTISH CONTROL English H24	124.500	Part of ATS Route P600 is contained within the CTA. To operate UAS 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.
TAY CTA 2 562948N 0032900W - 562633N 0032207W - 562341N 0031445W - 562219N 0031721W - 561555N 0032923W - 562146N 0034425W - 562948N 0032900W Upper limit: FL195 Lower limit: FL85 Class: A	SCOTTISH ACC	SCOTTISH CONTROL English H24	124.500	Part of ATS Route P600 is contained within the CTA. To operate UAS 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.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
TAY CTA 3 561241N 0031943W - 561118N 0030159W - 560700N 0030304W following the line of latitude to - 560700N 0032107W - 561241N 0031943W Upper limit: FL195 Lower limit: FL65 Class: A	SCOTTISH ACC	SCOTTISH CONTROL English Sat 0001 - Sun 2359.	124.500	Part of ATS Route N864 is contained within the CTA. Tay CTA 3 is notified for the purpose of SERA.6001(a) Classification of Airspace in accordance with the conditions established in a Letter of Agreement (LOA) between the British Gliding Association (BGA) and Scottish ACC. To operate UAS 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.
TAY CTA 4 562341N 0031445W - 562228N 0025909W - 561118N 0030159W - 561241N 0031943W - 562219N 0031721W - 562341N 0031445W Upper limit: FL195 Lower limit: FL85 Class: A	SCOTTISH ACC	SCOTTISH CONTROL English Sat 0001 - Sun 2359.	124.500	Part of ATS Route N864 is contained within the CTA. Tay CTA 4 is notified for the purpose of SERA.6001(a) Classification of Airspace in accordance with the conditions established in a Letter of Agreement (LOA) between the British Gliding Association (BGA) and Scottish ACC. To operate UAS 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.
TAY CTA 5 563947N 0025440W - 562228N 0025909W - 562341N 0031445W - 563947N 0025440W Upper limit: FL195 Lower limit: FL105 Class: A	SCOTTISH ACC	SCOTTISH CONTROL English Sat 0001 - Sun 2359.	124.500	Part of ATS Route N864 is contained within the CTA. Tay CTA 5 is notified for the purpose of SERA.6001(a) Classification of Airspace in accordance with the conditions established in a Letter of Agreement (LOA) between the British Gliding Association (BGA) and Scottish ACC. To operate UAS 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.
TAY CTA 6 564838N 0030536W - 564257N 0025041W - 562341N 0031445W - 562633N 0032207W - 562948N 0032900W - 564838N 0030536W Upper limit: FL195 Lower limit: FL105 Class: A	SCOTTISH ACC	SCOTTISH CONTROL English H24	124.500	Part of ATS Route P600 is contained within the CTA. To operate UAS 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.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
TAY CTA 7 565650N 0025515W - 565109N 0024016W - 564257N 0025041W - 564838N 0030536W - 565650N 0025515W Upper limit: FL195 Lower limit: FL85 Class: A	SCOTTISH ACC	SCOTTISH CONTROL English H24	124.500	Part of ATS Route P600 is contained within the CTA. To operate UAS 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.
TAY CTA 8 570015N 0025056W - 565433N 0023557W - 565109N 0024016W - 565650N 0025515W - 570015N 0025056W Upper limit: FL195 Lower limit: FL55 Class: A	SCOTTISH ACC	SCOTTISH CONTROL English H24	124.500	Part of ATS Route P600 is contained within the CTA. To operate UAS 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.
TAY CTA 9 572130N 0022334W - 571838N 0021602W - 571437N 0020959W - 565433N 0023557W - 570015N 0025056W - 572130N 0022334W Upper limit: FL195 Lower limit: FL115 Class: A	SCOTTISH ACC	SCOTTISH CONTROL English H24	124.500	Part of ATS Route P600 is contained within the CTA. To operate UAS 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.
TAY CTA 10 571940N 0020701W - 563050N 0014817W - 562848N 0020556W - 570627N 0022037W - 571437N 0020959W - 571838N 0021602W - 571940N 0020701W Upper limit: FL195 Lower limit: FL115 Class: D	SCOTTISH ACC	SCOTTISH CONTROL English See remarks for hours.	124.500	Part of ATS Route P18 is contained within the CTA. Conditional H24 – Unavailability as specified by NOTAM when required for MOD access or by activation of EGD514Z. To operate UAS 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.
TAY CTA 11 570417N 0014929W - 565044N 0015237W - 564809N 0021455W - 565507N 0021952W - 565533N 0020635W thence anti-clockwise by the arc of a circle radius 10 NM centred on 570531N 0020740W to - 570417N 0014929W Upper limit: FL115 Lower limit: 4500 FT ALT Class: D	SCOTTISH ACC	SCOTTISH CONTROL English See remarks for hours.	124.500	Part of ATS Route P18 is contained within the CTA. Conditional H24 – Unavailability as specified by NOTAM when required for MOD access or by activation of EGD514Z. To operate UAS 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.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
TAY CTA 12 565044N 0015237W - 564530N 0015349W - 564036N 0015158W - 563833N 0020942W - 564326N 0021135W - 564809N 0021455W - 565044N 0015237W Upper limit: FL115 Lower limit: FL75 Class: D	SCOTTISH ACC	SCOTTISH CONTROL English See remarks for hours.	124.500	Part of ATS Route P18 is contained within the CTA. Conditional H24 – Unavailability as specified by NOTAM when required for MOD access or by activation of EGD514Z. To operate UAS 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.
TAY CTA 13 563050N 0014817W - 561343N 0014155W - 561143N 0015927W - 562848N 0020556W - 563050N 0014817W Upper limit: FL195 Lower limit: FL135 Class: D	SCOTTISH ACC	SCOTTISH CONTROL English See remarks for hours.	124.500	Part of ATS Route P18 is contained within the CTA. Conditional H24 – Unavailability as specified by NOTAM when required for MOD access or by activation of EGD514Z. To operate UAS 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.
TEESSIDE INTERNATIONAL CTA 1 543303N 0013347W thence anti-clockwise by the arc of a circle radius 5.3 NM centred on 543033N 0012546W to 542541N 0012211W - 542417N 0012449W thence clockwise by the arc of a circle radius 6.3 NM centred on 543033N 0012546W to 543138N 0013625W - 543303N 0013347W Upper limit: 6000 FT ALT Lower limit: 1200 FT ALT Class: D	TEESSIDE INTERNATIONAL APP	TEESSIDE RADAR English 0600-2200 (0500-2100); and by arrangement.	118.855 DOC 40 NM/15,000 FT.	CTA Chart published in AD-2 Section.
TEESSIDE INTERNATIONAL CTA 2 543138N 0013625W thence anti-clockwise by the arc of a circle radius 6.3 NM centred on 543033N 0012546W to 542417N 0012449W - 542251N 0013100W thence clockwise by the arc of a circle radius 8.3 NM centred on 543033N 0012546W to 542945N 0013956W - 543138N 0013625W Upper limit: 6000 FT ALT Lower limit: 1500 FT ALT Class: D	TEESSIDE INTERNATIONAL APP	TEESSIDE RADAR English 0600-2200 (0500-2100); and by arrangement.	118.855 DOC 40 NM/15,000 FT.	CTA Chart published in AD-2 Section.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name **Lateral limits** **Vertical limits** **Class of Airspace**	**Unit Providing Service**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Channel/** **Frequency(MHz)/** **Purpose/** **SATVOICE number**	**Remarks**
1	**2**	**3**	**4**	**5**
TEESSIDE INTERNATIONAL CTA 3 544219N 0011621W thence clockwise by the arc of a circle radius 13 NM centred on 543033N 0012546W to 543456N 0010446W - 543328N 0010734W thence anti-clockwise by the arc of a circle radius 11 NM centred on 543033N 0012546W to 544050N 0011909W - 544219N 0011621W Upper limit: 6000 FT ALT Lower limit: 3000 FT ALT Class: D	TEESSIDE INTERNATIONAL APP	TEESSIDE RADAR English 0600-2200 (0500-2100); and by arrangement.	118.855 DOC 40 NM/15,000 FT.	CTA Chart published in AD-2 Section.
UPPER AIRSPACE CTA 610000N 0100000W following the line of latitude to - 610000N 0000000E - 600000N 0000000E - 570000N 0050000E - 550000N 0050000E - 523000N 0024800E - 513000N 0020000E - 510700N 0020000E - 510000N 0012800E - 504000N 0012800E - 500000N 0001500W following the line of latitude to - 500000N 0020000W - 485000N 0080000W - 510000N 0080000W - 522000N 0053000W - 535500N 0053000W - 542500N 0081000W - 552000N 0065500W - 552500N 0072000W - 552000N 0081500W - 544500N 0090000W - 543400N 0100000W - 610000N 0100000W Upper limit: FL660 Lower limit: FL245 Class: C	LONDON ACC	LONDON CONTROL English H24	126.080 Off-route traffic. (Note 1)	The area contains a network of Upper ATS Routes. A large part of the Upper Airspace CTA is covered by a Military Mandatory Radar Service Area (MRSA) within which military aircraft flying between FL 245 and FL 660 are required to operate under a radar control/procedural control service. Note 1: That area of the London UIR to the west of L151 and south of UL975. Note 2: That area of the London UIR to the east of UN601, north of L620 and south of UL975/Y70, and that area to the north of UL975. Frequencies as per the London FIR. Frequencies as per the Scottish FIR.
			126.780 Off-route traffic. (Note 2)	
			132.860 Off-route traffic. (Note 2)	
			134.250 Off-route traffic. (Note 2)	
			136.200 Off-route traffic. (Note 2)	
	SCOTTISH ACC	SCOTTISH CONTROL English H24	133.680 Off-route traffic.	
			135.530 Off-route traffic.	
WASH CTA 1 534117N 0010226W - 533619N 0004448W - 533225N 0003106W - 532830N 0001732W - 532204N 0000431E - 531717N 0000155E - 531222N 0000029E - 531232N 0000107W - 530618N 0000428W - 531101N 0002908W - 531343N 0004324W - 531938N 0011532W - 533059N 0010932W - 533109N 0010751W - 534117N 0010226W Upper limit: FL245 Lower limit: FL195 Class: C	SCOTTISH ACC	SCOTTISH CONTROL English H24	133.800	Parts of the following ATS Routes are incorporated within the CTA: L60, L603 and Y70.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
WEST CTA 524418N 0053000W - 520408N 0045658W - 515310N 0032643W - 515554N 0032610W - 515749N 0032602W - 515640N 0024718W - 515351N 0023017W - 514707N 0020509W - 514457N 0015035W - 514412N 0014010W - 513945N 0012646W - 513911N 0012629W - 513640N 0013011W - 513607N 0012547W - 512619N 0012850W - 512624N 0012933W - 511837N 0012813W - 511726N 0012843W - 511859N 0013913W - 512250N 0023406W - 512331N 0023410W - 512448N 0025147W - 511505N 0025335W - 511010N 0031341W - 504123N 0031845W - 504947N 0023317W - 504459N 0023107W - 503949N 0023058W - 503712N 0021731W - 503146N 0022018W - 501745N 0022725W - 495458N 0023011W - 494801N 0031025W - 501648N 0033332W following the line of latitude to - 501648N 0034450W - 502459N 0034351W - 513937N 0032926W - 514039N 0033449W - 515254N 0051413W - 515341N 0053338W - 515234N 0060431W - 520049N 0060720W - 522000N 0053000W - 524418N 0053000W Upper limit: FL245 Lower limit: FL195 Class: C	LONDON ACC	LONDON CONTROL English H24	126.080 129.380 134.755	Parts of the following ATS Routes are incorporated within the CTA: L9, L18, L22, L149, L179, L180, L607, L620, M17, N12, N14, N17, N18, N21, N22, N24, N30, N40, N80, N83, N90, N91, N92, N546, N862, N864, P2, P4, P16, P17, P69, P70, P73, P86 and Q63.
WORTHING CTA 1 512247N 0011549E - 512130N 0012140E - 512106N 0013052E - 512053N 0013611E - 511826N 0013519E - 511929N 0013040E - 511422N 0013004E - 510600N 0014138E - 510354N 0014545E - 510000N 0012800E - 505842N 0010227E - 512247N 0011549E Upper limit: FL195 Lower limit: FL65 Class: A	LONDON ACC	LONDON CONTROL English H24	134.125 (Note 1) 134.905 (Note 1)	Parts of the following ATS Routes are incorporated within Worthing CTA 1: L6, L9, L10, L18, L613, M84, M189, N57, Q70, Y311 and Y312. To operate UAS 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. Note 1: GAT inbound/outbound LTMA and/or overflying Worthing CTA 1.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name **Lateral limits** **Vertical limits** **Class of Airspace**	**Unit Providing Service**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Channel/** **Frequency(MHz)/** **Purpose/** **SATVOICE number**	**Remarks**
1	**2**	**3**	**4**	**5**
WORTHING CTA 2 504000N 0002220W following the line of latitude to - 504000N 0003000E - 504507N 0004500E - 505842N 0010227E - 510000N 0012800E - 504000N 0012800E - 500320N 0000639W - 501027N 0001143W - 501347N 0001511W - 501717N 0001053W - 502605N 0000746W - 504000N 0002220W Upper limit: FL195 Lower limit: FL75 Class: A	LONDON ACC	LONDON CONTROL English H24	134.125 (Note 1) 135.055 (Note 1)	Parts of the following ATS Routes are incorporated within Worthing CTA 2: L151, L612, L613, M8, M91, M189, M605, M733, N20, N57, N859, T420, T421, Y8 and Y47. To operate UAS 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. Note 1:GAT inbound/outbound LTMA and/or overflying Worthing CTA 2.
WORTHING CTA 3 511929N 0013040E - 511251N 0020000E - 510700N 0020000E - 510354N 0014545E - 510600N 0014138E - 511422N 0013004E - 511929N 0013040E Upper limit: FL195 Lower limit: FL75 Class: A	LONDON ACC	LONDON CONTROL English H24	133.180 (Note 1) 135.055 (Note 1)	Parts of the following ATS Routes are incorporated within Worthing CTA 3: L9, L18, M84 and Q70. To operate UAS 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. Note 1:GAT inbound/outbound LTMA and/or overflying Worthing CTA 3.
WORTHING CTA 4 503606N 0003840W - 504012N 0002904W - 504132N 0002357W - 502605N 0000746W - 501717N 0001053W - 501347N 0001511W - 503606N 0003840W Upper limit: FL195 Lower limit: FL85 Class: A	LONDON ACC	LONDON CONTROL English H24	133.180 (Note 1) 135.055 (Note 1)	Parts of the following ATS Routes are incorporated within Worthing CTA 4: L151, N20 and N859. To operate UAS 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. Note 1: GAT inbound/outbound LTMA and/or overflying Worthing CTA 4.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
WORTHING CTA 5 512053N 0013611E - 511948N 0020000E - 511251N 0020000E - 511826N 0013519E - 512053N 0013611E Upper limit: FL195 Lower limit: FL105 Class: A	LONDON ACC	LONDON CONTROL English H24	133.180 (Note 1) 134.905 (Note 1)	Parts of the following ATS Routes are incorporated within Worthing CTA 5: L18, M84 and Q70. To operate UAS 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. Note 1: GAT inbound/outbound LTMA and/or overflying Worthing CTA 5.
WORTHING CTA 6 500000N 0003155W - 501347N 0001511W - 501027N 0001143W - 500320N 0000639W - 500000N 0001500W - 500000N 0003155W Upper limit: FL195 Lower limit: FL75 Class: A	LONDON ACC	LONDON CONTROL English H24	135.055 (Note 1)	Part of ATS Route M189 is incorporated within Worthing CTA 6. To operate UAS 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. Note 1: GAT inbound/outbound LTMA and/or overflying Worthing CTA 6.
WORTHING CTA 7 504626N 0004942W - 504626N 0002908W - 504132N 0002357W - 504012N 0002904W - 503606N 0003840W - 503700N 0003938W - 504626N 0004942W Upper limit: FL195 Lower limit: FL65 Class: A	LONDON ACC	LONDON CONTROL English H24	133.180 (Note 1) 135.055 (Note 1) 135.805 (Note 1)	Parts of the following ATS Routes are incorporated within Worthing CTA 7: M185, N6 and N859. To operate UAS 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. Note 1: GAT inbound/outbound LTMA and/or overflying Worthing CTA 7.
YORKSHIRE CTA 1 535539N 0020919W - 535110N 0020348W - 534127N 0023240W - 534529N 0023244W - 535539N 0020919W Upper limit: FL195 Lower limit: 4500 FT ALT Class: A	SCOTTISH ACC	SCOTTISH CONTROL English H24	135.715	Parts of the following ATS Routes are incorporated within the CTA: N57, N601 & P16. To operate UAS 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.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name **Lateral limits** **Vertical limits** **Class of Airspace**	**Unit Providing Service**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Channel/** **Frequency(MHz)/** **Purpose/** **SATVOICE number**	**Remarks**
1	**2**	**3**	**4**	**5**
YORKSHIRE CTA 2 540342N 0021918W - 535539N 0020919W - 534529N 0023244W - 535734N 0023258W - 535747N 0023258W - 540342N 0021918W Upper limit: FL195 Lower limit: FL55 Class: A	SCOTTISH ACC	SCOTTISH CONTROL English H24	135.715	Parts of the following ATS Routes are incorporated within the CTA: N57, N601 & P16. To operate UAS 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.
YORKSHIRE CTA 3 540828N 0022515W - 540342N 0021918W - 535747N 0023258W - 540234N 0023858W - 540828N 0022515W Upper limit: FL195 Lower limit: FL75 Class: A	SCOTTISH ACC	SCOTTISH CONTROL English H24	135.715	Part of ATS Route N57 is incorporated within the CTA. To operate UAS 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.
YORKSHIRE CTA 4 543356N 0023451W - 541110N 0021856W - 540234N 0023858W - 541042N 0024912W - 543356N 0031901W following the line of latitude to - 543356N 0023451W Upper limit: FL195 Lower limit: FL125 Class: A	SCOTTISH ACC	SCOTTISH CONTROL English H24	124.825 (Note 1) 126.300 (Note 1) 135.715 (Note 1)	Parts of the following ATS Routes are incorporated within the CTA: L612, N57 & N601. To operate UAS 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. Note 1: Freq: 124.825/126.300 (North of 5415N); Freq: 135.715 (South of 5415N).
YORKSHIRE CTA 5 535734N 0023258W - 534529N 0023244W - 534127N 0023240W - 533918N 0023900W - 535329N 0024913W - 535734N 0023258W Upper limit: FL195 Lower limit: FL65 Class: A	SCOTTISH ACC	SCOTTISH CONTROL English H24	135.715	Part of ATS Route L612 is incorporated within the CTA. To operate UAS 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.
YORKSHIRE CTA 6 540234N 0023858W - 535747N 0023258W - 535734N 0023258W - 535329N 0024913W - 535859N 0025312W - 540234N 0023858W Upper limit: FL195 Lower limit: FL95 Class: A	SCOTTISH ACC	SCOTTISH CONTROL English H24	135.715	Part of ATS Route L612 is incorporated within the CTA. To operate UAS 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.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
YORKSHIRE CTA 7 543356N 0031901W - 541042N 0024912W - 540234N 0023858W - 535859N 0025312W - 543356N 0031901W Upper limit: FL195 Lower limit: FL145 Class: A	SCOTTISH ACC	SCOTTISH CONTROL English H24	124.825 (Note 1) 126.300 (Note 1) 135.715 (Note 1)	Part of ATS Route L612 is incorporated within the CTA. To operate UAS 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. Note 1: Freq: 124.825/126.300 (North of 5415N); Freq: 135.715 (South of 5415N).
YORKSHIRE CTA 8 541110N 0021856W - 540236N 0014900W - 535539N 0020919W - 540828N 0022515W - 541110N 0021856W Upper limit: FL195 Lower limit: FL95 Class: A	SCOTTISH ACC	SCOTTISH CONTROL English H24	135.715	Parts of the following ATS Routes are incorporated within the CTA: N601, P16, P17 & P18. To operate UAS 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.
YORKSHIRE CTA 9 540236N 0014900W - 535955N 0014027W - 535348N 0013100W - 534007N 0011937W - 533713N 0014830W - 534726N 0015913W - 535539N 0020919W - 540236N 0014900W Upper limit: FL195 Lower limit: FL85 Class: A	SCOTTISH ACC	SCOTTISH CONTROL English H24	135.715	Parts of the following ATS Routes are incorporated within the CTA: P17, P18, Y70 & Y250. To operate UAS 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.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name **Lateral limits** **Vertical limits** **Class of Airspace**	**Unit Providing Service**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Channel/** **Frequency(MHz)/** **Purpose/** **SATVOICE number**	**Remarks**
1	**2**	**3**	**4**	**5**
YORKSHIRE CTA 10 550334N 0015352W - 550218N 0014154W - 550101N 0012957W - 541152N 0014544W - 534312N 0011636W - 534134N 0010443W - 534007N 0011937W - 535348N 0013100W - 535955N 0014027W - 540236N 0014900W - 541110N 0021856W - 541528N 0020852W - 550334N 0015352W Upper limit: FL195 Lower limit: FL125 Class: A	SCOTTISH ACC	SCOTTISH CONTROL English H24	133.800	Parts of the following ATS Routes are incorporated within the CTA: P16, P17, P18 & Y250. To operate UAS 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. L975 Crossing Area An area of Class A controlled airspace bounded by straight lines joining: 533835N 0013503W - 534007N 0011937W - 534626.98N 0011937.00W - 534308.41N 0011615.09W - 534127.82N 0010357.97W - 533059N 0010932W - 532845N 0013215W - 533835N 0013503W, from CTA base to an upper limit of FL 120, occasionally to FL 190 on request; is notified for the purposes SERA.6001(a) Classification of Airspaces in accordance with the conditions established in the Letter of Agreement (LOA) btn the Derbyshire and Lancashire (Camphill) Gliding Club, British Gliding Association (BGA), Leeds Bradford International Airport, and Scottish ACC.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
YORKSHIRE CTA 11 534140N 0010347W - 534117N 0010226W - 533109N 0010751W - 533038N 0011307W - 534030N 0011550W - 534140N 0010347W Upper limit: FL195 Lower limit: FL65 Class: A	SCOTTISH ACC	SCOTTISH CONTROL English H24	133.800 (Note 1) 135.715 (Note 1)	Part of the following ATS Routes are incorporated with the CTA: L975 & Y70. To operate UAS 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. L975 Crossing Area An area of Class A controlled airspace bounded by straight lines joining: 533835N 0013503W - 534007N 0011937W - 534626.98N 0011937.00W - 534308.41N 0011615.09W - 534127.82N 0010357.97W - 533059N 0010932W - 532845N 0013215W - 533835N 0013503W, from CTA base to an upper limit of FL 120, occasionally to FL 190 on request; is notified for the purposes SERA.6001(a) Classification of Airspaces in accordance with the conditions established in the Letter of Agreement (LOA) btn the Derbyshire and Lancashire (Camphill) Gliding Club, British Gliding Association (BGA), Leeds Bradford International Airport, and Scottish ACC. Note 1: Freq: 133.800 (above FL 135); Freq: 135.715 (FL 135 and below).

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name **Lateral limits** **Vertical limits** **Class of Airspace**	**Unit Providing Service**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Channel/** **Frequency(MHz)/** **Purpose/** **SATVOICE number**	**Remarks**
1	**2**	**3**	**4**	**5**
YORKSHIRE CTA 12 534030N 0011550W - 533038N 0011307W - 532845N 0013215W - 533835N 0013503W - 534030N 0011550W Upper limit: FL195 Lower limit: FL55 Class: A	SCOTTISH ACC	SCOTTISH CONTROL English H24	133.800 (Note 1) 135.715 (Note 1)	Part of the following ATS Routes are incorporated with the CTA: L975, Y70 & Y250. To operate UAS 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. L975 Crossing Area An area of Class A controlled airspace bounded by straight lines joining: 533835N 0013503W - 534007N 0011937W - 534626.98N 0011937.00W - 534308.41N 0011615.09W - 534127.82N 0010357.97W - 533059N 0010932W - 532845N 0013215W - 533835N 0013503W, from CTA base to an upper limit of FL120, occasionally to FL190 on request; is notified for the purposes SERA.6001(a) Classification of Airspaces in accordance with the conditions established in the Letter of Agreement (LOA) btn the Derbyshire and Lancashire (Camphill) Gliding Club, British Gliding Association (BGA), Leeds Bradford International Airport, and Scottish ACC. Note 1: Freq: 133.800 (above FL 135); Freq: 135.715 (FL 135 and below).
YORKSHIRE CTA 13 533835N 0013503W - 532845N 0013215W - 532719N 0014617W - 533650N 0015216W - 533835N 0013503W Upper limit: FL195 Lower limit: 3500 FT ALT Class: A	SCOTTISH ACC	SCOTTISH CONTROL English H24	135.715	Part of the following ATS Routes are incorporated within the CTA: L603 & L975. To operate UAS 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.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
YORKSHIRE CTA 14 533059N 0010932W - 531938N 0011532W - 532012N 0011840W - 532109N 0012904W - 532227N 0014315W - 532719N 0014617W - 533059N 0010932W Upper limit: FL195 Lower limit: FL85 Class: A	SCOTTISH ACC	SCOTTISH CONTROL English H24	133.800 (Note 1) 135.715 (Note 1)	Part of the following ATS Routes are incorporated within the CTA: L60, L603, M868 & Y250. To operate UAS 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. Camphill Box The portion of airspace formed by joining positions: 532719N 0014617W - 533017N 0011641W - 531938N 0011532W - 532012N 0011840W - 532110N 0012901W - 532002.91N 0013042.10W - 531418.31N 0012448.84W - 531137N 0013631W - 532719N 0014617W from CTA base level to an upper limit of FL 100, occasionally to FL 190 on request is notified for the purposes of SERA.6001(a) Classification of Airspaces in accordance with the conditions established in the Letter of Agreement (LOA) btn the Derbyshire and Lancashire (Camphill) Gliding Club, British Gliding Association (BGA), Leeds Bradford International Airport, and Scottish ACC. Note 1: Freq: 133.800 (above FL 135); Freq: 135.715 (FL 135 and below).
YORKSHIRE CTA 15 541638N 0023531W - 540828N 0022515W - 540234N 0023858W - 541042N 0024912W - 541638N 0023531W Upper limit: FL125 Lower limit: FL75 Class: A	SCOTTISH ACC	SCOTTISH CONTROL English 2000-0700 (1900-0600)	124.825 (Note 1) 126.300 (Note 1) 135.715 (Note 1)	Part of ATS Route N57 is incorporated within the CTA. 2000-0700 (1900-0600) only. To operate UAS 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. Note 1: Freq: 124.825/126.300 (North of 5415N); Freq: 135.715 (South of 5415N).

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name **Lateral limits** **Vertical limits** **Class of Airspace**	**Unit Providing Service**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Channel/** **Frequency(MHz)/** **Purpose/** **SATVOICE number**	**Remarks**
1	**2**	**3**	**4**	**5**
YORKSHIRE CTA 16 543356N 0023451W - 541110N 0021856W - 540828N 0022515W - 541638N 0023531W - 541042N 0024912W - 543356N 0031901W - 543356N 0023451W Upper limit: FL125 Lower limit: FL95 Class: A	SCOTTISH ACC	SCOTTISH CONTROL English 2000-0700 (1900-0600)	124.825 (Note 1) 126.300 (Note 1) 135.715 (Note 1)	Part of the following ATS Routes are incorporated within the CTA: N57 & N601. 2000-0700 (1900-0600) only. To operate UAS 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. Note 1: Freq: 124.825/126.300 (North of 5415N) Freq: 135.715 (South of 5415N).
YORKSHIRE CTA 17 543406N 0020308W - 543135N 0013929W - 542344N 0014159W - 542615N 0020534W - 543406N 0020308W Upper limit: FL125 Lower limit: FL105 Class: D	NEWCASTLE APP	NEWCASTLE RADAR English See remarks.	124.380 125.830	Part of ATS Route P18 is incorporated within the CTA. To operate UAS 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. ATS Provision is delegated to Newcastle Radar during their hours of operation.
	SCOTTISH ACC	SCOTTISH CONTROL English H24	133.800	
BELFAST TMA 1 545310N 0054701W - 544632N 0053024W - 542422N 0055701W - 542130N 0060507W - 542634N 0061018W thence clockwise by the arc of a circle radius 13 NM centred on 543927N 0061257W to 545030N 0062442W - 545310N 0054701W Upper limit: FL105 Lower limit: 700 FT AGL Class: D	BELFAST ALDERGROVE APP	ALDERGROVE RADAR English H24	133.125	To operate UAS 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. FL 105 / 2000 FT ALT * : Class D (* Or 700 FT AGL, whichever is higher) (But excluding the Belfast CTR) (See EGAA AD 2.17)
BELFAST TMA 2 545310N 0054701W - 545418N 0053000W - 545715N 0051530W - 541100N 0055428W - 542130N 0060507W - 542422N 0055701W - 544632N 0053024W - 545310N 0054701W Upper limit: FL105 Lower limit: 3500 FT ALT Class: D	BELFAST ALDERGROVE APP	ALDERGROVE RADAR English H24	133.125	To operate UAS 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.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
CHANNEL ISLANDS TMA NORTH 500000N 0020000W - 494802N 0031023W - 500000N 0032000W following the line of latitude to - 500000N 0020000W Upper limit: FL195 Lower limit: FL80 Class: A	JERSEY APP	JERSEY CONTROL English 0545-2100 (0445-2030); and by arrangement.	120.450 (Note 1) 125.205	Note 1: To be used in event of failure of communications on 125.205 MHz.
CHANNEL ISLANDS TMA SOUTH 500000N 0020000W following the line of latitude to - 500000N 0014700W - 494400N 0020000W - 493000N 0020000W - 490200N 0014000W following the line of latitude to - 490200N 0030000W - 493500N 0030000W - 494802N 0031023W - 500000N 0020000W Upper limit: FL195 Lower limit: FL80 Class: A	JERSEY APP	JERSEY CONTROL English 0545-2100 (0445-2030); and by arrangement.	120.450 (Note 1) 125.205	Note 1: To be used in event of failure of communications on 125.205 MHz. Note 2: Portions of the Channel Island TMA (South) may be temporarily established by NOTAM as Class D airspace by Jersey ATC to facilitate skydiving or air display activities.
LONDON TMA 1 513451N 0005516W - 513515N 0004901W - 513632N 0004606W - 514226N 0004110W - 514409N 0004005W - 514830N 0001506W - 515102N 0000030W - 515146N 0000006W - 515155N 0000120E thence anti-clockwise by the arc of a circle radius 8 NM centred on 515306N 0001406E to 514508N 0001309E - 514556N 0002309E - 513908N 0001416E - 513430N 0002136E - 512046N 0003338E - 511621N 0003054E - 511217N 0002018E - 510002N 0001541E - 505900N 0001333E - 505541N 0001007W - 505832N 0003428W - 510832N 0004055W - 511014N 0003325W - 512035N 0003959W - 512103N 0004236W thence clockwise by the arc of a circle radius 12 NM centred on 512812N 0002713W to 512112N 0004247W - 512108N 0004300W - 512335N 0005516W - 513451N 0005516W Upper limit: FL195 Lower limit: 2500 FT ALT Class: A	LONDON ACC	LONDON CONTROL English H24	118.825 119.780 120.530 121.280 As directed. 123.905 As directed. 127.955 128.430 128.480 As directed. 129.280 129.430 133.180 133.975 As directed. 134.125 135.055 135.805	Parts of the following ATS Routes are incorporated within London TMA 1: L9, L10, L15, L18, L89, L151, L179, L607, L610, L612, L980, M40, M84, M184, M185, M197, M605, M733, N16, N27, N57, N63, N601, P2, P72, Q3, Q63, Q70, Q295, T418, T420, T421, Y47 and Y803. Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA. To operate UAS 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. Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530).

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name **Lateral limits** **Vertical limits** **Class of Airspace**	**Unit Providing Service**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Channel/** **Frequency(MHz)/** **Purpose/** **SATVOICE number**	**Remarks**
1	**2**	**3**	**4**	**5**
LONDON TMA 3 520608N 0001350E - 520606N 0002550E - 520226N 0004040E - 514401N 0004412E - 513417N 0005000E - 512120N 0005000E - 510906N 0004618E - 510051N 0002141E - 510426N 0001721E - 511217N 0002018E - 511621N 0003054E - 512046N 0003338E - 513430N 0002136E - 513908N 0001416E - 514556N 0002309E - 514508N 0001309E thence clockwise by the arc of a circle radius 8 NM centred on 515306N 0001406E to 515155N 0000120E - 515146N 0000006W - 515102N 0000030W - 514830N 0001506W - 514409N 0004005W - 514226N 0004110W - 513632N 0004606W - 513515N 0004901W - 514021N 0004916W - 514542N 0005550W - 515021N 0002931W - 515743N 0002145W - 520300N 0000907E - 520608N 0001350E Upper limit: FL195 Lower limit: 3500 FT ALT Class: A	LONDON ACC	LONDON CONTROL English H24	118.825 119.780 120.530 121.230 121.280 As directed. 123.905 As directed. 127.955 129.280 129.430 As directed. 129.605 As directed.	Parts of the following ATS Routes are incorporated within LTMA 3: L6, L9, L10, L15, L18, L179, L608, L610, L980, M40, M84, M87, M91, M183, M184, M197, M604, N16, N27, N84, N57, N601, P2, P44, P144, Q3, Q63, Q70, Q75, Q295, T418, T420, T421, Y311 and Y312. Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA. To operate UAS 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. Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530).
LONDON TMA 4 512430N 0010000W - 513433N 0010000W - 513451N 0005516W - 512335N 0005516W - 512108N 0004300W - 512112N 0004247W thence anti-clockwise by the arc of a circle radius 12 NM centred on 512812N 0002713W to 512103N 0004236W - 512035N 0003959W - 511014N 0003325W - 510832N 0004055W - 505832N 0003428W - 505739N 0004104W - 505728N 0004224W - 510652N 0004829W - 511035N 0005054W - 511705N 0005508W - 512430N 0010000W Upper limit: FL195 Lower limit: 3500 FT ALT Class: A	LONDON ACC	LONDON CONTROL English H24	119.780 129.280 133.180 134.125 135.805	Parts of the following ATS Routes are incorporated within LTMA 4: L9, L18, L89, L151, L179, L607, L612, L620, L980, M184, M185, M197, M605, N63, P2, P72, Q70, Q295, T421 and Y803. Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA. To operate UAS 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. Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530).

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
LONDON TMA 5 513451N 0005516W - 514457N 0010000W - 514542N 0005550W - 514021N 0004916W - 513515N 0004901W - 513451N 0005516W Upper limit: FL195 Lower limit: 4500 FT ALT Class: A	LONDON ACC	LONDON CONTROL English H24	119.780 135.805	Parts of the following ATS Routes are incorporated within LTMA 5: M605, N27, N84 and Q295. Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA. To operate UAS 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. Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530).
LONDON TMA 6 520606N 0001712W - 520608N 0001350E - 520300N 0000907E - 515743N 0002145W - 520038N 0002832W - 520606N 0001712W Upper limit: FL195 Lower limit: 4500 FT ALT Class: A	LONDON ACC	LONDON CONTROL English H24	119.780 121.230 129.280 129.430 As directed. 130.925	Parts of the following ATS Routes are incorporated within LTMA 6: L608, N57 and N601. Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA. To operate UAS 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. Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530).
LONDON TMA 7 514401N 0004412E - 520226N 0004040E - 520045N 0004724E - 514431N 0005038E - 513618N 0005532E - 513417N 0005000E - 514401N 0004412E Upper limit: FL195 Lower limit: 4500 FT ALT Class: A	LONDON ACC	LONDON CONTROL English H24	118.825 121.230 123.905 As directed. 124.930 As directed. 129.280 129.605 As directed. 135.425	Parts of the following ATS Routes are incorporated within LTMA 7: L179, L608, L610, L620, L980, M40, M84, M183, M189, M197, M604, P44 and Q295. Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA. To operate UAS 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. Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530).

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
LONDON TMA 8 520045N 0004724E - 515548N 0010705E - 515904N 0012302E - 515222N 0012635E - 513905N 0012500E - 512247N 0011549E - 505842N 0010227E - 504507N 0004500E - 504000N 0003000E following the line of latitude to - 504000N 0002220W - 505500N 0003814W following the line of latitude to - 505500N 0002256W - 505429N 0002115W - 505157N 0000418W - 510906N 0004618E - 512120N 0005000E - 512829N 0005000E - 513417N 0005000E - 513618N 0005532E - 514431N 0005038E - 520045N 0004724E Upper limit: FL195 Lower limit: 5500 FT ALT Class: A	LONDON ACC	LONDON CONTROL English H24	120.180 120.530 121.230 124.930 As directed. 129.605 As directed. 133.180 135.325 135.425 135.805	Parts of the following ATS Routes are incorporated within LTMA 8: L6, L9, L10, L18, L151, L179, L608, L610, L612, L613, L620, L980, M40, M84, M85, M87, M91, M189, M197, M604, M605, M733, N57, P2, P44, Q63, Q70, Q295, T420, T421, Y8, Y47, Y311, Y312 and Y803. Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA. To operate UAS 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. Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530).
LONDON TMA 9 521104N 0002159W - 521104N 0000528E - 520606N 0002550E - 520606N 0001712W - 521104N 0002159W Upper limit: FL195 Lower limit: 5500 FT ALT Class: A	LONDON ACC	LONDON CONTROL English H24	121.230 124.930 As directed. 129.280 130.925	Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA. To operate UAS 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. Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530).
LONDON TMA 10 514457N 0010000W - 513451N 0005516W - 513433N 0010000W - 513302N 0010000W - 513423N 0011138W - 514457N 0010000W Upper limit: FL195 Lower limit: 5500 FT ALT Class: A	LONDON ACC	LONDON CONTROL English H24	119.780 121.030 As directed. 130.925 133.180 135.805	Parts of the following ATS Routes are incorporated within LTMA 10: L151, L612, M183, N27, N84, Q41, Q70 and T71. Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA. To operate UAS 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. Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530).

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
LONDON TMA 11 513423N 0011138W - 513302N 0010000W - 512430N 0010000W - 511705N 0005508W thence anti-clockwise by the arc of a circle radius 4.7168 NM centred on 511256N 0005136W to 511535N 0005748W - 511956N 0010918W - 512348N 0010822W - 512435N 0011444W - 513423N 0011138W Upper limit: FL195 Lower limit: 4500 FT ALT Class: A	LONDON ACC	LONDON CONTROL English H24	129.080 133.180 134.125 135.805	Parts of the following ATS Routes are incorporated within LTMA 11: L9, L151, L179, L607, M183, M197, N27, N621, N859, P72, Q41, Q63, Q295, T71, T421 and Y321. Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA. To operate UAS 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. Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530).
LONDON TMA 13 511956N 0010918W - 511535N 0005748W thence clockwise by the arc of a circle radius 4.7168 NM centred on 511256N 0005136W to 511705N 0005508W - 510652N 0004829W - 510602N 0005439W - 505616N 0005119W - 505512N 0005908W - 505119N 0005457W - 504848N 0005214W - 504928N 0011714W - 505435N 0010335W - 510420N 0010657W - 510329N 0011312W - 511956N 0010918W Upper limit: FL195 Lower limit: 5500 FT ALT Class: A	LONDON ACC	LONDON CONTROL English H24	120.530	Parts of the following ATS Routes are incorporated within LTMA 13: L18, L89, L620, L980, M184, N14, N16, N63, N514, N621, N859, N866, N867, P2, T71 and Y8. Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA. To operate UAS 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. Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530).
LONDON TMA 14 505739N 0004104W - 505832N 0003428W - 505500N 0002256W - 505500N 0003814W - 505739N 0004104W Upper limit: FL195 Lower limit: 5000 FT ALT Class: A	LONDON ACC	LONDON CONTROL English H24	133.180 135.055 135.805	Parts of the following ATS Routes are incorporated within LTMA 14: L151, L612, M185 and N16. Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA. To operate UAS 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. Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530).

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name **Lateral limits** **Vertical limits** **Class of Airspace**	**Unit Providing Service**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Channel/** **Frequency(MHz)/** **Purpose/** **SATVOICE number**	**Remarks**
1	**2**	**3**	**4**	**5**
LONDON TMA 16 520548N 0002701E - 520713N 0005149E - 520024N 0004848E - 520548N 0002701E Upper limit: FL195 Lower limit: 5500 FT ALT Class: A	LONDON ACC	LONDON CONTROL English H24	118.825 121.230 123.905 As directed. 129.280 129.430 As directed.	Part of ATS Route M183 is incorporated within LTMA 16. Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA. To operate UAS 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. Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530).
LONDON TMA 17 520024N 0004848E - 520713N 0005149E - 515806N 0005800E - 520024N 0004848E Upper limit: FL195 Lower limit: FL75 Class: A	LONDON ACC	LONDON CONTROL English H24	118.825 121.230 123.905 As directed. 129.280 129.430 As directed.	Part of ATS Route M183 is incorporated within LTMA 17. Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA. To operate UAS 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. Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530).
LONDON TMA 18 520548N 0002701E - 521104N 0000528E - 521104N 0003242E - 521221N 0004819E - 520713N 0005149E - 520548N 0002701E Upper limit: FL195 Lower limit: FL75 Class: A	LONDON ACC	LONDON CONTROL English H24	118.825 121.230 123.905 As directed. 129.280 129.430 As directed.	Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA. To operate UAS 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. Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530).

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
LONDON TMA 19 515745N 0011126W - 520421N 0003712W - 520316N 0003441W - 521126N 0002220W - 520606N 0001712W - 520038N 0002832W - 515743N 0002145W - 515021N 0002931W - 514457N 0010000W - 514420N 0010041W - 515745N 0011126W Upper limit: FL195 Lower limit: 5500 FT ALT Class: A	LONDON ACC	LONDON CONTROL English H24	119.780 121.030 As directed. 121.280 As directed. 130.925	Parts of the following ATS Routes are incorporated within LTMA 19: L10, L15, L608, M183, M605, N57, N601, P86, Q41, Q75, T418 and T420. Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA. To operate UAS 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. Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530).
LONDON TMA 20 510426N 0001721E - 510051N 0002141E - 505157N 0000418W - 505429N 0002115W - 505832N 0003428W - 505541N 0001007W - 505900N 0001333E - 510002N 0001541E - 510426N 0001721E Upper limit: FL195 Lower limit: 4500 FT ALT Class: A	LONDON ACC	LONDON CONTROL English H24	120.530 128.430 133.180 135.055 135.805	Parts of the following ATS Routes are incorporated within LTMA 20: L18, L612, M605, M733, N16, Y47 and Y803. Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA. To operate UAS 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. Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530).
LONDON TMA 21 505739N 0004104W - 504626N 0002908W - 504626N 0004942W - 504848N 0005214W - 505119N 0005457W - 505512N 0005908W - 505616N 0005119W - 505728N 0004224W - 505739N 0004104W Upper limit: FL195 Lower limit: FL65 Class: A	LONDON ACC	LONDON CONTROL English H24	133.180 134.440 135.055 135.805	Parts of the following ATS Routes are incorporated within LTMA 21: L980, L982, M184, M185, N6, N16, N17, N20, N859 and Y8. Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA. To operate UAS 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. Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530).

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name **Lateral limits** **Vertical limits** **Class of Airspace**	**Unit Providing Service**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Channel/** **Frequency(MHz)/** **Purpose/** **SATVOICE number**	**Remarks**
1	**2**	**3**	**4**	**5**
LONDON TMA 23 513607N 0012547W - 513423N 0011138W - 512435N 0011444W - 512619N 0012850W - 513607N 0012547W Upper limit: FL195 Lower limit: 5500 FT ALT Class: A	LONDON ACC	LONDON CONTROL English H24	129.080 134.125 134.755 135.805	Parts of the following ATS Routes are incorporated within LTMA 23: L9, L179, L607, N14, N859, P73, T421, Q63 and Y321. Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA. To operate UAS 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. Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530).
LONDON TMA 24 510652N 0004829W - 505728N 0004224W - 505616N 0005119W - 510602N 0005439W - 510652N 0004829W Upper limit: FL195 Lower limit: 4500 FT ALT Class: A	LONDON ACC	LONDON CONTROL English H24	133.180 135.805	Parts of the following ATS Routes are incorporated within LTMA 24: L620, L980, M184, N63 and N859. Frequencies purpose: GAT inbound/ outbound to/from and/or overflying the LTMA. To operate UAS 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. Note: Service on one or more of these frequencies may be withdrawn by ATC approximately during the hours 2100-0630 (2000-0530).
MANCHESTER TMA 1 535110N 0020348W - 534726N 0015913W - 533713N 0014830W - 533650N 0015216W - 532719N 0014617W - 532656N 0015000W - 530732N 0020056W - 530602N 0022246W - 530626N 0024349W - 531427N 0030140W - 532309N 0031205W - 532734N 0030310W - 533213N 0031406W - 533223N 0025907W - 535110N 0020348W Upper limit: FL195 Lower limit: 3500 FT ALT Class: A Upper limit: FL245 Lower limit: FL195 Class: C	SCOTTISH ACC	SCOTTISH CONTROL English H24	128.055 133.800 134.430 135.715	Parts of the following ATS Routes are incorporated within the TMA: L8, L10, L28, L70, L151, L603, L612 L975, M605, N57, N601, N862, N864, P16, P17, P18, Q4, Y53, Y70, Y124 & Z197. Inbound traffic operating at or cleared to a level FL 85 or below is likely to be in communication Manchester or Liverpool Radar. To operate UAS 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 APP	MANCHESTER RADAR English H24	118.580 135.005	
	LIVERPOOL APP	LIVERPOOL RADAR English H24	119.855	

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
MANCHESTER TMA 2 533918N 0023900W - 533630N 0030136W - 533222N 0030059W - 533223N 0025907W - 533918N 0023900W Upper limit: FL145 Lower limit: FL55 Class: A	SCOTTISH ACC	SCOTTISH CONTROL English H24	128.055	Part of ATS Route L70 is incorporated with the Manchester TMA 2. Inbound traffic operating at or cleared to a level FL 85 or below is likely to be in communication Manchester or Liverpool Radar. To operate UAS 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 APP	MANCHESTER RADAR English H24	118.580 135.005	
SCOTTISH TMA 1 553700N 0042847W - 554125N 0041017W - 554125N 0025510W - 553302N 0042918W - 553700N 0042847W Upper limit: FL245 Lower limit: FL195 Class: C Upper limit: FL195 Lower limit: 4500 FT ALT Class: D	SCOTTISH ACC	SCOTTISH CONTROL English H24	121.375 124.825 126.300 130.975	Inbound traffic operating at or cleared to a level FL 85 is likely to be in communication Glasgow, Edinburgh or Prestwick Radar. Within the lateral boundaries of Scottish TMA 1 between 6000 FT ALT and FL 100 is a TMZ (Transponder Mandatory Zone). Carriage and operation of a transponder with Mode A code and Mode C altitude (or equivalent Mode S) is mandatory. To operate UAS 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.
SCOTTISH TMA 2 554334N 0050000W - 553302N 0042918W - 554125N 0025510W - 552700N 0030000W - 550603N 0041419W - 551214N 0050234W - 551511N 0050000W - 554334N 0050000W Upper limit: FL245 Lower limit: FL195 Class: C Upper limit: FL195 Lower limit: 5500 FT ALT Class: D	SCOTTISH ACC	SCOTTISH CONTROL English H24	121.375 124.825 126.300 130.975	Inbound traffic operating at or cleared to a level FL 85 is likely to be in communication Glasgow, Edinburgh or Prestwick Radar. Within the lateral boundaries of Scottish TMA 2 between 6000 FT ALT and FL 100 is a TMZ (Transponder Mandatory Zone). Carriage and operation of a transponder with Mode A code and Mode C altitude (or equivalent Mode S) is mandatory. To operate UAS 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.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name **Lateral limits** **Vertical limits** **Class of Airspace**	**Unit Providing Service**	**Callsign** **Language** **Hours of Service** **Conditions of Use**	**Channel/** **Frequency(MHz)/** **Purpose/** **SATVOICE number**	**Remarks**
1	**2**	**3**	**4**	**5**
SCOTTISH TMA 3 561400N 0040926W - 561400N 0033259W - 560700N 0032938W - 560700N 0025608W - 560008N 0024849W - 554125N 0025510W - 554125N 0041017W - 553700N 0042847W - 554428N 0045035W - 554334N 0050000W - 555000N 0050000W - 560000N 0044400W - 561400N 0040926W Upper limit: FL245 Lower limit: FL195 Class: C Upper limit: FL195 Lower limit: 6000 FT ALT Class: D	SCOTTISH ACC	SCOTTISH CONTROL English H24	121.375 124.825 126.300 130.975	Inbound traffic operating at or cleared to a level FL 85 is likely to be in communication Glasgow, Edinburgh or Prestwick Radar. Within the lateral boundaries of Scottish TMA 3 between 6000 FT ALT and FL 100 is a TMZ (Transponder Mandatory Zone). Carriage and operation of a transponder with Mode A code and Mode C altitude (or equivalent Mode S) is mandatory. To operate UAS 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.
SCOTTISH TMA 4 560008N 0024849W - 553100N 0025156W - 552700N 0030000W - 560008N 0024849W Upper limit: FL245 Lower limit: FL195 Class: C Upper limit: FL195 Lower limit: 5500 FT ALT Class: D	SCOTTISH ACC	SCOTTISH CONTROL English H24	121.375 124.825 126.300 130.975	Inbound traffic operating at or cleared to a level FL 85 is likely to be in communication Glasgow, Edinburgh or Prestwick Radar. Within the lateral boundaries of Scottish TMA 4 between 6000 FT ALT and FL 100 is a TMZ (Transponder Mandatory Zone). Carriage and operation of a transponder with Mode A code and Mode C altitude (or equivalent Mode S) is mandatory. To operate UAS 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.
SCOTTISH TMA 5 554428N 0045035W - 553700N 0042847W - 553302N 0042918W - 554334N 0050000W - 554428N 0045035W Upper limit: FL245 Lower limit: FL195 Class: C Upper limit: FL195 Lower limit: 3500 FT ALT Class: D	SCOTTISH ACC	SCOTTISH CONTROL English H24	121.375 124.825 126.300 130.975	Inbound traffic operating at or cleared to a level FL 85 is likely to be in communication Glasgow, Edinburgh or Prestwick Radar. Within the lateral boundaries of Scottish TMA 5 between 6000 FT ALT and FL 100 is a TMZ (Transponder Mandatory Zone). Carriage and operation of a transponder with Mode A code and Mode C altitude (or equivalent Mode S) is mandatory. To operate UAS 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.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz)/ Purpose/ SATVOICE number	Remarks
1	2	3	4	5
SCOTTISH TMA 6 555500N 0045200W - 554600N 0044951W - 554428N 0045035W - 554334N 0050000W - 555000N 0050000W - 555500N 0045200W Upper limit: 6000 FT ALT Lower limit: 3000 FT ALT Class: E	SCOTTISH ACC	SCOTTISH CONTROL English H24	121.375 124.825 126.300 130.975	Inbound traffic operating at or cleared to a level FL 85 is likely to be in communication Glasgow, Edinburgh or Prestwick Radar. Within the lateral boundaries of Scottish TMA 6 between 6000 FT ALT and FL 100 is a TMZ (Transponder Mandatory Zone). Carriage and operation of a transponder with Mode A code and Mode C altitude (or equivalent Mode S) is mandatory. To operate UAS 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.
SCOTTISH TMA 7 561400N 0040926W - 561400N 0033259W - 560700N 0032938W - 560700N 0040910W - 555500N 0045200W - 560000N 0044400W - 561400N 0040926W Upper limit: 6000 FT ALT Lower limit: 4000 FT ALT Class: E	SCOTTISH ACC	SCOTTISH CONTROL English H24	121.375 124.825 126.300 130.975	Inbound traffic operating at or cleared to a level FL 85 is likely to be in communication Glasgow, Edinburgh or Prestwick Radar. Within the lateral boundaries of Scottish TMA 7 between 6000 FT ALT and FL 100 is a TMZ (Transponder Mandatory Zone). Carriage and operation of a transponder with Mode A code and Mode C altitude (or equivalent Mode S) is mandatory. To operate UAS 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.

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Frequency MHz/ Channel Purpose/ SATVOICE number	Remarks
1	2	3	4	5
BRIZE NORTON CTR 514556N 0015202W - 515006N 0012925W - thence clockwise by the arc of a circle radius 5.5 NM centered on 514513N 0013334W to 514737N 0012537W - 514834N 0011958W - 514349N 0011753W - 513951N 0014031W - thence clockwise by the arc of a circle radius 5.5 NM centered on 514443N 0013631W to 514218N 0014427W - 514120N 0015001W - 514556N 0015202W Upper limit: 3500 FT ALT Lower limit: SFC Class: D	RAF BRIZE NORTON	BRIZE ZONE English H24	119.005 MHz	Note: BUT excluding any Airspace which is within the ATZ of Oxford Aerodrome. Brize Zone channel 119.005 is for Zone transits ONLY. RAF Brize Norton Tel: 01993-897785. See below for General Information and Paragraph 2 for VRPs.

ENR 2.1 FIR, UIR, TMA AND CTA (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit Providing Service	Callsign Language Hours of Service Conditions of Use	Frequency MHz/ Channel Purpose/ SATVOICE number	Remarks
1	2	3	4	5
	RAF BRIZE NORTON	BRIZE RADAR English 0900-1700 (0800-1600)	124.280 MHz	

1 General Information

1.1 Brize Norton Control Zone

1.1.1 Pilots wishing to enter the Control Zone must observe the normal procedure for joining Controlled Airspace and should make their request for entry when 15 NM or 5 minutes flying time (whichever is earlier) from the Control Zone Boundary. Pilots should make their request for Control Zone entry to BRIZE ZONE.

1.1.2 Pilots are advised that holding, instrument approach and departure procedures for Brize Norton are not wholly contained within the Control Zone. Additionally, due to the nature of military aircraft operations in the vicinity of Brize Norton, pilots operating in the vicinity of the Control Zone are advised to keep a good lookout for other traffic and are strongly recommended to request a Radar Service from BRIZE ZONE.

1.2 VFR Transit Flights

1.2.1 VFR flights requesting clearance to transit through the Brize Norton Control Zone may be given routing and/or altitude restrictions in order to enable VFR flights to be integrated with other traffic. Pilots should anticipate routing and/or holding instructions via the VRPs detailed in paragraph 2. Exceptionally, radar vectoring of VFR flights may be necessary for the effective integration of traffic.

1.2.2 Pilots are reminded of the requirement to remain in VMC at all times and to comply with SERA.3105 Minimum Heights and the relevant parts of SERA.5001 VMC Visibility and Distance from Cloud Minima and SERA.5005 Visual Flight Rules. Pilots must advise ATC if at any time they are unable to comply with the ATC instructions issued.

1.3 IFR Transit Flights

1.3.1 IFR flights requesting transit through the Brize Norton Control Zone will be accommodated whenever possible and will normally be given clearance and may be radar vectored to provide separation from other IFR flights.

1.3.2 Exceptionally, when re-routing would be impractical, due to the nature of military operations, vertical separation between IFR flights may be reduced to 500 FT provided that the pilots have been advised of, and have agreed to, the reduced separation.

2 Visual Reference Points (VRP)

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

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

Name Lateral limits Vertical limits Class of Airspace	Unit ProvidingService	Callsign Language Hours of Service Conditions of Use	Channel/ Frequency(MHz) Purpose	Remarks
1	2	3	4	5
WADDINGTON ATZ A circle, 2.5 NM radius, centred at 530958N 0003126W on longest notified runway (02/20) Upper limit: 2000 FT AGL Lower limit: SFC Class: G	WADDINGTON	WADDINGTON ZONE English H24	119.500 ATC	Elevation: 230 FT AMSL. Hours of applicability for Rule 11 - See Column 3 Hours of Service.
WATTISHAM ATZ A circle, 2.5 NM radius, centred at 520737N 0005719E on longest notified runway (05/23) Upper limit: 2000 FT AGL Lower limit: SFC Class: G	WATTISHAM	WATTISHAM APPROACH English H24	125.800 ATC	Elevation: 283 FT AMSL. Hours of applicability for Rule 11 - See Column 3 Hours of Service.
WITTERING ATZ A circle, 2.5 NM radius, centred at 523647N 0002833W on longest notified runway (07/25) Upper limit: 2000 FT AGL Lower limit: SFC Class: G	WITTERING	WITTERING ZONE English H24	119.680 ATC Note 1	Elevation: 274 FT AMSL. Hours of applicability for Rule 11 - See Column 3 Hours of Service. Caution: Unlit aircraft operate at night. Note 1: Primary Freq for Mil (234.075 MHz).
WOODVALE ATZ A circle, 2 NM radius, centred at 533454N 0030327W on longest notified runway (03/21) Upper limit: 2000 FT AGL Lower limit: SFC Class: G	WOODVALE	WOODVALE INFORMATION English Sun-Thu 0845-1745, or SS+30 (0745-1645, or SS+30) whichever is earlier.	121.000 AFIS	Elevation: 37 FT AMSL. Hours of applicability for Rule 11 - See Column 3 Hours of Service. Note 1: AD may close earlier by NOTAM, AD status available from: Warton RADAR 129.530 MHz; Blackpool APP 119.955 MHz; Liverpool APP 119.855 MHz. Note 2: Police helicopter and other aerial activity H24. Note 3: OOH if Woodvale INFORMATION is not available, announce intentions and make standard R/T calls on 121.000 MHz.
YEOVILTON ATZ 505817N 0024035W thence clockwise by the arc of a circle radius 2.5 NM centred on 510030N 0023844W to 505804N 0023747W - 505817N 0024035W Upper limit: 2000 FT AGL Lower limit: SFC Class: G	YEOVILTON	YEOVIL RADAR English H24	127.355 ATC	Elevation: 75 FT AMSL. Hours of applicability for Rule 11 - See Column 3 Hours of Service. Note: Police/SAR/Air Ambulance are approved to transit the ATZ without ATS provision. They should call Yeovil Tower 120.800 MHz when transiting, this freq is monitored when activity is taking place.

1 AIRSPACE WITHIN WHICH ATS IS DELEGATED

1.1 The Areas Involved in the Transfer of ATS Responsibility Within the Northern North Sea at FL 85 and Below

1.1.1 **North Sea Area I** — Class G Airspace.

In this part of the Polaris FIR, the United Kingdom will provide Air Traffic Services to all aircraft at FL 85 and below. Procedures and communications will be as if this airspace is an integral part of the Scottish FIR. This area is bounded by arcs of Great Circles joining in succession the following points:
590504N 0013916E - 600000N 0000000E - 630000N 0000000E following the line of latitude to - 630000N 0003120E - 625328N

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

0003821E - 622219N 0010622E - 614410N 0013329E - 612122N 0014718E - 595346N 0020430E - 591722N 0014236E - 590504N 0013916E.

1.1.2 **North Sea Area II** – Class G Airspace (includes two areas of Class D Airspace).

In this part of the Scottish FIR, Norway will provide Air Traffic Services to all aircraft at FL 85 and below. Procedures and communications will be as if this airspace is an integral part of the Polaris FIR. This area is bounded by arcs of Great Circles joining in succession the following points:
590504N 0013916E - 570000N 0050000E - 563500N 0050000E - 560510N 0031455E - 563540N 0023642E - 575416N 0015748E - 582546N 0012854E - 590504N 0013916E.

1.1.2.1 **Balder CTA** – Class D Airspace.

In this airspace, contained within the North Sea Area II, a CTA of airspace Classification D has been established, in which Norway will provide Air Traffic Services to all aircraft at 1500 FT to FL 85. Procedures and communications will be as if this airspace is an integral part of the Polaris FIR. For lateral limits, please refer to CTA entry detailed in ENR 2.1.

1.1.2.2 **Ekofisk CTA** – Class D Airspace

In this airspace, contained within the North Sea Area II, a CTA of airspace Classification D has been established, in which Norway will provide Air Traffic Services to all aircraft at 1500 FT to FL 85. Procedures and communications will be as if this airspace is an integral part of the Polaris FIR. For lateral limits, please refer to CTA entry detailed in ENR 2.1. RMZ is SFC to 1500 FT ALT, please refer to ENR 2.2, paragraph 5.1 for lateral limits.

1.1.3 **North Sea Area III** — Class G Airspace.

In this part of the Scottish FIR, Denmark will provide Air Traffic Services to all aircraft at FL 85 and below. Procedures and communications will be as if this airspace is an integral part of the Copenhagen FIR. This area is bounded by arcs of Great Circles joining in succession the following points:
563500N 0050000E - 550000N 0050000E - 551958N 0041955E - 554552N 0032208E - 555004N 0032355E - 555458N 0032055E - 560510N 0031455E - 563500N 0050000E.

1.1.4 **North Sea Area IV** — Class G Airspace (See Note).

In this part of the Reykjavik FIR/OCA, the United Kingdom will provide Air Traffic Services to all aircraft at FL 85 and below during the notified times of the Sumburgh Radar (Aberdeen ATSU) as listed at ENR 1.6, paragraph 4.5.2.2. Procedures and communications will be as if this airspace is an integral part of the Scottish FIR. This area is bounded by rhumb lines joining points (1) to (2) and points (3) to (4) and the arcs of Great Circles joining points (2) to (3) and points (4) to (1). The points within the Reykjavik FIR/OCA are:
(1) 610000N 0000000E following the line of latitude to -
(2) 610000N 0040000W -
(3) 630000N 0012637W following the line of latitude to -
(4) 630000N 0000000E -
(1) 610000N 0000000E.

Note: *Class A FL 55 and above outside notified times.*

1.2 The Area Involved in the Transfer of ATS Responsibility Within the Southern North Sea at FL 55 and Below

1.2.1 **North Sea Area V** — Class G Airspace.

In these parts of the London and Scottish FIRs the Netherlands will provide Air Traffic Services to all aircraft at FL 55 and below (FL 45 and below, beneath EGD323D and EGD323E). Procedures and communications will be as if this airspace was an integral part of the

Amsterdam FIR. This area is bounded (excluding the extreme south-eastern fillet of EGD323E) by the arcs of Great Circles joining in succession the following points:
550000N 0050000E - 551958N 0041955E - 554552N 0032208E - 543715N 0025349E - 542245N 0024543E - 535745N 0025155E - 534003N 0025719E - 533503N 0025913E - 532809N 0030055E - 531803N 0030319E - 525551N 0030936E - 550000N 0050000E.
Aircraft operating within Area V are strongly encouraged to contact Amsterdam ACC (on published frequencies, providing their position, altitude, squawk, heading and intentions) and strongly encouraged to ensure that transponders are switched on and operational in Mode 3/A and C/ALT.

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

1.3 The Area Involved in the Transfer of ATS Responsibility Within the North Sea High Area between FL 195 and FL 660 (inclusive)

1.3.1 **North Sea High Area - FL 195 - FL 660** — Class C Airspace.

In these parts of the London and Scottish UIRs/FIRs Denmark will provide Air Traffic Services to all aircraft between FL 195 and FL 660 (inclusive) in parts of the London and Scottish FIRs/UIRs to Denmark. Procedures and communications will be as if this airspace was an integral part of the Copenhagen FIR. This area is bounded by arcs of Great Circles joining in succession the following points:
570000N 0050000E - 550000N 0050000E - 543000N 0043209E - 543843N 0042000E - 544927N 0041110E - 550252N 0040000E - 555116N 0033000E - 563035N 0033000E - 572000N 0042958E - 570000N 0050000E.

1.4 The Area Involved in the Transfer of ATS Responsibility Within the Southern North Sea between FL 175 and FL 245 (inclusive).

1.4.1 **North Sea CTA 2 (GODOS) and North Sea CTA 3 (MOLIX).**
FL 195 - FL 245 — Class C Airspace.
FL 175 - FL 195 — Class A Airspace.
In these parts of the London FIR the Netherlands will provide Air Traffic Services to all aircraft between FL 175 and FL 245 (inclusive) operating on ATS routes L17, L60, L74, L602, L989, M981, M982 and Y70. Procedures and communications will be as if this airspace was an integral part of the Amsterdam FIR.

1.5 The Area Involved in the Transfer of ATS Responsibility Within the Amsterdam FIR.

1.5.1 **IBNOS Area**

FL 245 - FL 660 — Class C Airspace (ATS - London Area Control (Swanwick)).

In these parts of the Amsterdam FIR the United Kingdom will provide Air Traffic Services to all aircraft between FL 245 and FL 660 (inclusive). Procedures and communications will be as if this airspace was an integral part of the London FIR/UIR. This area is bounded in succession by the following points:
515702.16N 0022122.62E - 515756.44N 0031018.61E - 512850.17N 0031018.61E - 514244.83N 0021001.17E - 515702.16N 0022122.62E

1.5.2 **ABNED Area**

FL 215 - FL 245— Class C Airspace (ATS - London Terminal Control (Swanwick)).

In these parts of the Amsterdam FIR the United Kingdom will provide Air Traffic Services to all aircraft between FL 215 and FL 245 (inclusive). Procedures and communications will be as if this airspace was an integral part of the London FIR/UIR. This area is bounded in succession by the following points:
520027.05N 0031018.61E - 512850.17N 0031018.61E - 513812.59N 0023000.00E - 512720.12N 0023000.00E - 513000.00N 0020000.00E - 515709.71N 0022128.66E - 520027.05N 0031018.61E.

1.5.3 **AMRIV Area**

FL 195 - FL 215 — Class C Airspace (ATS - London Terminal Control (Swanwick)).
FL 55 - FL 195 — Class A Airspace (ATS - London Terminal Control (Swanwick)).

In these parts of the Amsterdam FIR the United Kingdom will provide Air Traffic Services to all aircraft between FL 55 and FL 215 (inclusive). Procedures and communications will be as if this airspace was an integral part of the London FIR/UIR. This area is bounded in succession by the following points:
515827.02N 0024000.87E - 513554.52N 0024000.87E - 513812.59N 0023000.00E - 512720.12N 0023000.00E - 513000.00N 0020000.00E - 515709.71N 0022128.66E - 515827.02N 0024000.87E.

1.5.4 **SASKI Area B**

FL 245 - FL 660 — Class C Airspace (ATS - London Area Control (Swanwick)).

In these parts of the Amsterdam FIR the United Kingdom will provide Air Traffic Services to all aircraft between FL 245 and FL 660 (inclusive). Procedures and communications will be as if this airspace was an integral part of the London FIR/UIR. This area is bounded in succession by the following points:
514244.83N 0021001.17E - 513812.59N 0023000.00E - 512720.12N 0023000.00E - 513000.00N 0020000.00E - 514244.83N 0021001.17E.

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

1.6 The Area Involved in the Transfer of ATS Responsibility Within the Southwestern Corner of the London UIR between FL 245 and FL 660 (inclusive)

1.6.1 **LARLA Triangle** - FL 245 - FL 660 — Class C Airspace.

In this part of the London UIR, France will provide Air Traffic Services to all aircraft between FL 245 and FL 660 (inclusive). Procedures and communications will be as if this airspace were an integral part of the France UIR. This area is bounded by arcs of Great Circles joining in succession the following points:
493323N 0065617W - 492841N 0045513W - 485542N 0073430W - 493323N 0065617W.

For FRA procedures see AIP France.

1.6.2 **TAKAS Box** - FL 245 - FL 660 — Class C Airspace.

In this part of the London UIR, the Irish Republic will provide Air Traffic Services to all aircraft between FL 245 and FL 660 (inclusive). Procedures and communications will be as if this airspace were an integral part of the Shannon UIR. This area is bounded by arcs of Great Circles joining in succession the following points:
493500N 0080000W - 493323N 0065617W - 485542N 0073430W - 485000N 0080000W - 493500N 0080000W.

For FRA procedures see AIP Ireland.

1.7 The Area Involved in the Transfer of ATS Responsibility Within the Irish Sea

1.7.1 **Holyhead CTAs 10, 11, 12, 13, 14, 19, 20 and 21 and Irish Sea CTAs 4, 5, 6 and 7** — Class C Airspace.

In this part of the London FIR, the Irish Republic will provide Air Traffic Services to all GAT. Procedures and communications will be as if this airspace were an integral part of the Shannon FIR.

1.7.2 **BANBA CTA** FL 195 - FL 660 — Class C Airspace.

In this part of the London FIR/UIR, the Irish Republic will provide Air Traffic Services to all GAT, between FL 195 and FL 660 (inclusive). Procedures and communications will be as if this airspace were an integral part of the Shannon UIR.

1.8 The Area Involved in the Transfer of ATS Responsibility Within the Shannon FIR/UIR

1.8.1 **Donegal Area -** FL 245 - FL 660 — Class C Airspace.

In this part of the Shannon UIR, the United Kingdom (Scottish AC (Prestwick)) will provide Air Traffic Services to all aircraft between FL 245 and FL 660 (inclusive). Procedures and communications will be as if this airspace were an integral part of the Scottish UIR. This area is bounded by arcs of Great Circles joining in succession the following points:
542500N 0081000W - 552000N 0065500W - 552500N 0072000W - 552000N 0081500W - 544500N 0090000W - 543858N 0093320W - 542500N 0081000W.

1.8.2 **EGLINTON CTA (CTA 1)** 1500 FT ALT - FL 75 - Class C Airspace (ATS - EGAE).

In this part of the Shannon FIR, the United Kingdom will provide Air Traffic Services to all aircraft between 1500 FT altitude and FL 75 (inclusive). Procedures and communications will be as if this airspace was an integral part of the Scottish FIR. This area is bounded in succession by the following points:
550527N 0071520W - 545506N 0072926W - 550205N 0073332W - 550527N 0071520W.

1.8.3 **EGLINTON CTA (CTA 2)** 2000 FT ALT - FL 75 — Class C Airspace (ATS - EGAE).

In this part of the Shannon FIR, the United Kingdom will provide Air Traffic Services to all aircraft between 2000 FT altitude and FL 75 (inclusive). Procedures and communications will be as if this airspace was an integral part of the Scottish FIR. This area is bounded in succession by the following points:
550205N 0073332W - 545506N 0072926W - 545212N 0073329W - 550114N 0073807W - 550205N 0073332W.

1.8.4 **EGLINTON CTA (CTA 3)** 3000 FT ALT - FL 75 - Class C Airspace (ATS - EGAE).

In this part of the Shannon FIR, the United Kingdom will provide Air Traffic Services to all aircraft between 3000 FT altitude and FL 75 (inclusive). Procedures and communications will be as if this airspace was an integral part of the Scottish FIR. This area is bounded in succession by the following points:
551217N 0070547W - 550527N 0071520W - 550317N 0072703W - Arc 10 NM radius centred on EGAE ARP (550234N 0070943W) - 551217N 0070547W.

1.8.5 Outside the published hours of operation of Eglinton ATC (or NOTAM extensions thereof), the blocks of Airspace CTA1, CTA2,

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

CTA3, revert to Class G Airspace under the authority of Shannon ACC.

1.9 The Area Involved in the Transfer of ATS Responsibility Within the North Atlantic

1.9.1 **RATSU Triangle**

SFC - FL 195 — Class G Airspace.
FL 195 - FL 660 — Class C Airspace.

In this part of the Scottish FIR/UIR, Iceland (Reykjavik ACC) will provide Air Traffic Services to all aircraft between the surface and FL 660 (inclusive). Procedures and communications will be as if this airspace were an integral part of the Reykjavik FIR. The area is bounded by straight lines joining in succession the following points:
610000N 0070000W - 604000N 0100000W - 610000N 0100000W following the line of latitude to - 610000N 0070000W.

1.9.2 **The Common Boundary Line (61N)**

SFC - FL 195 — Class G Airspace.
FL 195 - FL 660 — Class C Airspace.

At the Scottish and Reykjavik FIR/UIR boundary, Iceland (Reykjavik ACC) will provide Air Traffic Services to all aircraft between the surface and FL 660 (inclusive). Procedures and communications will be as if this airspace were an integral part of the Reykjavik FIR. The area is a straight line joining the following points:
610000N 0000000E following the line of latitude to - 610000N 0070000W.

1.9.3 **MOLAK Triangle**

FL255 - FL660 — Class C Airspace.

In this part of the Scottish UIR, the Irish Republic (Shannon ACC) will provide Air Traffic Services to all aircraft between FL 255 and FL 660 (inclusive). Procedures and communications will be as if this airspace were an integral part of the Shannon UIR. The area is bounded by straight lines joining in succession the following points:
544311.750N 0100000.000W - 543857.730N 0093320.029W - 543400.000N 0100000.000W - 544311.750N 0100000.000W.

1.10 The Area Involved in the Transfer of ATS Responsibility Within the Paris FIR – La Manche Low.

1.10.1 **La Manche East (Low) 1 – FL 115 - FL 265.**

FL 115 - FL 195 — Class D Airspace (ATS - London Area Control (Swanwick)).
FL 195 - FL 265 — Class C Airspace (ATS - London Area Control (Swanwick)).

In these parts of the Paris FIR the United Kingdom will provide Air Traffic Services to all aircraft between FL 115 and FL 265 (inclusive). Procedures and communications will be as if this airspace was an integral part of the London FIR/UIR. The area is bounded by arcs of Great Circles joining in succession the following points:

504000N 0012800E - 503606N 0013218E - 501017N 0015131E - 500331N 0013906E - 501629N 0010108E - 502517N 0004917E - 504000N 0012800E.

1.10.2 **La Manche East (Low) 2 – FL 195 - FL 265.**

FL 195 - FL 265 — Class C Airspace (ATS - London Area Control (Swanwick)).

In these parts of the Paris FIR the United Kingdom will provide Air Traffic Services to all aircraft between FL 195 and FL 265 (inclusive). Procedures and communications will be as if this airspace was an integral part of the London FIR/UIR. The area is bounded by arcs of Great Circles joining in succession the following points:

501629N 0010108E - 500331N 0013906E - 495656N 0012709E - 501629N 0010108E.

1.10.3 **La Manche East (Low) 3 – FL 115 - FL 265.**

FL 115 - FL 195 — Class D Airspace (ATS - London Terminal Control (Swanwick)).
FL 195 - FL 265 — Class C Airspace (ATS - London Area Control (Swanwick)).

In these parts of the Paris FIR the United Kingdom will provide Air Traffic Services to all aircraft between FL 115 and FL 265 (inclusive). Procedures and communications will be as if this airspace was an integral part of the London FIR/UIR. The area is bounded by arcs of Great Circles joining in succession the following points:

505419N 0012754E - 504244N 0014405E - 503925N 0013811E - 503606N 0013218E - 504000N 0012800E - 505419N 0012754E.

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

1.11 The Area Involved in the Transfer of ATS Responsibility Within the Reims UIR – La Manche High Area.

1.11.1 **La Manche East (High 1) - FL 265 - FL 285 — Class C Airspace.**

In this part of the Reims UIR, the United Kingdom will provide Air Traffic Services to all aircraft between FL 265 and FL 285 (inclusive). Procedures and communications will be as if this airspace was an integral part of the London FIR/UIR. The area is bounded by arcs of Great Circles joining in succession the following points:

505419N 0012754E - 504244N 0014405E - 503925N 0013811E - 503606N 0013218E - 501346N 0015706E - 501017N 0015131E - 500659N 0014527E - 495656N 0012709E - 495951N 0012317E - 495841N 0011944E - 502405N 0004611E - 502517N 0004917E - 504000N 0012800E - 505419N 0012754E.

1.11.2 **La Manche East (High 2) - FL 285 - FL 660 — Class C Airspace.**

In this part of the Reims UIR, the United Kingdom will provide Air Traffic Services to all aircraft between FL 285 and FL 660 (inclusive). Procedures and communications will be as if this airspace was an integral part of the London FIR/UIR. The area is bounded by arcs of Great Circles joining in succession the following points:

505419N 0012754E - 504244N 0014405E - 503925N 0013811E - 503606N 0013218E - 501346N 0015706E - 501017N 0015131E - 500659N 0014527E - 495656N 0012709E - 495519N 0012412E - 495841N 0011944E - 502405N 0004611E - 502517N 0004917E - 504000N 0012800E - 505419N 0012754E.

1.12 The Area Involved in the Transfer of ATS Responsibility Within the London FIR – South-eastern Section of the English Channel.

1.12.1 **Part of Lille TMA Area 7 - 1500 FT AMSL - FL 65 Class E Airspace (ATS Lille Approach).**

In this part of the London FIR, France will provide Air Traffic Services to all aircraft between 1500 FT AMSL – FL 65 (inclusive). Procedures and communications will be as if this airspace was an integral part of the Paris FIR. The area is bounded by arcs of Great Circles joining in succession the following points:

503800N 0011500E - 504526N 0012800E - 504000N 0012800E - 503608N 0011744E - 503800N 0011500E.

1.13 The Area Involved in the Transfer of ATS Responsibility Within the London FIR – The Channel Islands.

1.13.1 **Channel Islands CTA 1 (North) - FL 55 - FL 80 — Class D Airspace.**

In this part of the London FIR, Jersey will provide Air Traffic Services to all aircraft between FL 55 and FL 80 (inclusive). Procedures and communications will be as if this airspace was an integral part of the Channel Islands airspace which is delegated to Jersey from France during the opening hours of Jersey ATC. The area is bounded by arcs of Great Circles joining in succession the following points:

500000N 0030000W - 494951N 0030000W - 494802N 0031023W - 500000N 0032000W following the line of latitude to - 500000N 0030000W.

1.13.2 **Channel Islands Control Zone (North) - SFC - FL 80 — Class D Airspace.**

In this part of the London FIR, Jersey will provide Air Traffic Services to all aircraft between SFC and FL 80 (inclusive). Procedures and communications will be as if this airspace was an integral part of the Channel Islands airspace which is delegated to Jersey from France during the opening hours of Jersey ATC. The area is bounded by arcs of Great Circles joining in succession the following points:

500000N 0020000W - 494951N 0030000W - 500000N 0030000W following the line of latitude to - 500000N 0020000W.

1.13.3 **Channel Islands TMA (North) - FL 80 - FL 195 — Class A Airspace.**

In this part of the London FIR, Jersey will provide Air Traffic Services to all aircraft between FL 80 and FL 195 (inclusive). Procedures and communications will be as if this airspace was an integral part of the Channel Islands airspace which is delegated to Jersey from France during the opening hours of Jersey ATC. The area is bounded by arcs of Great Circles joining in succession the following points:

500000N 0020000W - 494802N 0031023W - 500000N 0032000W following the line of latitude to - 500000N 0020000W.

1.14 The Areas involved in the Transfer of ATS Responsibility are marked on the charts at ENR 6-44 to ENR 6-58.

2 MILITARY AERODROME TRAFFIC ZONES

2.1 Description

2.1.1 At certain military aerodromes, Military Aerodrome Traffic Zones (MATZ) have been established to provide a volume of airspace within which increased protection may be given to aircraft in the critical stages of circuit, approach and climb-out. A MATZ acquires

the status of the airspace classification within which it lies; however, additional mandatory ATC requirements are invariably specified for military pilots. In the airspace outside the Aerodrome Traffic Zone (ATZ), observation of MATZ procedures is not compulsory for civil pilots.

2.1.2 MATZ are established at the locations listed at paragraph 2.4 and shown on the chart at ENR 6-59.

2.1.3 In general, the dimensions of a MATZ are as follows:

a) The airspace within 5 NM radius of the mid-point of the longest runway, from the surface to 3000 FT AAL.
b) The airspace within a stub or stubs projected from the above airspace, having a length of 5 NM along the centre-line(s) aligned with the selected final approach path(s), and a width of 4 NM (2 NM either side of the centre-line) from 1000 FT AAL to 3000 FT AAL.
c) Exceptions to the above exist; however, for details of the dimensions of specific zones and the associated stub(s) see paragraph 2.4 and ENR 6-59 (chart).

2.1.4 Where two or more MATZs are grouped together and one aerodrome is designated the Controlling Aerodrome, the upper limit of each MATZ within the Combined MATZ (CMATZ) is determined with reference to the elevation of the higher (or highest) aerodrome in the CMATZ.

2.1.5 An ATZ, as defined in the Air Navigation Order, exists within a MATZ and is based upon the same reference point as defined in paragraph 2.1.3 and detailed at paragraph 2.4. Although civil recognition of a MATZ is not mandatory, pilots are to comply with the provisions of Rule 11 of the Rules of the Air Regulations 2015 in respect of the ATZ. The notified hours of operation of an ATZ may vary from the notified hours of watch of a MATZ.

2.1.6 A MATZ is operative when the aerodrome concerned, or in the case of a CMATZ, any one of the aerodromes, is open. Normally, the Controlling Aerodrome ATC Unit for a CMATZ is to remain open while any one of the aerodromes in the CMATZ is open for flying. Alternatively, the Controlling Aerodrome is to delegate overall responsibility to the aerodrome remaining open, including arrangements for operating the CMATZ frequency.

2.2 Procedures for Penetration of a MATZ

2.2.1 A MATZ Penetration Service is available from the controlling aerodromes listed at paragraph 2.4 for the provision of increased protection to RTF equipped aircraft. Pilots wishing to penetrate a MATZ, and where required the associated ATZ, are requested to observe the following procedures:

a) When 15 NM or 5 minutes flying time from the zone boundary, whichever is the greater, establish two-way RTF communication with the controlling aerodrome on the appropriate frequency using the phraseology:

'..... (controlling aerodrome), this is ..... (aircraft callsign), request MATZ (and ATZ) penetration.'

b) when the call is acknowledged and when asked to 'pass your message', the pilot should pass the following information:

i. Callsign;
ii. Type of aircraft;
iii. Position;
iv. Heading;
v. Altitude;
vi. Intentions (eg destination and the intention to route through one or more ATZ);

c) comply with any instructions issued by the controller;
d) maintain a listening watch on the allocated RTF frequency until the aircraft is clear of the MATZ/ATZ;
e) advise the controller when the aircraft is clear of the MATZ/ATZ.

Note 1: *Flight conditions are not required unless requested by the controller.*

Note 2: *Terrain clearance will be the responsibility of the pilot.*

Note 3: *Since compliance is not compulsory for civil aircraft some aircraft within the MATZ may not be known to the controller. All pilots should therefore maintain a good look-out at all times.*

2.2.2 The military ATSU providing the MATZ Penetration Service will normally continue with the service that the aircraft was previously receiving. In the interests of flight safety and good airmanship, it is strongly recommended that all pilots not previously receiving an ATS obtain a MATZ penetration 'approval' from the MATZ operating authority prior to entering a MATZ. It is recognised that most MATZ crossing/penetration 'approvals' will be obtained via RTF by pilots in receipt of a UK FIS; however, it should be possible for a pilot to request a MATZ crossing/penetration 'approval' without the use of radio (i.e. by prior agreement via telephone). In accordance with Class G Airspace classification and the rules of UK FIS, pilots are ultimately responsible for maintaining their own separation against other airspace users within the MATZ. Occasionally, a change in service may need to be negotiated in order to facilitate the MATZ crossing and the advisory information and/or instructions passed by the ATSU will accord with the service being provided. In the event of no radar being available, a non-radar Basic Service, and/or routing instructions, might be provided to aircraft penetrating the MATZ.

2.2.3 Where a MATZ penetration approval cannot be issued, pilots are advised to avoid the MATZ, notwithstanding any action necessary

to maintain the safety of the aircraft and/or its occupants.

2.2.4 Subject to paragraph 2.2.5, when crossing a MATZ or CMATZ it is the responsibility of the pilot to ensure that permission is obtained to transit each individual ATZ embedded therein. The pilot, in his request for approval to transit the MATZ/CMATZ, may ask the controller to obtain such permission on his behalf. When issuing any approval to cross a MATZ or CMATZ controllers are, where appropriate, to articulate clearly any permission to transit embedded ATZs.

2.2.5 Whilst specific permission is not required to transit an ATZ that is not served by an ATC unit, flights within such ATZs are nevertheless subject to the pilot obtaining information from the associated flight information service unit or air/ground unit to enable the flight to be conducted safely (Rule 11 of the Rules of the Air Regulations 2015 refers). In such cases the pilot may ask the controller to obtain relevant information on his behalf.

2.2.6 If appropriate, controllers will endeavour to co-ordinate flights with the controlling authority of an adjacent MATZ, but pilots should not assume approval to penetrate another MATZ until it is explicitly given.

Note: *Given that military aircrew observance of a MATZ and associated ATC requirements are mandatory, MATZ penetration by a military aircraft is subject to specific permission/clearance.*

2.2.7 To enable vertical separation to be applied, all aircraft will be given an altimeter setting to use within the MATZ. Normally this will be the aerodrome QFE, with the exceptions being listed in the table remarks at para 2.4. In the case of overlapping MATZs, the altimeter setting to be used will be the QFE of the higher or highest aerodrome of the CMATZ. This will be passed as the 'Clutch QFE'.

2.3 Availability of the MATZ Penetration Service

2.3.1 A MATZ Penetration Service will be available during the published hours of watch of the respective ATS Units. However, as many units are often open for flying outside normal operating hours, pilots should call for the penetration service irrespective of the hours of watch published. If, outside normal operating hours, no reply is received after two consecutive calls, pilots are advised to proceed with caution. Information on the operation of aerodromes outside their normal operating hours may be obtained by telephone from the Distress and Diversion (D & D) cell at the London ATCC. Telephone: 01489-612406.

2.4 MATZ Participating Aerodromes

MATZ Designation/ Mid-point of Longest Runway	AD Elevation (FT) (AMSL)	MATZ Core Radius/Limits	1st Stub Heading °T to AD/ Distance/ Limits	2nd Stub Heading °T to AD/ Distance	Controlling Aerodrome/ ATS unit callsign/ frequency/ channel/ language	Hours of applicability	Remarks
1	2	3	4	5	6	7	8
Barkston Heath 525746.74N 0003337.16W	367	Radius: 3 NM Upper Limit: 3000 FT AGL Lower Limit: SFC	058 2 NM Upper Limit: 3000 FT AGL Lower Limit: 1000 FT AGL	—	Cranwell CRANWELL APRROACH 124.455 English	—	—
Benson 513654.14N 0010545.05W	203	Radius: 5 NM Upper Limit: 3000 FT AGL Lower Limit: SFC	008 5 NM Upper Limit: 3000 FT AGL Lower Limit: 1000 FT AGL	188 5 NM Upper Limit: 3000 FT AGL Lower Limit: 1000 FT AGL	Benson BENSON ZONE 120.900 MHz English	—	—
Boscombe Down 510911N 0014504W	407	Radius: 5 NM Upper Limit: 3000 FT AGL Lower Limit: SFC	050 5 NM Upper Limit: 3000 FT AGL Lower Limit: 1000 FT AGL	230 5 NM Upper Limit: 3000 FT AGL Lower Limit: 1000 FT AGL	Boscombe Down BOSCOMBE ZONE 126.705 English	—	If Boscombe Down is closed but Middle Wallop remains open, a CMATZ penetration service will be provided by Wallop Approach on 126.705.
Coningsby 530535N 0000958W	24	Radius: 5 NM Upper Limit: 3000 FT AGL Lower Limit: SFC	252 5 NM Upper Limit: 3000 FT AGL Lower Limit: 1000 FT AGL	—	Coningsby CONINGSBY APPROACH 119.200 MHz English	—	—

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

MATZ Designation/ Mid-point of Longest Runway	AD Elevation (FT) (AMSL)	MATZ Core Radius/Limits	1st Stub Heading °T to AD/ Distance/ Limits	2nd Stub Heading °T to AD/ Distance	Controlling Aerodrome/ ATS unit callsign/ frequency/ channel/ language	Hours of applicability	Remarks
Cranwell 530147.04N 0002933.91W	222	Radius: 5 NM Upper Limit: 3000 FT AGL Lower Limit: SFC	263 5 NM Upper Limit: 3000 FT AGL Lower Limit: 1000 FT AGL	—	Cranwell CRANWELL APPROACH 124.455 English	—	—
Culdrose 500507.43N 0051514.66W	268	Radius: 5 NM Upper Limit: 3000 FT AGL Lower Limit: SFC	293 5 NM Upper Limit: 3000 FT AGL Lower Limit: 1000 FT AGL	—	Culdrose CULDROSE APPROACH 134.055 English	—	Culdrose Combined MATZ is formed with the Predannack MATZ, based on the Culdrose QFE.
Fairford 514101N 0014725W	285	Radius: 5 NM Upper Limit: 3000 FT AGL Lower Limit: SFC	268 5 NM Upper Limit: 3000 FT AGL Lower Limit: 1000 FT AGL	—	Brize Norton BRIZE ZONE 119.005 English	NOTAM or Supplement	This aerodrome is open on very limited occasions when advised by NOTAM or Supplement.
Lakenheath 522433.85N 0003339.64E	32	Radius: 5 NM Upper Limit: 3000 FT AGL Lower Limit: SFC	056 5 NM Upper Limit: 3000 FT AGL Lower Limit: SFC	236 5 NM Upper Limit: 3000 FT AGL Lower Limit: 1000 FT AGL	Lakenheath LAKENHEATH RADAR 128.900 MHz English	—	Helicopters tasked to operate in EGD208 are required to call Lakenheath ATC to notify intended entry to EGD208 prior to penetrating the CMATZ. No restrictions will be imposed by Lakenheath on helicopters which operate within that portion of their north-easterly stub which is also within the lateral limits of EGD208, provided that the aircraft remain at or below 800 FT AMSL. Within the Lakenheath/ Mildenhall MATZ the pressure setting used will be the Lakenheath QNH.
Leeming 541733N 0013207W	132	Radius: 5 NM Upper Limit: 3000 FT AGL Lower Limit: SFC	156 5 NM Upper Limit: 3000 FT AGL Lower Limit: 1000 FT AGL	—	Leeming LEEMING ZONE 133.380 English	—	—
Leuchars 562229.61N 0025131.61W	38	Radius: 5 NM Upper Limit: 3000 FT AGL Lower Limit: SFC	082 5 NM Upper Limit: 3000 FT AGL Lower Limit: 1000 FT AGL	262 5 NM Upper Limit: 3000 FT AGL Lower Limit: 1000 FT AGL	Leuchars LEUCHARS RADAR 126.505 English	—	—

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

MATZ Designation/ Mid-point of Longest Runway	AD Elevation (FT) (AMSL)	MATZ Core Radius/Limits	1st Stub Heading °T to AD/ Distance/ Limits	2nd Stub Heading °T to AD/ Distance	Controlling Aerodrome/ ATS unit callsign/ frequency/ channel/ language	Hours of applicability	Remarks
Lossiemouth 574223.97N 0032016.40W	40	Radius: 5 NM Upper Limit: 3000 FT AGL Lower Limit: SFC	224 5 NM Upper Limit: 3000 FT AGL Lower Limit: 1000 FT AGL	—	Lossiemouth LOSSIE RADAR 119.575 MHz English	—	—
Marham 523854N 0003302E	76	Radius: 5 NM Upper Limit: 3000 FT AGL Lower Limit: SFC	057 5 NM Upper Limit: 3000 FT AGL Lower Limit: 1000 FT AGL	237 5 NM Upper Limit: 3000 FT AGL Lower Limit: 1000 FT AGL	Marham MARHAM ZONE 124.155 English	—	—
Merryfield 505747.29N 0025619.73W	144	Radius: 3 NM Upper Limit: 3000 FT AGL Lower Limit: SFC	—	—	Yeovilton YEOVIL RADAR 127.355 English	—	—
Middle Wallop 510827.54N 0013421.62W	297	Radius: 5 NM Upper Limit: 3000 FT AGL Lower Limit: SFC	256 3 NM Upper Limit: 3000 FT AGL Lower Limit: 1000 FT AGL	—	Boscombe Down BOSCOMBE ZONE 126.705 English	—	Non-standard reference point aligned with common radar touchdown point. If Boscombe Down is closed but Middle Wallop remains open, a CMATZ penetration service will be provided by Wallop Approach on 126.705.
Mildenhall 522142.96N 0002911.06E	34	Radius: 5 NM Upper Limit: 3000 FT AGL Lower Limit: SFC See Remark	103 5 NM Upper Limit: 3000 FT AGL Lower Limit: 1000 FT AGL See Remark	283 5 NM Upper Limit: 3000 FT AGL Lower Limit: 1000 FT AGL See Remark	Lakenheath LAKENHEATH RADAR 128.900 MHz English	—	Non-standard extension to both stubs - 5 NM south of extended centre-lines. Non-standard demarcation of the 5 NM circles which are joined by a straight line at their most easterly points. Within the Lakenheath/ Mildenhall MATZ the pressure setting used will be the Lakenheath QNH.
Mona 531533.48N 0042226.44W	202	Radius: 5 NM Upper Limit: 3000 FT AGL Lower Limit: SFC	—	—	Valley VALLEY RADAR 125.230 English	—	—

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

MATZ Designation/ Mid-point of Longest Runway	AD Elevation (FT) (AMSL)	MATZ Core Radius/Limits	1st Stub Heading °T to AD/ Distance/ Limits	2nd Stub Heading °T to AD/ Distance	Controlling Aerodrome/ ATS unit callsign/ frequency/ channel/ language	Hours of applicability	Remarks
Odiham 511403.09N 0005634.11W	405	Radius: 5 NM Upper Limit: 3000 FT AGL Lower Limit: SFC	093 5 NM Upper Limit: 3000 FT AGL Lower Limit: 1000 FT AGL	—	Odiham ODIHAM APPROACH 131.305 English	—	Odiham Approach, except weekends and PH, when the task may be carried out by Farnborough on Frequency 125.250 MHz. Within the Odiham MATZ the transit pressure setting will be the Farnborough QNH.
Predannack 500006N 0051355W	299	Radius: 5 NM Upper Limit: 3000 FT AGL Lower Limit: SFC	—	—	Culdrose CULDROSE APPROACH 134.055 English	—	Predannack MATZ forms part of the Culdrose Combined MATZ, based on the Culdrose QFE.
Shawbury 524737N 0024004W	248	Radius: 5 NM Upper Limit: 3000 FT AGL Lower Limit: SFC	180 5 NM Upper Limit: 3000 FT AGL Lower Limit: 1000 FT AGL	360 5 NM Upper Limit: 3000 FT AGL Lower Limit: 1000 FT AGL	Shawbury SHAWBURY ZONE 133.155 English	—	—
Ternhill 525223.38N 0023155.89W	285	Radius: 5 NM Upper Limit: 3000 FT AGL Lower Limit: SFC	—	—	Shawbury SHAWBURY ZONE 133.155 English	—	Weekend and out of hours, freecall Ternhill Radio for aerodrome information freq 122.100 MHz.
Topcliffe 541220.26N 0012253.86W	91	Radius: 5 NM Upper Limit: 3000 FT AGL Lower Limit: SFC	—	—	Leeming LEEMING ZONE 133.380 English	—	—
Valley 531453.40N 0043207.20W	37	Radius: 5 NM Upper Limit: 3000 FT AGL Lower Limit: SFC	130 5 NM Upper Limit: 3000 FT AGL Lower Limit: 1000 FT AGL	—	Valley VALLEY RADAR 125.230 English	—	—
Waddington 530958N 0003126W	230	Radius: 5 NM Upper Limit: 3000 FT AGL Lower Limit: SFC	202 5 NM Upper Limit: 3000 FT AGL Lower Limit: 1000 FT AGL	—	Waddington WADDINGTO N ZONE 119.500 MHz English	—	—

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

MATZ Designation/ Mid-point of Longest Runway	AD Elevation (FT) (AMSL)	MATZ Core Radius/Limits	1st Stub Heading °T to AD/ Distance/ Limits	2nd Stub Heading °T to AD/ Distance	Controlling Aerodrome/ ATS unit callsign/ frequency/ channel/ language	Hours of applicability	Remarks
Warton 534442N 0025300W	54	See Remark	See Remark	See Remark	Warton WARTON RADAR 129.530 MHz English	—	Non-standard MATZ with the following dimensions: Lateral - A rectangle of airspace, 20 NM x 6 NM. The major axis is centred on the Aerodrome Reference Point (ARP), aligned with the major runway headings 071° (T)/ 251° (T) and off-set 1 NM to the south. Vertical - The portion of the rectangle contained within the part circle radius 5 NM centred on the ARP extends from the surface to 3000 FT AAL. The remainder extends from 1000 FT AAL to 3000 FT AAL. Warning - The northern sector of the ATZ is not wholly contained within the MATZ. Within the Warton MATZ the pressure setting will be the Warton QNH.
Wattisham 520738N 0005723E	283	Radius: 5 NM Upper Limit: 3000 FT AGL Lower Limit: SFC	048 5 NM Upper Limit: 3000 FT AGL Lower Limit: 1000 FT AGL	228 5 NM Upper Limit: 3000 FT AGL Lower Limit: 1000 FT AGL	Wattisham WATTISHAM APPROACH 125.800 MHz English	—	—
Wittering 523647.00N 0002833.26W	274	Radius: 5 NM Upper Limit: 3000 FT AGL Lower Limit: SFC	073 5 NM Upper Limit: 3000 FT AGL Lower Limit: 1000 FT AGL	253 5 NM Upper Limit: 3000 FT AGL Lower Limit: 1000 FT AGL	Wittering WITTERING ZONE 119.680 English	—	Caution: Unlit aircraft operate at night.
Yeovilton 510029.77N 0023843.77W	75	Radius: 5 NM Upper Limit: 3000 FT AGL Lower Limit: SFC	083 5 NM Upper Limit: 3000 FT AGL Lower Limit: 1000 FT AGL	263 5 NM Upper Limit: 3000 FT AGL Lower Limit: 1000 FT AGL	Yeovilton YEOVIL RADAR 127.355 English	—	—

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 ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ RAMID	525727.79N 0023000.00E					
(RNAV 5)	- /110°	15.8 NM	FL 245 / FL 175		odd FL 230 / FL 190	FL 245/FL 195 Class C, FL 195/FL 175 Class A. London ACC Freq: 128.130 (All Levels).
△ BODSO	530308.25N 0020540.71E					Extremity of L17.
Route Remarks: 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 ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
L18						
△ VABIK	511447.30N 0020000.00E					FIR Boundary. Extremity of L18. Eastbound route only btn DVR and VABIK. Intersection with Q70 (see AIP Belgium).
(RNAV 5)	- /077°	24.7 NM	FL 245 / FL 105		odd FL 230 / FL 110	FL 245/FL 195 Class C, FL 195/FL 105 Class A. Between DVR and 5 NM from DVR: London ACC Freq: 134.905 (FL 195 and above); Freq: 120.530 (Below FL 195 to FL 135); Freq: 135.325 (Below FL 135). Between 5 NM from DVR and VABIK: London ACC Freq: 134.905 (FL 135 and above); Freq: 135.325 (Below FL 135).
△ DOVER DME (DVR)	510945.44N 0012132.71E					Intersection with L9.
(RNAV 5)	259°/079°	15.6 NM	FL 245 / FL 75	even FL 240 / FL 100	odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 75 Class A. Between DVR and 10 NM from DVR: London ACC Freq: 134.905 (FL 195 and above); Freq: 120.530 (Below FL195 to FL135); Freq: 135.325 (Below FL 135). Between 10 NM from DVR and WIZAD: London ACC Freq: 134.905 (FL 195 and above); Freq: 120.530 (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**
				↓	**↑**	
△ WIZAD	510700.00N 0005711.09E		DVR R259 15.6 NM 325 FT			
(RNAV 5)	259°/078°	32.2 NM	FL 245 / FL 75	even FL 240 / FL 100	odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 75 Class A. Between WIZAD and 10 NM from WIZAD: London ACC Freq: 134.905 (FL 195 and above); Freq: 120.530 (Below FL 195). Between 10 NM from WIZAD and MAY: London ACC Freq: 128.430 (FL 195 and above); Freq: 120.530 (Below FL 195).
△ MAYFIELD DME (MAY)	510101.86N 0000658.04E					
(RNAV 5)	274°/094°	28.2 NM	FL 245 / FL 85	even FL 240 / FL 100	odd FL 230 / FL 90	FL 245/FL 195 Class C, FL 195/FL 85 Class A. Between MAY and 5 NM from MAY: London ACC Freq: 128.430 (FL 195 and above); Freq: 120.530 (Below FL 195). Between 5 NM from MAY and 18 NM from MAY: London ACC Freq: 135.055 (FL 175 and above); Freq: 133.180 (Below FL 175). Between 18 NM from MAY and MID: London ACC Freq: 132.165 (FL 215 and above); Freq: 135.805 (Below FL 215 to FL 175); Freq: 133.180 (Below FL 175).
△ MIDHURST DME (MID)	510314.23N 0003730.01W					Intersection with L151, L620 and (U)L612.
(RNAV 5)	307°/127°	19.9 NM	FL 460 / FL 165	even FL 430 / FL 240	odd FL 450 / FL 170	FL 460/FL 195 Class C, FL 195/FL 165 Class A. Between MID and 15 NM from MID: London ACC Freq: 132.840 (FL 305 and above); Freq: 132.165 (Below FL 305 to FL 215); Freq: 135.805 (Below FL 215 to FL 175); Freq: 129.080 (Below FL 175). Between 15 NM from MID and VAPID: 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 175); Freq: 129.080 (Below FL 175).

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 ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
△ NIGIT	511846.96N 0011014.71W		MID R306 25.8 NM 233 FT			Intersection with L18.
(RNAV 1)	- /096°	15.0 NM	FL 460 / FL 105		odd FL 450 / FL 110	FL 460/FL 195 Class C, FL 195/FL 105 Class A. Between SIRIC and 7 NM before NIGIT: London ACC Freq: 134.460 (FL 305 and above); Freq: 133.600 (Below FL 305 to FL 265); Freq: 134.755 (Below FL 265). Between 7 NM before NIGIT and NIGIT: 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: 129.080 (Below FL 155).
△ SIRIC	512036.17N 0013358.89W					FRA Exit Point.
(RNAV 1)	- /096°	16.0 NM	FL 245 / FL 105		odd FL 230 / FL 110	FL 245/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 134.755 (All Levels).
△ CAWZE	512227.35N 0015920.05W					
(RNAV 1)	- /096°	18.0 NM	FL 245 / FL 105		odd FL 230 / FL 110	FL 245/FL 195 Class C, FL 195/FL 105 Class A. London ACC Freq: 134.755 (All Levels).
△ ORZEB	512425.86N 0022753.73W					
(RNAV 1)	- /095°	43.7 NM	FL 245 / FL 195		odd FL 230 / FL 210	Class C. London ACC Freq: 134.755 (All Levels)
△ AMFUL	512844.40N 0033721.36W					Extremity of P2.

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 ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
P4						
△ HAWFA	513208.71N 0023812.55W					Eastbound route only btn BCN and HAWFA. Extremity of P4. Intersection with L607.

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 ↓	IFR cruising levels max/min ↑	Airspace Class/ Controlling Unit/ Channel/ Logon address/ SATVOICE number/ RCP & RSP limitations
(RNAV 5)	- /105°	9.7 NM	FL 245 / FL 75		odd FL 230 / FL 90	FL 245/FL 195 Class C; FL 195/FL 105 Class A; FL 105/FL 75 Class D. 0600-2300 (0500-2200) London ACC Freq: 134.755 (FL 165 and above); Cardiff APP Freq: 125.855 (Below FL 165). 2300-0600 (2200-0500) London ACC Freq: 134.755 (All Levels).
△ LEKCI	513440.46N 0025314.66W					
(RNAV 5)	- /123°	16.6 NM	FL 245 / FL 75		odd FL 230 / FL 90	Between BCN and the southern boundary of Cotswold CTA 12 (513634N 0025802W): FL 245/FL 195 Class C, FL 195/FL 75 Class A. Between the southern boundary of Cotswold CTA 12 (513634N 0025802W) and LEKCI: FL 245/FL 195 Class C, FL 195/FL 105 Class A, FL 105/FL 75 Class D. 0600-2300 (0500-2200) London ACC Freq: 134.755 (FL 165 and above); Cardiff APP Freq: 125.855 (Below FL 165). 2300-0600 (2200-0500) London ACC Freq: 134.755 (All Levels).
△ BRECON DME (BCN)	514331.89N 0031546.92W					Westbound route only btn BCN and FELCA.
(RNAV 1)	301°/ -	5.6 NM	FL 245 / FL 75	even FL 240 / FL 80		FL 245/FL 195 Class C, FL 195/FL 75 Class A. 0600 - 2300 (0500-2200) London ACC Freq: 134.755 (FL 165 and above); Cardiff APP Freq: 125.855 (Below FL 165). 2300 - 0600 (2200-0500) London ACC Freq: 134.755 (All Levels).
△ TIZDU	514622.64N 0032337.75W					
(RNAV 1)	300°/ -	6.2 NM	FL 245 / FL 75	even FL 240 / FL 80		FL 245/FL 195 Class C, FL 195/FL 75 Class A. 0600-2300 (0500-2200) London ACC Freq: 134.755 (FL 165 and above); Cardiff APP Freq: 125.855 (Below FL 165). 2300-0600 (2200-0500) London ACC Freq: 134.755 (All Levels).

ENR 3.4 EN-ROUTE HOLDING

HLDG ID/ FIX/WPT Coordinates	INBD TR (°MAG)	Direction of PTN	MAX IAS (KT)	MNM/ MAX HLDG LVL	TIME or DIST OUBD	Controlling unit and Frequency	Remarks
1	2	3	4	5	6	7	8
ADLOG 501925N 0004933W	005°	Right	240	FL130 / FL260	1.5 MIN		RNAV Hold. Aircraft inbound to London Stansted/London Luton and Cambridge via TELTU STARs from ATS Routes M185/UM185 may be instructed to hold at ADLOG.
AMDUT 504028N 0004746E	312°	Right	240	FL160 / FL190	1 MIN		RNAV Hold. Aircraft inbound to Gatwick via TIMBA from KUNAV or NEVIL may be instructed to hold at AMDUT.
ARNUN 510326N 0005553E	216°	Right	220	FL100 / FL140	1 MIN		RNAV Hold. Aircraft inbound to Gatwick via TIMBA from ERING, TEBRA or KONAN may be instructed to hold at ARNUN.
BEL VOR 543940N 0061348W	124°	Right		FL250 / FL390	1.5 MIN		Conventional Hold based upon VOR BEL R304. Holding interval 1000 FT.
BILNI 504031N 0020733W	107°	Left	265	FL200 / FL300	1.5 MIN		RNAV Hold. Aircraft inbound to London Heathrow via OCK, London Gatwick via WILLO and Northolt traffic from ATS Routes L620, M17 or N514 above FL 200 may be instructed to hold at BILNI.
BOMBO 515944N 0002347W	091°	Left	220	FL70 / FL140	5 NM		RNAV Hold. Aircraft inbound to London City, London Luton or London Stansted Airports from the north or west may be required to hold at BOMBO.
BONBY 575330N 0042036W	157°	Left	210	- / FL100	1 MIN		RNAV Hold. N560
DCS DME 544319N 0032026W	152°	Right	255	FL250 / FL370	1.5 MIN		RNAV Hold. Holding interval 1000 FT.
DELBO 515237N 0011624W	153°	Right	240	FL150 / FL200	1.5 MIN		RNAV Hold. During periods of congestion in the London TMA aircraft inbound to London Gatwick from ATS Routes via HON, WAL and KEPAD may be required to hold at DELBO. Note: DELBO is not aligned with the ATS Routes (L612/UL612; N859) serving Gatwick inbound traffic. Traffic via L612/ UL612 may be required to route from DISIT to DELBO (True 129.724 MAG TR 130/21 NM). Traffic via N859 may be required to route from HON to DELBO.
DOMUT 501543N 0014009W	039°	Right	240	FL230 / -	1.5 MIN		RNAV Hold. Aircraft inbound to London Heathrow via OCK, London Gatwick via WILLO and Northolt traffic from ATS Routes Q41, P87/UP87 or Y110 may be instructed to hold at DOMUT.
GARVA 574118N 0042941W	123°	Right	210	- / -	5 NM		RNAV Hold. Y906
GAVEL 592300N 0012422W	008°	Left		- / -	4 NM		Conventional Hold based upon VOR SUM R188/ D30. Y905 Holding for propeller aircraft only.
GOKTU 501505N 0012245W	017°	Right	240	FL200 / FL340	1.5 MIN		RNAV Hold. Aircraft inbound to London Gatwick via VASUX STARs from ATS Routes P88/UP88 may be instructed to hold at GOKTU.
GUSSI 571247N 0040727W	009°	Right	210	- / -	5 NM		RNAV Hold. N560
HON DME 522124N 0013949W	145°	Right	240	FL150 / FL350	1.5 MIN		RNAV Hold.

ENR 3.4 EN-ROUTE HOLDING (continued)

HLDG ID/ FIX/WPT Coordinates	INBD TR (°MAG)	Direction of PTN	MAX IAS (KT)	MNM/ MAX HLDG LVL	TIME or DIST OUBD	Controlling unit and Frequency	Remarks
1	2	3	4	5	6	7	8
KATHY 503114N 0012000W	039°	Left	240	FL160 / FL190	1.5 MIN		RNAV Hold. Aircraft inbound to London Heathrow via OCK, London Gatwick via WILLO and Northolt traffic from ATS Routes L620, N63, Q41, P87/UP87 or Y110 above FL 160 may be instructed to hold at KATHY.
LAPRA 520707N 0011236E	244°	Right	240	FL150 / FL210	1.5 MIN		RNAV Hold.
LOGAN 514451N 0013643E	288°	Left	240	FL150 / FL410	1.5 MIN		RNAV Hold.
LOGAN 514451N 0013643E	288°	Left	220	FL100 / FL140	1 MIN		RNAV Hold.
ORZEB 512426N 0022754W	096°	Left	240	FL160 / FL240	1.5 MIN		RNAV Hold.
OKVAP 505749N 0011956E	001°	Left	220	FL130 / FL150	1 MIN		RNAV Hold. Aircraft inbound to London City/Biggin Hill/ Southend from RATUK and NEVIL may be instructed to hold at OKVAP.
PETOX 573333N 0014902W	188°	Left		- / -	1 MIN		RNAV Hold. Y905 Holding for propeller aircraft only.
ROPMU 520614N 0002917E	097°	Right	220	FL160 / FL210	1 MIN		RNAV Hold. Aircraft inbound to London City/Biggin Hill via JACKO from WAL or HON may be instructed to hold at ROPMU.
SMOKI 574637N 0023556W	160°	Right		- / -	4 NM		Conventional Hold based upon VOR ADN R340/ D30. Y904 Holding for propeller aircraft only.
STN VOR 581225N 0061059W	137°	Right		FL250 / FL390	1.5 MIN		Conventional Hold based upon VOR STN R317. Holding interval 1000 FT.
TLA VOR 552957N 0032110W	151°	Left		FL250 / FL350	1.5 MIN		Conventional Hold based upon VOR TAL R331. Holding interval 1000 FT.

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, EGPN, EGPT, EGQL, EGPF, EGPH, EGPG, EGPK FRA (D): EGPC, EGPE, EGPN, 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): EGHH FRA (D): EGFF, 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 R014-074).
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, EGPN, 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 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS

Name-code designator	Coordinates	ATS route or other route	FRA Relevance	Remarks/ Usage
1	2	3	4	5
ABBEW	503011.88N 0032833.64W	N864, N90	A	FRA (A): EGJJ, EGJB
ABBOT	520058.00N 0003558.49E			EGGW STARs - EGSS STARs
ABEDA	521939.63N 0015215.84E	P155		
ABEVI	544227.00N 0024629.24W	N601, UN590, UN601		
ABGEP	532539.32N 0045139.71W	Q36		
ABKAT	540853.12N 0015846.69W	L613, P18, UP18		
ABKIM	505043N 0015858W	L620		
ABLIN	524657.86N 0045933.38W	L18		
ABLUC	534756.75N 0043045.91W		E	
ABSAV	503828.94N 0011029.05W	L980		EGLF STARs
ABSUN	541732.20N 0061517.74W	N34		
ABTOS	531444.92N 0002536.29E	N110, Y70		
ABTUM	512603.66N 0012228.98E	M84		EGKK STARs
ABWIV	515248.67N 0030032.70W	N862	IA	FRA (A): EGTE
ACBAZ	514440.67N 0030214.79W			EGFF STARs
ACCAQ	515152.62N 0035035.63W	L9		
ACCOP	515544.33N 0032257.07W	P16	I	
ADASI	591315.16N 0061731.47W		IAD	FRA (AD): EGPO
ADELU	532630.48N 0013212.64W	L60, M868, UM868		→
ADGEG	531343N 0021906E	P40, UM185		
ADHAV	515452.88N 0051348.51W	N24, N30, P70	I	
ADKIK	504748.52N 0023245.46W	N19, N514	E	
ADLOG	501925.00N 0004933.40W	M185, UM185		
ADMEX	522139.20N 0012744.81W	N93, Y321		EGBB SIDs
ADMIS	515948.54N 0001035.56E	L608, M183		
ADNAM	520616.98N 0004418.84E			EGSS STARs
ADODO	583000.00N 0100000.00W		EX	Shanwick OCA
ADRUD	491014N 0062655W			
ADVAS	514053.03N 0012633.13E			EGMC STARs
ADVAT	450000.00N 0092811.19W	T290		
AGBOS	515014.72N 0033756.19W	L9		
AGCAT	515128.74N 0044454.82W	P70, Q63	IA	FRA (A): EGFF, EGGD, EGBJ
AGLIL	533441.99N 0032711.30W	L28, M146, UL28		
AGORI	570000N 0130000W			NOTA. See also AIP Ireland
AGPED	550718.90N 0015657.15W	N110, Y96		
AKIVO	595751.58N 0093000.00W		I	
AKODA	552144.78N 0044942.12W	Z247		EGPK SIDs
AKOKO	531416.24N 0031207.03E	N866		
AKUPA	522911.57N 0010528.03W	T420, UY250, Y250		
ALASO	552650.23N 0013353.69W	P18, UP18	EX	FRA (X): EVEN FL
ALAVA	532342.60N 0035817.31W	Q36, Z195		
ALESO	503432.24N 0011331.50E	T420		EGLL STARs
ALHAD	512346.75N 0010858.16W	L607, N859, P72, UN859		
ALHUP	524244.24N 0025628.15W	N862	I	
ALOTI	575427.01N 0033630.27E		I	FRA (I) Polaris FIR
ALUTA	490018.65N 0072953.23W			
AMCON	553431.14N 0063837.46W	N562	IAD	FRA (AD): EGPK, EGAA, EGAC
AMDUT	504027.90N 0004746.38E			En-Route Hold - EGKK STARs
AMFEP	523050.36N 0021851.80E	Z150		
AMFUL	512844.40N 0033721.36W	P2	I	
AMLAD	561552.37N 0100000.00W		I	FRA (I): NOTA NOTA UIR Boundary
AMLET	531606.52N 0015017.59W			EGCC STARs

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

Name-code designator	Coordinates	ATS route or other route	FRA Relevance	Remarks/ Usage
1	2	3	4	5
AMMAN	515025.95N 0035954.00W			EGGD STARs - EGFF STARs
AMPIT	531139.41N 0031132.59W	L15, UY124, Y124		EGBB STARs - EGNX STARs
AMPOP	493147.68N 0060902.85W		EX	FRA (E): EVEN FL FRA (X): ODD FL
AMTAP	582225.36N 0093000.00W		I	Oceanic Landfall point
AMTOD	503215.69N 0012544.46W			EGLL STARs
AMVEL	531102.96N 0000155.16W	L603		
AMWAB	514608.52N 0040136.69W	Q63		
ANJAK	525350.17N 0025933.44W	N38	X	FRA (X): EVEN FL
ANMAZ	543321.61N 0000810.62E			
ANNET	493905.11N 0040005.00W		EX	FRA (E): EVEN FL FRA (X): ODD FL
APPLE	543000.00N 0023050.23W	UN590		EGPF STARs - EGPK STARs
APSOV	554922.84N 0100000.00W		I	FRA (I): NOTA NOTA UIR Boundary
ARKIL	503928N 0080000W		I	FRA (I): Shannon FIR
ARNUN	510325.98N 0005552.98E			En-Route Hold - EGKK STARs
ARPAK	514844.64N 0031905.48W	L9, N80	ID	FRA (D): EGVN, EGVA, EGBP
ARPUB	533534N 0011428W	L975, UL975		
ARREK	513643.04N 0015007.27E	Q63, Y4		
ARSAT	543206.19N 0014418.63W	UP17		
ARTEX	565341.37N 0035738.47E		I	
ARTIX	532342.08N 0010208.72W	L60		
ASHUM	513607.25N 0015336.46W	Q63		EGGD STARs
ASKAM	545747.34N 0031349.91E	L7, P13, UP59		
ASLIB	544927.55N 0030339.35W			EGPF STARs - EGPK STARs
ASMIM	532645.75N 0023910.71W	L975, P16, UL975, UP16		EGCC SIDs
ASNIP	532843.09N 0025425.97W	L28, L8, UL28, UL8		
ASNUD	564139.00N 0030320.35W	N864, P600	ID	FRA (D): EGPF, EGPG, EGPH
ASRUS	550321N 0032045W	N864, UN864		
ATHAS	523644.93N 0024528.05W	P17	IA	FRA (A): EGVN, EGVA, EGBJ, EGBP
ATNAK	570000.00N 0050000.00E		I	FRA (I): Polaris FIR
ATSAP	512715.96N 0013016.98E			EGMC STARs
ATSIX	600000N 0100000W		EX	Shanwick OCA
ATSUR	500000N 0140000W			SOTA landfall point. See also AIP Ireland
AVANT	504912.00N 0005618.05W	L980, M184, N16, N867, UM184, UN867		EGKK STARs - EGGW STARs - EGSS STARs - EGKB STARs - EGLC STARs
AVRAL	553034N 0034259E		I	
AVTIC	524304.81N 0030757.93W	N38, N864	I	
AVZAC	514637.02N 0050355.57W		I	
AXCIS	524319.48N 0031634.76W	P16		EGCC STARs
AXNEF	514505.23N 0035319.14W	Q63	I	
AZCAL	515417.03N 0031144.52W	N864	I	
BABGU	541639.33N 0051625.07W	Q39	I	
BABRA	533739.37N 0035642.63W	L70, M144, UL70		
BADGA	553749.24N 0023657.62E		I	
BADIM	513837.89N 0023040.43W			
BADSI	523930.00N 0044617.12W	L18		
BAGIT	531344.63N 0035918.18W	UY124, Y124		
BAGSO	534047.96N 0053000.00W	L70, M144, M145, UL70		
BAJJA	514805.01N 0041705.77W	Q63		EGGD STARs - EGFF STARs
BAKOX	533143.40N 0050933.03W	Q37		EGGP STARs
BAKUR	521429.61N 0054048.81W	N24, N546	I	FRA (I): Shannon FIR

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

Name-code designator	Coordinates	ATS route or other route	FRA Relevance	Remarks/ Usage
1	2	3	4	5
BALID	562949.16N 0015706.88W	P18	IAD	FRA (AD): EGQS
BALIX	590000N 0100000W		EX	Shanwick OCA
BAMEP	535242N 0021609W	N57, UN57		
BAMLI	540828N 0063904W			Co-ordination point on Shannon/Scottish FIR boundary
BAMRA	592600.28N 0035709.80W		IAD	FRA (AD): EGPC
BANBA	515710.10N 0061420.59W	N30	I	FRA (I): Shannon FIR
BANEM	522008.11N 0013019.26E	M604, N866, P155, Y6		
BANTO	522127.65N 0001357.38W	P155, P166		
BANVA	503242N 0004512E	M733, UM733, Y8		EGGW STARs - EGSS STARs
BAPHU	511042.47N 0034442.58W		I	
BARKU	603617.61N 0092436.37W		I	
BARMI	522841.76N 0023413.73E	P25, P7		EGKK STARs - EGLL STARs
BAROS	532422.39N 0032643.38W			EGGP STARs
BARTN	532814.17N 0022541.11W	L612, L975, N58, P17, UL612, UL975, UP17		EGGP SIDs
BATLI	533845.07N 0012136.90W	UY250, Y250, Y70		
BAVDO	541819.73N 0010925.35W	N110		
BAVUD	533108.30N 0045109.14W	Q37		EGGP STARs
BAZNA	541110.60N 0012655.93E			
BEBNI	545905.82N 0033514.22W	L612, UL612		
BEDFO	521330.00N 0003347.81W	N601, UN601		
BEDRA	490000N 0150000W			SOTA. See also AIP Ireland
BEGAM	540924.84N 0020715.43W	UP16		EGBB STARs - EGNX STARs - EGCC STARs
BEGAS	450000N 0090000W	T9		
BEGID	563000N 0140000W			NOTA landfall point. See also AIP Ireland
BEGTO	504545.12N 0011407.99W	N16		EGKK STARs - EGLL STARs - EGGW STARs - EGSS STARs - EGKB STARs - EGLC STARs
BEKET	585313.00N 0013120.14W	Y905	IAD	FRA (AD): EGPB
BEKMO	525910.21N 0023710.22E	M604		
BELOX	535316.37N 0032923.15W	L603	EX	FRA (X): ODD FL
BELZU	543940.00N 0061348.00W	L10, N34, P6	IAD	FRA (AD): EGNS, EIDW, EGPI
BENBO	502704.76N 0000036.71E	L612, UL612, UY47, Y47		
BENSU	513444.26N 0005508.45W	M605, Q70, UM605		
BEPHE	523033.98N 0024600.31W	P17	D	FRA (D): EGGP, EGCC, EGNR, EGNO, EGNH
BEREP	590209N 0014420E		I	FRA (I): Polaris FIR
BERUL	524016.19N 0033112.63W	Y125	I	
BERUX	450000N 0110000W	T213		
BESGA	604722.52N 0075445.75W		I	
BETAX	530032.89N 0005402.72W	L613		
BETPO	514754N 0004328W	L15		
BEVAM	554352.88N 0001502.96E		IA	FRA (A): EGNT, EGNV
BEVUP	504800N 0021420W	L620		
BIBPE	514258.91N 0015108.70W	L9, N14	ID	FRA (D): EGGW, EGKK, EGSS, EGSC
BIDVA	504338.76N 0005839.48W			EGKB STARs - EGLC STARs - EGMC STARs
BIFCU	520816.67N 0032202.77W	P16		
BIFIN	520322.51N 0022718.91W			EGBB STAR
BIGNO	500000N 0024930W	L149		EGJB STARs - EGJJ STARs
BILLY	600110.57N 0083408.26W		I	
BILNI	504031.08N 0020732.56W	N866		En-route Hold
BILTO	563000N 0150000W			NOTA. See also AIP Ireland

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

Name-code designator	Coordinates	ATS route or other route	FRA Relevance	Remarks/ Usage
1	2	3	4	5
BILVO	534352.26N 0031108.89W	N864, UL8, UN864, UP6		
BIMGO	493000N 0140000W			SOTA landfall point. See also AIP Ireland
BINBO	532406.07N 0032029.35E	N866, P1		
BINTI	543344.74N 0015944.93W	UP16		
BISRU	510418.09N 0002202.82E	T421		
BLACA	545300.00N 0050931.92W	P600, P620	IAD	FRA (A): EIDW FRA (D): EGPF, EGPG EGPH STARs - EGPF STARs - EGPK STARs
BLIXY	513730.25N 0015831.54E	Q63		
BODSO	530308.25N 0020540.71E	L17, L989, Y70		
BOFUM	533213.98N 0053000.00W	Q37		EGGP STARs
BOGNA	504207.00N 0001505.57W	L612, UL612		EGKK SIDs
BOLBI	532759.75N 0014845.07W	L60, N601, UN601		
BOLRO	500000.00N 0014129.43W	P83, P87, UP83, UP87		
BOMBO	515944.29N 0002346.85W			En-route Hold - EGLC STARs - EGGW STARs - EGSS STARs - EGMC STARs - EGKB STARs
BONBY	575330N 0042036W	N560	IAD	FRA (AD): EGPA En-route Hold
BOXHE	500929.33N 0033829.69W		I	
BOYNE	534601.59N 0053000.00W	Y911		
BRAIN	514839.91N 0003906.00E	M197, P44, Q295		EGLC STARs - EGMC STARs - EGKB STARs
BRASO	514106.57N 0004100.03E	L980		EGLL STARs
BRIPO	504227.47N 0024500.00W	L620		
BRUCE	561411.05N 0055028.09W	L602, Y958	IAD	FRA (A): EGPF, EGPG, EGPH, EGPK, EGPL FRA (D): EGPF, EGPG, EGPL, EGPH
BRUMI	522237.21N 0020019.14W	L151, N92		EGBB SIDs
BUCFA	513013.22N 0020941.09W	L607		
BUCGO	514606.08N 0023637.20W	L9, N92	D	FRA (D): EGLL
BUDON	574206.85N 0003343.38W	P600	ID	FRA (D): EGPD
BUDXE	502818.29N 0031744.21W	L149, N862		
BUGUP	515237.17N 0013659.89W	L8, Y322		EGHH STARs - EGHI STARs
BUKUT	524530.21N 0024801.68E	L603, N866, P7		
BURNI	534337.76N 0023103.86W			EGCC STARs
BUSTA	520534.45N 0000403.92E			EGGW STARs - EGSS STARs
BUZAD	515632.08N 0003308.21W	L10, Q75, T420		EGBB STARs - EGSS SIDs
CALDA	534627.00N 0023838.38W	L612, UL612		EGGP STARs
CANZI	510121.30N 0065812.04W	L38	IA	FRA (A): EICK
CARWI	512505.88N 0031744.16W	N864, N91	I	
CASEL	534952.13N 0041056.75W	L10		
CAWZE	512227.35N 0015920.05W	N21, P2	IA	FRA (A): EGGW, EGLC, EGSS
CESQA	513940.99N 0013711.97W		EX	
CHASE	523647.51N 0015501.92W			EGBB STARs
CHINN	575751.00N 0041117.14W	N560		
CLYDE	555748.43N 0044731.51W	L602	I	EGPF SIDs/STARs
COCCU	521604.34N 0000322.02W			EGGW STARs
CONHA	524226.44N 0024659.26W	P17		
CONKO	513648.00N 0020310.18W	L18, Q63		EGFF STARs
COWLY	513657.58N 0010353.72W	L612, Q41, Q70, T71, UL612, UT71		EGBB SIDs
CREWE	524906.85N 0021826.90W			EGBB STARs - EGNX STARs
CROFT	533736.89N 0023219.85W	L612, P16, UL612, UP16, Y70		EGBB STARs - EGNX STARs - EGGP STARs

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

Name-code designator	Coordinates	ATS route or other route	FRA Relevance	Remarks/ Usage
1	2	3	4	5
CUTEL	555308.89N 0022227.68E		I	
DAGGA	514919.37N 0004739.00E	M604, M85, P44		EGKK SIDs
DANDI	534103.71N 0035658.08W	L28, Q39, UL28		
DANWO	514722.81N 0014105.77W		X	
DAUNT	552508.18N 0045246.93W	Z246		EGPK SIDs
DAVAZ	515258.69N 0052553.59W		I	
DAVOT	572041.57N 0040528.57W	N560		
DAWLY	503427.31N 0032750.23W	L149, L620, N17, N864, N92	IAD	FRA (A): EGHQ FRA (D): EGHQ, EGHH, EGHI EGGD STARs - EGFF STARs
DAYNE	531419.12N 0020145.26W			EGCC STARs
DEGGE	513740.40N 0010009.12W	N27		
DEGOS	541121.19N 0065422.89W		AD	FRA (A): EGAA, EGAC FRA (D): EGAA, EGAC, EGEC Shannon FIR
DEJEM	534629.25N 0043636.41W		E	
DELBO	515236.92N 0011624.01W			En-route Hold - EGKK STARs
DENBY	533112.53N 0015740.39W	L975, N57, UL975		
DENOG	572553.37N 0014515.83W		I	
DESIG	533138.13N 0015333.70W	L603, L70, L975, UL70, UL975		EGBB STARs - EGNX STARs - EGGP STARs - EGCC SIDs/STARs
DESNA	503700.00N 0004700.31W	M185, UM185		
DEVAL	505125.35N 0012800.00E	N57		
DEVBI	604254.32N 0084610.49W		I	
DEXEN	531649N 0053000W	UY124, Y124		
DIBAL	524749.98N 0023000.00E	L603		
DIDZA	513627.71N 0012343.46W	L9, N14, N84, P86, T421		
DIGBI	551105.57N 0010301.45W	P15, UP17		
DIGMA	533859.86N 0033723.50W	M146, Z196		
DIGSU	520126N 0003805E	N866, P144, P5, UM185		
DIGUT	513901.29N 0011759.47W	N859, UN859		
DIKVU	511746.89N 0001901.84E	L9, UL9		
DIMLI	545647.47N 0063654.74W		I	
DINIM	510000N 0150000W			SOTA. See also AIP Ireland
DIPSO	530312.62N 0012038.61W			EGNX STARs
DIQSE	514800.46N 0051552.78W		I	
DISIT	520610.84N 0014240.91W	L151		EGKK STARs
DISVO	503931.38N 0010257.16W	L982		EGKK STARs
DITOB	521701.15N 0014927.08E	P25		EGGW STARs - EGSS STARs
DIXIB	511412.22N 0005053.53W			EGLF STARs
DIZIM	520223.59N 0031107.44W	N864, P69	I	EGGD STARs - EGFF STARs
DIZZE	535042.74N 0023232.91W			EGCC STARs
DOBEM	515210.52N 0025545.33W	N14		EGGD STARs - EGFF STARs
DOGAL	540000N 0150000W			NOTA. See also AIP Ireland
DOKEN	554054.59N 0020656.05E		I	
DOLAS	525842.96N 0010003.43E	L603, L90, M16, N110		
DOLOP	531250.90N 0033750.73W	UY124, Y124		EGBB STARs - EGNX STARs
DOLUR	492903.89N 0050326.07W		EX	FRA (E): EVEN FL FRA (X): ODD FL
DOMUT	501542.57N 0014008.65W	L980		En-route Hold - EGKK STARs - EGLL STARs - EGKB STARs - EGLC STARs - EGMC STARs
DONAX	532911.34N 0035740.24W	Q37		EGGP STARs
DONIB	554309.46N 0074144.04W	N562	IAD	FRA (AD): EGPI, EGEC

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

Name-code designator	Coordinates	ATS route or other route	FRA Relevance	Remarks/ Usage
1	2	3	4	5
DONNA	514200.38N 0004437.04W			EGLL STARs
DOPEK	532303.95N 0005531.64W	L60		EGNM SIDs
DORKI	511633N 0001552W			EGLL STARs
DOSUN	600702.50N 0062338.51W		I	
DRAKE	501234N 0000434W	L151, N859, UM189, UY47, Y47		
DUCNO	515824.34N 0021851.65W	N92		
DUFFY	543053.42N 0055138.80W	L10, L15	ID	FRA (D): EGAE
EBOTO	522133.30N 0004139.63W	N601, P155, UN601		
ECCIT	520747.90N 0053843.73W	N18	I	
EDCOX	521259.68N 0002419.92W			EGGW STARs
EDFAR	522035.66N 0024652.02W	P17		
EDONU	561736N 0033341W	P600		
EDUXO	532424N 0011301W	L603		
EFMIH	523406.42N 0015353.84E	M604		
EGRUF	514327.72N 0034042.18W	Q63		
EKLAD	531513.70N 0024928.85W	UY53, Y53, Z197		EGCC SIDs
EKNIV	512425.62N 0003731.08E	M87, M91		
ELBOB	544358.15N 0074438.09W		AD	FRA (AD): EGAA, EGAC Scottish/Shannon FIR boundary fix. Inbound/ outbound fix for EIDL
ELBUS	552943.28N 0040435.87W	L612, UL612	X	FRA (X): ODD FL
ELDAX	502918.36N 0003930.42E	M8, N20, UM8		EGKK STARs - EGHI STARs - EGHH STARs - EGLF STARs
ELDER	503948.10N 0012013.93W	P83, UP83		EGKK STARs
ELEZE	524419.98N 0015600.48W			EGBB STARs
ELKOG	602647.63N 0093000.00W		I	Oceanic Landfall Fix for Reduced Lateral (RLAT) Boundary Points
ELLIQ	525706.48N 0030030.80W	N42		
ELMUD	550656N 0014024W	P18, UP18		
ELNAB	532211N 0011251E	P5		
ELNIF	515119.24N 0024921.61W	N14, P17	I	
ELNOD	532826N 0013524W	L603		
ELREW	520750.16N 0030638.15W			EGGD STARs - EGFF STARs
ELRIP	503744.67N 0025923.73W	N17	I	
ELSAN	564219.29N 0034357.58E		I	
ELSOF	512631.49N 0012846.13W	L607		
ELSOX	510000N 0140000W			SOTA landfall point. See also AIP Ireland
ELVOS	524201N 0011825W	T420		EGGP STARs - EGCC STARs
ELWIS	514547.16N 0023149.08W	L9		
← EMBOR	525748.00N 0011745.25W	N601, Q4, UN601		
EMGAT	550947.37N 0044511.90W	UN57	X	FRA (X): ODD FL
EMJEE	520354.62N 0015841.73W		X	
EMKAD	511449.88N 0004233.94E	L9, M91, UL9		
EMKUK	515837.47N 0012114.72W	L612, UL612, Y321		
EMLON	531220.44N 0023000.00E	L602, M79		
EMPER	490000N 0090000W			SOTA. See also AIP Ireland
EMWIP	500319.72N 0031908.98W	L22, P16	I	
ENCOD	531959.32N 0002423.92W	L60		
ENDEQ	532644.38N 0053000.00W	Q36		
ENHAQ	512422.69N 0014313.40W	M197	EX	
ENHEL	501354.15N 0031523.42W	N862, N90		
ENIPI	550110.78N 0031510.23W			EGPF STARs - EGPK STARs
ENJEX	520321.06N 0060227.78W	N83, P70	I	FRA (I): Shannon FIR

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

Name-code designator	Coordinates	ATS route or other route	FRA Relevance	Remarks/ Usage
1	2	3	4	5
ENUKU	561400N 0033819W	P600		
ENZEN	525839.07N 0031157.12E	L60		
EPACE	511420.88N 0033111.46W	N91, P16	IAD	FRA (A): EGBB, EGVN, EGVA, EGTK, EGBP FRA (D): EGHQ
EPCAN	565532N 0020659W	P18	I	
EPLEF	495531.78N 0030044.62W	N90		
EPOXI	531958.70N 0032717.71W	L15, Q36		
EPUNA	503000N 0140000W			SOTA landfall point. See also AIP Ireland
ERAKA	580000N 0100000W		EX	Shanwick OCA
ERDOG	592003.14N 0012503.64W	Y905		
ERDUV	535234.66N 0041008.23W	M146, Z198		
ERGAB	540922N 0022312W	N601, UN601		
ERGUM	500725.13N 0014449.66W	L982		
ERING	513526.45N 0013643.00E	L179, Q63		
ERKEX	505240.62N 0011936.96E			EGKB STARs - EGLC STARs - EGMC STARs
ERKIT	540148.85N 0004948.85W	L602, N110		
ERLOT	551714.26N 0003505.84W	M982, P15		
ERNAN	541643.90N 0072333.97W		I	FRA (I) Shannon FIR
ERSON	562747.58N 0041823.67W	N560	ID	FRA (D): EGPE, EGPH, EGPK
ESHIN	533437.20N 0001813.05W	L46, N110		
ESKDO	551756.00N 0031215.26W	N601, UN601		EGPH STARs
ESTRY	533952.07N 0031542.28W			Traffic routing from/to EGNO/EGNH via WAL/PENIL.
ETARI	553000N 0150000W			NOTA. See also AIP Ireland
ETIGA	540239.17N 0044726.67W	Q39	ID	FRA (D): EGAA, EGAC
ETILO	573000.00N 0100000.00W		EX	Shanwick OCA
ETNAH	514126.45N 0031423.74W	N864, Q63	D	FRA (D): EGTE, EGVN, EGVA, EGBP
ETSOM	575331.02N 0093000.00W		I	Oceanic Landfall Fix
ETVAX	505806.99N 0003556.27E	T420		EGLL STARs
EVATA	510821.29N 0004557.52W			EGLF STARs
EVBEV	574709.60N 0074041.24W		I	
EVCOR	505614.13N 0070651.86W	N160	IA	FRA (A): EICK
EVEXU	504115.78N 0003440.86W	N20, N859		EGLC STARs - EGKB STARs - EGMC STARs - EGHI STARs - EGHH STARs - EGLF STARs
EVKAL	531546.99N 0002637.21W	L603		
EVMEK	514740.93N 0011217.66E	M84		
EVNAL	572430.67N 0093000.00W		I	Oceanic Landfall point
EVNAS	514004.25N 0002638.37E	L980		
EVRIN	514656.45N 0063347.61W		I	FRA (I): Shannon FIR
EVSEM	514350.05N 0012745.14W			EGHH STARs - EGHI STARs
EVSON	532127N 0013949W	M868, UM868		
EVTAR	552751.18N 0001521.15W	N96	EX	FRA (X): ODD FL
EVTES	510454.66N 0011257.07W	N514, N621		
EVTOL	521101.34N 0053114.02W	N12, N546	IA	FRA (A): EIDW
EXARO	510003.26N 0012249.54W	N514, Y321		
EXBUM	514829.61N 0031433.78W	P69		
EXFOB	502700.00N 0005500.00E			
EXKIC	504453.02N 0033654.36W	P16		
EXMOR	511042.76N 0032135.11W	N40, N92		EGGD SIDs/STARs - EGFF SIDs/STARs
FACTU	522102.96N 0021713.23W	P155	X	
FADZU	515256.10N 0035854.33W	L9	I	
FANFE	514620.78N 0035248.88W			EGGD STARs - EGFF STARs
FARJO	505616.27N 0033442.70W	P16		EGGD STARs - EGFF STARs
FEBWI	515327.13N 0031320.42W	P69		
FELCA	514930.86N 0033219.61W	L9, P4	ID	FRA (D): EGBJ
FENIK	554254.65N 0041730.91W	L612, P600	ID	FRA (D): EGPN, EGPT, EGQL

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ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

Name-code designator	Coordinates	ATS route or other route	FRA Relevance	Remarks/ Usage
1	2	3	4	5
FERIT	513759.23N 0003221.20E	L179, M14		
FIFAH	515248.51N 0041534.00W			EGGD STARs - EGFF STARs
FIGZI	515734.77N 0023613.57W	L180, N91		EGBB STARs
FIMCA	501648.49N 0033000.82W	N22, P16	D	FRA (D): EGJJ, EGJB
FINDO	562209.05N 0032748.80W	P600	IAD	FRA (A): EGPD, EGPE, EGQS FRA (D): EGPE, EGQS
FINMA	515947.21N 0010313.34W	L15, M605, UM605		EGGW STARs - EGSS STARs
FITBO	521308.55N 0022412.55W	Y125		EGLL STARs
FIZED	533444.87N 0003917.40W	UL975		EGBB STARs - EGCC STARs - EGGP STARs - EGNX STARs
FONZU	504921.60N 0035358.82W		I	
FORTY	575700.26N 0003544.60E		I	
FOXLA	520157.13N 0041236.58W		I	
FOYLE	560834.13N 0042256.41W	N560	IA	FRA (A): EGPE EGPF SIDs/STARs
FRANE	512306.00N 0003739.40E	M604		EGKK SIDs
FYNER	560256.12N 0050655.19W	L602	IAD	FRA (A): EGPN, EGPT, EGQL FRA (D): EGPK EGPF STARs
GAJIT	512040.02N 0020000.00W		I	
GANKI	564548N 0025808W	P600		
GAPLI	500000N 0080000W		I	FRA (I): Shannon FIR SOTA UIR Boundary
GARMI	500000.00N 0012249.59W	N867, UN867		
GARVA	574118.00N 0042941.35W	Y906		En-route Hold
GASBA	515010.40N 0004852.85E	M189, M197, M604		
GASGU	511223.99N 0005736.02W	N514, N866		EGLL SIDs
GASKO	541328.97N 0015721.30W	P16, P18, UP18, UY250, Y250		EGCC STARs - EGGP STARs
GAVEL	592300.00N 0012421.67W	Y905		En-Route Hold
GELPO	483839.06N 0093009.45W	T290		
GETNO	535547.97N 0032947.06W	L46	E	
GIBSO	504459.08N 0023107.33W	L620, N16	EX	EGGW STARs - EGSS STARs - EGKB STARs - EGLC STARs
GIBSU	564547.28N 0031610.15E		I	
GIFJE	512941.00N 0020000.00E			
GIGTO	533801.06N 0040550.62W	L15, L70, M144, Q38, Q4, UL70, UQ4		EGCC STARs - EGNX STARs
GIGUL	543626.27N 0031009.89E	N44, P1		
GILDA	513605.68N 0003501.04E	L610, L620, M14		
GILTI	513413.01N 0020318.17E	L179		
GINGA	565530.15N 0093000.00W		I	Oceanic Landfall Fix
GINIS	532738.95N 0045128.61W	L975, UL975		
GIPER	510000N 0120000W			SOTA. See also AIP Ireland
GIPLO	533131N 0004723W	Y70		EGGP STARs
GIRLI	544240.51N 0014811.49W	P18, UP18		EGNT SIDs
GIRVA	551107.99N 0045346.67W	P600		EGPH STARs - EGPF STARs
GISOK	513008.62N 0050727.62W		I	
GITUS	502000.14N 0054159.89W		I	
GIVEM	552753.52N 0001452.78E	M90, P15, P58	EXD	FRA (X): ODD FL No connection to P15 from FRA FRA (D): EGNT, EGNV, EGPH, EGPG
GIVPO	531709.77N 0025209.02E	M604		
GIVUN	504358.45N 0004803.14W			EGHH STARs - EGHI STARs
GLESK	565400.00N 0024745.28W	P600	I	

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

Name-code designator	Coordinates	ATS route or other route	FRA Relevance	Remarks/ Usage
1	2	3	4	5
GOBNU	512052.92N 0010625.12W	P73		EGLF STARs
GODLU	510958.44N 0011704.26E			EGKB STARs - EGLC STARs - EGMC STARs
GODOS	531456.55N 0032546.79E	M981, P1		
GODPA	525900N 0031001W	N864, UN864		
GOGSI	511727.16N 0010002.31W	N621		EGLL SIDs
GOKTU	501504.87N 0012244.57W	P88, UP88		
GOLES	533629.08N 0010500.37W	L975, UL975, Y70		EGCC STARs - EGBB STARs - EGNX STARs - EGGP STARs
GOLVO	542440.69N 0033507.52E	L7		
GOMOT	555509.60N 0003239.12W		IAD	FRA (AD): EGPN, EGPT, EGQL, EGNT, EGNV
GOMUP	570000N 0100000W		EX	Shanwick OCA
GONAN	450000N 0140000W	T16		
GOREV	560312N 0050000E		IEX	FRA (I): ABV FL 285 FRA (EX): BLW FL 285 Copenhagen FIR
GOSAM	554719.18N 0041202.10W	P600	IAD	FRA (AD): EGEC EGPH SID
GOTGO	552506.55N 0020850.44E	P5	EX	FRA (X): EVEN FL
GOTNA	543541.43N 0053552.85W	P600	IAD	FRA (A): EGPF, EGPG, EGPH, EGPK FRA (D): EIDW
GOXUL	512132.02N 0001033.49W	L9, UL9		
GRICE	561148.00N 0034107.79W	N601, P600	I	EGPH SIDs/STARs - EGPF STARs
GROVE	522337.76N 0015543.72W			EGBB STARs
GUBJE	520227.50N 0053242.80W	N18, N24, N83	I	
GUNPA	610000N 0000000E			UIR Boundary
GUNSO	490310N 0114606W			SOTA. See also AIP Ireland
GUNTU	533537.40N 0030953.64W	L70, N864, UL70, UN864, Z196		
GUSSI	571246.93N 0040726.86W	N560		En-route Hold
HABCI	511401.12N 0001644.96E	L722, P2		
HALIF	534406.31N 0013450.10W	L46, L613, UN590		
HANKY	510645.98N 0010751.00W			EGHH STARs - EGHI STARs - EGLF STARs
HARDY	502815.75N 0002928.04E	M605, UM605		EGKK SIDs
HASTY	504342.46N 0003200.37E	M189		
HAVEN	552740.00N 0025946.67W	Y96, Z250	ED	FRA (D): EGPF, EGPK EGPH STARs - EGPF STARs
HAWFA	513208.71N 0023812.55W	L607, P4	A	FRA (A): EGHI, EGLF, EGMC, EGLK, EGTF, EGVO, EGHL, EGTD EGGD SIDs
HAWKE	502226.57N 0000524.77E	L612, M189, UL612, UM189		
HAZEL	510019.03N 0005904.06W	L620, L89		EGLL STARs - EGLF SIDs
HEKXA	513103.61N 0012026.55W	N14, Q63		
HEMEL	514820.00N 0002509.78W	L610, M184, Q3, T420, UM184		EGBB STARs - EGNX STARs
HERON	552035.29N 0050000.00W	N562, Z246, Z247		
HILLY	512006.04N 0001437.38E			EGLL STARs
HOLLY	505312.18N 0000542.23W			EGKK STARs
HOTXI	511506.35N 0020000.00W		X	
IBGON	510047.24N 0004758.48W			EGLF STARs
IBNID	503143.71N 0014708.46W	M195		
IBOLU	562310N 0030803W	N864	ID	FRA (D): EGPD
IBRAR	533154.28N 0034110.87W			EGCC STARs
IBROD	563000N 0100000W		IAD	FRA (I): NOTA FRA (AD): EGPU NOTA UIR Boundary

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

Name-code designator	Coordinates	ATS route or other route	FRA Relevance	Remarks/ Usage
1	2	3	4	5
IBTES	542625.20N 0050315.12W	M148		
ICCIN	513936.80N 0024458.74W	N92, Q63		
ICOSA	513748.09N 0035210.14W		I	
ICTAM	513137.37N 0010948.12W	L179, L722, M197, N27, Q295, Q63, T421		EGGD STARs - EGFF STARs
IDDEC	542803.59N 0000324.39E			
IDESI	515351.74N 0015308.08E	M40, P49, P7, Y6		EGGW STARs - EGSS STARs
IDEXA	532814N 0050951W	L975, UL975		
IDGAS	541422.81N 0043329.47W	M148		
IDITU	513224.79N 0005837.35E	Q63		
IDKOL	540543N 0015945W	P18, UP18		
IJALA	511658.25N 0062553.43W		I	
ILLOC	515517.20N 0001056.60E			EGGW STARs
ILZIC	503518.71N 0033844.20W	P16		
IMVUR	511028.90N 0003156.40W	N63		EGKK SIDs
INBAS	564200.00N 0041459.11W	N560	IA	FRA (A): EGPK
INBOB	553624.86N 0050000.00E		IX	FRA (I): ABV FL 285 FRA (X): BLW FL 285 Copenhagen FIR
INDOX	511839.55N 0010114.04W			EGLF STARs
INFEC	513237.73N 0041130.99W		I	
INFUS	515725.85N 0031221.35W	P69		
INGUR	514241.67N 0025136.75W			EGGD STARs
INKEK	503853N 0003209W	N859		
INKOB	535216.19N 0042414.43W	Q39	X	FRA (X): ODD FL
INLIM	515422.98N 0011912.90E			EGKB STARs - EGLC STARs
INNUF	590705.41N 0080234.75W		IAD	FRA (AD): EGPO
INPIP	545235.54N 0025346.10W	N601, UN601		
INPUT	551818.30N 0043905.37E			
INREV	550857.44N 0030539.46W	N601, UN601		
INVON	552702.19N 0021835.87W	N110	EX	FRA (X): ODD FL
IPDOR	552239N 0031545W	N601, UN601		
IPKUS	513152.43N 0002318.58E	M40, Q63		
IPNOX	541340N 0024222W	N57, UN57		
IPRIL	514028.81N 0001335.35W	M197, P72		
IPSAD	552145N 0024114W	Y96		
IPSET	543105.63N 0052708.92W	M146, P6		
IPSIR	540454N 0015657W	P17, UP17		
IRKUM	525947.90N 0052239.45W	L18		
IRKUN	505516N 0012800E	M91		
ITSUX	560259.94N 0033000.00E		I	
ITVIP	511713.75N 0010312.30E	L10, M85, Q70		
IVLOD	530746N 0030919W	N864, UN864		
IXURA	520405N 0012540W	L612, UL612		
IZLAW	510325.45N 0032251.31W			EGGD STARs - EGFF STARs
JACKO	514408.65N 0012536.00E	L980, M189		EGKB STARs - EGLC STARs - EGMC STARS
JETZI	513027.09N 0035211.94W		I	
JOZMA	503738.14N 0035635.42W		I	
JUMZI	521943.58N 0002430.31W			EGGW STARs
KAMJU	523450.15N 0023150.54W		X	
KAPEX	504029.70N 0015059.80W	N621		
KARNO	525339.55N 0025354.05W	N58, N862	E	
KATHY	503113.59N 0012000.23W	L89, L980, P83, UP83		En-route Hold - EGKK STARs - EGLF STARs
KEGUN	531132.90N 0030901.35W			EGGP STARs
KELLY	535419.47N 0042150.52W	L10	EX	FRA (X): ODD FL

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

Name-code designator	Coordinates	ATS route or other route	FRA Relevance	Remarks/ Usage
1	2	3	4	5
KEMPY	520738.51N 0003845.57E			EGSS STARs
KENET	513113.63N 0012718.00W			EGHH STARs - EGHI STARs - EGKB STARs - EGKK SIDs
KEPAD	524835.41N 0022844.28W	L15, L151		
KESEG	600058N 0060056W		IAD	FRA (AD): EGPA
KESIX	565700N 0140000W			NOTA landfall point. See also AIP Ireland
KIDLI	514617.00N 0012140.87W	L151, N859, UN859		EGHH STARs - EGKK STARs - EGHI STARs
KIPWI	520757.35N 0031041.87W	N864		
KISWO	523727.16N 0030824.49W	N864	ID	FRA (D): EGFF, EGGD, EGVN, EGBJ, EGBP
KITFE	514407.29N 0020715.54W	L9		
KLAKI	502216.59N 0030754.14W	L149, N40	IA	FRA (I): ODD FL FRA (A): EGJJ, EGJB
KLONN	582324.44N 0024944.12E		I	FRA (I): Polaris FIR
KOBBI	514113.77N 0000918.34W	M185, M197, UM185		
KOGAD	493000N 0150000W			SOTA. See also AIP Ireland
KOKAL	585734.82N 0025338.21W	N560	IAD	FRA (AD): EGPB, EGQS
KOKIB	543000N 0140000W			NOTA landfall point. See also AIP Ireland
KOLID	533425.70N 0024520.23W	L70, UL70, UP6, Y70		
KONAN	510750.75N 0020000.00E	L607, L9, M84, UL9		EGKB STARs - EGLC STARs - EGKK STARs
KOPUL	513231.76N 0010813.84E	L610, Q60, Q63		
KORXA	514214.41N 0044718.68W		I	
KOTEM	500000.00N 0010313.83W	M184, UM184		
KRAGY	520710.73N 0045655.16W		I	
KUBAX	525633.93N 0025713.20E	N866, Z150		
KUGUR	553000N 0100000W		I	FRA (I): NOTA NOTA UIR Boundary
KUKIS	514156.23N 0030436.53W			EGFF STARs
KUMIL	503431.39N 0013638.81W			EGKK STARs - EGLL STARs
KUNAV	503054N 0010356E	N20, T421, Y8		EGKK STARs
KUVOX	580458.86N 0073623.54W		IAD	FRA (AD): EGPO
KUXEM	531511.07N 0024046.76W	P17, UP17		EGCC SIDs
LAGAV	565335.12N 0041210.37W	N560	IAD	FRA (A): EGPH FRA (D): EGPF, EGPG
LAKEY	541420.00N 0025852.38W	L612, UL612		EGCC STARs - EGGP STARs
LAMIX	531828.66N 0004055.52W	L603, UT29		EGNM SIDs
LAMMA	555130.00N 0024603.39W		I	
LAMRO	570151.49N 0033309.09E		I	
LAMSO	524358.43N 0025939.68E	L603		
LANAK	554200.87N 0035618.64W			EGPF STARs
LANON	522551.90N 0042220.94W	L18	IA	FRA (A): EIDW, EIWT, EIME
LANPI	521115.07N 0052329.75W	Q63	I	
LANVA	534347.86N 0042637.51W	M145		
LAPRA	520707.18N 0011236.45E	M604, P25, P49		En-route Hold - EGGW STARs - EGSS STARs
LARCK	505441.83N 0002647.93E			EGKK STARs
LARDI	533616.09N 0033057.16E	L74, N866, P43		
LARGA	545149.54N 0040911.97E	M604, P144	E	
LARLA	492241.13N 0070715.22W			
LASNO	483554N 0090000W	T9		SOTA. See also AIP Ireland
LATMU	531525N 0020522E	P144, P48		
LAVRI	511549N 0003449E	UL9		
LAWJO	501645.92N 0021943.34W	N866		
LEDGO	511423.78N 0073404.65W	L37, N160	I	FRA (I): Shannon FIR
LEGRO	531934.86N 0013045.89E	L602		

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

Name-code designator	Coordinates	ATS route or other route	FRA Relevance	Remarks/ Usage
1	2	3	4	5
LEKCI	513440.46N 0025314.66W	L180, P4		EGFF SIDs
LELDO	534259.53N 0040507.00W	L28, M145, UL28, Z196		
LELNA	495856.80N 0020623.42W	N621, N63, Z171		EGJB STARs - EGJJ STARs
LEMGU	522421.56N 0052236.38W	M17	A	FRA (A): EIDW, EIME, EIWT
LESLU	510000N 0080000W		I	FRA (I): Shannon FIR SOTA UIR Boundary
LESNI	573233.14N 0011622.40W	P600	IAD	FRA (AD): EGQS
LESRA	552307.98N 0050000.00E		IEX	FRA (I): ABV FL 285 FRA (EX): BLW FL 285 Copenhagen FIR
LESTA	524427.09N 0010419.42W	N601, P6, UN601, UP6, UY250, Y250		EGGP STARs - EGCC STARs
LIBBA	554326.21N 0034443.21W			EGPF STARs
LIBSO	533129.33N 0000536.32E	L46, L90, UL975, UT29		EGCC STARs - EGBB STARs - EGNX STARs - EGGP STARs
LIFFY	532848.28N 0053000.00W	L975, UL975		
LIFOX	495220.46N 0031022.75W	P16		
LIMKA	543026.50N 0051311.22W	M148		
LINDY	512814.12N 0010257.19W	L151, UL9		
LIPGO	530350.13N 0053000.00W	L18	I	FRA (I): Shannon FIR
LISBO	543130.00N 0060524.10W	L603		
LISTO	530835.93N 0021156.54W	L612, P18, Q4, UL612, UQ4, UY124, Y124, Z197		EGLC STARs - EGGW STARs - EGSS STARs - EGCC SIDs - EGMC STARs - EGKB STARs
LIVSU	514148.74N 0005057.72E	L980		
LIZAD	493525.24N 0041948.55W		EX	FRA (X): ODD FL EGJJ SIDs
LOFFO	515012.00N 0003556.37E			EGGW STARs - EGSS STARs
LOGAN	514451.32N 0013642.58E	L608, L980, P7		En-route Hold - EGLC STARs - EGGW STARs - EGSS STARs - EGKB STARs - EGMC STARs
LOMON	560345.57N 0043447.86W			EGPF SID
LOMVO	531615.87N 0051045.82W	UY124, Y124		
LONAM	535022.32N 0035633.03E	L7, M90, N610, P43		
LOREL	520050.20N 0000309.52W			EGGW STARs - EGSS STARs
LORKU	495618.10N 0022215.64W	M195, N866		
LORTA	553145.72N 0035630.83W	UN590	E	
LOVEL	531506.00N 0021627.98W	L612, UL612		
LUCCO	552048.54N 0043341.11W	Z248, Z250		EGPK SIDs
LUCSA	523706.60N 0025656.18W	N862	A	FRA (A): EGFF, EGGD
LUFMA	510448.01N 0031438.16W	N40		
LUGIS	500000.00N 0005220.10W	M185, UM185		
LULOX	502200N 0080000W		I	FRA (I): Shannon FIR SOTA UIR Boundary
LUSEN	603000.00N 0100000.00W		EX	Shanwick OCA NOT AVAILABLE FOR FLIGHT PLANNING
LUSIV	554001.54N 0041440.50W	L612	I	EGPF SIDs
LUSOD	535622.70N 0041926.37W	M146	E	
LUTIP	531521.89N 0044415.59W	UY124, Y124		
LUTOV	551421.66N 0100000.00W		IAD	FRA (I): NOTA FRA (AD): EGAE NOTA UIR Boundary
LUXIV	510510.63N 0004657.06W			EGLF STARs
LUXTO	520830.66N 0020338.38W	N92, N93	X	
LYNAS	532633.02N 0042000.00W	L975, UL975		
MADAD	555447.35N 0014402.48W	P18	IA	FRA (A): EGPD

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

Name-code designator	Coordinates	ATS route or other route	FRA Relevance	Remarks/ Usage
1	2	3	4	5
MAGEE	544729.53N 0053630.02W	M147, M148	I	
MAKUX	535829.90N 0045227.89W	L15, Q38	IAD	FRA (A): EGBB FRA (D): EGAA, EGAC (RNAV 1 FL 285- / RNAV 5) EGBB STARs - EGNX STARs
MALUD	532448.17N 0033630.30W	L15, L975, Q37, Q38, UL975, Z195		EGGP STARs - EGCC STARs - EGBB STARs - EGNX STARs
MAMUL	532505.20N 0011648.45W	L60, L603, L613, UY250, Y250		
MANGO	514133.88N 0004725.58E	L620, L980		
MANIG	494707.01N 0031533.72W		X	FRA (X): ODD FL
MARUK	501446.56N 0020420.41W	M195, N621		
MASOP	540921.02N 0042115.26W	M148, Z198	IA	FRA (A): EGAA, EGAC (RNAV 5)
MATCH	514645.20N 0001500.00E	P144, Q295		EGGW SIDs
MATIK	610000N 0080400W		EX	Reykjavik OCA
MATUT	541017.23N 0043821.89W	M147		
MAVET	540257N 0033104W		X	FRA (X): ODD FL NTFSR Fix
MAXIT	511459.08N 0003342.83W	Y803		EGLL SIDs
MAYLA	513740.76N 0004311.80E			EGMC STARs
MEDOG	515701.32N 0033257.83W		I	
MEGEL	522057.94N 0020425.20E	P25, Z150		EGGW STARs - EGSS STARs
MEZRE	500200.00N 0001200.00W			
MIDJO	524754.42N 0024827.24W	N42, P17	X	
MIMFO	511358.23N 0002930.43E	Y312		EGKK SIDs
MIMKU	560000N 0100000W	N562	I	FRA (I): NOTA NOTA UIR Boundary
MIMVA	530603.21N 0031812.63E	L602		
MIPVO	521329N 0013609E	P25		
MIRSI	533216.69N 0024242.16W			EGCC STARs
MITSO	533906.86N 0005337.75W	L46		
MIVLA	504630.00N 0011558.02W			EGHH STARs - EGHI STARs
MOCHA	593255.50N 0012159.47W	Y905	I	
MOCQO	522748.08N 0032037.20W	P16	A	FRA (A): EGGP, EGNR, EGCC, EGNM, EGNH, EGNO
MODGO	602642.86N 0073955.20W		I	
MODMI	511400.99N 0002909.99W	M185, UM185		EGLL SIDs
MOFWE	524839.37N 0031323.42W	P16		
MOGLI	521830.00N 0001608.63W	L613, Q3, UP6		
MOGLO	553000N 0140000W			NOTA landfall point. See also AIP Ireland
MOGMO	532443N 0011251W	L60		
MOGTA	531008N 0023810W	UY124, UY53, Y124, Y53		
MOKBU	511610.10N 0012913.78E	Q70		
MOLAK	543648.90N 0093022.73W		I	FRA (I) Shannon FIR
MOLIX	524919.21N 0030407.22E	L17		
MONAV	582306.02N 0013811.02W	Y905	IAD	FRA (AD): EGPD, EGQS
MONTY	525334.00N 0031026.44W	N864, P16, UN864, UP16	X	FRA (X): EVEN FL EGCC SIDs/STARs
MOPAT	512955.20N 0070537.23W		I	FRA (I): Shannon FIR
MORAG	524510N 0053000W		I	FRA (I): Shannon FIR
MOREZ	511233.91N 0002948.60W			EGGW STARs
MOSUN	515337.69N 0022610.09W			Tactical Way Point only for use by flights arriving and departing EGBB via the adjacent ATS Route structure.
MOTOX	505727.52N 0012800.00E	L15		
MOVEN	520342.81N 0014846.72W			EGHH STAR - EGHI STAR

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

Name-code designator	Coordinates	ATS route or other route	FRA Relevance	Remarks/ Usage
1	2	3	4	5
MUCTE	521031.13N 0011225.43E			EGGW STARs
MULYM	514917.14N 0024657.01W	N91		
NAKID	494254.09N 0043722.57W		I	
NALAN	610000N 0060000W		EX	Reykjavik OCA Scottish/Reykjavik UIR Boundary Fix.
NALAX	532859.89N 0002405.94E	L46, L602		
NANEV	573428.67N 0022713.91W	Y904		
NANTI	530814.54N 0023400.51W	L8, UL8, UY53, Y53		EGGP SIDs/STARs
NANUM	520134.97N 0013747.00W	L151, L8		Oxford Airways departure joining CAS at KENET
NAPEX	531222.64N 0005139.78W	M16		
NATEB	550218.41N 0014154.13W	M79, M981, N610, N97, P15, P18, UP16, UP18, Y96		
NATKO	532711.99N 0043806.92W	L975, UL975		
NAVEL	553513.43N 0005030.70E		I	
NAVPI	523249.58N 0025025.80E			
NAVSO	551322.02N 0034848.63W	L612, UL612		
NAXAT	514721N 0015756W			EGVN Departures for L9
NAXIL	565724N 0024326W	P600		
NEDEX	515237.17N 0012819.67W	L151		EGHH STARs - EGHI STARs
NEDUL	503958.00N 0013251.86W	N17, Q41, Z171		EGHH STARs - EGHI STARs - EGKK STARs
NELBO	542924.15N 0051810.39W	P6, P620	IAD	FRA (A): EGAB, EGAE FRA (D): EGPK
NELKO	504214.18N 0005717.79W	M184, UM184		EGKK STARs
NELSA	535148.00N 0021105.27W	N601, UN601		EGNM SIDs
NEPNA	512958.33N 0002656.55E			EGGW SIDs
NERTU	490000N 0140000W			SOTA landfall point. See also AIP Ireland
NESDI	570718.00N 0040848.32W	N560	IA	FRA (A): EGPF, EGPG
NETKI	550000N 0140000W			NOTA landfall point. See also AIP Ireland
NETVU	502445.00N 0002854.00E			EGKB STARs - EGKK STARs - EGLC STARs - EGMC STARs
NEVIL	500000.00N 0002205.64W	M189		EGKB STARs - EGKK STARs - EGLC STARs - EGMC STARs
NEVIS	564143.27N 0043240.70W		IAD	FRA (AD): EGPU, EGQS
NEVRI	540406.03N 0061611.42W	N34		
NEXUS	561243.34N 0015040.99W	P18	IAD	FRA (A): EGNT, EGNV FRA (D): EGPD, EGNT, EGNV
NIBDA	510052.20N 0005501.48W	L620, N14		
NIBOG	550000N 0100000W		I	FRA (I): NOTA NOTA UIR Boundary
NICXI	520046.40N 0050317.78W	L9, M17, N546, Q63	ID	FRA (D): EGGD, EGFF
NIDGO	505657.98N 0004607.77W			EGLF STARs
NIGIT	511846.96N 0011014.71W	L18, P2		EGKK STARs - EGLL STARs - EGGW STARs - EGSS STARs
NILAV	450000N 0132500W	T13		
NILON	513546.46N 0003803.93E	L610, M40		
NIMAT	535754.10N 0054431.75W	P620	I	FRA (I) Shannon FIR
NINEB	540344.27N 0040741.84W	M148	IA	FRA (A): EGAC
NINEX	585119.55N 0093000.00W		I	Oceanic Landfall Fix
NIPIT	542709.29N 0082409.78W		I	FRA (I) Shannon FIR
NIRIF	521755.87N 0053404.33W	N12	I	FRA (I): Shannon FIR
NISBI	532129N 0003921W	L60		
NISKA	541500.00N 0023033.35W			EGPF STARs - EGPK STARs
NIVKO	505605.77N 0003227.54E	T421		

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

Name-code designator	Coordinates	ATS route or other route	FRA Relevance	Remarks/ Usage
1	2	3	4	5
NIVUN	573411.91N 0040812.72E		I	FRA (I): Polaris FIR
NOBDO	550453.28N 0024747.63E	N44, UP59		
NOCAD	535836.63N 0045913.06W	Y911		
NOKIN	530436.00N 0025258.25W	N38, N862, P16, P17, UP16, UP17		EGBB STARs - EGNX STARs
NOMSU	532806.04N 0032603.79W	Q39, Q4, UQ4		
NONVA	513846.45N 0012144.31E	M84		
NOPKI	540515.93N 0042608.29W	M147		
NORBO	553545.36N 0044543.46W	L186, T256, Y96	I	EGPF SIDs
NORLA	513708.84N 0065211.29W		I	FRA (I): Shannon FIR
NORRY	512847.11N 0010724.13W	L9, Q41, UL9		EGGW STARs - EGSS STARs
NOSLO	532253.72N 0033841.89W	Q36, Z197		
NOTGI	503510.14N 0002502.94W	N20		EGHI STARs - EGHH STARs - EGLF STARs
NOVBA	561200N 0031051W	N864		
NOVMA	510211.79N 0004514.92W	L620		EGKK SIDs
NOZHU	494141.05N 0034552.48W		E	FRA (E): EVEN FL
NUBRI	512016.68N 0011355.99W	L18, N14, Y321		EGHH STARs - EGHI STARs
NUCHU	512808.10N 0014035.43W	L18, L607, P73, Q295	X	
NUDNA	520354.90N 0005016.56E			EGKB STARs - EGLC STARs
NUGBO	515821.96N 0000412.09W	M183		EGSS SIDs
NUGRA	530146.43N 0021813.52W	Q36, Q38, UY53, Y53		EGLL STARs - EGNX STARs
NULGU	505216.60N 0015939.01W	N19		
NUMPI	540840.17N 0053536.26W	P620		
OBOXA	541035.55N 0015420.13W	P17, UP17, UY250, Y250		
OBUBA	574640.41N 0073319.04W		IAD	FRA (AD): EGPL
OBUNI	535440N 0024433W	L612, UL612		EGGP STARs
ODIGI	551144.28N 0032539.03W			EGPF STARs
ODMIX	565812.06N 0012802.95E		I	
ODMOS	544526.32N 0030252.23E	N44, P58, UL975		
ODPEX	592435.66N 0093000.00W		I	
ODREP	500000.00N 0013007.46W	P88, UP88		
ODROB	513915.11N 0015445.17E	Y4		
ODUKU	513531.78N 0001715.47E	M84		EGLC SIDs
ODVIK	510957.40N 0002909.33E	Y311		EGKK SIDs
ODVOD	520755.98N 0000852.98E			EGKB STARs - EGLC STARs
OFCOT	570253.47N 0024733.79W		I	
OFJES	521302.03N 0003929.77E			EGGW STARs
OFSOX	520145.18N 0051143.62W	L9, N83	IA	FRA (A): EIWF
OGTAW	524807.11N 0025512.39W	N862	I	
OGTUG	534012N 0050850W	L70, M144, UL70		
OKPAL	564921N 0020435W	P18	I	
OKSAW	514215.31N 0014108.54W	L9, N14, Q60	EXD	FRA (D): EGKB, EGLC, EGMC
OKTAD	514904.47N 0023246.30W	N14, N92	ID	FRA (D): EGLL
OKVAP	505748.96N 0011955.98E			En-route Hold - EGKB STARs - EGLC STARs - EGMC STARs
OLGUD	504356.27N 0013121.75W	N63		
OLNEY	520740.22N 0004403.32W	L608, T420		EGGW SIDs
OLPOP	540532N 0023208W	N57, UN57		
OMOKO	485020.30N 0120000.00W	T13, T16		SOTA. See also AIP Ireland
ORIST	500000N 0015042W	L982, Y110		EGJB SIDs - EGJJ SIDs
ORSUM	570307.47N 0051741.00W		IAD	FRA (AD): EGPF, EGPN, EGPO, EGPT, EGQL, EGQS

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

Name-code designator	Coordinates	ATS route or other route	FRA Relevance	Remarks/ Usage
1	2	3	4	5
ORTAC	495957.02N 0020018.02W	Q41		EGJA Arrivals - EGJB SIDs/STARs - EGJJ SIDs/ STARs
ORTAV	593000.00N 0100000.00W		EX	Shanwick OCA FIR/UIR Boundary
ORVIK	593817.75N 0004008.65E		I	FRA (I): Polaris FIR
ORVUL	551038.52N 0041007.02W	T256		
ORZEB	512425.86N 0022753.73W	P2	A	FRA (A): EGLL, EGWU, EGKK En-Route hold - EGFF STARs
OSBON	610000N 0050000W		EX	Reykjavik OCA Scottish/Reykjavik UIR Boundary Fix.
OSBOX	564823N 0124806W			NOTA. See also AIP Ireland
OSDEB	505654.53N 0002447.85E			EGKK STARs
OSKOT	522029.96N 0020330.27W			EGBB STARs
OSLEL	572858.48N 0013158.07W	P600	I	
OSMEG	550826N 0040603W	T256, UT256, Z248, Z249		
OSNUG	505336.26N 0020013.95W	N514		
OSPOL	500900.00N 0001107.84W	M189		EGKB STARs - EGKK STARs - EGLC STARs - EGMC STARs
OSSEP	520317.32N 0024820.85W	P17	I	
OSWEZ	524832.27N 0030915.07W	N864		
OTBED	531716.71N 0000154.61E	L60, Y70		EGCC STARs
OTBUN	551650.10N 0022600.00W	Y96		
OTLAB	552436.05N 0013245.59E	UP59	EX	FRA (X): ODD FL
OTMET	504055.06N 0023053.37W	N17	X	FRA (A): EGLF EGKK STARs - EGLL STARs
OTSID	511022.54N 0001351.01W	N16		
OVDAN	575320.66N 0001818.06E	P600	IA	FRA (A): EGPD
OVZOG	505106.32N 0071529.77W	L37	IA	FRA (A): EICK
OXCUD	515423.03N 0024906.11W	L180, P17	I	
OXDUF	520636.20N 0001900.00E			EGGW STARs
OXLOW	510154.80N 0020000.00W	M140, M142	EX	
OZBOC	521523.66N 0021104.56W		X	
OZRAT	534835.01N 0044931.86W		I	
OZZIL	513821.34N 0022549.17W	N80, Q63	ID	FRA (D): EGLF, EGHI, EGTK
OZZOT	514028.93N 0000952.93W			EGGW STARs
PAAVO	515149.03N 0005115.76E	M604, Q295		
PACSE	512226.78N 0030650.70W	N862, N92	IAD	FRA (A): EGHQ FRA (D): EGVN, EGVA, EGBP
PAVLO	505604.77N 0055344.28W		I	
PAWDE	511453.21N 0000216.94E	P2		
PEDIG	524447.59N 0014309.97W	M605, Y53		EGGP STARs - EGLC STARs - EGGW STARs - EGSS STARs - EGMC STARs - EGKB STARs
PEGZA	513730.55N 0030609.50W			EGGD STARs
PELET	543912.33N 0032551.54E	L7, P58		
PEMOB	520837.77N 0050941.13W	M17	I	
PEMOS	610000N 0040000W		EX	Reykjavik OCA Scottish/Reykjavik UIR Boundary Fix.
PENIL	533657.47N 0033948.72W	L10, L28, L60, L70, M144, UL28, UL70		EGGP STARs - EGCC STARs
PENUN	570635.65N 0045010.79E		I	FRA (I): Polaris FIR
PENUX	510632N 0003412E	M140		
PENWU	514630.59N 0043510.52W		I	
PEPEG	540106.49N 0043105.30W	M146		
PEPIN	595931.24N 0000054.01E		IAD	FRA (I): Polaris FIR FRA (AD): EGPB
PEPIS	511147.95N 0011437.22W	Q41, Y321		EGHH STARs - EGHI STARs - EGLF STARs

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

Name-code designator	Coordinates	ATS route or other route	FRA Relevance	Remarks/ Usage
1	2	3	4	5
PEPOD	541616.31N 0053409.26W	L15, L603, Q38	ID	FRA (D): EGAB
PEPUL	521603.00N 0015314.37W	L151, N93, Y322		EGHH STARs - EGHI STARs
PEPZE	523746.62N 0031952.98W	P16	I	EGGP STARs
PERUP	514233.95N 0025632.40W			
PETIL	555619.93N 0050000.00E		IEX	FRA (I): ABV FL 285 FRA (EX): BLW FL 285 Copenhagen FIR
PETOX	573333N 0014902W	Y905		En-Route Hold
PEWBI	511851.01N 0050146.28W		I	
PIBUX	513458.88N 0014657.42E	L179, Y4		
PIGOT	522942.57N 0010407.08W			EGNX STARs
PIKIL	560000N 0150000W			NOTA. See also AIP Ireland
PILIP	502003.05N 0010026.13W	M184, N6, UM184, UN6		
PIPAR	560700.00N 0031205.74W	N864	IA	FRA (A): EGPD
PIPEM	580922.55N 0034418.86W		I	
PIPIN	523636.06N 0005630.04W	N601, UN601		
PIXAM	520447N 0015650E	P44		
PIXUP	520151N 0010640W	L15		
POMAX	513137.63N 0020452.42W			EGGD STARs
POTON	520504.32N 0002537.78W	L608, N601, UN601		
PUFAX	521852.01N 0012042.20W			EGBB STARs
QUSHI	530629.30N 0014629.41W			EGCC STARs & RNAV5 DCT
RAMID	525727.79N 0023000.00E	L17		
RAMOX	533936.72N 0045022.41W	L70, M144, UL70		
RAPIX	512638.39N 0020000.00E	L610		
RAPUM	545518.28N 0015258.08W	UP16		
RATKA	493000N 0080000W			SOTA UIR Boundary
RATLO	515929.13N 0014055.18E	M197, P44		
RATSU	610000N 0100000W		EX	Reykjavik OCA
RAVDI	592957.26N 0012242.18W	Y905		
RAVLO	525501.21N 0030853.81E	Y70		
REDFA	520652.75N 0022916.81E	L620, M183, M197, P137		
REFQI	512846.15N 0012804.33W	P73		
REGSI	525118.97N 0000151.04E			
REKNA	561029.10N 0033000.00E		I	
REMSI	535736.81N 0034931.80W		I	
RENEQ	541424.84N 0041759.87E	P38, P39, P40, P58, UP59, Y96		
RESNO	550000N 0150000W			NOTA. See also AIP Ireland
RETSI	523042.42N 0025232.93W	Y125	A	FRA (A): EGLL
REXAM	530400.00N 0030937.21W	N42, N864, UN864		EGGP SIDs - EGCC STARs
RIBEL	540058.00N 0021722.76W	N601, P16, UN601, UP16		EGPF STARs - EGPK STARs - EGGP STARs
RIGVU	584735.84N 0020917.84E		I	FRA (I): Polaris FIR
RIMOL	573233.45N 0040229.55W	N560, Y906	IAD	FRA (AD): EGPC, EGPO, EGPD, EGEO
RIMTO	534303.25N 0012558.78W	L46, UY250, Y250		
RIMUP	505149.08N 0004339.11W			EGLF STARs
RIMVU	534511.14N 0050824.68W	M145		
RINGA	542354.44N 0053415.66W	L10, Q39	I	
RINIS	515429.66N 0021920.82E	M40		EGGW STARs - EGSS STARs
RINTI	510158.33N 0013655.91E	L10		
RIPNO	545632N 0034415W	T256, UT256		
RISDU	573631.42N 0014823.78W	Y905		

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

Name-code designator	Coordinates	ATS route or other route	FRA Relevance	Remarks/ Usage
1	2	3	4	5
RISIN	514139.05N 0012627.64W			EGHH STARs - EGHI STARs
RISLA	530151.39N 0025312.29W	L15, N862		
RITSI	554209.36N 0013925.50W	P18	I	
RIVOT	562428.71N 0004637.49E		IAD	FRA (AD): EGPD
RIXUN	610000N 0030000W		EX	Reykjavik OCA Scottish/Reykjavik UIR Boundary Fix.
ROBBO	555322.96N 0045436.56W			EGPF SIDs/STARs
ROBEM	552733.36N 0010113.69W	M982, P38, UM82, UP16	EXA	FRA (X): EVEN FL to UP16, ODD FL to M982, P38 FRA (A): EGPF, EGPH, EGPK, EGPG
ROBOP	542708.56N 0052005.35W	M146, M147		
RODEL	503000N 0150000W			SOTA. See also AIP Ireland
RODNI	514256.50N 0005141.83W	N27		EGGW SIDs - EGLC SIDs
RODOL	531417N 0015143W	L28, P6, UL28, UM65, UP6		
RODSI	544755.62N 0025335.05E	P1, P58		
ROGAG	531405.79N 0001745.46W	L603		
ROGBI	521746.63N 0012006.37W			EGLC STARs - EGGW STARs - EGSS STARs - EGMC STARs - EGKB STARs
ROKAN	533947.50N 0031119.84E	M604, M982, N96, N97, P1, P40, P48		
ROKKE	510411.95N 0000241.82E	M140, M142		
ROKSI	503012.62N 0021251.28W	N866		
ROKUP	530102.13N 0013057.29W			EGNX STARs
ROLEX	532542.14N 0035803.85W	L975, UL975		EGGP STARs
ROLUM	541819.85N 0031831.29E	M90, P1, P13		
ROPAL	550816.53N 0035642.67E	UL975	EX	FRA (X): EVEN FL
ROPMU	520614.46N 0002917.16E			En-route Hold - EGLC STARs - EGKB STARs
ROSUN	534008.09N 0022057.26W			EGCC STARs
ROTEV	540143.72N 0060358.39W	P600	IA	FRA (I) FRA (A): EGEC Shannon FIR
ROTNO	505126.07N 0004641.20E	T420		EGLL STARs
ROVLA	552338.18N 0042824.96W	T256, UT256	X	FRA (X): ODD FL
ROVNI	535313N 0003901E	M79, P39, UL975		
ROXAT	532449.03N 0030000.00E	M981		
ROXOG	501558.29N 0013344.41W	L982, P87, UP87		
RUBEX	551912.14N 0065607.21W	N552	I	
RUDMO	504639.60N 0010127.00W			EGHI STARs - EGHH STARs - EGLF STARs
RUGER	532857.75N 0032652.40W			EGGP STARs
RUGID	572208.80N 0045354.84W		IAD	FRA (AD): EGPL, EGPN, EGPT, EGPU, EGQL
RUHUN	513539.92N 0033541.28W	L607	IA	FRA (A): EGVN, EGVA, EGTK, EGBP
RUKOH	521242.83N 0054417.55W	N18	I	FRA (I): Shannon FIR
RULAV	532614.35N 0051001.25W	Q36		
RUMKE	521735.37N 0025832.48W	N862		
RUXIN	561655N 0120000W			NOTA. See also AIP Ireland
SABER	514213.76N 0005658.19E	L980, M40		EGLL STARs
SALCO	494413.81N 0033146.40W		X	FRA (X): ODD FL
SAMON	511921N 0072504W	L38	I	FRA (I): Shannon FIR
SANBA	530821.53N 0022002.98W	N859, UN859		EGCC SIDs
SANDY	510350.81N 0010403.13E	L15, L613, L722, M189, N57, UN57, UN601		EGLL STARs
SAPCO	523225N 0012125W	N57, UN57, UY53, Y53		EGNX SIDs
SAWPE	513504.67N 0013916.42W	L179, P86, Q63	EX	EGGD STARs - EGFF STARs

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

Name-code designator	Coordinates	ATS route or other route	FRA Relevance	Remarks/ Usage
1	2	3	4	5
SAXBI	514504.03N 0001113.77W	N27		EGLC SIDs
SEMMU	524641.00N 0040221.71W		I	
SETEL	540044.64N 0022608.71W	N57, UN57		EGCC STARs
SHAPP	543000.00N 0023738.33W	N601, UN601		
SHIRI	502447.02N 0034044.14W		I	
SIDDI	503106.74N 0035801.98W		I	
SIDHO	504538.88N 0031417.65W	N40, N862	I	
SILVA	515051.34N 0010019.40W	M183, M605, P86, Q41, UM605		EGBB STARs - EGLC STARs - EGMC STARs - EGGW STARs - EGSS STARs
SIRGO	513745.56N 0003847.03E	L179, L620		
SIRIC	512036.17N 0013358.89W	P2	X	EGKK STARs - EGLL STARs - EGGW STARs - EGSS STARs - EGKB STARs - EGLC STARs
SITET	500600N 0000000E	L151, N859, UN859		
SITKU	534435.77N 0044954.26W	M145		
SIVBU	532755N 0003444W	Y70		EGGP STARs
SIVDA	522121.54N 0000147.01E	P137, P155		
SKERY	500000.00N 0031023.06W	L22, N862, N864		EGJA Arrivals - EGJB SIDs/STARs - EGJJ SIDs/ STARs
SKESO	494929.42N 0030202.60W	N862, N90, P16		
SKINA	524817.04N 0014623.14W			EGBB STARs
SLANY	520930.80N 0055031.67W	L9	I	FRA (I): Shannon FIR
SLYDA	541204.37N 0050515.07W	L10		
SMOKI	574637.00N 0023555.62W	Y904	IAD	FRA (AD): EGPA En-route Hold
SODVU	513515.48N 0003446.80E	M87		
SOKDU	503939.22N 0020133.06W	N17		EGKK STARs - EGLL STARs - EGLF STARs
SOMAX	500000N 0150000W			SOTA. See also AIP Ireland
SOMVA	521826.00N 0023838.44E	P155, P44, Q295		
SONDO	520505.92N 0014842.35E	M183		
SONEX	532952.70N 0021020.86W	L60, L975, UL975		EGCC SIDs
SONOG	520619.71N 0021610.08E	M183, P7, Y4		
SOPAX	533848.89N 0042708.06W	L70, M144, UL70		
SOPEK	530631.88N 0023000.00E	L60, L989		
SOPIT	515729.84N 0010626.35W			EGLL STARs
SOPTO	551820.17N 0050000.00E		IX	FRA (I): ABV FL 285 FRA (X): BLW FL 285 Copenhagen FIR
SOQQA	513623.75N 0002328.43E	M87		EGLC SIDs
SOSAR	610000N 0020000W		EX	Reykjavik OCA Scottish/Reykjavik UIR Boundary Fix.
SOSIM	534855.75N 0043030.46W	L15, L28, Q38, UL28	X	FRA (X): ODD FL EGNX STARs - EGCC STARs
SOTUN	541035.65N 0033736.65E	L74, M90		
SOVAT	504645.67N 0012800.00E	L613		EGLC STARs - EGKB STARs - EGMC STARs
SOVED	560000N 0140000W			NOTA landfall point. See also AIP Ireland
SOXON	585806.22N 0035222.46W		I	
SOXUX	503546.32N 0005545.48E			EGLC STARs - EGKB STARs - EGMC STARs
SPEAR	513433.79N 0004200.57E	M604		EGMC STARs
STAFA	525141.00N 0021434.55W	L8, P18, UL8		EGBB STARs
STIRA	560802.11N 0035000.98W			EGPH STARs - EGPF STARs
STOAT	520133.22N 0000115.37W	L613, M14		
SUBIP	502644N 0005306E	M733, M8, UM733, UM8		
SUBUK	542247.81N 0031710.85W	N864, UN864		
SUDBY	551745.35N 0041606.05W	Z249		EGPK SIDs

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

Name-code designator	Coordinates	ATS route or other route	FRA Relevance	Remarks/ Usage
1	2	3	4	5
SUMIN	551945.76N 0040318.17W	Z250		EGPK STARs
SUMUM	513814.25N 0020627.77E	L608, Q63, Y6		EGLC STARs - EGKB STARs - EGMC STARs
SUNOT	570000N 0150000W			NOTA. See also AIP Ireland
SUNUP	512731.48N 0015226.63E	L610		
SUPEL	531340.27N 0003528.02E	L90, Y70		
SUPIT	571956.52N 0070505.94W		I	
SURAT	555455.53N 0033000.00E		I	
SUSIS	553617.06N 0002102.35W		I	
TABEN	512149.05N 0011022.46W	Q41		
TABIS	520031.75N 0002643.90E			EGGW STARs
TACQI	510231.24N 0042846.93W		I	
TADAL	533513.83N 0030135.22W	L70, L8, UL70, UL8		
TADEX	545123.50N 0081401.49W		I	
TAKAS	490000N 0080000W			SOTA UIR Boundary
TALIG	493059.49N 0054804.31W		EX	FRA (E): EVEN FL FRA (X): ODD FL
TAMEL	484342.52N 0102949.80W	T213		SOTA. See also AIP Ireland
TANET	512658.00N 0005531.99E			EGLL STARs
TARTN	554301.89N 0030818.73W			EGPH STARs
TEBRA	512920.30N 0013643.00E	L610, Y4		EGKK STARs
TEDSA	520303.10N 0010739.03E	M183, M604		
TELBA	523952.00N 0021906.97W	L151, P18		
TELTU	504839.92N 0004517.69W	L982, M185, N17, N6, UM185, UN6		EGGW STARs - EGKK STARs - EGSC STARs - EGSS STARs
TENDO	540144.00N 0001446.72E	M79		
TENSO	533601.89N 0021227.00W	L603, UM65		
TERKO	513732.46N 0004448.08E	L179, M40		
TEVMO	511024.94N 0012459.14E			EGKB STARs - EGLC STARs
TEVSI	512100.75N 0010301.26W	T71, UT71		
TEWXI	514837.78N 0020145.31W		I	
THRED	502955.11N 0013950.03W	Q41, Y110, Z171		EGHH STARs - EGHI STARs
TIBGA	522326.45N 0052705.01W	Q63	A	FRA (A): EIDW, EIME, EIWT
TIGER	510401.82N 0002621.54E	T420		EGKK SIDs - EGLL STARs
TIGGY	503700.54N 0005130.10W	N6, UN6		
TIGWE	514822.73N 0031257.91W	L180, L9, N864	ID	FRA (D): EGBB
TIKCA	512933.57N 0052701.37W		I	
TILNI	543251.41N 0015117.89W	P18, UP18		EGCC STARs
TIMBA	505643.99N 0001542.25E			EGKK STARs
TIMIS	535700.98N 0043556.41W	Q39		
TIMPO	523331.58N 0010949.71W	T420		
TIMUP	552527.79N 0024829.63E	L7	EX	FRA (X): ODD FL
TINAC	561502.96N 0050000.00E		IEX	FRA (I): ABV FL 285 FRA (EX): BLW FL 285 Copenhagen FIR
TINAN	503959.79N 0032653.53W		I	EGGD STARs - EGFF STARs
TINDI	540214.26N 0031529.49E	P1		
TIPAN	543554.13N 0042356.20E	N866, UM185	X	FRA (X): EVEN FL
← TIPIL	531000.00N 0014423.13W	M868, N57, UM868		
TIPOD	532608.20N 0031705.06W			EGGP STARs
TIPTA	544812.54N 0013641.03W	UM82, UP17		
TIVER	504832.58N 0032525.65W	N92	D	FRA (D): EGBJ EGGD STARs - EGFF STARs
TIXEX	520748.00N 0010043.20W			EGLC STARs - EGKB STARs
TIZDU	514622.64N 0032337.75W	P4		

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

Name-code designator	Coordinates	ATS route or other route	FRA Relevance	Remarks/ Usage
1	2	3	4	5
TOBID	521259.55N 0012759.21W			EGLL STARs
TOBIX	513617.39N 0011651.40E	L179		
TOBMO	564538.16N 0062810.51W	Y958	AD	FRA (AD): EGPI, EGPO, EGEC
TOJAQ	502859.78N 0033956.26W	P16	IA	FRA (A): EGFF, EGGD, EGBJ EGGD STARs - EGFF STARs
TOLSA	530736.89N 0030629.38E	N866		
TONQU	502309.42N 0031845.03W	N862	IAD	FRA (I): ODD FL FRA (A): EGJJ, EGJB FRA (D): EGFF, EGGD
TOPPA	532408.99N 0033341.01E	L74, M982		
TORGO	530756.88N 0031558.78W			EGGP STARs
TOSVA	514037.40N 0020426.34E	Y6		EGGW STARs - EGSS STARs
TOTRI	514629.57N 0001147.72E	Q295		
TOVGU	514403.18N 0004537.55E	M604, M84		
TOWTE	544421.52N 0004001.72W			
TOXTA	551505.77N 0042704.69W			EGPK STARs
TRIPO	514246.54N 0010457.56E	L980		EGLL STARs
TUBSU	520406N 0014028W	L151		
TUFOZ	510101.01N 0003024.31W			EGKK STARs
TUGPO	513709.84N 0005451.93E	L179		
TUJAG	500200.00N 0012800.00W			
TULTA	483436.57N 0080000.00W			SOTA. See also AIP Ireland and AIP France
TUMTI	530439.54N 0013615.16W	UP6		
TUNBY	511008N 0001929E			
TUNSO	550640.24N 0045740.78W	P600		EGPH STAR
TUPEM	535016.57N 0032854.85W	UP6	E	
TURLU	500435N 0080000W			
TUXOS	555824.08N 0073135.39W		I	
TUZLA	522040.55N 0010011.74E	P144		
UBCAM	515704.18N 0030012.19W	N862		EGGD STARs - EGFF STARs
UDDIZ	521504.21N 0001111.43E			EGGW STARs
UGBET	513701.15N 0000705.18W	L179, Q60		
ULLAP	575400.00N 0051009.20W	Y906	ID	FRA (D): EGQS
ULSAX	533554N 0015700W	N601, UN601		
ULTIB	513935.57N 0001643.51W	T420		EGLL SIDs
UMBAG	522052.37N 0004657.48E	P155, P5		
UMBUR	512733.00N 0000708.17E	M40		EGHH STARs - EGHI STARs
UMKIL	531105.53N 0023723.06W	L8, UL8		
UMLAT	514019.70N 0004139.32W	T418		EGLL SIDs
UMTUM	511227.30N 0010102.78E	L9, M87, UL9		EGKB STARs - EGLC STARs
UNDUG	504723.71N 0002530.03E	M733, UM733		EGGW STARs - EGSS STARs
UNDUX	533830.25N 0041838.76W	L70, M144, UL70		
UNFIT	512520.28N 0041857.44W		I	
UNGAP	522129.49N 0012338.97W	L608, P155		EGBB SIDs
UNIGO	533340N 0013339W	L975, UL975		
UNSAD	513340.24N 0005745.91E	L610		
UNTAL	545435.20N 0014423.27W	N110, UP18		
UNURO	552111N 0032102W	N864, UN864		
UNZIB	512929.62N 0015920.96W	L18, L607	I	
UPCAB	505348.30N 0061901.57W		I	
UPDUK	523426.66N 0005630.11W			EGNX STARs
UPGAS	551440.77N 0050000.00E		IE	FRA (I): ABV FL 285 FRA (E): BLW FL 285 Copenhagen FIR
UPGET	563935N 0020050W	P18	I	
UPNAL	552516.67N 0022451.00E	N44	E	

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

Name-code designator	Coordinates	ATS route or other route	FRA Relevance	Remarks/ Usage
1	2	3	4	5
UPTON	533513.00N 0011802.58W	L975, UL975, UY250, Y250		EGCC STARs - EGGP STARs
USEKA	534202.24N 0002645.13W	N110		
UTAVA	515846.91N 0000418.79W	Q75		EGSS SIDs
UTFAV	510107.18N 0013307.11E			
UTOGU	550740N 0030443W	N601, UN601		
UTUXA	530030.45N 0021312.52W	N859, P18, UN859		
UVAVU	542500.07N 0015345.95W	P18, UP18		
UVPOK	535939.61N 0041235.26W	M147	A	FRA (A): EGAA (RNAV 1)
VABIK	511447.30N 0020000.00E	L18, Q70		
VABKA	531808.31N 0024410.02W	L8, Q4, UL8, UQ4		
VADNO	572711.05N 0033737.70W		IAD	FRA (AD): EGPC
VAKPO	541125.09N 0052239.23W	L15, Q38		
VALBO	550743.65N 0050000.00E		IEX	FRA (I): ABV FL 285 FRA (EX): BLW FL 285 Copenhagen FIR
VAMEB	540010N 0024832W	L612, UL612		EGGP STARs
VAPID	511513.97N 0010242.40W	L18, N859, T71, UN859, UT71		
VAPPI	553138.92N 0034542.62W			EGPF STARs
VASUX	503009.23N 0011516.99W	L982, N867, P88, UN867, UP88		EGKK STARs
VATON	512603.83N 0002056.10W			EGGW STARs - EGSS STARs
VATRY	523316N 0053000W	M17, Q63	I	FRA (I): Shannon FIR
VAXIT	563215N 0050000E		IEX	FRA (I): ABV FL 285 FRA (EX): BLW FL 285 Copenhagen FIR
VEGAR	530233.76N 0015823.43W			EGNX STARs - EGBB STARs
VEGUS	532400.54N 0002110.76W	UT29, Y70		EGBB STARs - EGNX STARs - EGGP STARs
VELAG	522435.82N 0010049.56W			EGNX STARs
VENAS	541819.85N 0033908.23E	L7, L74, M604		
VENER	543000N 0150000W			NOTA. See also AIP Ireland
VEREX	552703.29N 0021345.10W	N610	EX	FRA (X): ODD FL
VEXEN	500821.98N 0014934.38W	L980, Y110		
VEXUB	511409.00N 0003645.76W			EGLF STARs
VIDOK	522439.05N 0020231.12W	L151		
VOLFI	532035.13N 0032150.51W	Q38, Z197		
VOUGA	510332.85N 0005750.20W	N14, N63		
WAFFU	503456.89N 0002059.29E	M189, M605, M8, UM189, UM605, UM8, Y8		
WAFIL	595243.00N 0011711.00W	Y905	IAD	FRA (AD): EGPA
WEALD	511951.15N 0000205.32E			EGLL STARs
WECOW	535916.41N 0035103.10E	L7, N866		
WELIN	521450.25N 0005108.41W	N57, P166, T418, T420, UN57		EGBB STARs - EGNX STARs
WESUL	514015.29N 0002909.27E	L980, M14		EGLL STARs
WETFI	534947.08N 0053000.00W		I	FRA (I): Shannon FIR
WEVBE	520736.93N 0025921.14W	N862	I	EGGD STARs - EGFF STARs
WIGGU	511136.66N 0032027.75W	N864, N92	I	
WILLO	505905.88N 0001130.30W			EGKK STARs
WIQID	520944.27N 0012214.94E			EGGW STARs
WIZAD	510700.00N 0005711.09E	L18		EGKK SIDs
WOBUN	520110.27N 0004400.00W	L10, T418		EGGW STARs
XAMAB	501216.25N 0001552.83E	L612, UL612		

ENR 4.4 NAME-CODE DESIGNATORS FOR SIGNIFICANT POINTS (continued)

Name-code designator	Coordinates	ATS route or other route	FRA Relevance	Remarks/ Usage
1	2	3	4	5
XAMAN	514704.77N 0021326.94E	L980, P49		EGLC STARs - EGKB STARs - EGMC STARs - EGGW STARs - EGSS STARs
XAPOS	531728.59N 0013751.25W	M16, N601, UN601		
XIDIL	502106.15N 0003829.37E	M605, UM605		
YOHDA	521203.00N 0012736.28W			EGBB STARs
YORQI	513118.51N 0022535.78W	L607, N21	I	EGGD SIDs
ZAGZO	521812.97N 0001352.54W			EGGW STARs
ZEFIQ	502338.06N 0032314.11W	N90		
ZESPE	513309.63N 0025314.43W	N92, P17	ID	FRA (D): EGBB
ZIPWE	514235.40N 0033400.70W	L180, Q63	IA	FRA (A): EGBB
ZOFAT	553536.23N 0040208.03W		I	
ZOPHI	510126.60N 0000055.43W			EGKK STARs
ZORFE	511256.13N 0003407.87E	P2		

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ENR 4.5 AERONAUTICAL GROUND LIGHTS - EN-ROUTE

Name IDENT Coordinates	Type and intensity (1 000 Candelas)	Characteristics	Operating hours	Remarks
1	2	3	4	5
ANDREWSFIELD 515345.00N 0002706.00E	Identification Beacon	Flashing Green 'AF'.		
BLACKBUSHE 511921.72N 0005021.78W	Aerodrome Beacon	Flashing White.		
CAMBRIDGE 521220.6706N 0001057.6733E	Aerodrome Beacon	Flashing Green 'CI'. 500 M east north east of the ARP.		
CUMBERNAULD 555828N 0035817W	Aerodrome Beacon	Flashing White. Top of Visual Control Room.	Activated upon request.	
DENHAM 513511.54N 0003044.82W	Identification Beacon	Flashing Green 'DN'.		
EDAY 591132.41N 0024606.19W	Aerodrome Beacon	Flashing White.	On request.	
ELSTREE	Identification Beacon	Flashing Green 'EL'		
FAIROAKS 512101.0498N 0003347.6419W	Aerodrome Beacon	Flashing White.		
FENLAND 524430.93N 0000143.68W	Aerodrome Beacon	Flashing Green 'FE'.		
GLOUCESTERSHIRE 515331.8859N 0021004.4351W	Identification Beacon	Flashing Green 'GO'. Approx. 270 M south of midpoint Runway 09/27.	As required during AD hours.	
HAVERFORDWEST 514957.1115N 0045751.7436W	Identification Beacon	Flashing Green 'HW'.		
KEMBLE 514011.31N 0020326.56W	Aerodrome Beacon	Flashes during published hours.	When aerodrome is open.	
LAND'S END 500608.9232N 0054005.3835W	Aerodrome Beacon	Flashing White.		
LASHENDEN/HEADCORN 510917.10N 0003841.90E	Identification Beacon	Flashing Green. Beacon at centre of east end of the blister hangar.		
LONDONDERRY/EGLINTON 550223.3898N 0070921.1604W	Aerodrome Beacon	White Strobe on Control Tower.	During operational hours at night.	
LYDD 505715.76N 0005602.99E	Aerodrome Beacon	Flashing White - On terminal roof.		
NOTTINGHAM	Identification Beacon	Flashing Green 'NT'		
REDHILL 511301N 0000837W	Aerodrome Beacon	Flashing White/Green	HN	
ROCHESTER 512052.65N 0003017.67E	Aerodrome Beacon	Rotating White.		
SCILLY ISLES/ST MARY'S 495451.3634N 0061741.4543W	Identification Beacon	Flashing Green 'SC' - VCR roof.		
SHOBDON 521436.97N 0025251.70W	Aerodrome Beacon	Flashing White.		
SHOREHAM 505009.69N 0001736.44W	Aerodrome Beacon	Flashing Green 'SH'.		
SLEAP 525006.41N 0024625.04W	Aerodrome Beacon	Flashing Green		
SOUTHAMPTON 505708.1668N 0012134.1758W	Aerodrome Beacon	Flashing White/Green.	HN during aerodrome operating hours.	
TIREE 562953.9202N 0065243.1365W	Aerodrome Beacon	Flashing White		
WARTON 534421.91N 0025250.18W	Identification Beacon	Flashing Green 'WQ'	H24	
WELLESBOURNE MOUNTFORD 521127.50N 0013706.00W	Aerodrome Beacon	Flashing White.		
WOLVERHAMPTON/ HALFPENNY GREEN 523055.92N 0021548.99W	Identification Beacon	Flashing Green 'WBA'		

ENR 4.5 AERONAUTICAL GROUND LIGHTS - EN-ROUTE (continued)

Name IDENT Coordinates	Type and intensity (1 000 Candelas)	Characteristics	Operating hours	Remarks
1	2	3	4	5
WYCOMBE AIR PARK/BOOKER 513649.9061N 0004813.1090W	Identification Beacon	Flashing Green 'WP'		

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
EGD117 PENDINE 513510N 0042400W - 513629N 0043752W - 513958N 0043743W - 514515N 0043300W - 514524N 0042517W - 514445N 0042400W - 513510N 0042400W	Upper limit: 27000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 23,000 FT ALT. Vertical Limit OCNL notified to altitudes up to 27,000 FT ALT. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS) / Electronic/Optical Hazards. Service: SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information: Range Control, Tel: 01994-452240. SI 1973/1627. UAS BVLOS will not be conducted above 10,000 FT ALT. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD117Z PENDINE FBZ 514614N 0043329W - 514625N 0042444W - 514523N 0042242W - 514458N 0042223W - 513457N 0042224W - 513433N 0042241W - 513416N 0042313W - 513409N 0042354W - 513533N 0043842W - 513608N 0043929W - 514014N 0043919W - 514558N 0043412W - 514614N 0043329W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD118 PEMBREY 514625N 0042400W thence clockwise by the arc of a circle radius 3.5 NM centred on 514313N 0042144W to 514001N 0042400W - 514625N 0042400W	Upper limit: 23000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit 12,000 FT ALT. Vertical Limit OCNL notified to altitudes up to 23,000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Unmanned Aircraft Systems (VLOS/BVLOS) / Electronic/Optical Hazards. Service: SUACS / SUAAIS: Pembrey Range on 122.755 when open; at other times London Information on 124.750 MHz. Contact: Pre-flight information / Booking: Range ATC, Tel: 01554-892205. Associated aircraft operations outside area boundary; 122.755 is a common channel also used by Holbeach and Donna Nook AWRs. Ensure crossing clearance request is specific to Pembrey AWR. UAS BVLOS will not be conducted above 9000 FT ALT. SUA Authority: DAATM (DIO). Hours: Mon-Thu 0900-1600 (0800-1600), Fri 0900-1400 (0800-1300); and as activated by NOTAM.
EGD118Z PEMBREY FBZ 514711N 0042508W thence clockwise by the arc of a circle radius 4.5 NM centred on 514313N 0042144W to 513915N 0042508W - 513944N 0042536W - 514641N 0042537W - 514711N 0042508W	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**
EGD119 BRIDGWATER BAY A circle, 4 NM radius, centred at 511224N 0031353W	Upper limit: 5000 FT ALT Lower limit: SFC	Activity: Ordnance, Munitions and Explosives. Service: SUAAIS: Yeovilton APP on Channel 127.355 when open; at other times London Information on 124.750 MHz. Contact: Pre-flight information: RNAS Yeovilton Air Operations, Tel: 01935-455497. Booking: RNAS Yeovilton Air Weapons Supply, Tel: 01935-455449. Range Tower when manned, Tel: 01278-741337. SUA Authority: DAATM (HQ Navy). Hours: Activated by NOTAM.
EGD120 BOSCOMBE DOWN 511052N 0014802W - 511059N 0014641W - 511044N 0014308W - 511105N 0014228W thence clockwise by the arc of a circle radius 2.5 NM centred on 510912N 0014504W to 510844N 0014110W - 510801N 0014248W - 510730N 0014248W - 510646N 0014409W - 510746N 0014819W thence clockwise by the arc of a circle radius 2.5 NM centred on 510912N 0014504W to 511052N 0014802W	Upper limit: 2500 FT ALT Lower limit: SFC	Activity: Unmanned Aircraft System (VLOS/BVLOS). Service: SUACS / SUAAIS: Boscombe Down Zone 126.705. Contact: Pre-flight information: Boscombe Down ATC, Tel: 01980-663246. This Danger Area is contained within the extant Boscombe Down ATZ; all regulations associated with flight within an ATZ remain applicable. Upper limit is expressed by reference to height, based on Boscombe Down QFE (identical to ATZ upper limit). SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD122A WESSEX WEST 511329N 0021149W - 511106N 0020713W - 511006N 0015702W - 510125N 0015702W - 505938N 0020714W - 510120N 0021149W - 511329N 0021149W	Upper limit: FL160 Lower limit: FL80	Activity: Unmanned Aircraft System (VLOS/BVLOS). Service: SUACS / SUAAIS: Boscombe Down Zone 126.705. Contact: Pre-flight information: Boscombe Down ATC, Tel: 01980-663246. Pilots will be required to comply with ATC instructions whilst crossing EGD122A and will be provided with a Deconfliction Service. Pilots who are unable to comply with ATC instructions should not request a crossing clearance. SUA Authority: DAATM (DE&S). Hours: Activated by NOTAM.
EGD122B WESSEX CENTRAL 511059N 0014641W - 511044N 0014308W - 510357N 0014230W - 510125N 0015702W - 511006N 0015702W - 511059N 0014641W	Upper limit: FL160 Lower limit: FL80	Activity: Unmanned Aircraft System (VLOS/BVLOS). Service: SUACS / SUAAIS: Boscombe Down Zone 126.705. Contact: Pre-flight information: Boscombe Down ATC, Tel: 01980-663246. Pilots will be required to comply with ATC instructions whilst crossing EGD122B and will be provided with a Deconfliction Service. Pilots who are unable to comply with ATC instructions should not request a crossing clearance. 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
EGRU306A WARTON A circle, 2.5 NM radius, centred at 534442N 0025300W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU306B WARTON RWY 07 534322N 0025811W - 534353N 0025828W - 534409N 0025707W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 534442N 0025300W to 534339N 0025649W - 534322N 0025811W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU306C WARTON RWY 25 534602N 0024750W - 534531N 0024732W - 534515N 0024854W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 534442N 0025300W to 534545N 0024911W - 534602N 0024750W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU307A LIVERPOOL A circle, 2.5 NM radius, centred at 532001N 0025059W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU307B LIVERPOOL RWY 09 531930N 0025625W - 532002N 0025629W - 532006N 0025509W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 532001N 0025059W to 531933N 0025505W - 531930N 0025625W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU307C LIVERPOOL RWY 27 532032N 0024530W - 532000N 0024526W - 531956N 0024649W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 532001N 0025059W to 532029N 0024653W - 532032N 0024530W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU308A MANCHESTER A circle, 2.5 NM radius, centred at 532113N 0021630W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU308B MANCHESTER RWY 05L 531857N 0022029W - 531922N 0022103W - 531953N 0022000W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 532113N 0021630W to 531928N 0021926W - 531857N 0022029W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU308C MANCHESTER RWY 23R 532335N 0021220W - 532310N 0021146W - 532235N 0021259W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 532113N 0021630W to 532300N 0021333W - 532335N 0021220W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU308D MANCHESTER RWY 05R 531801N 0022151W - 531826N 0022225W - 531942N 0021948W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 532113N 0021630W to 531919N 0021910W - 531801N 0022151W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU309A MANCHESTER BARTON 532618N 0022327W thence clockwise by the arc of a circle radius 2 NM centred on 532818N 0022323W to 532749N 0022008W - 532638N 0022258W - 532618N 0022327W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 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
EGRU309B MANCHESTER BARTON RWY 02 532531N 0022405W - 532540N 0022457W - 532626N 0022437W thence anti-clockwise by the arc of a circle radius 2 NM centred on 532818N 0022323W to 532619N 0022344W - 532531N 0022405W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU309C MANCHESTER BARTON RWY 20 533107N 0022234W - 533059N 0022141W - 533008N 0022204W thence anti-clockwise by the arc of a circle radius 2 NM centred on 532818N 0022323W to 533016N 0022256W - 533107N 0022234W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU309D MANCHESTER BARTON RWY 08L 532741N 0022809W - 532813N 0022816W - 532820N 0022644W thence anti-clockwise by the arc of a circle radius 2 NM centred on 532818N 0022323W to 532748N 0022637W - 532741N 0022809W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU309E MANCHESTER BARTON RWY 26R 532856N 0021843W - 532824N 0021836W - 532817N 0022002W thence anti-clockwise by the arc of a circle radius 2 NM centred on 532818N 0022323W to 532850N 0022009W - 532856N 0021843W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU309F MANCHESTER BARTON RWY 08R 532740N 0022805W - 532812N 0022812W - 532819N 0022644W thence anti-clockwise by the arc of a circle radius 2 NM centred on 532818N 0022323W to 532747N 0022637W - 532740N 0022805W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU309G MANCHESTER BARTON RWY 26L 532855N 0021841W - 532823N 0021834W - 532816N 0022002W thence anti-clockwise by the arc of a circle radius 2 NM centred on 532818N 0022323W to 532848N 0022009W - 532855N 0021841W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU309H MANCHESTER BARTON RWY 13 533006N 0022654W - 533029N 0022616W - 532956N 0022518W thence anti-clockwise by the arc of a circle radius 2 NM centred on 532818N 0022323W to 532934N 0022558W - 533006N 0022654W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU309I MANCHESTER BARTON RWY 31 532635N 0021932W - 532612N 0022010W - 532708N 0022146W - 532727N 0022101W - 532635N 0021932W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU310A LEEDS BRADFORD A circle, 2.5 NM radius, centred at 535158N 0013939W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU310B LEEDS BRADFORD RWY 14 535406N 0014333W - 535428N 0014253W - 535359N 0014208W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 535158N 0013939W to 535337N 0014249W - 535406N 0014333W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 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
EGRU310C LEEDS BRADFORD RWY 32 534948N 0013543W - 534927N 0013624W - 534957N 0013710W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 535158N 0013939W to 535018N 0013629W - 534948N 0013543W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU311A SHERBURN-IN-ELMET 534837N 0011510W thence anti-clockwise by the arc of a circle radius 2 NM centred on 534703N 0011304W to 534823N 0011032W - 534837N 0011510W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU311B SHERBURN-IN-ELMET RWY 01 534422N 0011301W - 534426N 0011355W - 534506N 0011346W thence anti-clockwise by the arc of a circle radius 2 NM centred on 534703N 0011304W to 534504N 0011251W - 534422N 0011301W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU311C SHERBURN-IN-ELMET RWY 19 535003N 0011234W - 534959N 0011140W - 534827N 0011202W - 534830N 0011257W - 535003N 0011234W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU311D SHERBURN-IN-ELMET RWY 06 534533N 0011659W - 534601N 0011727W - 534627N 0011616W thence anti-clockwise by the arc of a circle radius 2 NM centred on 534703N 0011304W to 534558N 0011553W - 534533N 0011659W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU311E SHERBURN-IN-ELMET RWY 24 534901N 0010912W - 534834N 0010843W - 534803N 0011008W thence anti-clockwise by the arc of a circle radius 2 NM centred on 534703N 0011304W to 534823N 0011032W - 534824N 0011054W - 534901N 0010912W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU311F SHERBURN-IN-ELMET RWY 10 534728N 0011758W - 534759N 0011745W - 534746N 0011612W thence anti-clockwise by the arc of a circle radius 2 NM centred on 534703N 0011304W to 534715N 0011625W - 534728N 0011758W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU311G SHERBURN-IN-ELMET RWY 28 534640N 0010821W - 534609N 0010834W - 534620N 0010955W thence anti-clockwise by the arc of a circle radius 2 NM centred on 534703N 0011304W to 534652N 0010942W - 534640N 0010821W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU311H SHERBURN-IN-ELMET RWY 10G 534730N 0011755W - 534801N 0011743W - 534748N 0011611W thence anti-clockwise by the arc of a circle radius 2 NM centred on 534703N 0011304W to 534717N 0011625W - 534730N 0011755W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU311I SHERBURN-IN-ELMET RWY 28G 534643N 0010818W - 534611N 0010830W - 534623N 0010953W thence anti-clockwise by the arc of a circle radius 2 NM centred on 534703N 0011304W to 534654N 0010942W - 534643N 0010818W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU312A NETHERTHORPE A circle, 2 NM radius, centred at 531901N 0011146W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 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**
EGRU312B NETHERTHORPE RWY 06 531712N 0011522W - 531739N 0011552W - 531807N 0011445W thence anti-clockwise by the arc of a circle radius 2 NM centred on 531901N 0011146W to 531740N 0011414W - 531712N 0011522W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU312C NETHERTHORPE RWY 24 532049N 0010813W - 532022N 0010742W - 531955N 0010848W thence anti-clockwise by the arc of a circle radius 2 NM centred on 531901N 0011146W to 532022N 0010918W - 532049N 0010813W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU312D NETHERTHORPE RWY 18 532146N 0011236W - 532149N 0011142W - 532101N 0011135W thence anti-clockwise by the arc of a circle radius 2 NM centred on 531901N 0011146W to 532058N 0011229W - 532146N 0011236W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU312E NETHERTHORPE RWY 36 531617N 0011052W - 531614N 0011146W - 531701N 0011153W thence anti-clockwise by the arc of a circle radius 2 NM centred on 531901N 0011146W to 531705N 0011059W - 531617N 0011052W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU313A LEEDS EAST 534837N 0011510W thence clockwise by the arc of a circle radius 2.5 NM centred on 535004N 0011144W to 534749N 0010956W thence anti-clockwise by the arc of a circle radius 2 NM centred on 534703N 0011304W to 534823N 0011032W - 534837N 0011510W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU313B LEEDS EAST RWY 06 534803N 0011546W - 534829N 0011617W - 534851N 0011525W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 535004N 0011144W to 534837N 0011510W - 534835N 0011429W - 534803N 0011546W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU313C LEEDS EAST RWY 24 535208N 0010735W - 535142N 0010703W - 535117N 0010802W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 535004N 0011144W to 535143N 0010834W - 535208N 0010735W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU315A RETFORD/GAMSTON A circle, 2 NM radius, centred at 531650N 0005705W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU315B RETFORD/GAMSTON RWY 03 531359N 0005848W - 531413N 0005937W - 531509N 0005853W thence anti-clockwise by the arc of a circle radius 2 NM centred on 531650N 0005705W to 531456N 0005804W - 531359N 0005848W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU315C RETFORD/GAMSTON RWY 21 531941N 0005522W - 531928N 0005433W - 531831N 0005517W thence anti-clockwise by the arc of a circle radius 2 NM centred on 531650N 0005705W to 531844N 0005606W - 531941N 0005522W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316A SYERSTON A circle, 2 NM radius, centred at 530124N 0005442W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2

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
EGRU316B SYERSTON RWY 02L 525833N 0005647W - 525847N 0005735W - 525949N 0005644W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 525933N 0005557W - 525833N 0005647W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316C SYERSTON RWY 20R 530411N 0005312W - 530356N 0005223W - 530308N 0005303W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530320N 0005353W - 530411N 0005312W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316D SYERSTON RWY 02R 525834N 0005641W - 525848N 0005729W - 525948N 0005640W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 525932N 0005553W - 525834N 0005641W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316E SYERSTON RWY 20L 530411N 0005306W - 530357N 0005218W - 530307N 0005259W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530319N 0005348W - 530411N 0005306W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316F SYERSTON RWY 06 525941N 0005911W - 530010N 0005936W - 530043N 0005749W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530015N 0005724W - 525941N 0005911W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316G SYERSTON RWY 24 530305N 0005018W - 530236N 0004953W - 530204N 0005135W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530233N 0005200W - 530305N 0005018W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316H SYERSTON RWY 06L 525945N 0005907W - 530013N 0005931W - 530045N 0005750W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530016N 0005726W - 525945N 0005907W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316I SYERSTON RWY 24R 530301N 0005038W - 530232N 0005013W - 530206N 0005136W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530235N 0005201W - 530301N 0005038W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316J SYERSTON RWY 06R 525942N 0005904W - 530010N 0005929W - 530042N 0005748W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530014N 0005723W - 525942N 0005904W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316K SYERSTON RWY 24L 530256N 0005042W - 530227N 0005017W - 530203N 0005134W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530232N 0005158W - 530256N 0005042W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2

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
EGRU316L SYERSTON RWY 11 530158N 0005936W - 530229N 0005919W - 530210N 0005745W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530139N 0005759W - 530158N 0005936W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316M SYERSTON RWY 29 530042N 0005021W - 530011N 0005038W - 530025N 0005149W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530055N 0005129W - 530042N 0005021W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316N SYERSTON RWY 11L 530201N 0005937W - 530231N 0005921W - 530212N 0005744W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530141N 0005759W - 530201N 0005937W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316O SYERSTON RWY 29R 530038N 0004954W - 530008N 0005010W - 530027N 0005147W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530057N 0005128W - 530038N 0004954W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316P SYERSTON RWY 11R 530157N 0005940W - 530228N 0005923W - 530209N 0005747W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530137N 0005800W - 530157N 0005940W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316Q SYERSTON RWY 29L 530034N 0004949W - 530003N 0005006W - 530024N 0005150W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530054N 0005130W - 530034N 0004949W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316R SYERSTON RWY 15 530357N 0005715W - 530413N 0005628W - 530319N 0005538W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530306N 0005627W - 530357N 0005715W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316S SYERSTON RWY 33 525859N 0005135W - 525843N 0005222W - 525937N 0005312W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 525955N 0005228W - 525859N 0005135W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316T SYERSTON RWY 15L 530354N 0005709W - 530410N 0005622W - 530320N 0005534W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530307N 0005624W - 530354N 0005709W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316U SYERSTON RWY 33R 525857N 0005130W - 525841N 0005217W - 525938N 0005310W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 525957N 0005226W - 525857N 0005130W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2

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
EGRU316V SYERSTON RWY 15R 530355N 0005717W - 530411N 0005630W - 530318N 0005541W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 530305N 0005630W - 530355N 0005717W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU316W SYERSTON RWY 33L 525901N 0005141W - 525845N 0005228W - 525936N 0005315W thence anti-clockwise by the arc of a circle radius 2 NM centred on 530124N 0005442W to 525954N 0005231W - 525901N 0005141W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU317A SANDTOFT A circle, 2 NM radius, centred at 533335N 0005130W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU317B SANDTOFT RWY 05 533118N 0005438W - 533141N 0005517W - 533222N 0005409W thence anti-clockwise by the arc of a circle radius 2 NM centred on 533335N 0005130W to 533159N 0005330W - 533118N 0005438W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU317C SANDTOFT RWY 23 533547N 0004830W - 533525N 0004751W - 533448N 0004851W thence anti-clockwise by the arc of a circle radius 2 NM centred on 533335N 0005130W to 533511N 0004930W - 533547N 0004830W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU319A WADDINGTON A circle, 2.5 NM radius, centred at 530958N 0003126W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU319B WADDINGTON RWY 02 530639N 0003308W - 530651N 0003358W - 530746N 0003322W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530958N 0003126W to 530734N 0003233W - 530639N 0003308W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU319C WADDINGTON RWY 20 531313N 0002946W - 531301N 0002856W - 531210N 0002929W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530958N 0003126W to 531222N 0003019W - 531313N 0002946W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU320A CRANWELL A circle, 2.5 NM radius, centred at 530147N 0002934W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU320B CRANWELL RWY 01 525833N 0002919W - 525838N 0003012W - 525918N 0003003W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530147N 0002934W to 525918N 0002909W - 525833N 0002919W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU320C CRANWELL RWY 19 530445N 0002845W - 530440N 0002751W - 530406N 0002800W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530147N 0002934W to 530415N 0002852W - 530445N 0002845W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2

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
EGRU320D CRANWELL RWY 08 530107N 0003443W - 530139N 0003450W - 530144N 0003342W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530147N 0002934W to 530112N 0003335W - 530107N 0003443W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU320E CRANWELL RWY 26 530227N 0002421W - 530155N 0002414W - 530150N 0002526W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530147N 0002934W to 530222N 0002532W - 530227N 0002421W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU320F CRANWELL RWY 08N 530107N 0003416W - 530139N 0003423W - 530142N 0003342W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530147N 0002934W to 530110N 0003335W - 530107N 0003416W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU320G CRANWELL RWY 26N 530221N 0002450W - 530149N 0002443W - 530146N 0002525W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530147N 0002934W to 530218N 0002531W - 530221N 0002450W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU320H CRANWELL RWY 06 530100N 0003352W - 530129N 0003415W - 530139N 0003342W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530147N 0002934W to 530106N 0003333W - 530100N 0003352W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU320I CRANWELL RWY 24 530406N 0002513W - 530337N 0002450W - 530314N 0002611W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530147N 0002934W to 530339N 0002648W - 530406N 0002513W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU320K CRANWELL RWY 21 530519N 0002721W - 530503N 0002635W - 530359N 0002737W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530147N 0002934W to 530411N 0002828W - 530519N 0002721W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU321A HUMBERSIDE A circle, 2.5 NM radius, centred at 533424N 0002105W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU321B HUMBERSIDE RWY 02 533119N 0002244W - 533132N 0002334W - 533213N 0002305W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 533424N 0002105W to 533201N 0002215W - 533119N 0002244W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU321C HUMBERSIDE RWY 20 533729N 0001927W - 533717N 0001836W - 533636N 0001905W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 533424N 0002105W to 533648N 0001955W - 533729N 0001927W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU321D HUMBERSIDE RWY 08 533356N 0002538W - 533428N 0002545W - 533430N 0002517W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 533424N 0002105W to 533358N 0002513W - 533356N 0002538W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 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
EGRU321E HUMBERSIDE RWY 26 533513N 0001609W - 533441N 0001602W - 533437N 0001655W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 533424N 0002105W to 533509N 0001705W - 533513N 0001609W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU322A WICKENBY A circle, 2 NM radius, centred at 531901N 0002056W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU322B WICKENBY RWY 03 531620N 0002232W - 531634N 0002321W - 531720N 0002245W thence anti-clockwise by the arc of a circle radius 2 NM centred on 531901N 0002056W to 531707N 0002156W - 531620N 0002232W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU322C WICKENBY RWY 21 532142N 0001919W - 532128N 0001830W - 532041N 0001907W thence anti-clockwise by the arc of a circle radius 2 NM centred on 531901N 0002056W to 532055N 0001955W - 532142N 0001919W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU322D WICKENBY RWY 15 532121N 0002345W - 532137N 0002258W - 532051N 0002214W thence anti-clockwise by the arc of a circle radius 2 NM centred on 531901N 0002056W to 532035N 0002300W - 532121N 0002345W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU322E WICKENBY RWY 33 531643N 0001817W - 531627N 0001904W - 531709N 0001944W thence anti-clockwise by the arc of a circle radius 2 NM centred on 531901N 0002056W to 531725N 0001857W - 531643N 0001817W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU323A CONINGSBY A circle, 2.5 NM radius, centred at 530535N 0000958W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU323B CONINGSBY RWY 07 530416N 0001515W - 530447N 0001532W - 530505N 0001402W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530535N 0000958W to 530434N 0001345W - 530416N 0001515W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU323C CONINGSBY RWY 25 530655N 0000441W - 530624N 0000424W - 530606N 0000555W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 530535N 0000958W to 530637N 0000611W - 530655N 0000441W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU324A MONA A circle, 2 NM radius, centred at 531533N 0042226W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU324B MONA RWY 04 531255N 0042513W - 531315N 0042556W - 531409N 0042448W thence anti-clockwise by the arc of a circle radius 2 NM centred on 531533N 0042226W to 531349N 0042405W - 531255N 0042513W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2

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**
EGRU324C MONA RWY 22 531813N 0041938W - 531753N 0041855W - 531658N 0042005W thence anti-clockwise by the arc of a circle radius 2 NM centred on 531533N 0042226W to 531718N 0042048W - 531813N 0041938W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU325 HMP ALTCOURSE 532802N 0025617W - 532801N 0025600W - 532751N 0025537W - 532734N 0025532W - 532725N 0025547W - 532726N 0025636W - 532740N 0025641W - 532753N 0025641W - 532802N 0025617W	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 86 FT AMSL
EGRU326 HMP ASKHAM GRANGE 535551N 0011124W - 535552N 0011041W - 535537N 0011031W - 535520N 0011046W - 535516N 0011105W - 535520N 0011123W - 535539N 0011137W - 535551N 0011124W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 104 FT AMSL
EGRU327 HMP BERWYN 530233N 0025539W - 530210N 0025453W - 530137N 0025537W - 530159N 0025625W - 530233N 0025539W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 118 FT AMSL
EGRU328 HMP BUCKLEY HALL 533825N 0020916W - 533826N 0020823W - 533805N 0020814W - 533754N 0020816W - 533744N 0020841W - 533758N 0020909W - 533825N 0020916W	Upper limit: 1000 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 585 FT AMSL
EGRU329 HMP DONCASTER 533154N 0010840W - 533130N 0010807W - 533104N 0010843W - 533126N 0010928W - 533154N 0010840W	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 55 FT AMSL
EGRU330 HMP FOREST BANK 533113N 0021811W - 533102N 0021732W - 533047N 0021730W - 533029N 0021808W - 533056N 0021847W - 533113N 0021811W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 128 FT AMSL
EGRU331 HMP FULL SUTTON 535923N 0005234W - 535920N 0005134W - 535842N 0005138W - 535845N 0005239W - 535923N 0005234W	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 57 FT AMSL
EGRU332 HMP GARTH/WYMOTT 534108N 0024604W - 534108N 0024455W - 534103N 0024428W - 534023N 0024424W - 534022N 0024529W - 534033N 0024603W - 534108N 0024604W	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 50 FT AMSL
EGRU333 HMP HINDLEY 533127N 0023410W - 533057N 0023356W - 533048N 0023459W - 533119N 0023510W - 533127N 0023410W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 127 FT AMSL

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

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

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	**2**	**3**
EGRU344 HMP PRESTON 534606N 0024105W - 534537N 0024043W - 534525N 0024124W - 534538N 0024149W - 534555N 0024139W - 534606N 0024105W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 147 FT AMSL
EGRU345 HMP RANBY 531943N 0005946W - 531922N 0005920W - 531858N 0005925W - 531903N 0010035W - 531926N 0010034W - 531943N 0005946W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 153 FT AMSL
EGRU346 HMP RISLEY 532638N 0023135W - 532635N 0023109W - 532624N 0023059W - 532602N 0023050W - 532558N 0023204W - 532625N 0023154W - 532638N 0023135W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 126 FT AMSL
EGRU347 HMP STYAL 532043N 0021412W - 532031N 0021342W - 532010N 0021357W - 532005N 0021442W - 532019N 0021500W - 532038N 0021441W - 532043N 0021412W	Upper limit: 700 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by Non-Standard Flight Applications (NSF NATS) and HMPPS. NSF: Online Application: https://nsf.nats.aero/drones-and-model-aircraft/ HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 271 FT AMSL
EGRU348 HMP WAKEFIELD 534112N 0013105W - 534118N 0013027W - 534051N 0012947W - 534035N 0013042W - 534054N 0013104W - 534112N 0013105W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 117 FT AMSL
EGRU349 HMP WEALSTUN 535520N 0011957W - 535515N 0011917W - 535456N 0011909W - 535432N 0011932W - 535432N 0011955W - 535443N 0012021W - 535454N 0012018W - 535506N 0012011W - 535520N 0011957W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 104 FT AMSL
EGRU350 HMP WERRINGTON 530135N 0020538W - 530140N 0020507W - 530131N 0020450W - 530108N 0020437W - 530100N 0020530W - 530118N 0020540W - 530135N 0020538W	Upper limit: 1300 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 834 FT AMSL
EGRU351 HMP WETHERBY 535628N 0012218W - 535633N 0012138W - 535557N 0012124W - 535551N 0012229W - 535616N 0012241W - 535623N 0012221W - 535628N 0012218W	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 89 FT AMSL
EGRU353 CARR GATE A circle, 0.5 NM radius, centred at 534238N 0013222W	Upper limit: 1400 FT ALT Lower limit: SFC	Unmanned Aircraft Restriction. H24. National Police Air Service activity. Permissions to fly UAS within the Restricted Area are to be obtained from NPAS Operations Centre via email: ops.centre@npas.police.uk or telephone: 01924-962814. Site elevation: 403 FT AMSL
EGRU401A ENNISKILLEN/ST ANGELO A circle, 2 NM radius, centred at 542355N 0073907W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU401B ENNISKILLEN/ST ANGELO RWY 14 542602N 0074247W - 542623N 0074205W - 542536N 0074057W thence anti-clockwise by the arc of a circle radius 2 NM centred on 542355N 0073907W to 542515N 0074139W - 542602N 0074247W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 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
EGRU401C ENNISKILLEN/ST ANGELO RWY 32 542152N 0073531W - 542131N 0073613W - 542214N 0073716W thence anti-clockwise by the arc of a circle radius 2 NM centred on 542355N 0073907W to 542235N 0073634W - 542152N 0073531W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU402A BELFAST ALDERGROVE A circle, 2.5 NM radius, centred at 543927N 0061257W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU402B BELFAST ALDERGROVE RWY 07 543745N 0061808W - 543815N 0061831W - 543839N 0061702W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 543927N 0061257W to 543810N 0061638W - 543745N 0061808W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU402C BELFAST ALDERGROVE RWY 25 544109N 0060745W - 544039N 0060721W - 544015N 0060852W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 543927N 0061257W to 544044N 0060916W - 544109N 0060745W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU402D BELFAST ALDERGROVE RWY 17 544157N 0061536W - 544207N 0061443W - 544146N 0061431W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 543927N 0061257W to 544131N 0061521W - 544157N 0061536W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU402E BELFAST ALDERGROVE RWY 35 543604N 0061119W - 543554N 0061212W - 543657N 0061247W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 543927N 0061257W to 543702N 0061152W - 543604N 0061119W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU403A BELFAST/CITY A circle, 2 NM radius, centred at 543705N 0055221W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU403B BELFAST/CITY RWY 04 543421N 0055503W - 543440N 0055549W - 543537N 0055441W thence anti-clockwise by the arc of a circle radius 2 NM centred on 543705N 0055221W to 543518N 0055355W - 543421N 0055503W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU403C BELFAST/CITY RWY 22 543951N 0054936W - 543933N 0054850W - 543833N 0055002W thence anti-clockwise by the arc of a circle radius 2 NM centred on 543705N 0055221W to 543852N 0055047W - 543951N 0054936W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU404A NEWTOWNARDS A circle, 2 NM radius, centred at 543452N 0054131W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU404B NEWTOWNARDS RWY 03 543214N 0054343W - 543231N 0054430W - 543319N 0054340W thence anti-clockwise by the arc of a circle radius 2 NM centred on 543452N 0054131W to 543302N 0054253W - 543214N 0054343W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 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
EGRU404C NEWTOWNARDS RWY 21 543727N 0053922W - 543710N 0053834W - 543625N 0053921W thence anti-clockwise by the arc of a circle radius 2 NM centred on 543452N 0054131W to 543642N 0054009W - 543727N 0053922W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU404D NEWTOWNARDS RWY 08 543356N 0054615W - 543428N 0054627W - 543440N 0054456W thence anti-clockwise by the arc of a circle radius 2 NM centred on 543452N 0054131W to 543408N 0054443W - 543356N 0054615W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU404E NEWTOWNARDS RWY 26 543545N 0053655W - 543513N 0053642W - 543502N 0053806W thence anti-clockwise by the arc of a circle radius 2 NM centred on 543452N 0054131W to 543534N 0053818W - 543545N 0053655W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU404F NEWTOWNARDS RWY 15 543716N 0054418W - 543733N 0054330W - 543645N 0054241W thence anti-clockwise by the arc of a circle radius 2 NM centred on 543452N 0054131W to 543630N 0054331W - 543716N 0054418W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU404G NEWTOWNARDS RWY 33 543241N 0053834W - 543224N 0053922W - 543304N 0054002W thence anti-clockwise by the arc of a circle radius 2 NM centred on 543452N 0054131W to 543322N 0053916W - 543241N 0053834W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU406A WALNEY A circle, 2 NM radius, centred at 540752N 0031548W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU406B WALNEY RWY 17 541032N 0031742W - 541040N 0031649W - 540949N 0031628W thence anti-clockwise by the arc of a circle radius 2 NM centred on 540752N 0031548W to 540939N 0031720W - 541032N 0031742W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU406C WALNEY RWY 35 540454N 0031423W - 540447N 0031517W - 540552N 0031544W thence anti-clockwise by the arc of a circle radius 2 NM centred on 540752N 0031548W to 540557N 0031450W - 540454N 0031423W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU408A LEEMING A circle, 2.5 NM radius, centred at 541733N 0013207W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU408B LEEMING RWY 16 542028N 0013452W - 542041N 0013402W - 541955N 0013327W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 541733N 0013207W to 541942N 0013417W - 542028N 0013452W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU408C LEEMING RWY 34 541438N 0012923W - 541425N 0013013W - 541511N 0013048W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 541733N 0013207W to 541524N 0012958W - 541438N 0012923W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2

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
EGRU408D LEEMING RWY 03 541517N 0013411W - 541532N 0013459W - 541539N 0013453W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 541733N 0013207W to 541521N 0013407W - 541517N 0013411W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU408E LEEMING RWY 21 542039N 0013015W - 542024N 0012927W - 541944N 0013003W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 541733N 0013207W to 541957N 0013055W - 542039N 0013015W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU409A TEESSIDE INTERNATIONAL A circle, 2.5 NM radius, centred at 543033N 0012546W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU409B TEESSIDE INTERNATIONAL RWY 05 542807N 0012938W - 542831N 0013016W - 542904N 0012913W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 543033N 0012546W to 542840N 0012836W - 542807N 0012938W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU409C TEESSIDE INTERNATIONAL RWY 23 543259N 0012153W - 543235N 0012115W - 543202N 0012219W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 543033N 0012546W to 543226N 0012256W - 543259N 0012153W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU410A TOPCLIFFE A circle, 2 NM radius, centred at 541220N 0012254W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU410B TOPCLIFFE RWY 02 540928N 0012421W - 540940N 0012512W - 541036N 0012434W thence anti-clockwise by the arc of a circle radius 2 NM centred on 541220N 0012254W to 541024N 0012343W - 540928N 0012421W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU410C TOPCLIFFE RWY 20 541524N 0012119W - 541512N 0012027W - 541405N 0012113W thence anti-clockwise by the arc of a circle radius 2 NM centred on 541220N 0012254W to 541417N 0012204W - 541524N 0012119W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU410D TOPCLIFFE RWY 13 541355N 0012720W - 541421N 0012647W - 541344N 0012520W thence anti-clockwise by the arc of a circle radius 2 NM centred on 541220N 0012254W to 541318N 0012553W - 541355N 0012720W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU410E TOPCLIFFE RWY 31 541053N 0011838W - 541027N 0011910W - 541059N 0012024W thence anti-clockwise by the arc of a circle radius 2 NM centred on 541220N 0012254W to 541125N 0011953W - 541053N 0011838W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU410F TOPCLIFFE RWY 07 541107N 0012746W - 541138N 0012800W - 541155N 0012614W thence anti-clockwise by the arc of a circle radius 2 NM centred on 541220N 0012254W to 541124N 0012555W - 541107N 0012746W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2

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
EGRU410G TOPCLIFFE RWY 25 541311N 0011812W - 541240N 0011758W - 541225N 0011930W thence anti-clockwise by the arc of a circle radius 2 NM centred on 541220N 0012254W to 541257N 0011939W - 541311N 0011812W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU411A ISLE OF MAN A circle, 2.7 NM radius, centred at 540500N 0043724W	Upper limit: UNL Lower limit: SFC	Restricted airspace active H24. Small unmanned aircraft flight not permitted except with the permission of the Isle of Man CAA. Contact caa@gov.im or 01624-682358
EGRU412 ISLE OF MAN PRISON 542124N 0043154W - 542128N 0043151W - 542129N 0043150W - 542133N 0043143W - 542132N 0043141W - 542117N 0043127W - 542114N 0043143W - 542113N 0043153W - 542116N 0043201W - 542117N 0043201W - 542124N 0043154W	Upper limit: UNL Lower limit: SFC	Restricted airspace active H24. Contact caa@gov.im or 01624-682358 for further details
EGRU413 HMP DEERBOLT 543255N 0015600W - 543222N 0015541W - 543214N 0015609W - 543221N 0015700W - 543244N 0015701W - 543255N 0015600W	Upper limit: 1100 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 602 FT AMSL
EGRU414 HMP DURHAM 544641N 0013402W - 544635N 0013340W - 544614N 0013337W - 544602N 0013352W - 544609N 0013429W - 544637N 0013440W - 544641N 0013402W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 196 FT AMSL
EGRU415 HMP FRANKLAND/LOW NEWTON 544839N 0013233W - 544800N 0013221W - 544753N 0013317W - 544810N 0013351W - 544832N 0013351W - 544839N 0013233W	Upper limit: 700 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 208 FT AMSL
EGRU416 HMP HOLME HOUSE 543500N 0011748W - 543500N 0011715W - 543433N 0011658W - 543422N 0011718W - 543423N 0011748W - 543435N 0011809W - 543448N 0011809W - 543500N 0011748W	Upper limit: 500 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 39 FT AMSL
EGRU417 HMP LANCASTER FARMS 540337N 0024623W - 540334N 0024557W - 540325N 0024544W - 540304N 0024548W - 540255N 0024607W - 540256N 0024629W - 540309N 0024645W - 540329N 0024641W - 540337N 0024623W	Upper limit: 700 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 238 FT AMSL
EGRU501A LONDONDERRY/EGLINTON A circle, 2.5 NM radius, centred at 550234N 0070943W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU501B LONDONDERRY/EGLINTON RWY 08 550123N 0071453W - 550154N 0071509W - 550206N 0071359W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 550234N 0070943W to 550135N 0071343W - 550123N 0071453W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU501C LONDONDERRY/EGLINTON RWY 26 550345N 0070429W - 550314N 0070412W - 550301N 0070527W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 550234N 0070943W to 550332N 0070543W - 550345N 0070429W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 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
EGRU502A ISLAY A circle, 2 NM radius, centred at 554100N 0061535W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU502B ISLAY RWY 07 553948N 0061952W - 554018N 0062011W - 554032N 0061901W thence anti-clockwise by the arc of a circle radius 2 NM centred on 554100N 0061535W to 554002N 0061840W - 553948N 0061952W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU502C ISLAY RWY 25 554212N 0061040W - 554142N 0061021W - 554121N 0061206W thence anti-clockwise by the arc of a circle radius 2 NM centred on 554100N 0061535W to 554152N 0061224W - 554212N 0061040W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU502D ISLAY RWY 12 554220N 0062026W - 554248N 0061957W - 554215N 0061820W thence anti-clockwise by the arc of a circle radius 2 NM centred on 554100N 0061535W to 554147N 0061850W - 554220N 0062026W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU502E ISLAY RWY 30 553941N 0061044W - 553913N 0061113W - 553945N 0061249W thence anti-clockwise by the arc of a circle radius 2 NM centred on 554100N 0061535W to 554013N 0061220W - 553941N 0061044W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU503A CAMPBELTOWN A circle, 2 NM radius, centred at 552615N 0054117W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU503B CAMPBELTOWN RWY 11 552646N 0054608W - 552717N 0054552W - 552704N 0054430W thence anti-clockwise by the arc of a circle radius 2 NM centred on 552615N 0054117W to 552633N 0054446W - 552646N 0054608W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU503C CAMPBELTOWN RWY 29 552535N 0053529W - 552504N 0053544W - 552527N 0053804W thence anti-clockwise by the arc of a circle radius 2 NM centred on 552615N 0054117W to 552558N 0053749W - 552535N 0053529W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU504A PRESTWICK A circle, 2.5 NM radius, centred at 553034N 0043540W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU504B PRESTWICK RWY 02 552644N 0043643W - 552657N 0043735W - 552808N 0043640W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 553034N 0043540W to 552804N 0043541W - 552644N 0043643W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU504C PRESTWICK RWY 20 553247N 0043304W - 553234N 0043212W - 553215N 0043226W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 553034N 0043540W to 553237N 0043311W - 553247N 0043304W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 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
EGRU504D PRESTWICK RWY 12 553205N 0044100W - 553233N 0044030W - 553205N 0043910W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 553034N 0043540W to 553137N 0043939W - 553205N 0044100W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU504E PRESTWICK RWY 30 552858N 0043010W - 552831N 0043040W - 552903N 0043211W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 553034N 0043540W to 552930N 0043142W - 552858N 0043010W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU505A GLASGOW A circle, 2.5 NM radius, centred at 555218N 0042601W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU505B GLASGOW RWY 05 554945N 0043005W - 555009N 0043044W - 555047N 0042933W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 555218N 0042601W to 555024N 0042853W - 554945N 0043005W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU505C GLASGOW RWY 23 555444N 0042210W - 555421N 0042130W - 555349N 0042229W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 555218N 0042601W to 555412N 0042309W - 555444N 0042210W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU506A CUMBERNAULD A circle, 2 NM radius, centred at 555829N 0035832W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU506B CUMBERNAULD RWY 07 555721N 0040320W - 555752N 0040338W - 555809N 0040202W thence anti-clockwise by the arc of a circle radius 2 NM centred on 555829N 0035832W to 555738N 0040145W - 555721N 0040320W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU506C CUMBERNAULD RWY 25 555937N 0035343W - 555906N 0035325W - 555849N 0035501W thence anti-clockwise by the arc of a circle radius 2 NM centred on 555829N 0035832W to 555920N 0035518W - 555937N 0035343W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU507A EDINBURGH A circle, 2.5 NM radius, centred at 555700N 0032221W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU507B EDINBURGH RWY 06 555504N 0032705W - 555532N 0032735W - 555557N 0032623W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 555700N 0032221W to 555529N 0032553W - 555504N 0032705W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU507C EDINBURGH RWY 24 555855N 0031737W - 555827N 0031707W - 555803N 0031819W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 555700N 0032221W to 555831N 0031849W - 555855N 0031737W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU508A NEWCASTLE A circle, 2.5 NM radius, centred at 550217N 0014123W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 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
EGRU508B NEWCASTLE RWY 07 550040N 0014620W - 550109N 0014644W - 550129N 0014530W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 550217N 0014123W to 550059N 0014507W - 550040N 0014620W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU508C NEWCASTLE RWY 25 550353N 0013627W - 550324N 0013603W - 550304N 0013716W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 550217N 0014123W to 550334N 0013740W - 550353N 0013627W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU509A KIRKNEWTON A circle, 2 NM radius, centred at 555224N 0032355W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU510 HMP NORTHUMBERLAND 551818N 0013757W - 551756N 0013719W - 551743N 0013716W - 551716N 0013805W - 551720N 0013839W - 551737N 0013910W - 551818N 0013757W	Upper limit: 600 FT ALT Lower limit: SFC	HMP Restricted airspace active H24. Unmanned aircraft flight not permitted unless permission has been granted by HMPPS. HMPPS email: drone.RFZapplication@justice.gov.uk SI 2023/1101 Site elevation: 118 FT AMSL
EGRU601A TIREE A circle, 2 NM radius, centred at 562957N 0065209W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU601B TIREE RWY 05 562739N 0065554W - 562803N 0065634W - 562848N 0065506W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562957N 0065209W to 562824N 0065426W - 562739N 0065554W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU601C TIREE RWY 23 563213N 0064828W - 563149N 0064748W - 563106N 0064912W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562957N 0065209W to 563130N 0064952W - 563213N 0064828W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU601D TIREE RWY 11 563040N 0065734W - 563111N 0065716W - 563051N 0065522W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562957N 0065209W to 563021N 0065541W - 563040N 0065734W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU601E TIREE RWY 29 562928N 0064712W - 562857N 0064730W - 562911N 0064849W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562957N 0065209W to 562942N 0064834W - 562928N 0064712W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU602A COLL A circle, 2 NM radius, centred at 563607N 0063704W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU603A COLONSAY A circle, 2 NM radius, centred at 560327N 0061435W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU604A OBAN A circle, 2 NM radius, centred at 562749N 0052400W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 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**
EGRU604B OBAN RWY 01 562451N 0052402W - 562454N 0052500W - 562553N 0052449W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562749N 0052400W to 562550N 0052351W - 562451N 0052402W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU604C OBAN RWY 19 563046N 0052358W - 563043N 0052300W - 562946N 0052310W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562749N 0052400W to 562949N 0052408W - 563046N 0052358W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU605A PERTH/SCONE A circle, 2 NM radius, centred at 562628N 0032226W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU605B PERTH/SCONE RWY 03 562346N 0032431W - 562401N 0032522W - 562451N 0032433W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562628N 0032226W to 562436N 0032342W - 562346N 0032431W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU605C PERTH/SCONE RWY 21 562910N 0032021W - 562855N 0031930W - 562805N 0032019W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562628N 0032226W to 562820N 0032110W - 562910N 0032021W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU605D PERTH/SCONE RWY 09 562554N 0032720W - 562627N 0032721W - 562628N 0032602W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562628N 0032226W to 562556N 0032554W - 562554N 0032720W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU605E PERTH/SCONE RWY 27 562637N 0031711W - 562604N 0031709W - 562603N 0031855W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562628N 0032226W to 562635N 0031850W - 562637N 0031711W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU605F PERTH/SCONE RWY 15 562844N 0032509W - 562900N 0032418W - 562821N 0032337W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562628N 0032226W to 562806N 0032429W - 562844N 0032509W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU605G PERTH/SCONE RWY 33 562404N 0031904W - 562348N 0031954W - 562441N 0032050W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562628N 0032226W to 562459N 0032002W - 562404N 0031904W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU606A DUNDEE A circle, 2 NM radius, centred at 562709N 0030133W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU606B DUNDEE RWY 09 562654N 0030706W - 562726N 0030705W - 562726N 0030507W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562709N 0030133W to 562654N 0030507W - 562654N 0030706W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 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
EGRU606C DUNDEE RWY 27 562723N 0025600W - 562651N 0025600W - 562651N 0025759W thence anti-clockwise by the arc of a circle radius 2 NM centred on 562709N 0030133W to 562724N 0025758W - 562723N 0025600W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU607A LEUCHARS A circle, 2.5 NM radius, centred at 562230N 0025132W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU607B LEUCHARS RWY 04 561957N 0025452W - 562017N 0025539W - 562050N 0025453W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 562230N 0025132W to 562028N 0025410W - 561957N 0025452W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU607C LEUCHARS RWY 22 562509N 0024905W - 562449N 0024819W - 562428N 0024847W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 562230N 0025132W to 562445N 0024937W - 562509N 0024905W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU607D LEUCHARS RWY 08 562145N 0025723W - 562217N 0025731W - 562224N 0025601W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 562230N 0025132W to 562152N 0025553W - 562145N 0025723W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU607E LEUCHARS RWY 26 562314N 0024541W - 562242N 0024532W - 562235N 0024702W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 562230N 0025132W to 562307N 0024710W - 562314N 0024541W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU701A BARRA A circle, 2 NM radius, centred at 570122N 0072635W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU701B BARRA RWY 07 570009N 0073107W - 570038N 0073131W - 570058N 0073010W thence anti-clockwise by the arc of a circle radius 2 NM centred on 570122N 0072635W to 570027N 0072950W - 570009N 0073107W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU701C BARRA RWY 25 570300N 0072146W - 570230N 0072122W - 570204N 0072310W thence anti-clockwise by the arc of a circle radius 2 NM centred on 570122N 0072635W to 570233N 0072338W - 570300N 0072146W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU701D BARRA RWY 11 570143N 0073151W - 570214N 0073140W - 570204N 0073000W thence anti-clockwise by the arc of a circle radius 2 NM centred on 570122N 0072635W to 570133N 0073014W - 570143N 0073151W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU701E BARRA RWY 29 570111N 0072125W - 570039N 0072136W - 570049N 0072304W thence anti-clockwise by the arc of a circle radius 2 NM centred on 570122N 0072635W to 570121N 0072255W - 570111N 0072125W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 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
EGRU701F BARRA RWY 15 570324N 0073025W - 570345N 0072940W - 570303N 0072834W thence anti-clockwise by the arc of a circle radius 2 NM centred on 570122N 0072635W to 570242N 0072919W - 570324N 0073025W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU701G BARRA RWY 33 565921N 0072247W - 565900N 0072332W - 565941N 0072436W thence anti-clockwise by the arc of a circle radius 2 NM centred on 570122N 0072635W to 570002N 0072351W - 565921N 0072247W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU702A BENBECULA A circle, 2 NM radius, centred at 572850N 0072150W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU702B BENBECULA RWY 06 572652N 0072615W - 572719N 0072649W - 572756N 0072509W thence anti-clockwise by the arc of a circle radius 2 NM centred on 572850N 0072150W to 572730N 0072435W - 572652N 0072615W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU702C BENBECULA RWY 24 573054N 0071710W - 573027N 0071636W - 572944N 0071832W thence anti-clockwise by the arc of a circle radius 2 NM centred on 572850N 0072150W to 573011N 0071906W - 573054N 0071710W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU703A INVERNESS A circle, 2.5 NM radius, centred at 573233N 0040251W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU703B INVERNESS RWY 05 573017N 0040700W - 573042N 0040739W - 573108N 0040641W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 573233N 0040251W to 573044N 0040602W - 573017N 0040700W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU703C INVERNESS RWY 23 573450N 0035839W - 573426N 0035800W - 573357N 0035901W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 573233N 0040251W to 573422N 0035940W - 573450N 0035839W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU703D INVERNESS RWY 11 573320N 0040829W - 573350N 0040809W - 573337N 0040702W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 573233N 0040251W to 573307N 0040722W - 573320N 0040829W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU703E INVERNESS RWY 29 573154N 0035803W - 573124N 0035823W - 573127N 0035841W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 573233N 0040251W to 573158N 0035821W - 573154N 0035803W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU705A LOSSIEMOUTH A circle, 2.5 NM radius, centred at 574224N 0032016W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2

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
EGRU705B LOSSIEMOUTH RWY 05 573945N 0032419W - 574007N 0032502W - 574048N 0032350W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 574224N 0032016W to 574025N 0032307W - 573945N 0032419W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU705C LOSSIEMOUTH RWY 23 574503N 0031614W - 574441N 0031530W - 574400N 0031642W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 574224N 0032016W to 574423N 0031726W - 574503N 0031614W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU705D LOSSIEMOUTH RWY 10 574228N 0032535W - 574300N 0032529W - 574258N 0032449W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 574224N 0032016W to 574225N 0032456W - 574228N 0032535W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU705E LOSSIEMOUTH RWY 28 574217N 0031343W - 574145N 0031350W - 574152N 0031543W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 574224N 0032016W to 574224N 0031537W - 574217N 0031343W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details, see UK MIL AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU706A ABERDEEN/DYCE A circle, 2.5 NM radius, centred at 571209N 0021153W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU706B ABERDEEN/DYCE RWY 05 571012N 0021521W - 571035N 0021602W - 571046N 0021542W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 571209N 0021153W to 571021N 0021503W - 571012N 0021521W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU706C ABERDEEN/DYCE RWY 23 571428N 0020830W - 571405N 0020749W - 571347N 0020824W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 571209N 0021153W to 571409N 0020908W - 571428N 0020830W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU706D ABERDEEN/DYCE RWY 14 571403N 0021541W - 571424N 0021456W - 571410N 0021434W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 571209N 0021153W to 571349N 0021518W - 571403N 0021541W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU706E ABERDEEN/DYCE RWY 32 571005N 0020803W - 570944N 0020848W - 571004N 0020920W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 571209N 0021153W to 571025N 0020835W - 571005N 0020803W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU706F ABERDEEN/DYCE RWY 16 571502N 0021434W - 571514N 0021338W - 571433N 0021308W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 571209N 0021153W to 571421N 0021403W - 571502N 0021434W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU706G ABERDEEN/DYCE RWY 34 570915N 0020914W - 570903N 0021009W - 570945N 0021039W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 571209N 0021153W to 570957N 0020944W - 570915N 0020914W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 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**
EGRU706I ABERDEEN/DYCE RWY 36 570935N 0021131W - 570935N 0021231W - 570941N 0021231W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 571209N 0021153W to 570940N 0021131W - 570935N 0021131W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU801A STORNOWAY A circle, 2.5 NM radius, centred at 581256N 0061952W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by Stornoway Air Traffic Service unit. For contact details and opening hours see AIP, Part 3 - Aerodromes, Section AD 2.2.
EGRU801B STORNOWAY RWY 06 581108N 0062422W - 581136N 0062453W - 581150N 0062406W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 581256N 0061952W to 581123N 0062333W - 581108N 0062422W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by Stornoway Air Traffic Service unit. For contact details and opening hours see AIP, Part 3 - Aerodromes, Section AD 2.2.
EGRU801C STORNOWAY RWY 24 581434N 0061510W - 581406N 0061439W - 581351N 0061528W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 581256N 0061952W to 581420N 0061557W - 581434N 0061510W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by Stornoway Air Traffic Service unit. For contact details and opening hours see AIP, Part 3 - Aerodromes, Section AD 2.2.
EGRU801D STORNOWAY RWY 18 581607N 0062059W - 581610N 0061958W - 581526N 0061949W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 581256N 0061952W to 581523N 0062050W - 581607N 0062059W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by Stornoway Air Traffic Service unit. For contact details and opening hours see AIP, Part 3 - Aerodromes, Section AD 2.2.
EGRU801E STORNOWAY RWY 36 580941N 0061844W - 580938N 0061945W - 581027N 0061954W thence anti-clockwise by the arc of a circle radius 2.5 NM centred on 581256N 0061952W to 581030N 0061853W - 580941N 0061844W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by Stornoway Air Traffic Service unit. For contact details and opening hours see AIP, Part 3 - Aerodromes, Section AD 2.2.
EGRU802A WICK A circle, 2 NM radius, centred at 582732N 0030535W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU802B WICK RWY 13 582909N 0031033W - 582935N 0030956W - 582856N 0030818W thence anti-clockwise by the arc of a circle radius 2 NM centred on 582732N 0030535W to 582830N 0030855W - 582909N 0031033W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU802C WICK RWY 31 582555N 0030040W - 582529N 0030117W - 582608N 0030253W thence anti-clockwise by the arc of a circle radius 2 NM centred on 582732N 0030535W to 582633N 0030216W - 582555N 0030040W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU803A KIRKWALL A circle, 2 NM radius, centred at 585729N 0025402W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by ATC. ATC must be contacted during operational hours with a minimum of 24 hours notice provided prior to the unmanned aircraft flight within the FRZ. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2.
EGRU803B KIRKWALL RWY 09 585704N 0025947W - 585737N 0025950W - 585740N 0025753W thence anti-clockwise by the arc of a circle radius 2 NM centred on 585729N 0025402W to 585707N 0025750W - 585704N 0025947W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by ATC. ATC must be contacted during operational hours with a minimum of 24 hours notice provided prior to the unmanned aircraft flight within the FRZ. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2.

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
EGRU803C KIRKWALL RWY 27 585753N 0024808W - 585721N 0024806W - 585718N 0025011W thence anti-clockwise by the arc of a circle radius 2 NM centred on 585729N 0025402W to 585750N 0025014W - 585753N 0024808W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by ATC. ATC must be contacted during operational hours with a minimum of 24 hours notice provided prior to the unmanned aircraft flight within the FRZ. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2.
EGRU803D KIRKWALL RWY 14 585932N 0025817W - 585953N 0025729W - 585907N 0025615W thence anti-clockwise by the arc of a circle radius 2 NM centred on 585729N 0025402W to 585845N 0025701W - 585932N 0025817W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by ATC. ATC must be contacted during operational hours with a minimum of 24 hours notice provided prior to the unmanned aircraft flight within the FRZ. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2.
EGRU803E KIRKWALL RWY 32 585530N 0025028W - 585509N 0025116W - 585544N 0025211W thence anti-clockwise by the arc of a circle radius 2 NM centred on 585729N 0025402W to 585603N 0025121W - 585530N 0025028W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by ATC. ATC must be contacted during operational hours with a minimum of 24 hours notice provided prior to the unmanned aircraft flight within the FRZ. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2.
EGRU901A TRESCO A circle, 2 NM radius, centred at 495644N 0061955W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the heliport operator. For contact details see AIP, Part 3 - Heliports, Section AD 3.2
EGRU902A SCILLY ISLES/ST MARY'S A circle, 2 NM radius, centred at 495448N 0061730W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU902B SCILLY ISLES/ST MARY'S RWY 09 495423N 0062152W - 495456N 0062155W - 495458N 0062035W thence anti-clockwise by the arc of a circle radius 2 NM centred on 495448N 0061730W to 495426N 0062033W - 495423N 0062152W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU902C SCILLY ISLES/ST MARY'S RWY 27 495513N 0061309W - 495441N 0061307W - 495438N 0061425W thence anti-clockwise by the arc of a circle radius 2 NM centred on 495448N 0061730W to 495510N 0061428W - 495513N 0061309W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU902D SCILLY ISLES/ST MARY'S RWY 14 495647N 0062042W - 495709N 0062004W - 495629N 0061911W thence anti-clockwise by the arc of a circle radius 2 NM centred on 495448N 0061730W to 495607N 0061949W - 495647N 0062042W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU902E SCILLY ISLES/ST MARY'S RWY 32 495248N 0061419W - 495227N 0061457W - 495307N 0061550W thence anti-clockwise by the arc of a circle radius 2 NM centred on 495448N 0061730W to 495328N 0061512W - 495248N 0061419W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU903A EDAY A circle, 2 NM radius, centred at 591125N 0024621W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU904A STRONSAY A circle, 2 NM radius, centred at 590919N 0023830W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 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
EGRU905A SANDAY A circle, 2 NM radius, centred at 591501N 0023430W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU906A NORTH RONALDSAY A circle, 2 NM radius, centred at 592203N 0022605W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU907A FAIR ISLE A circle, 2 NM radius, centred at 593205N 0013743W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU908A SUMBURGH A circle, 2 NM radius, centred at 595253N 0011738W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit. ATC must be contacted during opening hours and informed of flights 24 hours in advance of operation. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU908B SUMBURGH RWY 06 595040N 0012125W - 595106N 0012203W - 595137N 0012040W thence anti-clockwise by the arc of a circle radius 2 NM centred on 595253N 0011738W to 595114N 0011952W - 595040N 0012125W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit. ATC must be contacted during opening hours and informed of flights 24 hours in advance of operation. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU908C SUMBURGH RWY 24 595429N 0011258W - 595403N 0011220W - 595329N 0011351W thence anti-clockwise by the arc of a circle radius 2 NM centred on 595253N 0011738W to 595359N 0011419W - 595429N 0011258W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit. ATC must be contacted during opening hours and informed of flights 24 hours in advance of operation. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU908D SUMBURGH RWY 09 595217N 0012335W - 595249N 0012342W - 595256N 0012136W thence anti-clockwise by the arc of a circle radius 2 NM centred on 595253N 0011738W to 595224N 0012129W - 595217N 0012335W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit. ATC must be contacted during opening hours and informed of flights 24 hours in advance of operation. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU908E SUMBURGH RWY 27 595330N 0011140W - 595258N 0011133W - 595251N 0011340W thence anti-clockwise by the arc of a circle radius 2 NM centred on 595253N 0011738W to 595323N 0011347W - 595330N 0011140W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit. ATC must be contacted during opening hours and informed of flights 24 hours in advance of operation. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU908F SUMBURGH RWY 15 595450N 0012132W - 595509N 0012041W - 595434N 0011948W thence anti-clockwise by the arc of a circle radius 2 NM centred on 595253N 0011738W to 595412N 0012037W - 595450N 0012132W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit. ATC must be contacted during opening hours and informed of flights 24 hours in advance of operation. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU908G SUMBURGH RWY 33 595022N 0011337W - 595003N 0011429W - 595104N 0011559W thence anti-clockwise by the arc of a circle radius 2 NM centred on 595253N 0011738W to 595122N 0011504W - 595022N 0011337W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit. ATC must be contacted during opening hours and informed of flights 24 hours in advance of operation. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU909A WESTRAY A circle, 2 NM radius, centred at 592100N 0025700W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2
EGRU910A PAPA WESTRAY A circle, 2 NM radius, centred at 592103N 0025401W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. For contact details see AIP, Part 3 - Aerodromes, Section AD 2.2

ENR 5.1 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
EGRU911 SAXAVORD A circle, 2.7 NM radius, centred at 604906N 0004612W	Upper limit: 2000 FT AGL Lower limit: SFC	FRZ Active H24. Unmanned aircraft flight not permitted unless permission has been granted by the relevant Air Traffic Service unit or aerodrome operator. Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com.

Airspace Restrictions - Unmanned Aircraft Systems (UAS)

Unless otherwise stated either in the remarks section or associated SI the Navigational restrictions listed above with an identification which starts with "EGD", "EGP" or "EGR" are applicable to **both** manned **and** unmanned aircraft systems. Restrictions listed above with an identification which starts with "EGRU" are applicable to **Unmanned Aircraft Systems only**.

Unmanned Aircraft Systems (UAS) - Data File

To satisfy the requirement for the provision of a dataset of UAS Airspace Restrictions an electronic file is available by selecting the UAS Airspace Restrictions File (ENR 5.1) link from the list available on the current IAIP website (updated each AIRAC).

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ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE (ADIZ) (continued)

Name Lateral Limits	Upper - lower Limit System/means of activation announcement/information for Civil Flights	Remarks and time of activity
1	2	3
AIAA VALLEY 532010N 0034500W - 532315N 0050000W - 531200N 0050000W - 530715N 0045319W - 524500N 0045319W following the line of latitude to - 524500N 0044018W - 523316N 0041200W following the line of latitude to - 523316N 0034500W - 532010N 0034500W	Upper limit: 6000 FT ALT Lower limit: 2000 FT ALT	Remarks: Considerable flying training, including, in addition to airfield arrival and departure procedures, exercises in stalling, spinning, aerobatics, steep turns and formation flying. Advisory Measures: Pilots crossing the area are advised to maintain constant vigilance and to request a radar service from Valley ATC or London Radar. Hours: Peak activity Mon-Thu 0800-1800 (0700-1700) and Fri 0800-1700 (0700-1600).
AIAA YEOVILTON 510900N 0030300W - 511200N 0025100W - 511200N 0021400W - 504400N 0021400W - 504400N 0030300W - 510900N 0030300W	Upper limit: 6000 FT ALT Lower limit: SFC	Remarks: Intensive helicopter instrument flying training. Night operations may be conducted by aircraft using reduced navigation and/or anti-collision lights. Advisory Measures: A LARS is available from Yeovilton ATC on Channel 127.355. Note: For aircraft in transit south of a line east to west through Dorchester, a LARS is available from Plymouth Military Radar on 124.150 MHz but to avoid interference pilots should contact Plymouth Military south of 511000N. Hours: Peak activity Mon-Thu 0830-1700 (0730-1600) and Fri 0830-1600 (0730-1500).
ATA LAKENHEATH NORTH 525500N 0015000E - 524010N 0023000E - 523704N 0025356E - 522819N 0024644E - 522842N 0023414E - 523412N 0015410E - 523245N 0015000E - 525500N 0015000E	Upper limit: FL245 Lower limit: FL60	Autonomous operations are only permitted within ATAs above FL 195 when the overlying TRA is active. Remarks: Intense military air activity. Advisory Measures: Pilots are strongly advised to avoid the area. If this is not possible they should request a service from Swanwick Mil, at least 15 NM range from the edge of the area. Note: Live firing at flares in the sea regularly takes place below the vertical limits of the Aerial Tactics Area under 'Clear Range' procedures. The activity will NOT be subject to NOTAM action. Hours: Peak activity Mon-Thu 0700-2300 (0600-2200) and Fri 0700-1700 (0600-1600).
ATA LAKENHEATH SOUTH 523412N 0015410E - 522842N 0023414E - 522819N 0024644E - 521646N 0023717E - 521447N 0022653E - 521318N 0015241E - 521623N 0015000E - 523245N 0015000E - 523412N 0015410E	Upper limit: FL195 Lower limit: FL60	Remarks: Intense military air activity. Advisory Measures: Pilots are strongly advised to avoid the area. If this is not possible they should request a service from Swanwick Mil, at least 15 NM range from the edge of the area. Hours: Peak activity Mon-Thu 0700-2300 (0600-2200) and Fri 0700-1700 (0600-1600).

ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS AND AIR DEFENCE IDENTIFICATION ZONE (ADIZ) (continued)

Name Lateral Limits	Upper - lower Limit System/means of activation announcement/information for Civil Flights	Remarks and time of activity
1	2	3
ATA VALLEY 531810N 0050753W - 531505N 0034316W - 530603N 0032604W - 520153N 0033037W - 520911N 0043030W - 523827N 0051555W - 524529N 0052146W - 531234N 0052117W - 531810N 0050753W	Upper limit: FL660 Lower limit: 6000 FT ALT	Military aircraft are to book in between FL 100 and FL 660. Autonomous operations requiring access to NWMTA airspace above FL 195 are to ensure that the NWMTA is active before entry. Remarks: All CAS is to be avoided. Users are to note that when the NWMTA North Low is not active, ATS Route Y124 may be activated. Intense military air activity, including air combat training manoeuvres and live air-to-air firing at towed targets over the sea. Advisory Measures: Pilots are strongly recommended to avoid the area; if this is not possible they should request a service from RAF Valley ATC or Swanwick Mil, at least 15 NM range from the edge of the area. Note: Live air-to-air firing at towed targets regularly takes place over the sea within the northern stub of EGD201H and EGD201J. Live firing under 'Clear Range' procedures but at least 20 NM out from the coastline, may take place both within and below portions of the Aerial Tactics Area. The activity will not be subject to NOTAM action but times can be obtained from RAF Valley Operations, Tel: 01407-762241 Ext 7404. Hours: Military flying is at its peak between Mon-Thu 0800-1800 (0700-1700); Fri 0800-1700 (0700-1600).
ATA WASH NORTH 533110N 0003300E - 531939N 0014857E - 531115N 0014049E - 531901N 0003300E - 533110N 0003300E	Upper limit: FL245 Lower limit: FL50	Autonomous operations are only permitted within ATAs above FL 195 when the overlying TRA is active. Remarks: Intense military air activity. Advisory Measures: Pilots are strongly advised to avoid the area. If this is not possible they should request a service from Swanwick Mil, at least 15 NM range from the edge of the area. Hours: Military flying is at its peak between 0700 to 2300 Mon to Thu and 0700 to 1700 Fri Winter (Summer 1hr earlier).
ATA WASH SOUTH 531901N 0003300E - 531115N 0014049E - 530000N 0013000E - 530000N 0010000E - 530500N 0003300E - 531901N 0003300E	Upper limit: FL175 Lower limit: FL50	Remarks: Intense military air activity. Advisory Measures: Pilots are strongly advised to avoid the area. If this is not possible they should request a service from Swanwick Mil, at least 15 NM range from the edge of the area. Hours: Military flying is at its peak between 0700 to 2300 Mon to Thu and 0700 to 1700 Fri Winter (Summer 1hr earlier).
ARA BOSCOMBE DOWN 512150N 0021917W - 511859N 0013913W - 511726N 0012843W - 511617N 0012057W - 510417N 0012559W - 510045N 0013054W - 504123N 0031845W - 511010N 0031341W - 511538N 0025120W - 511620N 0023328W thence anti-clockwise by the arc of a circle radius 9 NM centred on 512258N 0024309W to 511826N 0023045W - 511849N 0022009W thence anti-clockwise by the arc of a circle radius 15 NM centred on 512258N 0024309W to 512150N 0021917W but excluding Controlled Airspace.	Upper limit: FL195 Lower limit: FL50	Remarks: Considerable test flight activity. Test flight activity often requires the 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 Boscombe Down or Swanwick Military. Advisory Measures: Pilots entering the area are advised to call Boscombe Down on 126.705 to obtain information on test flight activity. Hours: Mon-Fri 0930-1730 (0830-1630).

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.
PORTSDOWN WEST LASER SITE A circle, 0.25 NM radius, centred at 505138N 0010747W (Portsdown Hill)	Upper limit: 1800 FT ALT Lower limit: SFC	Invisible beam is potentially hazardous to aircrew. Operator extinguishes beam when aircraft are sighted in the vicinity.	Dstl, Tel: 01980-950000.	Hours: H24 Laser operation up to 8 times per day.
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.	

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 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.	
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.	

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 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.	
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.	

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 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.
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.	

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 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.	
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 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

Designation Lateral limits	Vertical Limits	Operator/User Tel No	Remarks Activity times
1	2	3	4
PILLING SANDS MICROLIGHT SITE 535631N 0025608W			Site elevation: 17 FT AMSL.
PLAISTOWS MICROLIGHT SITE (CHISWELL GREEN) 514341N 0002247W			Site elevation: 395 FT AMSL.
POCKLINGTON GLIDER SITE, EAST YORKSHIRE (AD) (W AND T) 535541N 0004751W	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: Wolds Gliding Club 01759-303579.	Freq: 122.915. Site elevation: 87 FT AMSL. Hours: HJ
POPHAM TRAINING AERODROME 511140N 0011410W		Phone: 01256-397733 Email: pophamairfield@btconnect.com.	Site elevation: 550 FT AMSL. Training Aerodrome.
PORTMOAK GLIDER SITE, TAYSIDE (AD) (W AND T) 561121N 0031945W	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: Scottish Gliding Centre 01592-840543. Email: office@scottishglidingcentre.co.uk.	Freq: 122.915. Site elevation: 360 FT AMSL. Hours: HJ
PORTSMOUTH QUEEN ALEXANDRA HOSPITAL HELICOPTER LANDING SITE 505104N 0010409W			Site elevation: 185 FT AMSL.
POUND GREEN MICROLIGHT SITE, WORCS 522414N 0022115W			Site elevation: 360 FT AMSL.
PREDANNACK GLIDER SITE (MIL), CORNWALL (AD) (W) 500007N 0051351W	Upper limit: 3000 FT AGL Lower limit: SFC	Phone: 626 VGS 01326-241197, 07776-227318 (Mobile). Mil Ops (Culdrose) 01326-552415.	Strictly PPR. Channel: 134.055 (Culdrose APP); Channel: 124.105 (VGS). Site elevation: 299 FT AMSL. Hours: SR to SS+15 Fri, Sat, Sun & PH or as notified by NOTAM.
PRESTATYN KITE FLYING SITE, DENBIGHSHIRE A circle, 1 NM radius, centred at 532021N 0032432W	Upper limit: 2000 FT AGL Lower limit: SFC		Site elevation: 18 FT AMSL. VFR ID: K34 Hours: SR-SS. Activated by NOTAM.
PWLLHELI KITE FLYING SITE, GWYNEDD A circle, 1 NM radius, centred at 525250N 0042457W	Upper limit: 3000 FT AGL Lower limit: SFC		Site elevation: 10 FT AMSL. VFR ID: K33 Hours: SR-SS. Activated by NOTAM.
RATTLESDEN GLIDER SITE, SUFFOLK (AD) (W AND T) 521001N 0005216E	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: Rattlesden Gliding Club 01449-737789.	Freq: 130.290. Site elevation: 305 FT AMSL. Hours: HJ
RECTORY FARM MICROLIGHT SITE, NEWARK 530510N 0005055W		Phone: 07885-460270.	Site Elevation: 40 FT AMSL. Hours: 0800 (0700) to SS+30 (Summer) / SR-30 to SS+30 (Winter). Strictly PPR.
RECULVER KITE FLYING SITE, KENT A circle, 1 NM radius, centred at 512248N 0011245E	Upper limit: 3000 FT AGL Lower limit: SFC		Site elevation: 11 FT AMSL. VFR ID: K24 Hours: SR-SS. Activated by NOTAM.

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

Designation Lateral limits	Vertical Limits	Operator/User Tel No	Remarks Activity times
1	2	3	4
REDWICK ROCKET SITE A circle, 1 NM radius, centred at 513322N 0025018W	Upper limit: 3500 FT AGL Lower limit: SFC	Phone: Fins Over Gwent Rocketry 07903-254338.	Site elevation: 21 FT AMSL. VFR ID: R3 Hours: HJ Activated by NOTAM.
RIDGEWELL GLIDER SITE, ESSEX (AD) (W AND T) 520253N 0003330E	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: Essex Gliding Club 01440-785103.	Freq: 132.910. Site elevation: 273 FT AMSL. Hours: HJ
RINGMER GLIDER SITE, KITSONS FIELD, SUSSEX (W AND T) 505423N 0000618E	Upper limit: 2500 FT AGL Lower limit: SFC	Phone: East Sussex Gliding Club 01825-840347.	Freq: 129.965. Site elevation: 72 FT AMSL. Hours: HJ
RITTON BANK MODEL AIRCRAFT FLYING, NORTHUMBERLAND 551445N 0015246W	Upper limit: 1500 FT AGL Lower limit: SFC	Phone: 07986-010743/ 07719-383674.	Site elevation: 760 FT AMSL. VFR ID: M8 Hours: HJ
RIVAR HILL GLIDER SITE, WILTS (W) 512038N 0013235W	Upper limit: 3000 FT AGL Lower limit: SFC	Phone: Shalbourne Soaring Society 01264-731204.	Site elevation: 730 FT AMSL. Hours: HJ
ROGART MICROLIGHT SITE (ROVIE FARM) 575926N 0041019W			Site elevation: 33 FT AMSL.
ROSSALL FIELD MICROLIGHT SITE (COCKERHAM) 535603N 0025038W		Phone: Ribble Valley Microlight Club.	Site elevation: 15 FT AMSL.
ROYAL CORNWALL HOSPITAL HELICOPTER LANDING SITE 501602N 0050540W			Site elevation: 330 FT AMSL.
ROYAL DERBY HOSPITAL HELICOPTER LANDING SITE 525437N 0013053W			Site elevation: 350 FT AMSL.
ROYAL DEVON & EXETER HOSPITAL HELICOPTER LANDING SITE 504305N 0033019W			Site elevation: 122 FT AMSL.
ROYAL LONDON HOSPITAL HELICOPTER LANDING SITE 513105N 0000330W			Site elevation: 325 FT AMSL.
ROYAL PRESTON HOSPITAL HELICOPTER LANDING SITE 534728N 0024231W			Site elevation: 162 FT AMSL.
ROYAL SUSSEX HOSPITAL HELICOPTER LANDING SITE 504911N 0000659W			Site elevation: 380 FT AMSL.
ROYAL VICTORIA INFIRMARY HOSPITAL HELICOPTER LANDING SITE 545850N 0013710W			Site elevation: 290 FT AMSL.
SACKVILLE LODGE GLIDER SITE, RISELY, BEDS (W) 521551N 0002905W	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: Sackville Gliding Club 01234-708877.	Site elevation: 250 FT AMSL. Hours: HJ
SALFORD ROYAL HOSPITAL HELICOPTER LANDING SITE 532919N 0021922W			Site elevation: 225 FT AMSL.
SALTBY GLIDER SITE, LINCS (AD) (W AND T) 524947N 0004245W	Upper limit: 3000 FT AGL Lower limit: SFC	Phone: Buckminster Gliding Club 01476-860385.	Freq: 129.965. Site elevation: 480 FT AMSL. Hours: HJ
SANDHAYS MODEL AIRCRAFT FLYING, LINCOLNSHIRE 532533N 0002754W	Upper limit: 1500 FT AGL Lower limit: SFC	Phone: 07740-165167.	Site elevation: 20 FT AMSL. VFR ID: M9 Hours: HJ
SANDHILL FARM GLIDER SITE, WILTS (W AND T) 513614N 0014030W	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: Vale of White Horse Gliding Club 01793-783685.	Freq: 129.980 MHz. Site elevation: 350 FT AMSL. Hours: HJ

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

Designation Lateral limits	Vertical Limits	Operator/User Tel No	Remarks Activity times
1	2	3	4
SANDOWN / ISLE OF WIGHT TRAINING AERODROME 503910N 0011055W		Phone: 01983-716926 Email: tower@eghn.org.uk.	Site elevation: 55 FT AMSL. Training Aerodrome.
SANDWICH BAY KITE FLYING SITE, KENT A circle, 1 NM radius, centred at 511619N 0012308E	Upper limit: 3000 FT AGL Lower limit: SFC		Site elevation: 19 FT AMSL. VFR ID: K26 Hours: SR-SS. Activated by NOTAM.
SANDY BAY KITE FLYING SITE, E OF EXMOUTH, DEVON A circle, 0.5 NM radius, centred at 503708N 0032151W	Upper limit: 1000 FT AGL Lower limit: SFC	Phone: 07843-098727 or 01395-279443.	Site elevation: 233 FT AMSL. VFR ID: K35 Hours: 1200-SS (1100-SS).
SANDY MICROLIGHT SITE, BEDS 520744N 0001835W			Site elevation: 80 FT AMSL.
SEETHING TRAINING AERODROME 523040N 0012501E		Phone: 01508-550453 Email: seethingairfield@seething-airfield.com.	Site elevation: 130 FT AMSL. Training Aerodrome.
SEIGHFORD GLIDER SITE, STAFFS (AD) (W AND T) 524940N 0021212W	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: Staffordshire Gliding Club 01785-282575.	Freq: 132.910. Site elevation: 321 FT AMSL. Hours: HJ
SEWSTERN MODEL AIRCRAFT FLYING, LEICESTERSHIRE 524650N 0004242W	Upper limit: 1500 FT AGL Lower limit: SFC	Phone: 0116-244 0028/ 07778-287350.	Site elevation: 450 FT AMSL. VFR ID: M10 Hours: HJ
SHACKLEWELL LODGE / EMPINGHAM TRAINING AERODROME 523900N 0003400W		Phone: 07801-585480.	Site elevation: 300 FT AMSL. Training Aerodrome.
SHAWBURY GLIDER SITE (MIL) SHROPSHIRE (AD) (T) 524737N 0024004W	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: Shawbury Gliders 07384-724985.	Strictly PPR. Channel: 133.155. Site elevation: 249 FT AMSL. Hours: SR to SS+15.
SHEFFIELD CHILDRENS HOSPITAL HELICOPTER LANDING SITE 532251N 0012930W			Site elevation: 498 FT AMSL.
SHINGLE BEACH KITE FLYING SITE, WOODBRIDGE A circle, 1 NM radius, centred at 520159N 0012730E	Upper limit: 3000 FT AGL Lower limit: SFC		Site elevation: 0 FT AMSL. VFR ID: K36 Hours: SR-SS. Activated by NOTAM.
SHOBDON GLIDER SITE, HEREFORD (AD) (T) 521429N 0025253W		Phone: Herefordshire Gliding Club 01568-708908.	Site elevation: 328 FT AMSL. Hours: HJ
SILECROFT KITE FLYING SITE, CUMBRIA A circle, 1 NM radius, centred at 541305N 0032100W	Upper limit: 3000 FT AGL Lower limit: SFC		Site elevation: 20 FT AMSL. VFR ID: K37 Hours: SR-SS. Activated by NOTAM.
SILECROFT KITE FLYING SITE, CUMBRIA A circle, 1 NM radius, centred at 541308N 0032104W	Upper limit: 3000 FT AGL Lower limit: SFC		Site elevation: 17 FT AMSL. VFR ID: K38 Hours: SR-SS. Activated by NOTAM.
SKEGNESS TRAINING AERODROME 531024N 0002000E		Phone: 07714-899600.	Site elevation: 10 FT AMSL. Training Aerodrome.

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
SKELLING FARM GLIDER SITE, CUMBRIA (W) 544152N 0023506W	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: Eden Soaring Society 07849-979575.	Site elevation: 610 FT AMSL. Hours: HJ
SLEAP GLIDER SITE, SALOP (AD) (T) 525002N 0024618W			Site elevation: 275 FT AMSL. Hours: HJ
SNITTERFIELD GLIDER SITE, WARWICKS (AD) (W) 521406N 0014310W	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: Stratford on Avon Gliding Club 01789-731095.	Freq: 125.185. Site elevation: 375 FT AMSL. Hours: HJ
SOUTH CERNEY HANGGLIDER SITE, GLOS (AD) A circle, 2 NM radius, centred at 514115N 0015515W	Upper limit: 2000 FT AGL Lower limit: SFC		Site elevation: 360 FT AMSL. Hours: HJ
SOUTH CERNEY PARACHUTE SITE, GLOS A circle, 1.5 NM radius, centred at 514114N 0015519W	Upper limit: FL150 Lower limit: SFC	Phone: 01285-868259. Brize Norton ATC: 01993-897878.	Activity notified on the day to Brize Norton ATC. (All drops subject to permission from Brize Norton NATC prior to take-off). Alternative contact: 129.905 MHz. Hours: Normally during daylight hours.
SOUTHAMPTON GENERAL HOSPITAL HELICOPTER LANDING SITE 505601N 0012556W			Site elevation: 148 FT AMSL.
SOUTHPORT KITE FLYING SITE, MERSEYSIDE A circle, 1 NM radius, centred at 533843N 0030131W	Upper limit: 2000 FT AGL Lower limit: SFC		Site elevation: 28 FT AMSL. VFR ID: K39 Hours: SR-SS. Activated by NOTAM.
SPANHOE TRAINING AERODROME 523357N 0003620W		Phone: 01780-450205.	Site elevation: 335 FT AMSL. Training Aerodrome.
ST BEES KITE FLYING SITE, CUMBRIA A circle, 1 NM radius, centred at 542919N 0033610W	Upper limit: 3000 FT AGL Lower limit: SFC		Site elevation: 19 FT AMSL. VFR ID: K40 Hours: SR-SS. Activated by NOTAM.
ST GEORGES HOSPITAL HELICOPTER LANDING SITE 512535N 0001029W			Site elevation: 160 FT AMSL.
ST MARYS HOSPITAL HELICOPTER LANDING SITE 504240N 0011754W			Site elevation: 170 FT AMSL.
ST MICHAELS MICROLIGHT SITE 535106N 0024735W			Site elevation: 30 FT AMSL.
STOKE MICROLIGHT SITE (ISLE OF GRAIN), KENT 512702N 0003814E			Site elevation: 10 FT AMSL.
STRATHALLAN PARACHUTE SITE, TAYSIDE A circle, 1.5 NM radius, centred at 561930N 0034455W	Upper limit: 5000 FT ALT Lower limit: SFC	Phone: 01764-662572. Scottish Control (Prestwick): 01294-655300.	Activity notified on the day to Scottish Control (Prestwick). Drops may be made from above ALT 5000 FT with Scottish Control (Prestwick) permission. Alternative contact: 129.905 MHz. Hours: Normally during daylight hours Sat, Sun & PH. Also open Fri during Summer months.

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
STRATHAVEN MICROLIGHT SITE 554049N 0040654W	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: The Scottish Flying Club 0797-9971301.	PPR for 1st visit. Microlight training 7 days a week. Freq: 135.475 MHz. Site elevation: 847 FT AMSL. Hours: HJ
STRUBBY GLIDER SITE, LINCS (AD) (W AND T) 531836N 0001034E	Upper limit: 3000 FT AGL Lower limit: SFC	Phone: Lincolnshire Gliding Club 01507-450698.	Site elevation: 47 FT AMSL. Hours: HJ
STURGATE TRAINING AERODROME 532252N 0004107W		Phone: 01427-838280 Mon-Fri; 01427-838305 Sat-Sun.	Site elevation: 58 FT AMSL. Training Aerodrome.
SUTTON BANK GLIDER SITE, N YORKS (W AND T) 541338N 0011249W	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: Yorkshire Gliding Club 01845-597237.	Freq: 118.665. Site elevation: 920 FT AMSL. Hours: HJ
SUTTON MEADOWS MICROLIGHT SITE 522306N 0000336E			Site elevation: 3 FT AMSL.
SWANSEA MORRISTON HOSPITAL HELICOPTER LANDING SITE 514101N 0035618W			Site elevation: 352 FT AMSL.
SWANSEA PARACHUTE SITE, SOUTH WALES A circle, 1.5 NM radius, centred at 513618N 0040405W	Upper limit: FL150 Lower limit: SFC	Phone: 01792-204063. Swansea Radio: 01792-208182/712564. London Control (Swanwick): 01489-612420.	Activity notified on the day to Cardiff ATC or London Control (Swanwick) outside hours of Cardiff. Alternative contact: 129.905 MHz (Swansea Drop Zone). Hours: Normally during daylight hours.
SWANTON MORLEY MICROLIGHT SITE 524405N 0005743E			Site elevation: 118 FT AMSL.
SYERSTON GLIDER SITE (MIL), NOTTS (AD) (W AND T) 530124N 0005442W	Upper limit: 3000 FT AGL Lower limit: SFC	Mon-Fri: RAF CGS Phone: 01400-264526, 07802-331879 (Mobile). Sat, Sun & PH: 644 VGS Phone: 01400-264533, 07976-683218 (Mobile).	Strictly PPR. Channel: 128.530. Site elevation: 231 FT AMSL. Hours: SR to SS+15.
TALACRE KITE FLYING SITE, FLINTSHIRE A circle, 1 NM radius, centred at 532120N 0031855W	Upper limit: 2000 FT AGL Lower limit: SFC		Site elevation: 13 FT AMSL. VFR ID: K41 Hours: SR-SS. Activated by NOTAM.
TALGARTH GLIDER SITE, POWYS (T) 515848N 0031215W		Phone: Black Mountain Gliding Club 01874-711463.	Freq: 122.915. Site elevation: 970 FT AMSL. Hours: HJ
TARSAN LANE MICROLIGHT SITE 542729N 0062616W		Phone: Victor Carmichael 07747-806029.	Site elevation: 40 FT AMSL.
TERNHILL GLIDER SITE (MIL), SHROPSHIRE (AD) (W AND T) 525227N 0023201W	Upper limit: 2000 FT AGL	Phone: 632 VGS 01630-698329, 07776-227346 (Mobile). Mil Ops (Shawbury) 01939-250351 Ext 7227.	Strictly PPR. Freq: 120.775 MHz (Shawbury); 122.100 MHz (VGS). Site elevation: 272 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
THE PARK GLIDER SITE, KINGSTON DEVERILL, WILTS (W) 510742N 0021445W	Upper limit: 3000 FT AGL Lower limit: SFC	Phone: Bath, Wilts & North Dorset Gliding Club 01985-844095.	Freq: 133.565. Site elevation: 697 FT AMSL. Hours: HJ
THORNEY ISLAND MICROLIGHT SITE 504848N 0005538W			Site elevation: 3 FT AMSL.
THORNHILL MICROLIGHT SITE 560856N 0041109W			Site elevation: 45 FT AMSL.
TIBENHAM GLIDER SITE, NORFOLK (AD) (W AND T) 522724N 0010915E	Upper limit: 3000 FT AGL Lower limit: SFC	Phone: Norfolk Gliding Club 01379-677207.	Freq: 133.565. Site elevation: 186 FT AMSL. Hours: HJ
TILSTOCK PARACHUTE SITE, SHROPSHIRE A circle, 1.5 NM radius, centred at 525551N 0023905W	Upper limit: FL85 Lower limit: SFC	Phone: Prestwick Centre, Ops Supervisor: 01294-655300 and Shawbury ATC Watch Supervisor: 01939-250351 (ext 7232).	Activity notified on the day to Prestwick Centre, Ops Supervisor and Shawbury ATC (weekdays). Tilstock DZ contact: 118.100 MHz. Alternative contact: Shawbury Zone: 133.155 (weekdays). Drops may be made up to FL150 with Scottish Control (Prestwick) permission. Hours: Normally during daylight hours daily 0800-2000 (0700-1900); and other times as notified.
TOPCLIFFE GLIDER SITE (MIL), N YORKS (AD) (W AND T) 541220N 0012254W	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: 645 VGS 01845-595345, 07776-227349 (Mobile). Mil Ops (Syerston) 01400-264520.	Strictly PPR. Channel: 121.455 (Topcliffe Radio). Site elevation: 91 FT AMSL. Hours: Sat-Sun & PHs, SR to SS+15 (all other times by NOTAM).
TREFADOG KITE FLYING SITE, HOLYHEAD A circle, 1 NM radius, centred at 532041N 0043402W	Upper limit: 2000 FT AGL Lower limit: SFC		Site elevation: 6 FT AMSL. VFR ID: K42 Hours: SR-SS. Activated by NOTAM.
TRWYN DINMOR KITE FLYING SITE, BEAUMARIS A circle, 1 NM radius, centred at 531849N 0040328W	Upper limit: 3000 FT AGL Lower limit: SFC		Site elevation: 55 FT AMSL. VFR ID: K43 Hours: SR-SS. Activated by NOTAM.
TURWESTON TRAINING AERODROME 520227N 0010551W		Phone: 01280-705400.	Site elevation: 438 FT AMSL. Training Aerodrome. Hours: Mon-Fri 0800-2000 (0700-1900), Sat 0900-1800 (0800-1700), Sun 1000-1800 (0900-1700).
UNIVERSITY HOSPITAL N. MIDS HOSPITAL HELICOPTER LANDING SITE 530010N 0021238W			Site elevation: 405 FT AMSL.
UNIVERSITY HOSPITAL WALES HOSPITAL HELICOPTER LANDING SITE 513022N 0031127W			Site elevation: 92 FT AMSL.

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
UPAVON GLIDER SITE (MIL), WILTS (AD) (W AND T) 511710N 0014652W	Upper limit: 3000 FT AGL Lower limit: SFC	Phone: Airfield Manager 01980-615381. Salisbury Plain Ops 01980-674710. 622 VGS 07974-369674 (Mobile).	Strictly PPR. Channel: 122.755 (Initial Contact 'Salisbury Information'); Channel: 124.105 ('Upavon Radio'). Site elevation: 575 FT AMSL. Remarks: Maximum Winch Altitude 3000 FT AGL. Fixed wing aircraft and rotary movements can take place H24. Aerodrome located within EGD128. Hours: Gliding SR-SS+30; Winter: Weekends and PH only.
UPWOOD GLIDER SITE, CAMBS (AD) (W) 522612N 0000836W	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: Nene Valley Gliding Club 0860-693479.	Site elevation: 75 FT AMSL. Hours: HJ
USK GLIDER SITE, GWENT (W AND T) 514306N 0025101W	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: S.Wales Gliding Club 01291-690536.	Freq: 129.980 MHz. Site elevation: 80 FT AMSL. Hours: HJ
WALTON-ON-THE-NAZE KITE FLYING SITE, ESSEX A circle, 1 NM radius, centred at 515147N 0011723E	Upper limit: 3000 FT AGL Lower limit: SFC		Site elevation: 5 FT AMSL. VFR ID: K44 Hours: SR-SS. Activated by NOTAM.
WARBOYS MODEL AIRCRAFT FLYING, CAMBRIDGESHIRE 522407N 0000619W	Upper limit: 1500 FT AGL Lower limit: SFC	Phone: 07586-292737/ 07941-149109.	Site elevation: 80 FT AMSL. VFR ID: M11 Hours: HJ
WATER EATON MICROLIGHT SITE 513826N 0014705W			Site elevation: 270 FT AMSL.
WATTISHAM GLIDER SITE, SUFFOLK (AD) (W AND T) 520739N 0005722E	Upper limit: 3000 FT AGL Lower limit: SFC		Site elevation: 284 FT AMSL. Hours: HJ
WAVERTON MICROLIGHT SITE 531004N 0024718W			Site elevation: 115 FT AMSL.
WEST BEACH KITE FLYING SITE, WHITSTABLE A circle, 1 NM radius, centred at 512044N 0005833E	Upper limit: 3000 FT AGL Lower limit: SFC		Site elevation: 8 FT AMSL. VFR ID: K45 Hours: SR-SS. Activated by NOTAM.
WEST CALDER MODEL AIRCRAFT FLYING, SOUTH LANARKSHIRE 554821N 0033530W	Upper limit: 1200 FT AGL Lower limit: SFC	Phone: West Calder Aircraft Model Club 07761-645644.	Site elevation: 960 FT AMSL. VFR ID: M28 Hours: HJ
WESTEND FARM MICROLIGHT SITE 513540N 0022503W		Phone: 07956-064035.	Strictly PPR. Freq: 129.830 MHz. Site elevation: 240 FT AMSL. Hours: 0900-SS+30 (0800-SS+30).
WESTON-ON-THE-GREEN GLIDER SITE, OXON (AD) (W) 515249N 0011311W	Upper limit: 3000 FT AGL Lower limit: SFC	Phone: Oxford Gliding Club 01865-521042.	Freq: 129.980 MHz. Site elevation: 282 FT AMSL. Hours: HJ

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

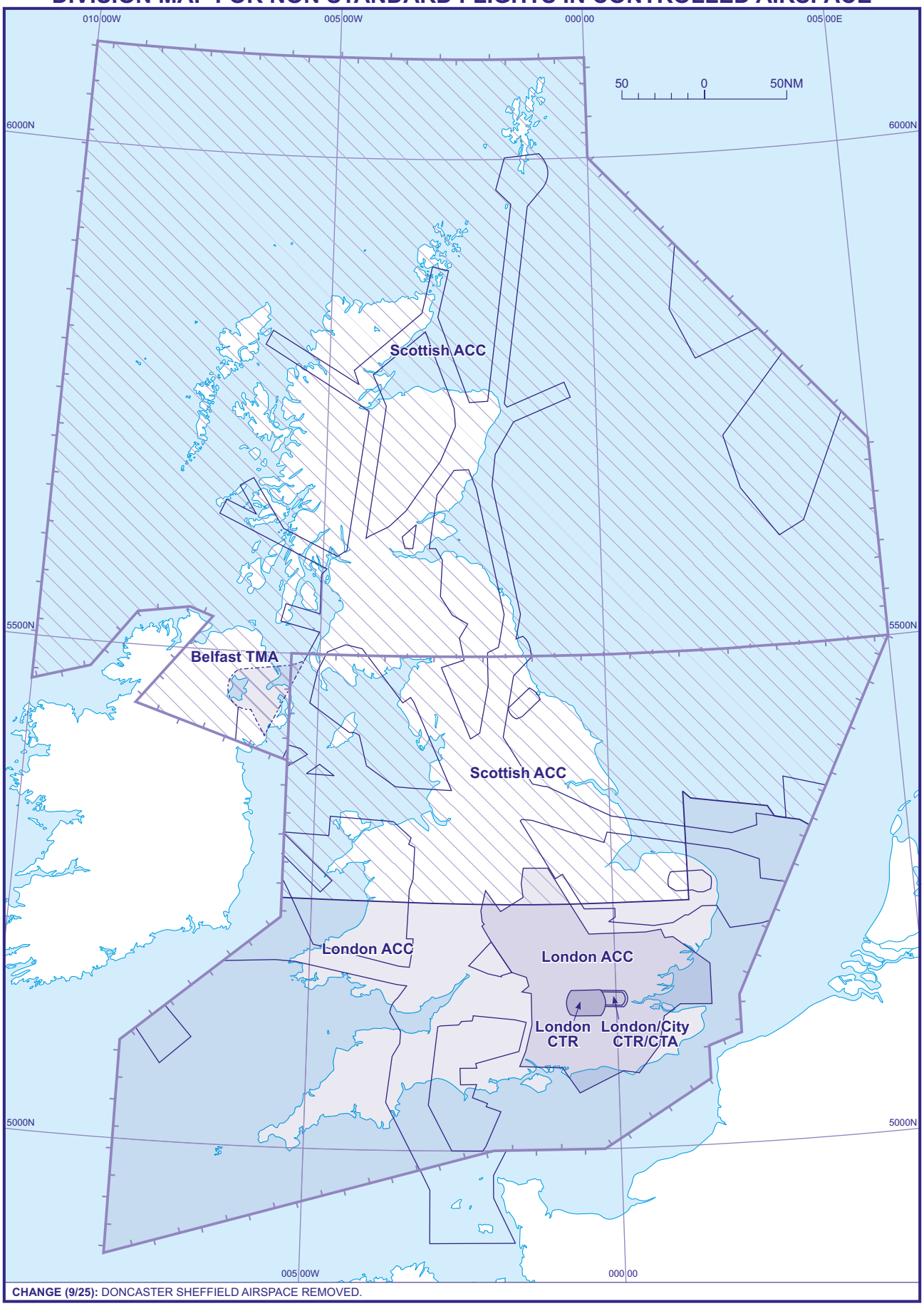
Designation Lateral limits	Vertical Limits	Operator/User Tel No	Remarks Activity times
1	2	3	4
WESTON-ON-THE-GREEN PARACHUTE SITE, OXFORD A circle, 2 NM radius, centred at 515246N 0011320W	Upper limit: FL85 Lower limit: SFC	Phone: 01869-343343. Brize Norton ATC: 01993-897878.	Activity notified on the day to Brize Norton ATC. Drops may be made from up to FL 135 with London Control (Swanwick) permission. Alternative contact: 133.650 MHz. Hours: Normally during daylight hours. Night parachuting frequent.
WESTONZOYLAND MICROLIGHT SITE 510628N 0025453W			Site elevation: 30 FT AMSL.
WEYBOURNE AIRFIELD MODEL AIRCRAFT FLYING, NORFOLK 525652N 0010724E	Upper limit: 1500 FT AGL Lower limit: SFC	Phone: Kelling Model Flying Club 01263-588210.	Site elevation: 79 FT AMSL. VFR ID: M33 Hours: HJ
WILDEN MODEL AIRCRAFT FLYING, BEDFORDSHIRE 521126N 0002447W	Upper limit: 1200 FT AGL Lower limit: SFC	Phone: 01462-851515 Ext 4717.	Site elevation: 210 FT AMSL. VFR ID: M22 Hours: HJ
WILLIAM HARVEY ASHFORD HOSPITAL HELICOPTER LANDING SITE 510833N 0005451E			Site elevation: 205 FT AMSL.
WINGLAND MICROLIGHT SITE 524851N 0000647E			Site elevation: 10 FT AMSL.
WINTERTON MODEL AIRCRAFT FLYING, LINCOLNSHIRE 533941N 0003337W	Upper limit: 1500 FT AGL Lower limit: SFC	Phone: 07939-226911.	Site elevation: 10 FT AMSL. VFR ID: M12 Hours: HJ
WOMBLETON MICROLIGHT SITE (PICKERING) 541401N 0005808W		Phone: Swift Technology Group 01751-432356/ 07770-482902.	Strictly PPR. Site elevation: 120 FT AMSL.
WOODBRIDGE MODEL AIRCRAFT FLYING, SUFFOLK 520500N 0012300E	Upper limit: 1000 FT AGL Lower limit: SFC	Phone: 07909-974117.	Site elevation: 100 FT AMSL. VFR ID: M13 Hours: HJ Sat, Sun and PH
WOODVALE GLIDER SITE (MIL), MERSEY (AD) (W AND T) 533454N 0030327W	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: Airfield Duty Supervisor 07866-995297 (during notified hours).	Freqs: 121.000 MHz (Woodvale Radio); 119.750 MHz (Woodvale Tower). Site elevation: 37 FT AMSL. Note 1: Gliding may take place when ATZ is inactive. Hours: Sat-Sun & PH, SR-SS+15.
WORMINGFORD GLIDER SITE, ESSEX (AD) (W AND T) 515630N 0004723E	Upper limit: 3000 FT AGL Lower limit: SFC	Phone: Essex & Suffolk Gliding Club 01206-242596.	Freq: 123.815. Site elevation: 236 FT AMSL. Hours: HJ
WYCOMBE AIR PARK GLIDER SITE, BUCKS (AD) (T) 513642N 0004830W		Phone: Booker Gliding Club 01494-442501.	Site elevation: 520 FT AMSL. Hours: HJ

ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES (continued)

Designation Lateral limits	Vertical Limits	Operator/User Tel No	Remarks Activity times
1	2	3	4
WYTON (MIL) TRAINING AERODROME 522120N 0000706W	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: Airfield Manager (Mil) 95371 7554 / 7608, (Civ) 01480-452451 Ext 7554 / 7608. Sat - Sun: Flying Club 01480-452451 Ext 8733. Email: WYT-AirfieldOps@mod.uk.	Site elevation: 128 FT AMSL. Training Aerodrome Strictly PPR. Freq: 134.050 MHz (Wyton Ops). Hours: SR+30 to SS-30 or as notified by NOTAM.
YATESBURY MICROLIGHT SITE 512602N 0015405W			Site elevation: 525 FT AMSL.
YEOVILTON GLIDER SITE, SOMERSET (AD) (W AND T) 510034N 0023820W	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: Heron Gliding Club.	Site elevation: 75 FT AMSL. Hours: HJ
YORK/RUFFORTH GLIDER SITE, N YORKS (AD) (W AND T) 535651N 0011116W	Upper limit: 2000 FT AGL Lower limit: SFC	Phone: York Gliding Centre 01904-738694.	Freq: 123.815. Site elevation: 65 FT AMSL. Hours: HJ
YSBYTY GWYNEDD HOSPITAL HELICOPTER LANDING SITE 531231N 0040926W			Site elevation: 294 FT AMSL.

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DIVISION MAP FOR NON STANDARD FLIGHTS IN CONTROLLED AIRSPACE



CHANGE (9/25): DONCASTER SHEFFIELD AIRSPACE REMOVED.

AERO INFO DATE 06 JUN 25

ENR 6-5

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CHART OF LONDON FIR AND SCOTTISH FIR AIRSPACE CLASSIFICATIONS - SFC-FL195

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Published by NATS 2025
Chart compiled and drawn by NATS
AERO INFO DATE 06 JUN 25

UK ATS AIRSPACE CLASSIFICATIONS

CAA Aviation Authority

	A	C	D	E	G
IFR ATC SEPARATION PROVIDED	IFR ⟷ IFR	IFR ⟷ IFR, VFR ⟷ IFR‡	IFR ⟷ IFR, IFR ⟷ VFR‡	IFR ⟷ IFR, IFR ⟷ VFR (when practicable)	UK FLIGHT INFORMATION SERVICES
IFR TRAFFIC INFORMATION PROVIDED		IFR ⟷ ATC ⟷ VFR Air traffic avoidance advice O/R.	IFR ⟷ ATC ⟷ VFR Air traffic avoidance advice O/R.	IFR ⟷ ATC ⟷ VFR (when practicable)	Procedural, Deconfliction Traffic, Basic
IFR SPEED LIMITATION	Not applicable (unless notified for ATC purposes)	Not applicable (unless notified for ATC purposes)	below FL100 250 KIAS	below FL100 250 KIAS	below FL100 250 KIAS
IFR RADIO					Not required
IFR ATC CLEARANCE REQUIRED?	YES	YES	YES	YES	NO
VFR ATC SEPARATION PROVIDED	VFR FLIGHT NOT PERMITTED	VFR, VFR (SVFR)‡ ⟷ IFR, IFR (SVFR)‡	VFR, VFR (SVFR)‡ ⟷ IFR, IFR (SVFR)‡	UK FLIGHT INFORMATION SERVICES	UK FLIGHT INFORMATION SERVICES
VFR TRAFFIC INFORMATION PROVIDED		VFR ⟷ ATC ⟷ VFR	VFR ⟷ ATC ⟷ VFR	Traffic, Basic	Traffic, Basic
VFR VMC MINIMA	The VMC minima in Class A airspace are detailed for information only and do not imply acceptance of VFR flights in Class A airspace.		OR†		
VFR SPEED LIMITATION	VFR FLIGHT NOT PERMITTED	below FL100 250 KIAS	below FL100 250 KIAS	below FL100 250 KIAS	below FL100 250 KIAS
VFR RADIO				Not required	Not required
VFR ATC CLEARANCE REQUIRED?		YES	YES	NO	NO

250 KIAS Not applicable to military aircraft

* Aircraft (including helicopters) may fly at or below 3000FT AMSL, or 1000FT above terrain, whichever is the higher, during day only, at 140KIAS or less, clear of cloud with the surface in sight and a flight visibility of at least 1500metres.
† Aircraft may fly at or below 3000FT AMSL, or 1000ft above terrain, whichever is the higher, during day only, at 140KIAS or less, clear of cloud with the surface in sight and: for aircraft other than helicopters, with a flight visibility of at least 5KM; for helicopters, with a flight visibility of at least 1500metres.
‡ SVFR in CTR only.

Note 1 PORTSMOUTH CTA-6:
During the notified hours of operation of SOLENT CTA the base changes to 5500ft ALT.

Note 2 PORTSMOUTH CTA-11, CTA-15, CTA-16:
Open daily 0830-0930 (0845-0830) and 1730-2130 (1630-2030).

Note 3 PORTSMOUTH CTA-17, CTA-18:
Open daily 0830-0930 (0845-0830) and 1730-2130 (1630-2030).
During the notified hours of operation of SOLENT CTA the base changes to 5500ft ALT.

Note 4 SOLENT CTA:
Mon-Sat 0930-2200 (0530-2100); Sun 0730-2230 (0630-2130).

Note 5 BERRY HEAD CTA-2, CTA-6:
Fri 1600 (1530) - Mon 0745 (0645).

Note 6 PEPZE CTA-2:
Daily between 2000-0700 (1900-0800).
Usage only as directed by ATC.

Note 7 HOLYHEAD CTA-7, HOLYHEAD CTA-16, STRANGFORD CTA-1, 5, 6, 8:
During the notified hours of operation of the Scottish TMA the base of this lower limit of the portions of these CTAs coincident with the ISLE OF MANN CTR/CTA will be FL105.

Note 8 BORDERS CTA 8, YORKSHIRE CTA 15, CTA 16:
Daily from 2000-0700 (1900-0800).

Note 9 BORDERS CTA 4:
Part or all of this airspace may not be available when activity associated with D510, Spadeadam requires access to the area. Non-availability of airspace will be notified to GAT by Scottish ACC.

Note 10 BORDERS CTA 5:
Part or all of this CTA may not be available when the Ministry of Defence (MoD) requires access to the area. Non availability of airspace will be notified to GAT by Scottish ACC.

Note 11 TAY CTA 3, CTA 4, CTA 5:
Sat 0901 - Sun 2359.
Subject to the purchase of SERA.6001(a) Classification of Airspace in accordance with the conditions established in a Letter of Agreement (LOA) between the British Gliding Association (BGA) and Scottish Control (Prestwick).

Note 12 TAY CTA 19, CTA 11, CTA 12, CTA 13, BORDERS, CTA 12, CTA 13, CTA 14:
Lyneholmhead - 13 nm visibility as specified by NOTAM when required for MOD access or by activation of EGDD142.

Note 13 CHANNEL ISLANDS CTR, CTA-1 & TMA Outside hours of Jersey ATC:
Within London FIR - Reverts to Class G.
Within Brest FIR - Airspace adopts the classification appropriate to Airway or uncontrolled airspace designation, as appropriate, as detailed in the France AIP.

Note 14 COTSWOLD CTA 15, CTA 16, CTA 17, CTA 18:
Flexible use of airspace.
Class G between hours 1700-0900 (1600-0800) Monday-Thursday
and 1700-0900 Friday (or the day preceding a PH) to 0900 (0800) Monday (or the day following a PH).
Outside the published hours of service the airspace reverts to Class G

COTSWOLD CTA 15, CTA 16, CTA 18:
Access restrictions may apply during NOTAM activation of EGD218.

Note 15 BIRMINGHAM CTA 10:
Flexible use of airspace.
Class G between hours 1700-0900 (1600-0800) Monday-Thursday
and 1700-0900 Friday (or the day preceding a PH) to 0900 (0800) Monday (or the day following a PH).
Outside the published hours of service the airspace reverts to Class G.

Note 16 EAST MIDLANDS CTA 14:
Only available between 0001-0600 (2301-0600).
Outside the published hours of service the airspace reverts to Class G.

Note 17 MORAY CTA 12, CTA 13:
Activation of the airspace will be during notified activation of EGD715/EGD713Z for Exercise Joint Warrior and other large military exercises as notified to facilitate access to the ATS Route N560

Note 18 MORAY CTA 16:
During notified hours of operation of the Sumburgh CTA/CTR the lower limit of MORAY CTA 16 changes to FL100.

Note 19 PEPZE CTA 13, CTA 14, COTSWOLD CTA 15, CTA 17
Part of the airspace of PEPZE CTA 13, CTA 14, COTSWOLD CTA 15, CTA 17 and FL 195, and referred to as the OSSEP Gliding Areas, are notified for the purposes of SERA.6001(a) Classification of Airspace in accordance with conditions established in a Letter of Agreement (LOA) between the British Gliding Association (BGA) and London ACC, Swanwick Mil and Scottish ACC.
MADLEY Box bounded by great circle lines joining: 520734N 00257449W ;
5207126N 0024624W ; 5156N 00246W ; 5157127N 00256359W ; 5207349N 00257449W.
OSSEP Gliding Area bounded by great circle lines joining: 5158N 00247W ;
5158402N 00247W ; 5158402N 00243W ; 5159N 00243W ; 5159N 00250E ; 5157201N 00253E ;
5157201N 00253E ; 5158N 00247W.
During periods of activation of these areas ATC will direct aircraft to remain clear of the active area.

CHANGE (9/25): DONCASTER SHEFFIELD AIRSPACE REMOVED.

CHART OF LONDON FIR AND SCOTTISH FIR AIRSPACE CLASSIFICATIONS - FL195-FL245

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Published by NATS 2025
Chart compiled and drawn by NATS
AERO INFO DATE 20 MAR 25

UK ATS AIRSPACE CLASSIFICATIONS

CAA Aviation Authority

		A	C	D	E	G
IFR	ATC SEPARATION PROVIDED	IFR ↔ IFR	IFR ↔ IFR; VFR ↔ SVFR‡	IFR ↔ IFR; IFR ↔ SVFR‡	IFR ↔ IFR	UK FLIGHT INFORMATION SERVICES
	TRAFFIC INFORMATION PROVIDED		IFR: ATC Air traffic avoidance advice O/R. VFR: ATC	IFR: ATC Air traffic avoidance advice O/R. VFR: ATC	IFR: ATC VFR (when practicable)	Procedural, Deconfliction Traffic, Basic
	SPEED LIMITATION	Not applicable (unless notified for ATC purposes)	Not applicable (unless notified for ATC purposes)	below FL100 250 KIAS	below FL100 250 KIAS	below FL100 250 KIAS
	RADIO					Not required
	ATC CLEARANCE REQUIRED?	YES	YES	YES	YES	NO
VFR	ATC SEPARATION PROVIDED	VFR FLIGHT NOT PERMITTED	VFR ↔ SVFR‡; IFR ↔ SVFR‡	SVFR‡ ↔ SVFR‡; IFR ↔ SVFR‡	UK FLIGHT INFORMATION SERVICES	UK FLIGHT INFORMATION SERVICES
	TRAFFIC INFORMATION PROVIDED		VFR: ATC	VFR: ATC; IFR/VFR	Traffic, Basic	Traffic, Basic
	VMC MINIMA	8KM FL100 1500M 1000FT 5KM 1500M 1000FT. The VMC minima in Class A airspace are included for guidance to pilots and do not imply acceptance of VFR flights in Class A airspace.	8KM FL100 1500M 1000FT 5KM 1500M 1000FT	8KM FL100 1500M 1000FT 5KM 1500M 1000FT OR‡ 3000FT AMSL 140KT or less 5KM clear of cloud in sight	8KM FL100 1500M 1000FT 5KM 1500M 1000FT	8KM FL100 1500M 1000FT 5KM 1500M 1000FT 3000FT AMSL 5KM* clear of cloud in sight
	SPEED LIMITATION	VFR FLIGHT NOT PERMITTED	below FL100 250 KIAS	below FL100 250 KIAS	below FL100 250 KIAS	below FL100 250 KIAS
	RADIO				Not required	Not required
	ATC CLEARANCE REQUIRED?		YES	YES	NO	NO

250 KIAS Not applicable to military aircraft

* Aircraft (including helicopters) may fly at or below 3000FT AMSL, or 1000FT above terrain, whichever is the higher, during day only, at 140KIAS or less, clear of cloud with the surface in sight and a flight visibility of at least 1500metres.
† Aircraft may fly at or below 3000FT AMSL, or 1000ft above terrain, whichever is the higher, during day only, at 140KIAS or less, clear of cloud with the surface in sight and: for aircraft other than helicopters, with a flight visibility of at least 5KM; for helicopters, with a flight visibility of at least 1500metres.
‡ SVFR in CTR only.

Note 1 TEMPORARY RESERVED AREAS (TRA):
Hours (except TR002* and TR005**):
Monday – Friday 0830-1700 (0730-1700).
Excluding English Public Holidays.

*TRA 003
Monday-Friday 0830-1800 (0730-1700).
Excluding English Public Holidays.

**TRA 005
Monday – Friday 0900-1700 (0800-1600).
Excluding English Public Holidays.

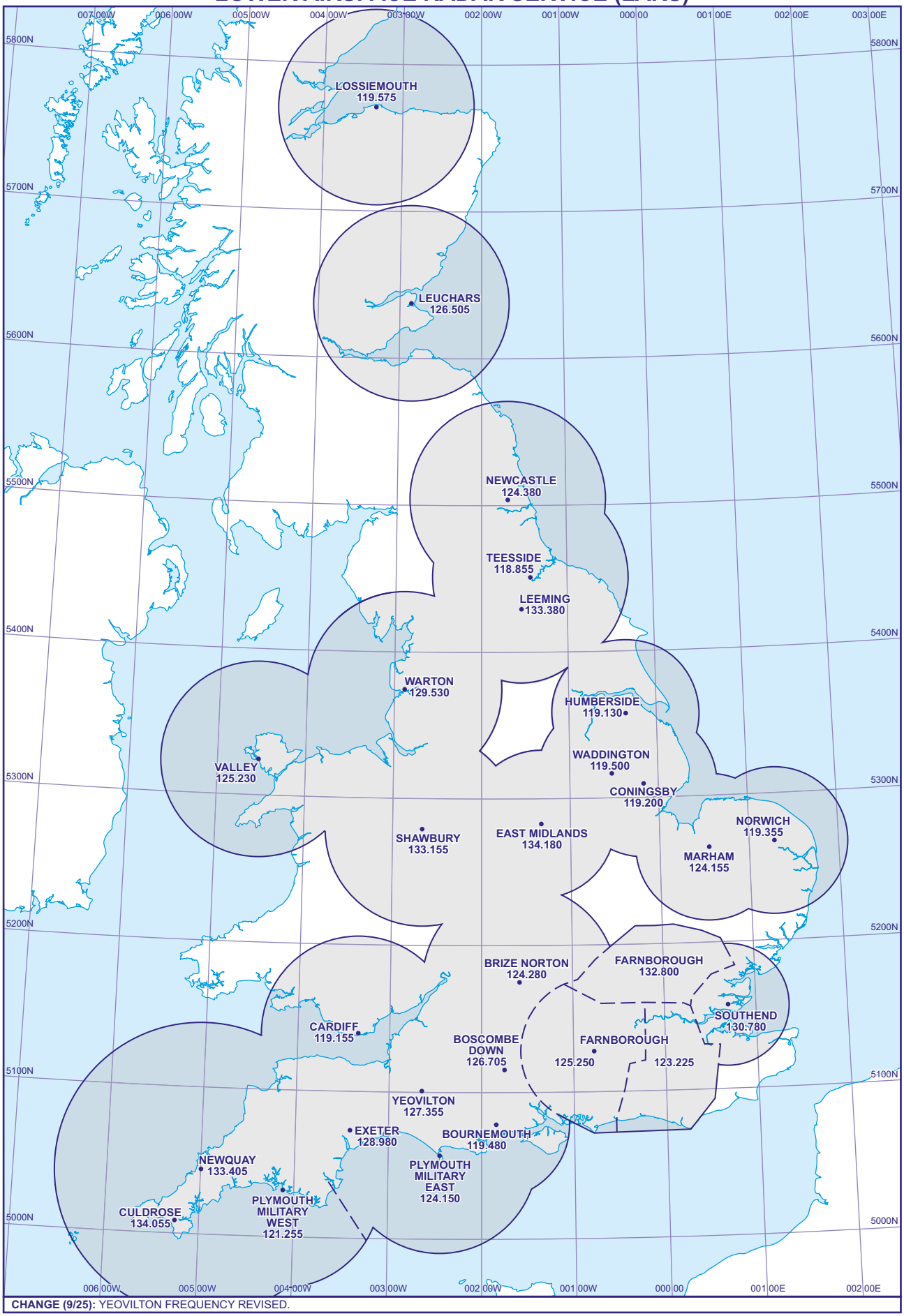
TRAs may be activated at other times by NOTAM.

Note 2 FORTH CTA 2:
This CTA is only established between Saturday 0001 (2301) and Sunday 2359 (2259).

Note 3 FORTH CTA 3:
Activation of CTA 3 - Unavailability as specified by NOTAM when required for MOD access or by activation of EGD074Z.

CHANGE (6/25): CHART TITLE REVISED. BERRY HEAD CTA 7 LATERAL LIMITS REVISED. TRA 001 LATERAL LIMITS REVISED.

LOWER AIRSPACE RADAR SERVICE (LARS)

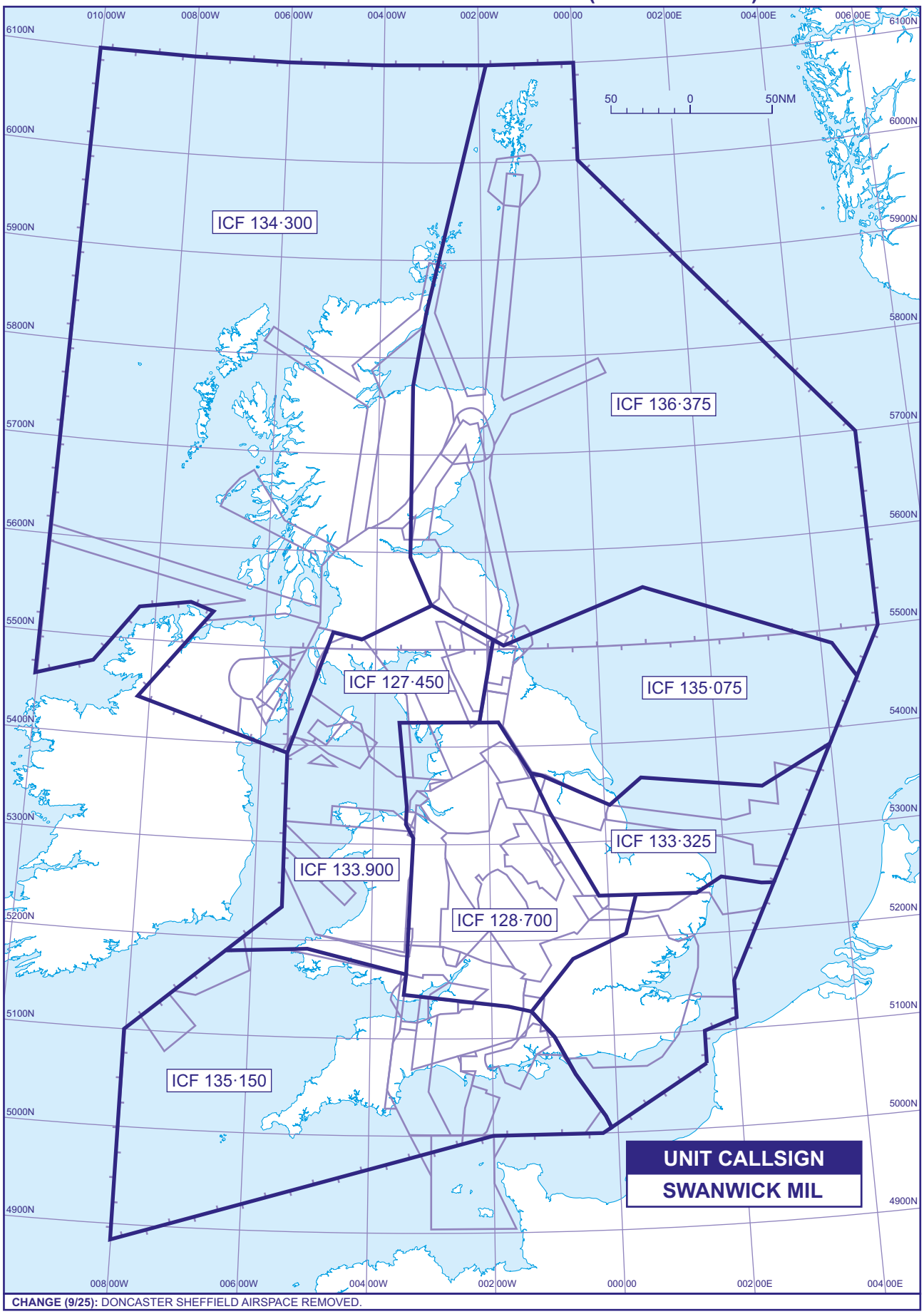


CHANGE (9/25): YEOVILTON FREQUENCY REVISED.

AERO INFO DATE 25 JUN 25

ENR 6-11

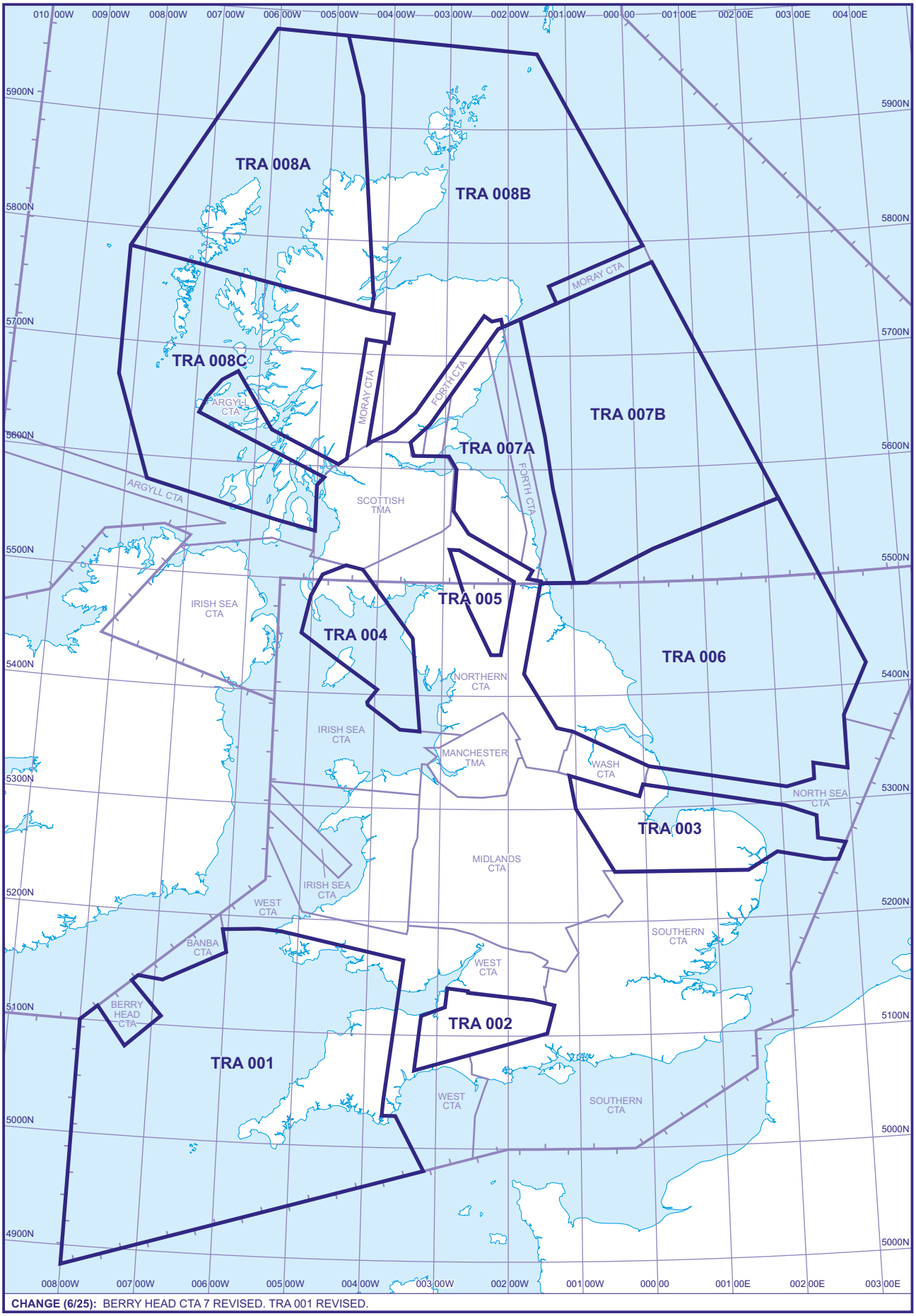
RADAR SERVICE - FL100 AND ABOVE (OUTSIDE CAS)



CHANGE (9/25): DONCASTER SHEFFIELD AIRSPACE REMOVED.

AERO INFO DATE 06 JUN 25

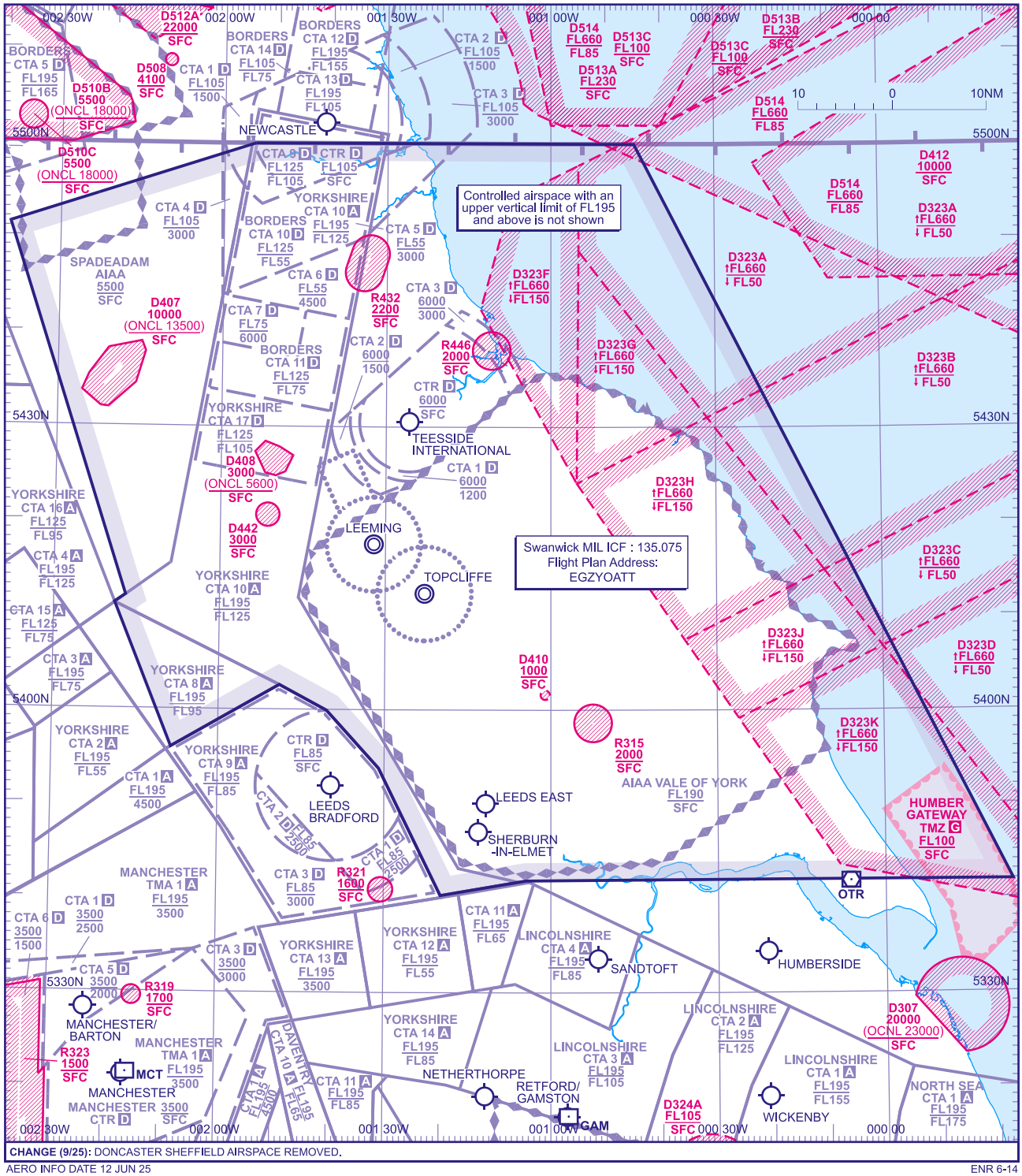
TEMPORARY RESERVED AREAS (TRA)



CHANGE (6/25): BERRY HEAD CTA 7 REVISED. TRA 001 REVISED.

AERO INFO DATE 24 MAR 25

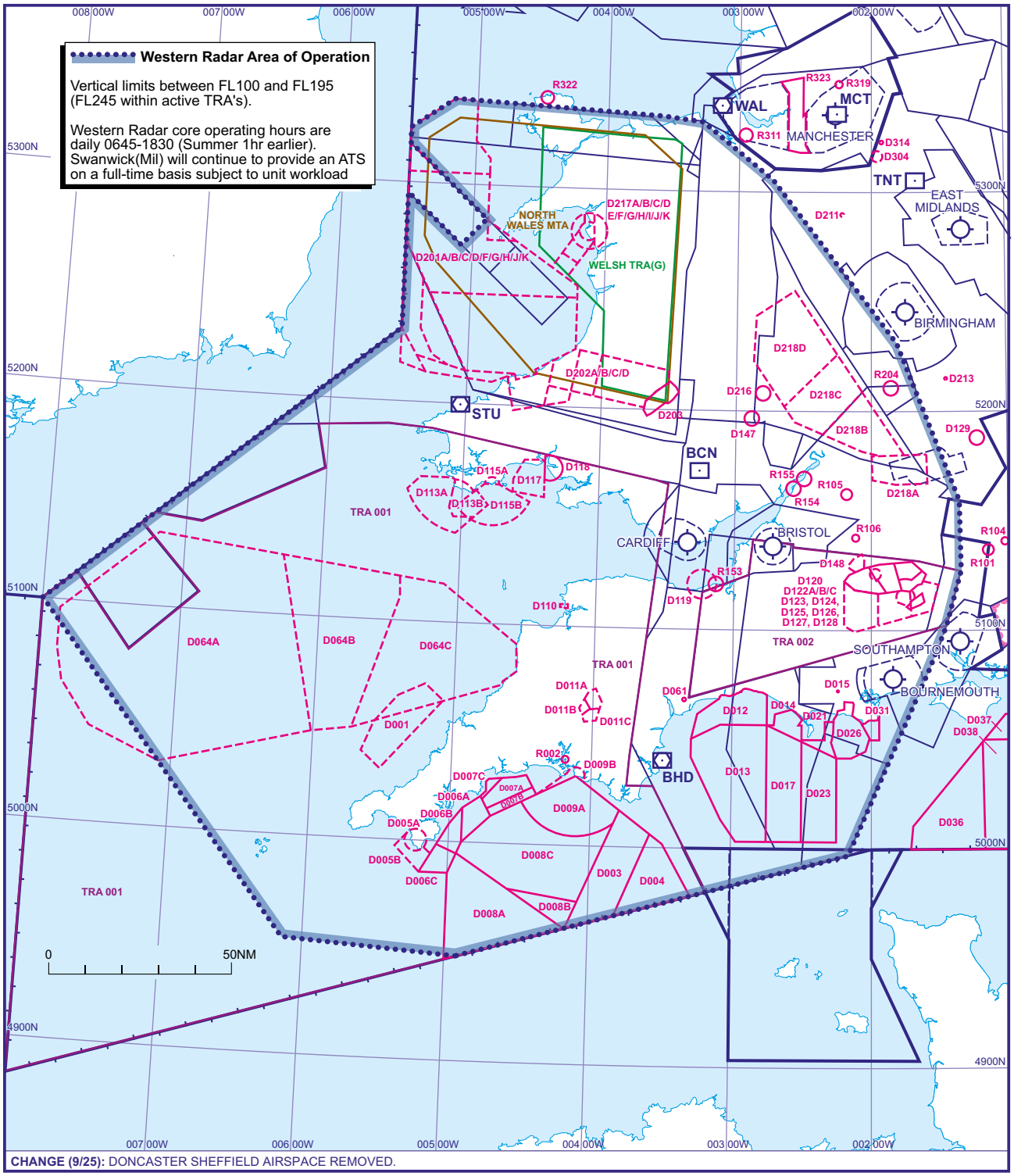
(FORMER) PENNINE RADAR AREA OF RESPONSIBILITY FL55 - FL195



AERO INFO DATE 12 JUN 25

ENR 6-14

WESTERN RADAR AREA OF OPERATION

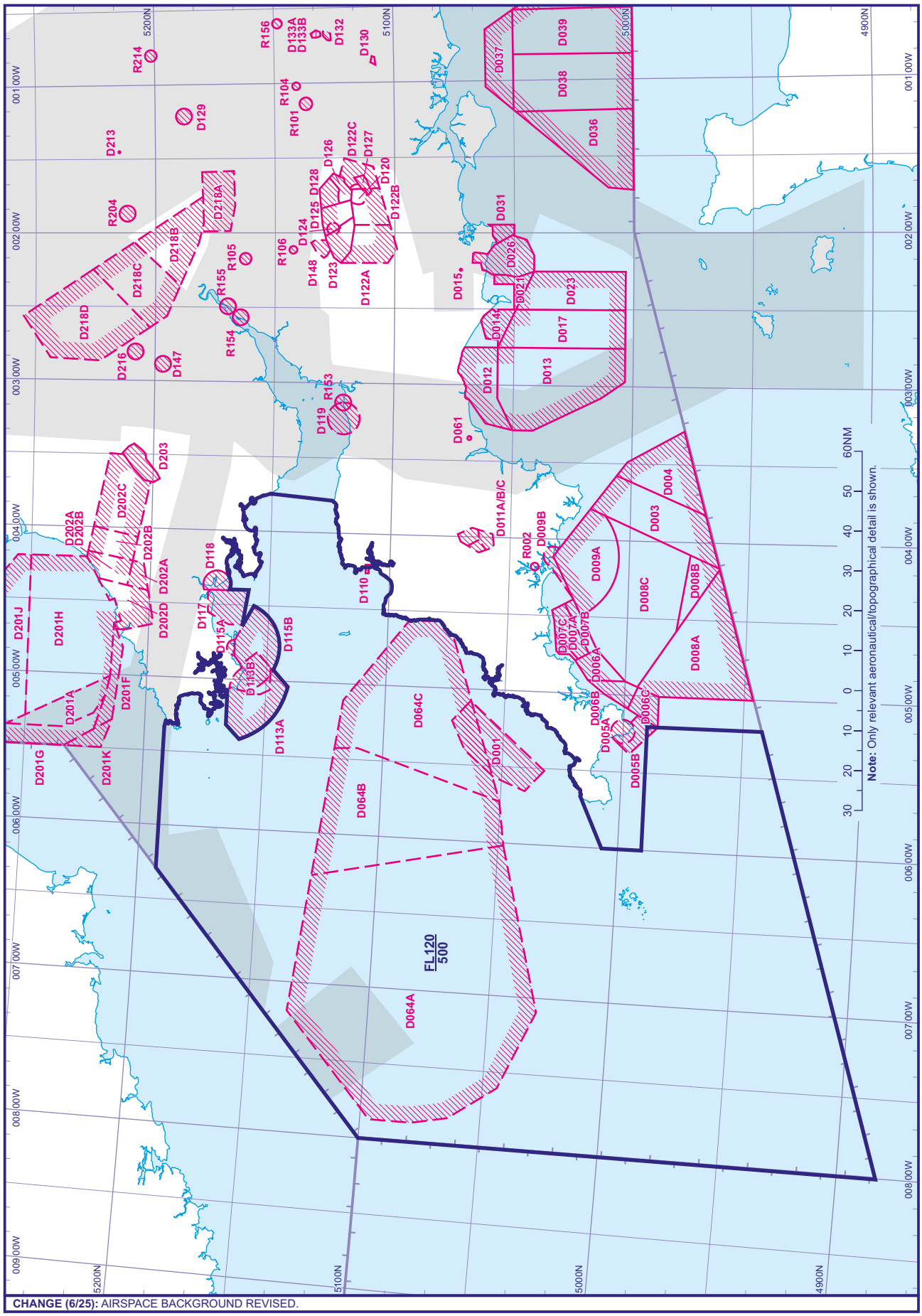


CHANGE (9/25): DONCASTER SHEFFIELD AIRSPACE REMOVED.

AERO INFO DATE 06 JUN 25

ENR 6-15

ROYAL NAVAL NAVIGATIONAL TRAINING FLYING – SOUTH WEST APPROACHES

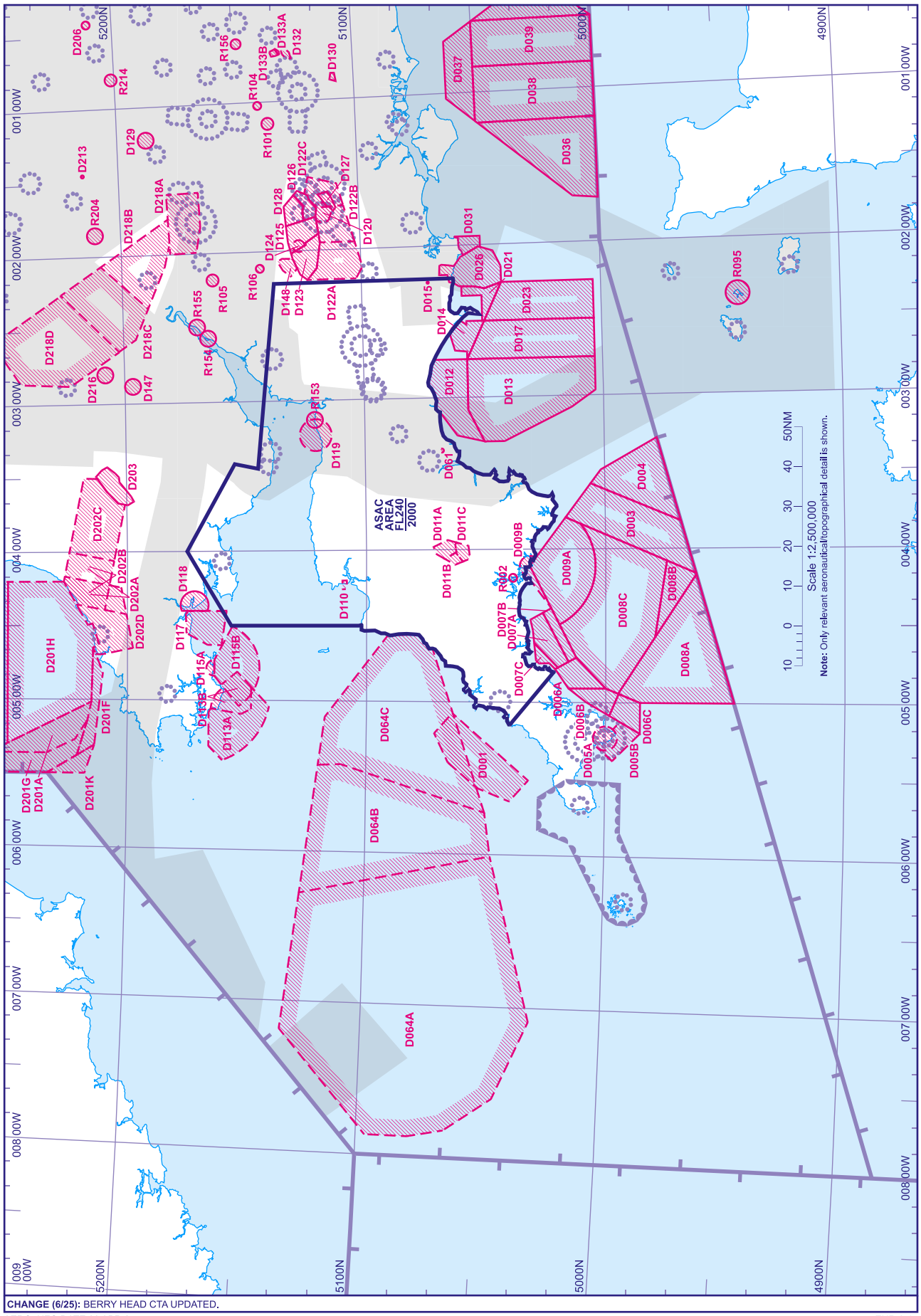


CHANGE (6/25): AIRSPACE BACKGROUND REVISED.

AERO INFO DATE 24 MAR 25

ENR 6-16

ROYAL NAVY AIRBORNE SURVEILLANCE AND CONTROL (ASAC) TRAINING AREA



CHANGE (6/25): BERRY HEAD CTA UPDATED.

AERO INFO DATE 02 APR 25

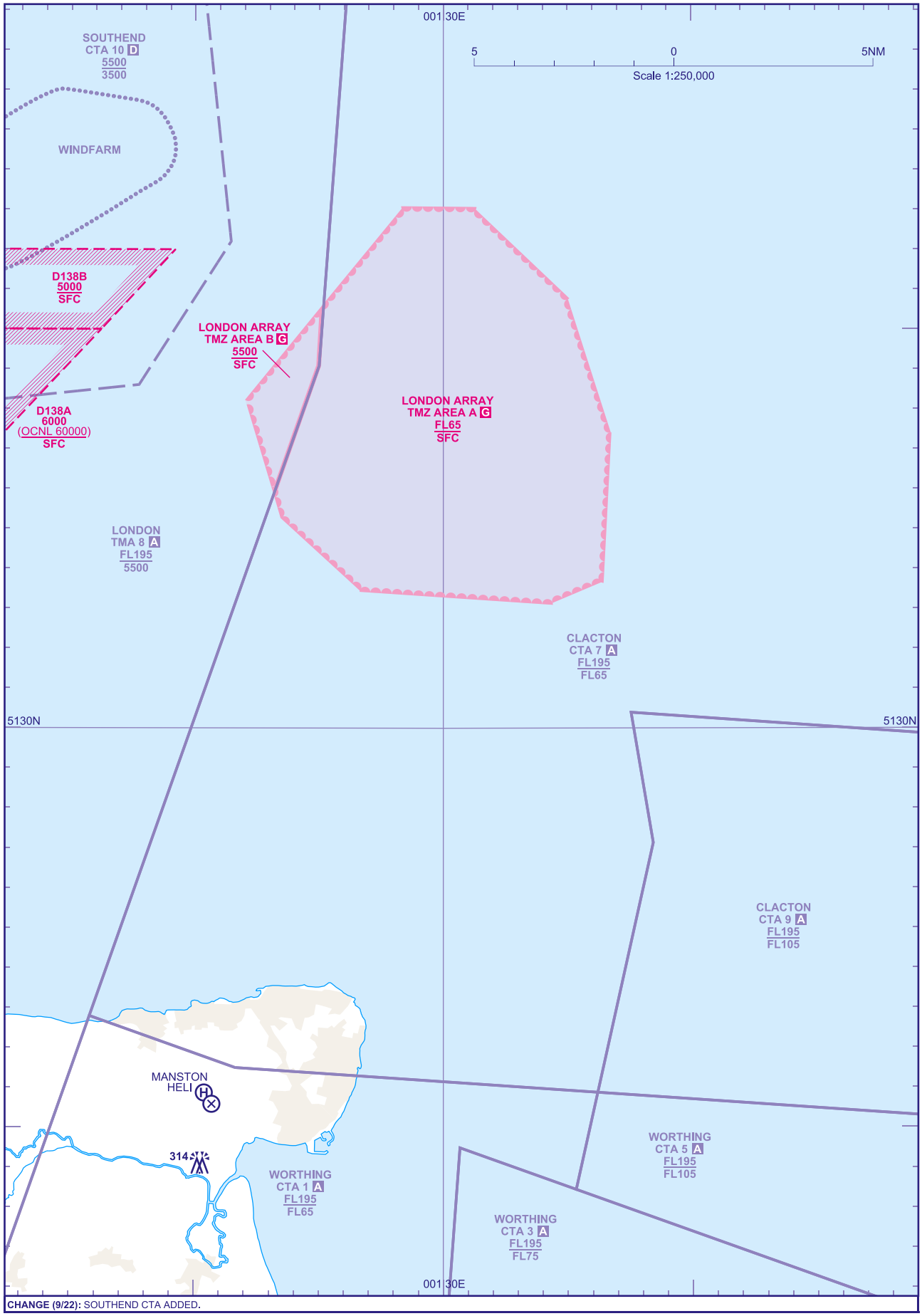
ENR 6-17

UNITED KINGDOM ALTIMETER SETTING AND FLIGHT INFORMATION REGIONS



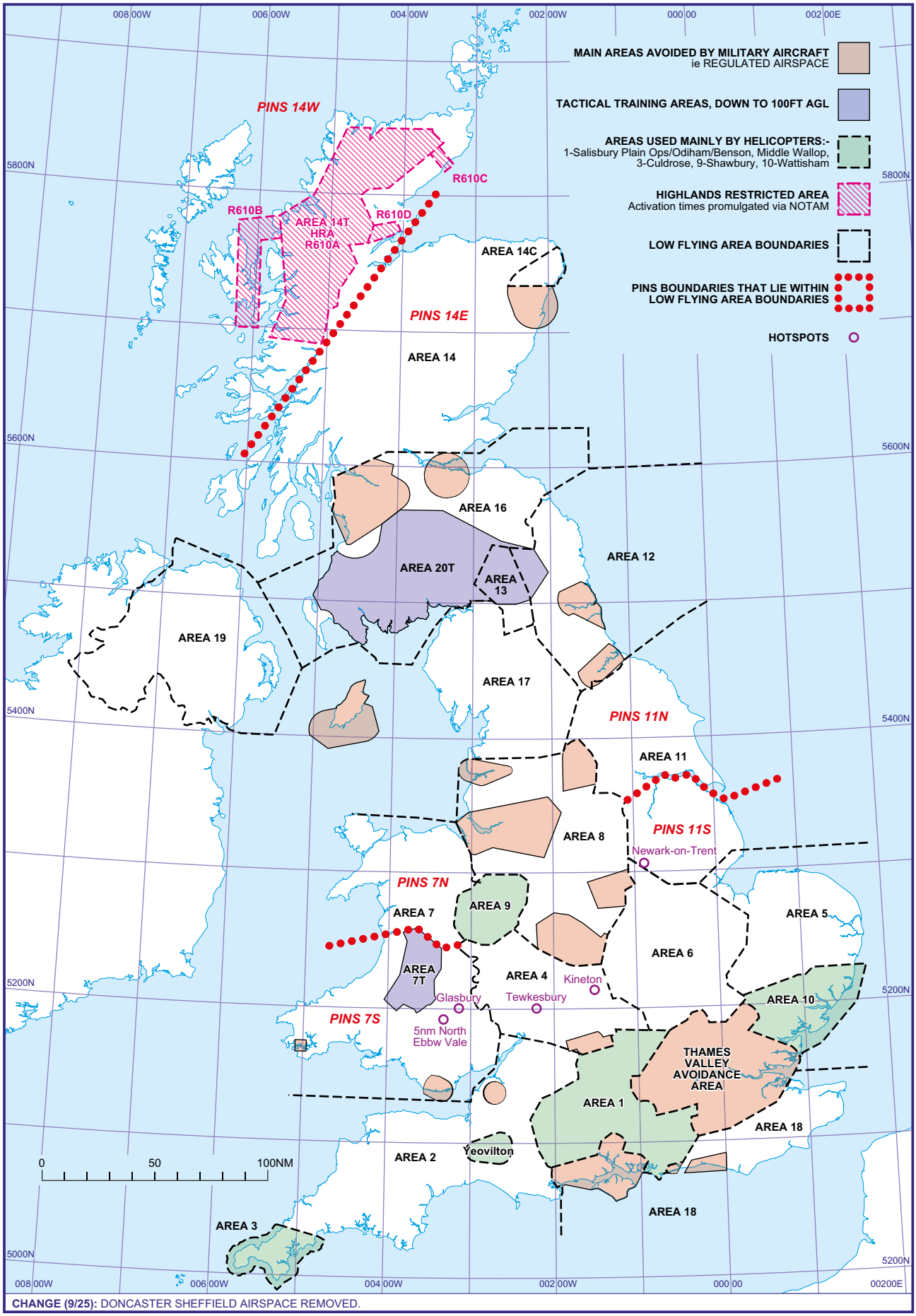
CHANGE (9/25): DONCASTER SHEFFIELD AIRSPACE REMOVED.

LONDON ARRAY TRANSPONDER MANDATORY ZONE



CHANGE (9/22): SOUTHEND CTA ADDED.

PINS AREAS AND UK DAY LOW FLYING SYSTEM (DLFS)

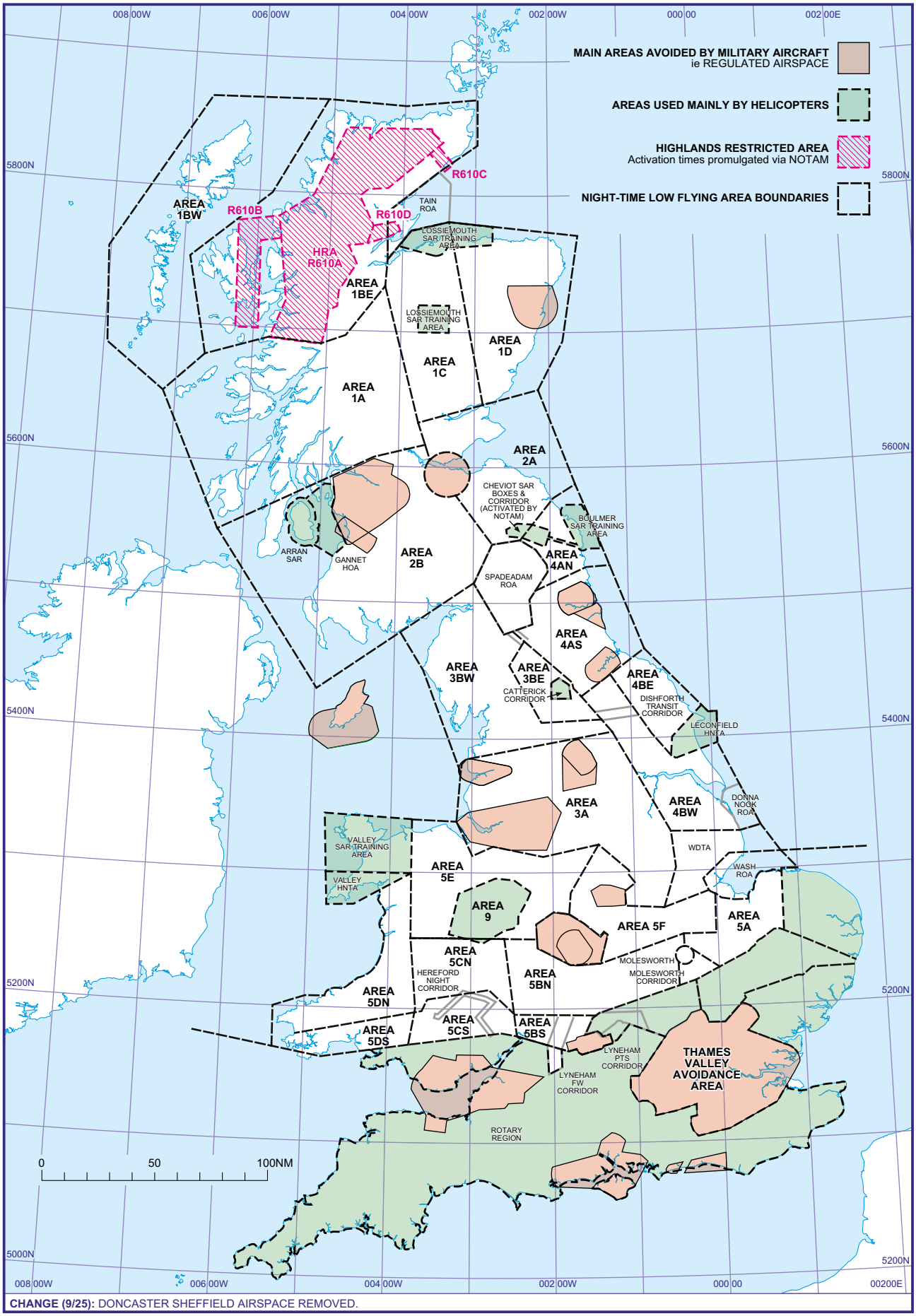


CHANGE (9/25): DONCASTER SHEFFIELD AIRSPACE REMOVED.

AERO INFO DATE 09 JUN 25

ENR 6-20

UK NIGHT LOW FLYING SYSTEM (NLFS)

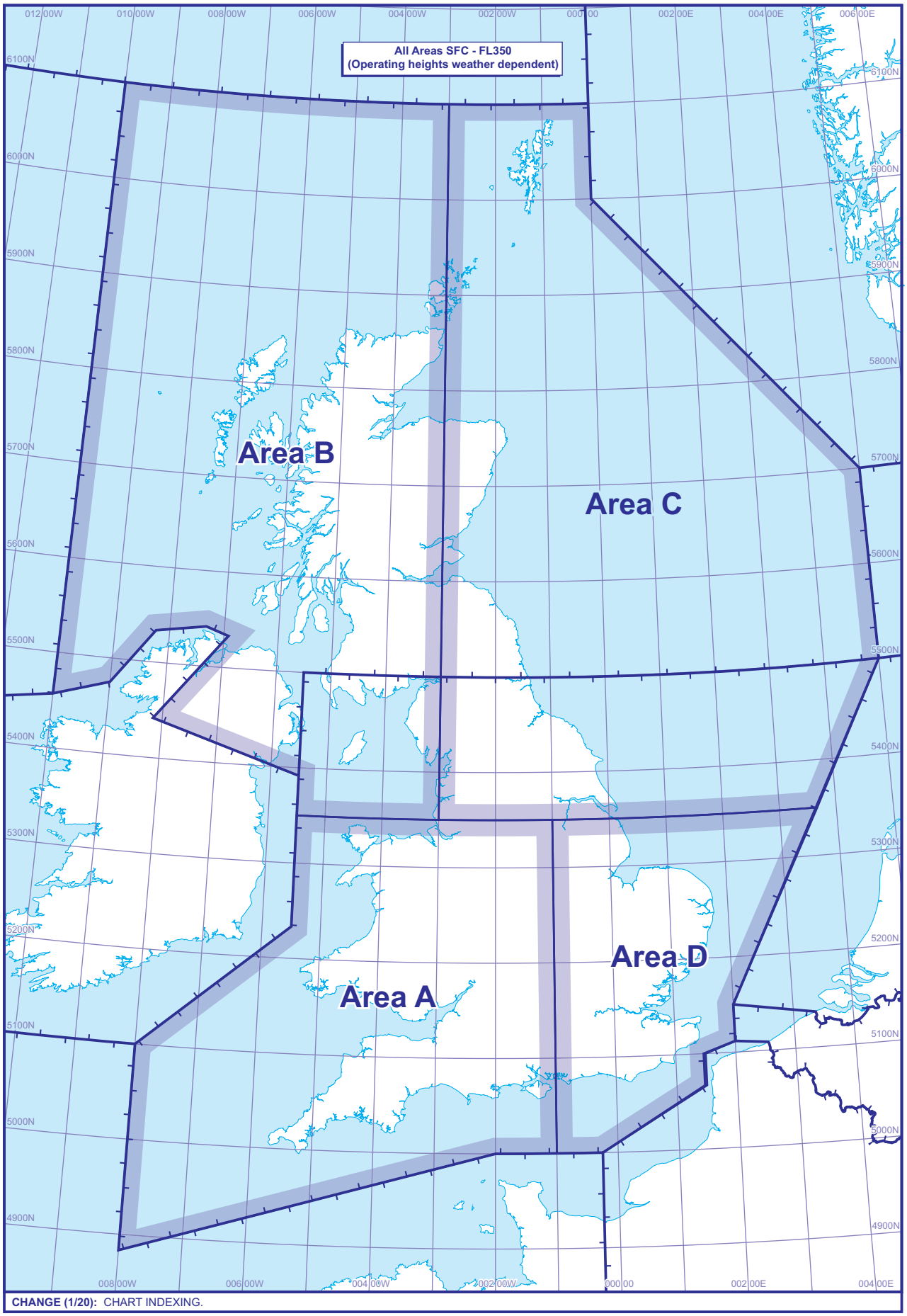


CHANGE (9/25): DONCASTER SHEFFIELD AIRSPACE REMOVED.

AERO INFO DATE 09 JUN 25

ENR 6-21

MET RESEARCH/DROP SONDE FLIGHTS



CHANGE (1/20): CHART INDEXING.

AERO INFO DATE 24 SEP 19

ENR 6-22

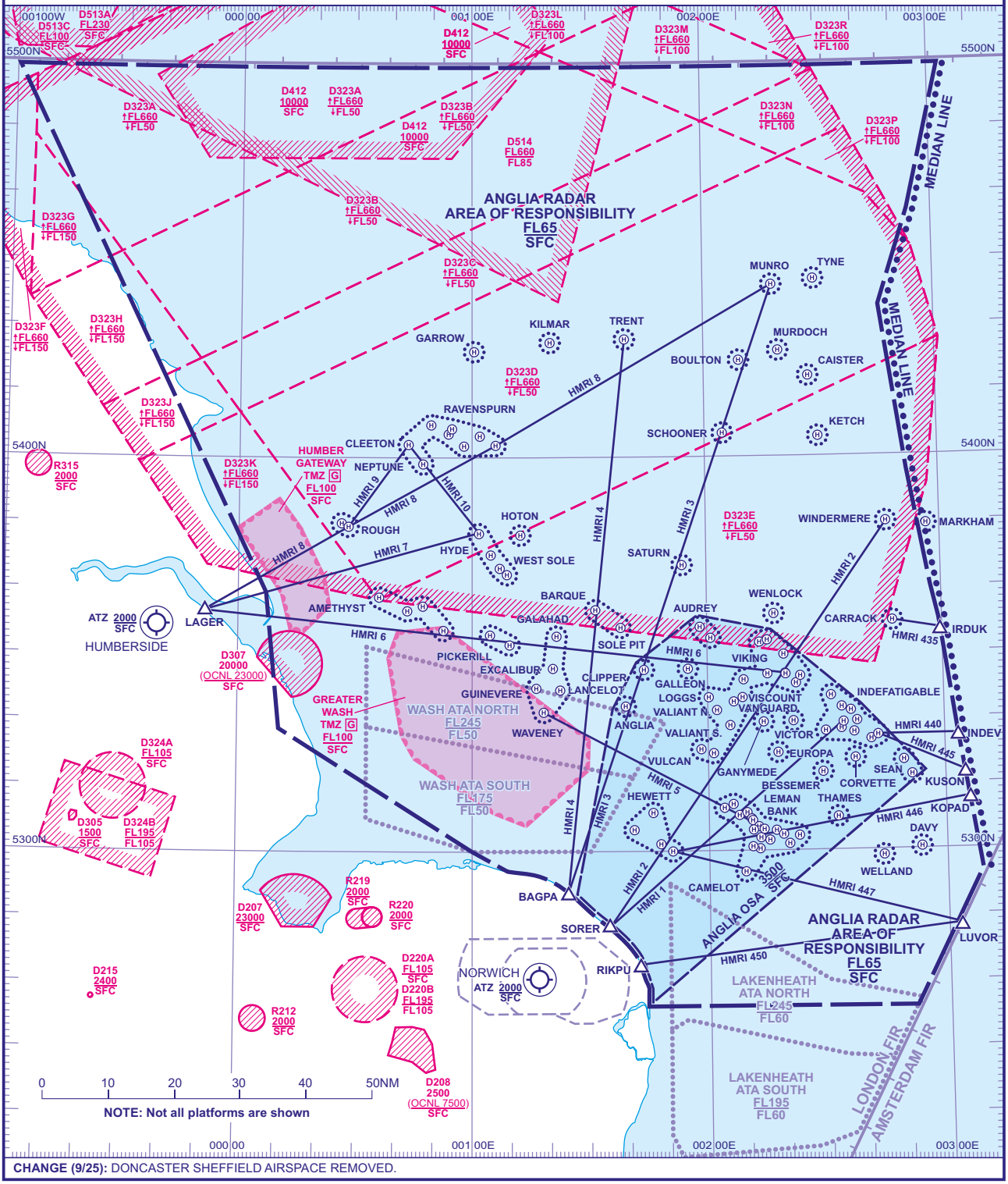
SOUTHERN NORTH SEA - ABERDEEN ATSU (ANGLIA RADAR) AREA OF RESPONSIBILITY AND ANGLIA OFFSHORE SAFETY AREA (OSA)

NOTES

1. All HMRI beneath EGD323D, EGD323E, EGD323K and the Lakenheath ATA North are restricted to FL40 unless cleared by Anglia Radar.
2. Helicopters will normally plan to fly at the following en-route altitudes:-

Outbound (land to sea)	Inbound (sea to land)
2000'ALT & 3000'ALT	1500'ALT & 2500'ALT

Above Transition Altitude (3000'ALT) aircraft should conform to Semi-circular Rule.

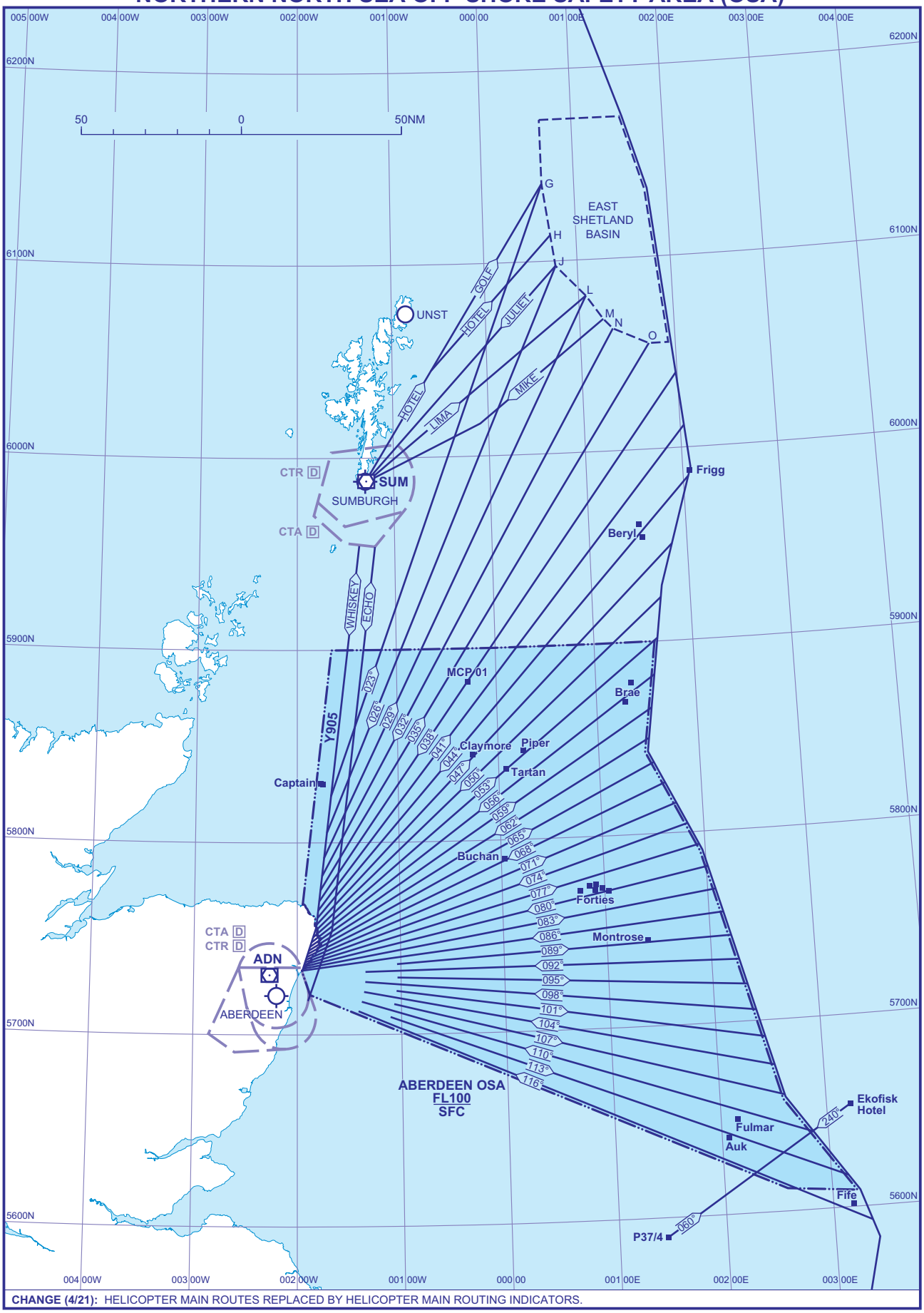


CHANGE (9/25): DONCASTER SHEFFIELD AIRSPACE REMOVED.

AERO INFO DATE 06 JUN 25

ENR 6-25

HELICOPTER MAIN ROUTING INDICATORS (HMRI) AND NORTHERN NORTH SEA OFF-SHORE SAFETY AREA (OSA)

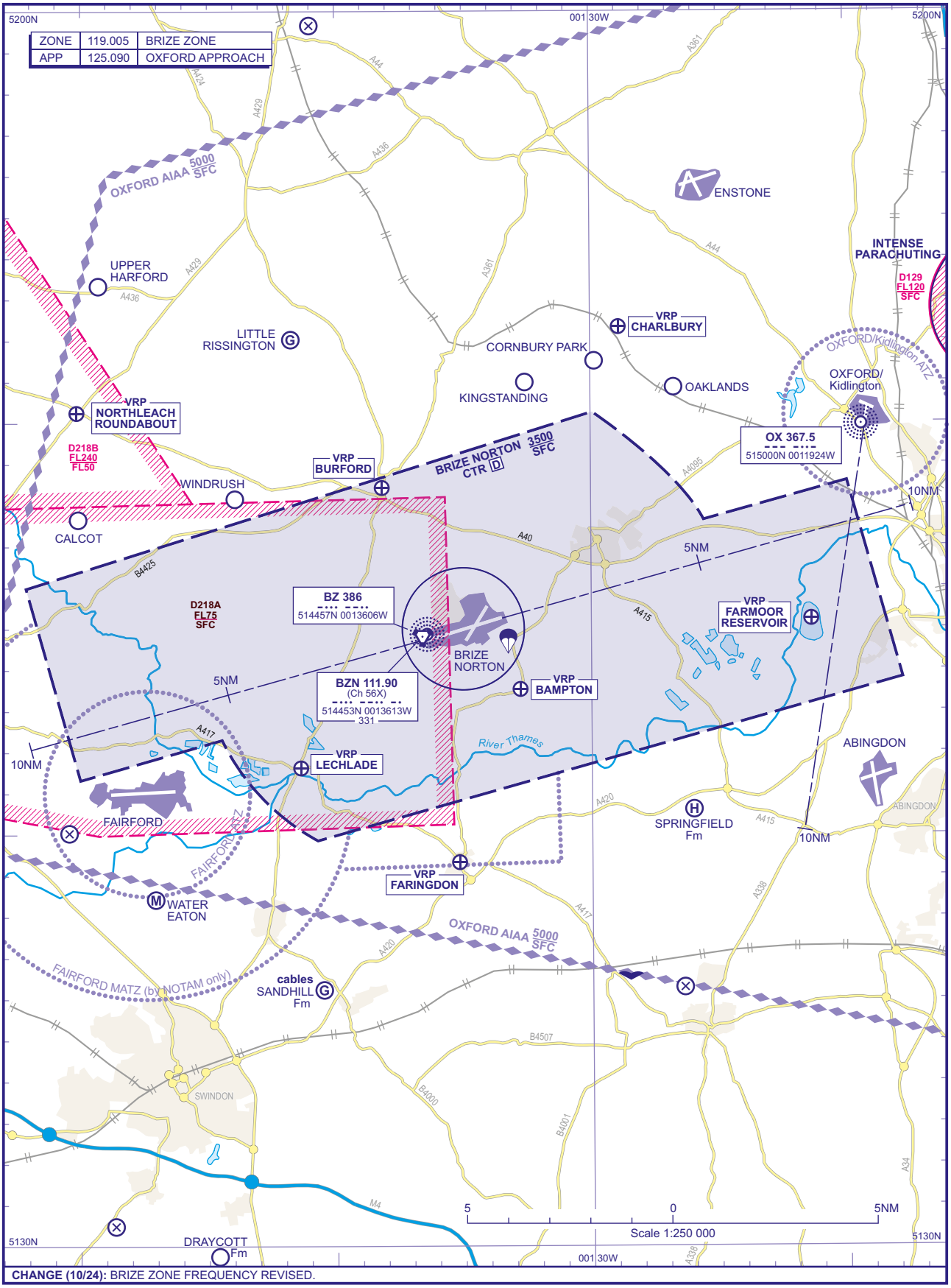


CHANGE (4/21): HELICOPTER MAIN ROUTES REPLACED BY HELICOPTER MAIN ROUTING INDICATORS.

AERO INFO DATE 25 JAN 21

ENR 6-26

BRIZE NORTON CONTROL ZONE

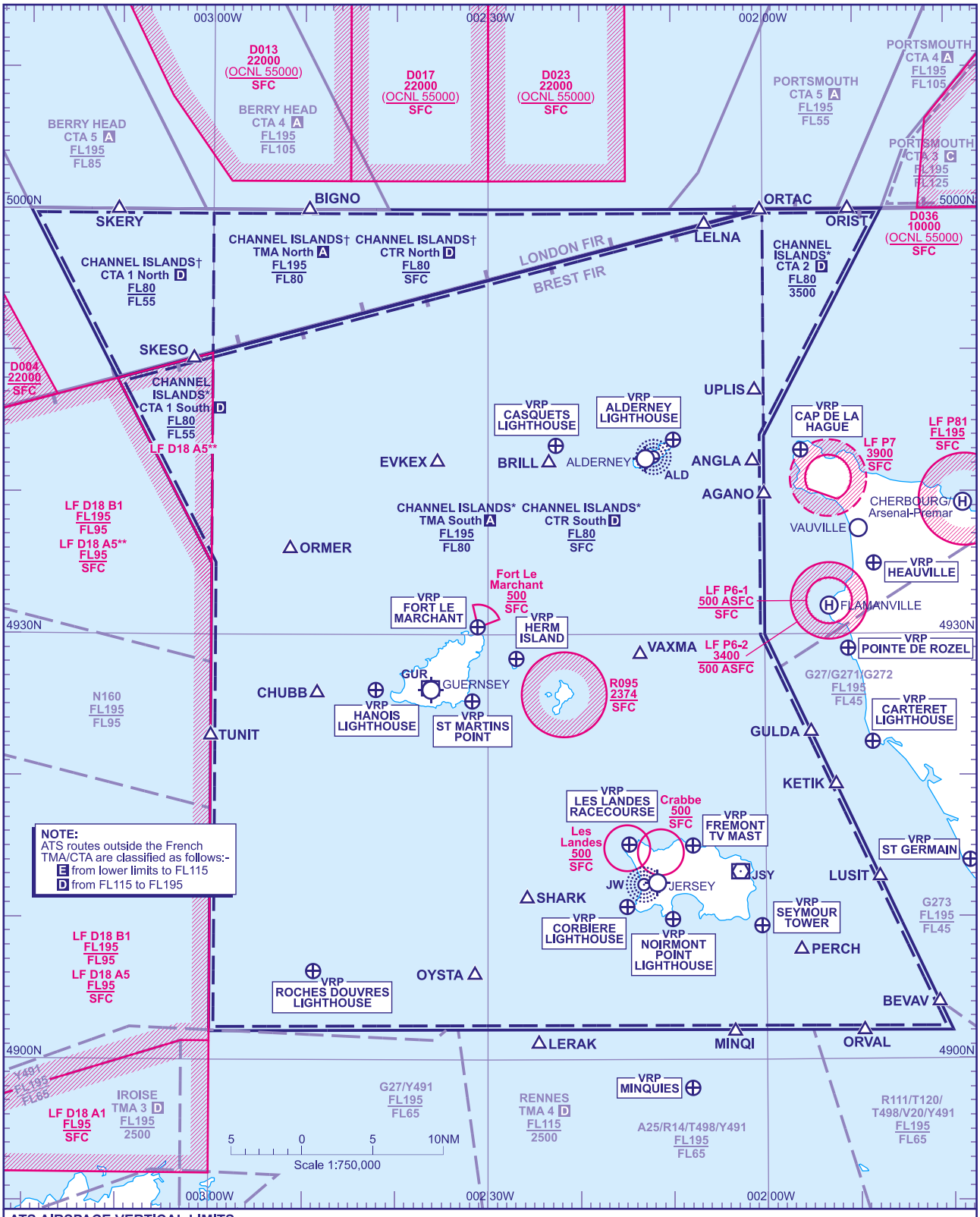


CHANGE (10/24): BRIZE ZONE FREQUENCY REVISED.

AERO INFO DATE 09 JUL 24

ENR 6-39

CHANNEL ISLANDS CONTROL ZONE - ATS SIGNIFICANT POINTS AND VRPs



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.

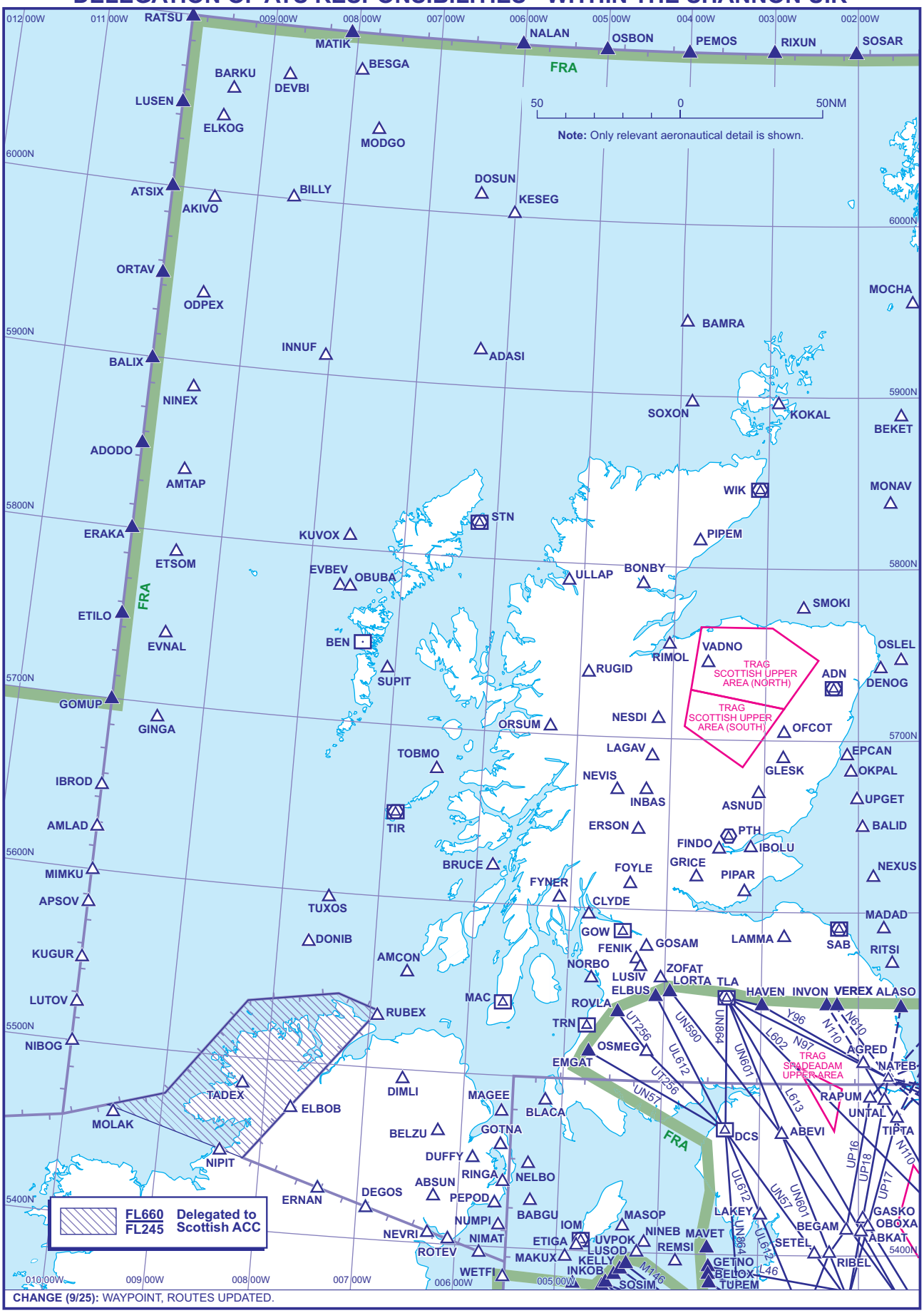
GENERAL INFORMATION
* Outside Jersey notified hours and within Brest FIR. The airspace adopts the classification appropriate to Airway or uncontrolled airspace designation, as appropriate, as detailed in the France AIP.
† Outside Jersey notified hours and within London FIR, CTR, CTA-1 and TMA revert to Class G.
** **LF D18 A5** SFC-FL95, except for within CHANNEL ISLANDS CTA-1 South and TMA South when active.

CHANGE (9/25): WAYPOINT PIKEY REPLACED WITH VAXMA.

AERO INFO DATE 05 JUN 25

ENR 6-40

DELEGATION OF ATS RESPONSIBILITIES - WITHIN THE SHANNON UIR

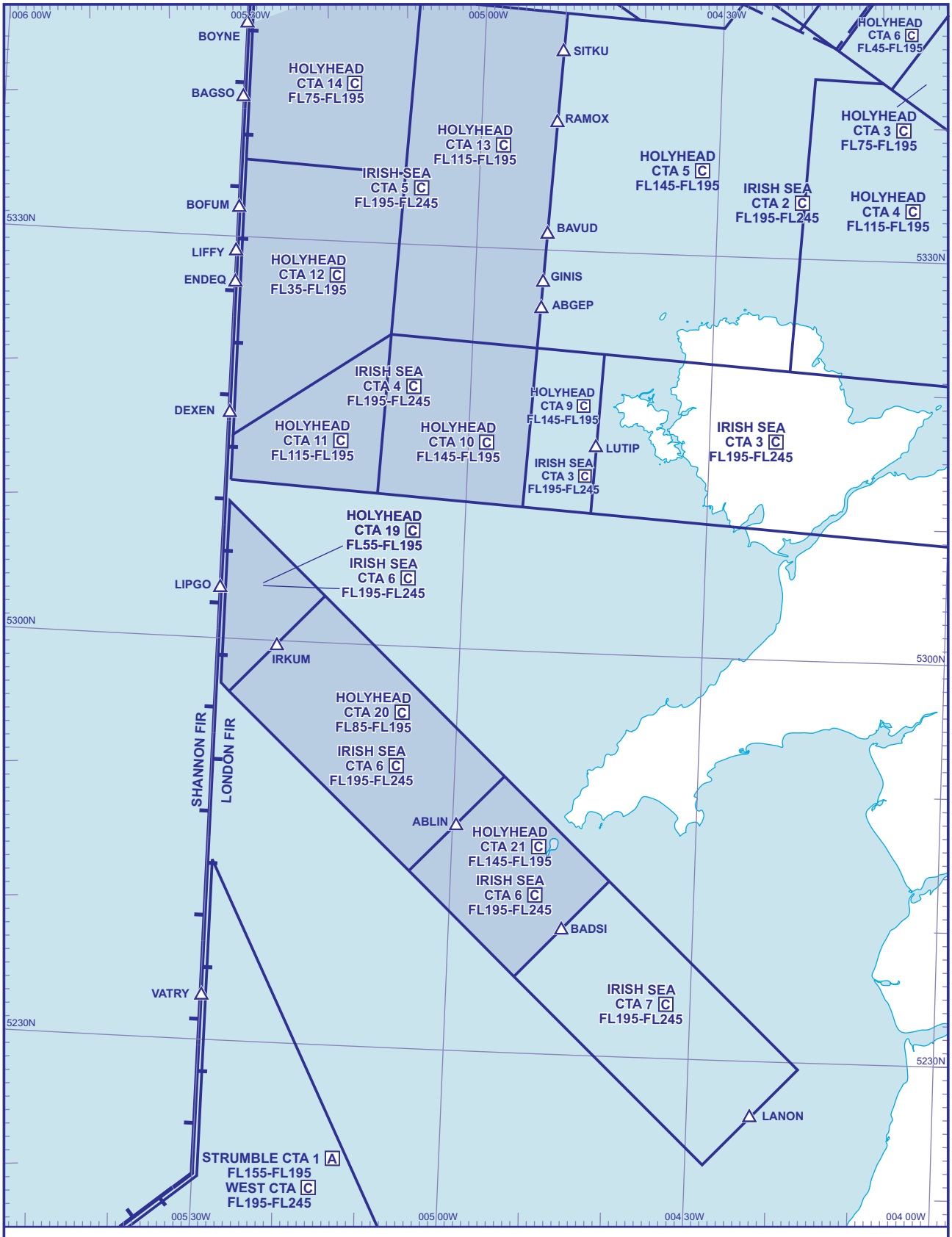


CHANGE (9/25): WAYPOINT, ROUTES UPDATED.

AERO INFO DATE 27 JUN 25

ENR 6-49

DELEGATION OF ATS RESPONSIBILITIES - WITHIN THE IRISH SEA

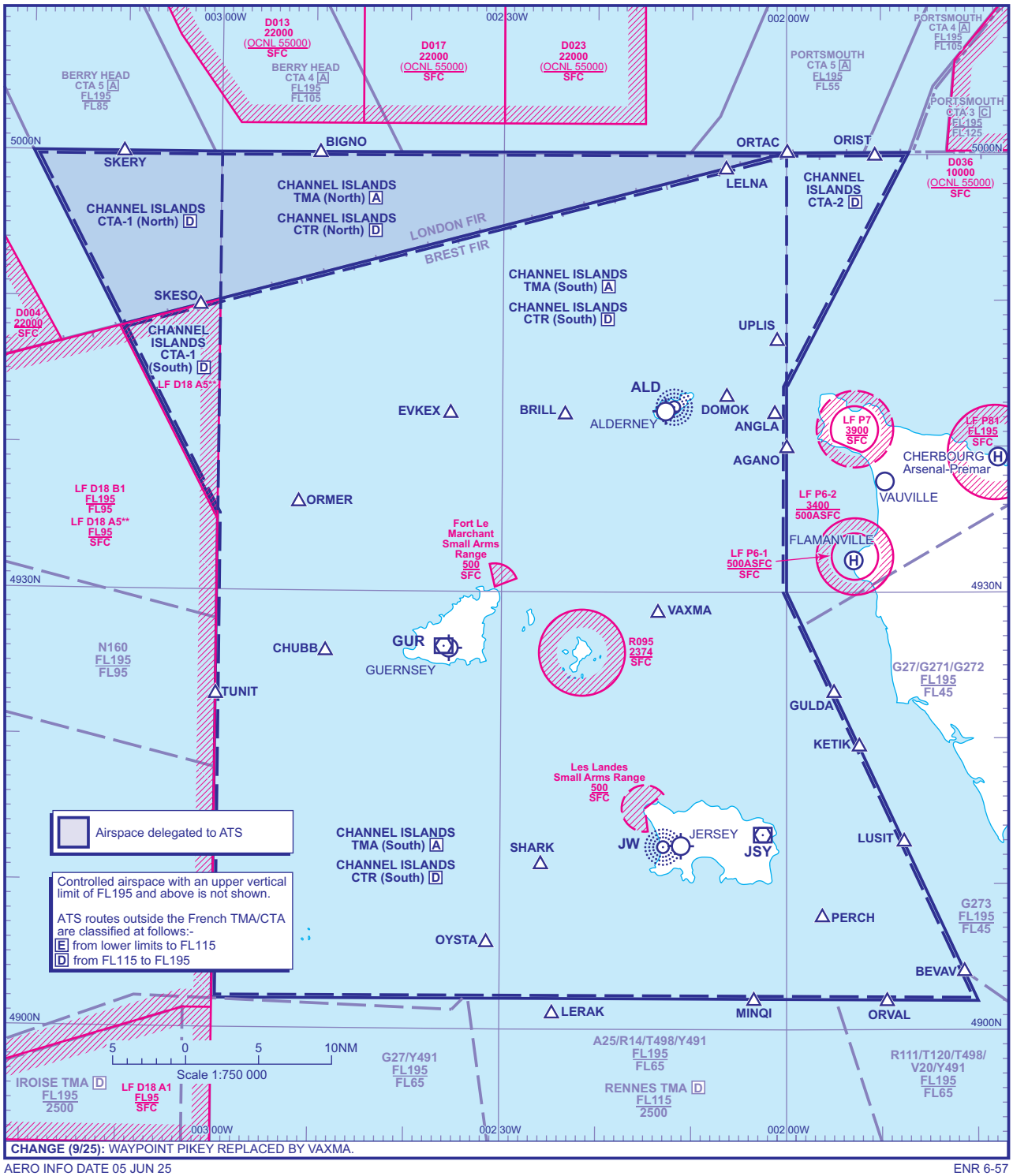


CHANGE (3/23): AIRSPACE REVISED.

AERO INFO DATE 05 DEC 22

ENR 6-50

DELEGATION OF ATS RESPONSIBILITIES - THE CHANNEL ISLANDS



CHANGE (9/25): WAYPOINT PIKEY REPLACED BY VAXMA.

AERO INFO DATE 05 JUN 25

ENR 6-57

AIRSPACE
Upper/Lower Limits †
Controlled airspace with an upper vertical limit above FL195 is not shown

CHANNEL ISLANDS*		
CTR (North)	D	FL80 / SFC
CTR (South)	D	FL80 / SFC
CTA-1 (North)	D	FL80 / FL55
CTA-1 (South)	D	FL80 / FL55
CTA-2	D	FL80 / 3500

CHANNEL ISLANDS*		
TMA (North)	A	FL195 / FL80
TMA (South)	A	FL195 / FL80

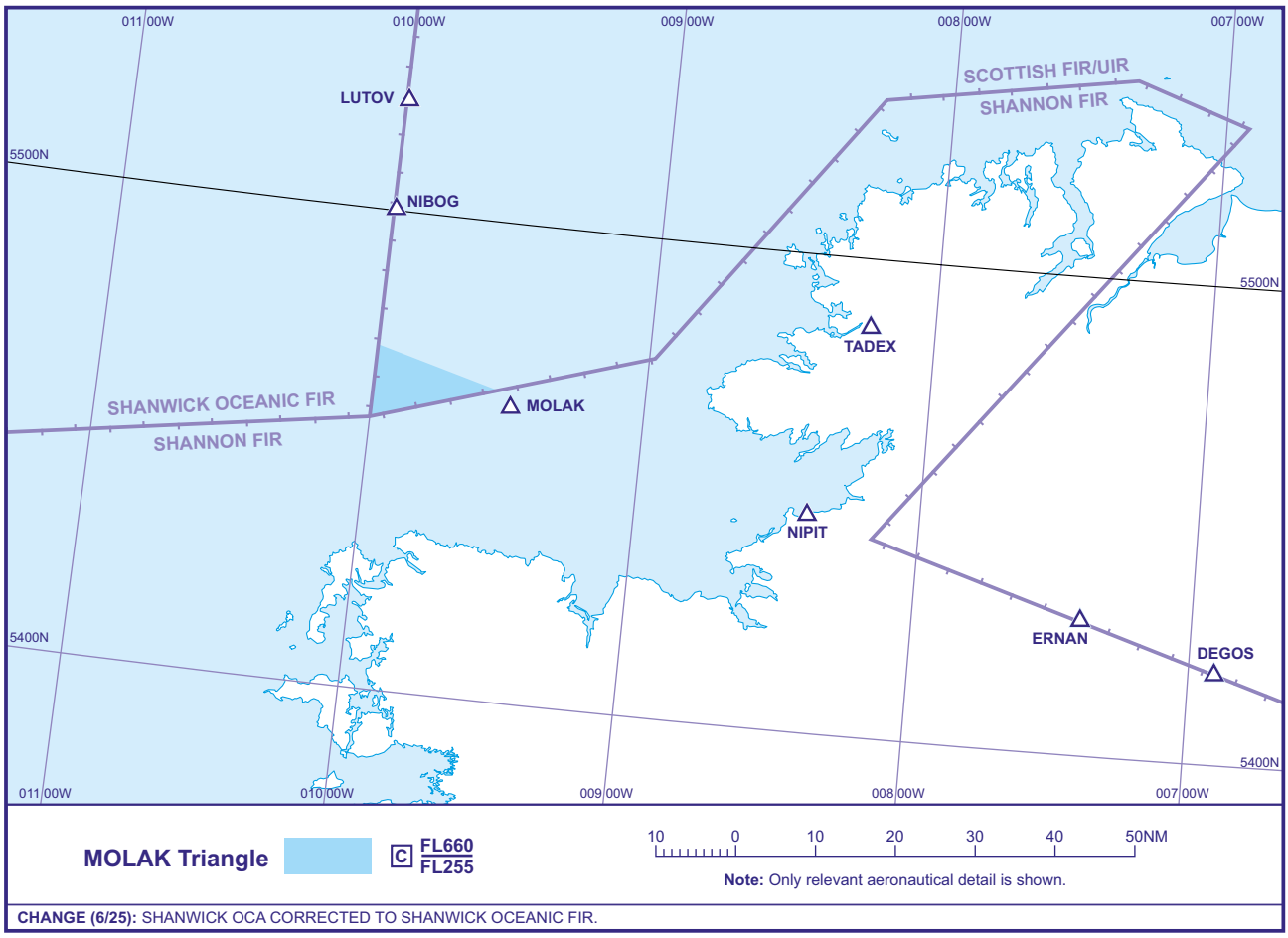
† For lateral limits:
Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
Detailed description of air traffic services airspace organized at an aerodrome see AD 2.17.

* Outside Jersey notified hours and within Brest FIR
The airspace adopts the classification appropriate to Airway or uncontrolled airspace designation, as appropriate, as detailed in the France AIP.

Outside Jersey notified hours and within London FIR
CTR, CTA-1 and TMA revert to Class G.

** **LF D18 A5** SFC-FL95, except for within CHANNEL ISLANDS CTA-1 (South) and TMA (South) when active.

DELEGATION OF ATS RESPONSIBILITIES - WITHIN THE SOUTH WEST CORNER OF THE SCOTTISH UIR - MOLAK AREA



CHANGE (6/25): SHANWICK OCA CORRECTED TO SHANWICK OCEANIC FIR.

AERO INFO DATE 24 MAR 25

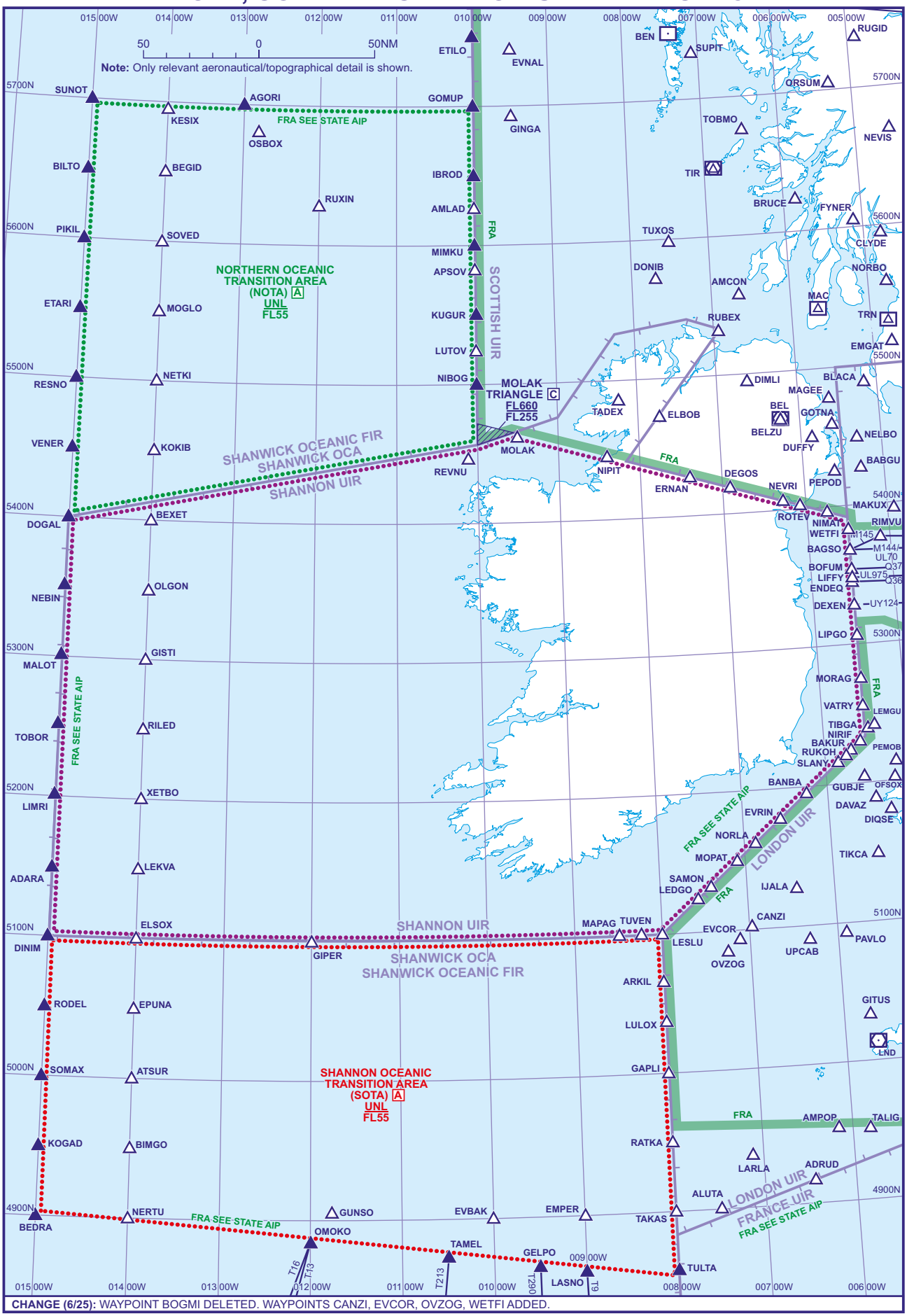
MILITARY AERODROME TRAFFIC ZONES



CHANGE (9/25): DONCASTER SHEFFIELD AIRSPACE REMOVED.

AERO INFO DATE 06 JUN 25

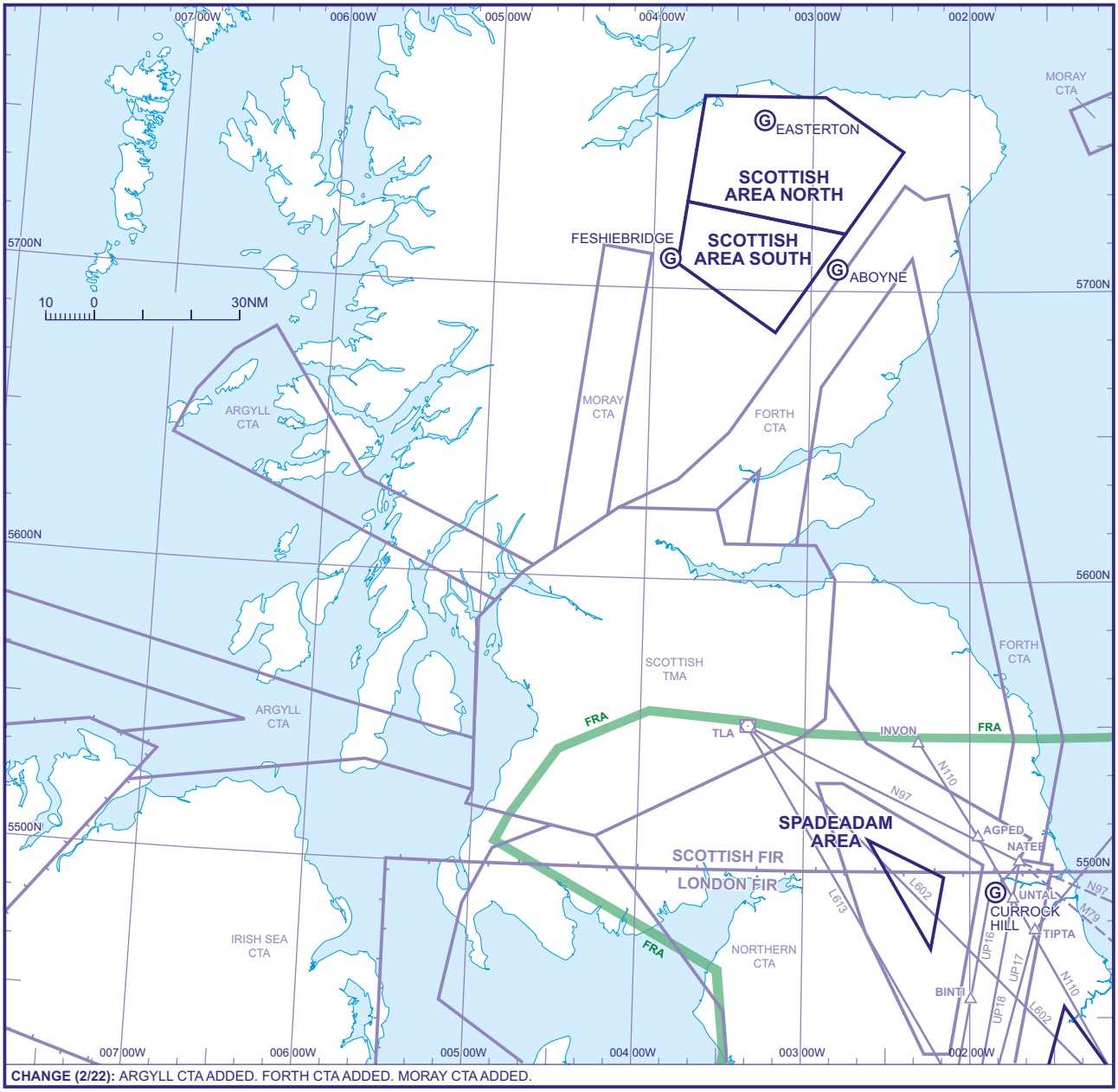
NOTA, SOTA AND SHANNON UPPER AIRSPACE



CHANGE (6/25): WAYPOINT BOGMI DELETED. WAYPOINTS CANZI, EVCOR, OVZOG, WETFI ADDED.

AERO INFO DATE 26 MAR 25

TEMPORARY RESERVED AREAS (GLIDING) IN CLASS C AIRSPACE ABOVE FL240 IN THE SCOTTISH ACC AREA

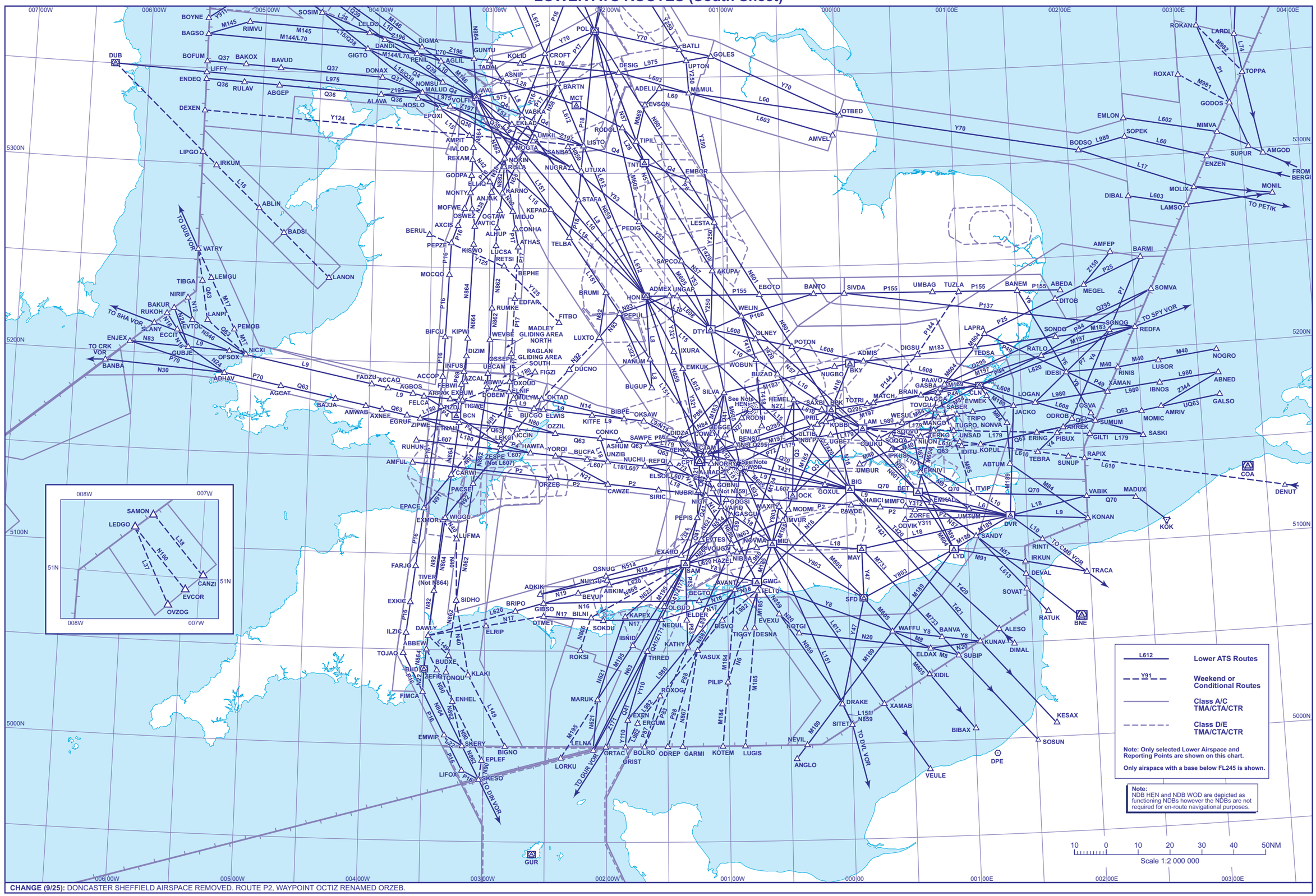


CHANGE (2/22): ARGYLL CTA ADDED. FORTH CTA ADDED. MORAY CTA ADDED.

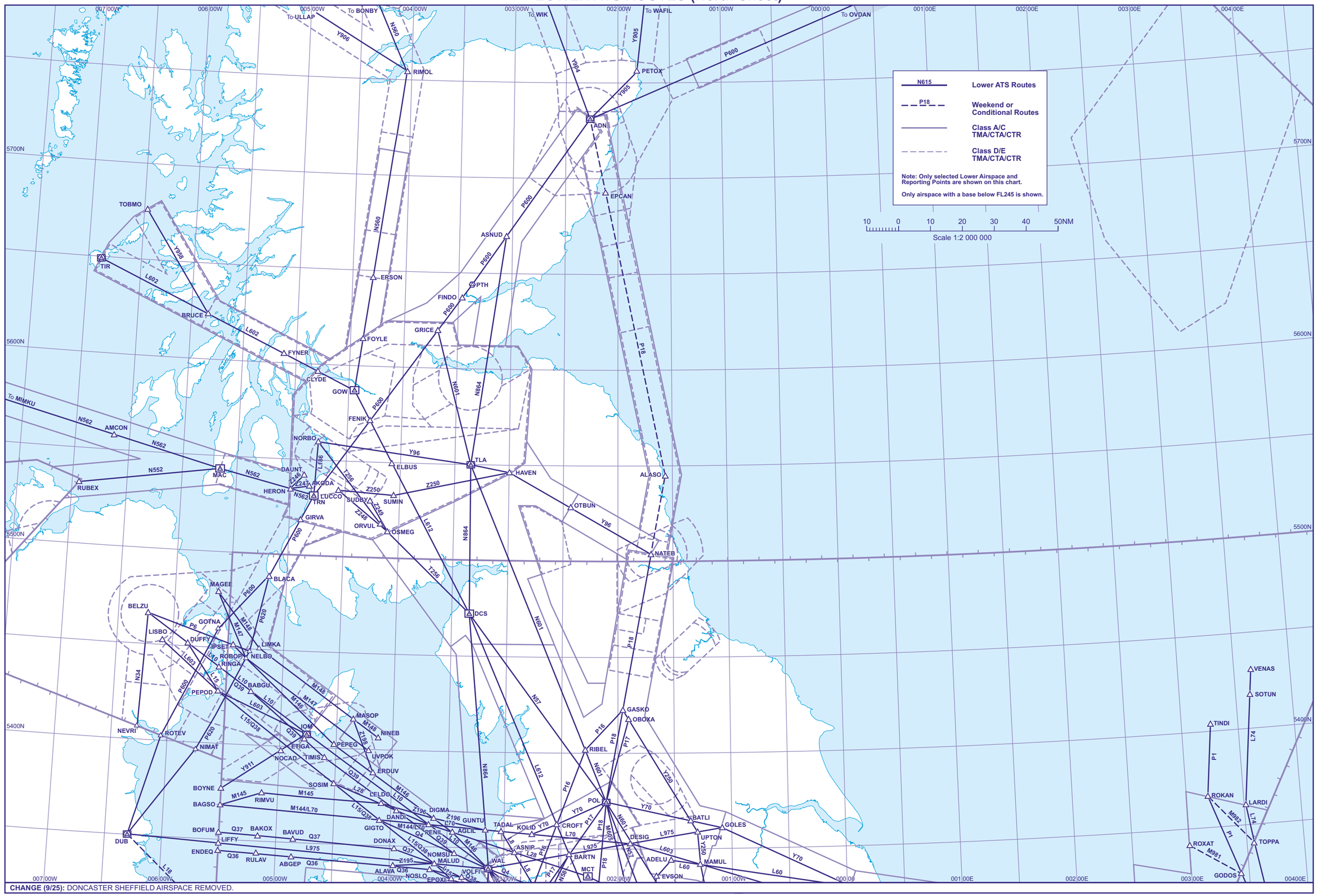
AERO INFO DATE 10 DEC 21

ENR 6-67

LOWER ATS ROUTES (South Sheet)

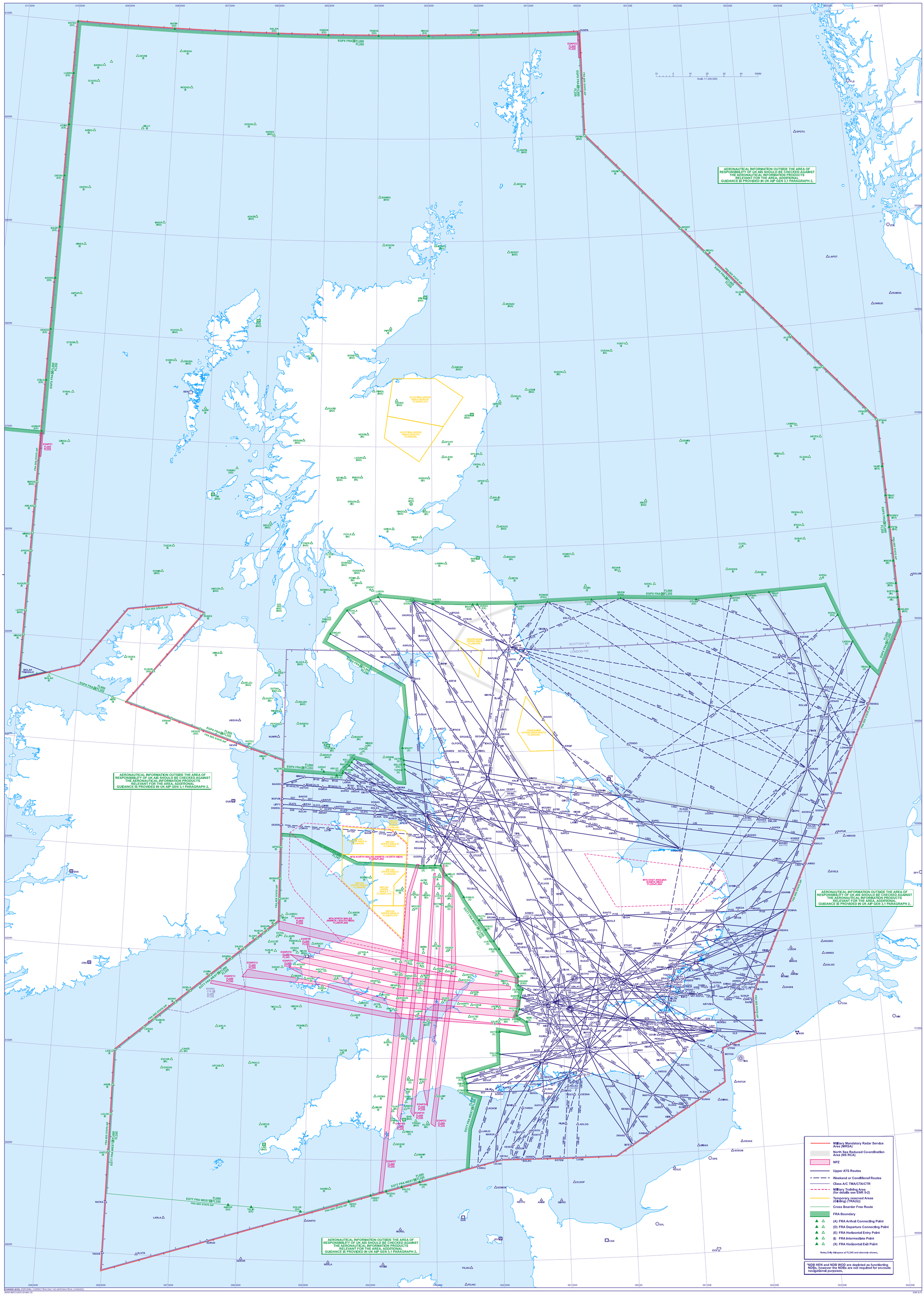

007 00W
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BAGSO
BOFUM
LIFFY
ENDEQ
DEXEN
LIPGO
IRKUM
ABLIN
BADSI
VATRY
TO DUB VOR
LANON
TIBGA
LEMGU
NIRIF
BAKUR
RUKOH
LANPI
EVTOL
PEMOB
SLANY
ECCIT
ENJEX
TO SHA VOR
TO CRK VOR
BANBA
GUBJE
OFSOX
NICXI
ADHAV
AGCAT
BAJJA
AMWAB
AXNEE
EGRUF
ZIPWE
ETNAH
RUHUN
AMFUL
EPACE
EXMOR
FARJO
TIVER
(Not N864)
EXKIC
ILZIC
DAWLY
ABBEW
TOJAQ
BHD
FIMCA
EMWIP
LIFOX
SKERY
EPLEF
SKESO
BIGNO
TO DIN VOR
LORKU
TO GUR VOR
GUR
LELNA
MARUK
ROKSI
SOKDU
ELRIP
OTMET
BRIPO
ADKIK
OSNUG
TIVER
(Not N864)
SIDHO
LUFMA
WIGGU
CARWI
PACSE
ORZEB
CAWZE
SIRIC
ZESPE
(Not L607)
HAWFA
YORQI
BUCFA
ICCIN
LEKOT
CONKO
ASHUM
UNZIB
NUCHU
REFQI
ELSOP
NUBRI
NIGIT
GOBNU
(Not N859)
ORTAC
BOLRO
ODREP
GARMI
KOTEM
LUGIS
ORIST
ORZEB
SAMON
LEDGO
CANZI
EVCOR
OVZOG
SOSIM
LELDO
DANDI
GIGTO
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RENIL
DIGMA
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KOLID
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CROFT
BARTN
MCT
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REXAM
GODPA
ELLIQ
MONTY
MOFWE
OSWEI
AXCIS
BERUL
PEPZE
MOCQO
KISWO
OGTAW
AVTIC
ALHUP
LUCSA
RETSI
EDFAR
RUMKE
BEPHE
MADLEY
GLIDING AREA
NORTH
RAGLAN
GLIDING AREA
SOUTH
OSSEP
UBCAM
FIGZI
DUCNO
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OXCUD
FEBWI
ELNIF
DOBEM
MULYM
OKTAD
FELCA
ARPAK
EXBUM
TIGWE
BCN
BUCGO
ELWIS
OZZIL
KITFE
BIBPE
OKSAW
SAWPE
DIDZA
UMLAT
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(NOT P72)
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NILON
IDITU
KOPUL
UNSAD
TUGPO
NONVA
TRIPO
TOVGU
SABER
EVMEK
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PRIL
KOBBI
WESUL
MANGO
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ADMIS
DIGSU
TEDSA
RATLO
LAPRA
SONDO
SONOG
REDFA
TO SPY VOR
SOMVA
BARMI
AMFEP
MEGEL
DITOB
ABEDA
BANEM
TUZLA
UMBAG
SIVDA
BANTO
EBOTO
P155
P137
P166
WELIN
OLNEY
POTON
DTY
HON
PEPUL
ADMEX
UNGAP
AKUPA
SAPCO
LESTA
PEDIG
TELBA
ATHAS
CONHA
STAFA
KEPAD
KARNO
ANJAK
RISLA
NOKIN
NUGRA
UTUXA
RODOL
LISTO
SANBA
MOGTA
TIPIL
TNT
EMBOR
ADELU
EVSON
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BATLI
UPTON
GOLES
MAMUL
OTBED
AMVEL
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SOPEK
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BODSO
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DIBAL
MOLIX
LAMSO
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TO PETIK
COA
DENUT
VABIK
MADUX
KONAN
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RINTI
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SOVAT
RATUK
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XIDIL
DRAKE
XAMAB
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SOSUN
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VEULE
NEVIL
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IMVUR
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NOVMA
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GOGSI
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PAWDE
ODVIK
EKNIV
EMKAD
ZORFE
IJMUM
ITVIP
ABTUM
KOPUL
TEBRA
SUNUP
RAPIX
GILTI
ERING
PIBUX
SASKI
AMRIV
MOMIC
GALSO
UQ63
TOSVA
ODROB
JACKO
LOGAN
IBNOS
XAMAN
RINIS
IDESI
LUSOR
NOGRO
ABNED
Z344
L980
M40
P49
P44
P25
Y6
P7
Y4
Z150
Q295
M197
M189
M684
M605
M185
M195
M733
M624
M869
M601
M57
M84
M92
M91
M63
M981
M962
M74
M145
M144/L70
M146
Z196
Z195
Z197
Y124
Y70
Y250
Y321
Y322
Y53
Y125
Y110
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Y311
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LOWER ATS ROUTES (North Sheet)



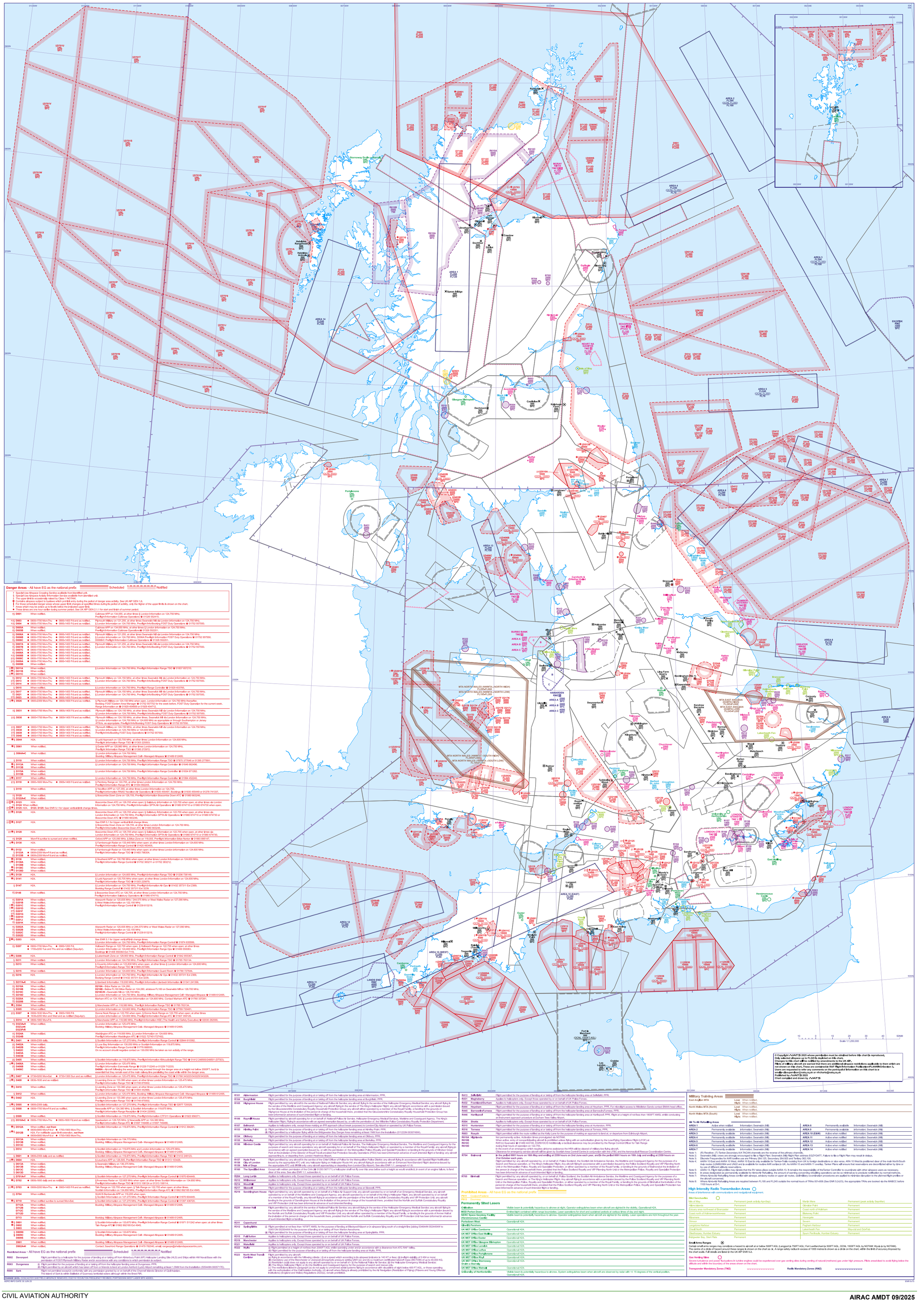
CHANGE (9/25): DONCASTER SHEFFIELD AIRSPACE REMOVED.

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



CHANGE (8/25): EDITORIAL CORRECTION ONLY NO AERONAUTICAL CHANGES.
AERO INFO DATE 09 MAY 25

CHART OF UNITED KINGDOM AIRSPACE RESTRICTIONS AND HAZARDOUS AREAS



Danger Areas - All have EG as the national prefix — Scheduled — Notified

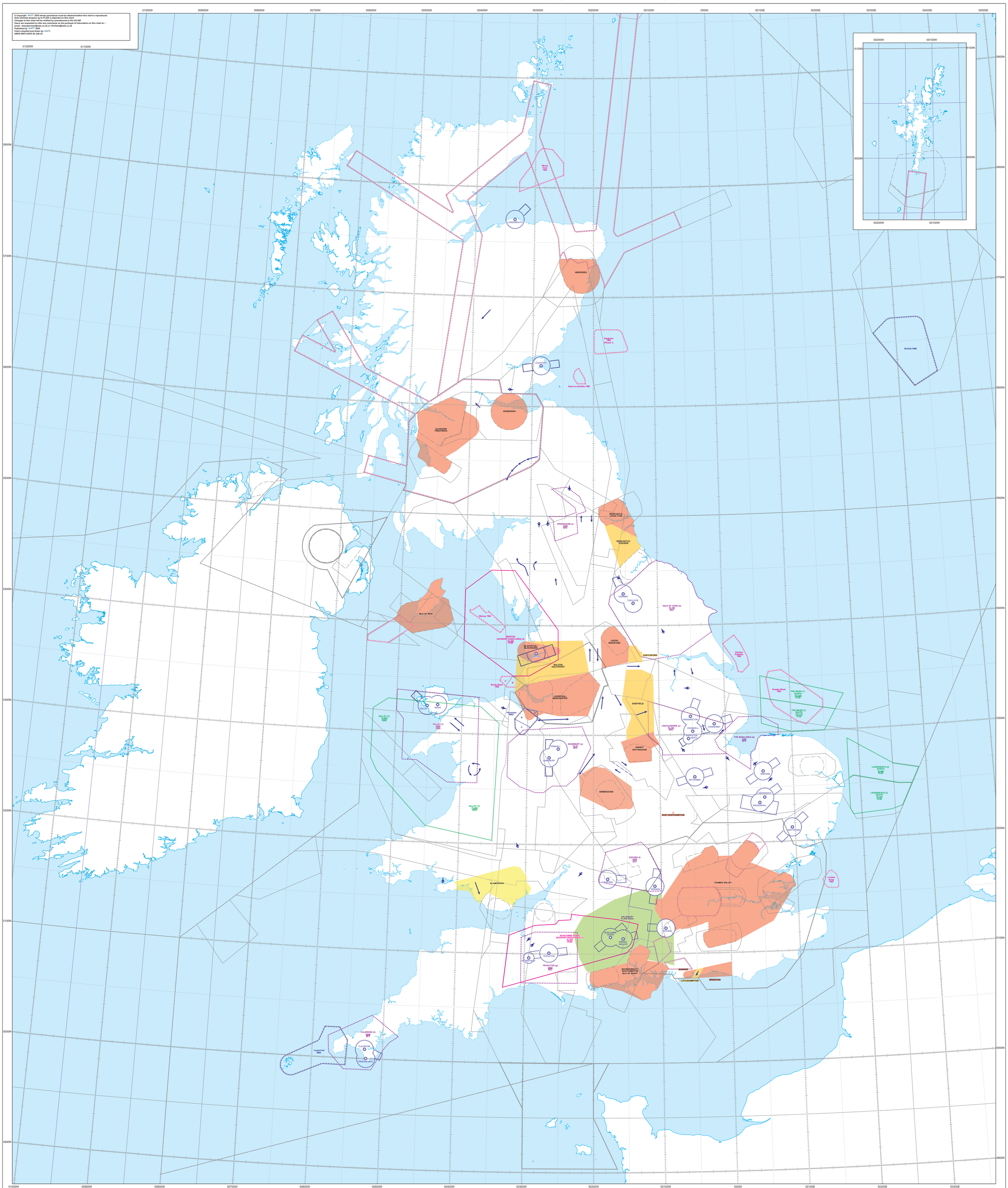
† Special Use Airspace Crossing Service available from Identified unit.
§ Special Use Airspace Activity Information Service available from identified unit.
‡ The upper limit is occasionally raised by Class 1 NOTAM.
✱ Contains airspace subject to byelaws which prohibit entry during the period of danger area activity. See UK AIP GEN 1.6.
For those scheduled danger areas whose upper limit changes at specified times during its period of activity, only the higher of the upper limits is shown on the chart.
* Areas which may be active up to levels below the indicated upper limit.
◆ These times are one hour earlier during summer period. See UK AIP GEN 2.1.1 for start and finish of summer period.

†§ D001	When notified.		Culdrose APP on 134.055, at other times § London Information on 124.750 MHz, Pre-flight Information Culdrose Operations ☎ 01326 552415.
†‡§ D003	◆ 0800-1700 Mon-Thu	◆ 0800-1400 Fri and as notified.	Plymouth Military on 121.255, at other times Swanwick Mil via London Information on 124.750 MHz.
†‡§ D004	◆ 0800-1700 Mon-Thu	◆ 0800-1400 Fri and as notified.	§ London Information on 124.750 MHz. Pre-flight Info/Booking FOST Duty Operations ☎ 01752 557550.
†§ D005A	When notified.		Culdrose APP on 134.050 MHz, at other times § London Information on 124.750 MHz.
†§ D005B	When notified.		Pre-flight Information Culdrose Operations☎ 01326 552201.
†§ D006A	◆ 0800-1700 Mon-Thu	◆ 0800-1400 Fri and as notified.	Plymouth Military on 121.255, at other times Swanwick Mil via London Information on 124.750 MHz.
†§ D006B	◆ 0800-1700 Mon-Thu	◆ 0800-1400 Fri and as notified.	§ London Information on 124.750 MHz. D006A Pre-flight Information FOST Duty Operations ☎ 01752 557550.
†§ D006C	◆ 0800-1700 Mon-Thu	◆ 0800-1400 Fri and as notified.	D006B/C Pre-flight Information Culdrose Operations ☎ 01326 552201.
†§ D007A	◆ 0800-1700 Mon-Thu	◆ 0800-1400 Fri and as notified.	Plymouth Military on 121.255, at other times Swanwick Mil via London Information on 124.750 MHz.
†§ D007B	◆ 0800-1700 Mon-Thu	◆ 0800-1400 Fri and as notified.	§ London Information on 124.750 MHz. Pre-flight Info/Booking FOST Duty Operations ☎ 01752 557550.
†§ D007C	◆ 0800-1700 Mon-Thu	◆ 0800-1400 Fri and as notified.	
†§ D008A	◆ 0800-1700 Mon-Thu	◆ 0800-1400 Fri and as notified.	
†§ D008B	◆ 0800-1700 Mon-Thu	◆ 0800-1400 Fri and as notified.	
†§ D008C	◆ 0800-1700 Mon-Thu	◆ 0800-1400 Fri and as notified.	
†§ D009A	◆ 0800-1700 Mon-Thu	◆ 0800-1400 Fri and as notified.	
†§ D009B	When notified.		
‡✱§ D011A	When notified.		
‡✱§ D011B	When notified.		
‡✱§ D011C	When notified.		§ London Information on 124.750 MHz. Pre-flight Information Range TSO ☎ 01837 657210.
†§ D012	◆ 0800-1700 Mon-Thu	◆ 0800-1400 Fri and as notified.	Plymouth Military on 124.150 MHz, at other times Swanwick Mil via London Information on 124.750 MHz.
†§ D013	◆ 0800-1700 Mon-Thu	◆ 0800-1400 Fri and as notified.	§ London Information on 124.750 MHz. Pre-flight Info/Booking FOST Duty Operations ☎ 01752 557550.
†§ D014	◆ 0800-1700 Mon-Thu	◆ 0800-1400 Fri and as notified.	
§ D015	When notified.		§ London Information on 124.750 MHz. Pre-flight Range Controller ☎ 01929 403765.
†§ D017	◆ 0800-1700 Mon-Thu	◆ 0800-1400 Fri and as notified.	Plymouth Military on 124.150 MHz, at other times Swanwick Mil via London Information on 124.750 MHz.
†§ D021	◆ 0800-1700 Mon-Thu	◆ 0800-1400 Fri and as notified.	§ London Information on 124.750 MHz. Pre-flight Info/Booking FOST Duty Operations ☎ 01752 557550.
†§§ D023	◆ 0800-1700 Mon-Thu	◆ 0800-1400 Fri and as notified.	
‡✱§ D026	◆ 0800-2359 Mon-Thu	◆ 0800-1600 Fri and as notified.	§ Plymouth Military on 124.150 MHz when open, London Information on 124.750 MHz thereafter. Booking: FOST Eastern Area Manager ☎ 01752 557752 for the week before. FOST Duty Operation for the current week. Range Information ☎ 07929 404659 or 01929 404712.
†§ D031	◆ 0800-1700 Mon-Thu	◆ 0800-1400 Fri and as notified.	Plymouth Military on 124.150 MHz, at other times Swanwick Mil via London Information on 124.750 MHz. § London Information on 124.750 MHz. Pre-flight Info/Booking FOST Duty Operations ☎ 01752 557550.
†‡§ D036	◆ 0800-1700 Mon-Thu	◆ 0800-1400 Fri and as notified.	Plymouth Military on 124.150 MHz, at other times, Swanwick Mil via London Information on 124.750 MHz. § London Information on 124.750 MHz or 124.600 MHz as appropriate or through Southampton or Jersey ATSUs, as appropriate. Pre-flight Info/Booking FOST Duty Operations ☎ 01752 557550.
†‡§ D037	◆ 0800-1700 Mon-Thu	◆ 0800-1400 Fri and as notified.	Plymouth Military on 124.150 MHz, at other times Swanwick Mil via London Information on 124.750 MHz.
†‡§ D038	◆ 0800-1700 Mon-Thu	◆ 0800-1400 Fri and as notified.	§ London Information on 124.750 MHz or 124.600 MHz.
†‡§ D039	◆ 0800-1700 Mon-Thu	◆ 0800-1400 Fri and as notified.	Pre-flight Info/Booking FOST Duty Operations ☎ 01752 557550.
†‡§ D040	◆ 0800-1700 Mon-Thu	◆ 0800-1400 Fri and as notified.	
†§ D044	H24.		§ Lyddl Approach on 120.705 MHz, at other times London Information on 124.600 MHz, Pre-flight Information Range TSO ☎ 01303 225503.
†§ D061	When notified.		§ Exeter APP on 128.980 MHz, at other times London Information on 124.750 MHz, Pre-flight Information Range TSO ☎ 01395 272972.
§ D064A-C	When notified.		§ London Information on 124.750 MHz. Booking: Military Airspace Management Cell – Managed Airspace ☎ 01489 612495.
§ D110	When notified.		§ London Information on 124.750 MHz. Pre-flight Information Range TSO ☎ 07870 377646 or 01395 277891.
†§ D113A	When notified.		§ London Information on 124.750 MHz. Pre-flight Information Range Controller ☎ 01646 662496.
†§ D113B	When notified.		
§ D115A	When notified.		§ London Information on 124.750 MHz. Pre-flight Information Range Controller ☎ 01834 871282.
§ D115B	When notified.		
‡✱§ D117	When notified.		§ London Information on 124.750 MHz. Pre-flight Information Range Controller ☎ 01994 452240.
†‡§ D118	◆ 0800-1600 Mon-Thu	◆ 0900-1400 Fri and as notified.	§ Pembrey Range on 122.755, at other times London Information on 124.750 MHz. Pre-flight Information Range ATC ☎ 01554 892205.
§ D119	When notified.		§ Yeovilton APP on 127.375, at other times London Information on 124.755, Pre-flight Information RNAS Yeovilton Air Operations ☎ 01935 455497, Bookings ☎ 01935 455449 or 01278 741337.
§ D120	When notified.		§ Boscombe Down Zone on 126.705, Pre-flight Information Boscombe Down ATC ☎ 01980 663246,
†§ D122A-C	When notified.		
†‡✱§ D123	H24.		Boscombe Down ATC on 126.705 when open; § Salisbury Information on 122.755 when open, at other times via London Information on 124.750 MHz, Pre-flight Information SPTA Air Operations ☎ 01980 674710 or 01980 674730 when open, Boscombe Down ATC ☎ 01980 663246.
†‡✱§ D124	When notified.		
†‡✱§ D125	H24.	D122, D125: See ENR 5.1 for Upper vertical limit change times.	
‡✱§ D126	H24.		Boscombe Down ATC on 126.705 when open; § Salisbury Information on 122.755 when open, at other times via London Information on 124.750 MHz, Pre-flight Information SPTA Air Operations ☎ 01980 674710 or 01980 674730 or Boscombe Down ATC ☎ 01980 663246.
‡✱§ D127	H24.		See ENR 5.1 for Upper vertical limit change times. § Boscombe Down Zone on 126.705, at other times London Information on 124.750 MHz. Pre-flight Information Boscombe Down ATC ☎ 01980 663246.
‡✱§ D128	H24.		Boscombe Down ATC on 126.705 when open; § Salisbury Information on 122.755 when open, at other times via London Information on 124.750 MHz, Pre-flight Information SPTA Air Operations ☎ 01980 674710 or 01980 674730.
§§ D129	Mon-Fri sunrise to sunset and when notified.		Oxford APP on 125.090 MHz, § Bitze Zone on 119.005. Pre-flight Information Brize Norton ☎ 01993 895147.
‡✱§ D130	H24.		§ Farnborough Radar on 133.440 MHz when open; at other times London Information on 124.600 MHz. Pre-flight Information Range Control ☎ 01420 483405.
‡✱§ D132	When notified.		§ Farnborough Radar on 133.440 MHz when open; at other times London Information on 124.600 MHz.
§ D133A	◆ 0800-2359 Mon-Fri and as notified.		Pre-flight Information Range TSO ☎ 01483 798304.
§§ D133B	◆ 0800-2359 Mon-Fri and as notified.		
§§ D136	When notified.		§ Southend APP on 130.780 MHz when open; at other times London Information on 124.600 MHz.
‡✱§ D138A	When notified.		Pre-flight Information Range Control ☎ 01702 383211 or 01702 383212.
§ D138B	When notified.		
§ D138C	When notified.		
‡✱§ D138D	When notified.		
†‡✱§ D139	H24.		§ London Information on 124.600 MHz, Pre-flight Information Range TSO ☎ 01206 736149.
†‡✱§ D141	H24.		§ Lyddl Approach on 120.705 MHz when open; at other times London Information on 124.600 MHz. Pre-flight Information Range TSO ☎ 01303 225879.
§ D147	H24.		§ London Information on 124.750 MHz. Pre-flight Information Air Ops ☎ 01432 357311 Ext 2369, Booking Range Control ☎ 01432 357311 Ext 3239.
†§ D148	When notified.		§ Boscombe Down ATC on 126.705, at other times London Information on 124.750 MHz. Pre-flight Information Salisbury Operations ☎ 01980 674710.
§§ D201A	When notified.		Aberporth Radar on 120.835 MHz / 244.575 MHz or West Wales Radar on 127.090 MHz.
§§ D201B	When notified.		§ West Wales Information on 122.155 MHz
†‡✱§ D201C	When notified.		Pre-flight Information Range Control ☎ 01239 813219.
†‡✱§ D201D	When notified.		
§§ D201F	When notified.		
§§ D201G	When notified.		
†‡✱§ D201H	When notified.		
†‡✱§ D201J	When notified.		
§§ D201K	When notified.		
§§ D202A	When notified.		Aberporth Radar on 120.835 MHz or 244.575 MHz or West Wales Radar on 127.090 MHz.
§§ D202B	When notified.		§ West Wales Information on 122.155 MHz
§§ D202C	When notified.		Pre-flight Information Range Control ☎ 01239 813219.
§§ D202D	When notified.		
‖§§ D203	H24.		See ENR 5.1 for Upper vertical limit change times. § London Information on 124.750 MHz. Pre-flight Information Range Control ☎ 01874 635599.
†§§ D207	◆ 0900-1700 Mon-Thu ◆ 1700-2200 Tue and Thu and as notified (Sep-Apr).	◆ 0900-1200 Fri.	Holbeach Range on 122.755 when open. § Holbeach Range on 122.755 when open; at other times § London Information on 124.600 MHz. Pre-flight Information Range Ops ☎ 01406 550063. Bookings ☎ 01406 550364 Ext 7119.
‡✱§ D208	H24.		§ Lakenheath Zone on 128.900 MHz. Pre-flight Information Range Control ☎ 01842 855367.
§§ D211	When notified.		§ London Information on 124.750 MHz. Pre-flight Information Range TSO ☎ 01785 763134.
§§ D213	When notified.		§ Coventry Information on 123.830 MHz when open, at other times § London Information on 124.600 MHz, Pre-flight Information Range TSO ☎ 01869 257489.
§§ D215	When notified.		§ London Information on 124.600 MHz. Pre-flight Information Guard Room ☎ 01780 727644.
§§ D216	H24.		§ London Information on 124.750 MHz. Pre-flight Information Air Ops ☎ 01432 357311 Ext 2369, Booking Range Control ☎ 01432 357311 Ext 3239.
§§ D217A-K	When notified.		§ Llanbedr Information 118.930 MHz. Pre-flight Information Llanbedr Information ☎ 01341 241356.
§§ D218A	When notified.		**D218A** – Brize Radar on 124.280.
§§ D218B	When notified.		**D218B** – Below FL160 Brize Radar on 124.280, at/above FL160 on Swanwick Mil on 128.700 MHz.
§§ D218C	When notified.		**D218C/D** – Swanwick Mil on 128.700 MHz.
§§ D218D	When notified.		§ London Information on 124.750 MHz. Booking: Military Airspace Management Cell – Managed Airspace ☎ 01489 612495.
§§ D220A	When notified.		Marham ATC on 124.155. § London Information on 124.600 MHz. Contact Marham ATC ☎ 01760 337261.
§§ D220B	When notified.		
§§ D304	When notified.		§ Manchester APP on 118.580 MHz. Pre-flight Information Range TSO ☎ 01785 763134.
§ D305	When notified.		§ London Information on 124.600 MHz. Pre-flight Information Range TSO ☎ 07769 730481.
†§§ D307	◆ 0900-1630 Mon-Thu ◆ 1630-2200 Mon and Wed and as notified (Sep-Apr).	◆ 0900-1500 Fri.	Donna Nook Range on 122.755 when open. § Donna Nook Range on 122.755 when open; at other times § London Information on 124.600 MHz. Pre-flight Information Range ATC ☎ 01507 359126.
§§ D314	◆ 0800-1900 Mon-Fri.		§ Manchester APP on 118.580 MHz. Pre-flight Information HSE (The Health and Safety Executive) ☎ 02030 282000.
†§ D323A-H D323J-N D323P-R	When notified.		§ London Information on 125.475 MHz. Booking: Military Airspace Management Cell – Managed Airspace ☎ 01489 612495.
†§ D324A	When notified.		Waddington ATC on 119.500 MHz. § London Information on 124.600 MHz.
†§ D324B			Pre-flight Information Waddington ATC ☎ 01522 727451/727452.
†✱§ D401	◆ 0800-2359 daily.		§ Scottish Information on 127.275 MHz. Pre-flight Information Range Control ☎ 02844 610392.
§§ D402A	When notified.		§ Lusa Bay Information on 130.050 MHz or Scottish Information on 119.875 MHz.
§§ D402B	When notified.		Pre-flight Information Range Control ☎ 01776 688930.
§ D402C	When notified.		On no account should negative contact on 130.050 MHz be taken as non activity of the range.
§ D403A	When notified.		
§ D403B	When notified.		
§§ D405	When notified.		§ Scottish Information on 119.875 MHz. Pre-flight Information Kirkcudbright Range TSO ☎ 01412 248500/248551 (DTSO).
‡✱§ D406A	When notified.		§ London Information on 125.475 MHz.
§§ D406B	When notified.		Pre-flight Information Eskmeals Range ☎ 01229 712245 or 01229 712233.
§ D406C	When notified.		**D406A** – Aircraft following the west coast may proceed through the danger area at a height not below 2000FT, but it is essential that they remain east of the main railway line paralleling the coast while within the danger area.
‡✱§ D407	◆ 0730-0200 Mon-Sat	◆ 0730-1300 Sun and as notified.	§ London Information on 125.475 MHz. Pre-flight Information Range TSO ☎ 01768 343223/343225/343226.
‡✱§ D408	◆ 0830-1630 and as notified.		§ Leeming Zone on 133.380 when open; at other times London Information on 125.475 MHz. Pre-flight Information Range TSO ☎ 01748 875502.
§§ D410	When notified.		§ Leeming Zone on 133.380 when open; at other times London Information on 125.475 MHz. Pre-flight Information Range TSO ☎ 01904 442666.
§ D412	When notified.		§ London Information on 125.475 MHz. Booking: Military Airspace Management Cell – Managed Airspace ☎ 01489 612495.
§§ D442	H24.		§ Leeming Zone on 133.380 when open; at other times London Information on 125.475 MHz. Pre-flight Information Range TSO ☎ 01748 875502.
‡✱§ D505	◆ 0800-2359 daily.		§ Scottish Information on 127.275 MHz. Pre-flight Information Range TSO ☎ 02877 720029.
§§ D508	◆ 0800-1700 Mon-Fri and as notified.		Newcastle APP on 124.380 MHz. § Scottish Information on 119.875 MHz. Pre-flight Information Range Reception ☎ 01434 220952.
§ D509	When notified.		§ London Information on 119.875 MHz. Pre-flight Information CTF311 Operations ☎ 01923 956371.
†‡§ D510A-C	◆ 0900-1700 Mon-Thu	◆ 0900-1600 Fri and as notified.	Spadeadam on 126.725 MHz, § Newcastle APP on 124.380 MHz. Pre-flight Information Range ATC ☎ 01697 749486 or 01697 749488.
‡✱§ D512A	When notified, *not from*		§ Scottish Information on 119.875 MHz. Pre-flight Information Range Control ☎ 01912 394261.
‡✱§ D512B	◆ 0600-0900 Mon-Fri or ◆ 0600-0900 Mon-Fri or	◆ 1700-1900 Mon-Thu. ◆ 1700-1900 Mon-Thu.	H24. For notifiable upper limit extension, *not from*
§ D513A	When notified.		§ Scottish Information on 134.775 MHz.
§ D513B	When notified.		Booking: Military Airspace Management Cell – Managed Airspace ☎ 01489 612495.
§ D513C	When notified.		
§ D514	When notified.		§ Scottish Information on 119.875 MHz and London Information on 125.475 MHz. Booking: Military Airspace Management Cell – Managed Airspace ☎ 01489 612495.
§ D601	◆ 0800-2359 daily and as notified.		§ Scottish Information on 119.875 MHz. Pre-flight Information Range TSO ☎ 01412 248123.
‡✱§ D604	H24.		§ Leuchars APP on 126.505. Pre-flight Information Range TSO ☎ 01313 103426.
§ D613A	When notified.		§ Swanwick Military on 136.375 MHz.
§ D613B	When notified.		Booking: Military Airspace Management Cell – Managed Airspace ☎ 01489 612495.
§ D613C	When notified.		
§ D613D	When notified.		
§ D701A-Y	When notified.		§ Scottish Information on 127.275 MHz. Pre-flight Information Range Control ☎ 01870 604449.
‡✱§ D702	◆ 0800-1600 daily and as notified.		§ Inverness Radar on 122.605 MHz when open; at other times Scottish Information on 134.850 MHz. Pre-flight Information Range TSO ☎ 01313 108124 or 01313 108114.
‡‡✱§ D703	◆ 0900-2200 Mon-Thu	◆ 0900-1400 Fri and as notified.	Tain Range on 122.755 when open, § Tain Range on 122.755 when open; at other times, Scottish Information on 134.850 MHz. Pre-flight Information Range ATC ☎ 01862 892185 Ext 4945.
§§ D704	When notified.		SUACS Benbecula APP on 119.205 when open, § Scottish Information on 127.275 MHz. Pre-flight Information Range Control ☎ 01870 604449.
‡✱§ D710	When notified sunrise to sunset Mon-Sat.		§ Scottish Information on 127.275 MHz. Pre-flight Information Range Control ☎ 01397 436720.
D712A	When notified.		Booking: Military Airspace Management Cell – Managed Airspace ☎ 01489 612495.
D712B	When notified.		
D712C	When notified.		
D712D	When notified.		
D713	When notified.		Booking: Military Airspace Management Cell – Managed Airspace ☎ 01489 612495.
‡✱§ D801	When notified.		§ Scottish Information on 133.675 MHz. Pre-flight Information Range Control ☎ 01971 511242 when open; at other times
‡✱§ D802	When notified.		Tain Range ATC☎ 01862 892185 Ext 4945.
‡✱§ D803	When notified.		
§ D809N	When notified.		§ Scottish Information on 133.675 MHz.
§ D809C	When notified.		Booking: Military Airspace Management Cell – Managed Airspace ☎ 01489 612495.
D809S	When notified.		
D901	When notified.		Booking: Military Airspace Management Cell – Managed Airspace ☎ 01489 612495.
D902A-H	When notified.		Contact: SeaWord Range Operations ☎ 01479 782040, email: rangeops@shetlandspacecentre.com,

Restricted Areas - All have EG as the national prefix — Scheduled — Notified

R002	Devonport	Flight permitted by a helicopter for the purpose of landing at or taking off from Kimberley Point (KP) Helicopter Landing Site (HLS) and Ships within HM Naval Base with the permission of FOST/Portsmouth Military Radar and in accordance with any conditions to which permission is subject.
R063	Dungeness	(i) Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Dungeness. PPR. (ii) Flight permitted by an aircraft which has taken off from or intends to land at London Ashford (Lydd) Airport remaining at least 1.5NM from the Installation (505449N 0005717E).
R095	Sark	Flight not permitted except in conformity with any permission granted by or on behalf of the Channel Islands Director of Civil Aviation. The Island of Sark is within Bailiwick of Guernsey territorial waters although within the Brest FIR.
R101	Aldermaston	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Aldermaston, PPR.
R104	Burghfield	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Burghfield, PPR.
R105	Highgrove House	Flight permitted by; any aircraft In the service of National Police Air Service; any aircraft flying In the service of the Helicopter Emergency Medical Service; any aircraft flying In the service of the Maritime and Coastguard Agency; any aircraft flying In the service of The King's Helicopter Flight; any aircraft flying in accordance with a permission issued by the Gloucestershire Constabulary Royalty Household Protection Group; any aircraft either operated by a member of the Royal Family, or landing In the grounds of Highgrove House at the invitation of the person in charge of the household there, provided that the Gloucestershire Constabulary Royalty Household Protection Group has been informed in advance of such intended flight or landing.
R106	Raynham House	Flight permitted by aircraft operating for or on behalf of: National Police Air Service, Helicopter Emergency Medical Services, Maritime and Coastguard Agency, The King's Helicopter Flight, Flying In accordance with an agreed exemption Issued by, or with the permission of, the Wiltshire Police Constabulary Royalty Protection Department.
R107	Balmoral	Applies to helicopters only, except those making an IFR approach (cloud break purposes) to London/City Airport or operated by UK Police Forces.
R153	Hinkley Point	(i) Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Hinkley Point. PPR. (ii) Flight permitted by a helicopter flying within the Bridgewater Bay Danger Area remaining at least 1NM from the Installation (511233N 0030749W).
R154	Oldbury	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Oldbury. PPR.
R155	Berkeley	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Berkeley. PPR.
R156	Windsor Castle	Flight permitted by; any aircraft operating for or on behalf of: National Police Air Service, The Helicopter Emergency Medical Service, The Maritime and Coastguard Agency for the purposes of search and rescue operations; any aircraft operating for or on behalf of The King's Helicopter Flight, or operated by a member of the Royal Family; any aircraft flying in accordance with an agreed exemption Issued by, or with the permission of, the Metropolitan Police (Royalty and Special Protection); or landing In the grounds of Windsor Great Park at the invitation of the Director of Royal Travel provided that Protective Security Operations (PSO) has been informed in advance of such intended flight or landing; any aircraft approaching to, or departing from, London Heathrow Airport.
R157	Hyde Park	Flight permitted by; any aircraft In the service of the Chief Officer of Police for the Metropolitan Police District; any aircraft flying In accordance with Special Flight Notification
R158	City of London	Issued by the appropriate ATC unit; any Helicopter flying on Helicopter Route H4; any aircraft flying In accordance with an Enhanced Non-Standard Flight clearance Issued by
R159	Isle of Dogs	the appropriate ATC unit (**R159** only **-** any aircraft approaching or departing from London/City Airport). See also ENR 1.1, paragraph 4.1.6.
R160	The Specified Area	Except with written permission of the CAA (tel 01293 567171) a helicopter shall not fly over this area below such a height as would enable it, in event of an engine failure, to land clear of the area. See also ENR 1.1, subsection 4.
R204	Long Larrin	Applies to helicopters only, Except those operated by or on behalf of UK Police Forces.
R212	Wilbarston	Applies to helicopters only, Except those operated by or on behalf of UK Police Forces.
R214	Woodhall	Applies to helicopters only, Except those operated by or on behalf of UK Police Forces.
R217	Stixwold	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Stixwold, PPR.
R219	Sandringham House	Flight permitted by; any aircraft operated by or on behalf of a Police Air-Support Unit; any aircraft operated by or on behalf of an Emergency Medical Service, any aircraft operated by or on behalf of the Maritime and Coastguard Agency; any aircraft flying In accordance with a Helicopter Flight, any aircraft operated by or on behalf of a member of the Royal Family, any Aircraft flying in accordance with the permission of the Norfolk and Suffolk Constabulary Royalty and VIP Protection Unit, any aircraft landing In the grounds of Sandringham House at the Invitation of the person In charge of the household there, provided that the Norfolk and Suffolk Constabulary Royalty and VIP Protection Unit has been Informed in advance of such Intended landing.
R220	Anmer Hall	Flight permitted by; any aircraft In the service of National Police Air Service; any aircraft flying In the service of the Helicopter Emergency Medical Service; any aircraft flying In the service of the Maritime and Coastguard Agency; any aircraft flying In the service of The King's Helicopter Flight; any aircraft flying in accordance with a permission issued by the Norfolk and Suffolk Constabulary Royalty and VIP Protection Unit; any aircraft either operated by a member of the Royal Family, or landing In the grounds of Anmer Hall at the invitation of the person in charge of the household there, provided that the Norfolk and Suffolk Constabulary Royalty and VIP Protection Unit has been informed in advance of such Intended flight or landing.
R311	Capenhurst	
R312	Springfields	(i) Flight permitted at not less than 1670FT AMSL for the purpose of landing at Blackpool Airport or in airspace lying south of a straight line joining 534644N 0024454W to 534513N 0025044W for the purpose of landing at or taking off from Warton Aerodrome. (ii) Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Springfields. PPR.
R315	Full Sutton	Applies to helicopters only, Except those operated by or on behalf of UK Police Forces.
R319	Manchester	Applies to helicopters only, Except those operated by or on behalf of UK Police Forces.
R321	Wakefield	Applies to helicopters only, Except those operated by or on behalf of UK Police Forces.
R322	Wyllie	(i) Flight permitted at a height of not less than 2000FT AGL whilst operating overhead and in accordance with a clearance from ATC RAF Valley. (ii) Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Wyllie, PPR.
R323	North West Transit Corridor	Flight permitted by any aircraft; (a) flying in accordance with the following criteria : (i) at a speed which according to its airspeed indicator is 140 KT or less; (ii) in-flight visibility of 5 KM or more; (b) mandatory use of the Manchester or Liverpool atmospheric pressure setting QNH (a) and (b) a maximum certificated take-off mass (MCTOM) of up to 40,000 KG. (c) Restriction (a)(i) does not apply to any aircraft operated by or on behalf of – (i) the National Police Air Service; (ii) the Helicopter Emergency Medical Service; (iii) The King's Helicopter Flight; or (iv) the Maritime and Coastguard Agency for the purpose of search and rescue only. (c) The restrictions listed in paragraph (a) do not apply to unmanned aerial systems flying in accordance with visual line of sight below 400 FT AGL, or those operating with the authorisation of the Civil Aviation Authority, (d) aircraft where flying is already prohibited by the Air Navigation (Restriction of Flying) (Prisons and Young Offender Institutions) (England and Wales) Regulations 2023(a), remain prohibited.
R413	Sellafield	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Sellafield, PPR.
R431	Magilligan	Applies to helicopters only, Except those operated by or on behalf of UK Police Forces.
R432	Frankland/Durham	Applies to helicopters only, Except those operated by or on behalf of UK Police Forces.
R444	Heysham	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Heysham. PPR. For microlight access to Middleton Sands contact BMAA head office.
R445	Barrow-in-Furness	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Barrow-in-Furness. PPR.
R446	Hartlepool	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Hartlepool. PPR. Flight at a height of not less than 1800FT AMSL whilst conducting an Instrument approach procedure at Durham Tees Valley Airport.
R504	Shotts	Applies to helicopters only, Except those operated by or on behalf of UK Police Forces.
R515	Hunterston	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Hunterston. PPR.
R516	Torness	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Torness, PPR.
R603	Rosyth	Flight permitted within the route notified as the Kelty Lane for the purpose of making an approach to land at, or departure from Edinburgh Airport.
R610A-Highlands		Not permanently active, Activation times promulgated via NOTAM.
R610B		When active, entry of non-participating aircraft is prohibited unless flying with an authorisation given by the Low-Flying Operations Flight (LFOF) at
R610C		RAFGU Spadeadam ☎ 01489 442100, EGRR10C/D Additionally a tactical clearance may be provided by the Range Control Officer for Tain Range
R610D		during their hours of operation on 122.755.
		In the event of an emergency which requires airborne assistance the HRA will be cleared of military low-flying aircraft.
		Clearance for emergency service aircraft will be given by Scottish Area Control Centre in conjunction with the LFBC and the Aeronautical Rescue Co-ordination Centre.
R704	Balmoral	**In the period 0001 hours on 16th May and ending at 2359 hours on 2nd June each year, and in the period 0001 hours on 10th July and ending at 2359 hours on 31st October each year.** Flight permitted by; any aircraft operated by, or on behalf of, Police Scotland, the Scottish Air Ambulance Service, the Maritime and Coastguard Agency for the purposes of a Search and Rescue operation, or The King's Helicopter Flight; Any aircraft flying in accordance with a permission issued by the Police Scotland Royalty and VIP Planning North Unit or the Metropolitan Police, Royalty and Specialist Protection, or either operated by a member of the Royal Family, or landing In the grounds of Balmoral at the Invitation of the person in charge of the household there, provided that the Police Scotland Royalty and VIP Planning North Unit or the Metropolitan Police, Royalty and Specialist Protection has been informed in advance of such Intended flight or landing.
R705	Birkhall	Flight permitted by; any aircraft operated by, or on behalf of, Police Scotland, the Scottish Air Ambulance Service, the Maritime and Coastguard Agency for the purposes of a Search and Rescue operation, or The King's Helicopter Flight, Any aircraft flying in accordance with a permission issued by the Police Scotland Royalty and VIP Planning North Unit or the Metropolitan Police, Royalty and Specialist Protection, or either operated by a member of the Royal Family, or landing In the grounds of Birkhall at the Invitation of the person in charge of the household there, provided that the Police Scotland Royalty and

CHART OF UNITED KINGDOM AREAS OF INTENSE AIR ACTIVITY (AIAA) AND AERIAL TACTICS AREAS (ATA)



Areas of Intense Air Activity

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.

a. SPADEADAM	× Mon-Thu 0900-1700 (0800-1600) and Fri 0900-1600 (0800-1500).	SUACS from Spadeadam on 128.725 MHz. SUAAIS from Newcastle on 124.380 MHz .
b. VALE OF YORK	× Mon-Fri 0900-1700 (0800-1600).	LARS from Leeming ATC on 133.380.
c. LINCOLNSHIRE	× Mon-Fri 0900-1700 (0800-1600).	LARS from Waddington ATC on 119.500 MHz and Coningsby ATC on 119.200 MHz.
d. THE WASH AREA	× Mon-Thu 0900-1700 (0800-1600) and Fri 0900-1500 (0800-1400).	LARS from Marham ATC on 124.155, Coningsby ATC on 119.200 MHz and Waddington ATC on 119.500 MHz.
e. SHAWBURY*	× Mon-Thu 0700-0130 (0600-0030) and Fri 0700-1700 (0600-1600).	LARS from Shawbury ATC on 133.155.
f. OXFORD	Permanently active.	Brize Norton ATC on 124.280.
g. YEOVILTON*	× Mon-Thu 0830-1700 (0730-1600) and Fri 0830-1600 (0730-1500).	LARS from Yeovilton ATC on 127.355. Note: For aircraft in transit south of a line east to west through Dorchester, a LARS is available from Plymouth Military Radar on 124.150 MHz but to avoid interference pilots should contact Plymouth Military south of 511000N.
h. CULDROSE*	× Mon-Thu 0830-1700 (0730-1600) and. Fri 0830-1630 (0730-1530).	LARS from Culdrose ATC on 134.055.
i. VALLEY	× Mon- Thu 0800-1800 (0700-1700) and Fri 0800-1700 (0700-1600).	Contact Valley ATC or London Radar.

× 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.**

Military Low Flying

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:

a. Fixed wing aircraft except light propeller-driven aircraft, are flying below 2000 feet above the surface

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

Military Aerodrome Traffic Zones (MATZs)

Have the following vertical limits: SFC to 3000FT AAL within the circle and 1000FT AAL to 3000FT AAL within the stub. Zone configuration may vary, often two or more MATZs are amalgamated to produce a Combined Zone (CMATZ). Controlling aerodromes show the MATZ penetration frequency to be used. See UK AIP ENR 2-2.

Directional Flow Over An Area

These arrows do not indicate a particular route, and are meant to show the general direction of flight in an area.

Directional Flow Through Choke Point

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 changes will be notified in the Temporary Navigation Warning giving exercise details. Refer to the AIC for details of the UK Military Low Flying System.

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.

Transit Areas

Military aircraft are not permitted to fly in Transit Areas below 1000 feet above the surface except helicopters and light propeller driven aircraft. These areas are designed to permit the easy transit of military aircraft between one low flying area and another.

Aerial Tactics Areas

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 fixed-wing aircraft operate from time to time in this airspace.

Advisory Radio Area

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

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 Boscombe Down or the Swanwick Military Special Tasks Cell.

Pilots of other aircraft flying in the area are strongly advised to call Boscombe on 126.705 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.

2. WARTON	Mon-Thu 0730-1900 (0630-1800) and Fri 0730-1700 (0630-1600).	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.

See UK AIP ENR 5.2 for details of ARA.

Low Level Civil Aircraft Notification Procedure (CANP)

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 UK AIP ENR 1.10. E-mail 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:

Low Flying Co-ord (LFC) at RAF (U) Swanwick.

Phone: 0800-515544 or 01489-443100.
Email: swk-lfofflfbc@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.

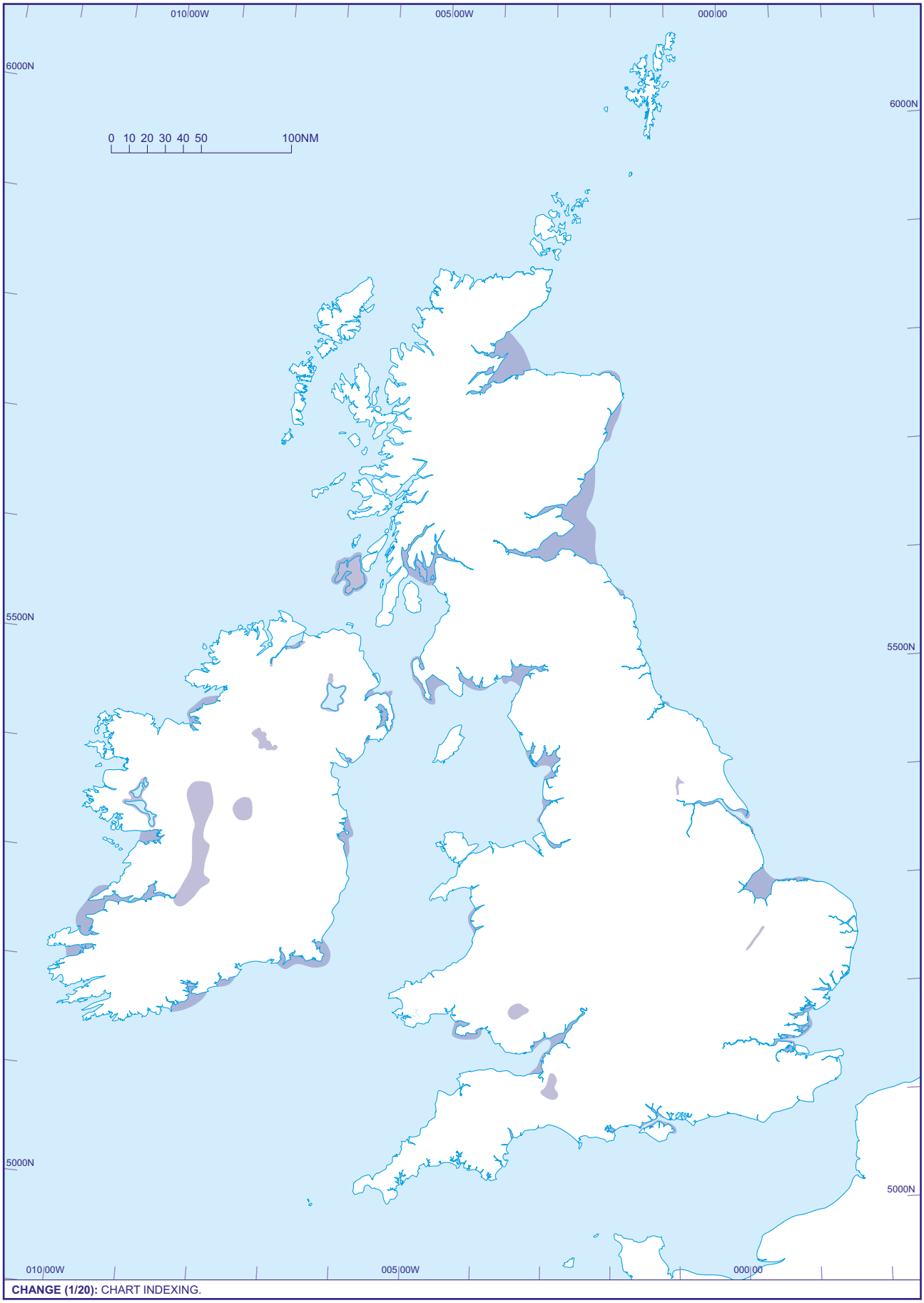
c. OTHER AERIAL ACTIVITIES
Tethered/captive balloons to a height greater than 200 feet (60 metres) AGL, kite flying - 5 or more kites from a specified site to a height greater than 200 feet (60 metres) AGL, aircraft operations from water, any other aerial activity likely to create an exceptional concentration of aircraft at a site not listed in the UK AIP.

Transponder Mandatory Zones (TMZ)

Radio Mandatory Zones (RMZ)

CHANGE (6/25): DONCASTER SHEFFIELD AIRSPACE REMOVED. AIAA YEOVILTON FREQUENCY REVISED.

BIRD CONCENTRATION AREAS OCTOBER - MARCH

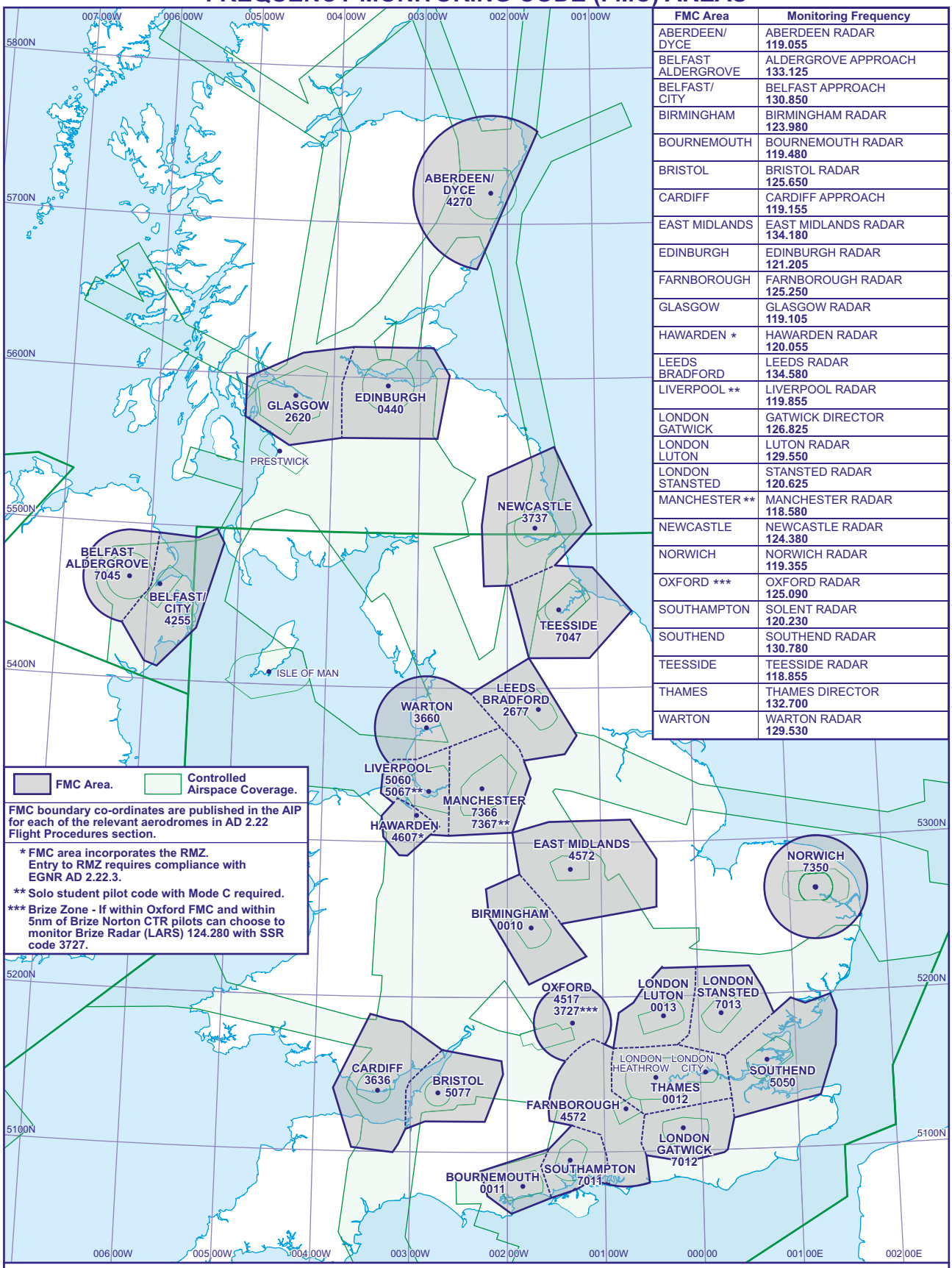


CHANGE (1/20): CHART INDEXING.

AERO INFO DATE 25 SEP 19

ENR 6-79

FREQUENCY MONITORING CODE (FMC) AREAS



FMC Area	Monitoring Frequency
ABERDEEN/ DYCE	ABERDEEN RADAR **119.055**
BELFAST ALDERGROVE	ALDERGROVE APPROACH **133.125**
BELFAST/ CITY	BELFAST APPROACH **130.850**
BIRMINGHAM	BIRMINGHAM RADAR **123.980**
BOURNEMOUTH	BOURNEMOUTH RADAR **119.480**
BRISTOL	BRISTOL RADAR **125.650**
CARDIFF	CARDIFF APPROACH **119.155**
EAST MIDLANDS	EAST MIDLANDS RADAR **134.180**
EDINBURGH	EDINBURGH RADAR **121.205**
FARNBOROUGH	FARNBOROUGH RADAR **125.250**
GLASGOW	GLASGOW RADAR **119.105**
HAWARDEN *	HAWARDEN RADAR **120.055**
LEEDS BRADFORD	LEEDS RADAR **134.580**
LIVERPOOL **	LIVERPOOL RADAR **119.855**
LONDON GATWICK	GATWICK DIRECTOR **126.825**
LONDON LUTON	LUTON RADAR **129.550**
LONDON STANSTED	STANSTED RADAR **120.625**
MANCHESTER **	MANCHESTER RADAR **118.580**
NEWCASTLE	NEWCASTLE RADAR **124.380**
NORWICH	NORWICH RADAR **119.355**
OXFORD ***	OXFORD RADAR **125.090**
SOUTHAMPTON	SOLENT RADAR **120.230**
SOUTHEND	SOUTHEND RADAR **130.780**
TEESSIDE	TEESSIDE RADAR **118.855**
THAMES	THAMES DIRECTOR **132.700**
WARTON	WARTON RADAR **129.530**

1. Pilots operating in the vicinity of, but intending to remain outside controlled airspace within the areas defined above and maintaining a listening watch only on appropriate monitoring frequency are encouraged to select the appropriate SSR code.
2. Selection of SSR code does not imply the receipt of an ATC service. Aircraft displaying the code are not expected to contact ATC under normal circumstances. Pilots remain responsible for their own navigation, separation and terrain clearance and are expected to remain clear of the controlled airspace at all times.
3. Whilst squawking the code pilots should be aware that ATC may make blind transmissions in order to ascertain a particular aircrafts intentions/route.
4. When a pilot ceases to maintain a listening watch, the code shall be deselected.

CHANGE (9/25): DONCASTER SHEFFIELD AIRSPACE REMOVED. TEESSIDE FMC AREA ADDED.

AERO INFO DATE 24 JUN 25

UK AREA MINIMUM ALTITUDES (AMA)

USERS ARE REMINDED THAT AERONAUTICAL INFORMATION OUTSIDE THE AREA OF RESPONSIBILITY OF UK AIS SHOULD BE CHECKED AGAINST THE AERONAUTICAL INFORMATION PRODUCTS RELEVANT FOR THE AREA. ADDITIONAL GUIDANCE IS PROVIDED IN UK AIP GEN 3.1 PARAGRAPH 2.

012°30W 012°00W 011°30W 011°00W 010°30W 010°00W 009°30W 009°00W 008°30W 008°00W 007°30W 007°00W 006°30W 006°00W 005°30W 005°00W 004°30W 004°00W 003°30W 003°00W 002°30W 002°00W 001°30W 001°00W 000°30W 000°00 000°30E 001°00E 001°30E 002°00E 002°30E 003°00E 003°30E 004°00E 004°30E 005°00E 005°30E

6030N 6000N 5930N 5900N 5830N 5800N 5730N 5700N 5630N 5600N 5530N 5500N 5430N 5400N 5330N 5300N 5230N 5200N 5130N 5100N 5030N 5000N 4930N 4900N 4830N

SCOTTISH FIR
LONDON FIR

FAIR ISLE
SUMBURGH
KIRKWALL
STRONSAY
SANDAY
EDAY
PAPA WESTRAY
WESTRAY
NORTH RONALDSAY
WICK
STORNOWAY
INVERNESS
BENBECULA
BARRA
ABERDEEN/DYCE
COLL
TIREE
OBAN
PERTH/SCONE
DUNDEE
COLONSAY
GLASGOW
CUMBERNAULD
EDINBURGH
ISLAY
PRESTWICK
CAMPBELTOWN
LONDONDERRY/ EGLINTON
BELFAST/ALDERGROVE
NEWTOWNARDS
ENNISKILLEN/ ST ANGELO
ISLE OF MAN
WALNEY
NEWCASTLE
TEESSIDE INTERNATIONAL
BLACKPOOL
WARTON
LEEDS BRADFORD
LEEDS/ BRADFORD
SHERBURN-IN-ELMET
SANDTOFT
HUMBERSIDE
MANCHESTER BARTON
MANCHESTER
LIVERPOOL
NETHERTHORPE
RETFORD/ GAMSTON
WICKENBY
HAWARDEN
CAERNARFON
NOTTINGHAM
DERBY
TATENHILL
EAST MIDLANDS
SLEAP
WELSHPOOL
LEICESTER
FENLAND
NORWICH
OLD BUCKENHAM
WOLVERHAMPTON/ HALFPENNY GREEN
BIRMINGHAM
COVENTRY
PETERBOROUGH/ CONINGTON
NORTHAMPTON/ SYWELL
CRANFIELD
OLD WARDEN
CAMBRIDGE
OXFORD
SHOBDON
WELLESBOURNE MOUNTFORD
WEST WALES/ ABERPORTH
HAVERFORDWEST
SWANSEA
CHELTENHAM HELIPORT
GLOUCESTERSHIRE
OXFORD
LONDON LUTON
LONDON STANSTED
ANDREWSFIELD
EARLS COLNE
CHALGROVE
WYCOMBE AIR PARK/ BOOKER
KEMBLE
ELSTREE
STAPLEFORD
SOUTHEND
DENHAM
WHITE WALTHAM
LONDON HEATHROW
LONDON HELIPORT
LONDON CITY
CARDIFF
STATHAN
BRISTOL
FARNBOROUGH
FARNOAKS
BIGGIN HILL
REDHILL
LONDON GATWICK
ROCHESTER
LASHENDEN/ HEADCORN
THRUXTON
LYDD
SOUTHAMPTON
EASTLEIGH
CHICHESTER/ GOODWOOD
SHOREHAM
COMPTON ABBAS
YEOVIL/ WESTLAND
DUNKESWELL
EXETER
BOURNEMOUTH
PORTLAND HELIPORT
NEWQUAY
PENZANCE HELIPORT
LAND'S END
SCILLY ISLES/ ST MARY'S
ALDERNEY
GUERNSEY
JERSEY

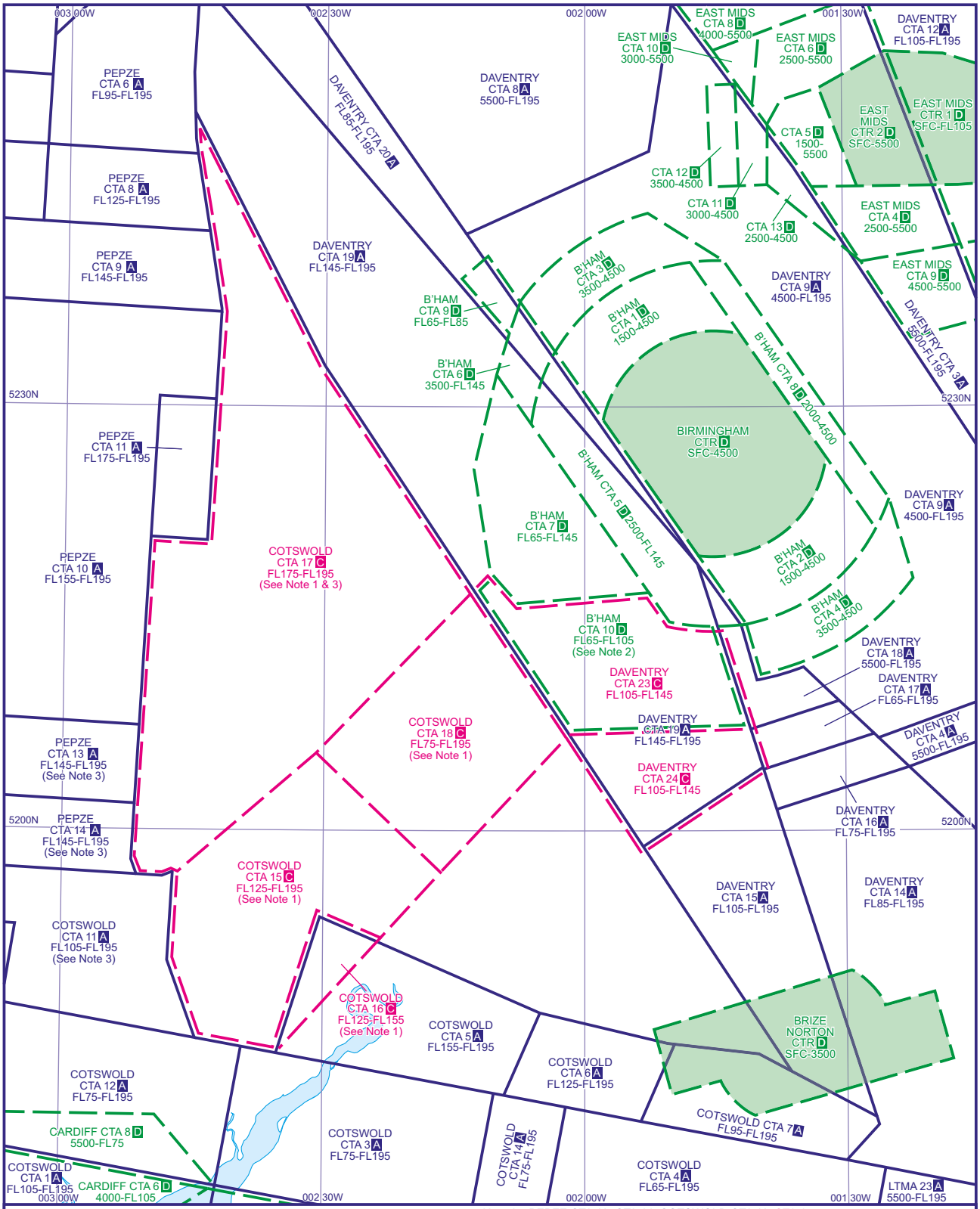
USERS ARE REMINDED THAT AERONAUTICAL INFORMATION OUTSIDE THE AREA OF RESPONSIBILITY OF UK AIS SHOULD BE CHECKED AGAINST THE AERONAUTICAL INFORMATION PRODUCTS RELEVANT FOR THE AREA. ADDITIONAL GUIDANCE IS PROVIDED IN UK AIP GEN 3.1 PARAGRAPH 2.

CHANGE (935): DONCASTER SHEFFIELD REMOVED.
AERO INFO DATE 12 JUN 25

ENR 6-81

I

COTSWOLD (SHAWBURY TRIANGLE) FLEXIBLE USE AIRSPACE (FUA)



Note 1 COTSWOLD CTA 15, CTA 16, CTA 17 & CTA 18.
Flexible use of airspace.
Class C between hours 1700-0900 (1600-0800) Monday-Thursday and 1700 (1600) Friday (or the day preceding a PH) to 0900 (0800) Monday (or the day following a PH).
Outside the published hours of service the airspace reverts to Class G.
COTSWOLD CTA 15, CTA 16, CTA 18
Access restrictions may apply during NOTAM activation of EGD218.

Note 2 BIRMINGHAM CTA 10.
Flexible use of airspace.
Class D between hours 1700-0900 (1600-0800) Monday-Thursday and 1700 (1600) Friday (or the day preceding a PH) to 0900 (0800) Monday (or the day following a PH).
Outside the published hours of service the airspace reverts to Class G.

Note 3 PEPZE CTA 13, CTA 14, COTSWOLD CTA 11, CTA 17
The following two areas, between the CTAs base level and FL 195, and referred to as the OSSEP Gliding Areas, are notified for the purposes of SERA.6001(a) Classification of Airspaces in accordance with conditions established in a Letter of Agreement (LOA) between the British Gliding Association (BGA) and London ACC, Swanwick Mil and Cardiff ATC:
MADLEY Box great circle lines joining: 520734N 0025744W - 520712N 0024624W - 515640N 0024718W - 515701N 0025836W - 520734N 0025744W.
RAGLAN Box great circle lines joining: 515701N 0025836W - 515640N 0024718W - 515040N 0024748W - 515153N 0025901W - 515701N 0025836W.
During periods of activation of these areas ATC will direct aircraft to remain clear of the active area.

CHANGE (5/24): NOTE 1 REVISED.

AERO INFO DATE 22 FEB 24
ENR 6-82

PART 3 AERODROMES (AD)

AD 0

When applicable the following chapters are left blank: AD 0.2, AD 0.3, AD 0.4, AD 0.5, AD 0.6

AD 0.1 TABLE OF CONTENTS TO PART 3

AD 1 Aerodromes/Heliports - Introduction ..... **AD 1.1-1**

AD 1.1 AERODROME/HELIPORT AVAILABILITY AND CONDITIONS OF USE ..... **AD 1.1-1**
AD 1.2 RESCUE AND FIRE FIGHTING SERVICES AND SNOW PLAN ..... **AD 1.2-1**
AD 1.3 INDEX TO AERODROMES AND HELIPORTS ..... **AD 1.3-1**
AD 1.4 GROUPING OF AERODROMES/HELIPORTS ..... **AD 1.4-1**
AD 1.5 STATUS OF CERTIFICATION OF AERODROMES ..... **AD 1.5-1**

AD 2 Aerodromes

ABERDEEN/DYCE	EGPD
ALDERNEY	EGJA
ANDREWSFIELD	EGSL
BARRA	EGPR
BELFAST ALDERGROVE	EGAA
BELFAST/CITY	EGAC
BENBECULA	EGPL
BIGGIN HILL	EGKB
BIRMINGHAM	EGBB
BLACKBUSHE	EGLK
BLACKPOOL	EGNH
BOURNEMOUTH	EGHH
BRISTOL	EGGD
CAERNARFON	EGCK
CAMBRIDGE	EGSC
CAMPBELTOWN	EGEC
CARDIFF	EGFF
CHALGROVE	EGLJ
CHICHESTER/GOODWOOD	EGHR
COLL	EGEL
COLONSAY	EGEY
COMPTON ABBAS	EGHA
COVENTRY	EGBE
CRANFIELD	EGTC
CUMBERNAULD	EGPG
DENHAM	EGLD
DERBY	EGBD
DUNDEE	EGPN
DUNKESWELL	EGTU
DUXFORD	EGSU
EARLS COLNE	EGSR
EAST MIDLANDS	EGNX
EDAY	EGED
EDINBURGH	EGPH
ELSTREE	EGTR
ENNISKILLEN/ST ANGELO	EGAB
EXETER	EGTE
FAIR ISLE	EGEF
FAIROAKS	EGTF
FARNBOROUGH	EGLF
FENLAND	EGCL

GLASGOW	EGPF
GLOUCESTERSHIRE	EGBJ
GUERNSEY	EGJB
HAVERFORDWEST	EGFE
HAWARDEN	EGNR
HUMBERSIDE	EGNJ
INVERNESS	EGPE
ISLAY	EGPI
ISLE OF MAN	EGNS
JERSEY	EGJJ
KEMBLE	EGBP
KIRKWALL	EGPA
LAND'S END	EGHC
LASHENDEN/HEADCORN	EGKH
LEE-ON-SOLENT	EGHF
LEEDS BRADFORD	EGNM
LEEDS EAST	EGCM
LEICESTER	EGBG
LERWICK/TINGWALL	EGET
LIVERPOOL	EGGP
LONDON CITY	EGLC
LONDON GATWICK	EGKK
LONDON HEATHROW	EGLL
LONDON LUTON	EGGW
LONDON STANSTED	EGSS
LONDONDERRY/EGLINTON	EGAE
LYDD	EGMD
MANCHESTER	EGCC
MANCHESTER BARTON	EGCB
NETHERTHORPE	EGNF
NEWCASTLE	EGNT
NEWQUAY	EGHQ
NEWTOWNARDS	EGAD
NORTH RONALDSAY	EGEN
NORWICH	EGSH
NOTTINGHAM	EGBN
OBAN	EGEO
OLD BUCKENHAM	EGSV
OLD WARDEN	EGTH
OXFORD/KIDLINGTON	EGTK
PAPA WESTRAY	EGEP

PERTH/SCONE	EGPT
PRESTWICK	EGPK
REDHILL	EGKR
RETFORD/GAMSTON	EGNE
ROCHESTER	EGTO
SANDAY	EGES
SANDTOFT	EGCF
SCILLY ISLES/ST MARYS	EGHE
SHERBURN-IN-ELMET	EGCJ
SHOBDON	EGBS
SHOREHAM	EGKA
SLEAP	EGCV
SOUTHAMPTON	EGHI
SOUTHEND	EGMC
ST ATHAN	EGSY
STAPLEFORD	EGSG
STORNOWAY	EGPO
STRONSAY	EGER
SUMBURGH	EGPB
SWANSEA	EGFH
TATENHILL	EGBM
TEESSIDE INTERNATIONAL	EGNV
THRUXTON	EGHO
TIREE	EGPU
WALNEY	EGNL
WARTON	EGNO
WELLESBOURNE MOUNTFORD	EGBW
WELSHPOOL	EGCW
WEST WALES/ABERPORTH	EGFA
WESTRAY	EGEW
WHITE WALTHAM	EGLM
WICK	EGPC
WICKENBY	EGNW
WOLVERHAMPTON/ HALFPENNY GREEN	EGBO
WYCOMBE AIR PARK/ BOOKER	EGTB
YEOVIL/WESTLAND	EGHG

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AD 0.1 TABLE OF CONTENTS TO PART 3 (continued)

The following information is listed for each individual aerodrome:

AD 2.1 Aerodrome location indicator and name
AD 2.2 Aerodrome geographical and administrative data
AD 2.3 Operational hours
AD 2.4 Handling services and facilities
AD 2.5 Passenger facilities
AD 2.6 Rescue and fire fighting services
AD 2.7 Seasonal availability - clearing
AD 2.8 Aprons, taxiways and check locations/positions data
AD 2.9 Surface movement guidance and control system and markings
AD 2.10 Aerodrome obstacles
AD 2.11 Meteorological information provided
AD 2.12 Runway physical characteristics
AD 2.13 Declared distances
AD 2.14 Approach and runway lighting
AD 2.15 Other lighting, secondary power supply
AD 2.16 Helicopter landing area
AD 2.17 Air traffic services airspace
AD 2.18 Air traffic services communication facilities
AD 2.19 Radio navigation and landing aids
AD 2.20 Local aerodrome regulations
AD 2.21 Noise abatement procedures
AD 2.22 Flight procedures
AD 2.23 Additional information
AD 2.24 Charts related to an aerodrome
AD 2.25 Visual segment surface (VSS) penetration

AD 3 Heliports

CHELTENHAM HELIPORT	EGBC	LONDON HELIPORT	EGLW	PENZANCE HELIPORT	EGHK
PORTLAND HELIPORT	EGDP	TRESCO HELIPORT	EGHT		

The following information is listed for each individual heliport:

AD 3.1 Heliport location indicator and name
AD 3.2 Heliport geographical and administrative data
AD 3.3 Operational hours
AD 3.4 Handling services and facilities
AD 3.5 Passenger facilities
AD 3.6 Rescue and fire fighting services
AD 3.7 Seasonal availability - clearing
AD 3.8 Aprons, taxiways and check locations/positions data
AD 3.9 Markings and markers
AD 3.10 Heliport obstacles
AD 3.11 Meteorological information provided
AD 3.12 Heliport data
AD 3.13 Declared distances
AD 3.14 Approach and FATO lighting
AD 3.15 Other lighting, secondary power supply
AD 3.16 Air traffic services airspace
AD 3.17 Air traffic services communication facilities
AD 3.18 Radio navigation and landing aids
AD 3.19 Local heliport regulations
AD 3.20 Noise abatement procedures
AD 3.21 Flight procedures
AD 3.22 Additional information
AD 3.23 Charts related to a heliport

AD 1.3 INDEX TO AERODROMES AND HELIPORTS

Aerodrome/Heliport name Location Indicator		Type of traffic permitted to use the aerodrome/heliport			Reference to AD section and remarks
		International/National (INTL/NTL)	IFR/VFR	Scheduled (S) Non-scheduled (NS) Private (P)	
1		2	3	4	5
Aerodrome					
ABERDEEN/DYCE	EGPD	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGPD page AD 2.EGPD-1
ALDERNEY	EGJA	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGJA page AD 2.EGJA-1
ANDREWSFIELD	EGSL	INTL-NTL	VFR	P	AD 2 - EGSL page AD 2.EGSL-1
BARRA	EGPR	NTL	IFR/VFR	P	AD 2 - EGPR page AD 2.EGPR-1
BELFAST ALDERGROVE	EGAA	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGAA page AD 2.EGAA-1
BELFAST/CITY	EGAC	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGAC page AD 2.EGAC-1
BENBECULA	EGPL	NTL	IFR/VFR	S, NS, P	AD 2 - EGPL page AD 2.EGPL-1
BLACKBUSHE	EGLK	INTL-NTL	IFR/VFR	P	AD 2 - EGLK page AD 2.EGLK-1
BLACKPOOL	EGNH	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGNH page AD 2.EGNH-1
BOURNEMOUTH	EGHH	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGHH page AD 2.EGHH-1
BRISTOL	EGGD	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGGD page AD 2.EGGD-1
CAMPBELTOWN	EGEC	NTL	IFR/VFR	P	AD 2 - EGEC page AD 2.EGEC-1
CHALGROVE	EGLJ	NTL	IFR/VFR	P	AD 2 - EGLJ page AD 2.EGLJ-1
COLL	EGEL	NTL	VFR	S, P	AD 2 - EGEL page AD 2.EGEL-1
COLONSAY	EGEY	NTL	VFR	S, P	AD 2 - EGEY page AD 2.EGEY-1
COMPTON ABBAS	EGHA	INTL-NTL	VFR	P	AD 2 - EGHA page AD 2.EGHA-1
COVENTRY	EGBE	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGBE page AD 2.EGBE-1
CRANFIELD	EGTC	INTL-NTL	IFR/VFR	P	AD 2 - EGTC page AD 2.EGTC-1
CUMBERNAULD	EGPG	INTL-NTL	VFR	P	AD 2 - EGPG page AD 2.EGPG-1
DENHAM	EGLD	INTL-NTL	VFR	P	AD 2 - EGLD page AD 2.EGLD-1
DERBY	EGBD	NTL	VFR	P	AD 2 - EGBD page AD 2.EGBD-1
DUNDEE	EGPN	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGPN page AD 2.EGPN-1
DUNKESWELL	EGTU	INTL-NTL	VFR	P	AD 2 - EGTU page AD 2.EGTU-1
DUXFORD	EGSU	INTL-NTL	VFR	P	AD 2 - EGSU page AD 2.EGSU-1
EARLS COLNE	EGSR	INTL-NTL	VFR	P	AD 2 - EGSR page AD 2.EGSR-1
EAST MIDLANDS	EGNX	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGNX page AD 2.EGNX-1
EDINBURGH	EGPH	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGPH page AD 2.EGPH-1
ELSTREE	EGTR	INTL-NTL	VFR	P	AD 2 - EGTR page AD 2.EGTR-1
EXETER	EGTE	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGTE page AD 2.EGTE-1
FAIR ISLE	EGEF	NTL	VFR	P	AD 2 - EGEF page AD 2.EGEF-1
FAIROAKS	EGTF	INTL-NTL	VFR	P	AD 2 - EGTF page AD 2.EGTF-1
FARNBOROUGH	EGLF	INTL-NTL	IFR/VFR	NS, P	AD 2 - EGLF page AD 2.EGLF-1
FENLAND	EGCL	INTL-NTL	VFR	P	AD 2 - EGCL page AD 2.EGCL-1
GUERNSEY	EGJB	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGJB page AD 2.EGJB-1
ISLAY	EGPI	NTL	IFR/VFR	S, NS, P	AD 2 - EGPI page AD 2.EGPI-1
ISLE OF MAN	EGNS	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGNS page AD 2.EGNS-1
JERSEY	EGJJ	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGJJ page AD 2.EGJJ-1
LAND'S END	EGHC	INTL-NTL	IFR/VFR	P	AD 2 - EGHC page AD 2.EGHC-1
LASHENDEN/HEADCORN	EGKH	INTL-NTL	VFR	P	AD 2 - EGKH page AD 2.EGKH-1
LEE-ON-SOLENT	EGHF	INTL-NTL	VFR	NS, P	AD 2 - EGHF page AD 2.EGHF-1
LEICESTER	EGBG	INTL-NTL	VFR	P	AD 2 - EGBG page AD 2.EGBG-1
LERWICK/TINGWALL	EGET	NTL	VFR	P	AD 2 - EGET page AD 2.EGET-1
LONDON LUTON	EGGW	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGGW page AD 2.EGGW-1
LONDONDERRY/EGLINTON	EGAE	INTL-NTL	IFR/VFR	P	AD 2 - EGAE page AD 2.EGAE-1
MANCHESTER BARTON	EGCB	INTL-NTL	VFR	P	AD 2 - EGCB page AD 2.EGCB-1
NETHERTHORPE	EGNF	INTL-NTL	VFR	P	AD 2 - EGNF page AD 2.EGNF-1
NEWCASTLE	EGNT	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGNT page AD 2.EGNT-1
NEWQUAY	EGHQ	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGHQ page AD 2.EGHQ-1
NEWTOWNARDS	EGAD	INTL-NTL	VFR	P	AD 2 - EGAD page AD 2.EGAD-1
NORTH RONALDSAY	EGEN	NTL	VFR	P	AD 2 - EGEN page AD 2.EGEN-1
NORWICH	EGSH	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGSH page AD 2.EGSH-1

AD 1.3 INDEX TO AERODROMES AND HELIPORTS (continued)

Aerodrome/Heliport name Location Indicator		Type of traffic permitted to use the aerodrome/heliport			Reference to AD section and remarks
		International/National (INTL/NTL)	IFR/VFR	Scheduled (S) Non-scheduled (NS) Private (P)	
1		2	3	4	5
OLD BUCKENHAM	EGSV	INTL-NTL	VFR	P	AD 2 - EGSV page AD 2.EGSV-1
OLD WARDEN	EGTH	NTL	VFR	P	AD 2 - EGTH page AD 2.EGTH-1
OXFORD	EGTK	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGTK page AD 2.EGTK-1
PERTH/SCONE	EGPT	INTL-NTL	VFR	P	AD 2 - EGPT page AD 2.EGPT-1
RETFORD/GAMSTON	EGNE	INTL-NTL	VFR	P	AD 2 - EGNE page AD 2.EGNE-1
ROCHESTER	EGTO	INTL-NTL	VFR	P	AD 2 - EGTO page AD 2.EGTO-1
SANDTOFT	EGCF	INTL-NTL	VFR	P	AD 2 - EGCF page AD 2.EGCF-1
SCILLY ISLES/ST MARY'S	EGHE	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGHE page AD 2.EGHE-1
SHOBDON	EGBS	INTL-NTL	VFR	P	AD 2 - EGBS page AD 2.EGBS-1
SLEAP	EGCV	INTL-NTL	VFR	P	AD 2 - EGCV page AD 2.EGCV-1
SOUTHAMPTON	EGHI	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGHI page AD 2.EGHI-1
SOUTHEND	EGMC	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGMC page AD 2.EGMC-1
ST ATHAN	EGSY	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGSY page AD 2.EGSY-1
STAPLEFORD	EGSG	INTL-NTL	VFR	P	AD 2 - EGSG page AD 2.EGSG-1
STORNOWAY	EGPO	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGPO page AD 2.EGPO-1
SWANSEA	EGFH	INTL-NTL	VFR	S, NS, P	AD 2 - EGFH page AD 2.EGFH-1
TATENHILL	EGBM	INTL-NTL	VFR	P	AD 2 - EGBM page AD 2.EGBM-1
TIREE	EGPU	NTL	IFR/VFR	S, NS, P	AD 2 - EGPU page AD 2.EGPU-1
WALNEY	EGNL	NTL	IFR/VFR	P	AD 2 - EGNL page AD 2.EGNL-1
WARTON	EGNO	INTL-NTL	IFR/VFR	P	AD 2 - EGNO page AD 2.EGNO-1
WELLESBOURNE MOUNTFORD	EGBW	INTL-NTL	VFR	P	AD 2 - EGBW page AD 2.EGBW-1
WELSHPOOL	EGCW	INTL-NTL	VFR	P	AD 2 - EGCW page AD 2.EGCW-1
WEST WALES/ABERPORTH	EGFA	NTL	VFR	P	AD 2 - EGFA page AD 2.EGFA-1
WHITE WALTHAM	EGLM	INTL-NTL	VFR	S, NS, P	AD 2 - EGLM page AD 2.EGLM-1
WICK	EGPC	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGPC page AD 2.EGPC-1
WICKENBY	EGNW	NTL	VFR	P	AD 2 - EGNW page AD 2.EGNW-1
WYCOMBE AIR PARK/BOOKER	EGTB	INTL-NTL	VFR	P	AD 2 - EGTB page AD 2.EGTB-1
YEOVIL/WESTLAND	EGHG	INTL-NTL	IFR/VFR	P	AD 2 - EGHG page AD 2.EGHG-1
Aerodrome with helicopter landing area					
BIGGIN HILL	EGKB	INTL-NTL	IFR/VFR	P	AD 2 - EGKB page AD 2.EGKB-1
BIRMINGHAM	EGBB	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGBB page AD 2.EGBB-1
CAERNARFON	EGCK	INTL-NTL	VFR	P	AD 2 - EGCK page AD 2.EGCK-1
CAMBRIDGE	EGSC	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGSC page AD 2.EGSC-1
CARDIFF	EGFF	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGFF page AD 2.EGFF-1
CHICHESTER/GOODWOOD	EGHR	INTL-NTL	VFR	P	AD 2 - EGHR page AD 2.EGHR-1
EDAY	EGED	NTL	VFR	P	AD 2 - EGED page AD 2.EGED-1
ENNISKILLEN/ST ANGELO	EGAB	NTL	VFR	P	AD 2 - EGAB page AD 2.EGAB-1
GLASGOW	EGPF	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGPF page AD 2.EGPF-1
GLOUCESTERSHIRE	EGBJ	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGBJ page AD 2.EGBJ-1
HAVERFORDWEST	EGFE	INTL-NTL	VFR	P	AD 2 - EGFE page AD 2.EGFE-1
HAWARDEN	EGNR	INTL-NTL	IFR/VFR	P	AD 2 - EGNR page AD 2.EGNR-1
HUMBERSIDE	EGNJ	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGNJ page AD 2.EGNJ-1
INVERNESS	EGPE	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGPE page AD 2.EGPE-1
KEMBLE	EGBP	NTL	IFR/VFR	NS, P	AD 2 - EGBP page AD 2.EGBP-1
KIRKWALL	EGPA	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGPA page AD 2.EGPA-1
LEEDS BRADFORD	EGNM	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGNM page AD 2.EGNM-1
LEEDS EAST	EGCM	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGCM page AD 2.EGCM-1
LIVERPOOL	EGGP	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGGP page AD 2.EGGP-1
LONDON CITY	EGLC	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGLC page AD 2.EGLC-1
LONDON GATWICK	EGKK	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGKK page AD 2.EGKK-1
LONDON HEATHROW	EGLL	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGLL page AD 2.EGLL-1
LONDON STANSTED	EGSS	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGSS page AD 2.EGSS-1
LYDD	EGMD	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGMD page AD 2.EGMD-1

AD 1.3 INDEX TO AERODROMES AND HELIPORTS (continued)

Aerodrome/Heliport name Location Indicator		Type of traffic permitted to use the aerodrome/heliport			Reference to AD section and remarks
		International/National (INTL/NTL)	IFR/VFR	Scheduled (S) Non-scheduled (NS) Private (P)	
1		2	3	4	5
MANCHESTER	EGCC	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGCC page AD 2.EGCC-1
NOTTINGHAM	EGBN	INTL-NTL	VFR	P	AD 2 - EGBN page AD 2.EGBN-1
OBAN	EGEO	INTL-NTL	VFR	P	AD 2 - EGEO page AD 2.EGEO-1
PAPA WESTRAY	EGEP	NTL	VFR	P	AD 2 - EGEP page AD 2.EGEP-1
PRESTWICK	EGPK	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGPK page AD 2.EGPK-1
REDHILL	EGKR	INTL-NTL	VFR	S, NS, P	AD 2 - EGKR page AD 2.EGKR-1
SANDAY	EGES	NTL	VFR	P	AD 2 - EGES page AD 2.EGES-1
SHERBURN-IN-ELMET	EGCJ	INTL-NTL	IFR/VFR	P	AD 2 - EGCJ page AD 2.EGCJ-1
SHOREHAM	EGKA	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGKA page AD 2.EGKA-1
STRONSAY	EGER	NTL	VFR	P	AD 2 - EGER page AD 2.EGER-1
SUMBURGH	EGPB	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGPB page AD 2.EGPB-1
TEESSIDE INTERNATIONAL	EGNV	INTL-NTL	IFR/VFR	S, NS, P	AD 2 - EGNV page AD 2.EGNV-1
THRUXTON	EGHO	INTL-NTL	VFR	P	AD 2 - EGHO page AD 2.EGHO-1
WESTRAY	EGEW	NTL	VFR	P	AD 2 - EGEW page AD 2.EGEW-1
WOLVERHAMPTON/HALFPENNY GREEN	EGBO	INTL-NTL	IFR/VFR	P	AD 2 - EGBO page AD 2.EGBO-1
Heliport					
CHELTENHAM HELIPORT	EGBC	NTL	VFR	P	AD 3 - EGBC page AD 3.EGBC-1
LONDON HELIPORT	EGLW	INTL-NTL	VFR	P	AD 3 - EGLW page AD 3.EGLW-1
PENZANCE HELIPORT	EGHK	INTL-NTL	VFR	P	AD 3 - EGHK page AD 3.EGHK-1
PORTLAND HELIPORT	EGDP	INTL-NTL	VFR	P	AD 3 - EGDP page AD 3.EGDP-1
TRESCO HELIPORT	EGHT	NTL	VFR	P	AD 3 - EGHT page AD 3.EGHT-1

AD 1.3 INDEX TO AERODROMES AND HELIPORTS (continued)

AERODROMES LISTED WITHIN THE AD SECTION OF THE UNITED KINGDOM AIP



CHANGE (9/25): DONCASTER SHEFFIELD REMOVED.

AERO INFO DATE 06 JUN 25

AD 1.3-4

FOR THE LATEST CHANGES IN INFORMATION THIS CHART SHOULD BE CHECKED AGAINST THE AD 2 AND AD 3 SECTIONS OF THE UK AIP

AD 1.5 STATUS OF CERTIFICATION OF AERODROMES

Aerodrome name and ICAO Location indicator		Date of certification	Validity of certification	RMK
1		2	3	4
ABERDEEN/DYCE	EGPD	2014-07-31		Valid until: Unlimited
ALDERNEY	EGJA			
ANDREWSFIELD	EGSL	1993-10-22		Valid until: Unlimited
BARRA	EGPR	2009-02-26		Valid until: Unlimited
BELFAST ALDERGROVE	EGAA	2015-03-26		Valid until: Unlimited
BELFAST/CITY	EGAC	2015-09-04		Valid until: Unlimited
BENBECULA	EGPL	2016-09-26		Valid until: Unlimited
BIGGIN HILL	EGKB	2016-09-26		Valid until: Unlimited
BIRMINGHAM	EGBB	2016-06-29		Valid until: Unlimited
BLACKBUSHE	EGLK	2015-01-16		Valid until: Unlimited
BLACKPOOL	EGNH	2014-12-12		Valid until: Unlimited
BOURNEMOUTH	EGHH	2015-03-26		Valid until: Unlimited
BRISTOL	EGGD	2014-07-28		Valid until: Unlimited
CAERNARFON	EGCK	2016-12-06		Valid until: Unlimited
CAMBRIDGE	EGSC	2017-03-09		Valid until: Unlimited
CAMPBELTOWN	EGEC	2017-11-01		Valid until: Unlimited
CARDIFF	EGFF	2016-08-30		Valid until: Unlimited
CHALGROVE	EGLJ	2015-04-15		Valid until: Unlimited
CHICHESTER/GOODWOOD	EGHR	2000-10-10		Valid until: Unlimited
COLL	EGEL	2008-06-05		Valid until: Unlimited
COLONSAY	EGEY	2008-06-05		Valid until: Unlimited
COMPTON ABBAS	EGHA	2009-04-01		Valid until: Unlimited
COVENTRY	EGBE	2016-12-05		Valid until: Unlimited
CRANFIELD	EGTC	2015-12-21		Valid until: Unlimited
CUMBERNAULD	EGPG	1997-11-03		Valid until: Unlimited
DENHAM	EGLD	1988-06-24		Valid until: Unlimited
DERBY	EGBD	1995-11-03		Valid until: Unlimited
DUNDEE	EGPN	2017-12-14		Valid until: Unlimited
DUNKESWELL	EGTU	1983-05-11		Valid until: Unlimited
DUXFORD	EGSU	2016-04-12		Valid until: Unlimited
EARLS COLNE	EGSR	2005-10-26		Valid until: Unlimited
EAST MIDLANDS	EGNX	2016-02-01		Valid until: Unlimited
EDAY	EGED	1983-11-16		Valid until: Unlimited
EDINBURGH	EGPH	2014-12-19		Valid until: Unlimited
ELSTREE	EGTR	1996-10-24		Valid until: Unlimited
ENNISKILLEN/ST ANGELO	EGAB	2013-03-07		Valid until: Unlimited
EXETER	EGTE	2015-07-01		Valid until: Unlimited
FAIR ISLE	EGEF	2008-12-04		Valid until: Unlimited
FAIROAKS	EGTF	2015-02-11		Valid until: Unlimited
FARNBOROUGH	EGLF	2017-07-03		Valid until: Unlimited
FENLAND	EGCL	2001-05-25		Valid until: Unlimited
GLASGOW	EGPF	2016-02-29		Valid until: Unlimited
GLOUCESTERSHIRE	EGBJ	2018-11-22		Valid until: Unlimited
GUERNSEY	EGJB			
HAVERFORDWEST	EGFE	2000-11-21		Valid until: Unlimited
HAWARDEN	EGNR	2016-01-06		Valid until: Unlimited
HUMBERSIDE	EGNJ	2016-01-15		Valid until: Unlimited
INVERNESS	EGPE	2015-06-02		Valid until: Unlimited
ISLAY	EGPI	2017-11-01		Valid until: Unlimited
ISLE OF MAN	EGNS			
JERSEY	EGJJ			
KEMBLE	EGBP	2015-01-09		Valid until: Unlimited
KIRKWALL	EGPA	2017-11-01		Valid until: Unlimited
LAND'S END	EGHC	2014-06-26		Valid until: Unlimited
LASHENDEN/HEADCORN	EGKH	2005-12-12		Valid until: Unlimited

AD 1.5 STATUS OF CERTIFICATION OF AERODROMES (continued)

Aerodrome name and ICAO Location indicator		Date of certification	Validity of certification	RMK
1		2	3	4
LEE-ON-SOLENT	EGHF	2017-02-20		Valid until: Unlimited
LEEDS BRADFORD	EGNM	2016-11-07		Valid until: Unlimited
LEEDS EAST	EGCM	2017-04-28		Valid until: Unlimited
LEICESTER	EGBG	2010-12-14		Valid until: Unlimited
LERWICK/TINGWALL	EGET	2014-03-17		Valid until: Unlimited
LIVERPOOL	EGGP	2015-11-25		Valid until: Unlimited
LONDON CITY	EGLC	2016-02-22		Valid until: Unlimited
LONDON GATWICK	EGKK	2014-10-10		Valid until: Unlimited
LONDON HEATHROW	EGLL	2016-04-06		Valid until: Unlimited
LONDON LUTON	EGGW	2016-05-24		Valid until: Unlimited
LONDON STANSTED	EGSS	2016-03-18		Valid until: Unlimited
LONDONDERRY/EGLINTON	EGAE	2016-09-23		Valid until: Unlimited
LYDD	EGMD	2008-03-10		Valid until: Unlimited
MANCHESTER	EGCC	2015-03-02		Valid until: Unlimited
MANCHESTER BARTON	EGCB	2009-07-16		Valid until: Unlimited
NETHERTHORPE	EGNF	2009-10-23		Valid until: Unlimited
NEWCASTLE	EGNT	2015-01-27		Valid until: Unlimited
NEWQUAY	EGHQ	2015-09-14		Valid until: Unlimited
NEWTOWNARDS	EGAD	2001-12-21		Valid until: Unlimited
NORTH RONALDSAY	EGEN	2012-11-13		Valid until: Unlimited
NORWICH	EGSH	2014-09-24		Valid until: Unlimited
NOTTINGHAM	EGBN	2014-10-10		Valid until: Unlimited
OBAN	EGEO	2008-06-05		Valid until: Unlimited
OLD BUCKENHAM	EGSV	2013-11-18		Valid until: Unlimited
OLD WARDEN	EGTH	2019-05-01		Valid until: 2020-04-30
OXFORD	EGTK	2016-04-29		Valid until: Unlimited
PAPA WESTRAY	EGEP	1983-11-16		Valid until: Unlimited
PERTH/SCONE	EGPT	2000-01-21		Valid until: Unlimited
PRESTWICK	EGPK	2014-11-03		Valid until: Unlimited
REDHILL	EGKR	1988-04-14		Valid until: Unlimited
RETFORD/GAMSTON	EGNE	1995-08-09		Valid until: Unlimited
ROCHESTER	EGTO	2012-12-05		Valid until: Unlimited
SANDAY	EGES	1983-11-16		Valid until: Unlimited
SANDTOFT	EGCF	2015-11-18		Valid until: Unlimited
SCILLY ISLES/ST MARY'S	EGHE	1993-02-12		Valid until: Unlimited
SHERBURN-IN-ELMET	EGCJ	2003-02-13		Valid until: Unlimited
SHOBDON	EGBS	1993-03-18		Valid until: Unlimited
SHOREHAM	EGKA	2014-09-10		Valid until: Unlimited
SLEAP	EGCV	2009-10-23		Valid until: Unlimited
SOUTHAMPTON	EGHI	2014-08-27		Valid until: Unlimited
SOUTHEND	EGMC	2016-06-13		Valid until: Unlimited
ST ATHAN	EGSY	2019-03-27		Valid until: Unlimited
STAPLEFORD	EGSG	1982-06-25		Valid until: Unlimited
STORNOWAY	EGPO	2017-11-01		Valid until: Unlimited
STRONSAY	EGER	1983-11-16		Valid until: Unlimited
SUMBURGH	EGPB	2017-11-01		Valid until: Unlimited
SWANSEA	EGFH	2007-03-05		Valid until: Unlimited
TATENHILL	EGBM	2009-06-17		Valid until: Unlimited
TEESSIDE INTERNATIONAL	EGNV	2015-11-25		Valid until: Unlimited
THRUXTON	EGHO	2011-11-03		Valid until: Unlimited
TIREE	EGPU	2017-11-01		Valid until: Unlimited
WALNEY	EGNL	2006-01-13		Valid until: Unlimited
WARTON	EGNO	2013-01-23		Valid until: Unlimited
WELLESBOURNE MOUNTFORD	EGBW	1988-02-24		Valid until: Unlimited
WELSHPOOL	EGCW	2007-11-23		Valid until: Unlimited

AD 1.5 STATUS OF CERTIFICATION OF AERODROMES (continued)

Aerodrome name and ICAO Location indicator		Date of certification	Validity of certification	RMK
1		2	3	4
WEST WALES/ABERPORTH	EGFA	2017-10-24		Valid until: Unlimited
WESTRAY	EGEW	1983-11-16		Valid until: Unlimited
WHITE WALTHAM	EGLM	1996-03-01		Valid until: Unlimited
WICK	EGPC	2016-01-12		Valid until: Unlimited
WICKENBY	EGNW	2015-09-24		Valid until: Unlimited
WOLVERHAMPTON/HALFPENNY GREEN	EGBO	2009-04-01		Valid until: Unlimited
WYCOMBE AIR PARK/BOOKER	EGTB	1984-05-18		Valid until: Unlimited
YEOVIL/WESTLAND	EGHG	2017-01-06		Valid until: Unlimited

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EGHH — BOURNEMOUTH

EGHH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGHH — BOURNEMOUTH

EGHH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 504648N Long: 0015033W Mid point of Runway 08/26.
2	Direction and distance from city	3.5 NM NNE of Bournemouth.
3	Elevation / Reference temperature / Mean Low Temperature	38 FT / 19 °C / -
4	Geoid undulation at AD ELEV PSN	155 FT
5	Magnetic Variation / Annual Change	0.01°E (2022) / 0.20°E
6	AD Administration Address Telephone Web address	BOURNEMOUTH INTERNATIONAL AIRPORT LTD. Bournemouth International Airport, Christchurch, Dorset BH23 6SE. 01202-364170 (Airport Duty Manager) www.bournemouthairport.com
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGHH AD 2.3 OPERATIONAL HOURS

1	AD Administration	Oct-Mar 0800-2000 (0700-1900); Apr-Sep 0630-2130 (0530-2030). Outside of these hours, by prior arrangement. Contact the Aerodrome Duty Manager on 01202-364170. Refer to AD 2.20 item 1.
2	Customs and immigration	As AD hours.
3	Health and sanitation	As AD hours.
4	AIS Briefing Office	Not available.
5	ATS Reporting Office (ARO)	Not available.
6	MET Briefing Office	Not available.
7	ATS	As AD hours. See also AD 2.18. See also AD 2.20 para 4 Warnings.
8	Fuelling	0630-2130 (0530-2030) by arrangement with Bournemouth Airport Fuelling: Email: fuel@bournemouthairport.com Tel: 01202-364217 Fax: 01202-364219 Out of Hours by prior arrangement – subject to out of hours fees per hour or part thereof.
9	Handling	As AD hours.
10	Security	H24
11	De-icing	As AD hours.
12	Remarks	PPR for all aircraft. Refer to AD 2.20 item 1.

EGHH AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Full. By prior arrangement through Bournemouth Airport Handling. Nearest railway siding, Christchurch 3 NM.
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL
3	Fuelling facilities/capacity	Mobile bowser supply of AVTUR JET A-1 / AVGAS 100LL on request with Bournemouth Airport Fuelling.
4	De-icing facilities	Available by arrangement through appointed handling agents, Bournemouth Airport Handling or XLR Jet Centre.
5	Hangar space for visiting aircraft	Available by prior arrangement only.
6	Repair facilities for visiting aircraft	Full up to 5700 KG AUW.

7	Remarks	All aircraft that use the Eastern or Western aprons and/or the terminal facilities are required to be handled by an approved handling agent. The airports approved handling agents are: Bournemouth Airport Handling (Charter/Scheduled): Tel: 01202-364252; Email: infodesk@bournemouthairport.com XLR Jet Centre. (Executive): Tel: 01202-364401; Email: jetcentre@xlrbournemouth.com Bliss Aviation Handling Ltd (General Aviation): Tel: 01202-590888; Email: info@blissaviation.com

EGHH AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotel 1 mile.
2	Restaurants	Cafeteria, Restaurant, Buffet and Bar.
3	Transportation	Bus service; Taxis; Nearest railway station, Christchurch 3 NM.
4	Medical facilities	Limited first aid treatment.
5	Bank and Post Office	
6	Tourist Office	Terminal Building.
7	Remarks	

EGHH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	Promulgated Category A7: 0630-2130 (0530-2030). Outside of promulgated HR, the RFF category provided will be as required for the specific aircraft type. RFF Category 8 provided with RFF Category 7 under remission. Category 9 available on request and by prior arrangement, minimum 24 HR notice required.
2	Rescue equipment	As detailed for Category 9.
3	Capability for removal of disabled aircraft	10,000 KG MTWA. Contact OPS Tel: 01202-364155. The registered owner or aircraft operator retains complete responsibility for the removal of the disabled aircraft. All aircraft operators at BOH are required to have aircraft recovery plans.
4	Remarks	During the winter months and periods of reduced activity, RFF category may be downgraded to Category A6. Scheduled traffic will not be affected. (Please check with Fire Station on 01202-364141 or the Aerodrome Duty Manager on 01202-364170).

EGHH 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	Braking action assessment by pilot report. Latest information from ATC, Tel: 01202-364150.

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

1	Apron surface and strength	APRON Surface: Concrete and asphalt PCN 46/F/B/X/U
2	Taxiway width, surface and strength	Taxiway ALPHA: 16 M Surface: Asphalt PCN 46/F/B/X/U Taxiway BRAVO: 23 M Surface: Asphalt PCN 46/F/B/X/U

		Taxiway CHARLIE: 16 M Surface: Asphalt PCN 46/F/B/X/U Taxiway DELTA: 16 M Surface: Asphalt PCN 46/F/B/X/U Taxiway ECHO: 16 M Surface: Asphalt PCN 46/F/B/X/U Taxiway GOLF: 16 M Surface: Asphalt PCN 46/F/B/X/U Taxiway MIKE: 16 M Surface: Asphalt PCN 46/F/B/X/U Taxiway NOVEMBER: 16 M Surface: Asphalt PCN 46/F/B/X/U Taxiway ROMEO: 23 M Surface: Asphalt PCN 46/F/B/Y/U Taxiway TANGO: 23 M Surface: Concrete and asphalt PCN 46/F/B/X/U Taxiway VICTOR: 16 M Surface: Asphalt PCN 46/F/B/X/U Taxiway WHISKEY: 16 M Surface: Asphalt PCN 46/F/B/X/U
3	Altimeter checkpoint location and elevation	Apron 34 FT
4	VOR checkpoints	
5	INS checkpoints	See Aircraft Parking/Docking Chart.
6	Remarks	Taxiway Bravo available only at the discretion of the Airport Authority when operationally required for Code D or Code E aircraft movements.

EGHH 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	Restricted to B737-800 size of aircraft or smaller on apron stands. Unrestricted on remote stands. All apron stands are nose in/push back stands. Stands 1R and 3R are available for larger aircraft at the airport authority's discretion. All stands must be used under marshalling guidance that will provide stop information to pilots. Aircraft may, at times, be required to park off the painted stand guidance lines, to ensure adequate wingtip clearance.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 08/26: Taxi-holding position, runway designation, runway threshold, runway centre-line, fixed distance markings. Taxiway light(s): Green centre-line lighting on Taxiway A, B, R and T. Other taxiways have blue edge lighting. Taxiway W has centre-line and edge reflectors. Taxiway V has centre-line reflectors only.
3	Stop bars and runway guard lights (if any)	Red stop bars on holding points A, B1, B2, C, D, E, G1, G4, M, N, R and T
4	Other runway protection measures	

5	Remarks	The portion of Taxiway Golf between holding points Golf 2 and Golf 3, is within the instrument strip. Obstacle marking. WDI: 504639.35N 0015048.29W, 504642.53N 0015008.47W and 504658.98N 0014953.62W (LGTD). Pilots are advised that holding points A and N infringe the glidepath critical area. Taxiing A and N delays possible.

EGHH 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**
(EGHH3366) 26/APPROACH 08/ TAKE-OFF	TREE	504712.22N 0014831.37W	148 FT	113 FT	No	
(EGHH3236) 26/APPROACH	TREE	504711.62N 0014855.51W	112 FT	74 FT	No	
(EGHH3106) 26/APPROACH	TREE	504711.23N 0014902.15W	126 FT	82 FT	No	
(EGHH1405) 26/TAKE-OFF	TREE	504640.88N 0015146.75W	81 FT	44 FT	No	
(EGHH1314) 08/APPROACH	TREE	504640.38N 0015215.27W	127 FT	88 FT	No	
(EGHH1520) 26X/TAKE-OFF	ROAD	504636.98N 0015134.39W	53 FT	15 FT	No	
(EGHH1517) 26X/TAKE-OFF	TREE	504636.55N 0015134.60W	49 FT	11 FT	No	
(EGHH1423) 26/TAKE-OFF 26X/ TAKE-OFF	TREE	504635.25N 0015146.29W	80 FT	43 FT	No	
(EGHH1283) 08/APPROACH	PYLON	504631.69N 0015232.91W	120 FT	84 FT	Yes Red	
(EGHH1250) 08/APPROACH	PYLON	504629.55N 0015245.59W	135 FT	98 FT	Yes Red	
(EGHH1222) 08/APPROACH	PYLON	504628.55N 0015307.94W	147 FT	113 FT	No	
(EGHH1140) 08/APPROACH	PYLON	504623.91N 0015419.39W	150 FT	109 FT	No	
(EGHH1127) 08/APPROACH	PYLON	504622.91N 0015435.66W	156 FT	114 FT	No	
(EGHH3267) 26/APPROACH 08/ TAKE-OFF	TREE	504707.32N 0014852.55W	108 FT	65 FT	No	
(EGHH2691) 26/APPROACH	TREE	504705.59N 0014919.84W	69 FT	35 FT	No	
(EGHH2479) 26/APPROACH	TREE	504704.38N 0014929.48W	52 FT	20 FT	No	
(EGHH2647) 26/APPROACH	TREE	504654.76N 0014921.57W	70 FT	31 FT	No	
26/APPROACH 08/TAKE-OFF	WIND SENSOR	504650.92N 0014951.51W	65 FT	33 FT	Yes Steady red	
08/APPROACH 26/TAKE-OFF	WIND SENSOR	504648.41N 0015054.29W	68 FT	33 FT	Yes Steady red	

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGHH2750)	TREE	504903.04N 0014917.32W	236 FT	63 FT	No	

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGHH1240)	TREE	504834.63N 0015249.09W	274 FT	192 FT	No	
(EGHH2519)	TREE	504823.52N 0014927.10W	198 FT	85 FT	No	
(EGHH3491)	TREE	504814.24N 0014413.33W	330 FT	99 FT	No	
(EGHH1128)	PYLON	504802.36N 0015434.46W	266 FT	156 FT	No	
(EGHH1181)	TREE	504650.05N 0015329.95W	192 FT	147 FT	No	
(EGHH1222) 08/APPROACH	PYLON	504628.55N 0015307.94W	147 FT	113 FT	No	
(EGHH1055)	MAST	504525.45N 0015620.12W	362 FT	159 FT	No	
(EGHH1467)	CHURCH	504455.28N 0015138.68W	204 FT	108 FT	No	
(EGHH1147)	TREE	504449.65N 0015359.67W	241 FT	129 FT	No	
(EGHH1037)	MAST	504447.02N 0015650.00W	366 FT	212 FT	No	
(EGHH1204)	TREE	504439.27N 0015325.71W	240 FT	137 FT	No	
(EGHH1143)	MAST	504358.40N 0015406.39W	297 FT	180 FT	No	
(EGHH1213)	TREE	504537.53N 0015320.49W	193 FT	81 FT	No	
(EGHH3430)	MAST	504534.77N 0014756.76W	293 FT	156 FT	No	

EGHH 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/Online.
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	BOURNEMOUTH
10	Additional information (limitation of service, etc.)	METARs are only issued outside of promulgated ATS hours when ATC is active due to prearranged flights.

EGHH 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**
08	075.31°	2272 x 46 M	RWY surface: Concrete and asphalt PCN 46/F/A/X/U	504642.47N 0015107.76W 154.7 FT	THR 37.8 FT TDZ 38.2 FT	RWY 08 0.1% down RWY 26 0.1% up

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
26	255.33°	2272 x 46 M	RWY surface: Concrete and asphalt PCN 46/F/A/X/U	504657.57N 0014936.88W 154.5 FT	THR 31.0 FT TDZ 35.2 FT	RWY 08 0.1% down RWY 26 0.1% up
26X	255.33°	2272 x 46 M	RWY surface: Concrete and asphalt PCN 46/F/A/X/U	504657.56N 0014936.97W	THR 31.0 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
	305 x 150 M				Standard for Code 4 RWY.	RWY 08 Threshold displaced by 432 M. Strip Dimensions: 2392 x 280 M.
60 x 46 M	60 x 150 M				Standard for Code 4 RWY.	RWY 26 Clear and graded area to the south of 26 threshold does not conform with EASA Reg (EU) No 139/2014 requirements. Strip Dimensions: 2207 x 280 M.
	60 x 150 M	2332 x 280 M				RWY 26X

EGHH AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
08	2272 M	2577 M	2272 M	1840 M	
26	2027 M	2087 M	2087 M	1971 M	
08	1704 M	2009 M	1704 M		Take-off from intersection with Taxiway Mike. See AD 2.20 paragraph 6c.
26	1778 M	1838 M	1838 M		Take-off from intersection with Taxiway Echo. See AD 2.20 paragraph 6c.
26X	2212 M	2272 M	2212 M	1971 M	See AD 2.20 paragraph 6a.

EGHH AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
08	Coded centre-line with three crossbars. 510 M Light intensity high	Green Light intensity high Elevated with green wingbars	PAPI /3° 50 FT 312 M		Colour coded centre-line 15 M Light intensity high	Elev bi-directional with LI omni-directional component Light intensity high	Red	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
26	Coded centre-line with five crossbars. Supplementary lights inner 300 M. 914 M Light intensity high	Green Light intensity high Elevated with green wingbars	PAPI Left/3° 57 FT 352 M	900 M	Colour coded centre-line 15 M Light intensity high	HI elev bi-directional with LI omni-directional component	Red	Red	

EGHH 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: 504641.43N 0015050.12W, 504659.99N 0014952.68W and 504640.70N 0015024.15W.
3	TWY edge and centre line lighting	CL: Green centre-line lights on Taxiways Alpha, Bravo, Romeo and Tango. EDGE: Blue edge lights on Taxiways Charlie, Delta, Echo, Golf, Mike and November.
4	Secondary power supply/switch-over time	Yes. Average 8 seconds.
5	Remarks	During CAT II/III Operations standby generator selected as mains power source. Back-up power supply switch over time of 1 second average.

EGHH AD 2.16 HELICOPTER LANDING AREA

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EGHH 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
BOURNEMOUTH CTR 505312N 0014301W thence clockwise by the arc of a circle radius 8 NM centred on 504648N 0015033W to 504441N 0013824W - 504111N 0015930W thence clockwise by the arc of a circle radius 8 NM centred on 504648N 0015033W to 505003N 0020205W - 505312N 0014301W	Upper limit: 2000 FT ALT Lower limit: SFC	D	BOURNEMOUTH APPROACH English	6000 FT		Outside the Solent CTA notified hours of operation the Transition Altitude is 3000 FT.
BOURNEMOUTH ATZ A circle, 2.5 NM radius, centred at 504648N 0015033W on longest notified runway (08/26)	Upper limit: 2000 FT AGL Lower limit: SFC	D	BOURNEMOUTH APPROACH English	6000 FT		Outside the Solent CTA notified hours of operation the Transition Altitude is 3000 FT. Airspace Classification D/G refer to Section ENR 1.4 for Notifications.

EGHH 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	BOURNEMOUTH APPROACH	119.480 DOC 50 NM/ 10,000 FT.			0630-2130 (0530-2030).	ATZ hours coincident with aerodrome hours.
		121.500 Emergency frequency. DOC 25 NM/4,000 FT.			O/R	
TWR	BOURNEMOUTH GROUND	121.705 DOC 2 NM/GND.			1000-1800 (0900-1700).	GMC opening between these hours varies according to ATC requirements and traffic levels.
	BOURNEMOUTH TOWER	121.500 Emergency frequency. DOC 25 NM/4,000 FT.			O/R	
		125.605 DOC 25 NM/4,000 FT.			0630-2130 (0530-2030).	
RADAR	BOURNEMOUTH DIRECTOR	118.655 Not continuously monitored. DOC 25 NM/ 10,000 FT.			As directed by ATC.	
	BOURNEMOUTH RADAR	119.480 DOC 50 NM/ 10,000 FT.			0630-2130 (0530-2030). Outside of promulgated ATS hours for prearranged flights.	
ATIS	BOURNEMOUTH INFORMATION	133.730 DOC 50 NM/ 20,000 FT.			0620-2120 (0520-2020).	
OTHER	BOURNEMOUTH FIRE	121.600 Non-ATS Frequency. Not continuously monitored.			Available when Fire vehicle attending aircraft on the ground in an emergency.	
OTHER	BOURNEMOUTH RADIO	125.605 DOC 25 NM/4,000 FT. A/G frequency.			Outside of the promulgated hours of ATS, Air Ground Communication Service available for pre-agreed fixed wing air ambulance flights only.	

EGHH 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 0.02°E (2022)	IBMH	110.500 MHz	HO	504700.23N 0014920.86W		(RWY 08) ILS is not suitable for coupled approaches below 200 FT.
ILS/GP	IBMH	329.600 MHz	HO	504641.44N 0015050.18W		ILS is not suitable for coupled approaches below 200 FT. Glidepath purturbations may be experienced between 8 NM and 4 NM. 3° ILS Ref Datum Hgt 53 FT. Localizer range is limited to 18 NM at +-10 degrees and 8 NM at +-35 degrees of the localizer centre-line.

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° (2022)	IBH	110.500 MHz	HO	504638.14N 0015133.75W		(RWY 26)
ILS/GP	IBH	329.600 MHz	HO	504659.98N 0014952.63W		3° ILS Ref Datum Hgt 51 FT. Pilots may not experience full fly-up indication when below the Glidepath, outside of 6° right of centreline.
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.
DME	IBH	42X 110.500 MHz	HO	504655.73N 0015027.85W	51 FT	(RWY 26) On AD. Freq paired with ILS I-BH and I-BMH. Zero range is indicated at THR of Runway 26 and 0.1 NM before crossing THR of Runway 08. DOC 25 NM/10,000 FT.
DME	IBMH	42X 110.500 MHz	HO	504655.73N 0015027.85W	51 FT	(RWY 08) On AD. Freq paired with ILS I-BH and I-BMH. Zero range is indicated at THR of Runway 26 and 0.1 NM before crossing THR of Runway 08. DOC 25 NM/10,000 FT.
NDB (L) 0.01°E (2022)	BIA	339.000 kHz	H24	504639.61N 0015032.95W		On AD. Range 20 NM.

EGHH AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) PPR for all aircraft (see paragraphs b and c).

i. All flights, except General Aviation and Military flights, are subject to the prior approval of the Airport Authority, Bournemouth Airport Ltd and prior notification to Airport Coordination 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 the Aerodrome Duty Manager +44 (0)1202-364350. OCS account holders can add, change and cancel slots at any time on the online coordination portal: https://www.online-coordination.com/.

b) All visiting commercial and executive aircraft are subject to compulsory handling by either Bournemouth Airport Handling or XLR Jet Centre (see AD 2.4). Flights intending to operate outside the notified operating hours, are subject to prior approval from the Airport Authority. Operators where possible should provide at least 24 hours notice. Bournemouth Airport is unable to guarantee any requests outside of promulgated AD hours.
c) All visiting General Aviation aircraft are strictly subject to PPR and compulsory handling. Pilots must obtain a PPR reference number prior to arrival from Bliss Aviation Handling Ltd (01202-590888) and indicate the purpose of the visit and parking requirements. They will be required to leave the pilot's name, address and contact number. Aircraft without a PPR number will not be permitted to land.
d) Non-radio aircraft are subject to approval by ATC only.
e) Flight planning facilities for General Aviation aircraft are available at Bliss Aviation Handling. Flight Plans are not accepted over the telephone.
f) Pilots must book out with Bliss Aviation Handling or ATC by telephone (01202-364150) prior to departure. Booking out on RTF is not permitted and pilots may face lengthy delays.
g) Landing fees are usually invoiced but can be paid either in person or by telephone through Bliss Aviation Handling Ltd only.
h) In order to comply with the CAA, HSE and Department for Transport regulations, all persons entering airside areas on foot, are required to wear high visibility clothing. All persons entering the Restricted Zone are required to be escorted at all times.
i) All visiting operators must be aware of, and comply with, the airport's Terms & Conditions; these are published with the Airport Fees and Charges, available via the "Airfield Information" link on the Bournemouth Airport Website.
j) Banner towing aircraft are not permitted.

2 GROUND MOVEMENT

a) Entrance to the east and west aprons from Taxiways Alpha and Bravo is restricted to aircraft with a wingspan not exceeding 60 M. Entrance to the east and west aprons via Taxiway Charlie, Delta or Golf from the north is restricted to aircraft with a wingspan not exceeding 41 M.
b) The following restrictions apply to the use of taxiways:

Entry to aircraft parking facilities and operating bases that are accessed by use of the spur taxiways, that abut Taxiways Victor and Golf, is limited to aircraft with a wingspan not exceeding 15 M and/or wheelspan not exceeding 4.5 M. All other taxiways with the exception of Taxiways Romeo and Tango are 16 M wide and not suitable for use by aircraft with wheelbase more than 18 M and/or wheelspan of 9 M. Taxiways Romeo and Tango are 23 M wide and suitable for use by most current civil aircraft. Taxiway Bravo is 23 M wide and suitable for aircraft up to category E. (Can only be used at the discretion of the Airport Authority when operationally required). That portion of taxiway between the north end of Taxiway Whiskey and the north end of Taxiway Tango is code B with a width of 19.5 M due to the proximity of the Fire Ground Training Area.

c) Due to multiplicity of parking areas, pilots of all outbound aircraft are to state their parked position on initial RTF contact with ATC.
d) Ground Engine running for maintenance/testing is only permitted in accordance with detailed Airport Operational Instructions. All ground running must be booked with ATC (Ext 150) and have the approval of the airport authority. Charges will be in accordance with the current scale of fees and charges airport publication.
e) Compass Swing procedures are permitted at the designated site only. Requests to carry out a Compass Swing must be approved by ATC. Charges will be in accordance with the current Scale of Fees and Charges Airport Publication.
f) Pilots using Taxiways Whiskey and Victor should be alert to the movement of vehicles between European Aviation, Hangar 103 and the remotely parked aircraft on Taxiway Tango. Vehicles may be operating on a 'free-flow' basis.

3 CAT II/IIIA OPERATIONS:

a) ATC Low Visibility Procedures (LVPs) will be initiated whenever the IRVR or meteorological visibility is 1000 M and is forecast to deteriorate or the cloud ceiling is 300 FT and forecast to deteriorate.
b) CAT II/IIIa operations apply whenever the IRVR is less than 600 M and/or the cloud ceiling is less than 200 FT. Only Runway 26 is available for CAT II/IIIa operations.
c) ATC will operate a block-to-block taxi system with only one aircraft allowed in each block. Due to these limitations the arrival rate cannot be greater than 12 aircraft per hour.
d) A ‘Follow-me’ vehicle may be used to escort all arriving and departing aircraft, between aprons and the runway holding points, depending on the prevailing visibility at the time, or if requested by the pilot.
e) The following runway entry/exit points will be closed: Alpha, Charlie, Delta, Echo, Juliet, Mike and November.
f) Runway centre-line spacing is 15 M.
g) During CAT II/IIIa operations, CAT III holding points are in use. Pilots may require to backtrack the Runway and must follow ATC instructions.

4 WARNINGS

a) Three roadways, delineated by white lines, exist between the East and West Apron areas. Pedestrian crossing of the Apron taxi lane is only permitted between the designated points. All pedestrians must wear high visibility clothing. No crossing is permitted when the red stoplights are on.
b) A roadway delineated by solid white lines exists across the taxiway in the vicinity of DRAKEN hangars. These routes are uncontrolled and not visible to ATC. The area is floodlit at night and warning signs are situated at the taxiway edge. Pilots are to exercise particular caution when traversing the area. During Low Visibility Procedures and at night, access is controlled by traffic lights.
c) Pilots are warned, when landing on Runway 26 in strong southwesterly wind conditions, of the possibility of building induced turbulence and/or windshear.
d) Hang-gliders and Paragliders are operating within parts of the Bournemouth CTR coastal area, known as area 'Southbourne' (between Sandbanks and Hengistbury Head) and area 'Barton' (between Hengistbury Head and Barton-on-Sea) not above an altitude of 1000 FT (Bournemouth QNH). When active, promulgated by ATIS.
e) AD may operate outside published operating hours for prearranged flights only.

5 HELICOPTER OPERATIONS

a) All Helicopters capable of ground taxiing will use the Runway for take-off and landing and the taxiways for taxiing. All other helicopters will hover taxi using the runway and taxiways and alight and depart as directed by ATC. Helicopters must avoid overflying parked aircraft.
b) Helicopter circuits operate north of Runway 26 and at a height of 700 FT AGL.

6 USE OF RUNWAYS

a) Use of higher TORA, ASDA and TODA figures for Runway 26, shown at AD 2.13 as Runway 26X, require that traffic lights on the public road immediately to the west of the aerodrome should be illuminated. Aircraft operators or pilots are to ensure that they have notified ATC of their requirements to use the higher declared distances when they request engine start-up clearance. There is a restriction on departures from Runway 26 requiring the higher declared distances between 0730-0900 and 1600-1800 (0630-0800 and 1500-1700) when only three such departures per time period are permitted.
b) Runway 08/26 is compatible for use by wide body aircraft up to code E.
c) Due to RESA limitations all aircraft with a MTWA of 5700 KG or more, cannot use any intermediate departure point of either runway.

7 TRAINING

a) Training for non-Bournemouth based operators is only available by prior arrangement with ATC and subject to local traffic. All Turbine powered and all aircraft above 5700 KG MTWA that require visual circuits will need to comply with the Noise Abatement Procedures (AD 2.21) and may be required to be vectored for sequencing purposes.
b) Any requests for training outside the published Aerodrome Operational Hours are subject to Airport Authority approval.
c) Due to the large numbers of aircraft using the aerodrome for instrument training, a booking system is in operation. Training periods can be booked by application to ATC. The filing of a flight plan does not constitute a booking to carry out instrument training at the aerodrome. Failure to make a booking may result in the aircraft being refused use of the facilities. Pilots unable to make the booked time must inform ATC so that a new booking may perhaps be made. Pilots should inform ATC of booking cancellations. The Slot tolerance for beacon training is +/- 10 min and pilots should be aware that at peak times, not adhering to the slot may result in delays and/or cancellations. The Flow Management for Instrument Route training within Solent CTA is controlled by Southampton Airport. Bookings for route training are in addition to Instrument Training bookings made at this aerodrome.
d) All aircraft going around from an approach to either runway that do not need to comply with the Noise Abatement Procedures, shall not commence a turn before at least 1.0 DME, unless otherwise instructed by ATC for expedition or separation purposes.

EGHH AD 2.21 NOISE ABATEMENT PROCEDURES

1 GENERAL

a) Every operator of aircraft using the aerodrome shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance to the area around the aerodrome.

2 NOISE PREFERENTIAL ROUTES

a) The following Noise Preferential Routes shall apply to all turbine powered/jet aircraft and all other aircraft with a MTWA greater than 5700 KG, unless specifically otherwise instructed by ATC, or deviation required for safety reasons.

i. Take-off Runway 26:

Climb straight ahead to 0.6 DME, then track 270° MAG to 3.1 DME, before commencing any turn. (This also applies to LH and RH Visual Circuits).

ii. Take-off Runway 08:

1. Required track between 001° and 079° MAG: Climb straight ahead to 1.0 DME, then track 075° MAG to 5.6 DME before commencing any turn.
2. Required track between 080° and 259° MAG: Climb straight ahead to 1.0 DME, then track 075° MAG to 4.1 DME before commencing any turn. (This also applies to RH Visual Circuits).
3. Required track between 260° and 360° MAG: Climb straight ahead to 2.0 DME, to be no lower than 1500 FT QNH before commencing any turn. (This also applies to LH Visual Circuits).

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

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

i. Take-off Runway 26:

1. Take-off to 1500 FT QNH;

Power - Normal Take-off;

Speed V2 + 10 KT (+);

Flaps - Set as appropriate.

2. 1500 FT to 3000 FT QNH;

Power - Reduce to climb thrust;

Speed V2 + 10 KT (+);

Flaps - Maintain previous setting.

3. At 3000 FT QNH Retract flaps on schedule and assume normal en-route climb;
4. Between 3000 FT QNH and FL 100: Maximum climb speed 250 KT unless otherwise instructed.

ii. Take-off Runway 08:

1. Take-off to 1500 FT QNH;

   Power - Normal Take-off;

   Speed V2 + 10 KT (+);

   Flaps - Set as appropriate.

2. 1500 FT to 3000 FT QNH;

   Power - Reduce to climb thrust;

   Speed V2 + 10 KT (+);

   Flaps - Maintain previous setting.

3. At 3000 FT QNH accelerate and retract flaps/slats on schedule while maintaining a positive rate of climb;
4. Between 3000 FT QNH and FL100: maximum climb speed 250 KT unless otherwise instructed.

Note: *V2 + 10 KT (+) indicates that V2 + 10 may be exceeded where pitch angle or specific aircraft characteristics are possible limiting factors.*

All light propeller driven aircraft with a MTWA of less than 5700 KG, on departure of either runway, shall not commence a turn before passing 700 FT QNH or 1.0 DME (whichever first), unless otherwise instructed by ATC.

4 ILS APPROACHES

a) When using the ILS in IMC or VMC, all turbine powered aircraft and all other aircraft with a MTWA of 5700 KG or more, shall not descend below 2000 FT QNH before intercepting the glidepath, nor thereafter fly below it. Aircraft approaching without assistance from the ILS or radar shall not at any time follow a descent path lower than that which would result from an approach using guidance from the ILS. Aircraft may be routinely vectored or execute procedural approaches below this level within the SMAA, according to ATC procedures.
b) All turbine powered aircraft and all other Aircraft with a MTWA greater than 5700 KG making Visual Approaches to Runway 26 shall intercept the final approach track at:

   - Not less than 3 DME from the north;
   - Not less than 4.1 DME from the south.

   To Runway 08 at:

   - Not less than 4 DME from either direction.

c) Between 2130-0630 (2030-0530) all aircraft that wish to self position for an ILS or a visual approach shall establish on final approach at no less than 8 DME and not below 2500 FT QNH.

5 CONTINUOUS DESCENT APPROACHES

a) Turbine powered 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 range checks. Pilots who require additional track mileage to facilitate a successful CDA should inform ATC as soon as the requirement is apparent.

6 REVERSE THRUST

a) Pilots are requested to avoid the use of reverse thrust or reverse pitch above idle power settings on landing, consistent with the safe operation of the aircraft.

7 VISUAL CIRCUIT HEIGHT

a) Circuit height for aircraft with a MTWA less than 5700 KG is 1200 FT QNH. For all turbine powered and all other aircraft with a MTWA above 5700 KG, the circuit height is 1500 FT QNH. Aircraft will have to comply with the Noise Preferential Routes and may be required to be vectored for sequencing purposes.
b) Low level circuits are only permitted to the south of the aerodrome and at a height of 700 FT QNH. Maximum two low level circuits per training sortie.

8 ENGINE GROUND RUNNING

a) Engine Ground Running (including idle power) is only permitted Mon-Fri 0800-2000 (0700-1900); Sat 0900-1700 (0800-1600); Sun and PH (idle power only) 0900-1700 (0800-1600). No high power engine runs on Sundays. All Engine Run Sessions must be approved by the Airport Authority and booked through ATC (ext. 150).
b) Use of APU shall be limited as much as possible. APU may be used:

i. 5 minutes after 'On Blocks';
ii. 30 minutes before Estimated Time of Departure (ETD).

EGHH AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR INBOUND AIRCRAFT

a) Standard Inbound Routes.

i. Full routeings are published in the UK Standard Route Document (SRD). IFR traffic inbound to Bournemouth from the ATS Route network will be routed on the designated Standard Arrival Routes and positioned for Bournemouth by ATC. The Standard Arrival Routes are published at AD 2-EGHH-7-1 to 7-4.

b) Inbound Procedures other than from the ATS Route network

i. Inbound aircraft other than from the west should route direct to NDB(L) BIA.

c) Holding Procedures

i. Holding patterns are as follows:

Main Stacks	Holding
Bournemouth NDB(L) BIA (Lowest level 3000 FT ALT)	Holding axis 078° MAG turning left at the facility.
NEDUL (Lowest level 4000 FT ALT)	See AD 2-EGHH-7-4 and Coding Table on AD 2-EGHH-7-7.

2 PROCEDURES FOR OUTBOUND AIRCRAFT

a) The initial departure routes are shown below. Full routeings are published in the UK Standard Route Document (SRD). These routes may be varied at the discretion of ATC (eg. to offer more direct routeing when the traffic situation permits). Pilots must adhere to the Noise Preferential Routes detailed at AD 2.21 before turning onto the specified route. **These routes are not assessed for obstacle clearance and do not constitute Standard Instrument Departure procedures.**

Departing to	Runway	Via	Direction of Turn	Route
North	08	SAM	Left Turn	As per UK SRD
	26	SAM	Right Turn	As per UK SRD
North-West	08	SAM	Left Turn	As per UK SRD
	26	SAM	Right Turn	As per UK SRD
East	08	GWC	Right Turn	As per UK SRD
	26	GWC	Right Turn	As per UK SRD
South	08	THRED	Right Turn	As per UK SRD
	26	THRED	Left Turn	As per UK SRD
West	08	FIR	Left Turn	As per UK SRD
	26	FIR	Direct	As per UK SRD

Note: *See also UK Standard Route Document (available online from NATS/AIS website: http://www.nats.aero/ais.*

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 paragraph 3.4.
b) The routes to be used when leaving the CTR in accordance with the procedures at ENR 1.1 paragraph 3.4 are shown in the table below; the route to be followed is dependent on the position of the aircraft at the time the decision to leave the Airspace is made.

Position at time of decision	Route
Bournemouth NDB BIA	Track 270°(T)

4 FLIGHTS ENGAGED IN INSTRUMENT ROUTE TRAINING - FLOW MANAGEMENT REQUIREMENTS

a) Instrument Route Training may be subject to Air Traffic Flow Management at peak times.
b) All flights planned to engage in Instrument Route Training either wholly or partially within the Solent CTA must:

i. File a flight plan; and
ii. Telephone Bournemouth Approach Control to book a 'Training Slot' within the Solent CTA prior to departure. The telephone number to contact is Bournemouth 01202-364150.

Note: *It should be noted that, normally only one route training detail will be permitted in any 30 minute period.*

c) Instrument Route Training flights operating from Southampton (EGHI) or Bournemouth (EGHH) must conform to the procedures in paragraph 4 b i and ii. These flights will be allocated a take-off time by Bournemouth Approach. A tolerance of take-off time + 15 minutes will be given to allow for ATC or aircraft operation constraints. Aircraft which fail to become airborne within this tolerance, will be required to obtain a new slot.
d) Pilots should note that the preferred Instrument Training Routes and optimum flight levels are as follows:

HI 1	NEDUL - THRED - BIA FL 50.
HI 2	BIA - THRED - NEDUL - FL 50.
HI 3	SAM - CPT - SAM FL 80/70
HI 4	EGHH - SAM - BIA FL 50
HI 5	EGHH - SAM - BIA-EGHH FL 50.
HI 6	EGHI - NEDUL - BIA - SAM - EGHI FL50.
HI 7	EGHI - NEDUL - BIA - SAM - EGHH FL 50

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.

Note: *Refer also to VRPs in use at Southampton.*

6 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the vicinity of, but intending to remain outside Bournemouth CTR, within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Bournemouth Radar frequency, 119.480 MHz, are encouraged to select SSR code 0011.

503620N 0015730W - 504311N 0021212W -
505248N 0021628W - 510128N 0013420W -
505442N 0013925W - 504229N 0013301W -
503620N 0015730W.

b) Selection of 0011 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 0011 pilots should be aware that Bournemouth Radar may make contact in order to ascertain a particular aircraft's intentions/route.
d) When a pilot ceases to maintain a listening watch, code 0011 shall be deselected.

EGHH AD 2.23 ADDITIONAL INFORMATION

a) Model aircraft flying is occasionally active at the following sites, each up to 400 FT AGL:

i. North End House, Avon. 504800.27N 0014746.29W;
ii. Oldfield, Sopley. 504636.08N 0014545.15W;
iii. Avon Model Flying Club, Matchams Lane. 504846.80N 0014948.65W.

Pilots are advised to exercise caution in these areas as flying is not notified by ATC.

EGHH AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGHH-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO

AD 2.EGHH-2-2
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGHH-5-1
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) BUGUP 1S CPT 1S UMBUR 2S - ICAO
AD 2.EGHH-7-1
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) COWLY 1S - ICAO
AD 2.EGHH-7-2
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) ELDAX 1S - ICAO
AD 2.EGHH-7-3
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) THRED 1S - ICAO
AD 2.EGHH-7-4
STANDARD INSTRUMENT ARRIVAL CODING TABLES BUGUP 1S CPT 1S UMBUR 2S COWLY 1S
AD 2.EGHH-7-5
STANDARD INSTRUMENT ARRIVAL CODING TABLES ELDAX 1S THRED 1S
AD 2.EGHH-7-6
RNAV HOLD CODING TABLES NEDUL PEPIS RUDMO SAM
AD 2.EGHH-7-7
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 08 - ICAO
AD 2.EGHH-8-1
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 08 - ICAO
AD 2.EGHH-8-2
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 08 - ICAO
AD 2.EGHH-8-3
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 26 - ICAO
AD 2.EGHH-8-4
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 26 - ICAO
AD 2.EGHH-8-5
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 26 - ICAO
AD 2.EGHH-8-6

EGHH AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

INTENTIONALLY BLANK

AERODROME CHART - ICAO

ARP 504648N 0015033W

AD ELEV 38FT

BOURNEMOUTH
EGHH

AERO INFO DATE 18 JUN 25

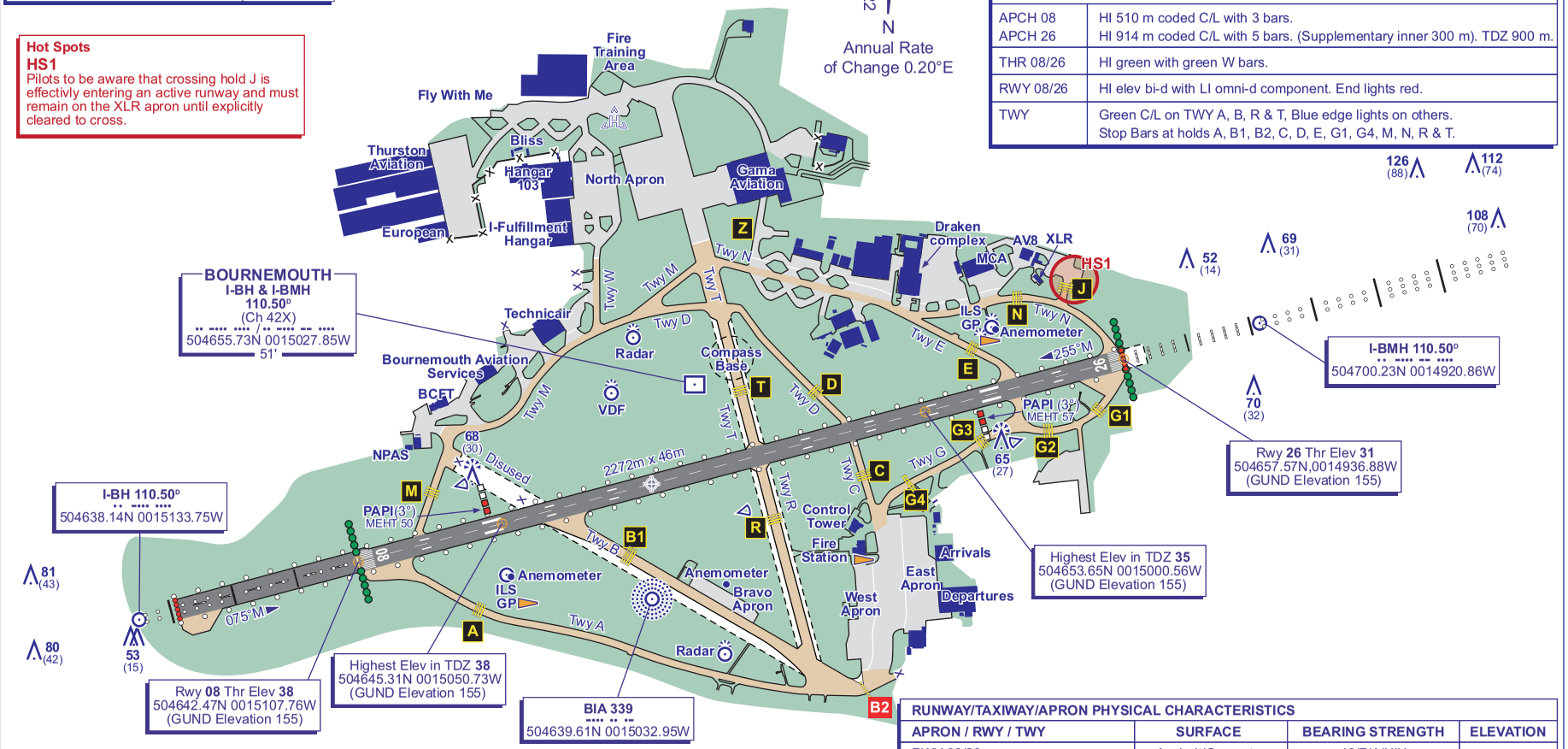
GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.	
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET	
ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	126 (88)

Hot Spots
HS1
Pilots to be aware that crossing hold J is effectivly entering an active runway and must remain on the XLR apron until explicitly cleared to cross.

100 0 100 200 300 400 500 m
500 0 500 1000 1500 ft

VAR 0.0°E - 2022
N
Annual Rate of Change 0.20°E

COM		
ATIS	133.730	BOURNEMOUTH INFO
TWR	125.605	BOURNEMOUTH TOWER
	121.705 (GMC)	BOURNEMOUTH GROUND
	121.600	BOURNEMOUTH FIRE
OTHER	125.605 (A/G)	BOURNEMOUTH RADIO
LIGHTING		
APCH 08 APCH 26	HI 510 m coded C/L with 3 bars. HI 914 m coded C/L with 5 bars. (Supplementary inner 300 m). TDZ 900 m.	
THR 08/26	HI green with green W bars.	
RWY 08/26	HI elev bi-d with LI omni-d component. End lights red.	
TWY	Green C/L on TWY A, B, R & T, Blue edge lights on others. Stop Bars at holds A, B1, B2, C, D, E, G1, G4, M, N, R & T.	



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	**SURFACE**	**BEARING STRENGTH**	**ELEVATION**
RWY 08/26	Asphalt/Concrete	46/F/A/X/U	-
Apron	Asphalt/Concrete	46/F/B/X/U	34 ft amsl
TWY A, B, C, D, E, G, M, N & W	Asphalt	46/F/B/X/U	-
TWY R	Asphalt	46/F/B/Y/U	-
TWY T	Concrete/Asphalt	46/F/B/X/U	-

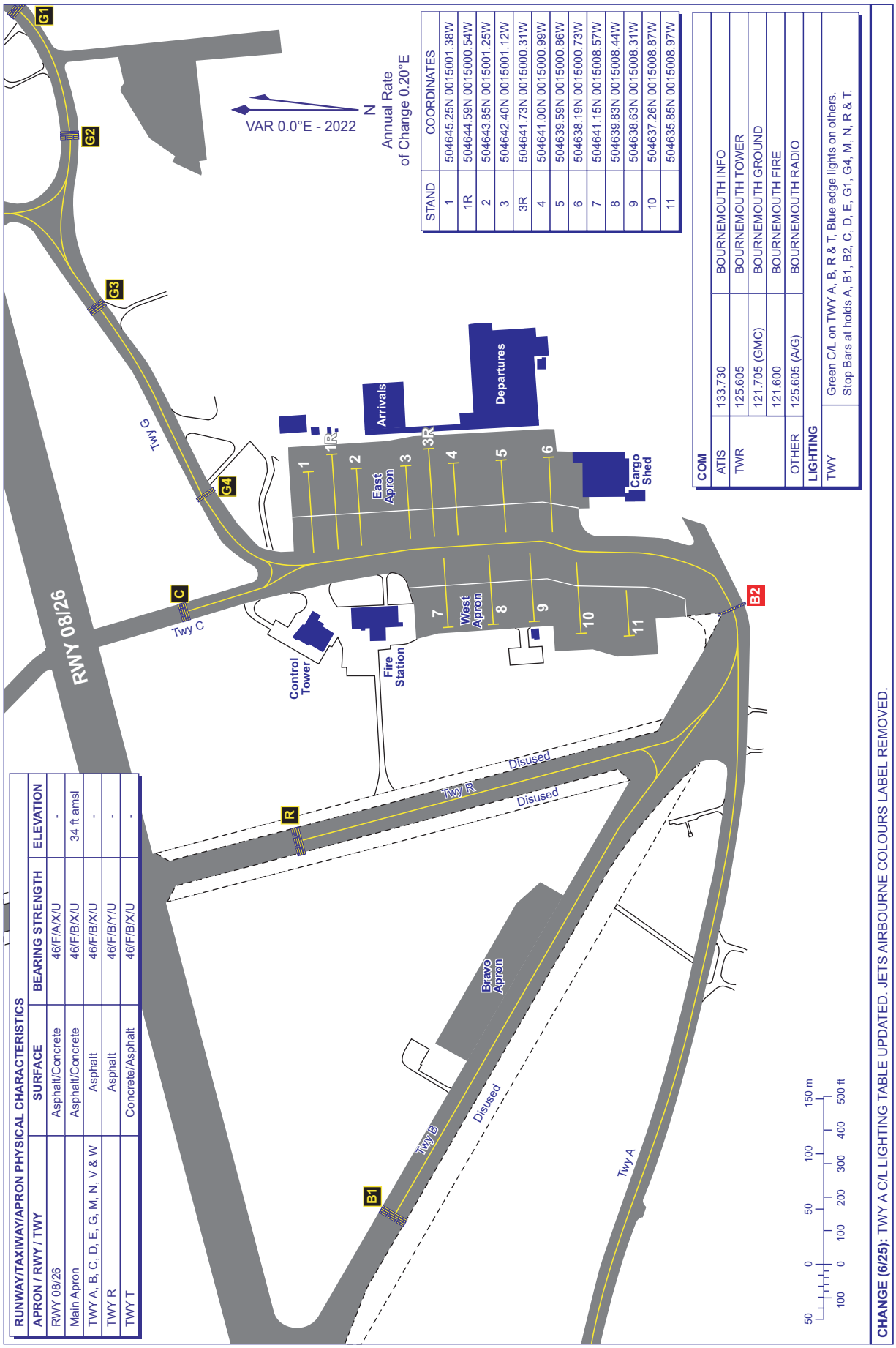
CHANGE (9/25): NORTH APRON. OBSTACLES ADDED. HOT SPOTS. BUILDING LABELS REMOVED. TWY V REMOVED. TWY T & W REDUCED. EDITORIAL.

AIRCRAFT PARKING/DOCKING CHART - ICAO

BOURNEMOUTH EGHH

ARP 504648N 0015033W

AD ELEV 38FT



STAND	COORDINATES
1	504645.25N 0015001.38W
1R	504644.59N 0015000.54W
2	504643.85N 0015001.25W
3	504642.40N 0015001.12W
3R	504641.73N 0015000.31W
4	504641.00N 0015000.99W
5	504639.59N 0015000.86W
6	504638.19N 0015000.73W
7	504641.15N 0015008.57W
8	504639.83N 0015008.44W
9	504638.63N 0015008.31W
10	504637.26N 0015008.87W
11	504635.85N 0015008.97W

COM		
ATIS	133.730	BOURNEMOUTH INFO
TWR	125.605	BOURNEMOUTH TOWER
	121.705 (GMC)	BOURNEMOUTH GROUND
	121.600	BOURNEMOUTH FIRE
OTHER	125.605 (A/G)	BOURNEMOUTH RADIO
LIGHTING		
TWY	Green C/L on TWY A, B, R & T, Blue edge lights on others. Stop Bars at holds A, B1, B2, C, D, E, G1, G4, M, N, R & T.	

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	BEARING STRENGTH	ELEVATION
RWY 08/26	Asphalt/Concrete	46/F/A/X/U	-
Main Apron	Asphalt/Concrete	46/F/B/X/U	34 ft amsl
TWY A, B, C, D, E, G, M, N, V & W	Asphalt	46/F/B/X/U	-
TWY R	Asphalt	46/F/B/Y/U	-
TWY T	Concrete/Asphalt	46/F/B/X/U	-

CHANGE (6/25): TWY A C/L LIGHTING TABLE UPDATED. JETS AIRBOURNE COLOURS LABEL REMOVED.

AERO INFO DATE 04 APR 25

AD 2-EGHH-2-2

EGGD — BRISTOL

EGGD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGGD — BRISTOL

EGGD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 512258N Long: 0024309W Mid point of Runway 09/27.
2	Direction and distance from city	7 NM SW of Bristol.
3	Elevation / Reference temperature / Mean Low Temperature	622 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	164 FT
5	Magnetic Variation / Annual Change	0.36°W (2022) / 0.20°E
6	AD Administration Address Telephone Telefax	BRISTOL AIRPORT LTD Bristol Airport, Bristol, BS48 3DY. 01275-473712 (ATC/TWR) 01275-473713 (ATC/TWR) 01275-473714 (ATC/TWR) 01275-474800 01275-474482 (ATC)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	All telephone calls to ATC will be recorded.

EGGD AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24 Subject to notified movements
3	Health and sanitation	
4	AIS Briefing Office	H24 Self-briefing.
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	H24 Self-briefing.
7	ATS	H24 See also AD 2.18.
8	Fuelling	AVTUR JET A-1: 0500-2359 (H24); and by arrangement. Sustainable Aviation Fuel: Available by arrangement from Centreline, Tel: 01174-502763.
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	Between 2300-0700 (2200-0600) Prior Permission Required. A night surcharge will apply to all landings between 2200-0700 (2100-0600).

EGGD AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVTUR JET A-1
3	Fuelling facilities/capacity	Up to 1600 lt/Minute.
4	De-icing facilities	
5	Hangar space for visiting aircraft	Limited. For light aircraft only on the southside.
6	Repair facilities for visiting aircraft	Limited for light aircraft.

7	Remarks	Oxygen available on request. Mandatory handling for all aircraft. Handling agencies are: Centreline: Tel: 01174-502763; Channel: 131.965. DHL: Tel: 01275-473554 or 01275-473629. Swissport: Tel: 01275-472776; Fax: 01275-474514. Due to limited General Aviation parking facilities on the south side of the aerodrome, no further aircraft are to be based without prior permission from the appropriate mandated handling agent. PPR for all non-based aircraft requiring overnight parking on the south side of the aerodrome from the appropriate mandated handling agent.

EGGD AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotel on aerodrome.
2	Restaurants	Restaurant, Cocktail bar
3	Transportation	Buses, taxis, trains. Nearest railway station Bristol Temple Meads 7 NM.
4	Medical facilities	Limited first aid treatment.
5	Bank and Post Office	Bureau de change.
6	Tourist Office	
7	Remarks	

EGGD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A8 RFF Category 9 accepted under remission.
2	Rescue equipment	1x Fire Command Vehicle, 1x Major Foam Appliance, 4x Major Foam Appliances with Extending Boom Technology.
3	Capability for removal of disabled aircraft	120,000 KG MTWA (if tow bar available and aircraft can be rolled). Full list of equipment available from RFFS. Contact: 01275-473690 (Watch Room).
4	Remarks	

EGGD AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical de-icing.
2	Clearance priorities	Runway 09/27. Taxiway A, B, G, Z. Apron.
3	Remarks	Runway de-iced/anti-iced with KFOR/NAAC.

3	Remarks	Latest information from: Tel: Operations 01223-373535.

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

1	Apron surface and strength	12 Surface: Concrete and asphalt PCN 8/R/C/W/T 16 Surface: Concrete PCN 23/R/C/W/T 17 Surface: Concrete and asphalt PCN 50/R/C/W/T 2 PCN 22/R/C/W/T CUSTOMS APRON NORTH PCN 17/R/C/W/T CUSTOMS APRON SOUTH PCN 23/R/C/X/T EASTERN APRON Surface: Concrete PCN 14/R/C/X/T
2	Taxiway width, surface and strength	Taxiway A FROM B: 15 M Surface: Concrete PCN 14/R/C/X/T Taxiway A FROM RWY TO B: 20 M Surface: Concrete PCN 42/R/C/X/T Taxiway B: 20 M Surface: Asphalt PCN 15/R/C/X/T Taxiway C FROM RWY TO A: 15 M Surface: Asphalt PCN 24/F/C/X/U Taxiway D: 23 M Surface: Concrete PCN 50/R/C/W/T Taxiway E: 12 M Surface: Concrete PCN 11/R/C/W/T Taxiway F: 23 M Surface: Concrete PCN 39/R/C/X/T
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	All parking under marshaller guidance or as directed by ATC. See AD 2.EGSC-2-2 Aircraft Parking and Docking Chart for the location of aircraft parking spots.

2	Runway and taxiway markings and lighting	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. Runway light(s): Runway Turn Pad lighting blue elevated edge. Taxiway marking aid(s): Taxiway centre-line marking. Blue reflective markers on Alpha, Bravo and Foxtrot. Taxiway light(s): Runway guard lights and signs at each holding point to the main runway. Blue edge lights on Charlie and Delta.
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. Expected duration August 2026.

12 CARDIFF CITY HELIPORT (EGFC)

a) **Landing and Taking Off Within Congested Areas**

i. When a landing or take-off is intended at Cardiff Heliport, which is situated within a congested area, compliance with the following procedures is required under the Standardised European Rules of the Air SERA.3105 Minimum Heights and as notified under Rules of the Air Regulations 2015 Rule 5(1)(a).
ii. Notified Procedures:

1. Landing and take-off shall only be performed with the permission of the person in charge of the aerodrome;
2. Except when necessary for take-off or landing at the aerodrome, aircraft shall not be flown over the congested area unless at such a height as will permit, in the event of an emergency arising, including a critical engine failure, a landing to be made without undue hazard to persons or property on the surface. This height shall be at least 300 M (1000 FT) above the highest obstacle within a radius of 600 M from the aircraft; and
3. Approach and departure shall be made over clear areas so that a safe forced landing can be achieved in the event of engine failure.

b) **Use Requirements**

Use of Cardiff City Heliport is subject to a strict PPR policy. A Full briefing pack must be downloaded from www.cardiffheliport.com prior to landing at the Heliport.

c) **Controlled Airspace**

Permission to operate at Cardiff City Heliport does not constitute permission to enter controlled airspace. The controlling authority of the relevant controlled airspace shall be contacted in accordance with standard airspace procedures.

13 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the vicinity of, but intending to remain outside the Cardiff controlled airspace within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Cardiff Approach frequency, 119.155 MHz, are encouraged to select SSR code 3636.

515324N 0032556W - 515122N 0031317W -
515034N 0030532W - 513945N 0024042W -
512715N 0030058W - 512349N 0030302W -
510900N 0030300W - 510306N 0030723W -
505955N 0031044W - 510140N 0033616W -
512432N 0034819W - 515324N 0032556W.

b) Selection of 3636 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 Cardiff controlled airspace at all times.
c) Whilst squawking 3636, pilots should be aware that Cardiff 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 3636 shall be deselected.

EGFF AD 2.23 ADDITIONAL INFORMATION

Not applicable.

EGFF AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGFF-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGFF-2-2
CONTROL ZONE and CONTROL AREA CHART - LOCAL FLYING and ENTRY EXIT PROCEDURES
AD 2.EGFF-4-1
ST ATHAN LOCAL FLYING ZONE
AD 2.EGFF-4-2
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGFF-5-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) LEKCI 1B - ICAO
AD 2.EGFF-6-1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) BCN 1A 1B (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGFF-6-2
STANDARD DEPARTURE CHART - INSTRUMENT (SID) EXMOR 1A 1B - ICAO
AD 2.EGFF-6-3
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) WEVBE 1C ELREW 1C - ICAO
AD 2.EGFF-7-1
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) FIFAH 1C - ICAO
AD 2.EGFF-7-2
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) ICTAM 2C - ICAO
AD 2.EGFF-7-3
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) DAWLY 1C - ICAO
AD 2.EGFF-7-4
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART – INSTRUMENT (STAR) TOJAQ 2C - ICAO
AD 2.EGFF-7-5
RNAV1 STANDARD ARRIVAL CHART – INSTRUMENT (STAR) BAJJA 1C - ICAO
AD 2.EGFF-7-6
STANDARD INSTRUMENT ARRIVAL CODING TABLES WEVBE 1C ELREW 1C FIFAH 1C
AD 2.EGFF-7-7
STANDARD INSTRUMENT ARRIVAL CODING TABLES ICTAM 2C DAWLY 1C
AD 2.EGFF-7-8
STANDARD INSTRUMENT ARRIVAL CODING TABLES TOJAQ 2C BAJJA 1C
AD 2.EGFF-7-9
RNAV HOLD CODING TABLES CDF
AD 2.EGFF-7-10
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 12 - ICAO
AD 2.EGFF-8-1
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 12 - ICAO
AD 2.EGFF-8-2
INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 12 - ICAO
AD 2.EGFF-8-3
INSTRUMENT APPROACH CHART RNP RWY 12 - ICAO
AD 2.EGFF-8-4
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 12 - ICAO
AD 2.EGFF-8-5
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) y RWY 30 (CAT A,B) - ICAO
AD 2.EGFF-8-6
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) z RWY 30 (CAT C,D) - ICAO
AD 2.EGFF-8-7
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) y RWY 30 (CAT A,B) - ICAO
AD 2.EGFF-8-8
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) z RWY 30 (CAT C,D) - ICAO
AD 2.EGFF-8-9
INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 30 - ICAO
AD 2.EGFF-8-10
INSTRUMENT APPROACH CHART RNP RWY 30 - ICAO
AD 2.EGFF-8-11
INSTRUMENT APPROACH CHART NDB(L) DME y RWY 30 (ACFT CAT A,B) - ICAO
AD 2.EGFF-8-12
INSTRUMENT APPROACH CHART NDB(L) DME z RWY 30 (ACFT CAT C,D) - ICAO
AD 2.EGFF-8-13
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 12
AD 2.EGFF-8-14
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 30
AD 2.EGFF-8-15

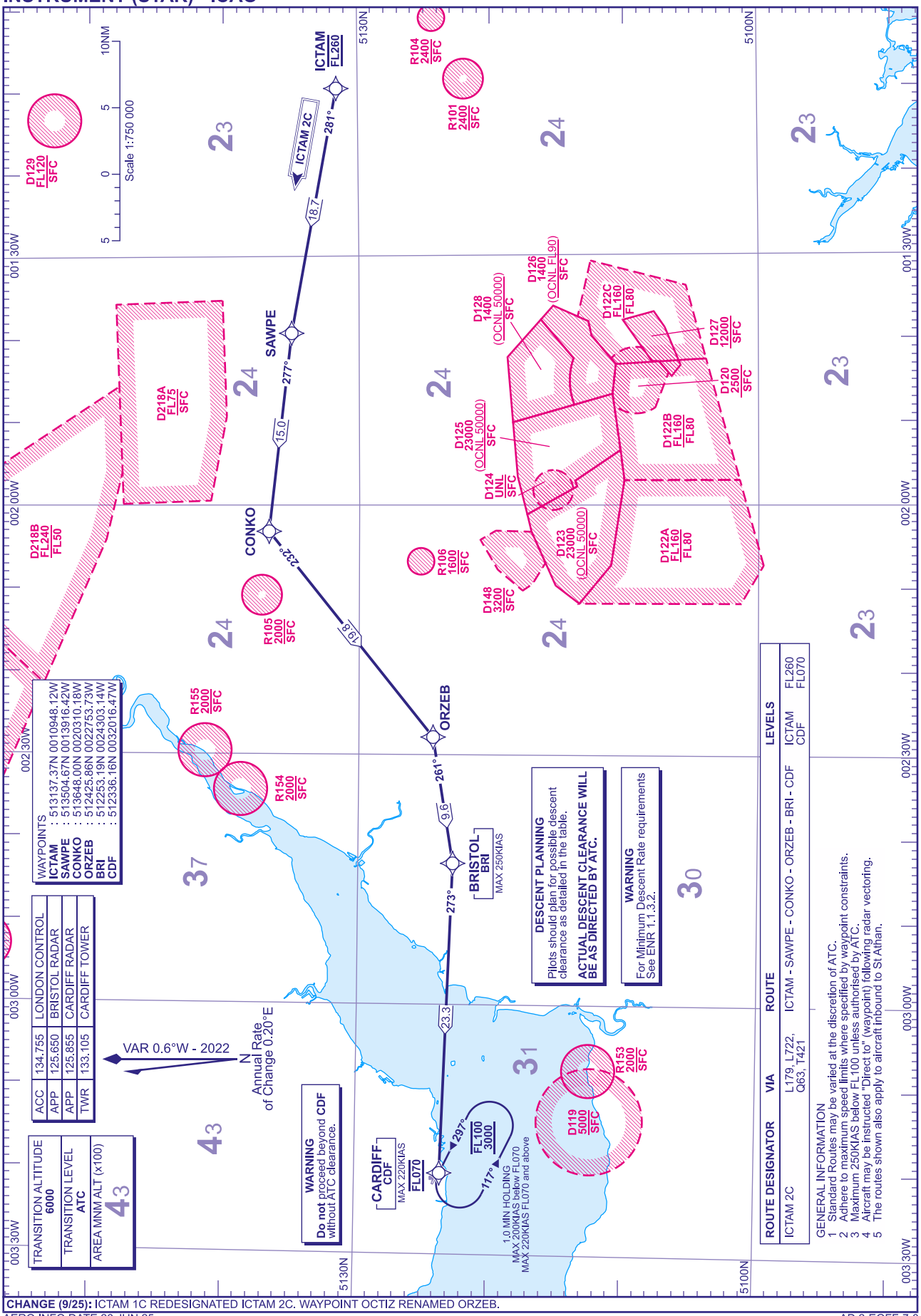
EGFF AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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

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

CARDIFF ICTAM 2C



CHANGE (9/25): ICTAM 1C REDESIGNATED ICTAM 2C. WAYPOINT OCTIZ RENAMED ORZEB.

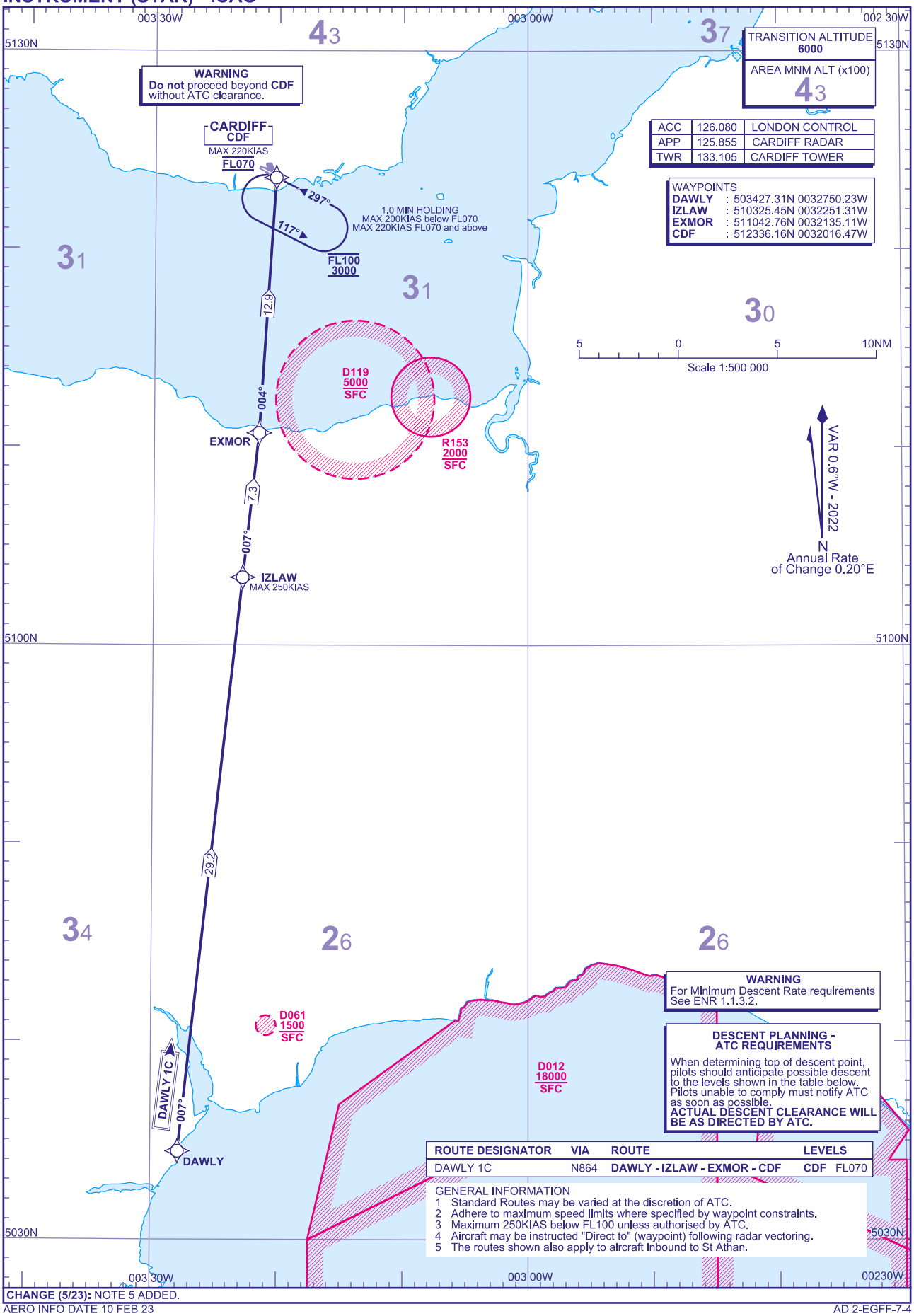
AERO INFO DATE 26 JUN 25

AD 2-EGFF-7-3

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

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

CARDIFF DAWLY 1C



CHANGE (5/23): NOTE 5 ADDED.

AERO INFO DATE 10 FEB 23

AD 2-EGFF-7-4

Standard Instrument Arrival Coding Tables

CARDIFF WEVBE 1C

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
WEVBE1C	001	IF	WEVBE	520736.93N 0025921.14W	N	-	-	-	-	FL160	-	RNAV5
WEVBE1C	002	TF	UBCAM	515704.18N 0030012.19W	N	183° (182.9°)	-0.6	10.6	-	FL150	-	RNAV5
WEVBE1C	003	TF	ACBAZ	514440.67N 0030214.79W	N	186° (185.8°)	-0.6	12.5	RIGHT	-	-	RNAV5
WEVBE1C	004	TF	KUKIS	514156.23N 0030436.53W	N	209° (208.2°)	-0.6	3.1	-	-	-250	RNAV5
WEVBE1C	005	TF	CDF	512336.16N 0032016.47W	N	209° (208.2°)	-0.6	20.8	-	FL070	-220	RNAV5

CARDIFF ELREW 1C

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
ELREW1C	001	IF	ELREW	520750.16N 0030638.15W	N	-	-	-	-	FL160	-	RNAV5
ELREW1C	002	TF	DIZIM	520223.59N 0031107.44W	N	208° (207.0°)	-0.6	6.1	LEFT	-	-	RNAV5
ELREW1C	003	TF	BCN	514331.89N 0031546.92W	N	189° (188.7°)	-0.6	19.1	-	-	-250	RNAV5
ELREW1C	004	TF	CDF	512336.16N 0032016.47W	N	189° (188.0°)	-0.6	20.1	-	FL070	-220	RNAV5

CARDIFF FIFAH 1C

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
FIFAH1C	001	IF	FIFAH	515248.51N 0041534.00W	N	-	-	-	-	FL170	-	RNAV5
FIFAH1C	002	TF	AMMAN	515025.95N 0035954.00W	N	104° (103.7°)	-0.6	10.0	-	-	-	RNAV5
FIFAH1C	003	TF	BCN	514331.89N 0031546.92W	N	104° (103.9°)	-0.6	28.3	RIGHT	-	-250	RNAV5
FIFAH1C	004	TF	CDF	512336.16N 0032016.47W	N	189° (188.0°)	-0.6	20.1	-	FL070	-220	RNAV5

CHANGE (3/23): PAGE RENUMBERED.
AERO INFO DATE 05 JAN 23

Standard Instrument Arrival Coding Tables

CARDIFF ICTAM 2C

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
ICTAM2C	001	IF	ICTAM	513137.37N 0010948.12W	N	-	-	-	-	FL260	-	RNAV5
ICTAM2C	002	TF	SAWPE	513504.67N 0013916.42W	N	281° (280.8°)	-0.6	18.7	-	-	-	RNAV5
ICTAM2C	003	TF	CONKO	513648.00N 0020310.18W	N	277° (276.8°)	-0.6	15.0	LEFT	-	-	RNAV5
ICTAM2C	004	TF	ORZEB	512425.86N 0022753.73W	N	232° (231.4°)	-0.6	19.8	RIGHT	-	-	RNAV5
ICTAM2C	005	TF	BRI	512253.19N 0024303.14W	N	261° (260.8°)	-0.6	9.6	RIGHT	-	-250	RNAV5
ICTAM2C	006	TF	CDF	512336.16N 0032016.47W	N	273° (272.0°)	-0.6	23.3	-	FL070	-220	RNAV5

CARDIFF DAWLY 1C

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
DAWLY1C	001	IF	DAWLY	503427.31N 0032750.23W	N	-	-	-	-	-	-	RNAV5
DAWLY1C	002	TF	IZLAW	510325.45N 0032251.31W	N	007° (006.2°)	-0.6	29.2	-	-	-250	RNAV5
DAWLY1C	003	TF	EXMOR	511042.76N 0032135.11W	N	007° (006.3°)	-0.6	7.3	LEFT	-	-	RNAV5
DAWLY1C	004	TF	CDF	512336.16N 0032016.47W	N	004° (003.6°)	-0.6	12.9	-	FL070	-220	RNAV5

CHANGE (9/25): ICTAM 1C REDESIGNATED ICTAM 2C. WAYPOINT OCTIZ RENAMED ORZEB.
AERO INFO DATE 26 JUN 25

AERODROME CHART - ICAO

ARP 524952N 0011940W

AD ELEV 306FT

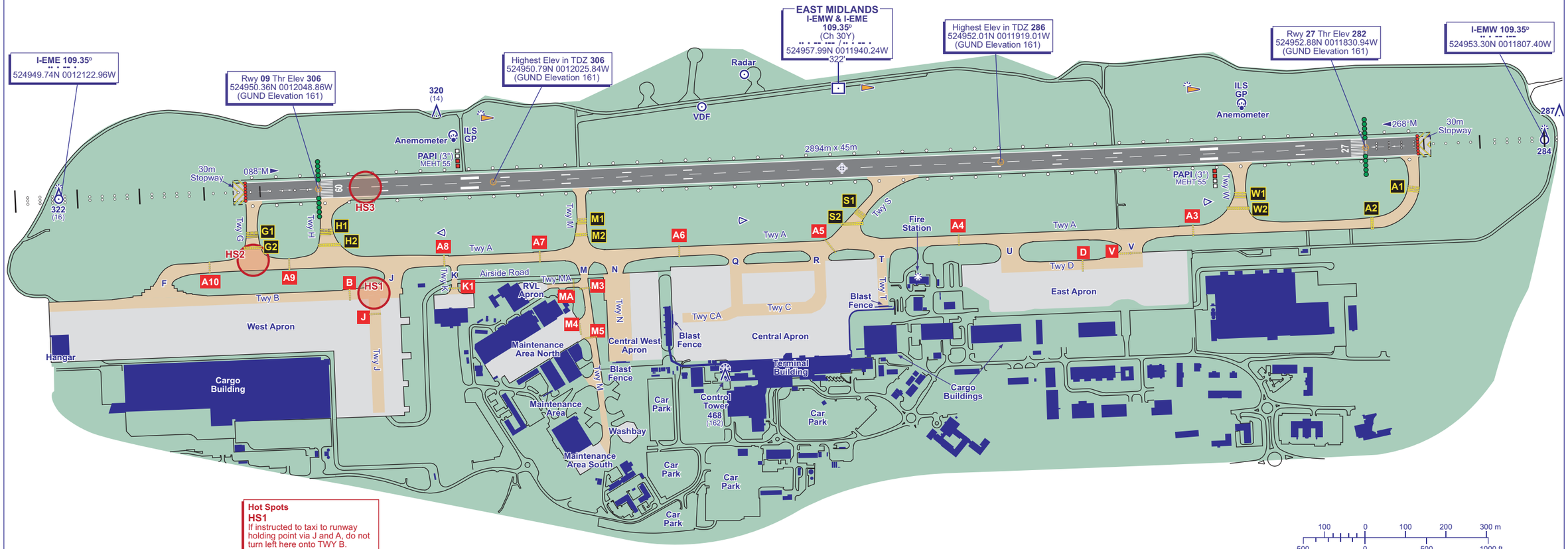
EAST MIDLANDS
EGNX

VAR 0.0°W - 2022
N
Annual Rate of Change 0.20°E

370 (64)

GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.	
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET	
ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	**468** (162)

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
RWY / TWY / APRON	**SURFACE**	**BEARING STRENGTH**
RWY 09/27	Asphalt (Ungrooved PFC)	87/F/C/W/T
Central Apron	Concrete	63/R/D/X/U
Central-West Apron	Concrete	74/R/C/W/T
East Apron	Concrete	63/R/D/X/U
West Apron	Concrete	78/R/C/W/T
TWY A, G, H, M, S, W	Asphalt	66/F/C/W/U
TWY F	Concrete	78/R/C/W/T
TWY K	Asphalt	32/F/D/X/T
Taxilane B, J	Concrete	78/R/C/W/T
Taxilane C, CA, D, Q, R, T, U, V	Concrete	63/R/D/X/U
Taxilane N	Concrete	74/R/C/W/T



Hot Spots

HS1
If instructed to taxi to runway holding point via J and A, do not turn left here onto TWY B.

HS2
Potential routing error. Taxiing west on TWY A for RWY 09 departure, be aware of potential to inadvertently pass TWY G.

HS3
Potential LVP routing error. When landing RWY 27 during LVPs, pass THR 09 and exit at TWY G, not inadvertently TWY H.

100 0 100 200 300 m
500 0 500 1000 ft

COM		
ATIS	122.680	EAST MIDLANDS INFO
TWR	124.005	EAST MIDLANDS TOWER
	121.905 (GMC)	EAST MIDLANDS GROUND
	121.600	EAST MIDLANDS FIRE

LIGHTING	
APCH 09/27	HI 900 m coded C/L with 5 bars. LI 420 m C/L with 1 bar.
THR 09 THR 27	HI green with green W bars. HI green with green W bars.
RWY 09/27	HI inset bi-d. Colour coded C/L. TDZ RWY 27 900 m. End lights red.
TWY	Green C/L with blue edge on corners. Turn-offs amber and green C/L with blue edge lights. Taxi holding positions.

CHANGE (6/25): RWY LIGHTING BOX TEXT.

AERO INFO DATE 01 APR 25

AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO

ARP 524952N 0011940W

AD ELEV 306FT

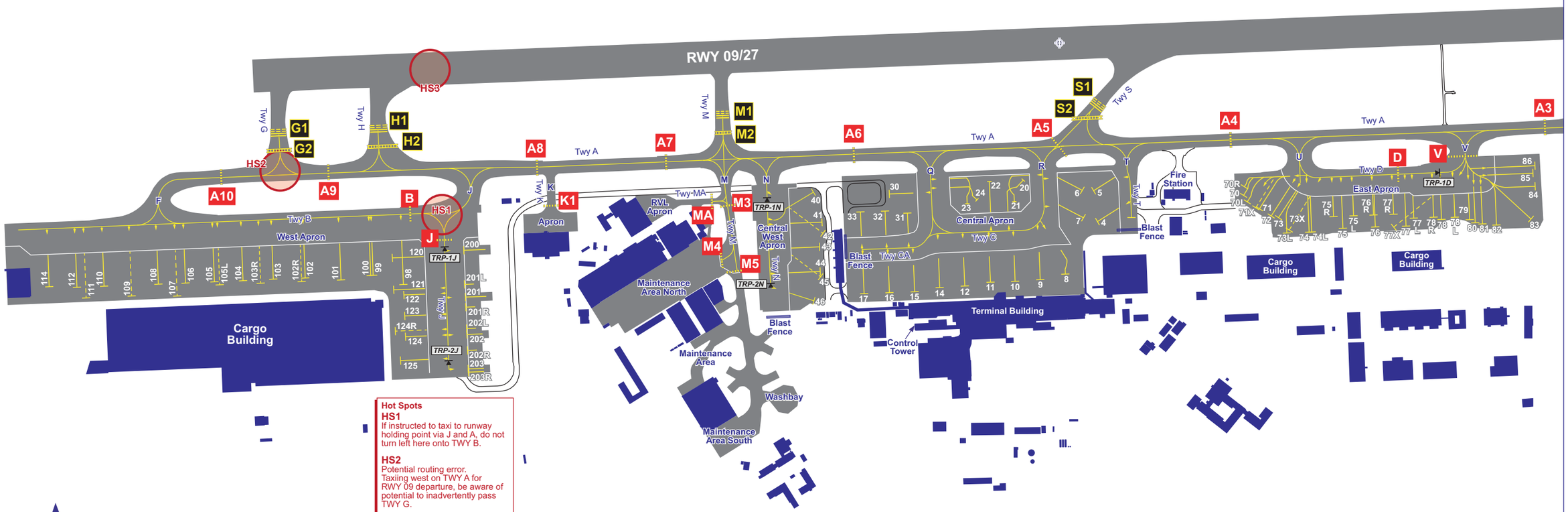
EAST MIDLANDS
EGNX

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
RWY / TWY / APRON	**SURFACE**	**BEARING STRENGTH**
RWY 09/27	Asphalt (Ungrooved PFC)	87/F/C/W/T
Central Apron	Concrete	63/R/D/X/U
Central-West Apron	Concrete	74/R/C/W/T
East Apron	Concrete	63/R/D/X/U
West Apron	Concrete	78/R/C/W/T
TWY A, G, H, M, S, W	Asphalt	66/F/C/W/U
TWY F	Concrete	78/R/C/W/T
TWY K	Asphalt	32/F/D/X/T
Taxilane B, J	Concrete	78/R/C/W/T
Taxilane C, CA, D, Q, R, T, U, V	Concrete	63/R/D/X/U
Taxilane N	Concrete	74/R/C/W/T

Tug Release Point with a/c taxi orientation.
TRP

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

STAND	COORDINATES	STAND	COORDINATES	STAND	COORDINATES	STAND	COORDINATES	STAND	COORDINATES	STAND	COORDINATES
4	524941.01N 0011937.63W	30	524942.80N 0011957.99W	70	524942.53N 0011923.36W	77R	524941.30N 0011908.75W	98	524937.71N 0012045.60W	114	524937.81N 0012120.22W
5	524942.83N 0011938.04W	31	524941.65N 0011956.24W	70L	524942.18N 0011922.98W	77X	To be surveyed	99	524938.30N 0012048.56W	120	524939.32N 0012046.66W
6	524942.81N 0011939.05W	32	524941.80N 0011958.41W	70R	524943.05N 0011923.26W	78	To be surveyed	100	524938.29N 0012048.78W	121	524937.43N 0012046.57W
7	524941.19N 0011938.97W	33	524941.76N 0012000.82W	71	524941.76N 0011921.77W	78L	To be surveyed	101	524938.04N 0012051.69W	122	524937.12N 0012045.56W
8	524937.98N 0011940.86W	40	To be surveyed	71X	To be surveyed	78R	To be surveyed	102	524938.18N 0012055.19W	123	524935.88N 0012045.50W
9	524937.65N 0011943.31W	41	To be surveyed	72	524941.30N 0011920.66W	79	To be surveyed	102R	To be surveyed	124	524934.65N 0012045.44W
10	524937.56N 0011945.78W	42	524940.50N 0012004.52W	73	524941.20N 0011919.98W	80	524940.74N 0011900.79W	103	524938.13N 0012058.31W	124R	To be surveyed
11	524937.52N 0011948.18W	43	524939.71N 0012004.91W	73X	To be surveyed	81	524940.68N 0011900.05W	103R	To be surveyed	125	524933.25N 0012045.36W
12	524937.32N 0011950.70W	44	To be surveyed	73L	524940.26N 0011919.22W	82	524940.60N 0011858.69W	104	524938.06N 0012101.27W	200	524939.73N 0012039.64W
14	524937.23N 0011953.16W	45	To be surveyed	74	524940.30N 0011917.04W	83	524940.85N 0011855.22W	105	524938.01N 0012104.07W	201L	524937.71N 0012039.54W
15	524937.00N 0011955.61W	46	To be surveyed	74L	524940.30N 0011916.79W	84	524942.82N 0011854.79W	105L	To be surveyed	201	524936.96N 0012039.50W
16	524936.96N 0011958.08W			75	To be surveyed	85	524943.65N 0011855.10W	106	524937.95N 0012106.90W	201R	524936.40N 0012039.47W
17	524936.91N 0012000.54W			75L	To be surveyed	86	524944.09N 0011854.88W	107	524937.19N 0012107.72W	202L	524935.09N 0012039.41W
20	524943.55N 0011944.91W			75R	524941.20N 0011914.62W			108	524937.90N 0012109.55W	202	524934.75N 0012039.39W
21	524942.19N 0011945.84W			76	To be surveyed			109	524937.22N 0012112.17W	202R	524933.80N 0012039.34W
22	524943.49N 0011948.22W			76R	To be surveyed			110	524937.81N 0012114.86W	203	524932.72N 0012039.29W
23	524942.10N 0011950.46W			77	To be surveyed			111	524937.13N 0012116.62W	203R	524932.51N 0012039.28W
24	524942.41N 0011949.45W			77L	To be surveyed			112	524937.76N 0012117.51W		



Hot Spots

HS1
If instructed to taxi to runway holding point via J and A, do not turn left here onto TWY B.

HS2
Potential routing error. Taxiing west on TWY A for RWY 09 departure, be aware of potential to inadvertently pass TWY G.

HS3
Potential LVP routing error. When landing RWY 27 during LVPs, pass THR 09 and exit at TWY G, not inadvertently TWY H.

VAR 0.0°W - 2022
N
Annual Rate of Change 0.20°E

50 0 50 100 150 m
100 0 500 ft

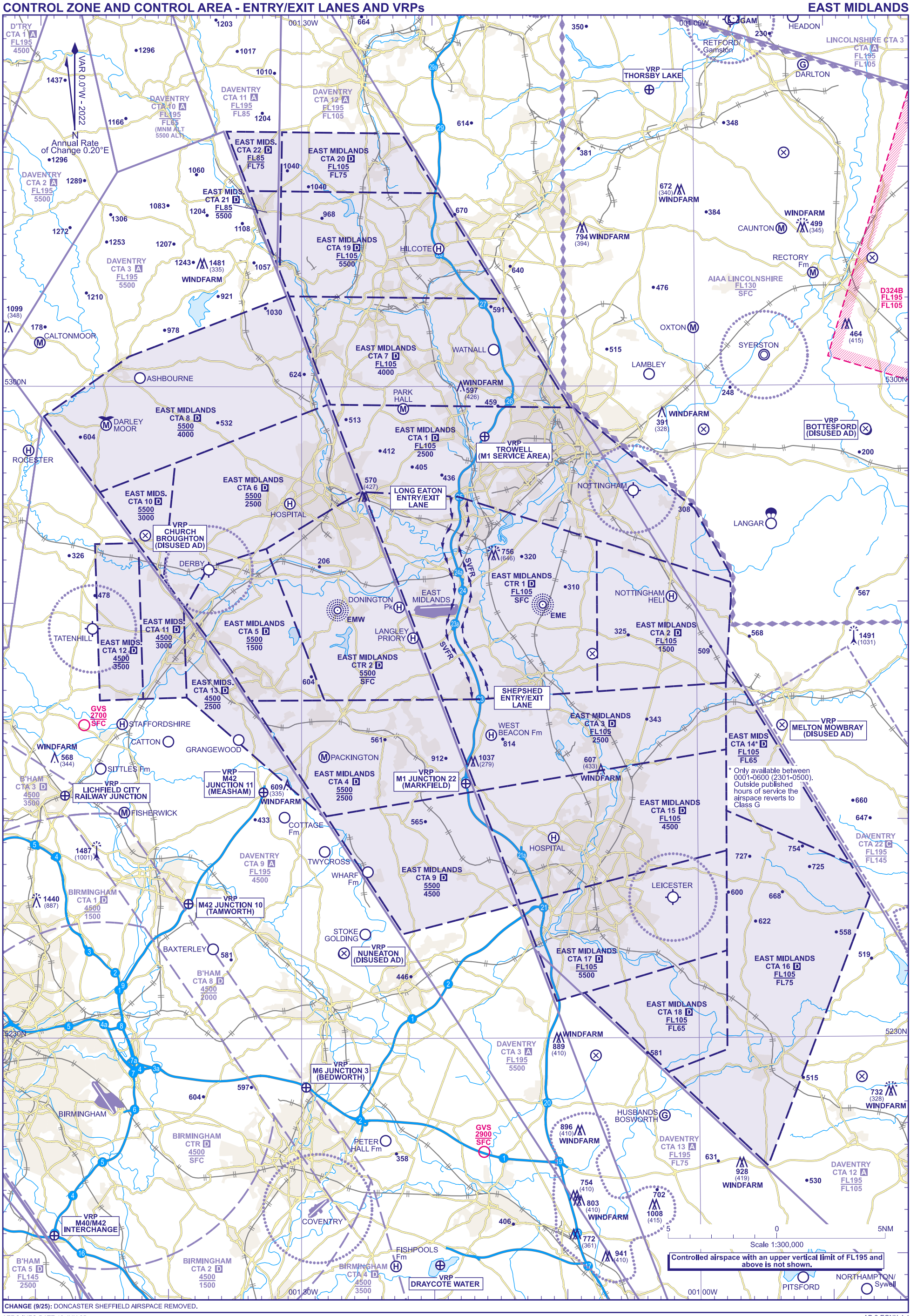
COM		
ATIS	122.680	EAST MIDLANDS INFO
TWR	124.005	EAST MIDLANDS TOWER
	121.905 (GMC)	EAST MIDLANDS GROUND
	121.600	EAST MIDLANDS FIRE
LIGHTING		
TWY	Green C/L with blue edge on corners. Turn-offs amber and green C/L with blue edge lights. Taxi holding positions.	

CHANGE (9/25): NEW STANDS 102R, 103R, 105L, 124R, 71X, 73X & 77X. EAST APRON STANDS MODIFIED.

AERO INFO DATE 12 JUN 25

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

EAST MIDLANDS



CHANGE (9/25): DONCASTER SHEFFIELD AIRSPACE REMOVED.

AERO INFO DATE 12 JUN 25

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EGPH AD 2.21 NOISE ABATEMENT PROCEDURES

All aircraft inbound to or outbound from 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) Any aircraft using the aerodrome shall be operated in such a way that it will not cause a noise reading of more than 94 dBA Lmax by day 0600-2330 (0500-2230) or 87 dBA Lmax by night 2330-0600 (2230-0500) at the relevant noise monitoring terminal(s); the measured noise reading for the event will be taken as the highest recorded at any single noise monitoring terminal.

   The sites of the aircraft noise monitoring terminals relating to Edinburgh Airport are:

   - EDI 01 - Houston Industrial Estate, Livingston. NT 0620 6903 - *555418N 0033006W;
   - EDI 02 - Scottish Power, Broxburn. NT 0924 7061 - *555508N 0033202W;
   - EDI 03 - Cramond Kirk Manse, Cramond. NT 1902 7650 -*555829N 0031757W.

b) For visual approaches to Runway 06/24 the following limitations will apply:

   i. Propeller driven aircraft whose MTWA does not exceed 5700 KG will not join the final approach to the runway below 1000 FT AAL.
   ii. All visual approaches from the south to Runway 24 by aircraft with an MTWA in excess of 5700 KG are to be made from a position not less than 7 NM DME on the extended centreline. Aircraft are not to descend below 2000 FT QNH until after crossing the Firth of Forth coastline northbound. All visual approaches from the north to Runway 24 by aircraft with an MTWA in excess of 5700 KG are to be made from a position not less than 4 NM DME on the extended centreline. Aircraft approaching Runway 06 are to join the extended runway centreline at a height of not less than 1500 FT.

c) With the exception of aircraft in an emergency, between the hours of 2230-0630 (2130-0530), no visual approaches to Runway 06/24 are permitted for IFR aircraft. All IFR aircraft to carry out ILS approaches under ATC control.
d) Aircraft using the ILS shall not descend below 3000 FT (Edinburgh QNH), unless instructed by ATC, before intercepting the glidepath nor thereafter fly below it. Aircraft landing without assistance from ILS or radar shall follow a descent path which will not result in their being at any time lower than the nominal ILS glidepath.
e) The Noise Preferential Routeings 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 otherwise instructed by ATC or unless deviations are required in the interests of safety.
f) Noise Preferential Routes must be strictly adhered to. Direct routeings etc offered by ATC should only be taken up after completion of the NPR, unless a mandatory instruction is given or an emergency situation prevails.

Take-off Runway	ATC Clearance	Procedure
06	Via TLA VOR	Climb straight ahead to I-VG D0.5 or 635 QNH, whichever is earlier, then turn left to track 043 then at I-VG D7 turn right onto track 143. At TLA VOR R023 (I-VG/ I-TH D12) turn right to intercept TLA VOR R025 to TLA VOR. NPR terminates at TLA VOR D30.
	Via SAB VOR or NATEB	Climb straight ahead to I-VG D0.5 or 635 QNH, whichever is earlier, then turn left to track 043 then at I-VG D7 turn right towards SAB or NATEB. **Warning:** Pilots are reminded that UK Danger Area EGD512B lies on the direct track from the end of the NPR to NATEB. NPR terminates at I-VG D7.
	Via GRICE	Climb straight ahead to I-VG D0.5 or 635 QNH, whichever is earlier, then turn left to track 043. At I-VG D3 turn left onto SAB VOR 285. Cross SAB D46 above 4500 (5.1%). NPR terminates at 3000.
	Via GOSAM (P600/UL612)	Climb straight ahead to I-VG D0.5 or 635 FT QNH, whichever is earlier, then turn left to track 043. Then At I-VG D3, turn left onto GOW VOR R076 to CUMBO. Cross GOW D35 at 5000 or above (8%). Cross GOW D30 at 6000. NPR terminates at 6000.
	Other Routes	Climb straight ahead to I-VG D0.5 or 635 QNH, whichever is earlier, then turn left to track 043, until I-VG D7 before turning on course. NPR terminates at I-VG D7.

Take-off Runway	ATC Clearance	Procedure
24	Via TLA VOR	Climb straight ahead to UW NDB. At I-TH D7 turn left onto TLA VOR R344 to TLA VOR. NPR terminates at I-TH D7.
	Via SAB VOR or NATEB	Climb straight ahead to UW NDB. At UW NDB turn left towards SAB VOR or NATEB. NPR terminates at 3000.
	Via GOSAM (P600/UL612)	Climb straight ahead to UW NDB. At UW NDB turn right onto UW NDB QDR 261 to MAVIX. Cross I-TH D9.5 at or above 4500 (7.7%). Cross I-TH D14 at 6000 (6.6%). NPR terminates at 6000.
	Via GRICE	Climb straight ahead to UW NDB. At UW NDB turn right onto TLA VOR R351. At TLA D32 turn left to intercept TLA VOR R346 to GRICE. Cross TLA D33 at or above 4000 (3.4%). NPR terminates at 3000.
	Other Routes	Climb straight ahead to UW NDB or 3000, whichever is earlier, before turning on course. NPR terminates at 3000.

g) For environmental reasons, aircraft commanders are requested to avoid the use of reverse thrust/pitch, between the hours of 2300-0600 (2200-0500).
h) With the exception of Military aircraft, aircraft which do not meet the standards specified in Part II, Chapter 3 of Volume 1 ICAO Annex 16 will not be permitted to operate to/from Edinburgh Airport.

EGPH AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR INBOUND AIRCRAFT

a) Standard Terminal Arrival Routes (STARs). The standard routes for inbound aircraft to Edinburgh are shown at AD 2.EGPH-7-1, AD 2.EGPH-7-2, AD 2.EGPH-7-3, AD 2.EGPH-7-4, AD 2.EGPH-7-5 and AD 2.EGPH-7-6.

b) **Inbound procedure other than via the ATS route network.**

i. Aircraft wishing to enter the CTR/CTA under IFR direct from the FIR must observe the normal procedure for joining Controlled Airspace. For aircraft joining from the North or Northeast, clearance via GRICE to L UW for Runway 06 or direct to L EDN for Runway 24 should be anticipated.
ii. Pilots inbound to Edinburgh under VFR must contact Edinburgh Approach Control prior to entering the CTR/CTA and may be required by ATC to route via the published Visual Reference Points.

c) **Speed**

Speeds published on the STARs should be adhered to unless ATC advise otherwise. Aircraft below FL100 should adhere to the speed limit of Max 250 KT. Tactical speed control may be applied by ATC as required. Pilots unable to comply with speed control must inform ATC Immediately stating the minimum speed acceptable.

2 APPROACH PROCEDURES WITH RADAR CONTROL

a) When Edinburgh inbound traffic is being sequenced by Radar, the Approach Procedures will be flown under directions from the Approach Radar Controller and will consist of that part of the approach between the Terminal Holding Fix and the Final Approach Path. When Holding procedures are not in use, radar sequencing may commence before the Terminal Holding Fix.
b) 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.
c) 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.
d) 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.
e) 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.
f) GPWS – Owing to the terrain profile to the south of Edinburgh, GPWS warnings are possible on intermediate approach to Runways 06 and 24.

3 APPROACH PROCEDURES WITHOUT RADAR CONTROL

a) When inbound traffic is not being sequenced by Radar, aircraft will be cleared from the Terminal Holding Facility via EDN or UW NDB to carry out an Instrument Approach Procedure appropriate to the landing direction.

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	-

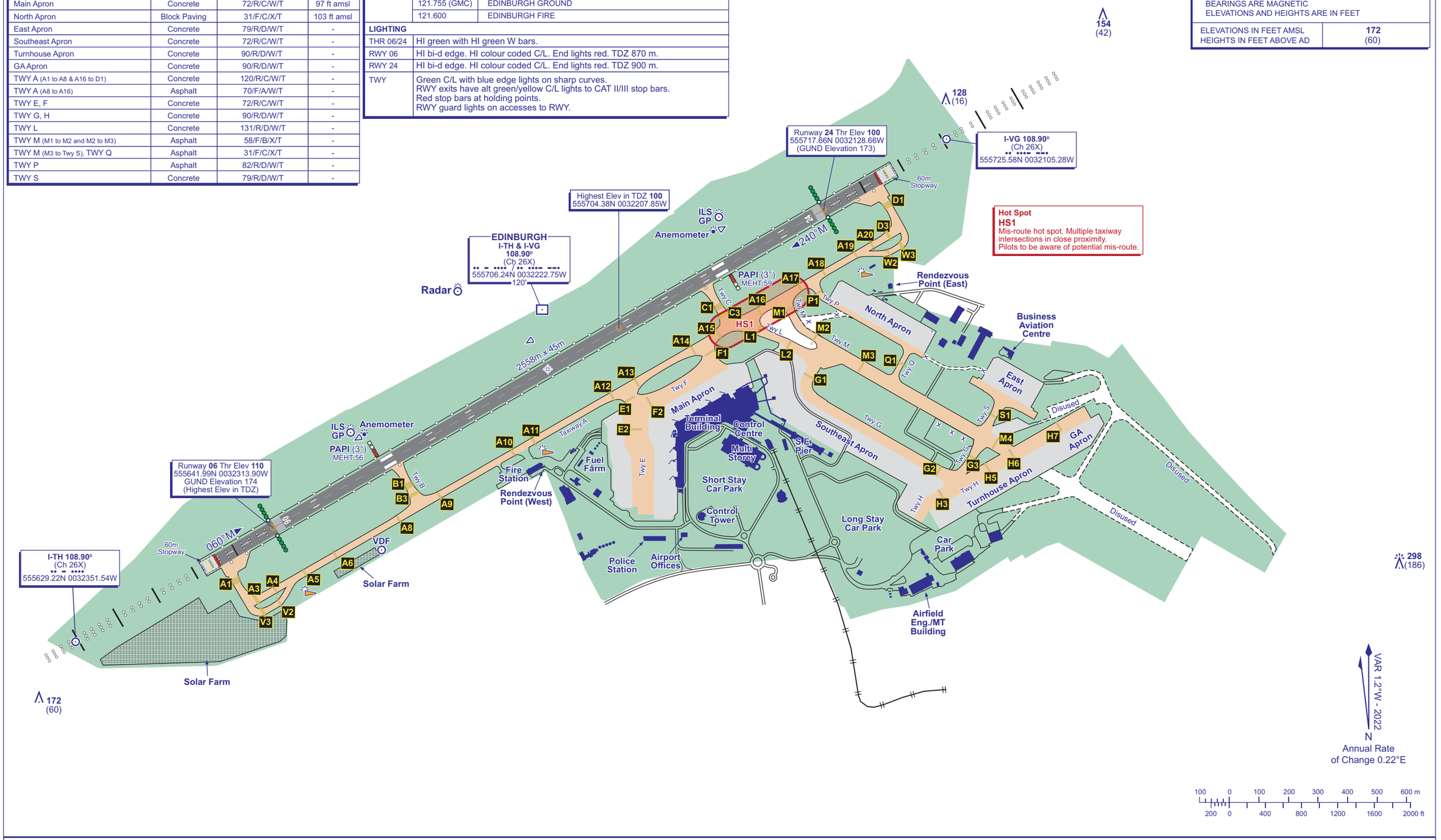
COM		
ATIS	131.355	EDINBURGH TERMINAL INFO
TWR	118.705	EDINBURGH TOWER
	121.755 (GMC)	EDINBURGH GROUND
	121.600	EDINBURGH FIRE

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 Elipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL	**172**
HEIGHTS IN FEET ABOVE AD	(60)



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

AERO INFO DATE 21 MAY 25

AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO

ARP 555700N 0032221W

AD ELEV 112FT

EDINBURGH
EGPH

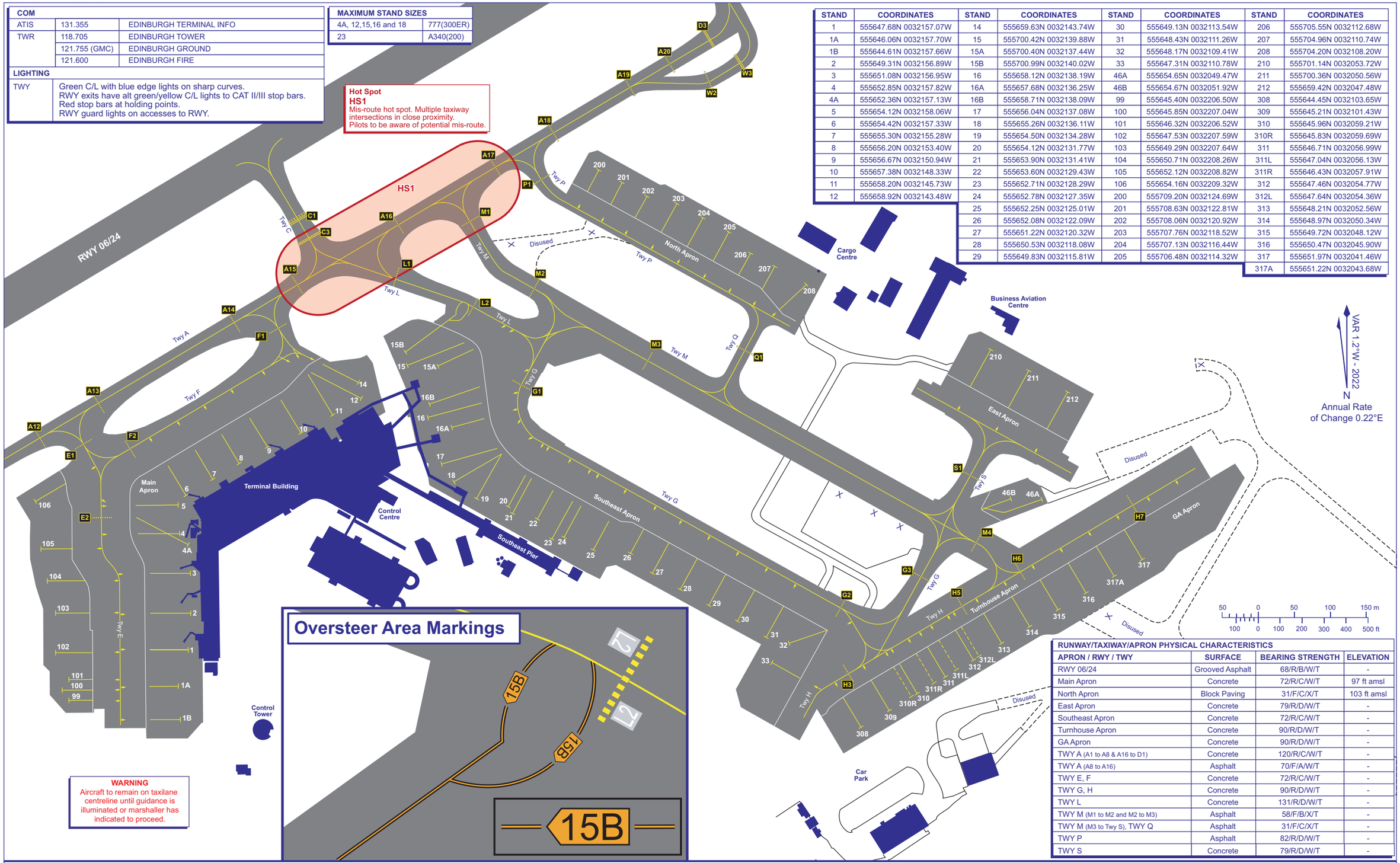
COM		
ATIS	131.355	EDINBURGH TERMINAL INFO
TWR	118.705	EDINBURGH TOWER
	121.755 (GMC)	EDINBURGH GROUND
	121.600	EDINBURGH FIRE

LIGHTING	
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.

MAXIMUM STAND SIZES	
4A, 12,15,16 and 18	777(300ER)
23	A340(200)

Hot Spot
HS1
Mis-route hot spot. Multiple taxiway intersections in close proximity.
Pilots to be aware of potential mis-route.

STAND	COORDINATES	STAND	COORDINATES	STAND	COORDINATES	STAND	COORDINATES
1	555647.68N 0032157.07W	14	555659.63N 0032143.74W	30	555649.13N 0032113.54W	206	555705.55N 0032112.68W
1A	555646.06N 0032157.70W	15	555700.42N 0032139.88W	31	555648.43N 0032111.26W	207	555704.96N 0032110.74W
1B	555644.61N 0032157.66W	15A	555700.40N 0032137.44W	32	555648.17N 0032109.41W	208	555704.20N 0032108.20W
2	555649.31N 0032156.89W	15B	555700.99N 0032140.02W	33	555647.31N 0032110.78W	210	555701.14N 0032053.72W
3	555651.08N 0032156.95W	16	555658.12N 0032138.19W	46A	555654.65N 0032049.47W	211	555700.36N 0032050.56W
4	555652.85N 0032157.82W	16A	555657.68N 0032136.25W	46B	555654.67N 0032051.92W	212	555659.42N 0032047.48W
4A	555652.36N 0032157.13W	16B	555658.71N 0032138.09W	99	555645.40N 0032206.50W	308	555644.45N 0032103.65W
5	555654.12N 0032158.06W	17	555656.04N 0032137.08W	100	555645.85N 0032207.04W	309	555645.21N 0032101.43W
6	555654.42N 0032157.33W	18	555655.26N 0032136.11W	101	555646.32N 0032206.52W	310	555645.96N 0032059.21W
7	555655.30N 0032155.28W	19	555654.50N 0032134.28W	102	555647.53N 0032207.59W	310R	555645.83N 0032059.69W
8	555656.20N 0032153.40W	20	555654.12N 0032131.77W	103	555649.29N 0032207.64W	311	555646.71N 0032056.99W
9	555656.67N 0032150.94W	21	555653.90N 0032131.41W	104	555650.71N 0032208.26W	311L	555647.04N 0032056.13W
10	555657.38N 0032148.33W	22	555653.60N 0032129.43W	105	555652.12N 0032208.82W	311R	555646.43N 0032057.91W
11	555658.20N 0032145.73W	23	555652.71N 0032128.29W	106	555654.16N 0032209.32W	312	555647.46N 0032054.77W
12	555658.92N 0032143.48W	24	555652.78N 0032127.35W	200	555709.20N 0032124.69W	312L	555647.64N 0032054.36W
		25	555652.25N 0032125.01W	201	555708.63N 0032122.81W	313	555648.21N 0032052.56W
		26	555652.08N 0032122.09W	202	555708.06N 0032120.92W	314	555648.97N 0032050.34W
		27	555651.22N 0032120.32W	203	555707.76N 0032118.52W	315	555649.72N 0032048.12W
		28	555650.53N 0032118.08W	204	555707.13N 0032116.44W	316	555650.47N 0032045.90W
		29	555649.83N 0032115.81W	205	555706.48N 0032114.32W	317	555651.97N 0032041.46W
						317A	555651.22N 0032043.68W



WARNING
Aircraft to remain on taxilane centreline until guidance is illuminated or marshaller has indicated to proceed.

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	-

CHANGE (9/25): STAND 34 REMOVED.

AERO INFO DATE 05 JUN 25

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).	

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. Radiates as an NDB out of approach hours up to 25 NM. Locator GST 331.000 kHz only available up to 10 NM. 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

a) The use of the aerodrome is subject to Airport Terms and Conditions of Use, Byelaws and Code of Practice, copies available from Admin department.
b) PPR mandatory for all flights. Slot booking system in place.
c) 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.
d) Requests for extensions to AD hours are to be made as soon as reasonably practicable to Operations.
e) The use of the aerodrome outside published hours is subject to authorisation from Aerodrome Operator.
f) 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-manoeuvring markings for aircraft with a wingspan up to 24 M. Self-manoeuvring 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 engined 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.
m) Microlight flying takes place at Over Farm (515238N 0021657W) approximately 4.3 NM west south west of Gloucestershire Airport. Microlights carry out standard overhead joins, departures and circuits at this location and normally fly up to 1500 FT AGL in the vicinity of Over Farm.

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.

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 outtracks. 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 Direct Join. 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
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

EGFE — HAVERFORDWEST

EGFE AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGFE — HAVERFORDWEST

EGFE AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 515000N Long: 0045739W Mid-point of Runway 03/21.
2	Direction and distance from city	2 NM N of Haverfordwest.
3	Elevation / Reference temperature / Mean Low Temperature	160 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	178 FT
5	Magnetic Variation / Annual Change	1.22°W (2022) / 0.21°E
6	AD Administration Address Telephone E-mail address Web address	HAVERFORDWEST AIRPORT LTD Haverfordwest Aerodrome, Fishguard Road, Haverfordwest, Pembrokeshire, SA62 4BN. 01437-765283 PPR (Aerodrome) tower@hawairport.co.uk www.hawairport.co.uk
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	Refer also to AD 2.20 Airport Regulations.

EGFE AD 2.3 OPERATIONAL HOURS

1	AD Administration	0830-1700 (0730-1600). H24 with prior arrangement.
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. See also AD 2.18.
8	Fuelling	As AD hours and by arrangement.
9	Handling	
10	Security	
11	De-icing	
12	Remarks	PPR on website: www.hawairport.co.uk

EGFE AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVGAS 100LL, F34 W80, W100.
3	Fuelling facilities/capacity	AVGAS 100LL self-service refuelling using credit card. AVTUR Jet A-1 bowser with over wing and pressure refuelling capability. AVGAS 100LL mobile bowser. AVTUR 100LL mobile bowser.
4	De-icing facilities	
5	Hangar space for visiting aircraft	Available with prior notice with the tower.
6	Repair facilities for visiting aircraft	
7	Remarks	

EGFE AD 2.5 PASSENGER FACILITIES

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EGFE AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A1 RFF Category 1 Mon-Fri. Category 2 available on request. Category 3 remission can be applied when the aerodrome is providing Category 2 cover.
2	Rescue equipment	
3	Capability for removal of disabled aircraft	
4	Remarks	

EGFE AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

1	Apron surface and strength	APRON A Surface: Asphalt APRON B Surface: Concrete
2	Taxiway width, surface and strength	Taxiway A: 15 M Surface: Asphalt Taxiway B: 10.5 M Surface: Asphalt Taxiway C: 15 M Surface: Asphalt
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	Taxiway B - 45 M available for Category C aircraft. Taxiway C - Currently not in use.

EGFE 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 are located on Apron B led by yellow centre-lines from Taxiway B.
2	Runway and taxiway markings and lighting	
3	Stop bars and runway guard lights (if any)	
4	Other runway protection measures	
5	Remarks	Lit wind direction indicator at 514957.20N 0045751.77W

EGFE 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**
(EGFE5208) 27/APPROACH 09/ TAKE-OFF	TREE	515006.43N 0045712.57W	184 FT	42 FT	No	
(EGFE1037) 09/APPROACH 27/ TAKE-OFF	MOBILE OBST	515001.54N 0045817.91W	184 FT	17 FT	No	

EGFE 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	HAVERFORDWEST RADIO	123.605 A/G frequency. DOC 20 NM/ 10,000 FT.			0830-1700 (0730-1600). H24 with prior arrangement.	ATZ hours coincident with Approach hours, but not by arrangement.

EGFE AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGFE AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) No non-radio aircraft.

2 GROUND MOVEMENT

Not applicable.

3 CAT II/III OPERATIONS

Not applicable.

4 WARNINGS

a) Microlight flying takes place on the aerodrome.
b) The intersection of Runways 03/21 and 09/27 is liable to flooding during and after heavy rain.
c) Hills rising to 259 FT AMSL within 2 NM to the east, rising to 276 FT AMSL within 1.5 NM to the northeast. and rising to 583 FT AMSL within 3.5 NM to the northwest.

5 HELICOPTER OPERATIONS

Not applicable.

6 USE OF RUNWAYS

a) Runways 03 and 21 are visual runways but have non-precision runway markings.

7 TRAINING

Not applicable.

EGFE AD 2.21 NOISE ABATEMENT PROCEDURES

a) Avoid local riding stables and residences north of Runway 09/27 and maintain circuit position on downwind leg.

EGFE AD 2.22 FLIGHT PROCEDURES

1 CIRCUITS

a) Circuit height 1000 FT QFE.
b) All aircraft to operate in the left hand circuit.

EGFE AD 2.23 ADDITIONAL INFORMATION

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EGFE AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGFE-2-1

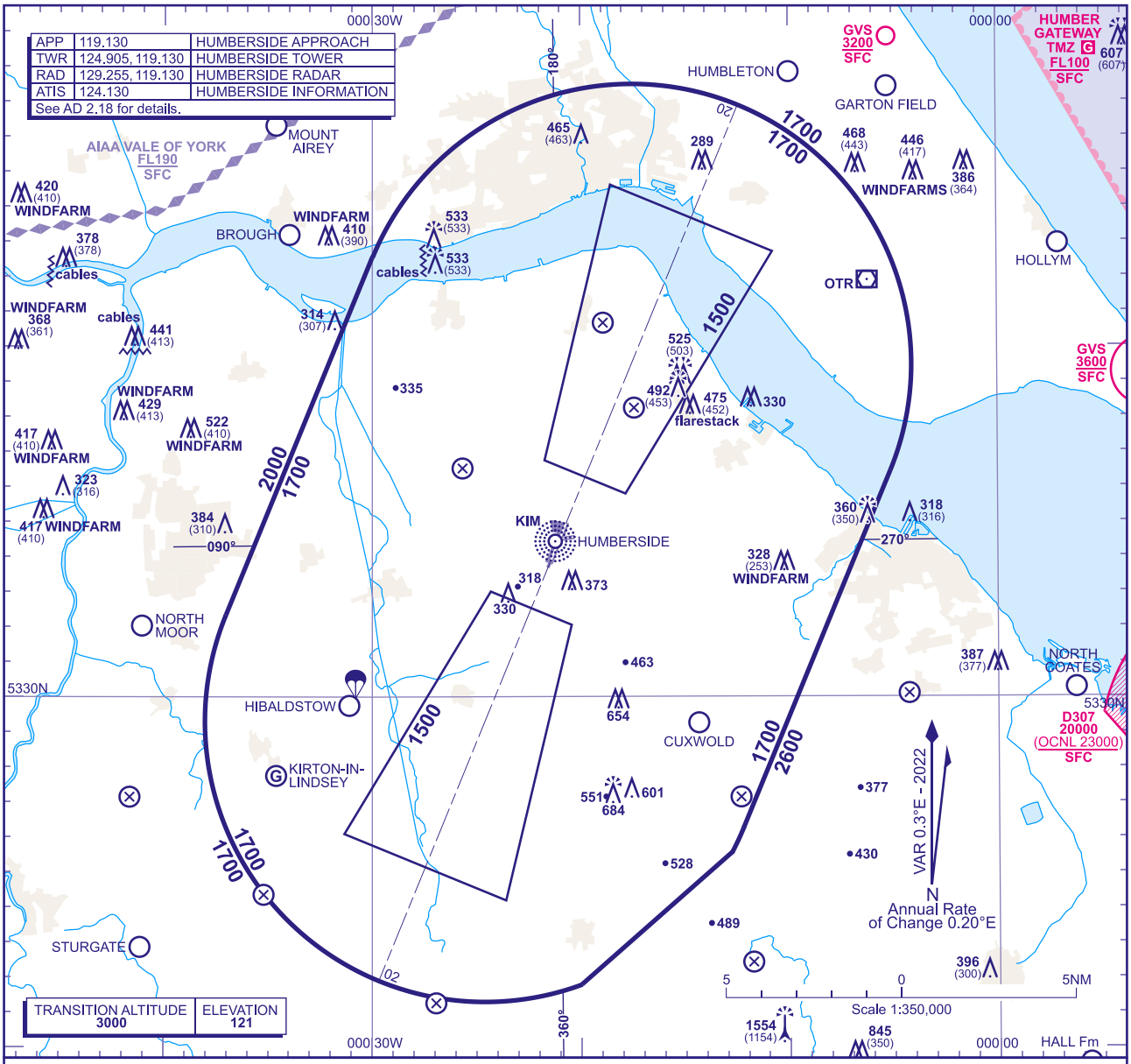
EGFE AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1554
HEIGHTS IN FEET AGL (1154)

HUMBERSIDE



MINIMUM INITIAL ALTITUDE
Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is **1700** in the sector defined by the lateral limits; 533220N 0003701W - 534233N 0003000W thence clockwise by an arc of a circle radius 8NM centred on 533930N 0001733W to 533627N 0000508W - 532616N 0001214W thence clockwise by an arc of a circle radius 8NM centred on 532918N 0002436W to 532534N 0001247W - 532148N 0001959W thence clockwise by an arc of a circle radius 8NM centred on 532918N 0002436W to 533220N 0003701W.

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) KIM**†.
Intermedlate 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) KIM**†.
† 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 **NDB(L) KIM**.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. The ATC Surveillance service is provided by Primary and/or Secondary Radar equipment.
7. **This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
8. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final approach track.**

CHANGE (9/25): DONCASTER SHEFFIELD AIRSPACE REMOVED.

AERO INFO DATE 12 JUN 25

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6	Remarks	See AD 2-EGPE-2-2 Aircraft Parking/Docking Chart for PCN details.

EGPE 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	By marshaller. Self-parking will be permitted by based light aircraft on North Apron only.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 05/23: Centre-line, threshold and TDZ markings. Runway light(s): Runway edge lights. 11/29: Unlit, lighting unavailable. Taxiway marking aid(s): Yellow centre-line markings.
3	Stop bars and runway guard lights (if any)	At A1, F and G holding points.
4	Other runway protection measures	
5	Remarks	WDIs (LGTD): 573249.97N 0040227.11W - 573227.63N 0040315.96W. WDI: 573241.53N 0040325.79W. Pilots should be aware that Aerodrome Controllers at EGPE may refer to several Holding Points designated for vehicular management only. These do not form part of the aerodrome manoeuvring area and are therefore not published in EGPE AD 2.24 CHARTS RELATED TO AN AERODROME.

EGPE 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**
(EGPE6003) 29/APPROACH 11/ TAKE-OFF	NDB	573229.43N 0040245.48W	60 FT	36 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**
(EGPE8186)	MAST	573759.62N 0040430.31W	1100 FT	421 FT	Yes Red	
(EGPE7603)	MAST	573529.89N 0041636.37W	1526 FT	825 FT	Yes Red	
(EGPE8280)	ANEMOMETER	573242.82N 0040219.56W	55 FT	32 FT	Yes Red	
(EGPE8282)	MAST	573221.98N 0040239.53W	132 FT	104 FT	Yes Red	
(EGPE8281)	ANEMOMETER	573221.27N 0040306.48W	62 FT	36 FT	Yes Red	
(EGPE7896)	TREE	573211.58N 0040512.16W	180 FT	62 FT	No	
(EGPE7894)	TREE	573209.52N 0040507.71W	162 FT	56 FT	No	
(EGPE7897)	TREE	573208.04N 0040510.82W	165 FT	53 FT	No	
(EGPE7908)	TREE	573206.70N 0040533.84W	191 FT	55 FT	No	
(EGPE5206)	PYLON	573144.98N 0035754.82W	271 FT	81 FT	No	
(EGPE5205)	PYLON	573139.65N 0035810.40W	302 FT	90 FT	No	

→

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGPE7919)	TREE	573025.57N 0035801.84W	660 FT	175 FT	No	
(EGPE7918)	TREE	573024.15N 0035803.54W	662 FT	156 FT	No	
(EGPE7762)	TREE	573022.45N 0040246.46W	501 FT	116 FT	No	
(EGPE5074)	PYLON	572814.94N 0040109.66W	1065 FT	168 FT	No	
(EGPE5075)	PYLON	572814.17N 0040128.09W	999 FT	134 FT	No	
(EGPE5076)	PYLON	572809.31N 0040144.22W	1022 FT	155 FT	No	

EGPE 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 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	Met Office - Aviation Briefing Service is available via personal internet enabled devices.
8	Supplementary equipment available for providing information	
9	ATS units provided with information	INVERNESS
10	Additional information (limitation of service, etc.)	Unverified automatic met observations are available on ATIS (109.200 MHz) or by telephone on 01667-464255 outside hours of aerodrome/ATC hours.

EGPE AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

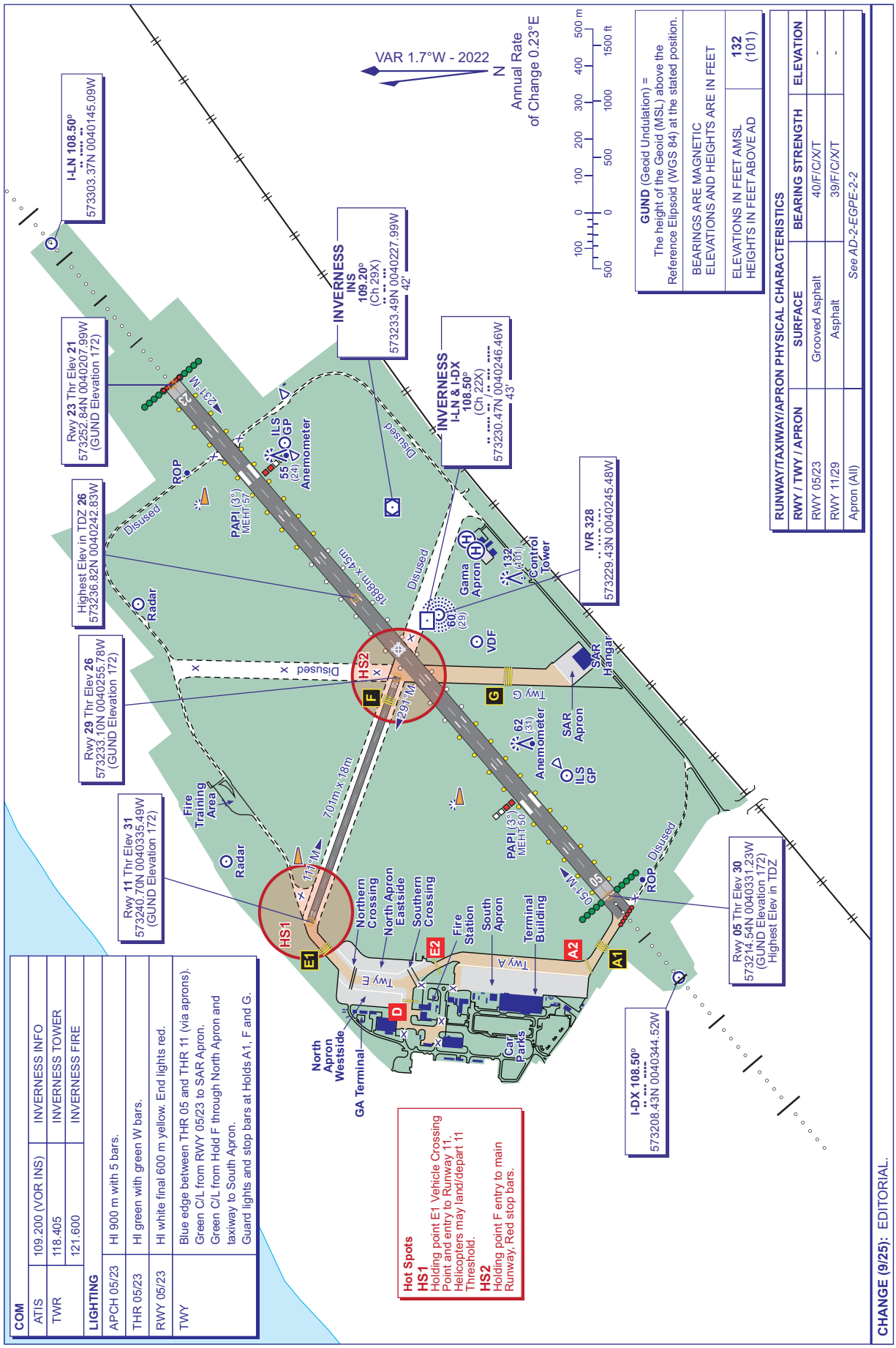
Designations RWY Number	**True bearing**	**Dimensions of RWY**	**Surface of RWY/ SWY/ Strength**	**THR co-ordinates/ THR Geoid undulation**	**THR elevation/ Highest elevation of TDZ of precision APP RWY**	**Slope of RWY/ SWY**
1	**2**	**3**	**4**	**5**	**6**	**7**
05	049.44°	1888 x 45 M	RWY surface: Asphalt, Grooved PCN 40/F/C/X/T	573214.54N 0040331.23W 172.0 FT	THR 29.7 FT TDZ 29.8 FT	05/23 1:774
23	229.46°	1888 x 45 M	RWY surface: Asphalt, Grooved PCN 40/F/C/X/T	573252.84N 0040207.99W 171.9 FT	THR 21.1 FT TDZ 25.6 FT	05/23 1:774
11	109.59°	701 x 18 M	RWY surface: Asphalt PCN 39/F/C/X/T	573240.70N 0040335.49W 172.0 FT	THR 31.1 FT	RWY 11/29 1:459
29	289.60°	701 x 18 M	RWY surface: Asphalt PCN 39/F/C/X/T	573233.10N 0040255.78W 172.0 FT	THR 25.6 FT	RWY 11/29 1:459

AERODROME CHART - ICAO

INVERNESS EGPE

AD ELEV 31FT

ARP 573233N 0040251W



AERO INFO DATE 18 JUN 25

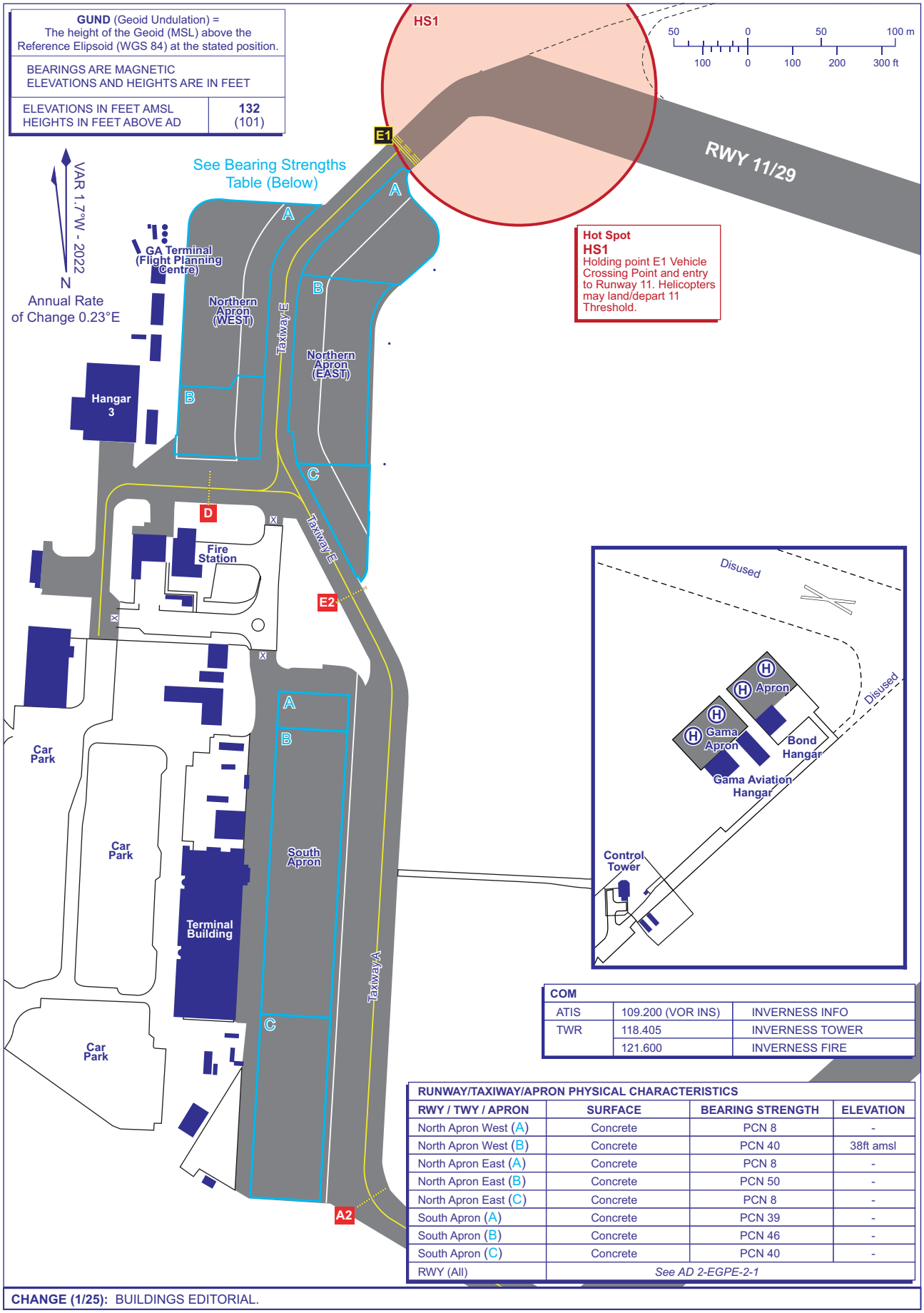
AD 2-EGPE-2-1

AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 573233N 0040251W

AD ELEV 31FT

INVERNESS
EGPE



COM		
ATIS	109.200 (VOR INS)	INVERNESS INFO
TWR	118.405	INVERNESS TOWER
	121.600	INVERNESS FIRE

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
RWY / TWY / APRON	SURFACE	BEARING STRENGTH	ELEVATION
North Apron West (A)	Concrete	PCN 8	-
North Apron West (B)	Concrete	PCN 40	38ft amsl
North Apron East (A)	Concrete	PCN 8	-
North Apron East (B)	Concrete	PCN 50	-
North Apron East (C)	Concrete	PCN 8	-
South Apron (A)	Concrete	PCN 39	-
South Apron (B)	Concrete	PCN 46	-
South Apron (C)	Concrete	PCN 40	-
RWY (All)	*See AD 2-EGPE-2-1*		

CHANGE (1/25): BUILDINGS EDITORIAL.

AERO INFO DATE 15 NOV 24

EGJJ — JERSEY

EGJJ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGJJ — JERSEY

EGJJ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 491229N Long: 0021144W Centre of Runway 08/26.
2	Direction and distance from city	4 NM WNW of St Helier.
3	Elevation / Reference temperature / Mean Low Temperature	277 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	160 FT
5	Magnetic Variation / Annual Change	0.04°E (2022) / 0.19°E
6	AD Administration Address Telephone Telefax E-mail address	JERSEY AIRPORT. Jersey Airport, St Peter, Jersey, JE1 1BY Channel Islands. 01534-446008 (Administration) 01534-446086 (ATC) 01534-446301 (ATIS) 01534-446080 (Flight Planning) 01534-446081 (ATC) 01534-446075 (Flight Planning) atcsupervisor@ports.je (ATC) customerrelations@ports.je (General Enquiries)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGJJ AD 2.3 OPERATIONAL HOURS

1	AD Administration	0700-2100 (0600-2030); and by arrangement.
2	Customs and immigration	As AD hours.
3	Health and sanitation	
4	AIS Briefing Office	As AD hours (Self-briefing).
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	H24
7	ATS	See item AD 2.18.
8	Fuelling	See item AD 2.4.
9	Handling	As AD hours.
10	Security	H24
11	De-icing	By arrangement with Swissport.
12	Remarks	The airport is not available under any circumstances between 2359-0700 (2300-0600) except for emergency or ambulance flights. Refer also to AD 2.20 item 1 and to AD 2.21.

EGJJ AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Oceanair, Tel: 01534-496920.
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL W80, W100, E100 and 100
3	Fuelling facilities/capacity	
4	De-icing facilities	By arrangement with Swissport: Tel: 01534-747105.
5	Hangar space for visiting aircraft	None.
6	Repair facilities for visiting aircraft	Major for light aircraft. Minor for other aircraft. Channel Island Aero Services Tel 01534- 742373.

7	Remarks	Refuelling not available after 1900 (1800) for AVGAS 100LL, or after 2000 (1900) for JET A-1, except by special arrangement. Commercial airlines must make prior arrangement for ground handling. Communications should be addressed to Airport Coordination Limited (ACL) slot co-ordination by email to LONACXH@acl-uk.org stating the below: (a) Aircraft type, registration and operator; (b) Point of origin and destination; (c) ETA and ETD Jersey. All visiting general aviation, private charter, corporate or military aircraft require a handling agent. The handling agent will provide customs, immigration and handling facilities including the collection of landing fees. Visiting general aviation, with a MTOW of less than 3000 KG operating via the Jersey Aero Club require handling by Jersey Aero Club and will be parked on the grass area north east of the Aero Club Apron/Hangar. Handling must be pre-booked with Jersey Aero Club, Email: info@jerseyaeroclub.com or Tel: +44 (0)1534-743990. Visiting general/corporate aviation aircraft with a MTOW of 3000 KG or more and all Military aircraft will normally be handled by Gama Aviation. Aircraft between 3000 KG and 45500 KG will normally be parked on the Gama Apron. Non-military aircraft with a MTOW more than 45500 KG will normally be parked on Stands 15-19 (nose in). Military aircraft will normally be parked on the Eastern Apron or Stands 20-23. Visiting Very Light Jet (VLJ) aircraft will normally be handled by Gama Aviation regardless of MTOW. Handling must be pre-booked with Gama Aviation. Tel: +44 (0)1534-496496.

EGJJ AD 2.5 PASSENGER FACILITIES

1	Hotels	None.
2	Restaurants	Restaurant and buffet.
3	Transportation	Buses, coaches and taxis.
4	Medical facilities	Limited first aid treatment.
5	Bank and Post Office	Cash Points in terminal.
6	Tourist Office	Tel: 01534-859000. URL: www.jersey.com
7	Remarks	

EGJJ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A6 Contact: Tel: +44 (0)1534-446061. RFF Category 5: 0600-0650 (0500-0550) for prior arranged freight aircraft only. RFF Category 7: 0700-2100 (0600-2030) Available by arrangement. 12 hours prior notice required. RFF Category - determined by aircraft type: 2100-0600 (2030-0500).
2	Rescue equipment	Cutting equipment, winches, lifting and forcing bags.
3	Capability for removal of disabled aircraft	Limited to private and light commercial aircraft utilising airport resources. Large aircraft can be removed using external resources in conjunction with aircraft operator.
4	Remarks	

EGJJ AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Snowblower, Ploughs, Clearway 1.
2	Clearance priorities	Standard. See AD 1.2.2.
3	Remarks	Latest information from: ATC Supervisor +44(0)1534-446086. Jersey Airport's policy on clearing a contaminated runway will always be to clear back to a blacktop.

		Taxiway B RWY-NORTH APRN: 15 M Surface: Macadam PCR 400/F/C/W/U Taxiway C RWY-RWY: 10.5 M Surface: Macadam PCR 400/F/C/W/U Taxiway D D2-W/SIDE APRN: 10.5 M Surface: Macadam PCR 400/F/C/W/U Taxiway D RWY-D2: 15 M Surface: Macadam PCR 400/F/C/W/U Taxiway G G1-TWY D: 7.5 M Surface: Grass
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGBP 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	Stand 1, 2, 3 and 4 on D-site apron, have self-manoeuvring markings. Stands 1-3 are suitable for aircraft with a maximum wingspan of 28 M. Entrance to Stands 1-3 are via Taxiway G. Entrance to Stand 4 is via Taxiway A and is suitable for B737-800 and A321.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 08/26: Runway designation, threshold and centre-line, touchdown zone and fixed distances. Runway width is designated by side stripe markings. Runway light(s): Runway edge and end of pavement lights. Amber guard lights at Alpha 3, Bravo 1 and Delta 1. Taxiway marking aid(s): Taxiways A, B, C, D have yellow centre-line and edge markings. Taxiway light(s): Illuminated Hold boards at Alpha 3, Bravo 1 and Delta 1.
3	Stop bars and runway guard lights (if any)	
4	Other runway protection measures	
5	Remarks	3 WDIs: 514004.63N 0020303.21W; 514004.67N 0020353.63W; 514002.65N 0020322.54W (LGTD) abeam control tower, mid-point Runway 08/26. All Runway and taxiway marking are to EASA/ICAO standard not CAA.

EGBP 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**
(EGBP6760) 26/APPROACH 08/ TAKE-OFF	HANGAR L	514013.42N 0020257.04W	472 FT		Yes Red	
(EGBP6605) 26/APPROACH 08/ TAKE-OFF	D2 WALL	514012.69N 0020257.25W	457 FT		No	
(EGBP7160) 26/APPROACH 08/ TAKE-OFF	ROAD 4 8M	514006.76N 0020238.67W	421 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**
(EGBP6509) 08/APPROACH 26/ TAKE-OFF	MAST	514001.70N 0020450.99W	488 FT		No	
(EGBP7521) 08/APPROACH 26/ TAKE-OFF	TREE	514000.98N 0020513.70W	522 FT		No	

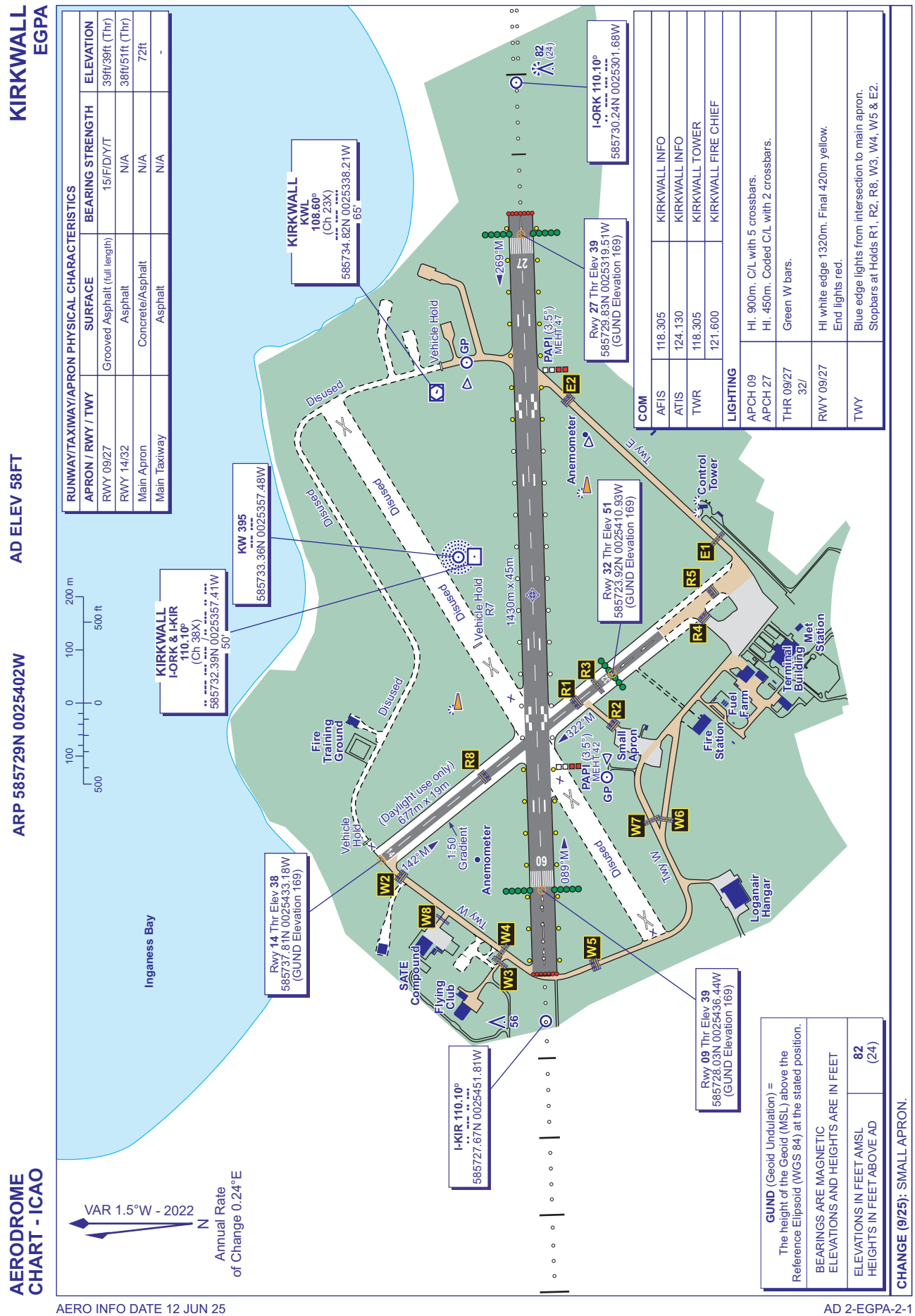
In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGBP4293)	TREE	514229.26N 0020605.04W	668 FT		No	
(EGBP4298)	TREE	514158.78N 0020504.45W	622 FT		No	
(EGBP6703)	AERIAL	514011.02N 0020326.45W	489 FT		No	

EGBP 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
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self briefing/telephone through Kemble Operations Department.
6	Flight documentation Language(s) used	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	KEMBLE
10	Additional information (limitation of service, etc.)	Unofficial observations made during AD hours.

EGBP 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**
08	080.41°	1972 x 43 M	RWY surface: Asphalt PCR 400/F/C/W/U	514000.60N 0020407.12W 159.9 FT	THR 433.4 FT	
26	260.43°	1972 x 43 M	RWY surface: Asphalt PCR 400/F/C/W/U	514009.33N 0020243.97W 159.8 FT	THR 411.1 FT	
08G	080.37°	561 x 18 M	RWY surface: Grass	514006.96N 0020334.09W 159.9 FT	THR 434.5 FT	
26G	260.37°	561 x 18 M	RWY surface: Grass	514010.00N 0020305.28W 159.9 FT	THR 428.3 FT	



AERO INFO DATE 12 JUN 25

AD 2-EGPA-2-1

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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	RNAV Substitution Only. 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

a) Mandatory handling applies for all visiting non-based aircraft.
b) Aircraft using the aerodrome are to carry Third Party Insurance cover of not less than £2,000,000.
c) The aerodrome is not available to aircraft unable to communicate with ATC by radio, unless by special arrangement with Airport Authority for maintenance purposes.
d) Use governed by regulations applicable to Leeds CTR.
e) Pilots not filing a flight plan are to book out by telephone directly with ATC. Book out by radio will not be accepted.
f) 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.
g) 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.
h) 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.

i) Non ACL slot allocated GA/BA movements can expect significant delays between 0600-0800 (0500-0700), March-October due to runway capacity.
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 taxing aircraft.

6 USE OF RUNWAYS

a) Variable circuit direction in force.
b) In accordance with EU OPS Sub-part E the following approach operations are available to approved operators:

i. Runway 14 suitable for Lower than Standard Category I operations supported by an ILS Classification of II/D/2;
ii. Runway 32 suitable for Lower than Standard Category I operations supported by an ILS Classification of II/D/2;
iii. Runway 32 suitable for Other Than Standard Category II operations supported by an ILS Classification of II/D/2;
iv. Runway 14 suitable for EVS operations;

v. Runway 32 suitable for EVS operations.

7 TRAINING

a) Training flights must be booked in advance with ATC by telephone: 0113-391 3282. The filing of a flight plan does not constitute a booking to carry out training. Failure to make a booking may result in aircraft being refused use of the facilities. All training is subject to traffic and ATC capacity.
b) A slot booking system is used for training that involves instrument holding. Slots must be booked on the date of the requested slot with ATC by telephone. Operators may normally book a maximum of two slots in any one day. Further slots on the same day may not be booked until one hour before the requested slot.
c) Any changes to training requirements must be notified to ATC, in particular when slots are no longer required. Should traffic or ATC workload increase after bookings have been accepted, training may be refused or ended at short notice.
d) Training flights may only be permitted between 0700-2300 (0600-2200).
e) Any aircraft conducting practice instrument holding or approach procedures must have a serviceable transponder.
f) Training by aircraft greater than 5700 KG is not normally permitted on Sundays.
g) Training flights by jet aircraft shall be subject to the following conditions:

i. No jet training on Sundays, Good Friday or Christmas Day;
ii. Jet circuits shall be carried out at least 1500 FT AAL;
iii. Jet aircraft carrying out visual circuits shall climb straight ahead to 1000 FT AAL before turning. All other jet aircraft must follow the published NPRs.

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

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

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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 3X 3W LAMIX 3X 3W (RNAV SUBSTITUTION ONLY) - 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

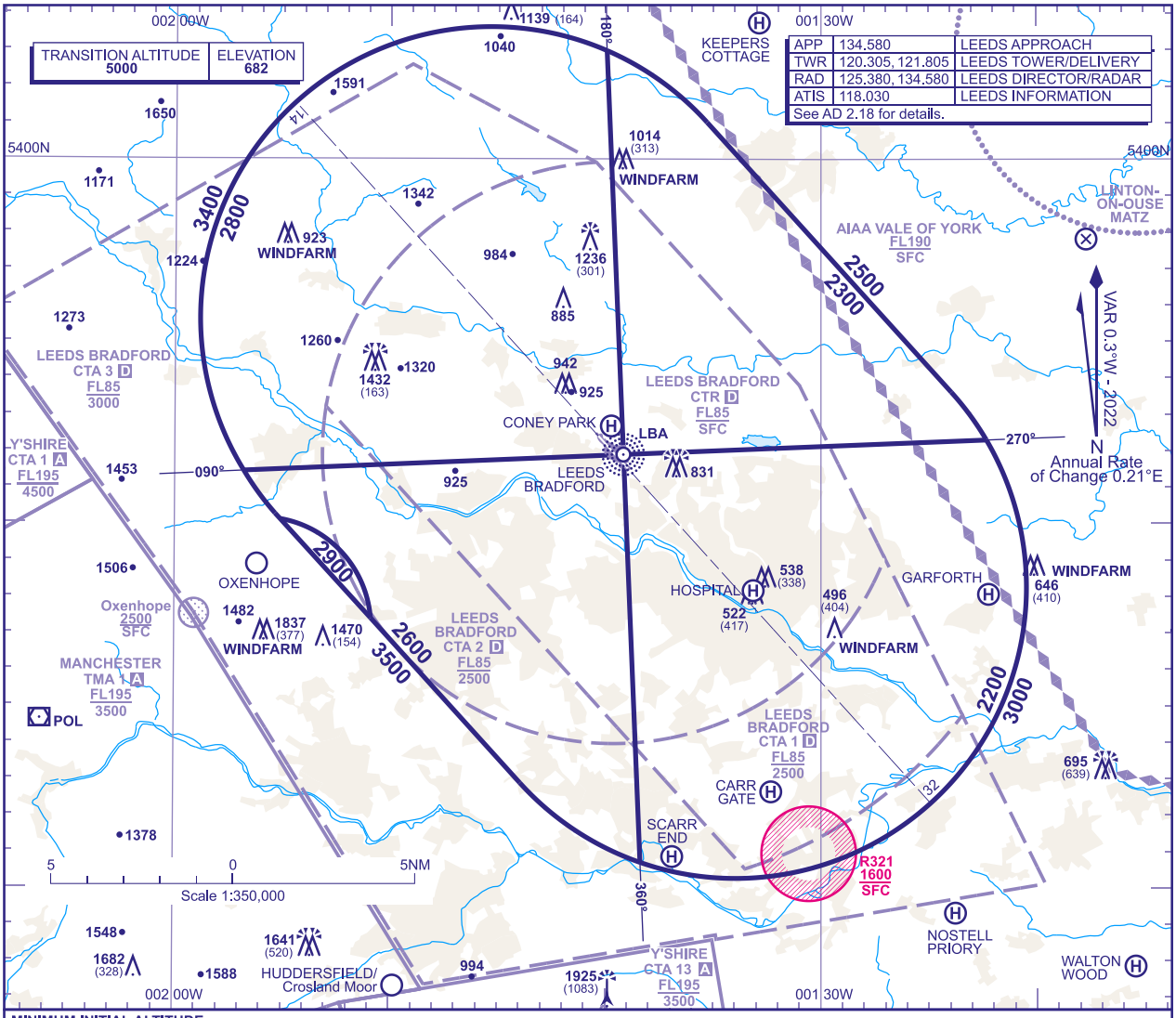
EGNM AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1924
HEIGHTS IN FEET AGL (1084)

LEEDS BRADFORD



MINIMUM INITIAL ALTITUDE

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

a) **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

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the **NDB LBA**.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. The ATC Surveillance service is provided by Primary and/or Secondary Radar equipment.
7. **This chart should only be used for the cross-checking of assigned altitudes whilst in receipt of an ATC Surveillance service.**
8. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
9. Detailed description of ATS airspace organized at the aerodrome see AD 2.17.

CHANGE (9/25): DONCASTER SHEFFIELD AIRSPACE REMOVED.

AERO INFO DATE 12 JUN 25

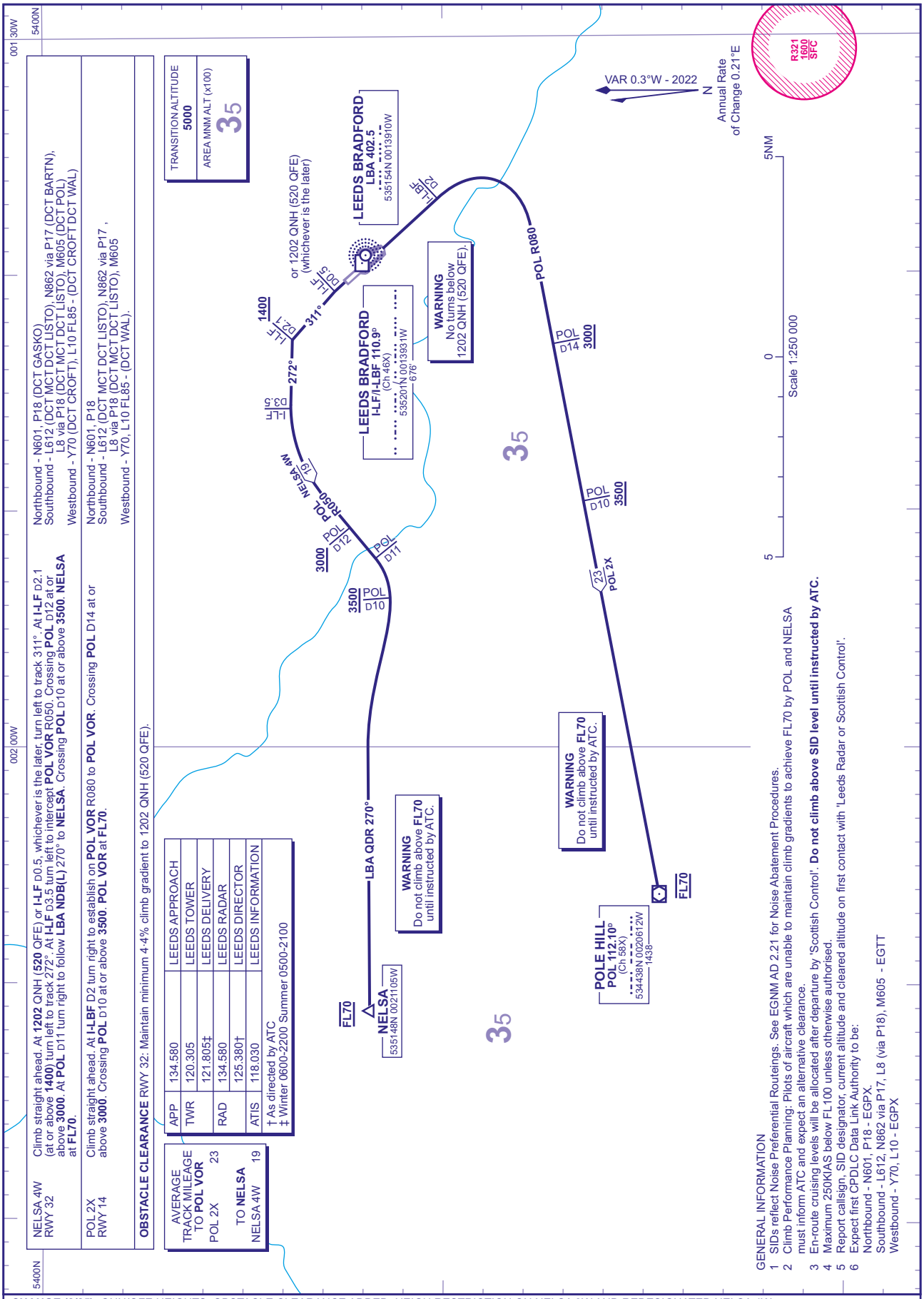
AD 2-EGNM-5-1

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STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO

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

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

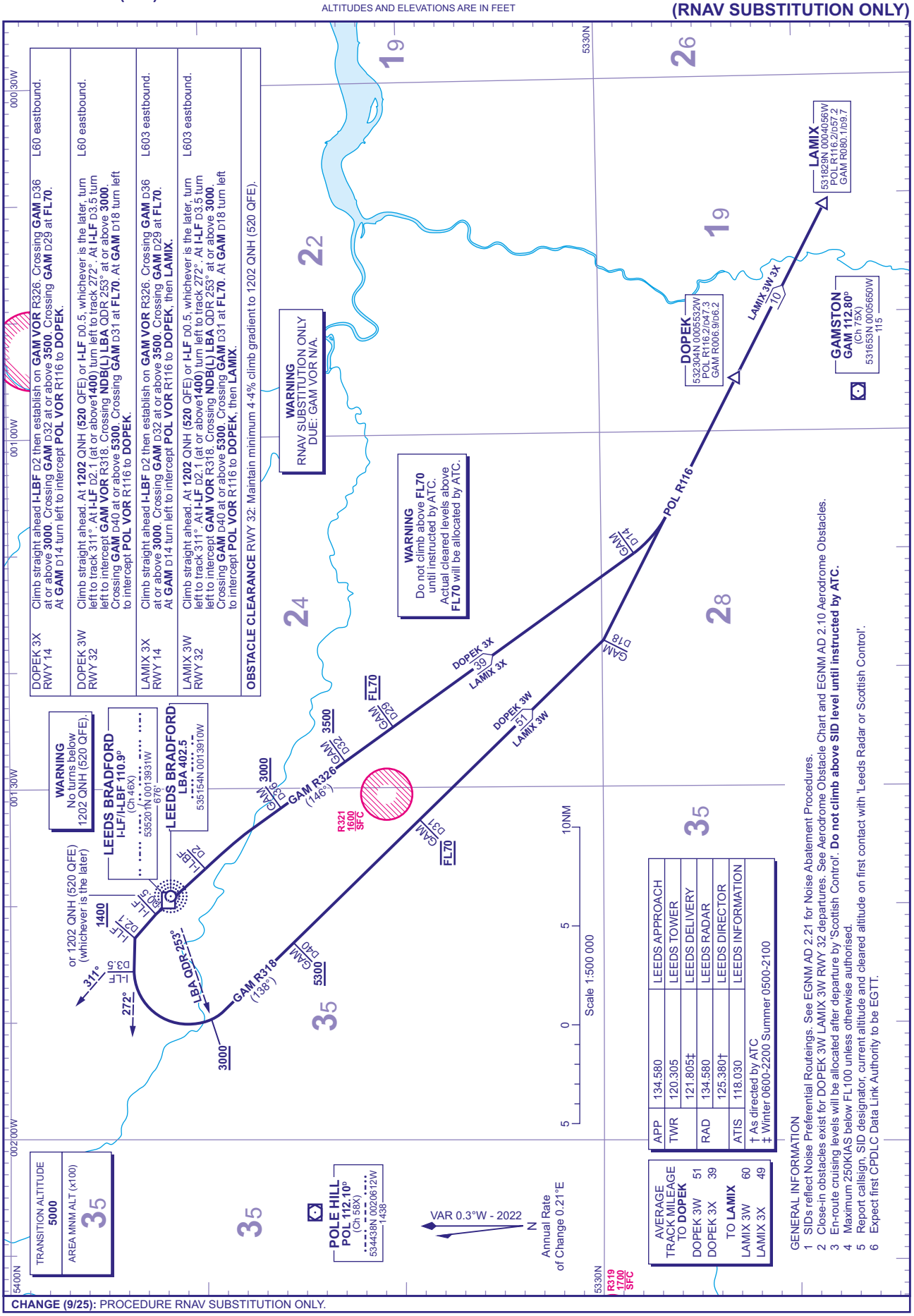
AERO INFO DATE 30 MAY 25

AD 2-EGNM-6-1

STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO

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

LEEDS BRADFORD
RWY 14/32 **DOPEK 3X 3W LAMIX 3X 3W**
(RNAV SUBSTITUTION ONLY)



CHANGE (9/25): PROCEDURE RNAV SUBSTITUTION ONLY.

AERO INFO DATE 09 JUN 25

AD 2-EGNM-6-2

i. The local flying area is linked via the River Mersey to Seaforth Docks by means of an entry/exit lane, 1 NM in width, aligned on a centre-line joining positions 531927N 0025345W - 532300N 0025940W - 532741N 0030205W ('Seaforth Dock VRP'). Flights may take place without compliance with IFR requirements subject to the following conditions

1. Aircraft to remain below cloud and in sight of the ground or water;
2. maximum altitude: 1500 FT, Liverpool QNH;
3. minimum flight visibility: 3 KM;
4. prior clearance to be obtained from Liverpool ATC.

6 VFR AND SPECIAL VFR FLIGHTS

a) Clearance may be requested for Special VFR flight within the Liverpool CTR and will be given whenever the traffic situation permits. Special VFR flights are subject to the general conditions laid down in ENR 1.2.

Note: *Pilots holding a Private Pilots Licence (Aeroplanes) are reminded of the flight visibility requirements for Special VFR flight laid down in Schedule 8 part B of the Air Navigation Order 2016. All VFR and SPECIAL VFR Flights shall be operated in accordance with SERA.*

b) Aircraft may be given radar vectoring whilst within the CTR if, due to the traffic situation, ATC considers it necessary. 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, SERA.5010 Special VFR in control zones and ENR 1.2 paragraph 1.3(l). Pilots must inform the radar controller if compliance with these requirements entails a change of heading or level.
c) 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.
d) Special VFR flight may be subject to delay when they cannot be fitted readily into the traffic flow.
e) 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 Visual Reference Point.
f) Special VFR clearances will not be issued to fixed wing aircraft departing from Liverpool if the reported weather conditions are: visibility 1500 M or less, or the cloud ceiling is less than 600 FT.
g) In order to integrate VFR flights to/from Liverpool Airport with the IFR traffic flow, standard routes are established along which VFR clearance will be issued subject to the conditions specified above. The routes provide a uni-directional traffic flow, dependent upon the runway in use at Liverpool Airport. The routes are detailed in paragraph 7 below and shown on the chart at AD-2-EGGP-4. Non-standard routes may be requested but ATC approval will only be granted if the traffic situation allows. 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 instructions.
h) Aircraft requiring to hold south of Liverpool Airport should minimise flight over Stanlow oil refinery (4 NM south of the airport).
i) Aircraft approaching Liverpool Airport from the south and south east are requested to avoid overflying the industrial chemical works on the south bank of the River Mersey, 1 NM south of the Runcorn Bridge.

7 STANDARD VFR ENTRY/EXIT ROUTES IN THE LIVERPOOL CONTROL ZONE

a) Runway 27

		Route	Max Altitude	Remarks
Outbound to	North	Route via the River Mersey, to leave CTR via VRP Seaforth Dock.	2000 FT	
	South	Cross River Mersey and follow M53 Motorway, to leave CTR via VRP Vicars Cross Roundabout.	1500 FT	Remain east of EGR311 (Capenhurst).
Inbound from	North	Enter CTR via VRP Kirkby, route east of M57 Motorway, then as directed by ATC.	2000 FT	
	South	Enter CTR via VRP Tarporley Roundabout, route to the western edge of Helsby, then as directed by ATC.	1500 FT	

b) Runway 09

		Route	Max Altitude	Remarks
Outbound to	North	East of M57 Motorway, leave CTR via VRP Kirkby.	2000 FT	
	South	Cross River Mersey and leave CTR via VRP Tarporley Roundabout.	1500 FT	
Inbound from	North	Enter the CTR via VRP Seaforth Dock, route via the River Mersey, then as directed by ATC.	2000 FT	
	South	Enter CTR via VRP Vicars Cross Roundabout, follow M53 Motorway to VRP M53 Junction 11 (Stoak Interchange), then as directed by ATC.	1500 FT	Remain east of EGR311 (Capenhurst).

8 EGR323 NORTH WEST TRANSIT CORRIDOR

a) The EGR323 North West Transit Corridor lies immediately to east of the Liverpool CTR. EGR323 procedures are described in ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS.

9 VISUAL REFERENCE POINTS (VRP)

a) Remain to the east of the Burtonwood Services/M56 Junction 11 VRPs to remain clear of Liverpool CTR.
b) Remain to the west of the Stretton (Disused AD) VRP to remain clear of Manchester CTR.
c) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

10 FREQUENCY MONITORING CODE

a) Pilots operating outside the Liverpool CTR/CTA but within the area bounded by the following coordinates and maintaining a listening watch only on the Liverpool Radar frequency, 119.855 MHz, may select code 5060 with mode Charlie. Solo student pilots fulfilling the above criteria may select code 5067 with mode Charlie.

530626N 0024349W - 530314N 0024935W -
530253N 0023748W - 533723N 0023744W -
533223N 0025907W - 533213N 0031406W -
532621N 0032107W - 531909N 0032201W -
531525N 0031346W - 531714N 0031104W -
531427N 0030140W - 530626N 0024349W

b) Selection of 5060/5067 does not imply the receipt of an ATC service. Aircraft displaying these codes are not expected to contact ATC under normal circumstances, but remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the Liverpool CTR/CTAs at all times. Pilots are reminded that the Manchester CTR/CTAs and the Hawarden RMZ are in close proximity to the Liverpool CTR/CTAs and the display of 5060/5067 does not constitute authority to transit these areas without permission.
c) Whilst squawking 5060/5067, pilots should be aware that Liverpool Radar may make blind calls in order to ascertain a pilot's intentions/ routing.
d) When an aircraft ceases to maintain a listening watch or is no longer flying within the area, the pilot will deselect transponder code 5060/ 5067.

EGGP AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGGP AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGGP-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGGP-2-2
CONTROL ZONE and CONTROL AREA CHART - ENTRY/EXIT LANES and VRPS
AD 2.EGGP-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGGP-5-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) POLE HILL - ICAO
AD 2.EGGP-6-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) REXAM - ICAO
AD 2.EGGP-6-2
STANDARD DEPARTURE CHART - INSTRUMENT (SID) BARTN 1T 1V - ICAO
AD 2.EGGP-6-3
STANDARD DEPARTURE CHART - INSTRUMENT (SID) WAL 2T 2V NANTI 2T - ICAO
AD 2.EGGP-6-4
STANDARD DEPARTURE CHART - INSTRUMENT (SID) NANTI 2V (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGGP-6-5
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) GASKO 1L LAKEY 1L LIBSO 1L POL 1L VEGUS 1L - ICAO
AD 2.EGGP-7-1
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) BOFUM 2L PENIL 1L - ICAO
AD 2.EGGP-7-2
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) ELVOS 1L LESTA 1L PEPZE 1L - ICAO
AD 2.EGGP-7-3

STANDARD INSTRUMENT ARRIVAL CODING TABLES GASKO 1L LAKEY 1L LIBSO 1L
AD 2.EGGP-7-4
STANDARD INSTRUMENT ARRIVAL CODING TABLES POL 1L VEGUS 1L BOFUM 2L
AD 2.EGGP-7-5
STANDARD INSTRUMENT ARRIVAL CODING TABLES PENIL 1L ELVOS 1L LESTA 1L PEPZE 1L
AD 2.EGGP-7-6
RNAV HOLD CODING TABLES KEGUN TIPOD
AD 2.EGGP-7-7
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 09 - ICAO
AD 2.EGGP-8-1
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 09 - ICAO
AD 2.EGGP-8-2
INSTRUMENT APPROACH CHART SRA RTR 2 NM RWY 09 - ICAO
AD 2.EGGP-8-3
INSTRUMENT APPROACH CHART RNP RWY 09 - ICAO
AD 2.EGGP-8-4
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 27 - ICAO
AD 2.EGGP-8-5
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 27 - ICAO
AD 2.EGGP-8-6
INSTRUMENT APPROACH CHART SRA RTR 2NM RWY 27 - ICAO
AD 2.EGGP-8-7
INSTRUMENT APPROACH CHART RNP RWY 27 - ICAO
AD 2.EGGP-8-8
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 27 - ICAO
AD 2.EGGP-8-9
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 09
AD 2.EGGP-8-10
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 27
AD 2.EGGP-8-11

EGGP AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

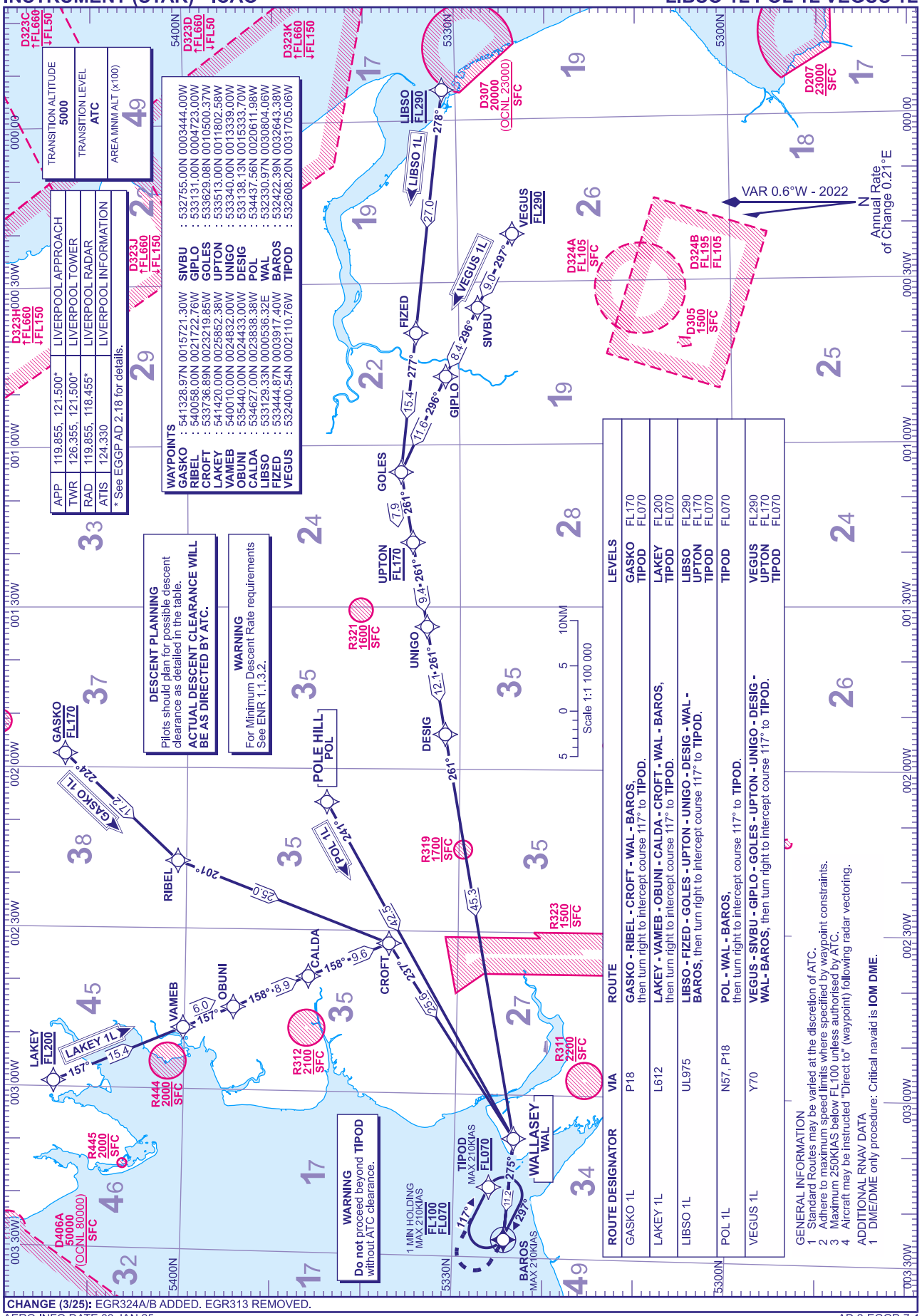
Not applicable

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

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

LIVERPOOL GASKO 1L LAKEY 1L LIBSO 1L POL 1L VEGUS 1L



CHANGE (3/25): EGR324A/B ADDED. EGR313 REMOVED.

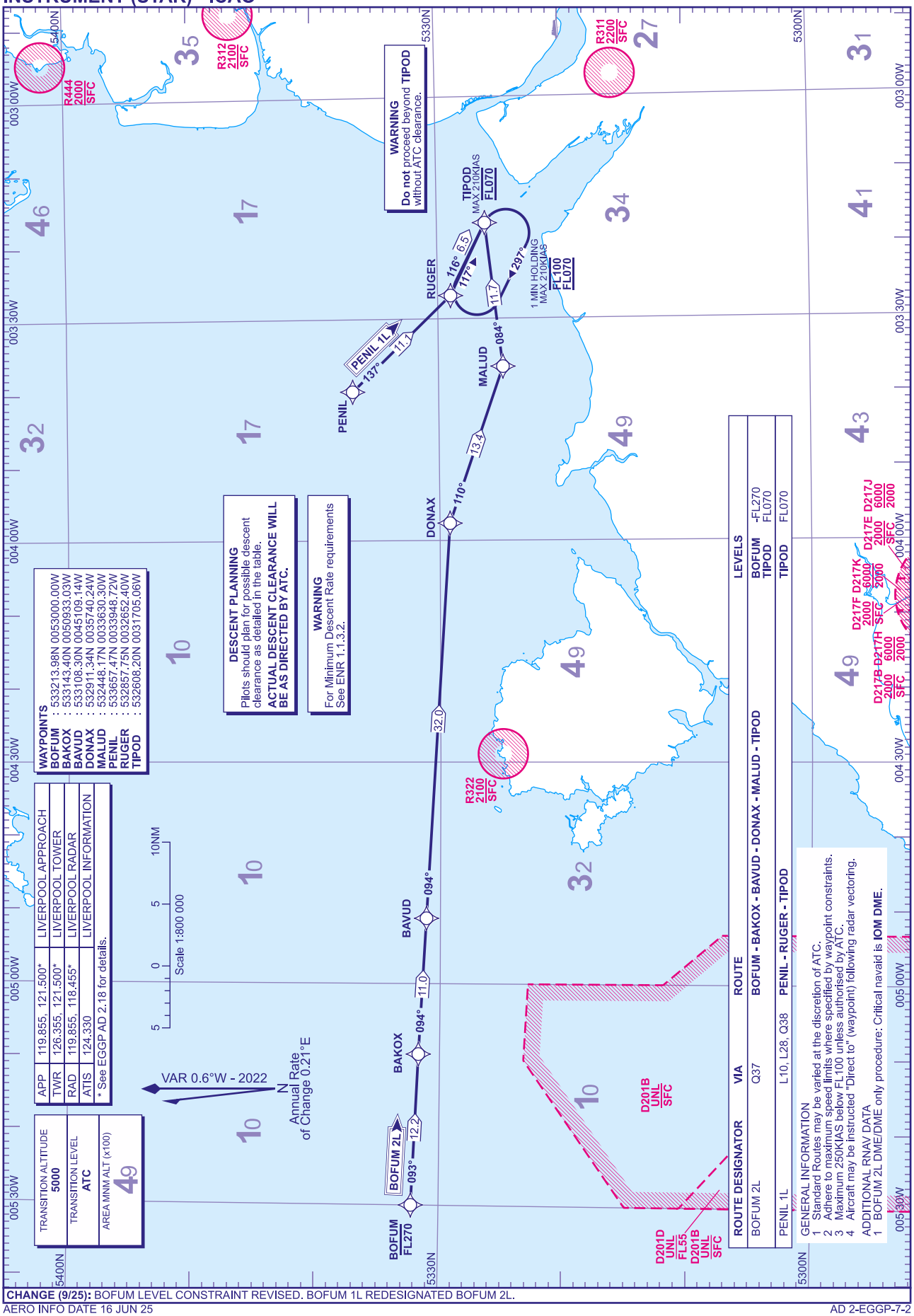
AERO INFO DATE 03 JAN 25

AD 2-EGGP-7-1

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

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

LIVERPOOL BOFUM 2L PENIL 1L



CHANGE (9/25): BOFUM LEVEL CONSTRAINT REVISED. BOFUM 1L REDESIGNATED BOFUM 2L.

AERO INFO DATE 16 JUN 25

AD 2-EGGP-7-2

Standard Instrument Arrival Coding Tables

LIVERPOOL POL 1L

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
POL1L	001	IF	POL	534437.56N 0020611.98W	N	-	-	-	-	-	-	RNAV1
POL1L	002	TF	WAL	532330.97N 0030804.06W	N	241° (240.6°)	-0.6	42.5	RIGHT	-	-	RNAV1
POL1L	003	TF	BAROS	532422.39N 0032643.38W	Y	275° (274.5°)	-0.6	11.2	RIGHT	-	-210	RNAV1
POL1L	004	CF	TIPOD	532608.20N 0031705.06W	N	117° (116.0°)	-0.6	-	-	FL070	-210	RNAV1

LIVERPOOL VEGUS 1L

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
VEGUS1L	001	IF	VEGUS	532400.54N 0002110.76W	N	-	-	-	-	FL290	-	RNAV1
VEGUS1L	002	TF	SIVBU	532755.00N 0003444.00W	N	297° (295.9°)	-0.6	9.0	-	-	-	RNAV1
VEGUS1L	003	TF	GIPLO	533131.00N 0004723.00W	N	296° (295.6°)	-0.6	8.4	-	-	-	RNAV1
VEGUS1L	004	TF	GOLES	533629.08N 0010500.37W	N	296° (295.5°)	-0.6	11.6	LEFT	-	-	RNAV1
VEGUS1L	005	TF	UPTON	533513.00N 0011802.58W	N	261° (260.8°)	-0.6	7.9	-	FL170	-	RNAV1
VEGUS1L	006	TF	UNIGO	533340.00N 0013339.00W	N	261° (260.6°)	-0.6	9.4	-	-	-	RNAV1
VEGUS1L	007	TF	DESIG	533138.13N 0015333.70W	N	261° (260.4°)	-0.6	12.1	-	-	-	RNAV1
VEGUS1L	008	TF	WAL	532330.97N 0030804.06W	N	261° (260.2°)	-0.6	45.3	RIGHT	-	-	RNAV1
VEGUS1L	009	TF	BAROS	532422.39N 0032643.38W	Y	275° (274.5°)	-0.6	11.2	RIGHT	-	-210	RNAV1
VEGUS1L	010	CF	TIPOD	532608.20N 0031705.06W	N	117° (116.0°)	-0.6	-	-	FL070	-210	RNAV1

LIVERPOOL BOFUM 2L

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
BOFUM2L	001	IF	BOFUM	533213.98N 0053000.00W	N	-	-	-	-	-FL270	-	RNAV1
BOFUM2L	002	TF	BAKOX	533143.40N 0050933.03W	N	093° (092.3°)	-0.6	12.2	-	-	-	RNAV1
BOFUM2L	003	TF	BAVUD	533108.30N 0045109.14W	N	094° (092.9°)	-0.6	11.0	-	-	-	RNAV1
BOFUM2L	004	TF	DONAX	532911.34N 0035740.24W	N	094° (093.1°)	-0.6	32.0	RIGHT	-	-	RNAV1
BOFUM2L	005	TF	MALUD	532448.17N 0033630.30W	N	110° (109.0°)	-0.6	13.4	LEFT	-	-	RNAV1
BOFUM2L	006	TF	TIPOD	532608.20N 0031705.06W	N	084° (083.3°)	-0.6	11.7	-	FL070	-210	RNAV1

CHANGE (9/25): BOFUM LEVEL CONSTRAINT REVISED. BOFUM 1L REDESIGNATED 2L.
AERO INFO DATE 16 JUN 25

Standard Instrument Arrival Coding Tables

LIVERPOOL PENIL 1L

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
PENIL1L	001	IF	PENIL	533657.47N 0033948.72W	N	-	-	-	-	-	-	RNAV1
PENIL1L	002	TF	RUGER	532857.75N 0032652.40W	N	137° (136.0°)	-0.6	11.1	LEFT	-	-	RNAV1
PENIL1L	003	TF	TIPOD	532608.20N 0031705.06W	N	116° (115.8°)	-0.6	6.5	-	FL070	-210	RNAV1

LIVERPOOL ELVOS 1L

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
ELVOS1L	001	IF	ELVOS	524201.00N 0011825.00W	N	-	-	-	-	FL200	-	RNAV1
ELVOS1L	002	TF	TNT	530314.23N 0014011.89W	N	329° (328.3°)	-0.6	25.0	LEFT	-	-	RNAV1
ELVOS1L	003	TF	NANTI	530814.54N 0023400.51W	N	280° (279.1°)	-0.6	32.8	-	FL100	-250	RNAV1
ELVOS1L	004	TF	KEGUN	531132.90N 0030901.35W	N	280° (279.2°)	-0.6	21.3	-	FL070	-210	RNAV1

LIVERPOOL LESTA 1L

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
LESTA1L	001	IF	LESTA	524427.09N 0010419.42W	N	-	-	-	-	FL200	-	RNAV1
LESTA1L	002	TF	TNT	530314.23N 0014011.89W	N	312° (311.1°)	-0.6	28.7	LEFT	-	-	RNAV1
LESTA1L	003	TF	NANTI	530814.54N 0023400.51W	N	280° (279.1°)	-0.6	32.8	-	FL100	-250	RNAV1
LESTA1L	004	TF	KEGUN	531132.90N 0030901.35W	N	280° (279.2°)	-0.6	21.3	-	FL070	-210	RNAV1

LIVERPOOL PEPZE 1L

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
PEPZE1L	001	IF	PEPZE	523746.62N 0031952.98W	N	-	-	-	-	FL180	-	RNAV1
PEPZE1L	002	TF	MONTY	525334.00N 0031026.44W	N	021° (019.9°)	-0.6	16.8	LEFT	-	-	RNAV1
PEPZE1L	003	TF	GODPA	525900.00N 0031001.00W	N	003° (002.7°)	-0.6	5.4	-	-	-250	RNAV1
PEPZE1L	004	TF	KEGUN	531132.90N 0030901.35W	N	003° (002.7°)	-0.6	12.6	-	FL070	-210	RNAV1

CHANGE (3/23): PEPZE 1L ADDED. OKTEM 1L REMOVED.
AERO INFO DATE 13 DEC 22

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 R334-170. 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

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-manoeuvre 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 marshallers. Under no circumstances may aircraft enter a stand without guidance from marshallers.
c) Under no circumstances may aircraft self park or taxi without guidance from marshallers.
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.

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 114º to 289º. DME DOC: 70 NM/25,000 FT (90 NM/ 25,000 FT in Sector R059°-089°).

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 R334-170. 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) 1.4°E (2025)	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 R014°-074°).
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 304º to 134º. 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.

EGKK 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) Gatwick 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 Gatwick 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 Gatwick Airport – London (Noise Abatement Requirements) Notice 2023 and came into operation on 28 December 2023.
2. It shall be the duty of every person who is the operator of any aircraft which is to take off or land at Gatwick 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 Gatwick Airport – London are:

Description	OS Co-ordinates	Elevation above aerodrome	Latitude	Longitude
Site 1: Russ Hill	TQ 2227 3923	54 M	*510821N	0001513W
Site 3: Orltons	TQ 2166 3878	57 M	*510807N	0001545W
Site 5: Oaklands Park Farm	TQ 2170 3939	52 M	*510827N	0001542W
Site 4: Moat House	TQ 3180 4140	4 M	510924N	0000700W
Site 6: Bellwood	TQ 3176 4177	3 M	*510936N	0000702W

    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 Lmax by day 0700-2300 (0600-2200) 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 Lmax by night 2300-0700 (2200-0600) **and** that it will not cause more than 87 dBA Lmax during the night quota period 2330-0600 (2230-0500) 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 1: Russ Hill	plus 5.0
Site 3: Orltons	plus 1.9
Site 5: Oaklands Park Farm	plus 1.9
Site 4: Moat House	0.0
Site 6: Bellwood	minus 0.2

    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 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
        - 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:

        (windspeed x cosine (runway heading minus wind direction)) x – 1.

        If the station is unavailable, the nearest equipped noise monitoring terminal or aerodrome METAR shall be used.

    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 3000 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.

a) This sub-paragraph (8) applies to aircraft other than:

i. any propeller driven aircraft whose MTWA does not exceed 5700 KG; or
ii. during the period between 0600-2330 (0500-2230), any propeller driven aircraft whose MTWA does not exceed 17000 KG.

b) Subject to sub-paragraph (8) (d) below, after any aircraft to which sub-paragraph (8) applies 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.
c) The ATC clearance via Mayfield specified in the second column of the table will not be available between 2300-0700 (2200-0600). Aircraft following the Noise Preferential Routing Procedure which relates to that clearance shall not fly over Crawley, Crawley Down or East Grinstead.
d) Where any aircraft to which this sub-paragraph (8) applies 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
26L/R	Via ACORN (This route to be used only under Radar Control).	Straight ahead until I-WW DME 2.3 then turn right to intercept DET VOR RDL258 by DET DME 31 to DET DME 15.
	Via BOGNA	Straight ahead and maintain track 257°. At MID DME 10.5 turn left to intercept OCK VOR RDL175. At OCK DME 28 turn left to intercept MID VOR RDL146 to BOGNA.
	Via Midhurst	Straight ahead and maintain track 258° to intercept MID VOR RDL064.
	Via SFD (This route to be used only 2300-0600 (2200-0500))	Straight ahead and maintain track 258° until crossing SFD VOR R319 (I-WW DME 6.8) then turn left to intercept RDL312 to SFD VOR.
	Via Mayfield (This route to be used only 0700-2300 (0600-2200))	Straight ahead until I-WW DME 2.3 then turn left to intercept MAY VOR RDL283 by MAY DME 13 to MAY VOR.
	Circuit Flights	Straight ahead until I-WW DME 2.3 NM before turning across wind.
08L/R	Via DET VOR R260	Straight ahead until I-GG DME 3.5 turn left to intercept DET VOR RDL260 to DET DME 43.
	Via ACORN	Straight ahead until I-GG DME 3.5 then turn left to track 052°M to intercept DET VOR RDL259 by DET DME 20 to ACORN.
	Via TUNBY	Straight ahead and maintain track 078° to intercept DVR VOR RDL270 to TUNBY.
	Via Seaford	Straight ahead until I-GG DME 2.5 then turn right to intercept SFD VOR RDL344 to SFD VOR.
	Circuit Flights	Straight ahead until I-GG DME 2.5 before turning across wind.

9. After taking off the aircraft shall avoid flying over the congested areas of Horley and Crawley.
10. 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 section EGKK AD 2.22 of the UK AIP). 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.
11. Before landing at the aerodrome the aircraft shall maintain as high an altitude as practicable and shall not fly over the congested areas of Crawley, East Grinstead, Horley and Horsham at an altitude of less than 3000 FT (Gatwick QNH) nor over the congested area of Lingfield at an altitude of less than 2000 FT (Gatwick QNH).
12.

a) Except where sub-paragraph (12) (b) applies, the aircraft shall not join the final approach to either runway at a height of less than 1500 FT AAL.
b) where the aircraft is a propeller driven aircraft whose MTWA does not exceed 5700 KG, it shall not join the final approach to either runway at the aerodrome at a height of less than 1000 FT AAL and shall follow a descent path which will not result in its being at any time lower than the height of the approach path normally indicated by the PAPI.

13.

a) Where the aircraft is using the ILS in IMC or VMC it shall not descend below 2000 FT (Gatwick QNH) before intercepting the glidepath, nor thereafter fly below the glidepath; and
b) 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 height of the approach path normally indicated by the PAPI.

14. Aircraft which land at Gatwick Airport - London between 2330-0600 (2230-0500), whether or not making use of the ILS localizer and irrespective of weight or type of approach, shall not join the centre-line:

2	Runway and taxiway markings and lighting	Runway marking aid(s): 09L/27R: Full ICAO runway designation, threshold, centre-line, aiming point and touchdown zone. Lead-offs from the runway are marked by a continuous yellow line from the centreline of the runway. 09R/27L: Full ICAO runway designation, threshold, centre-line, aiming point and touchdown zone. Lead-offs from the runway are marked by a continuous yellow line from the centreline of the runway. Runway light(s): Threshold - HI green lights. Edge - HI white lights. Centreline - HI colour coded white/red lights. Touchdown zone - HI white lights. Stop end - HI red lights. Colour coded amber/green lights indicate the runway turn-offs routes to the CAT III stop bars. Taxiway marking aid(s): Yellow centre-line.
3	Stop bars and runway guard lights (if any)	Illuminated red stop bars are provided where appropriate.
4	Other runway protection measures	
5	Remarks	Tug Crews, when towing aircraft under the guidance of a marshaller, must not park on stand unless guided to do so by the use of daylight-fluorescent wands, marshalling bats, marshalling gloves. Illuminated wands shall be used at night or in low visibility. LGTD WDI are located at the following positions: 512749.74N 0002838.40W, 512750.27N 0002631.90W, 512843.08N 0002622.52W & 512835.38N 0002848.27W.

EGLL 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**
(EGLL22221) 27R/APPROACH	TREE	512846.58N 0002530.73W	114 FT	33 FT	No	
(EGLL22559) 27L/TAKE-OFF	TREE	512845.81N 0002950.49W	120 FT	44 FT	No	
(EGLL21952) 09L/APPROACH 27R/ TAKE-OFF	TREE	512845.62N 0002933.28W	122 FT	46 FT	No	Close in Obstacle
(EGLL16680) 09L/APPROACH 27R/ TAKE-OFF	TREE	512845.34N 0002935.96W	119 FT	44 FT	No	Close in Obstacle
(EGLL18361) 09L/APPROACH 27R/ TAKE-OFF	TREE	512845.26N 0002935.98W	126 FT	51 FT	No	Close in Obstacle
(EGLL16678) 09L/APPROACH 27R/ TAKE-OFF	TREE	512845.13N 0002936.08W	113 FT	38 FT	No	Close in Obstacle
(EGLL15398) 09L/APPROACH 27R/ TAKE-OFF	TREE	512845.11N 0002933.63W	110 FT	34 FT	No	Close in Obstacle
(EGLL15418) 09L/APPROACH 27R/ TAKE-OFF	TREE	512844.93N 0002930.10W	109 FT	34 FT	No	Close in Obstacle
(EGLL9577) 09L/APPROACH 27R/ TAKE-OFF	CCTV	512844.87N 0002928.96W	103 FT	26 FT	No	Close in Obstacle
(EGLL3138) 09L/APPROACH 27R/ TAKE-OFF	FENCE	512844.82N 0002928.78W	101 FT	24 FT	No	Close in Obstacle
(EGLL18288) 09L/APPROACH 27R/ TAKE-OFF	TREE	512844.67N 0002947.84W	132 FT	56 FT	No	Close in Obstacle
(EGLL9587) 09L/APPROACH 27R/ TAKE-OFF	FENCE	512844.57N 0002929.01W	102 FT	25 FT	No	Close in Obstacle
(EGLL16605) 27R/TAKE-OFF	TREE	512844.47N 0002947.97W	129 FT	53 FT	No	Close in Obstacle
(EGLL17543) 09L/APPROACH 27R/ TAKE-OFF	TREE	512844.42N 0002936.62W	112 FT	36 FT	No	Close in Obstacle
(EGLL15483) 09L/APPROACH 27R/ TAKE-OFF	STREETLIGHT	512844.41N 0002925.31W	97 FT	27 FT	No	Close in Obstacle
(EGLL9586) 09L/APPROACH 27R/ TAKE-OFF	FENCE	512844.28N 0002929.27W	102 FT	27 FT	No	Close in Obstacle
(EGLL15481) 09L/APPROACH 27R/ TAKE-OFF	STREETLIGHT	512844.28N 0002926.33W	98 FT	28 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**
(EGLL15479) 09L/APPROACH 27R/ TAKE-OFF	STREETLIGHT	512844.15N 0002927.35W	98 FT	28 FT	No	Close in Obstacle
(EGLL15477) 09L/APPROACH 27R/ TAKE-OFF	STREETLIGHT	512844.04N 0002928.35W	98 FT	26 FT	No	Close in Obstacle
(EGLL9585) 09L/APPROACH 27R/ TAKE-OFF	FENCE	512843.78N 0002929.72W	103 FT	31 FT	No	Close in Obstacle
(EGLL5179) 09L/APPROACH 27R/ TAKE-OFF	FENCE	512843.74N 0002929.94W	104 FT	30 FT	No	Close in Obstacle
(EGLL9584) 09L/APPROACH 27R/ TAKE-OFF	FENCE	512843.54N 0002929.95W	103 FT	24 FT	No	Close in Obstacle
(EGLL9583) 09L/APPROACH 27R/ TAKE-OFF	FENCE	512843.39N 0002930.09W	102 FT	23 FT	No	Close in Obstacle
(EGLL18249) 27R/TAKE-OFF	TREE	512843.28N 0002951.32W	127 FT	51 FT	No	
(EGLL9576) 09L/APPROACH 27R/ TAKE-OFF	CCTV	512842.87N 0002930.56W	103 FT	22 FT	No	Close in Obstacle
(EGLL5180) 09L/APPROACH 27R/ TAKE-OFF	CCTV	512842.84N 0002930.52W	103 FT	23 FT	No	Close in Obstacle
(EGLL3155) 27R/TAKE-OFF	LAMP POST	512842.60N 0002937.48W	98 FT	21 FT	No	
(EGLL18198) 27R/TAKE-OFF	TREE	512839.88N 0002950.37W	117 FT	41 FT	No	
(EGLL21824) 27R/TAKE-OFF	TREE	512839.79N 0002950.74W	119 FT	46 FT	No	
(EGLL18165) 27R/TAKE-OFF	TREE	512837.13N 0002953.05W	124 FT	49 FT	No	
(EGLL22527) 27R/TAKE-OFF	TREE	512837.04N 0002944.68W	109 FT	34 FT	No	
(EGLL11221) 27R/APPROACH	TANK NETTING	512834.56N 0002542.13W	98 FT	18 FT	No	
(EGLL13700) 27R/APPROACH	LAMP POST	512834.34N 0002543.40W	97 FT	17 FT	No	
(EGLL9629) 09L/APPROACH 27R/ TAKE-OFF	LAMP POST	512832.37N 0002932.07W	106 FT	17 FT	No	Close in Obstacle
(EGLL9623) 09L/APPROACH 27R/ TAKE-OFF	LAMP POST	512832.34N 0002934.28W	111 FT	25 FT	No	Close in Obstacle
(EGLL9625) 09L/APPROACH 27R/ TAKE-OFF	LAMP POST	512832.32N 0002933.04W	108 FT	22 FT	No	Close in Obstacle
(EGLL2970) 27R/TAKE-OFF	FENCE	512832.13N 0002935.34W	109 FT	25 FT	No	Close in Obstacle
(EGLL9674) 09L/APPROACH 27R/ TAKE-OFF	FENCE	512832.07N 0002935.17W	109 FT	25 FT	No	Close in Obstacle
(EGLL3035) 09L/APPROACH 27R/ TAKE-OFF	ROAD SIGN	512831.89N 0002937.58W	115 FT	30 FT	No	Close in Obstacle
(EGLL5363) 09L/APPROACH 27R/ TAKE-OFF	SIGN	512831.78N 0002937.31W	115 FT	26 FT	No	Close in Obstacle
(EGLL5277) 09L/APPROACH 27R/ TAKE-OFF	TREE	512830.97N 0002940.02W	123 FT	27 FT	No	Close in Obstacle
(EGLL13680) 09R/APPROACH 27L/ TAKE-OFF	LAMP POST	512759.65N 0002921.16W	105 FT	26 FT	No	Close in Obstacle
(EGLL17090) 27L/APPROACH	BUILDING VENT	512759.18N 0002515.02W	134 FT	59 FT	No	
(EGLL21758) 27L/APPROACH	BLDG SAT DISH	512759.18N 0002516.24W	135 FT	60 FT	No	
(EGLL18845) 27L/TAKE-OFF	TREE	512757.08N 0002933.88W	109 FT	35 FT	No	
(EGLL2424) 27L/TAKE-OFF	FLOODLIGHT	512756.68N 0002923.92W	98 FT	22 FT	No	
(EGLL18839) 27L/TAKE-OFF	TREE	512756.34N 0002932.14W	102 FT	31 FT	No	
(EGLL22652) 27L/TAKE-OFF	TREE	512754.87N 0002935.35W	109 FT	37 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**
(EGLL18809) 27L/TAKE-OFF	TREE	512754.26N 0002932.99W	103 FT	32 FT	No	
(EGLL18810) 27L/TAKE-OFF	TREE	512754.21N 0002934.45W	103 FT	31 FT	No	
(2024041221) 27L/APPROACH 09R/ TAKE-OFF	CRANE	512750N 0002513W	182 FT	105 FT	Yes Steady red	Close in Obstacle. Crane will operate only when 09R/27L is closed. Radius Park, St. Anthony's Way, Feltham.
(EGLL18983) 09R/TAKE-OFF	TREE	512750.41N 0002537.91W	109 FT	30 FT	No	
(EGLL18755) 27L/TAKE-OFF	TREE	512750.12N 0002932.86W	102 FT	31 FT	No	
(EGLL16991) 27L/APPROACH	TREE	512748.96N 0002544.25W	110 FT	32 FT	No	
(EGLL21679) 09R/TAKE-OFF	TREE	512748.77N 0002529.26W	119 FT	42 FT	No	
(EGLL21681) 27L/APPROACH	TREE	512748.53N 0002530.45W	121 FT	43 FT	No	
(EGLL21726) 27L/APPROACH	TREE	512748.46N 0002548.61W	103 FT	25 FT	No	
(EGLL17680) 09R/APPROACH 27L/ TAKE-OFF	TREE	512746.68N 0002918.13W	105 FT	29 FT	No	Close in Obstacle
(EGLL13259) 09R/APPROACH 27L/ TAKE-OFF	STREETLIGHT	512746.59N 0002919.81W	106 FT	32 FT	No	Close in Obstacle
(EGLL17965) 27L/APPROACH 09R/ TAKE-OFF	TREE	512746.13N 0002543.63W	124 FT	45 FT	No	Close in Obstacle
(EGLL22636) 09R/APPROACH	TREE	512743.72N 0002957.62W	157 FT	90 FT	No	

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGLL6032)	SPIRE	513427.08N 0002015.52W	557 FT	151 FT	No	
(EGLL5997)	AERIAL	513133.05N 0002742.07W	299 FT	171 FT	No	
(EGLL5884)	AERIAL	513107.77N 0002443.09W	282 FT	168 FT	No	
2021012731	CRANE	513101N 0001552W	571 FT	469 FT	Yes 2000 candelas static red	
2024101660	CRANE	513054N 0002818W	316 FT	219 FT	Yes Steady red	Otterfield Road, West Drayton, UB7 8EY.
(EGLL13728)	BUILDING	513044.76N 0001839.95W	340 FT	239 FT	No	
2023062049	CRANE	513039N 0002422W	404 FT	299 FT	Yes Steady red	Avondale Drive, Hayes, UB3 3PW. End estimated December 2025.
20230525104	CRANE	513035N 0002339W	320 FT	230 FT	Yes Steady red	Beaconsfield Road, Hayes, UB4 0SL. End estimated May 2025.
2024072458	CRANE	513028N 0002246W	417 FT	309 FT	Yes Steady red	Southall Beaconsfield Road
202204228	CRANES	513028.00N 0002325.00W	328 FT	223 FT	Yes Red	Southall Area. See AD 2.20 Warnings.
2023032017	CRANE	513025N 0002231W	469 FT	364 FT	Yes Steady red	Park Avenue, Southall, UB3 1AD.
2023102344	CRANE	513023N 0002531W	396 FT	288 FT	Yes Steady red	Clayton Road. End estimated August 2024.

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**
2023062044	CRANE	513021N 0002503W	399 FT	294 FT	Yes Steady Red	Austin Road, Hayes UB3 3DN. End estimated December 2025.
2024021538	CRANE	513020N 0002238W	537 FT	431 FT	Yes Steady red	Merrick Place, Merrick Road, Southall, London, UB2 4AU.
201909164	CRANE	513020.29N 0004145.62W	442 FT		Yes Steady red	
2024112668	CRANE	513019N 0002543W	464 FT	358 FT	Yes Steady red	One Vinyl Square, 252-254 Blyth Road, Hayes UB3 1BW.
2022032227	CRANE	513019.00N 0002543.00W	378 FT	271 FT	Yes Steady Red	One Vinyl Square, Hayes.
2023061617	CRANE	513018N 0002640W	226 FT	148 FT	Yes Steady red	14 Prologis Park, Hayes, West Drayton, UB7 9FN. End estimated June 2025.
(EGLL6072)	PYLON	513013.13N 0002955.78W	258 FT	169 FT	No	
20240305156	CRANE	513008N 0002437W	343 FT	236 FT	Yes Steady red	Union Park, North Hyde Gardens.
202105166 - TC7	CRANE	513008N 0002458W	470 FT	369 FT	Yes 2000 Candelas Static Red	
20240117129	CRANE	513008N 0002440W	410 FT	302 FT	Yes Steady red	Union Park Crane 1, North Hyde Gardens UB3 4DG.
2024011012	CRANE	513008N 0002440W	318 FT	213 FT	Yes Steady red	Project Union Phase 1, North Hyde Gardens, Hayes, UB3 4QQ.
202212299	CRANE	513007N 0002436W	237 FT	138 FT	Yes Steady red	Union Park, 15 North Hyde Gardens, Hayes, UB3 4QQ.
202103082	CRANE	513007.00N 0002804.00W	322 FT	230 FT	Yes Steady red	
2022022449	CRANE	513006.00N 0002459.00W	456 FT	342 FT	Yes Steady red	
2024062726	CRANE	513005N 0002507W	421 FT	317 FT	Yes Steady Red	Nestle Avenue, Hayes, UB3 4SA (Charles Edward Site).
202105163	CRANE	513003N 0002455W	228 FT	130 FT	Yes Steady red	
C10/18/22	CRANE	513003.71N 0002449.60W	324 FT		Yes Steady red	
2024100278	CRANE	513002N 0002428W	376 FT	276 FT	Yes Steady red	Ark Data Centres, North Hyde Gardens, Hayes, UB3 4QQ. End estimated April 2025.
2023081646	CRANE	513001N 0002402W	226 FT	121 FT	Yes Steady red	Industrial Park, 149 Brent Road, Southall, UB2 5FB.
(EGLL8178)	CRANE	512926.91N 0001810.43W	345 FT	305 FT	No	
(EGLL5638)	CHIMNEY	512908.51N 0003018.05W	320 FT	244 FT	Yes Red	
(EGLL6506)	FLAG POLE	512902.42N 0003615.51W	354 FT	187 FT	No	
2023051249	CRANE	512848N 0002550W	112 FT	26 FT	Yes Steady red	Avis Budget, Northrop Road, Heathrow, TW6 2QA.

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**
2024091615	CRANE	512832N 0002937W	128 FT	39 FT	Yes Steady red	Wayfarer Road, London Borough of Hillingdon, London, TW6 2GD. Note this is a second entry for Wayfarer Road. Crane will not operate when Northern Runway (09L/27R) is in use.
2024041232	CRANE	512830N 0002939W	136 FT	33 FT	Yes Steady red	Terminal 5 Welcome Roundabout, Heathrow Airport.
2022110381	CRANE	512829N 0002203W	336 FT	253 FT	Yes Steady red	Lampton Road, Hounslow.
202407053	CRANE	512829N 0002938W	139 FT	39 FT	Yes Steady red	Heathrow Terminal 5, Wayfarer Road, TW6 2GD. Will only operate when Northern Runway (09L/ 27R) is closed.
202110115	CRANE	512827N 0002159W	327 FT	252 FT	Yes Red	
2019080181	CRANE	512817.68N 0002309.12W	330 FT		Yes Steady red	
2024021458	CRANE	512816N 0002700W	261 FT	180 FT	Yes Steady red	Heathrow Airport, Central Terminal Area. Deconstruction of modular building adjacent to Terminal 1 & Terminal 2A. Crane is height restricted during operational hours.
2024072981	CRANE	512815N 0002654W	237 FT	158 FT	Yes Steady red	Heathrow Airport Terminal 2, demolition of adjacent building to Terminal 1.
2023062850	CRANE	512811N 0002704W	213 FT	131 FT	Yes Steady Red	Terminal 2A, Heathrow Airport.
2025030694	CRANE	512800N 0002800W	155 FT	76 FT	Yes Steady red	Heathrow Airport, Taxiway Alpha South between Taxiway Echo & Foxtrot. Will not operate when RWY 09R/27L is in operation.
2023050340	CRANE	512752N 0002300W	302 FT	226 FT	Yes Steady red	379-389 Staines Road, Hounslow, TW4 5AP.
(EGLL3659)	RADAR AERIAL	512737.69N 0002622.62W	220 FT	142 FT	No	
(EGLL18982)	MAST LIGHTNING CONDUCTOR	512732.14N 0002514.14W	227 FT	150 FT	Yes Red	
(EGLL6192)	PYLON	512730.18N 0003221.32W	227 FT	170 FT	No	
(EGLL19369)	BUILDING	512656.87N 0002425.02W	216 FT	147 FT	No	
(EGLL6429)	PYLON	512652.26N 0003137.32W	225 FT	170 FT	No	
(EGLL6896)	CHURCH	512649.92N 0002431.67W	235 FT	166 FT	No	
2022021746	CRANE	512630.00N 0002455.00W	226 FT	167 FT	Yes Steady red	
(EGLL19459)	TREE	512626.15N 0003447.73W	374 FT	98 FT	No	

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**
(EGLL19466)	TREE	512624.41N 0003524.21W	385 FT	122 FT	No	
(EGLL19452)	TREE	512617.94N 0003446.51W	370 FT	109 FT	No	
2023031646	CRANE	512610N 0003032W	438 FT	392 FT	Yes Steady red	Former Renshaw, Industrial Estate, Staines-upon-Thames, TW18 4UQ.
2020012282	CRANE	512609.97N 0003018.92W	421 FT		Yes Steady red	
2023030292	CRANE	512559N 0003039W	379 FT	334 FT	Yes Steady red	Elmsleigh Road, Staines, TW18 4QW.

EGLL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE HEATHROW 30 Hours
4	Trend forecast Interval of issuance	TREND. 30 Minutes.
5	Briefing/consultation provided	Self briefing/telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English
7	Charts and other information available for briefing or consultation	
8	Supplementary equipment available for providing information	
9	ATS units provided with information	LONDON HEATHROW
10	Additional information (limitation of service, etc.)	

EGLL AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	**True bearing**	**Dimensions of RWY**	**Surface of RWY/ SWY/ Strength**	**THR co-ordinates/ THR Geoid undulation**	**THR elevation/ Highest elevation of TDZ of precision APP RWY**	**Slope of RWY/ SWY**
1	**2**	**3**	**4**	**5**	**6**	**7**
09L	089.67°	3901 x 50 M	RWY surface: Asphalt, Grooved PCR 1020/R/A/W/T	512839.00N 0002905.97W 150.9 FT	THR 78.6 FT TDZ 81.3 FT	
27R	269.71°	3901 x 50 M	RWY surface: Asphalt, Grooved PCR 1020/R/A/W/T	512839.63N 0002559.82W 150.7 FT	THR 78.1 FT TDZ 79.3 FT	
09R	089.68°	3658 x 50 M	RWY surface: Asphalt, Grooved PCR 820/R/A/W/T	512753.25N 0002856.33W 150.8 FT	THR 75.3 FT TDZ 76.3 FT	
27L	269.72°	3658 x 50 M	RWY surface: Asphalt, Grooved PCR 820/R/A/W/T	512753.82N 0002602.76W 150.6 FT	THR 76.8 FT TDZ 77.8 FT	

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
		4021 x 280 M				RWY 09L Northern runway shoulders between A1 and A11 are 20.5 M and between A11 and A13 are 12.5 M.
	78 x 150 M	4021 x 280 M				RWY 27R Northern runway shoulders between A1 and A11 are 20.5 M and between A11 and A13 are 12.5 M.
		3778 x 280 M				RWY 09R Southern runway shoulders between N1 and N7 are 20.5 M and between N7 and N11 are 12.5 M.
		3778 x 280 M				RWY 27L Southern runway shoulders between N1 and N7 are 20.5 M and between N7 and N11 are 12.5 M.

EGLL AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
09L	3901 M	3901 M	3901 M	3592 M	LDA: 09L landing threshold is displaced by 309 M.
27R	3882 M	3960 M	3882 M	3882 M	
09L	3362 M	3362 M	3362 M		Take-off from intersection with A12
09L	2838 M	2838 M	2838 M		Take-off from intersection with A11
09L	2661 M	2661 M	2661 M		Take-off from intersection with A10W
09L	2354 M	2354 M	2354 M		Take-off from intersection with A10E
09L	1992 M	1992 M	1992 M		Take-off from intersection with A9W
09L	1789 M	1789 M	1789 M		Take-off from intersection with A9E
27R	3539 M	3617 M	3539 M		Take-off from intersection with A4
27R	3136 M	3214 M	3136 M		Take-off from intersection with A5
27R	2862 M	2940 M	2862 M		Take-off from intersection with A6
27R	2617 M	2695 M	2617 M		Take-off from intersection with A7
27R	2414 M	2492 M	2414 M		Take-off from intersection with A8
27R	2142 M	2220 M	2142 M		Take-off from intersection with A9E
27R	1947 M	2025 M	1947 M		Take-off from intersection with A9W
09R	3658 M	3658 M	3658 M	3350 M	LDA: 09R landing threshold is displaced by 308 M
27L	3658 M	3658 M	3658 M	3658 M	
09R	3528 M	3528 M	3528 M		Take-off from intersection with N10
09R	3351 M	3351 M	3351 M		Take-off from intersection with N8
09R	2853 M	2853 M	2853 M		Take-off from intersection with S7
09R	2852 M	2852 M	2852 M		Take-off from intersection with N7
09R	2325 M	2325 M	2325 M		Take-off from intersection with N6
09R	2244 M	2244 M	2244 M		Take-off from intersection with S6
09R	1704 M	1704 M	1704 M		Take-off from intersection with N5W
27L	3536 M	3536 M	3536 M		Take-off from intersection with N2E
27L	3380 M	3380 M	3380 M		Take-off from intersection with N2W
27L	3224 M	3224 M	3224 M		Take-off from intersection with N3
27L	3212 M	3212 M	3212 M		Take-off from intersection with S3
27L	2702 M	2702 M	2702 M		Take-off from intersection with N4E
27L	2606 M	2606 M	2606 M		Take-off from intersection with S4W
27L	2589 M	2589 M	2589 M		Take-off from intersection with S4E

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
27L	2441 M	2441 M	2441 M		Take-off from intersection with N4W
27L	2222 M	2222 M	2222 M		Take-off from intersection with S5E
27L	2091 M	2091 M	2091 M		Take-off from intersection with N5E
27L	2081 M	2081 M	2081 M		Take-off from intersection with S5W

EGLL AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
09L	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. 860 M Light intensity high	Green Light intensity high With HI wingbars	PAPI /3° 66 FT 417 M	900 M	Bi-directional colour coded 15 M spacing 3901 M length Light intensity high	Bi-directional 60 M spacing 3901 M length White Light intensity high	Red		EDGE: On full length departures, the first 300 M of edge lights are red due to displaced threshold.
27R	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. 905 M Light intensity high	Green Light intensity high With HI wingbars	PAPI /3° 73 FT 469 M	901 M	Bi-directional colour coded 15 M spacing 3884 M length Light intensity high	Bi-directional 60 M spacing 3884 M length White Light intensity high	Red		
09R	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. 939 M Light intensity high	Green Light intensity high With HI wingbars	PAPI /3° 65 FT 420 M	899 M	Bi-directional colour coded 15 M spacing 3660 M length Light intensity high	Bi-directional 60 M spacing 3660 M length White Light intensity high	Red		EDGE: On full length departures, the first 300 M of edge lights are red due to displaced threshold.
27L	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. 922 M Light intensity high	Green Light intensity high With HI wingbars	PAPI /3° 65 FT 420 M	901 M	Bi-directional colour coded 15 M spacing 3660 M length Light intensity high	Bi-directional 60 M spacing 3660 M length White Light intensity high	Red		

EGLL AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	Anemometer: 09L: 512842.70N 0002848.27W (LGTD) - 27R: 512843.28N 0002619.54W (LGTD) - 09R: 512749.15N 0002839.36W (LGTD) - 27L: 512749.69N 0002621.49W (LGTD).
3	TWY edge and centre line lighting	CL: Green centre-line lights with selective switching on all taxiway routes.
4	Secondary power supply/switch-over time	Yes - CAT I/II/III. 1 second.
5	Remarks	Apron floodlighting. Obstacle lighting.

EGLL AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF: 512744.27N 0002704.97W
2	TLOF and/or FATO elevation	TLOF: 75.4 FT
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	TLOF: 18 M sided triangular aiming point.
4	True BRG of FATO	FATO: DIR 27: 269.48°
5	Declared distance available	
6	APP and FATO lighting	FATO: DIR 27: Lighting: Aiming point No approach lighting. Helicopter aiming point is lit with 6 heliport low intensity omni-directional inset white lights.
7	RMK	Refer to AD 2.20 paragraph 5 for Helicopter Operations at Heathrow and AD 2-EGLL-4-1 for the Helicopter Crossing Operations chart. Refer to AD 2.22 paragraph 10 for VFR/Special VFR helicopter flights in the London CTR and paragraph 12 for Helicopter Routes in the London CTR.

EGLL AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
LONDON CTR 513611N 0004133W - 513611N 0001253W thence clockwise by the arc of a circle radius 12 NM centred on 512812N 0002713W to 512013N 0001255W - 512013N 0003800W - 512103N 0004236W thence clockwise by the arc of a circle radius 12 NM centred on 512812N 0002713W to 513611N 0004133W	Upper limit: 2500 FT ALT Lower limit: SFC	D	HEATHROW RADAR English	6000 FT		See EGLL AD2.22, Flight Procedures, item 8 for details of Local Flying Areas. Hours: See AD 2.18. To operate UAS above 400 FT AGL within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
LONDON CTR TMZ 513611N 0004133W following the line of latitude to - 513611N 0001253W thence clockwise by the arc of a circle radius 12 NM centred on 512812N 0002713W to 512013N 0001255W following the line of latitude to - 512013N 0003800W - 512103N 0004236W thence clockwise by the arc of a circle radius 12 NM centred on 512812N 0002713W to 513611N 0004133W	Upper limit: 2500 FT ALT Lower limit: SFC	D	HEATHROW RADAR English	6000 FT		Procedures applicable to flights within the Transponder Mandatory Zone are detailed in GEN 1.5 paragraph 5.3 and EGLL AD 2.22.
LONDON HEATHROW ATZ A circle, 2.5 NM radius, centred at 512839N 0002741W on longest notified runway (09L/27R)	Upper limit: 2000 FT AGL Lower limit: SFC	D	HEATHROW RADAR English	6000 FT		

EGLL AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	HEATHROW DIRECTOR	119.730			H24	ATZ hours coincident with Approach hours.
		120.400 When instructed by ATC.			H24	
		121.500 Emergency frequency O/R.			H24	
		127.525 When instructed by ATC.			H24	
		134.980 When instructed by ATC.			H24	
TWR	HEATHROW DELIVERY	121.980 Ground Movement Planning Departing aircraft are to make initial call to 'Heathrow Delivery' on this frequency.			H24	
	HEATHROW GROUND	121.705 DOC 5 NM/GND. Ground Movement Control.			As directed by ATC	
		121.855 DOC 5 NM/GND. Ground Movement Control.			As directed by ATC	
		121.905 DOC 5 NM/GND. Ground Movement Control.			As directed by ATC	
	HEATHROW TOWER	118.505 DOC 25 NM/4,000 FT.			H24	
		118.705 DOC 25 NM/4,000 FT.			H24	
		121.500 Emergency frequency O/R.			H24	
		124.480 When instructed by ATC.			H24	
RADAR	HEATHROW RADAR	121.500 Emergency frequency O/R.			H24	Outside the hours 0700-2030 (0600-1930) 125.625 MHz will be monitored by Thames Director: 0600-0700 (0500-0600) and 2030-2230 (1930-2130) or Heathrow Director: 2230-0600 (2130-0500).
		125.625 VFR and Special VFR flights in the London CTR and the London City CTR/CTA. DOC 60 NM/ 20,000 FT.			H24	

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
		127.525 When instructed by ATC.			H24	
ATIS	HEATHROW INFORMATION	113.750 DOC 60 NM/ 20,000 FT. Broadcast on Bovingdon VOR.			H24	
		117.000 DOC 70 NM/ 20,000 FT. Broadcast on Seaford VOR.			H24	
		128.080 DOC 60 NM/ 20,000 FT.			H24	
ATIS DEP	HEATHROW INFORMATION	121.935 DOC 5 NM/GND.			H24	
OTHER	HEATHROW FIRE	121.600 When instructed by ATC. Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGLL 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 0.43°E (2022)	IAA	110.300 MHz	HO	512839.71N 0002537.06W		(RWY 09L) Particular care should be exercised in selecting the appropriate ILS facility as more than one ILS will normally be radiating.
ILS/GP	IAA	335.000 MHz	HO	512843.50N 0002850.43W		(RWY 09L) 3° ILS Ref Datum Hgt 51 FT. Certified for extended range to 15 NM. Not for use below 2200 FT at this range.
ILS/LOC III 0.43°E (2022)	IBB	109.500 MHz	HO	512753.89N 0002541.63W		(RWY 09R) Particular care should be exercised in selecting the appropriate ILS facility as more than one ILS will normally be radiating.
ILS/GP	IBB	332.600 MHz	HO	512748.97N 0002840.54W		(RWY 09R) 3° ILS Ref Datum Hgt 50 FT. Certified for extended range to 15 NM. Not for use below 2200 FT at this range.
ILS/LOC III 0.41°E (2022)	ILL	109.500 MHz	HO	512753.14N 0002928.20W		(RWY 27L) False Capture may be experienced when approaching from the north and south. Particular care should be exercised in selecting the appropriate ILS facility as more than one ILS will normally be radiating.
ILS/GP	ILL	332.600 MHz	HO	512749.47N 0002620.00W		(RWY 27L) 3° ILS Ref Datum Hgt 56 FT. Certified for extended range to 15 NM. Not for use below 2200 FT at this range.

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 0.40°E (2022)	IRR	110.300 MHz	HO	512838.88N 0002937.39W		(RWY 27R) Particular care should be exercised in selecting the appropriate ILS facility as more than one ILS will normally be radiating.
ILS/GP	IRR	335.000 MHz	HO	512843.83N 0002617.50W		(RWY 27R) 3° ILS Ref Datum Hgt 58 FT. Certified for extended range to 15 NM. Not for use below 2200 FT at this range.
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 114º to 289º. DME DOC: 70 NM/25,000 FT (90 NM/25,000 FT in Sector R059°-089°).
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 R334-170. 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.
NDB 0.27°E (2022)	WOD	352.000 kHz	H24	512710.02N 0005243.68W		Range 25 NM.
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.
NDB 0.34°E (2022)	BUR	421.000 kHz	HO	513108.44N 0004037.89W		DOC: 15 NM except for Sector 340-020 where DOC is 30 NM
NDB 0.38°E (2022)	CHT	277.000 kHz	HO	513723.32N 0003106.87W		Range 25 NM.
NDB 0.46°E (2022)	EPM	316.000 kHz	HO	511910.43N 0002219.12W		Range 25 NM.
ILS/DME	IBB	32X 109.500 MHz	HO	512749.74N 0002730.90W	93 FT	(RWY 09R) On AD. DME freq paired with ILS I-BB and I-LL. Zero range is indicated at THR of Runway 09R and 27L.
ILS/DME	ILL	32X 109.500 MHz	HO	512749.74N 0002730.90W	93 FT	(RWY 27L) On AD. DME freq paired with ILS I-BB and I-LL. Zero range is indicated at THR of Runway 09R and 27L.
ILS/DME	IRR	40X 110.300 MHz	HO	512843.84N 0002732.51W	99 FT	(RWY 27R) On AD. DME freq paired with ILS I-AA and I-RR. Zero range is indicated at THR of Runway 09L and 27R.

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:

(windspeed x cosine (runway heading minus wind direction)) x – 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:

i. to any propeller driven aircraft whose MTWA does not exceed 5700 KG; or
ii. 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.

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.

Note: *As the Navigation Aids (NAVAIDs) used previously in the noise abatement procedures are withdrawn as part of the NATS NERL NAVAID Rationalisation project and the conventional Standard Instrument Departures have been RNAV Substituted, the following latitude and longitude coordinates replicate the specific location of the old NAVAIDs which are listed below:*

NAVAID	
LON VOR	512914.09N 0002759.54W
DET VOR	511814.41N 0003550.19E
MID VOR	510314.23N 0003730.01W
BIG VOR	511951.15N 0000205.32E
BPK VOR	514459.05N 0000624.25W
BNN VOR	514334.19N 0003259.10W
EPM NDB	511910.43N 0002219.12W
BUR NDB	513108.44N 0004037.89W
CHT NDB	513723.32N 0003106.87W
WOD NDB	512710.02N 0005243.68W

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:

a) 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.
b) 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.
c) 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.

d) 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:

'local time' means, during any period of summer time, the time fixed by or under the Summer Time Act 1972 (e), and outside that period, Universal Co-ordinated Time;

'dBA' means a decibel unit of sound level measured on the A-weighted scale, which incorporates a frequency dependent weighting approximating the characteristics of human hearing;

'Lmax' means the highest instantaneous sound level recorded (with the noise monitoring terminal set at the slow meter setting);

other abbreviations used are defined in GEN 2-2 of the United Kingdom Aeronautical Information Publication (Air Pilot).

J Hotchkiss
Divisional Manager
Aviation Environmental Division
7 April 2010 **Department for Transport**

a) S.I. 1981/651.
b) 1982 c.16.
c) S.I. 1978/1303.
d) The Heathrow Airport – London (Noise Abatement Requirements) Notice 2004 signed by G Pendlebury on 24 March 2004.
e) 1972 c.6.

Notes
(These notes are not part of the notice)

1. The Noise Preferential Routeing Procedures specified in the above notice are compatible with normal ATC requirements. The use of the routeings specified above is supplementary to noise abatement take-off techniques as used by piston-engined, turbo-prop, turbo- jet and turbo-fan aircraft.

2. The attention of operators is drawn to the provisions of Section 78 (2) of the Civil Aviation Act 1982, under which if it appears to the Secretary of State that any of the requirements in this notice have not been complied with as respects any aircraft, he may direct the manager of the aerodrome to withhold facilities for using the aerodrome from the operator of the aircraft. However, the Secretary of State accepts that occasional and exceptional breaches of the noise limits, or of the height requirement, would not be expected to lead to sanctions under Section 78 (2). Such breaches would, however, run the risk of financial penalties.

3. Noise from ground running of aircraft engines is controlled in accordance with instructions issued by Heathrow Airport Limited.

4. In the interests of noise abatement, certain restrictions are imposed on the operation of training flights at this aerodrome. Operators concerned are advised to obtain details from Heathrow Airport Limited.

5. To minimise disturbance in areas adjacent to the aerodrome, commanders of aircraft are requested to avoid the use of reverse thrust after landing, consistent with the safe operation of the aircraft, between 2330 and 0600 hours (local time).

6. Full details concerning the maximum number of occasions and the types of aircraft which are permitted to take off or land at night during specified periods at this aerodrome are promulgated by Supplement.

7. For monitoring purposes, a descent will be deemed to have been continuous provided that no segment of level flight longer than 2.5 NM occurs below 6800 FT QNH and 'level flight' is interpreted as any segment of flight having a height change of not more than 50 FT over a track distance of 2 NM or more, as recorded in the airport Noise and track-keeping system.

8. For monitoring purposes, a departure will be deemed to have complied with the Noise Preferential Routeing (NPR) if, in the portion of flight below the appropriate vectoring altitude (see note 9 below), it is properly recorded by the airport's noise and track-keeping (NTK) system as having flown wholly within the Lateral Swathe (LS). The LS is defined from the centre-line of the relevant route coded in the NTK system, based upon a map accredited for this purpose by the Department for Transport, by the closer to the route centre-line depicted on the map of (a) a pair

of lines either side, each diverging at an angle of 10° from a point on the runway centre-line 2000 M from start-of-roll; and (b) a pair of parallel lines representing a distance of 1.5 KM either side of the route centre-line. For avoidance of doubt, the depicted route and LS may include curved sections representing turns.

9. Aircraft which have attained an altitude of 4000 FT (Heathrow QNH) may be directed by air traffic controllers onto a different heading and commanders complying with any such direction will not by reason of so complying be deemed to have departed from the Noise Preferential Routeing.

EGLL AD 2.22 FLIGHT PROCEDURES

1 ARRIVAL ROUTES

a) Standard Arrival Routes (STARs) for aircraft inbound via the ATS Route System are detailed at AD 2-EGLL-7-1 to 7-14.
b) Aircraft inbound other than via the ATS Route System:

   i. Aircraft inbound to London Heathrow Airport direct from the London FIR will be required to use the procedures for flights via the ATS Routes System.
   ii. Aircraft departing from aerodromes outside the geographical boundary of the London TMA will normally be required to route via one of the Terminal Holding Points detailed in paragraph 2 (b).
   iii. Pilots of aircraft departing from an aerodrome less than 10 minutes flying time from the London CTR boundary are to contact the LTCC Group Supervisor Airports on 02380-401106 before departure.

c) Aircraft positioning from other London Airports:

   i. Aircraft positioning from London Gatwick Airport will be cleared via BIG VOR as detailed in AD 2-EGKK-6-2.
   ii. Aircraft positioning from London Luton Airport will be cleared via BNN VOR as detailed in AD 2-EGGW-1-14 paragraph 5.

2 HOLDING

a) Terminal Holding Fixes are established at Lambourne (LAM), Biggin (BIG), Bovingdon (BNN) & Ockham (OCK) DMEs as detailed on the appropriate STAR charts. Aircrew are not required to state time and level when entering/reaching the holding fix.
b) Holding patterns for use following a missed approach are established as follows:

Holding Point	Holding Procedures
CHT NDB	Holding axis 293° M inbound, turning left, Maximum holding speed 220 KT, Holding level 3000 FT ALT
EPM NDB	Holding axis 274° M inbound, turning left, Maximum holding speed 220 KT, Holding level 3000 FT ALT

c) From the holding patterns, aircraft will normally be directed by the Radar Controller, as detailed in paragraph 3 below, to a position from which a straight-in final approach can be made. When traffic conditions permit, suitably equipped and approved aircraft will be permitted to carry out P-RNAV approach procedures as detailed in paragraph 4 below. Exceptionally, when circumstances necessitate, pilots may be instructed to carry out the Approach procedures without Radar Control as detailed in paragraph 5 below. Pilots are reminded of the Continuous Descent Approach noise abatement requirements detailed in AD 2.21.

3 APPROACH PROCEDURES WITH RADAR CONTROL

a) When arriving traffic is being sequenced under radar direction, that part of the approach between the holding fix and the Final Approach track will be flown under direction from the Radar Controller. Once the aircraft is under the jurisdiction of 'Heathrow Director' changes of heading or Flight Level/altitude will be made only on instructions from the Radar Controller except in the case of Radio Communications Failure in the aircraft or at the ATS Unit.
b) The procedures are designed to maximise runway capacity and to minimise noise disturbance in the areas overflown during the approach. Aircraft commanders are requested to conform to low power, low drag operating techniques to the maximum extent practicable.
c) Detailed Procedures

   i. Headings and flight levels at which to leave the holding facility will be passed by ATC. Radar vectors will be given and descent clearance will include an estimate of the track distance to touchdown. Further distance information will be given between initial descent and the intercept heading onto the ILS.
   ii. **Descent profile:** On receipt of descent clearance the pilot should descend at the rate he judges will be best suited to the achievement of continuous descent, the objective being to join the glide path at the appropriate height for the distance without recourse to level flight.

   Note: *Pilots of suitably equipped aircraft may monitor their route against the approach procedures without radar control in order to better judge their descent profile against distance to touchdown. However, if doing so pilots are reminded of the need to comply with the instructions of the radar controller at all times.*

   iii. **Speed Control:** Adherence to speeds assigned by ATC is mandatory. Pilots should typically expect the following speed restrictions to be enforced: 220 KT from the holding facility during the initial approach phase; 180 KT on base leg/closing heading to final approach; between 180 KT and 160 KT when established on final approach and thereafter 160 KT to 4 DME. These speeds are applied for ATC separation purposes. In the event of a new (non speed related) ATC instruction being issued (eg an instruction to descend on ILS) pilots shall continue to maintain the previously allocated speed. All speed restrictions are to be flown as accurately

as possible. Aircraft unable to conform to these speeds must inform ATC and state what speeds can 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. Pilots should advise ATC if circumstances necessitate a change of speed for aircraft performance reasons.

iv. **Final Approach:** Wake turbulence separation on final approach is based on the RECAT EU PWS wake scheme in place of UK published minima. No special procedures apply, and the importance of speed control adherence as described in paragraph (iii) above remains.
v. **Transfer to Tower:** Pilots are to report their callsign, distance from touchdown, type of approach and runway to which they are making their approach, on transfer to Heathrow Tower, (for example, ABC123, 7 miles, ILS, Runway 27L).
vi. **Runway Occupancy:** The spacing provided between aircraft will be designed to achieve maximum runway utilisation within the parameters of safe separation minima (including wake turbulence separation) and runway occupancy. It is important to the validity of the separation provided, and to the achievement of optimum runway capacity, that runway occupancy time is kept to a minimum consistent with the prevailing conditions.
vii. **Missed Approach:** Missed Approach procedures are detailed on the appropriate Instrument Approach Charts. Special procedures are also detailed for use in the event of a Radio Communications Failure following Missed Approach

d) Radar Failure: In the event of radar failure, new instructions will be issued to each aircraft under radar control and the procedures detailed in paragraph 5 will be brought into use.
e) Radio Communications Failure at the ATC Unit: If radio communications fails at the ATC Unit when under radar control, pilots are to contact 'Heathrow Tower' on 118.705 MHz for new instructions.

4 APPROACH PROCEDURES WITHOUT RADAR CONTROL

a) Exceptionally, when traffic is not being sequenced by radar direction, aircraft will be cleared from the holding facility to carry out the appropriate Initial Approach Procedure without Radar Control as detailed on the Charts at AD 2-EGLL-7-15 and AD 2-EGLL-7-21.
b) The procedures are profiled to be compatible with a Continuous Descent Approach vertical profile and assume aircraft can maintain a descent gradient of approximately 320 FT per NM (3° descent angle).
c) The procedures are, as far as is practicable using conventional navigation means, laterally and vertically profiled and incorporate speed control to approximate the nominal flight profiles used by aircraft when under radar direction. They may therefore assist pilots of suitably equipped aircraft to monitor their position and assist in the achievement of the Continuous Descent Approach noise abatement requirement when under radar direction.

5 LOSS OF COMMUNICATIONS PROCEDURES (ARRIVING AIRCRAFT)

a) In the event of a complete radio communications failure in an aircraft the pilot is to adopt the appropriate procedures detailed at ENR 1.1.3 except as detailed below.
b) When complete radio communications failure occurs in the aircraft before ETA, or before EAT when this has been received and acknowledged the aircraft will:

i. fly to the appropriate terminal holding point as detailed in the STAR;
ii. hold until the last acknowledged ETA plus 10 minutes, or EAT when this has been given;
iii. then commence descent for landing in accordance with the appropriate initial approach procedures without radar control as detailed at AD 2-EGLL-7 and appropriate instrument approach procedure detailed in AD 2-EGLL-8 and;
iv. land within 30 minutes (or later if able to approach and land visually).

c) If complete radio communications failure in the aircraft occurs after the aircraft has reported to ATC on reaching the holding point the aircraft will:

i. maintain the last assigned holding level at the terminal holding point until:

1. ATA over the holding point plus 10 minutes or 10 minutes after the last acknowledged communications with ATC, whichever is the later; or
2. EAT when this has been received and acknowledged.

ii. then commence descent for landing in accordance with the appropriate initial approach procedures without radar control as detailed at AD 2-EGLL-7 and appropriate instrument approach procedure detailed in AD 2-EGLL-8 and;
iii. land within 30 minutes (or later if able to approach and land visually).

d) If complete radio communications failure in the aircraft occurs during initial approach under radar direction, the procedures to be followed are detailed on the Chart at AD 2-EGLL-5-1.
e) If complete radio communications failure in the aircraft occurs following a missed approach the aircraft will:

i. fly to the appropriate missed approach holding point at 3000 FT ALT;
ii. complete at least one holding pattern;
iii. then commence an approach for landing in accordance with the appropriate initial approach procedures without radar control as detailed at AD 2-EGLL-7.

6 LOSS OF COMMUNICATIONS PROCEDURES (DEPARTING AIRCRAFT)

a) Outbound traffic operating on UMLAT 1F 1G: If a clearance to climb or re-routing instructions have not been given, comply with the route and altitude limitations detailed in the allocated Standard Instrument Departure Procedure detailed at AD 2-EGLL-6-4, then route via T418 to WOBUN; at WOBUN, commence climb to flight planned level.
b) Outbound traffic operating on MAXIT 1F 1G: If a clearance to climb or re-routing instructions have not been given, comply with the route and altitude limitations detailed in the allocated Standard Instrument Departure Procedure detailed at AD 2-EGLL-6-2.

c) Outbound traffic operating on MODMI 1J 1K: If a clearance to climb or re-routing instructions have not been given, comply with the route and altitude limitations detailed in the allocated Standard Instrument Departure Procedure detailed at AD 2-EGLL-6-2.
d) All outbound traffic except those operating in accordance with items a, b and c above: Comply with the route and altitude limitations detailed in the allocated Standard Instrument Departure Procedures listed on the relevant chart contained in AD 2-EGLL or ATC clearance issued. After this adopt the appropriate procedures as notified in ENR 1.1, Section 3.4.

7 DEPARTURE PROCEDURES

a) Standard Instrument Departure (SID) procedures for aircraft departing from London Heathrow Airport are detailed at AD 2-EGLL-6-1 to 6-7 and incorporate the Noise Preferential Routes (NPRs) detailed in AD 2.21.
b) Departure Speed Restriction: In order to optimise the departure flow and assist in the separation between successive departing aircraft a speed limit of 250 KT IAS below FL 100 is applicable until removed by ATC. ATC may remove the speed restriction by using the phrase 'No ATC Speed Restriction'. **Pilots are reminded that this phrase does not relieve the pilot of the responsibility to adhere to the ground track of the Noise Preferential Route, which may require a speed/power limitation.**
c) If for any reason pilots are unable to comply with the 250 KT IAS speed restriction the pilot should immediately advise ATC and state the minimum speed acceptable. If a pilot anticipates before departure that they will be unable to comply with the speed restriction, they should inform ATC when requesting start-up clearance, stating the minimum speed acceptable. In this case the pilot will be informed before take-off of any higher speed limitation.
d) Flight crew of aircraft unable to meet SID climb restrictions must inform Heathrow Delivery via voice prior to pushback. Restrictions/delays may apply.
e) Expect first CPDLC Data Link Authority to be EGTT.

8 VFR AND SPECIAL VFR CLEARANCE IN THE LONDON CTR

a) VFR and Special VFR clearances for flights within the London CTR may be requested and will be given whenever traffic conditions permit. These flights are subject to the general conditions laid down for VFR and Special VFR flights detailed at ENR 1.2 and will normally be given only to aircraft which carry RTF including the appropriate frequencies listed in EGLL AD 2.18.
b) The use of VFR and Special VFR clearances is intended for the following types of flight:

i. Light aircraft that wish to proceed to or from an aerodrome/landing site within the CTR or to transit the CTR;
ii. Aircraft using the local flying areas and the access lanes notified for Brooklands, Denham, Fairoaks and White Waltham and complying with the published procedures will be considered as complying with a VFR clearance;
iii. Aircraft carrying out non-standard flights, such as photographic survey flights, which may require penetration of the London CTR in VMC.

c) Weather minima for aircraft arriving, departing or helicopter crossing at Heathrow is as follows;

Type of Operation	Visibility Restriction	Cloud Restriction
VFR arrival/departure/heli crossing	5 KM or more	Cloud Ceiling 1500 FT or greater
SVFR arrival/departure/heli crossing	2 KM or more	Cloud Ceiling 600 FT or greater

Note: *SVFR helicopter crossings should normally be restricted to High Flight Priority (A-E) helicopters.*

d) Access to the Inner Area of the London CTR (see paragraph 11 and AD-2-EGLL-3-2) requires PPR by telephone on the day at least 60 minutes in advance. Prior notification of Inner Area flights, other VFR or Special VFR flights and general enquiries about flights in the London CTR may be made via the London Terminal Control Senior Watch Assistant, Tel: 02380-401110.
e) Pilots who wish to depart Heathrow on a VFR or Special VFR clearance should pass brief details of their flight to Heathrow ATC, by telephone 020-8750 2578, and not to ATC by RTF.
f) Non-scheduled arrival flights by single-engined and light twin-engined fixed wing aircraft which are unable to accept an IFR clearance will be cleared to London Heathrow on a VFR or Special VFR clearance, at an altitude below 2500 FT (London Heathrow QNH) subject to the weather minima in (c). If the weather observations at London Heathrow are below either of these minima, clearance to enter the London CTR will not be granted.
g) It will remain the responsibility of the pilot to remain at all times in flight conditions which will enable him to determine his flight path and to keep clear of obstacles, and to ensure that he is able to comply with SERA.3105 Minimum Heights unless otherwise permitted by the CAA. Pilots must inform the Radar Controller if compliance with the above entails a change of heading or height.
h) VFR and Special VFR flights may be subject to delay when parts of the route are outside radar cover or when they cannot be fitted readily into gaps in the IFR traffic flow. Pilots should therefore always ensure that they have adequate fuel reserves and are able to divert to another aerodrome if necessary.

9 LOCAL FLYING ARRANGEMENTS AND SPECIAL ACCESS LANES FOR BROOKLANDS, DENHAM, FAIROAKS, LONDON HELIPORT, RAF NORTHOLT AND WHITE WALTHAM AERODROMES.

a) Flights within the Local Flying Areas (LFA) of aerodromes within, or adjacent to, the London CTR, may be made subject to certain conditions. Details of those for Denham, Fairoaks, London Heliport and White Waltham appear in the relevant AD sections, RAF Northolt can be found in the Military AIP. An additional local flying area is established for the unlicensed aerodrome at Brooklands and is detailed below.
b) Brooklands

i. Within a local flying area of 1 NM radius, centred on position 512103N 0002812W, but excluding that part to the east of the B374 road and a line bearing 180°T from the A245/B374 road junction and excluding the area south of the southern boundary of the London CTR, VFR flights may take place, subject to prior permission obtained from Brooklands Museum Trust Ltd.

1. Aircraft to remain below cloud with the surface in sight;
2. Maximum Altitude: 1500 FT QNH;
3. Prior permission **must** be obtained from Brooklands Museum Trust Ltd.

Note 1: *Pilots of aircraft flying in the local flying area are responsible for providing their own separation from other aircraft operating in the relevant airspace.*

Note 2: *In addition to paragraph (b), VFR flights must also comply with the VMC minima for Class D airspace detailed at ENR 1.2.*

Note 3: *Aircraft unable to operate VFR may operate Special VFR, subject to approval from Heathrow Radar, within the LFA subject to the conditions in paragraph (b) and the requirements for Special VFR flights detailed at ENR 1.2.*

Note 4: *The carriage of a Mode S Transponder within the LFA is encouraged, however there is currently no requirement for aircraft operating in the Brooklands LFA to comply with the requirements of the London CTR Mode S Transponder Mandatory Zone (TMZ). Pilots of suitably equipped aircraft shall utilise the transponder to the maximum serviceable extent with altitude information selected when fitted.*

10 VFR AND SPECIAL VFR HELICOPTER FLIGHTS IN THE LONDON CTR AND LONDON CITY CTR

a) General Arrangements

i. VFR and Special VFR helicopter flying in the London CTR is mostly constrained to flights at or below specified altitudes along defined routes, although off route clearances can normally be accommodated subject to ATC workload and other operational reasons which the pilot may not be aware of. These routes have been selected to avoid built up areas as much as possible. Details of the major landmarks on these routes, the altitudes and reporting points are listed at paragraph 12 and are illustrated at AD 2-EGLL-3-2. The precise routes are overprinted on the 1:50 000 chart entitled – Helicopter Routes in the London CTR & London City CTR. This chart may be obtained from NATS Ltd Chart Stockists - see www.nats.aero/ais for details.
ii. All VFR and Special VFR helicopter flying in the London CTR is subject to ATC clearance, except for the Local Flying Areas of Brooklands, Denham, Fairoaks and White Waltham where VFR flights may operate subject to agreed conditions which appear in the relevant AD sections.
iii. The following routes are not available to single-engined helicopters at night: H7, H9 (Hayes to Gutteridge) and H10 (Gutteridge to Kew Bridge).
iv. Pilots are reminded of the Restricted Areas within the London and London City CTRs as detailed in ENR 5.1.

1. EGR107
2. EGR156, EGR157, EGR158, EGR159
3. EGR160 – The Specified Area.

b) Procedures for flight along Helicopter Routes

i. Special VFR flights along Helicopter Routes in the London CTR and London City CTR are not to be operated unless helicopters can remain in a flight visibility of at least 1 KM. VFR flights shall operate in accordance with SERA 5001 or notified ORS4. Weather minima for crossing, taking-off from, or landing at London Heathrow are detailed at AD 2.20 paragraph 5.
ii. VFR and Special VFR helicopters must remain clear of cloud with the surface in sight.
iii. Altimeter setting will be London Heathrow QNH.
iv. Maximum route altitudes are shown in column 4 and 7 at paragraph 12. ATC will refer to these altitudes as ‘Standard Operating Altitudes’ when issuing clearances. Pilots may fly at altitudes below the maximum route altitude except for between Hanger Lane and Chiswick Bridge on H10 where the maximum published altitude must be flown accurately when operating SVFR. ATC may restrict aircraft to altitudes below the published route maximum as necessary to provide separation from other aircraft. Pilots may request alternative operating altitudes which may be approved subject to ATC considering other operational conditions.
v. Pilots should fly the precise routes as depicted on the 1: 50 000 Map entitled Helicopter Routes in the London CTR & London City CTR. 'Corner cutting' is to be avoided. In order to obtain sufficient lateral separation from opposite direction traffic, pilots may temporarily deviate as required.
vi. When flying along the River Thames within the Specified Area (EGR160), pilots should normally fly over that part of the river bed lying between high water marks, but not so near the banks as to become a nuisance on account of noise. When deviating from the river, in accordance with paragraph (v) above, single-engined helicopters must at all times be able to return to the river in the event of engine failure, in order to alight clear of the Specified Area.
vii. For the purposes of SERA.3105 Minimum Heights and SERA.5005(f) an aircraft operated on the notified helicopter routes is permitted to fly below 1000 FT above the highest obstacle within a radius of 600 M but no closer than 500 FT to any person, vessel, vehicle or structure.

c) Noise

i. On all notified helicopter routes, in order to minimize noise nuisance, pilots should maintain the maximum altitude compatible with their ATC clearance and with the prevailing cloud conditions.
ii. Pilots are requested wherever possible to avoid overflying hospitals, palaces, schools and prisons.

d) Air Traffic Control Clearance

i. Pilots must obtain a VFR or Special VFR clearance from Heathrow Radar (125.625 MHz). Heathrow Radar provides a service to transit aircraft operating in the London CTR and London City CTR/CTA. Pilots are requested to contact Heathrow Radar a minimum of three minutes before reaching the Zone Boundary, giving details of call sign, aircraft type, route, ETA at the CTR boundary, entry point and destination.
ii. ATC Clearances do not absolve the pilot of their responsibility to comply with the Rules of the Air and they should notify ATC if unable to accept a clearance.

e) Holding

i. VFR and Special VFR helicopters, particularly those using London Heathrow or the routes close to it, may be required to hold at any of the locations on the route, shown in column 1 at paragraph 12 and on the illustration at AD 2-EGLL-3-2 except on that portion of H4 that lies between Vauxhall and Westminster Bridges.

f) Communications

i. Helicopters using London Heliport via the Local Flying Area or any other routes that traverse the London Heliport ATZ, must be able to communicate with the Heliport (Battersea Tower 134.280 MHz).
ii. Helicopters flying along the routes in the London CTR and London City CTR must be able to communicate with Heathrow Radar. In the case of H9 and H10, aircraft must also be able to communicate with Northolt Approach Control (126.450 MHz), this also includes those aircraft operating off the helicopter routes within or in the vicinity of the Northolt RMA.
iii. Helicopters using London Heathrow must also be able to communicate with Heathrow Tower.

g) Loss of Communications Procedures

i. In the event of a communications failure in a helicopter operating in accordance with these procedures, the pilot is to adopt the procedure detailed at ENR 1.1 except as described below.
ii. If a VFR or Special VFR clearance has been received to transit the CTR along a Helicopter Route continue the flight in accordance with the clearance.
iii. Where an intermediate clearance limit has been given (or clearance issued for only a part of the requested transit), proceed to the specified clearance limit and hold for 3 minutes. Then proceed via the requested Helicopter Route at the published maximum altitude for the Route.
iv. 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.**
v. For helicopters overflying or landing at London Heathrow Airport, see EGLL AD 2.20 paragraph 5.

h) Separation between Special VFR helicopters

i. Separation may be agreed between Special VFR helicopters on the Helicopter Routes, on the basis that pilots of helicopters will be asked by ATC to maintain visual separation from other helicopter traffic, provided that:

1. the visibility at London Heathrow is 5 KM or more and the helicopters can operate clear of cloud and in sight of the surface and remain in a flight visibility of at least 5 KM;
2. there is agreement between the helicopter pilots concerned;
3. the current route structure, the altitudes applicable and communication procedures are adhered to;
4. appropriate traffic information is passed to the helicopter pilots. (Normally for this purpose it will only be necessary for ATC to pass general traffic information eg..... 'Two helicopters westbound along H10 at 1000 FT in the vicinity of Perivale - acknowledge.').

ii. If a pilot refuses or considers that the conditions are such that he is unable to maintain visual separation, he will be provided with the Special VFR separation requirements currently in force.

11 INNER AREA OF THE LONDON CTR

a) The Inner Area of the London CTR is that part of the London CTR from surface to altitude 2500 FT contained within the area enclosed by: BUR NDB – Iver RP – Helicopter Route H10 – Barnes RP – Helicopter Route H3 – Thorpe RP – Ascot Heliport – BUR NDB.
b) With the exception of those aircraft categories listed below, all VFR and Special VFR aircraft requesting to enter the Inner Area of the London CTR are subject to Prior Permission Required (PPR) from London Terminal Control, via the Senior Watch Assistant on 02380-401110:

i. Flight Priority Category A, B, C, D, E traffic who shall follow their own notification procedures where appropriate;
ii. Aircraft subject to an Airspace Coordination Notice (ACN) who shall follow the notification process detailed within the ACN;
iii. Aircraft subject to a Non-Standard Flight (NSF) who shall follow the notification process detailed within the NSF;
iv. Helicopters that remain on the published helicopter routes without landing or departing inside the Inner Area;

All other VFR and Special VFR aircraft are required to obtain PPR (by telephone) to enter the Inner Area of the London CTR on the same day at least 60 minutes before entry clearance is required. Approved aircraft will be given a PPR approval code to quote over the radio when requesting entry clearance from controllers.

c) Due to the intense Heathrow IFR operations and very high ATC workload within the Inner Area of the London CTR during the hours 0430-2300 local time, it is unlikely that aircraft will receive approval to operate inside the Inner Area within these times, unless there is a specific task that can only be completed within that airspace, e.g. helicopters accessing private landing sites.

d) The following procedures have been established to ensure safe integration with IFR traffic, avoid excessive airborne holding, and reduce delays to both Heathrow movements and helicopter operators wishing to use landing sites within the Inner Area of London CTR.

i. Inbound

1. Contact the London Terminal Control Senior Watch Assistant (02380-401110) on the day of operation at least 60 minutes prior to the estimated time of arrival;
2. Provide the name, latitude and longitude of the landing site, the requested routing, the estimated time of arrival and a contact telephone number;
3. Heathrow Tower Supervisor and Heathrow Radar will be consulted to determine the route that the pilot can expect (subject to the Heathrow runway configuration, meteorological conditions and the likelihood of being able to utilise reduced separation in the vicinity of the aerodrome);
4. If the safe integration of the inbound flight will cause delay to Heathrow traffic it will be subject to the equivalent Heathrow delay. The pilot will be contacted by telephone and advised the route that can be expected and, if appropriate, an amended ETA incorporating the Heathrow inbound delay;
5. The pilot must arrange the flight to arrive at the site within 10 minutes of the approved ETA. Failure to adhere to this time window may result in further delay or, in extreme circumstances, refusal of clearance. Upon establishing two-way communications the helicopter will be cleared to the landing site as soon as practicable commensurate with the safe integration with IFR traffic.

ii. Outbound

1. Prior to departing the site contact LTC SWA at least 60 minutes in advance of the estimated time of departure from the site to provide the name, latitude and longitude of the site, requested routing, planned ETD and a contact telephone number;
2. If the outbound flight will cause delay to Heathrow traffic it will be subject to the equivalent Heathrow delay. The pilot will be contacted by telephone and advised the route that can be expected and, if appropriate, an amended ETD incorporating the Heathrow outbound delay;
3. Within 10 minutes of the approved ETD, the pilot must contact ATC on the ground. If two way contact with ATC cannot be established on the ground either directly or via relay from other aircraft, the pilot must remain on the ground and contact London Terminal Control Group Supervisor Airports (02380-401106) to agree an exact departure time and initial altitude with the controllers concerned in order that safe integration with IFR traffic can be ensured.

Note: *If the intention is to be on the ground for less than 60 minutes, both the inbound and outbound arrangements may be agreed during the initial contact with LTC SWA.*

12 HELICOPTER ROUTES IN THE LONDON CTR AND LONDON CITY CTR

a) Abbreviations:

H — Holding Point ▲ — Compulsory Reporting Point ∆ — On Request Reporting Point

Map references are to the 1: 50 000 Ordnance Survey Map of Great Britain

b) The precise routes which must be adhered to are portrayed on the 1: 50 000 Map entitled Helicopter Routes in the London CTR & London City CTR. An indication of the routes network is shown on the illustration at AD 2-EGLL-3-2.
c) Pilots are required to be at or below the lower altitudes on arrival at the reporting point at which the lower altitude applies.
d) On all notified helicopter routes within the London CTR and London City CTR and for the purposes of SERA.3105 Minimum Heights and SERA.5005(f) Visual Flight Rules an aircraft operated on the notified helicopter routes is permitted to fly below 1000 FT above the highest obstacle within a radius of 600 M but no closer than 500 FT to any person, vessel, vehicle or structure.
e) In support of (d) suggested minimum altitudes detailed in column 5 at paragraph 12 are given for aircraft operating on the centreline of the routes, however pilots remain responsible for obstacle clearance and are encouraged to operate as high an altitude allowable on the routes, subject to any overriding ATC Clearance. Those minimum altitudes detailed in column 5 at paragraph 12 are based on the VFR Obstacles List produced by AIS and should be used for guidance only as they do not take into account the surrounding ground elevation nor new/temporary obstacles not captured within the Obstacle List. Pilots operating on H4 should be cognisant that when operating outside of the high water marks greater minimum altitudes than those listed in column 5 at paragraph 12 may be required to ensure compliance with the 500 FT rule.

Significant Points	National Grid & Lat/Long	Description of Reference	Maximum Altitude VFR	Suggested Minimum Altitude	Holding Point	Maximum Altitude SVFR	Remarks
1	2	3	4	5	6	7	8
H2							
∆ Iver	TQ 035 826 513157N 0003031W	Delaford Park	1000 FT	700 FT	H	1000 FT	
∆ West Drayton	TQ 052 784 512939N 0002909W	M4 Motorway Crossing of River Colne (1.25 NM west of Airport Spur)					
▲ Airport Spur	TQ 075 786 512944N 0002715W	Junction of M4 Motorway and Motorway Spur to London Heathrow			H		Note 1

Note 1: *Unless otherwise cleared by ATC, pilots are not to fly south of the M4 between West Drayton and Airport Spur.*

Significant Points	National Grid & Lat/Long	Description of Reference	Maximum Altitude VFR	Suggested Minimum Altitude	Holding Point	Maximum Altitude SVFR	Remarks
1	2	3	4	5	6	7	8
H3							
▲ Bagshot	SU 908 619 512057N 0004157W	Intersection of London Control Zone/M3 Motorway	2000 FT	850 FT	H	1500 FT	Note 1
∆ M3 Junction 3	SU 919 626 512121.06N 0004050.40W	M3 Motorway Junction 3 (VRP)		750 FT		1000 FT	
∆ Barrowhills	SU 990 662 512312.42N 0003440.56W	Kitsmead Lane Bridge over M3	1500 FT	700 FT			
∆ Thorpe	TQ 018 679 512402N 0003216W	M3 Motorway south of Thorpe Green (M25 intersection)		600 FT	H		
∆ Chertsey	TQ 059 668 512327.17N 0002845.36W	Chertsey Road roundabout	1200 FT	550 FT			
▲ Sunbury Lock	TQ 112 683 512409N 0002416W	Midway between Sunbury Lock and the middle of Knight reservoir			H		Note 1
∆ Richmond	TQ 184 725 512622.45N 0001749.84W	Golf Course at western edge of Richmond Park	1500 FT	650 FT			
∆ Roehampton	TQ 215 746 512728.04N 0001506.76W	Golf course east of Roehampton Gate, H7/ H3 join		600 FT			Note 1
▲ Barnes	TQ 234 765 512827N 0001325W	River Thames at Barn Elms Park and Craven Cottage Football Ground		1000 FT			Note 2
▲ London Heliport	TQ 266 762 512812N 0001046W	London Heliport			H		Note 1 Note 2

Note 1: *When Heathrow Runways 09L/09R are in use, the Route H3 between Sunbury Lock and Roehampton is not available to Special VFR helicopters. These closures do not apply to Flight Priority Category A, B & C helicopters (defined in CAP 493 Manual of Air Traffic Services). Delays may be experienced for VFR helicopters due to slow climbing departures from Heathrow. Helicopter pilots are recommended to obtain Heathrow runway information on the ATIS frequency 128.080 MHz before contacting Heathrow Radar on 125.625 MHz, or London Heliport on 134.280 MHz.*

Note 2: *Caution - large number of tall structures above 500 FT lie within 600 M of the high water marks of the River Thames. Pilots are reminded that aircraft operated on the notified helicopter routes are not permitted to fly closer than 500 FT to any person, vessel, vehicle or structure.*

Significant Points	National Grid & Lat/Long	Description of Reference	Maximum Altitude VFR	Suggested Minimum Altitude	Holding Point	Maximum Altitude SVFR	Remarks
1	2	3	4	5	6	7	8
H4							
▲ Isle-of-Dogs	TQ 381 781 512902N 0000042W	Specified Area Boundary crossing River Thames - north abeam Cutty Sark	2000 FT	1000 FT		1500 FT	Note 2 Note 5
∆ London Bridge	TQ 330 805 513027N 0000504W	London Bridge (road bridge)					Note 3 Note 4
▲ Vauxhall Bridge	TQ 302 782 512915N 0000736W	CTR Boundary crossing River Thames					
▲ Chelsea Bridge	TQ 286 778 512902N 0000900W	Chelsea Road Bridge	1500 FT				
▲ London Heliport	TQ 266 762 512812N 0001046W	London Heliport			H		Note 1 Note 5

Note 1: *There are no Holding Points on H4 east of London Heliport. The nearest Holding Point is at Greenwich Marshes, outside the 'Specified Area' (EGR160).*

Note 2: *Cable car crosses River Thames at 513009N 0000042E approximately 1 NM east/downstream of Isle of Dogs. Supporting towers (289 FT and 285 FT AMSL) equipped with aviation warning lights; cable between towers unlit.*

Note 3: *Ferris Wheel: The London Eye Ferris Wheel (464 FT AMSL) lies within the boundary of H4 at Jubilee Gardens (513012N 0000711W) between London Bridge and Vauxhall Bridge.*

Note 4: *No helicopters to hold on that portion of H4 that lies between Vauxhall and Westminster Bridges. This does not apply to traffic operating under Flight Priority Category A or B.*

Note 5: *Caution - large number of tall structures above 500 FT lie within 600 M of the high water marks of the River Thames. Pilots are reminded that aircraft operated on the notified helicopter routes are not permitted to fly closer than 500 FT to any person, vessel, vehicle or structure.*

Significant Points	National Grid & Lat/Long	Description of Reference	Maximum Altitude VFR	Suggested Minimum Altitude	Holding Point	Maximum Altitude SVFR	Remarks
1	2	3	4	5	6	7	8
H5							
▲ Northwood	TQ 071 906 513612N 0002719W	Zone Boundary midway between Harefield and Northwood	2000 FT	800 FT	H	1500 FT	Note 1
∆ Uxbridge Common	TQ 062 855 513332N 0002813W	Roundabout on A40 road north of Uxbridge Common			H		

Note 1: *Pilots may be required to communicate with Northolt Approach (126.450 MHz).*

Significant Points	National Grid & Lat/Long	Description of Reference	Maximum Altitude VFR	Suggested Minimum Altitude	Holding Point	Maximum Altitude SVFR	Remarks
1	2	3	4	5	6	7	8
H7							
▲ Banstead	TQ 243 614 512014N 0001301W	Golf course northwest of town	2000 FT	800 FT	H	1500 FT	
∆ Morden	TQ 229 672 512327N 0001407W	Cemetery northeast of Gas Works		650 FT			
∆ Caesar's Camp	TQ 220 711 512532N 0001446W	Golf course southwest corner of Wimbledon Common			H	1000 FT	

Significant Points	National Grid & Lat/Long	Description of Reference	Maximum Altitude VFR	Suggested Minimum Altitude	Holding Point	Maximum Altitude SVFR	Remarks
1	2	3	4	5	6	7	8
H7							
∆ Roehampton	TQ 215 746 512728.04N 0001506.76W	Golf course east of Roehampton Gate, H7/ H3 join	1500 FT	600 FT			
▲ Barnes	TQ 234 765 512827N 0001325W	River Thames at Barn Elms Park and Craven Cottage Football Ground		1000 FT			Note 1
▲ London Heliport	TQ 266 762 512812N 0001046W	London Heliport			H		Note 1

Note 1: *Caution - large number of tall structures above 500 FT lie within 600 M of the high water marks of the River Thames. Pilots are reminded that aircraft operated on the notified helicopter routes are not permitted to fly closer than 500 FT to any person, vessel, vehicle or structure.*

Significant Points	National Grid & Lat/Long	Description of Reference	Maximum Altitude VFR	Suggested Minimum Altitude	Holding Point	Maximum Altitude SVFR	Remarks
1	2	3	4	5	6	7	8
H9							
▲ Oxshott West	TQ 101 609 512014N 0002512W	Intersection of London Control Zone/A3 Trunk Road - north abeam large supermarket	2000 FT	700 FT	H	1500 FT	Note 4
∆ Esher Common	TQ 136 621 512051N 0002210W	A3 Trunk Road West of A3/A244 intersection	1500 FT				
OR							
▲ Oxshott East	TQ 160 611 512014N 0002006W	Prince's Coverts	2000 FT	700 FT	H	1500 FT	Note 4
∆ Arbrook	TQ 149 624 512058N 0002100W	Intersection of A3 Trunk Road / Railway Line					
∆ Esher Common	TQ 136 621 512051N 0002210W	A3 Trunk Road West of A3/A244 intersection	1500 FT				
THEN							
∆ Hersham	TQ 121 654 512236.71N 0002323.38W	Railway Station	1200 FT	600 FT		1000 FT	
▲ Sunbury Lock	TQ 112 683 512409N 0002416W	Midway between Sunbury Lock and the middle of Knight reservoir	800 FT		H	800 FT	
∆ Feltham	TQ 095 726 512630N 0002533W	Open space south of Railway Line			H		
∆ Bedfont	TQ 088 745 512732N 0002610W	East of Terminal Four, South of the A30	1000 FT		H	1000 FT	Note 3 Note 4
HEATHROW CROSSING							Note 5
∆ Sipson	TQ 076 772 512900N 0002706W	Hotel Complex northeast of the junction Motorway Spur and Main Road A4 at north perimeter of London Heathrow			H		

Significant Points	National Grid & Lat/Long	Description of Reference	Maximum Altitude VFR	Suggested Minimum Altitude	Holding Point	Maximum Altitude SVFR	Remarks
1	2	3	4	5	6	7	8
H9							
▲ Airport Spur	TQ 075 786 512944N 0002715W	Junction of M4 Motorway and Motorway Spur to London Heathrow		650 FT	H		Note 1
∆ Hayes	TQ 082 804 513042N 0002636W	Stockley Park Business Centre	2000 FT	700 FT	H	1500 FT	
∆ Gutteridge	TQ 097 845 513254N 0002507W	A40, south of Northolt Aerodrome Runway Intersection		800 FT	H		Note 2
▲ Northwood	TQ 071 906 513612N 0002719W	Zone Boundary midway between Harefield and Northwood			H		

Note 1: *Between Northwood and Airport Spur, pilots may be required to communicate with Northolt Approach (126.450 MHz).*

Note 2: *The holding manoeuvre is to be carried out to the south of the Northolt Aerodrome Boundary.*

Note 3: *Helicopters will be held at Bedfont during daylight hours when the reported weather conditions are equal to or better than 5 KM visibility and 1500 FT reported cloud ceiling and will be held at Feltham at all other times.*

Note 4: *Due to environmental restrictions, H9 south of London Heathrow Airport is not normally available to SVFR helicopter traffic between 2100-0800 (2000-0700) when London Heathrow Runways 09L/09R are in use.*

Note 5: *Refer to EGLL AD 2.20 LOCAL AERODROME REGULATIONS - 5 Helicopter Operations.*

Warning: Runway 27L missed approach procedure requires a left turn at 1000 FT AAL. Pilots holding at Bedfont must remain in visual contact with aircraft on final approach to Runway 27L.

Significant Points	National Grid & Lat/Long	Description of Reference	Maximum Altitude VFR	Suggested Minimum Altitude	Holding Point	Maximum Altitude SVFR	Remarks
1	2	3	4	5	6	7	8
H10							
		CTR Boundary	2000 FT	600 FT		1500 FT	
▲ Cookham	SU 898 857 513345N 0004222W	Bridge over River Thames north of Cookham		800 FT	H		
∆ Pumpkin Hill	SU 943 845 513310.04N 0003831.21W	Golf Course west of Farnham Common					
∆ Stoke Poges	SU 990 835 513233.01N 0003423.36W	War memorial in Stoke Poges Village	1500 FT	700 FT			
∆ Iver	TQ 035 826 513157N 0003031W	Delaford Park			H		Note 2
∆ Uxbridge Common	TQ 062 855 513332N 0002813W	Roundabout on A40 road north of Uxbridge Common			H		
∆ Gutteridge	TQ 097 845 513254N 0002507W	A40, south of Northolt Aerodrome Runway Intersection			H	1200 FT	Note 3 Note 4
∆ Target	TQ 125 839 513234.71N 0002240.08W	Target Roundabout A40		650 FT			
∆ Hanger Lane	TQ 184 826 513149.24N 0001737.66W	Hanger Lane Junction Station					Note 1 Note 5

Significant Points	National Grid & Lat/Long	Description of Reference	Maximum Altitude VFR	Suggested Minimum Altitude	Holding Point	Maximum Altitude SVFR	Remarks
1	2	3	4	5	6	7	8
H10							
				1200 FT			
∆ Brentford	TQ 186 791 512951N 0001731W	Gunnersbury Park north of Chiswick Fly-over	1200 FT	800 FT	H	800 FT	Note 1
∆ Kew Bridge	TQ 190 778 512914N 0001716W	Bridge across River Thames at northeast corner of Gardens and Common	1000 FT		H		Note 1 Note 4
∆ Chiswick Bridge	TQ 202 763 512822.96N 0001611.64W	Chiswick Bridge		700 FT			
∆ Hammersmith Bridge	TQ 229 781 512918.39N 0001349.01W	Hammersmith Bridge	1500 FT	550 FT		1000 FT	
▲Barnes	TQ 234 765 512827N 0001325W	River Thames at Barn Elms Park and Craven Cottage Football Ground		1000 FT			Note 6
▲ London Heliport	TQ 266 762 512812N 0001046W	London Heliport			H		Note 6

Note 1: *Between Hanger Lane and Chiswick Bridge, pilots must fly at the published maximum altitude when operating SVFR.*

Note 2: *Between Iver and Hanger Lane, pilots may be required to communicate with Northolt Approach (126.450 MHz).*

Note 3: *The holding manoeuvre is to be carried out to the south of the Northolt Aerodrome Boundary.*

Note 4: *When Heathrow Runways 09L/09R are in use, Route H10 between Gutteridge and Kew Bridge is subject to delays due to slow climbing departures from Heathrow.*
Helicopter pilots are recommended to obtain Heathrow runway information on the ATIS frequency 128.080 MHz before contacting Heathrow Radar on 125.625 MHz, or London Heliport on 134.280 MHz.

Note 5: *Between Target and Brentford the route alignment turns from the A40 to the A406 at the Hanger Lane intersection (Hanger Lane). Pilots should ensure correct visual identification of the turn point due to the interaction with Heathrow Runway 27R final approach track.*

Note 6: *Caution - large number of tall structures above 500 FT lie within 600 M of the high water marks of the River Thames. Pilots are reminded that aircraft operated on the notified helicopter routes are not permitted to fly closer than 500 FT to any person, vessel, vehicle or structure.*

13 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 City.*

14 LONDON CTR TRANSPONDER MANDATORY ZONE (TMZ)

a) The London CTR is notified as a Mode S Elementary Transponder Mandatory Zone (TMZ) as detailed at GEN 1.5, paragraph 5.3.
b) The London CTR TMZ has the same vertical and lateral dimensions as the London CTR, see EGLL AD 2.17.
c) TMZ exceptions are detailed in GEN 1.5 paragraph 5.3.4, AD-2 EGLD, AD-2 EGTF, AD-2 EGLM and for Brooklands see EGLL AD 2.22 paragraph 9.

15 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the vicinity of, but intending to remain outside the London 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 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.

EGLL 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 TIME BASED SEPARATION (TBS) FOR FINAL APPROACH

a) Time based separation minima are in permanent use for wake turbulence separation in place of UK fixed distance minima. These are based on the RECAT EU PWS minima.
b) In stronger headwinds, a moderate reduction in separation distances between lead and follower aircraft may be observed in comparison to RECAT EU PWS distanced based wake turbulence minima.
c) Requests for RNAV (GNSS) approaches may be refused by Heathrow Director to ensure runway efficiency is maintained.

3 AERODROME SAFETY REPORTING

a) Aircraft operators are required to share with Heathrow any occurrence reports for reportable incidents which occur on the ground at Heathrow, or during the initial (take-off) or final (approach and landing) phases of flight to or from Heathrow.
b) Copies of Air Safety Reports or Mandatory Occurrence Reports filed by aircraft operators must be sent to the Aerodrome Safety and Assurance team at airside_safety@heathrow.com. Heathrow also encourages voluntary safety reports and observations as these may help to improve safety. Any such reports or observations should also be sent to the aforementioned address.

EGLL AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGLL-2-1
AIRCRAFT GROUND MOVEMENT/ALL TAXIWAYS CHART - ICAO
AD 2.EGLL-2-2
AERODROME CHART A380 GROUND MOVEMENT - ICAO
AD 2.EGLL-2-3
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING - TERMINAL 5 CHART - ICAO
AD 2.EGLL-2-4
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING - TERMINAL 4 CHART - ICAO
AD 2.EGLL-2-5
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING - TERMINAL 3 CHART - ICAO
AD 2.EGLL-2-6
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING - TERMINAL 1 and 2 CHART - ICAO
AD 2.EGLL-2-7
AIRCRAFT GROUND MOVEMENT/REMOTE DE-ICING AREAS LOCATION CHART - ICAO
AD 2.EGLL-2-8
GROUND MOVEMENT CHART - HOLDING AREAS for RUNWAY 27R - ICAO
AD 2.EGLL-2-9
GROUND MOVEMENT CHART - HOLDING AREAS for RUNWAY 27L - ICAO
AD 2.EGLL-2-10
GROUND MOVEMENT CHART - HOLDING AREAS for RUNWAY 09L - ICAO
AD 2.EGLL-2-11
GROUND MOVEMENT CHART - HOLDING AREAS for RUNWAY 09R - ICAO
AD 2.EGLL-2-12
LONDON CTR LOCAL FLYING AND ENTRY/EXIT PROCEDURES
AD 2.EGLL-3-1
HELICOPTER ROUTES in the LONDON CTR and LONDON/CITY CTR
AD 2.EGLL-3-2
HELICOPTER CROSSING OPERATIONS

AD 2.EGLL-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGLL-5-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART TEXT
AD 2.EGLL-5-2
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 09R/L RWY 27R/L CPT 5J 4K 3F 3G (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGLL-6-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 09R/L RWY 27R/L MODMI 1J 1K MAXIT 1F 1G (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGLL-6-2
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 09R/L RWY 27R/L BPK 6J 5K 7F 7G (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGLL-6-3
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 09R/L RWY 27R/L ULTIB 1J 1K UMLAT 1F 1G (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGLL-6-4
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 09R/L RWY 27R/L DET 1J 1K 2F 2G (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGLL-6-5
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 09R/L RWY 27R/L GASGU 2J 2K GOGSI 2F 2G (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGLL-6-6
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) OTMET 1H ROXOG 1H - ICAO
AD 2.EGLL-7-1
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) ALESO 1H LAM 1X TANET 1Z - ICAO
AD 2.EGLL-7-2
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) OCK 1Z - ICAO
AD 2.EGLL-7-3
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) NUGRA 2H LAM 1Z - ICAO
AD 2.EGLL-7-4
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) HON 2H - ICAO
AD 2.EGLL-7-5
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) BARMI 1H LOGAN 2H - ICAO
AD 2.EGLL-7-6
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) TOBID 1X - ICAO
AD 2.EGLL-7-7
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) HAZEL 1H - ICAO
AD 2.EGLL-7-8
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) BIG 1Z LAM 1Y - ICAO
AD 2.EGLL-7-9
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) FITBO 2H - ICAO
AD 2.EGLL-7-10
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) SIRIC 1H - ICAO
AD 2.EGLL-7-11
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) SIRIC 1Z - ICAO
AD 2.EGLL-7-12
STANDARD INSTRUMENT ARRIVAL CODING TABLES OTMET 1H ROXOG 1H ALESO 1H LAM 1X
AD 2.EGLL-7-13
STANDARD INSTRUMENT ARRIVAL CODING TABLES TANET 1Z OCK 1Z NUGRA 2H LAM 1Z
AD 2.EGLL-7-14
STANDARD INSTRUMENT ARRIVAL CODING TABLES HON 2H BARMI 1H LOGAN 2H TOBID 1X
AD 2.EGLL-7-15
STANDARD INSTRUMENT ARRIVAL CODING TABLES HAZEL 1H BIG 1Z LAM 1Y FITBO 2H
AD 2.EGLL-7-16
STANDARD INSTRUMENT ARRIVAL CODING TABLES SIRIC 1H SIRIC 1Z
AD 2.EGLL-7-17
RNAV HOLD CODING TABLES BIG BNN BRASO FITBO HON LAM LOGAN
AD 2.EGLL-7-18
RNAV HOLD CODING TABLES OCK ORZEB SABER TIGER WEZKO
AD 2.EGLL-7-19
INITIAL APPROACH PROCEDURES ILS RWY 09L/R via BIG and OCK (RNAV SUBSTITUTION ONLY)
AD 2.EGLL-7-20
INITIAL APPROACH PROCEDURES ILS RWY 09L/R Without Radar Control via BNN and LAM
AD 2.EGLL-7-21
INITIAL APPROACH PROCEDURES ILS RWY 27L/R Without Radar Control via BIG

AD 2.EGLL-7-22
INITIAL APPROACH PROCEDURES ILS RWY 27L/R via OCK (RNAV SUBSTITUTION ONLY)
AD 2.EGLL-7-23
INITIAL APPROACH PROCEDURES ILS RWY 27L/R Without Radar Control via BNN and LAM
AD 2.EGLL-7-24
INITIAL APPROACH PROCEDURES ILS RWY 09L/R via CHT and EPM (RNAV SUBSTITUTION ONLY)
AD 2.EGLL-7-25
INITIAL APPROACH PROCEDURES ILS RWY 27L/R via CHT and EPM (RNAV SUBSTITUTION ONLY)
AD 2.EGLL-7-26
INSTRUMENT APPROACH CHART ILS/DME I-AA RWY 09L - ICAO
AD 2.EGLL-8-1
INSTRUMENT APPROACH CHART LOC/DME I-AA RWY 09L - ICAO
AD 2.EGLL-8-2
INSTRUMENT APPROACH CHART RNP RWY 09L - ICAO
AD 2.EGLL-8-3
INSTRUMENT APPROACH CHART ILS/DME I-BB RWY 09R - ICAO
AD 2.EGLL-8-4
INSTRUMENT APPROACH CHART LOC/DME I-BB RWY 09R - ICAO
AD 2.EGLL-8-5
INSTRUMENT APPROACH CHART RNP RWY 09R - ICAO
AD 2.EGLL-8-6
INSTRUMENT APPROACH CHART ILS/DME I-LL RWY 27L - ICAO
AD 2.EGLL-8-7
INSTRUMENT APPROACH CHART LOC/DME I-LL RWY 27L - ICAO
AD 2.EGLL-8-8
INSTRUMENT APPROACH CHART RNP RWY 27L - ICAO
AD 2.EGLL-8-9
INSTRUMENT APPROACH CHART ILS/DME I-RR RWY 27R - ICAO
AD 2.EGLL-8-10
INSTRUMENT APPROACH CHART LOC/DME I-RR RWY 27R - ICAO
AD 2.EGLL-8-11
INSTRUMENT APPROACH CHART RNP RWY 27R - ICAO
AD 2.EGLL-8-12
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 09L/R and 27L/R
AD 2.EGLL-8-13

EGLL AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

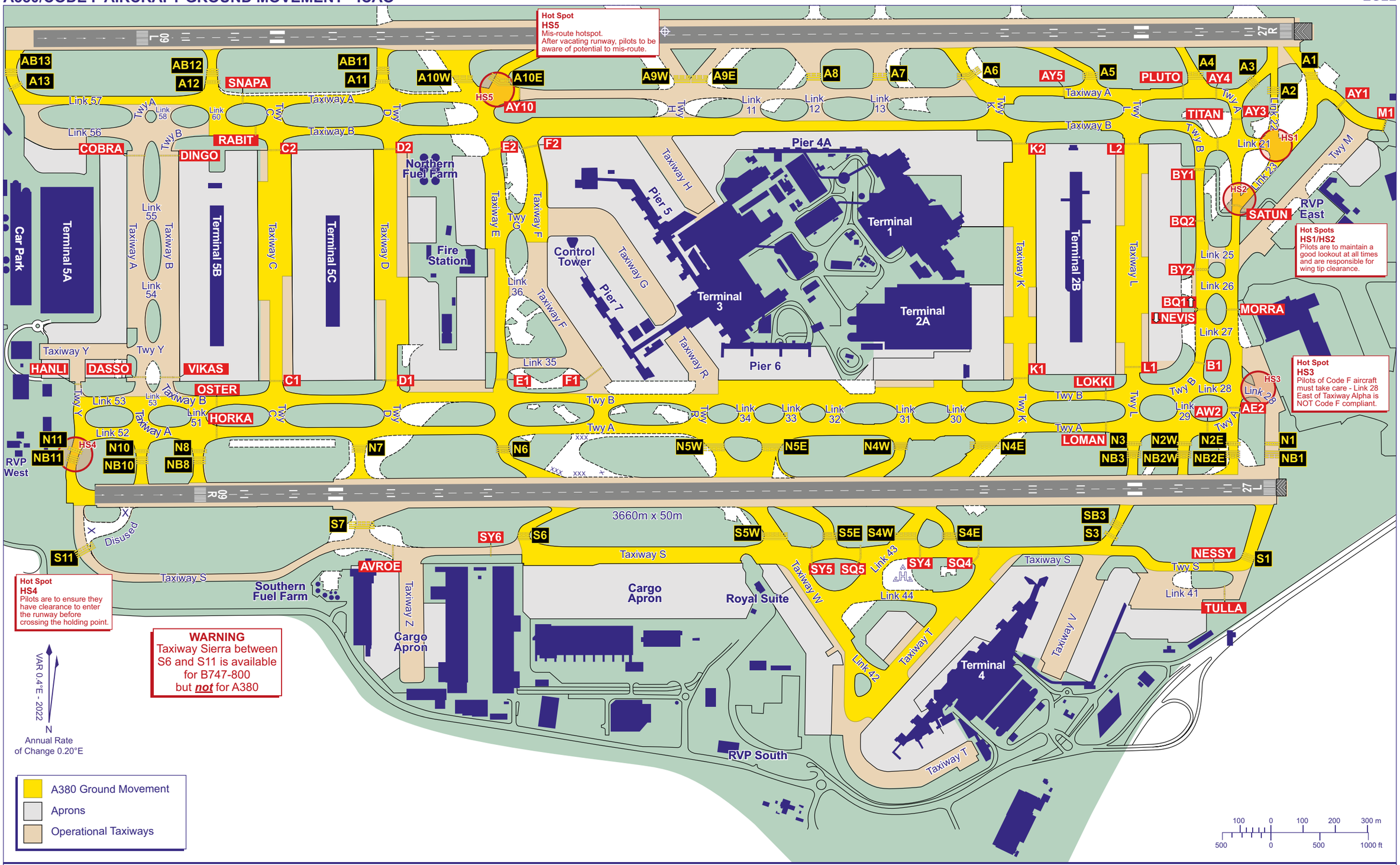
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AERODROME CHART
A380/CODE F AIRCRAFT GROUND MOVEMENT - ICAO

ARP 512839N 0002741W

AD ELEV 83FT

LONDON HEATHROW
EGLL



CHANGE (9/25): EDITORIAL.

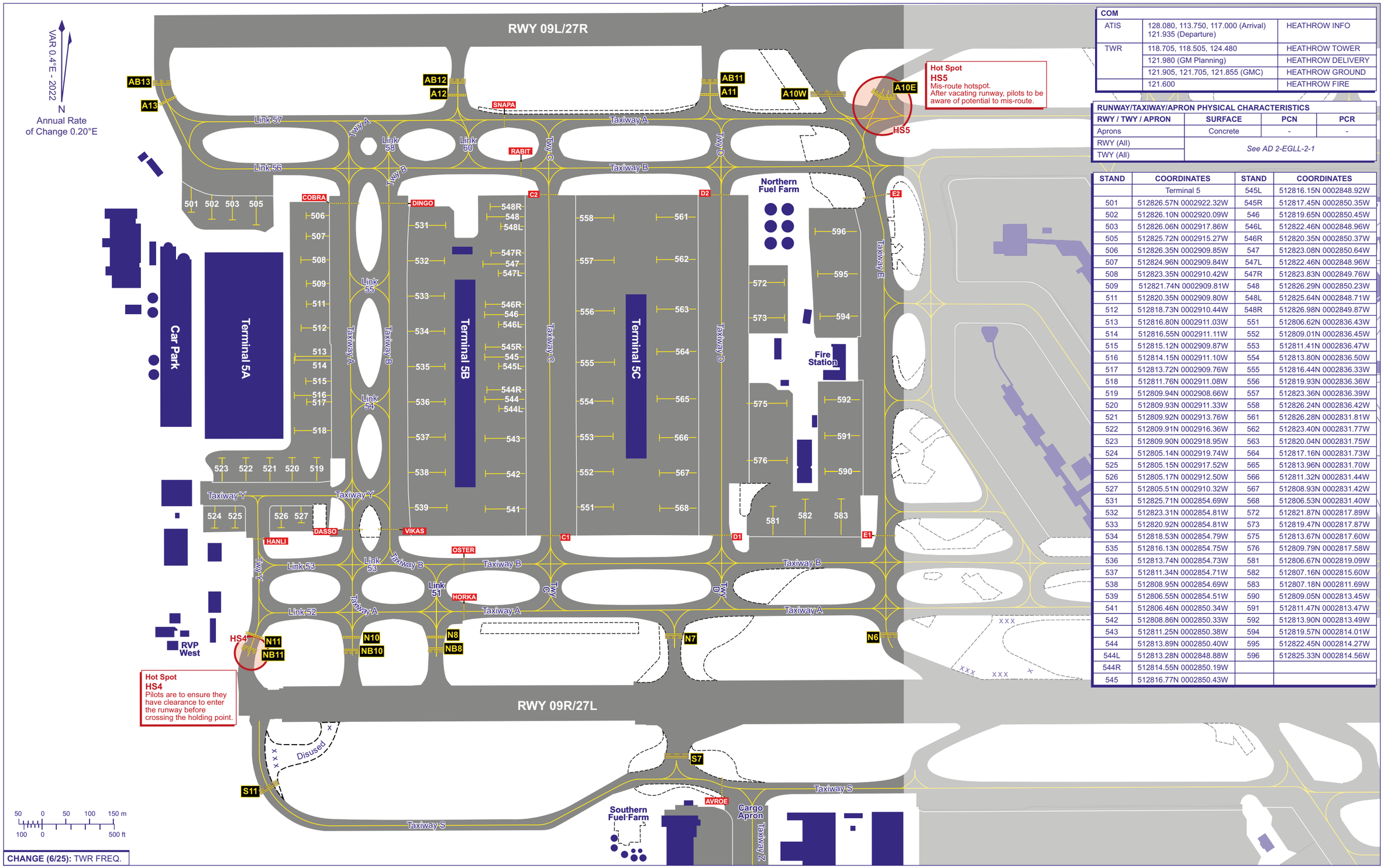
AERO INFO DATE 05 JUN 25

AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING - TERMINAL 5 CHART - ICAO

ARP 512839N 0002741W

AD ELEV 83FT

LONDON HEATHROW
EGLL



COM		
ATIS	128.080, 113.750, 117.000 (Arrival) 121.935 (Departure)	HEATHROW INFO
TWR	118.705, 118.505, 124.480	HEATHROW TOWER
	121.980 (GM Planning)	HEATHROW DELIVERY
	121.905, 121.705, 121.855 (GMC)	HEATHROW GROUND
	121.600	HEATHROW FIRE

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
RWY / TWY / APRON	SURFACE	PCN	PCR
Aprons	Concrete	-	-
RWY (All)	*See AD 2-EGLL-2-1*		
TWY (All)			

STAND	COORDINATES	STAND	COORDINATES
	Terminal 5	545L	512816.15N 0002848.92W
501	512826.57N 0002922.32W	545R	512817.45N 0002850.35W
502	512826.10N 0002920.09W	546	512819.65N 0002850.45W
503	512826.06N 0002917.86W	546L	512822.46N 0002848.96W
505	512825.72N 0002915.27W	546R	512820.35N 0002850.37W
506	512826.35N 0002909.85W	547	512823.08N 0002850.64W
507	512824.96N 0002909.84W	547L	512822.46N 0002848.96W
508	512823.35N 0002910.42W	547R	512823.83N 0002849.76W
509	512821.74N 0002909.81W	548	512826.29N 0002850.23W
511	512820.35N 0002909.80W	548L	512825.64N 0002848.71W
512	512818.73N 0002910.44W	548R	512826.98N 0002849.87W
513	512816.80N 0002911.03W	551	512806.62N 0002836.43W
514	512816.55N 0002911.11W	552	512809.01N 0002836.45W
515	512815.12N 0002909.87W	553	512811.41N 0002836.47W
516	512814.15N 0002911.10W	554	512813.80N 0002836.50W
517	512813.72N 0002909.76W	555	512816.44N 0002836.33W
518	512811.76N 0002911.08W	556	512819.93N 0002836.36W
519	512809.94N 0002908.66W	557	512823.36N 0002836.39W
520	512809.93N 0002911.33W	558	512826.24N 0002836.42W
521	512809.92N 0002913.76W	561	512826.28N 0002831.81W
522	512809.91N 0002916.36W	562	512823.40N 0002831.77W
523	512809.90N 0002918.95W	563	512820.04N 0002831.75W
524	512805.14N 0002919.74W	564	512817.16N 0002831.73W
525	512805.15N 0002917.52W	565	512813.96N 0002831.70W
526	512805.17N 0002912.50W	566	512811.32N 0002831.44W
527	512805.51N 0002910.32W	567	512808.93N 0002831.42W
531	512825.71N 0002854.69W	568	512806.53N 0002831.40W
532	512823.31N 0002854.81W	572	512821.87N 0002817.89W
533	512820.92N 0002854.81W	573	512819.47N 0002817.87W
534	512818.53N 0002854.79W	575	512813.67N 0002817.60W
535	512816.13N 0002854.75W	576	512809.79N 0002817.58W
536	512813.74N 0002854.73W	581	512806.67N 0002819.09W
537	512811.34N 0002854.71W	582	512807.16N 0002815.60W
538	512808.95N 0002854.69W	583	512807.18N 0002811.69W
539	512806.55N 0002854.51W	590	512809.05N 0002813.45W
541	512806.46N 0002850.34W	591	512811.47N 0002813.47W
542	512808.86N 0002850.33W	592	512813.90N 0002813.49W
543	512811.25N 0002850.38W	594	512819.57N 0002814.01W
544	512813.89N 0002850.40W	595	512822.45N 0002814.27W
544L	512813.28N 0002848.88W	596	512825.33N 0002814.56W
544R	512814.55N 0002850.19W		
545	512816.77N 0002850.43W		

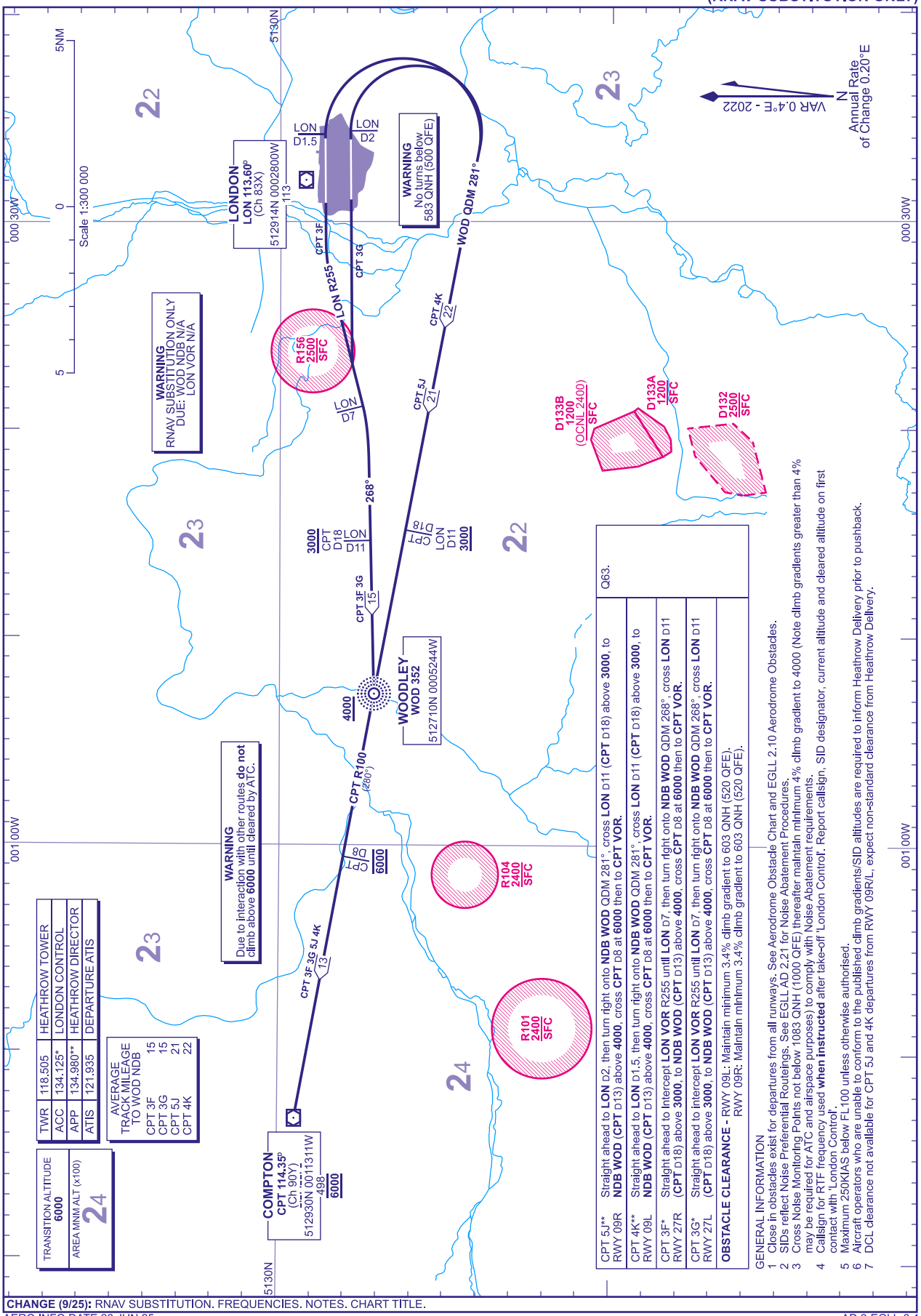
CHANGE (6/25): TWR FREQ.

AERO INFO DATE 27 MAR 25

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON HEATHROW
RWY 09R/L RWY 27R/L
CPT 5J 4K 3F 3G
(RNAV SUBSTITUTION ONLY)



CHANGE (9/25): RNAV SUBSTITUTION. FREQUENCIES. NOTES. CHART TITLE.

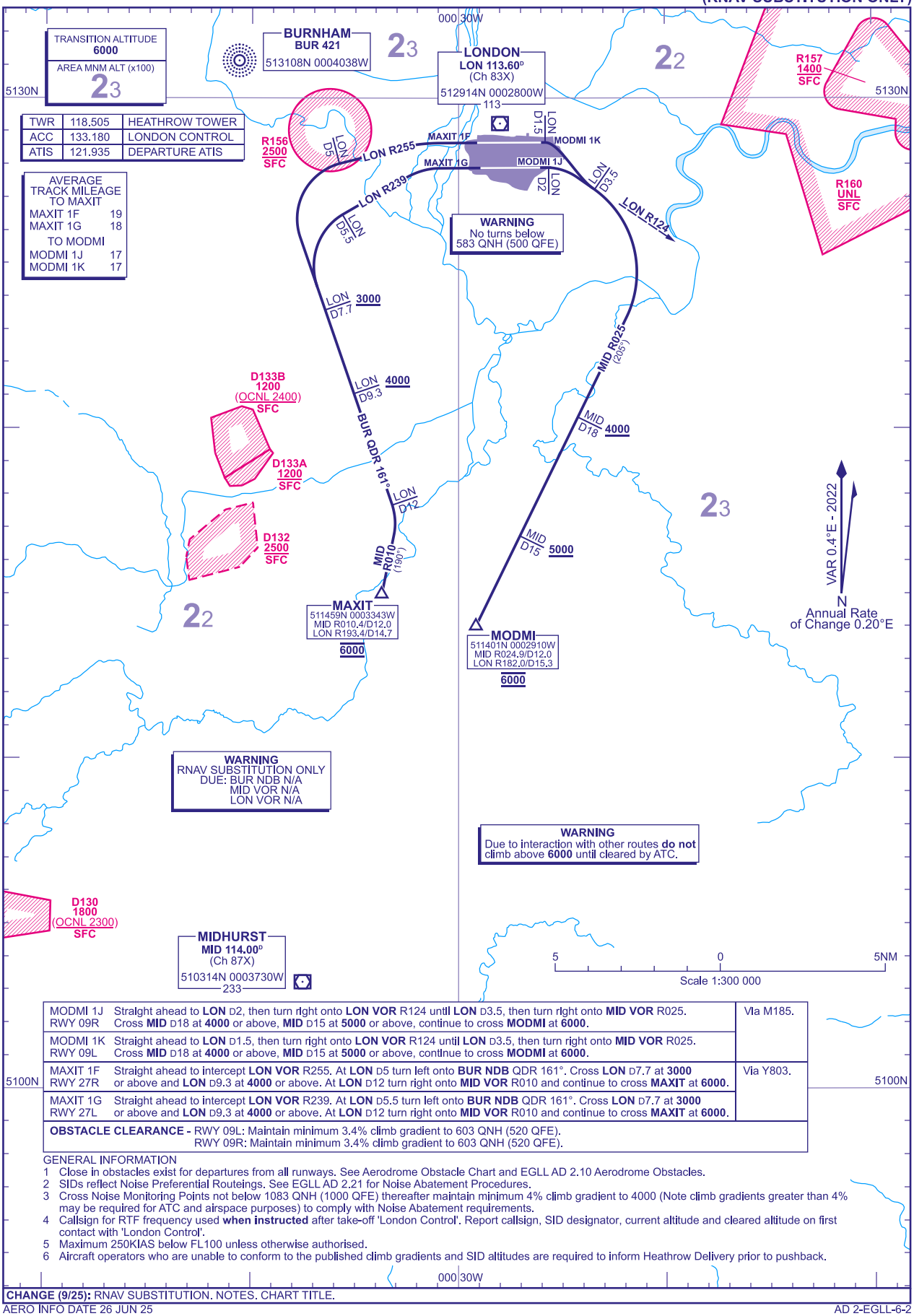
AERO INFO DATE 26 JUN 25

AD 2-EGLL-6-1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON HEATHROW
RWY 09R/L RWY 27R/L
MODMI 1J 1K MAXIT 1F 1G
(RNAV SUBSTITUTION ONLY)



MODMI 1J RWY 09R	Straight ahead to **LON** VOR D2, then turn right onto **LON VOR** R124 until **LON** D3.5, then turn right onto **MID VOR** R025. Cross **MID** D18 at **4000** or above, **MID** D15 at **5000** or above, continue to cross **MODMI** at **6000**.	Via M185.
MODMI 1K RWY 09L	Straight ahead to **LON** D1.5, then turn right onto **LON VOR** R124 until **LON** D3.5, then turn right onto **MID VOR** R025. Cross **MID** D18 at **4000** or above, **MID** D15 at **5000** or above, continue to cross **MODMI** at **6000**.	
MAXIT 1F RWY 27R	Straight ahead to intercept **LON VOR** R255. At **LON** D5 turn left onto **BUR NDB** QDR 161°. Cross **LON** D7.7 at **3000** or above and **LON** D9.3 at **4000** or above. At **LON** D12 turn right onto **MID VOR** R010 and continue to cross **MAXIT** at **6000**.	Via Y803.
MAXIT 1G RWY 27L	Straight ahead to intercept **LON VOR** R239. At **LON** D5.5 turn left onto **BUR NDB** QDR 161°. Cross **LON** D7.7 at **3000** or above and **LON** D9.3 at **4000** or above. At **LON** D12 turn right onto **MID VOR** R010 and continue to cross **MAXIT** at **6000**.	
OBSTACLE CLEARANCE - RWY 09L: Maintain minimum 3.4% climb gradient to 603 QNH (520 QFE). RWY 09R: Maintain minimum 3.4% climb gradient to 603 QNH (520 QFE).		

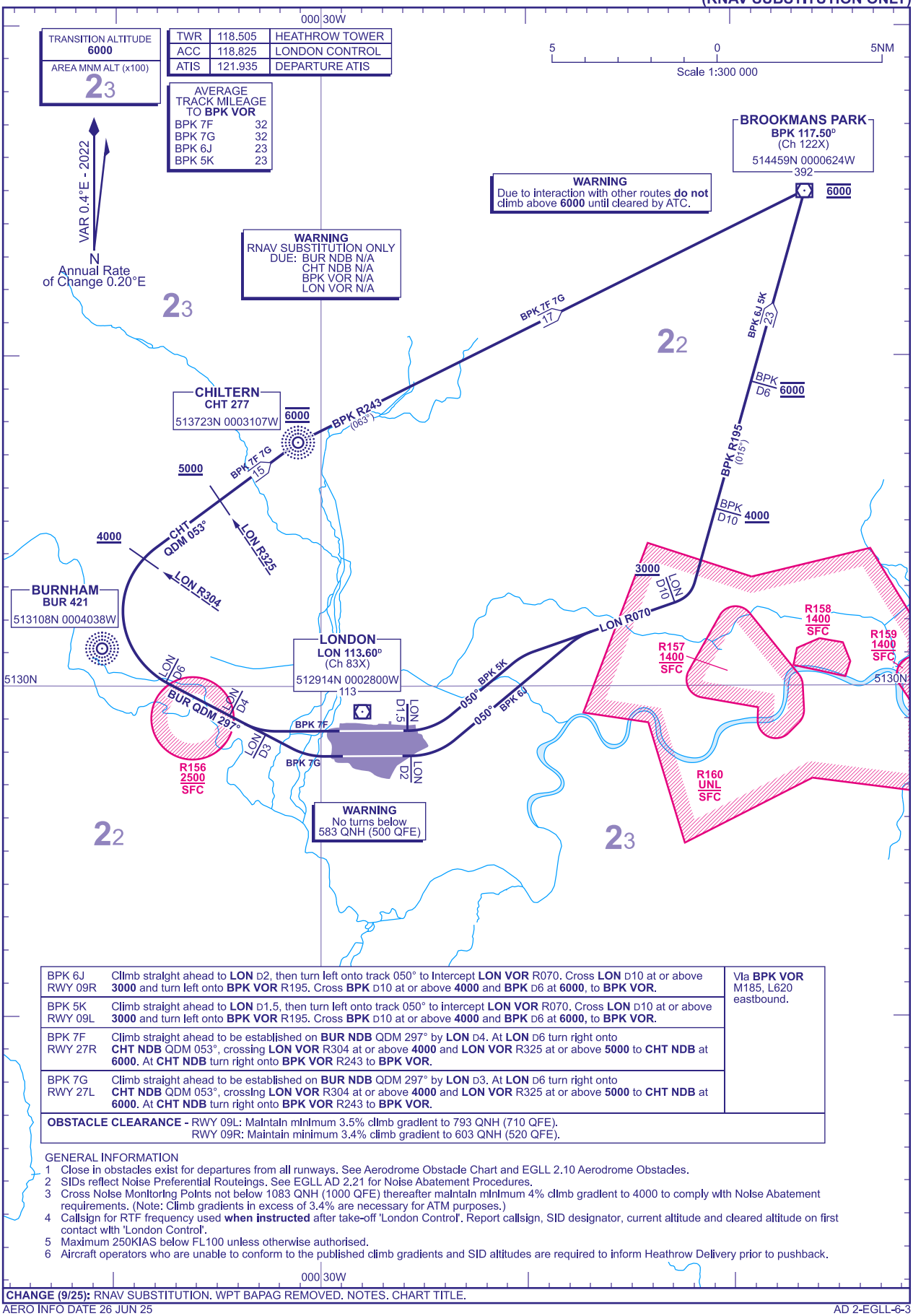
GENERAL INFORMATION
1 Close in obstacles exist for departures from all runways. See Aerodrome Obstacle Chart and EGLL AD 2.10 Aerodrome Obstacles.
2 SIDs reflect Noise Preferential Routeings. See EGLL AD 2.21 for Noise Abatement Procedures.
3 Cross Noise Monitoring Points not below 1083 QNH (1000 QFE) thereafter maintain minimum 4% climb gradient to 4000 (Note climb gradients greater than 4% may be required for ATC and airspace purposes) to comply with Noise Abatement requirements.
4 Callsign for RTF frequency used **when instructed** after take-off 'London Control'. Report callsign, SID designator, current altitude and cleared altitude on first contact with 'London Control'.
5 Maximum 250KIAS below FL100 unless otherwise authorised.
6 Aircraft operators who are unable to conform to the published climb gradients and SID altitudes are required to inform Heathrow Delivery prior to pushback.

CHANGE (9/25): RNAV SUBSTITUTION. NOTES. CHART TITLE.
AERO INFO DATE 26 JUN 25
AD 2-EGLL-6-2

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON HEATHROW
RWY 09R/L RWY 27R/L
BPK 6J 5K 7F 7G
(RNAV SUBSTITUTION ONLY)



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 **BPK VOR**.	Via **BPK VOR** M185, L620 eastbound.
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 **BPK VOR**.	
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**.	
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**.	
OBSTACLE CLEARANCE - RWY 09L: Maintain minimum 3.5% climb gradient to 793 QNH (710 QFE). RWY 09R: Maintain minimum 3.4% climb gradient to 603 QNH (520 QFE).		

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 Maximum 250KIAS below FL100 unless otherwise authorised.
6 Aircraft operators who are unable to conform to the published climb gradients and SID altitudes are required to inform Heathrow Delivery prior to pushback.

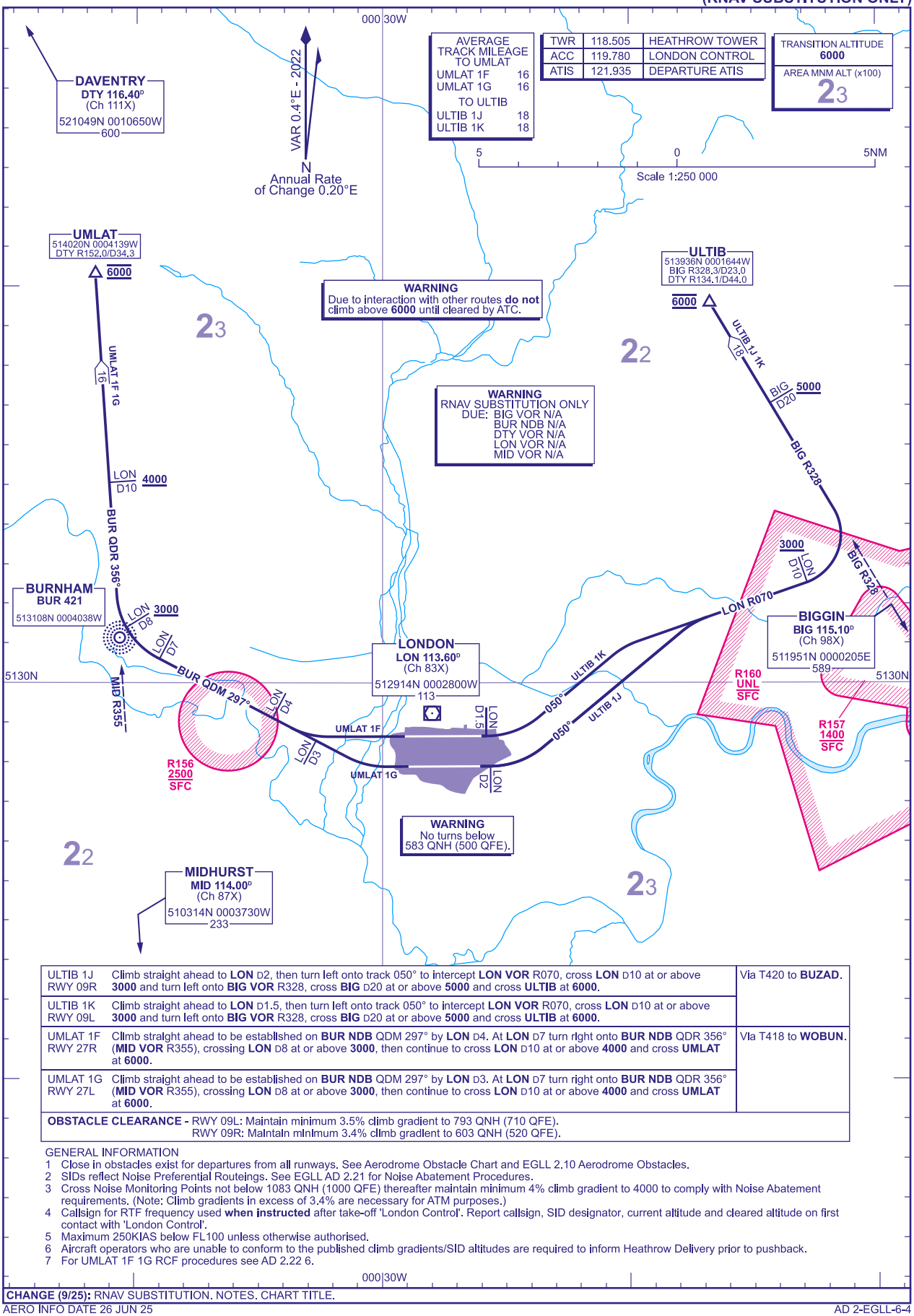
CHANGE (9/25): RNAV SUBSTITUTION. WPT BAPAG REMOVED. NOTES. CHART TITLE.

AERO INFO DATE 26 JUN 25
AD 2-EGLL-6-3

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON HEATHROW
RWY 09R/L RWY 27R/L
ULTIB 1J 1K UMLAT 1F 1G
(RNAV SUBSTITUTION ONLY)



ULTIB 1J 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 **BIG VOR** R328, cross **BIG** D20 at or above **5000** and cross **ULTIB** at **6000**.	Via T420 to **BUZAD**.
ULTIB 1K 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 **BIG VOR** R328, cross **BIG** D20 at or above **5000** and cross **ULTIB** at **6000**.	
UMLAT 1F RWY 27R	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), crossing **LON** D8 at or above **3000**, then continue to cross **LON** D10 at or above **4000** and cross **UMLAT** at **6000**.	Via T418 to **WOBUN**.
UMLAT 1G RWY 27L	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), crossing **LON** D8 at or above **3000**, then continue to cross **LON** D10 at or above **4000** and cross **UMLAT** at **6000**.	
OBSTACLE CLEARANCE - RWY 09L: Maintain minimum 3.5% climb gradient to 793 QNH (710 QFE). RWY 09R: Maintain minimum 3.4% climb gradient to 603 QNH (520 QFE).		

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 Maximum 250KIAS below FL100 unless otherwise authorised.
6 Aircraft operators who are unable to conform to the published climb gradients/SID altitudes are required to inform Heathrow Delivery prior to pushback.
7 For UMLAT 1F 1G RCF procedures see AD 2.22 6.

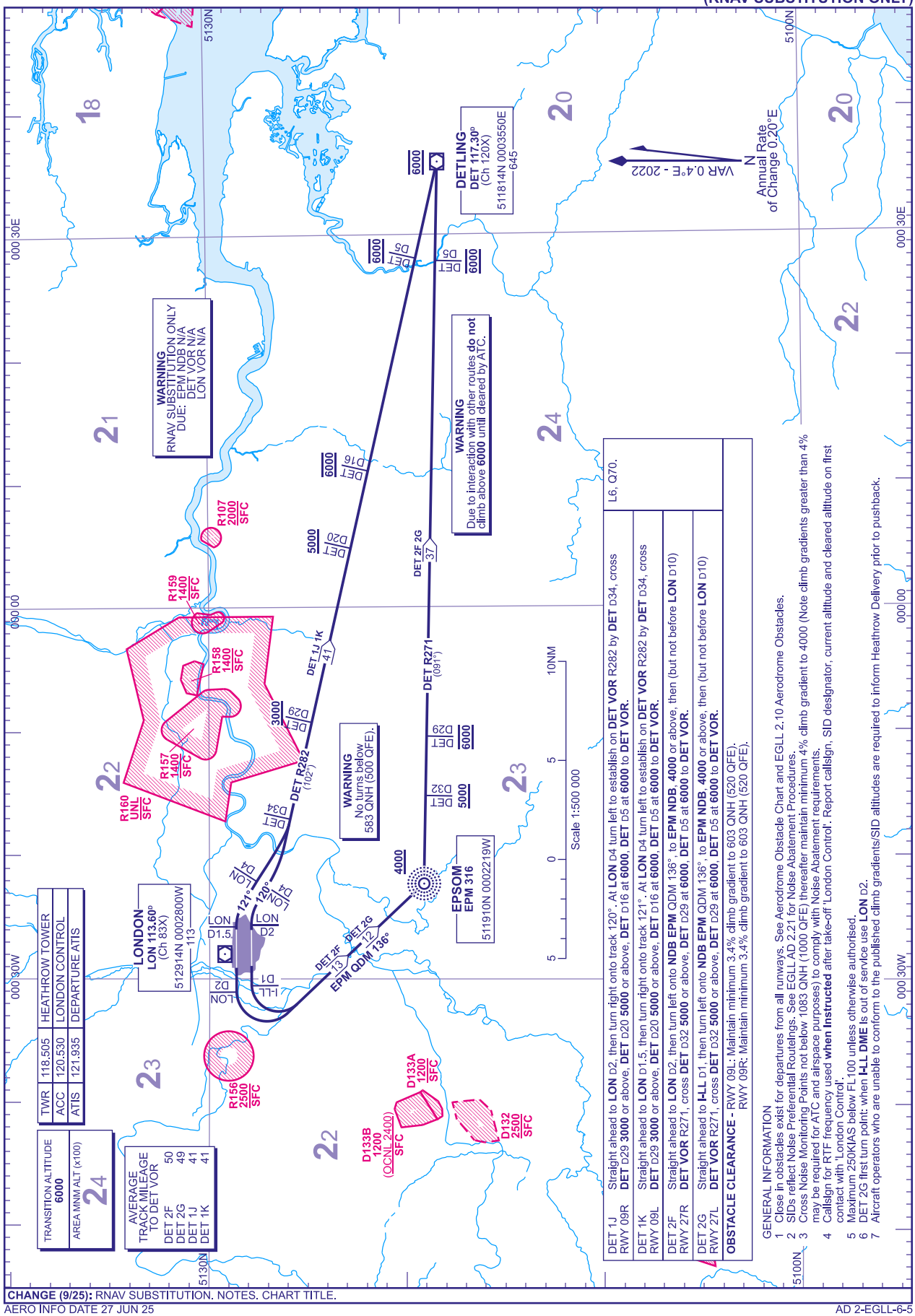
CHANGE (9/25): RNAV SUBSTITUTION. NOTES. CHART TITLE.

AERO INFO DATE 26 JUN 25
AD 2-EGLL-6-4

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

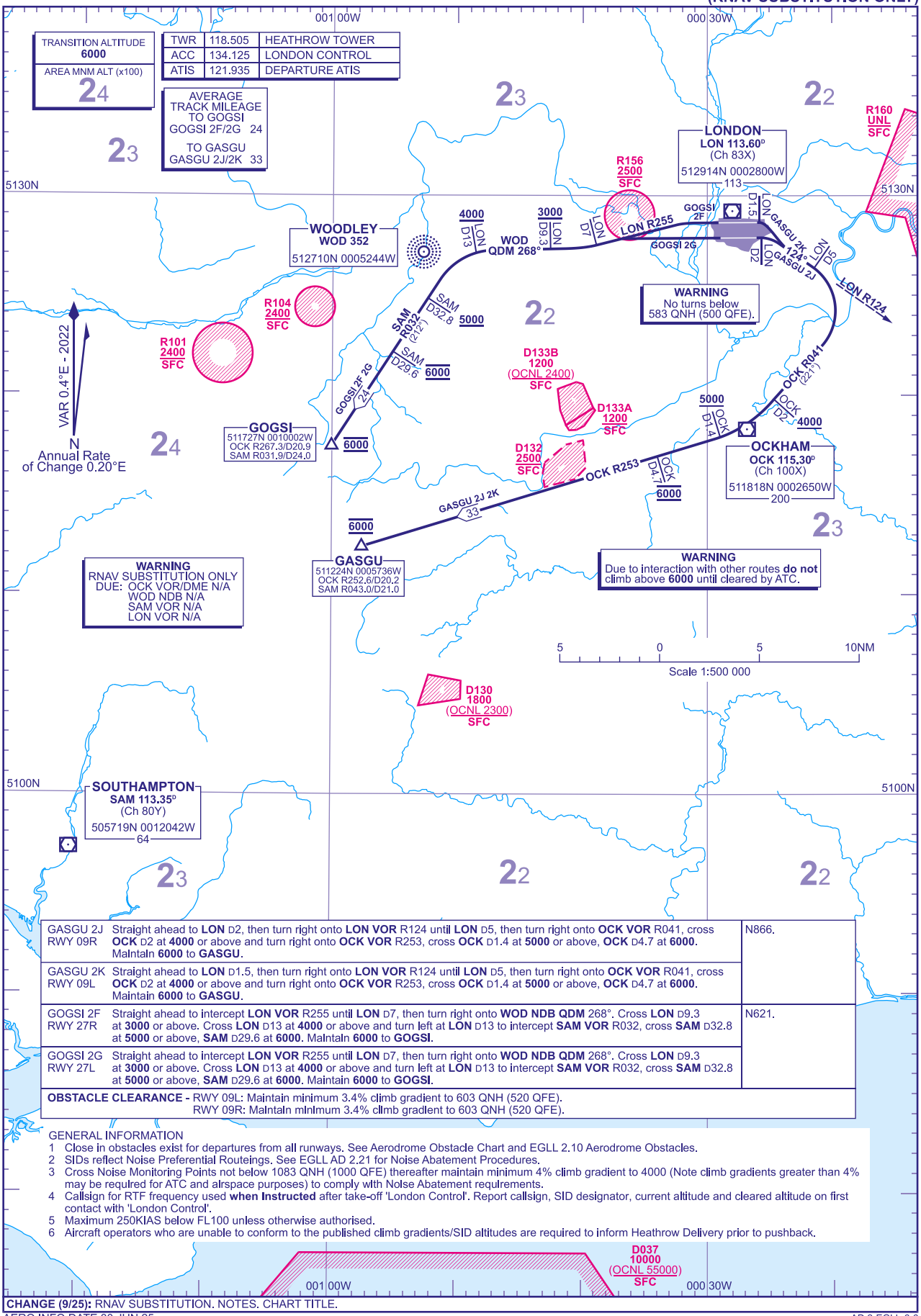
LONDON HEATHROW
RWY 09R/L RWY 27R/L
DET 1J 1K 2F 2G
(RNAV SUBSTITUTION ONLY)



STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON HEATHROW
RWY 09R/L RWY 27R/L
GASGU 2J 2K GOGSI 2F 2G
(RNAV SUBSTITUTION ONLY)



GASGU 2J RWY 09R	Straight ahead to **LON** D2, then turn right onto **LON VOR** R124 until **LON** D5, then turn right onto **OCK VOR** R041, cross **OCK** D2 at **4000** or above and turn right onto **OCK VOR** R253, cross **OCK** D1.4 at **5000** or above, **OCK** D4.7 at **6000**. Maintain **6000** to **GASGU**.	N866.
GASGU 2K RWY 09L	Straight ahead to **LON** D1.5, then turn right onto **LON VOR** R124 until **LON** D5, then turn right onto **OCK VOR** R041, cross **OCK** D2 at **4000** or above and turn right onto **OCK VOR** R253, cross **OCK** D1.4 at **5000** or above, **OCK** D4.7 at **6000**. Maintain **6000** to **GASGU**.	
GOGSI 2F RWY 27R	Straight ahead to intercept **LON VOR** R255 until **LON** D7, then turn right onto **WOD NDB QDM** 268°. Cross **LON** D9.3 at **3000** or above. Cross **LON** D13 at **4000** or above and turn left at **LON** D13 to intercept **SAM VOR** R032, cross **SAM** D32.8 at **5000** or above, **SAM** D29.6 at **6000**. Maintain **6000** to **GOGSI**.	N621.
GOGSI 2G RWY 27L	Straight ahead to intercept **LON VOR** R255 until **LON** D7, then turn right onto **WOD NDB QDM** 268°. Cross **LON** D9.3 at **3000** or above. Cross **LON** D13 at **4000** or above and turn left at **LON** D13 to intercept **SAM VOR** R032, cross **SAM** D32.8 at **5000** or above, **SAM** D29.6 at **6000**. Maintain **6000** to **GOGSI**.	
OBSTACLE CLEARANCE - RWY 09L: Maintain minimum 3.4% climb gradient to 603 QNH (520 QFE). RWY 09R: Maintain minimum 3.4% climb gradient to 603 QNH (520 QFE).		

GENERAL INFORMATION
1 Close in obstacles exist for departures from all runways. See Aerodrome Obstacle Chart and EGLL 2.10 Aerodrome Obstacles.
2 SIDs reflect Noise Preferential Routeings. See EGLL AD 2.21 for Noise Abatement Procedures.
3 Cross Noise Monitoring Points not below 1083 QNH (1000 QFE) thereafter maintain minimum 4% climb gradient to 4000 (Note climb gradients greater than 4% may be required for ATC and airspace purposes) to comply with Noise Abatement requirements.
4 Callsign for RTF frequency used **when Instructed** after take-off 'London Control'. Report callsign, SID designator, current altitude and cleared altitude on first contact with 'London Control'.
5 Maximum 250KIAS below FL100 unless otherwise authorised.
6 Aircraft operators who are unable to conform to the published climb gradients/SID altitudes are required to inform Heathrow Delivery prior to pushback.

CHANGE (9/25): RNAV SUBSTITUTION. NOTES. CHART TITLE.

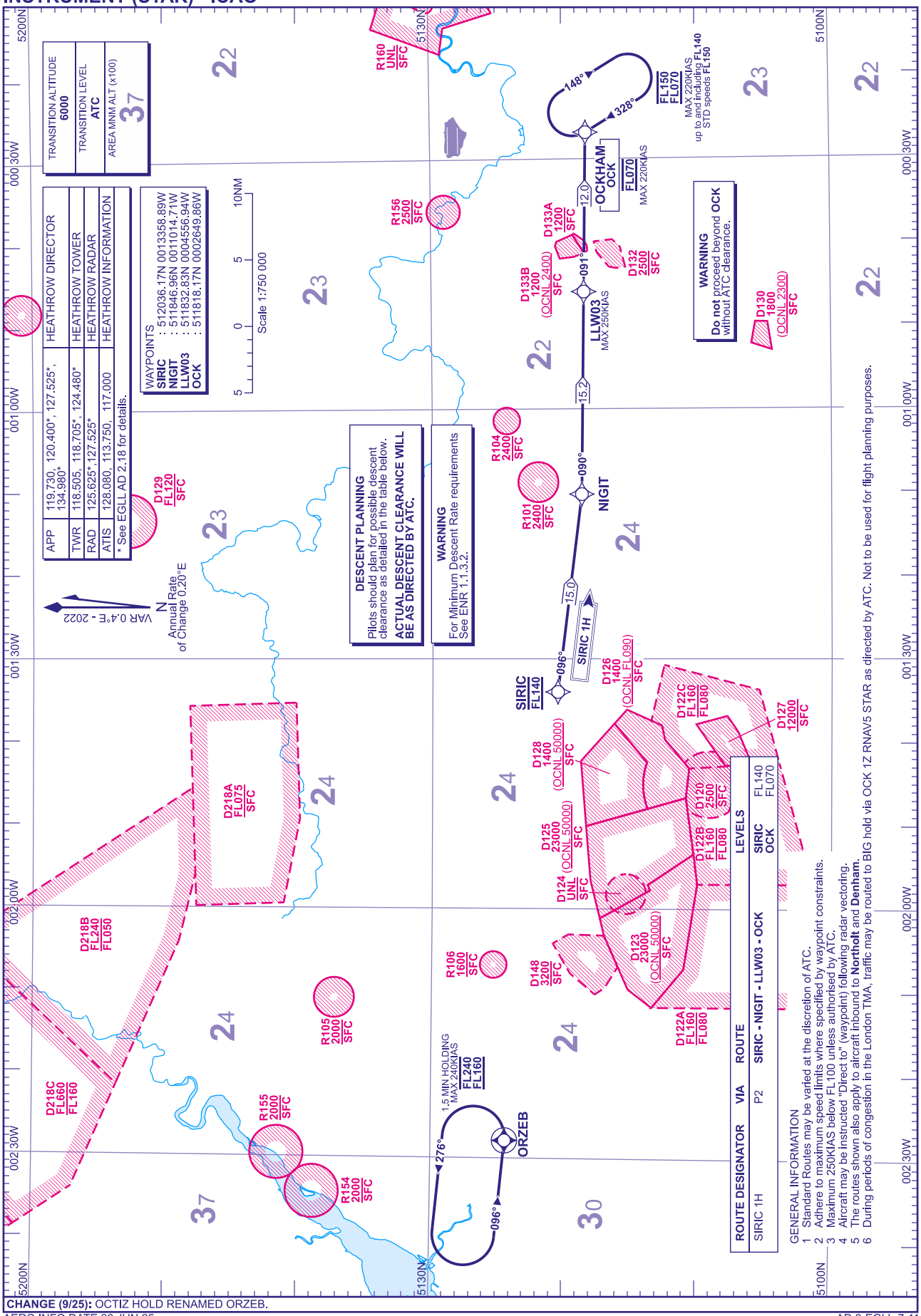
AERO INFO DATE 30 JUN 25

AD 2-EGLL-6-6

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

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

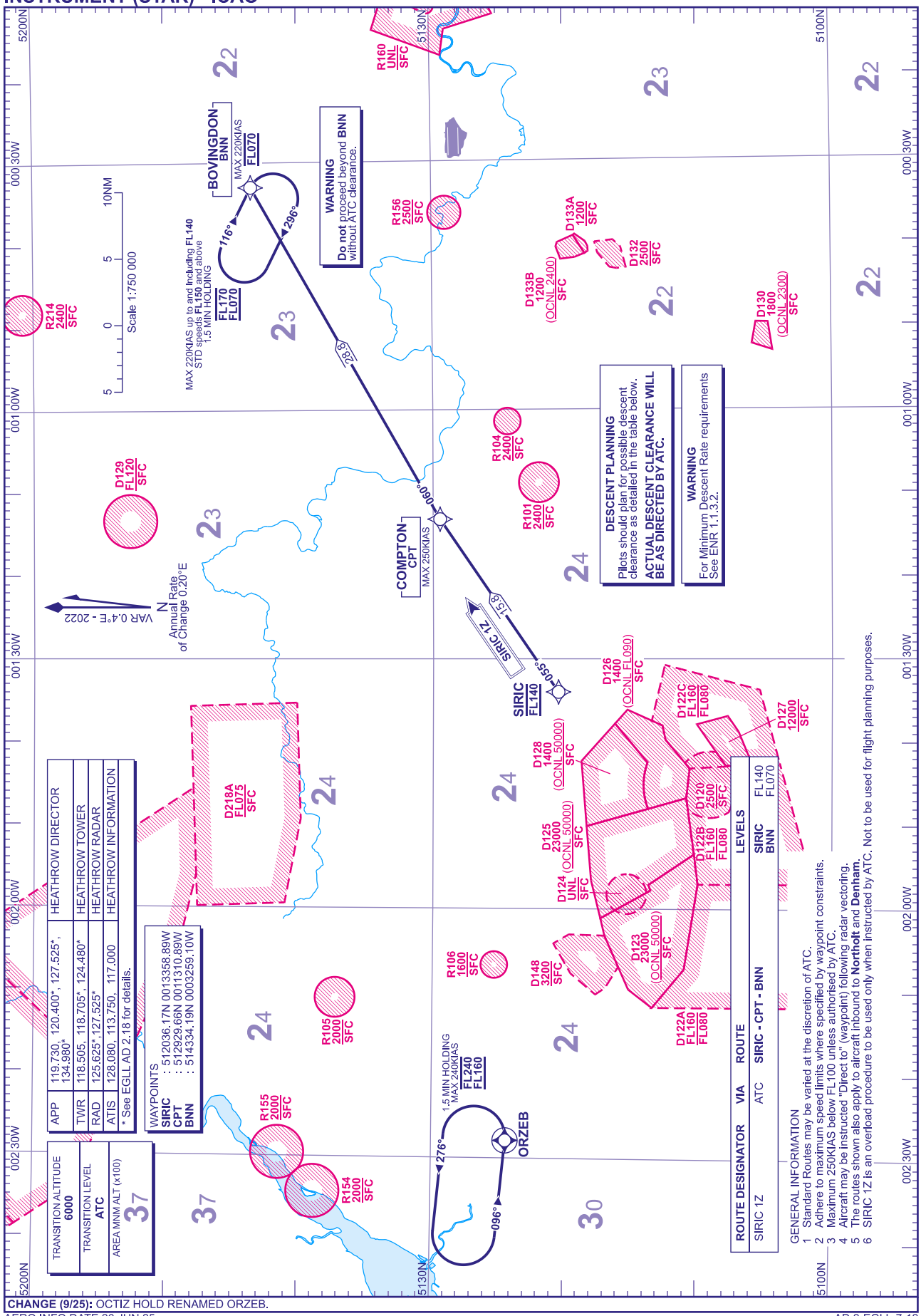
LONDON HEATHROW SIRIC 1H



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

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

LONDON HEATHROW
SIRIC 1Z



CHANGE (9/25): OCTIZ HOLD RENAMED ORZEB.

AERO INFO DATE 26 JUN 25

AD 2-EGLL-7-12

RNAV Hold Coding Tables

LONDON HEATHROW OCK Hold

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
OCK	-	-	OCK	511818.17N 0002649.86W	Y	328° (328.5°)	0.4	1MIN up to FL140. 1.5MIN FL150.	RIGHT	-FL150 +FL070	-220*	RNAV1/ RNAV5

*up to and including FL140
STD speeds FL150

LONDON HEATHROW ORZEB Hold

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
ORZEB	-	-	ORZEB	512425.86N 0022753.73W	Y	096° (096.1°)	0.4	1.5MIN	LEFT	-FL240 +FL160	-240	RNAV1

LONDON HEATHROW SABER Hold

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
SABER	-	-	SABER	514213.76N 0005658.19E	Y	263° (263.0°)	0.4	1MIN up to FL140. 1.5MIN FL150+.	LEFT	-FL170 +FL130	-220*	RNAV5

*up to and including FL140
STD speeds FL150 and above

LONDON HEATHROW TIGER Hold

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
TIGER	-	-	TIGER	510401.82N 0002621.54E	Y	315° (315.9°)	0.4	1.5MIN	RIGHT	-FL240 +FL150	-	RNAV5

LONDON HEATHROW WEZKO Hold

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
WEZKO	-	-	WEZKO	515110.51N 0005744.67W	Y	188° (188.4°)	0.4	1MIN up to FL140. 1.5MIN FL150+.	RIGHT	-FL200 +FL090	-220*	RNAV1/ RNAV5

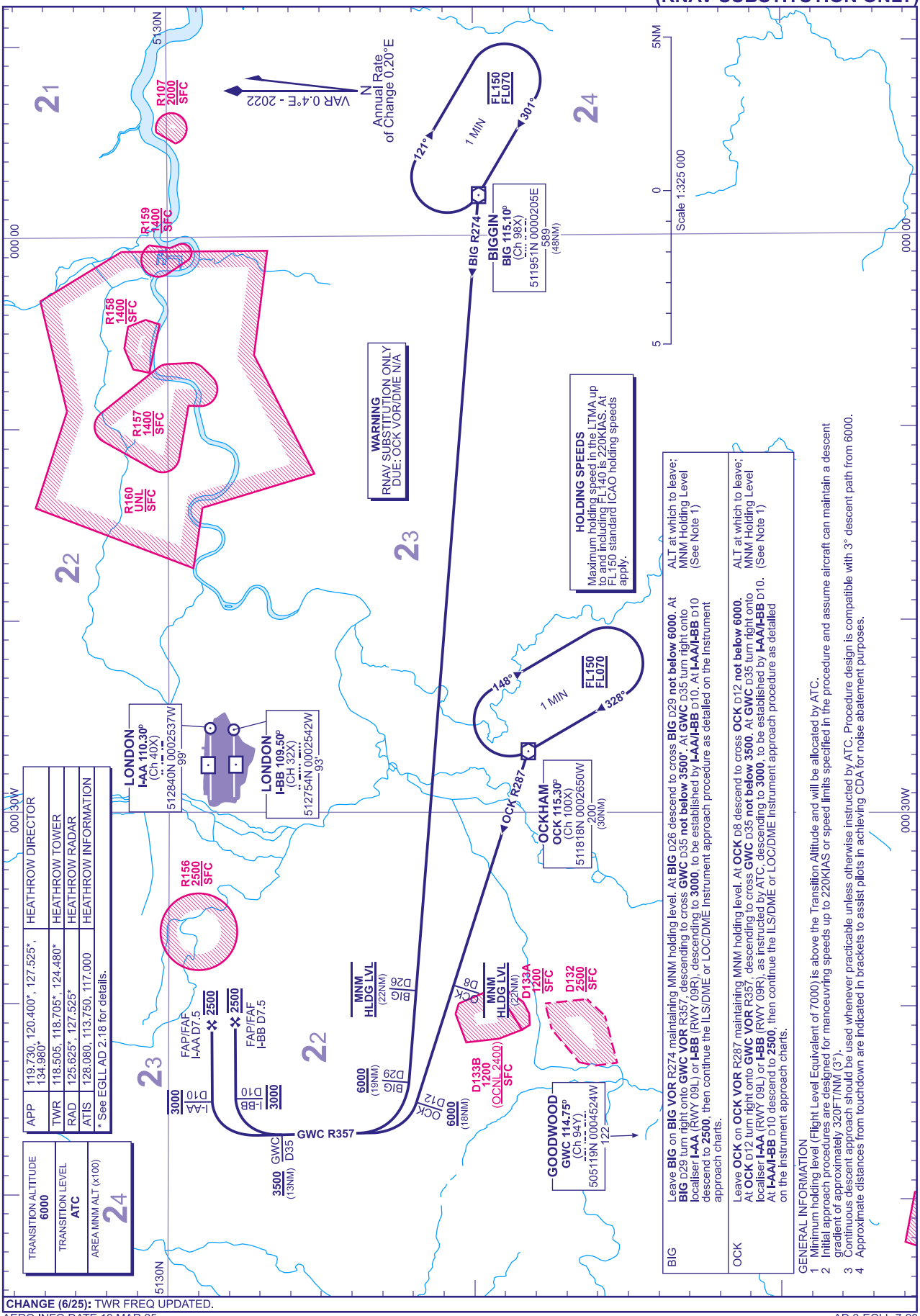
*up to and including FL140
STD speeds FL150 and above

CHANGE (9/25): OCTIZ HOLD REPLACED BY ORZEB HOLD..
AERO INFO DATE 26 JUN 25

INITIAL APPROACH PROCEDURES
ILS RWY 09L/R

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

LONDON HEATHROW
via BIG and OCK
(RNAV SUBSTITUTION ONLY)



CHANGE (6/25): TWR FREQ UPDATED.

AERO INFO DATE 19 MAR 25

AD 2-EGLL-7-20

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	
		126.730 SPARE - 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.

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

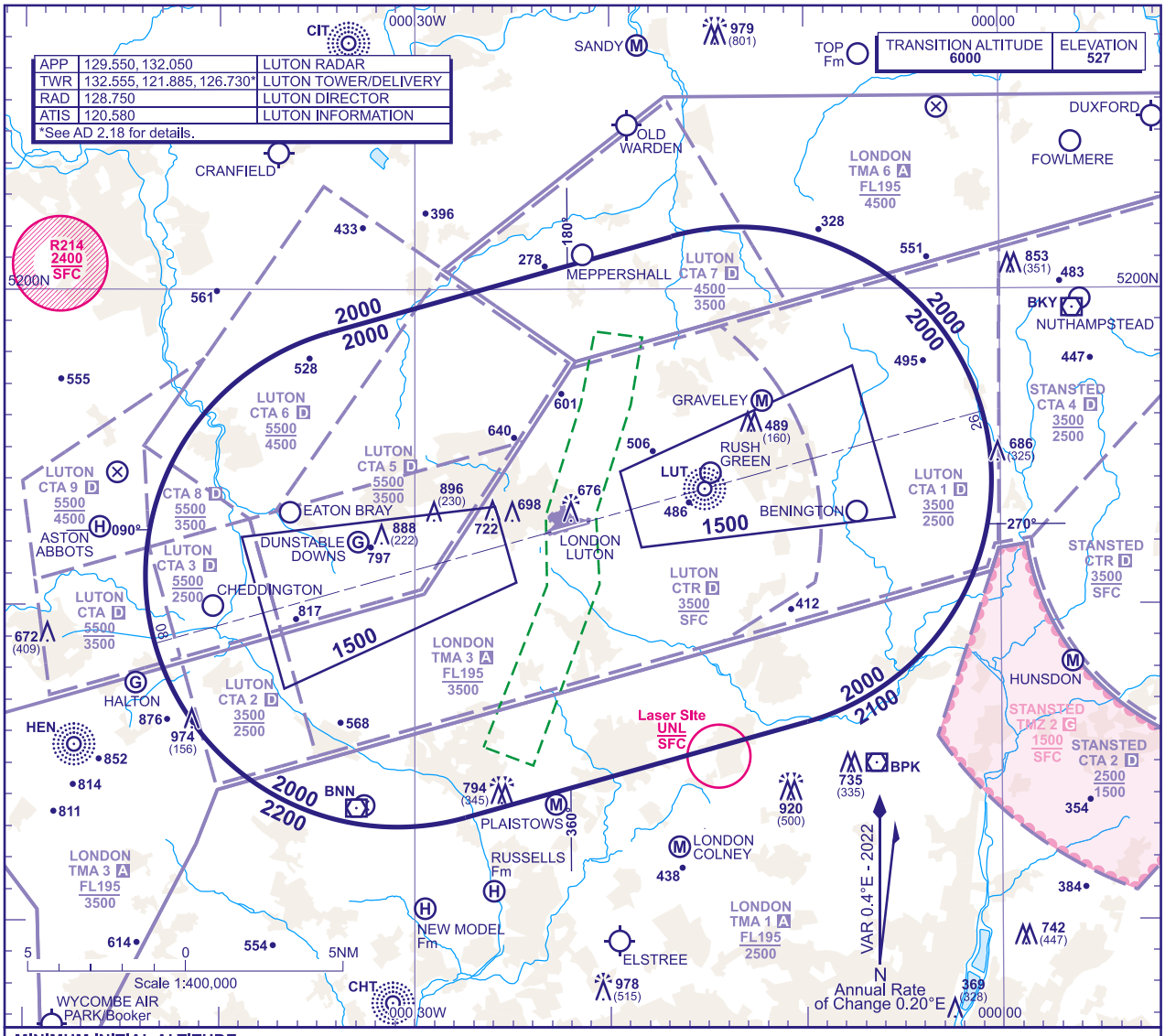
1 AIRPORT REGULATIONS

a) Use governed by regulations applicable to Luton CTR.
b) 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.
c) 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.
d) 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.
e) 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.
f) The airport is available only to pilots holding a current licence. The minimum required is a Private Pilot Licence.
g) Aircraft unable to communicate with ATC by radio will not be accepted.
h) 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.
i) 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.
j) 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.
k) 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.

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 982
HEIGHTS IN FEET AGL (328)

LONDON LUTON



MINIMUM INITIAL ALTITUDE

Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is **2000** in the sector defined by the lateral limits; 515838N 0003424W - 520140N 0001649W thence clockwise by an arc of a circle radius 8NM centred on 515359N 0001322W to 514617N 0000956W - 514316N 0002725W thence clockwise by an arc of a circle radius 8NM centred on 515057N 0003054W to 515838N 0003424W.

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 last assigned level, to **NDB(L) LUT** and adopt the procedure detailed at EGGW AD 2.22.

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) LUT** at **3000** and continue in accordance with the Radio Failure Procedure detailed at ENR 1.1.3.4.

GENERAL INFORMATION

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

CHANGE (9/25): TOWER FREQUENCY.

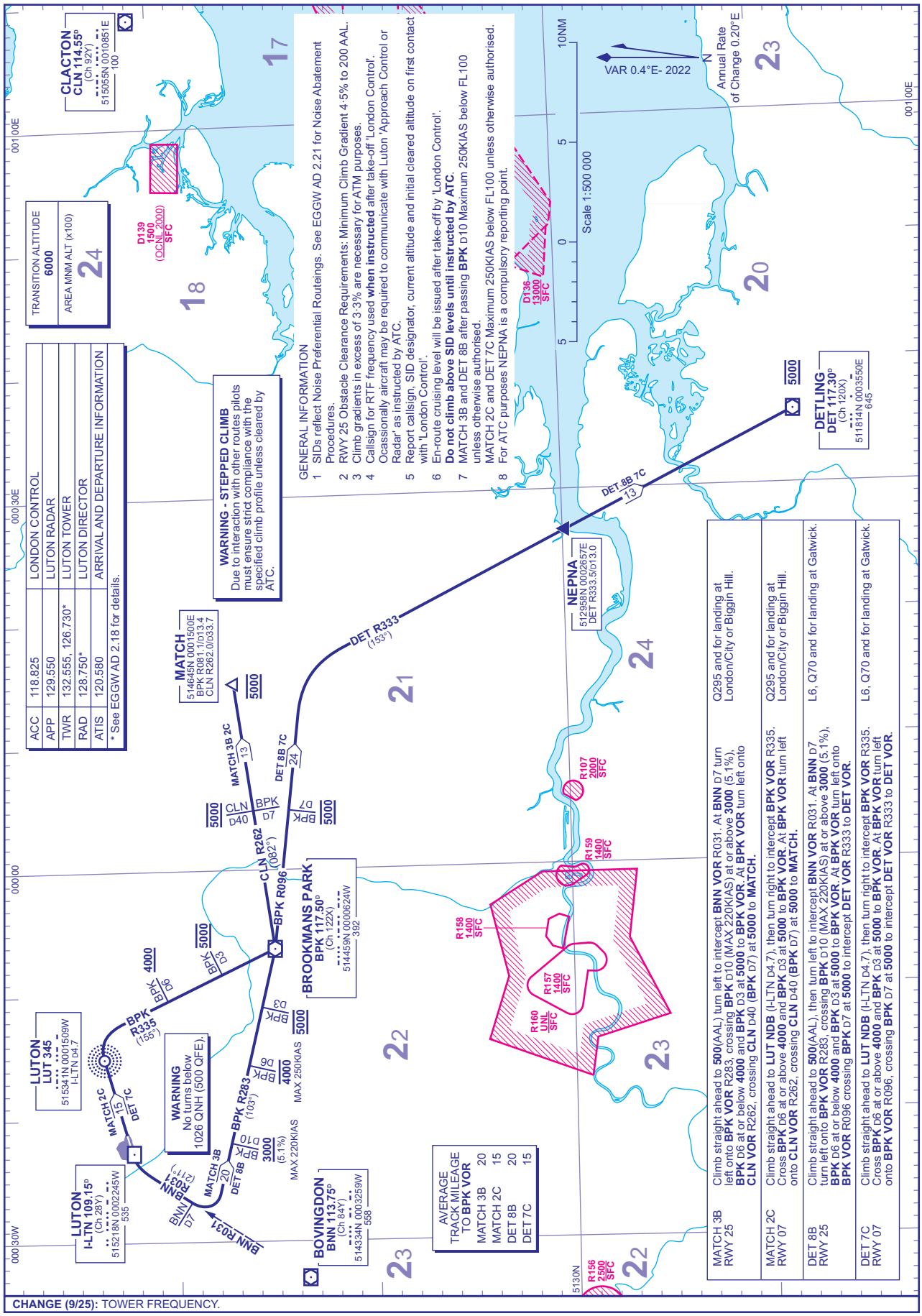
AERO INFO DATE 18 JUN 25

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STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON LUTON
RWY 07/25
MATCH 3B 2C DET 8B 7C



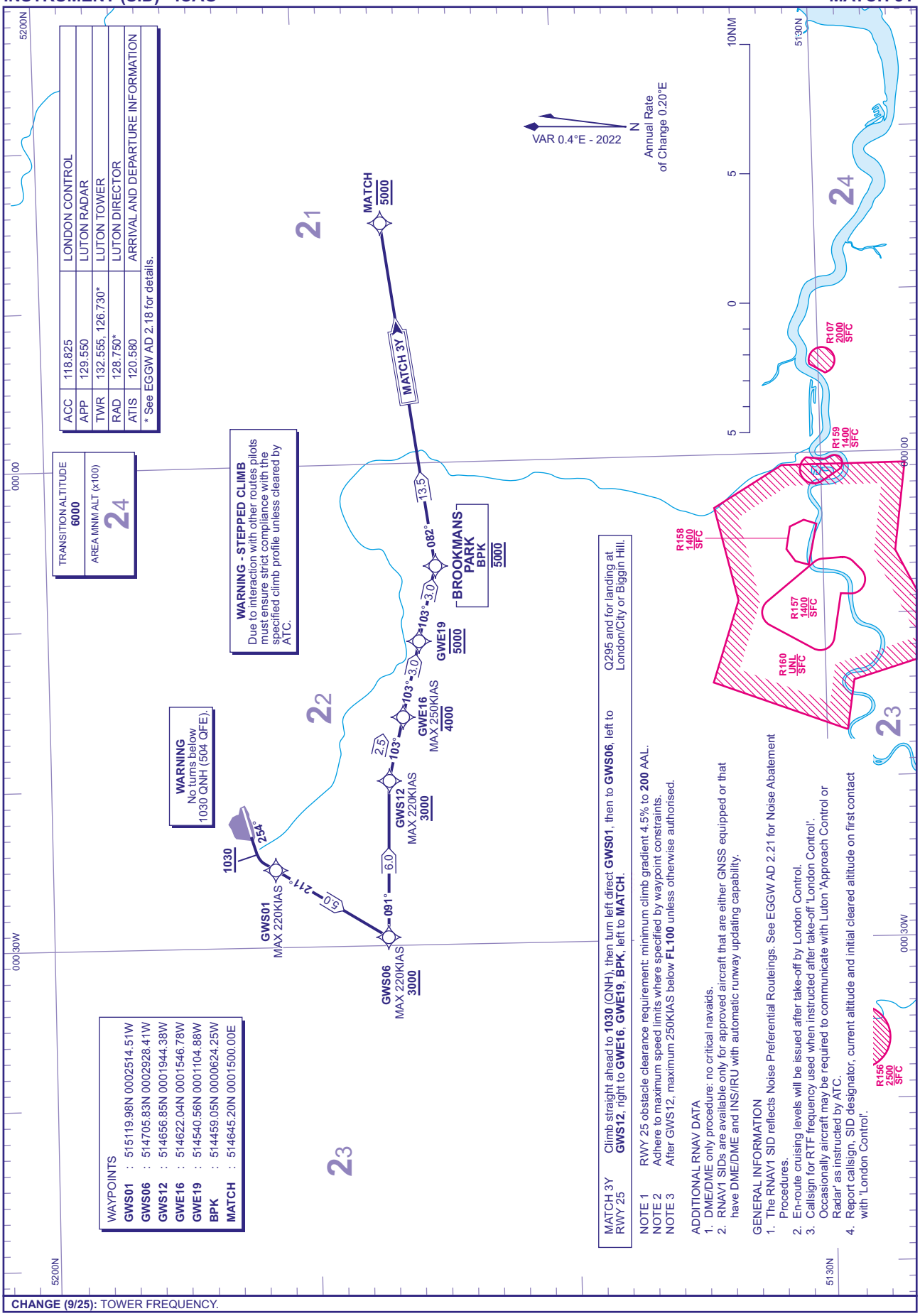
CHANGE (9/25): TOWER FREQUENCY.

AERO INFO DATE 10 JUN 25

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

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

LONDON LUTON
RWY 25
MATCH 3Y



CHANGE (9/25): TOWER FREQUENCY.

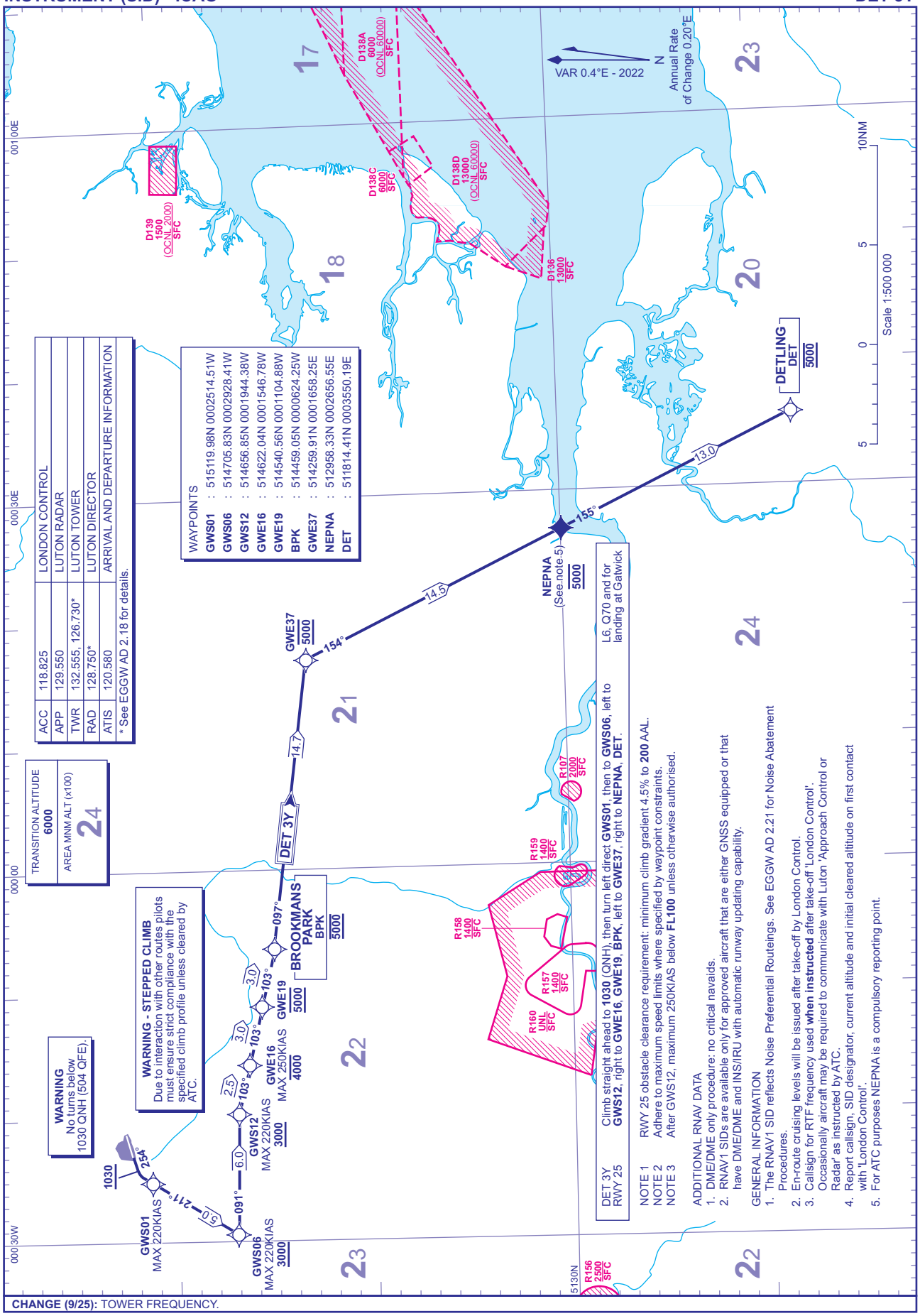
AERO INFO DATE 10 JUN 25

AD 2-EGGW-6-2

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

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

LONDON LUTON
RWY 25
DET 3Y



CHANGE (9/25): TOWER FREQUENCY.

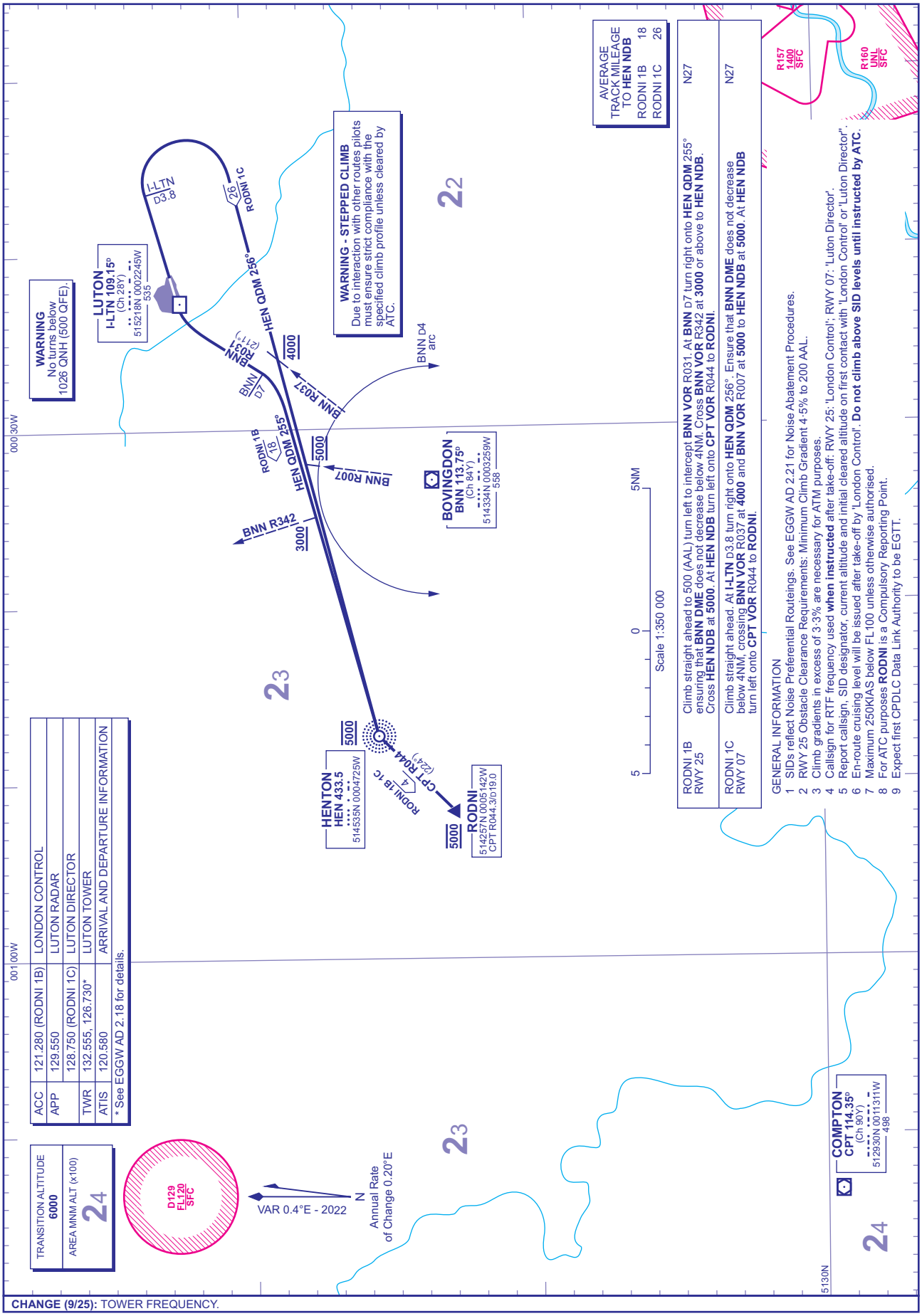
AERO INFO DATE 10 JUN 25

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STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON LUTON
RWY 07 25
RODNI 1B 1C



CHANGE (9/25): TOWER FREQUENCY.

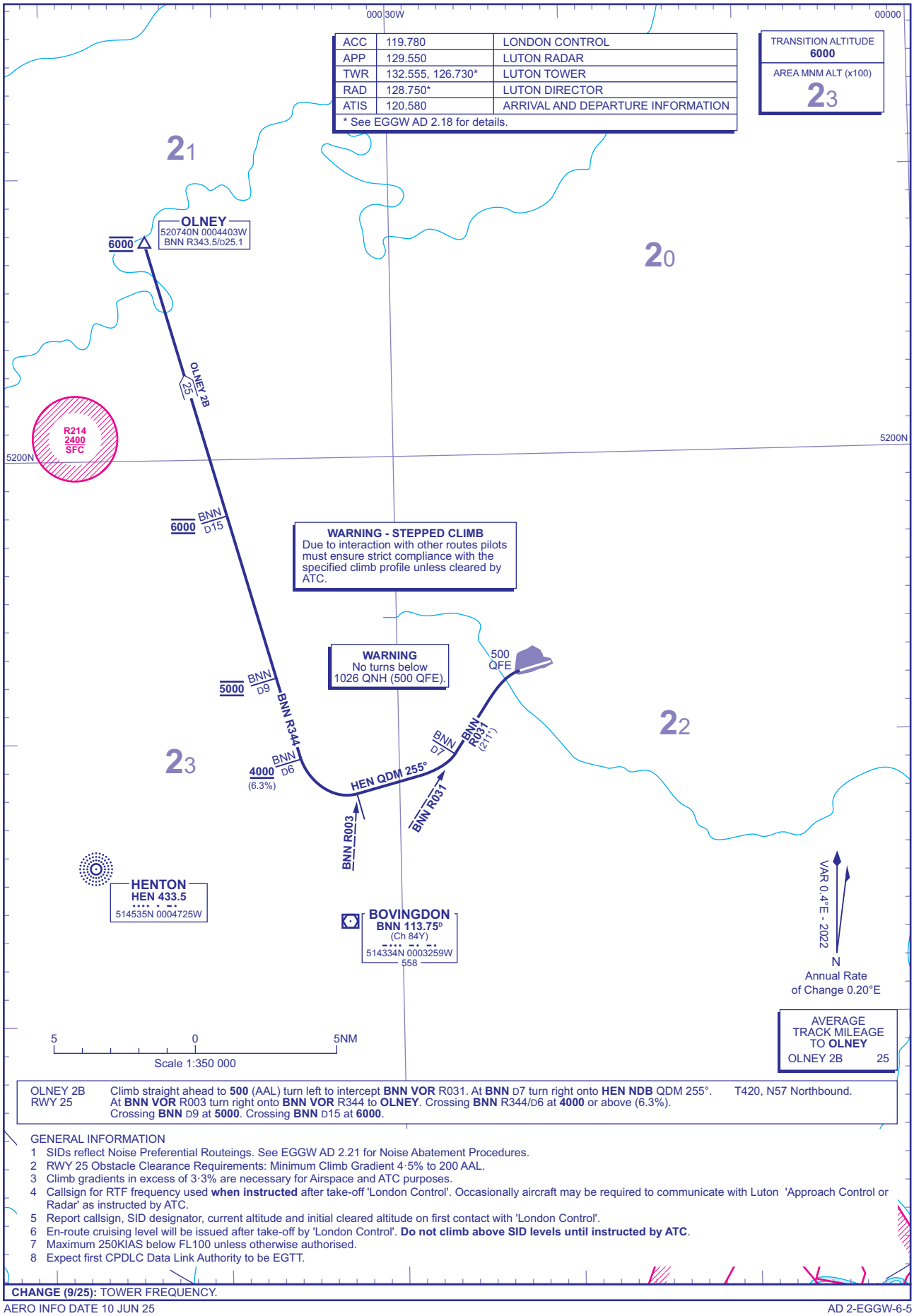
AERO INFO DATE 10 JUN 25

AD 2-EGGW-6-4

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 25
OLNEY 2B



OLNEY 2B RWY 25	Climb straight ahead to **500** (AAL) turn left to intercept **BNN VOR** R031. At **BNN** D7 turn right onto **HEN NDB** QDM 255°. At **BNN VOR** R003 turn right onto **BNN VOR** R344 to **OLNEY**. Crossing **BNN** R344/D6 at **4000** or above (6.3%). Crossing **BNN** D9 at **5000**. Crossing **BNN** D15 at **6000**.
T420, N57 Northbound.	

GENERAL INFORMATION

1 SIDs reflect Noise Preferential Routeings. See EGGW AD 2.21 for Noise Abatement Procedures.
2 RWY 25 Obstacle Clearance Requirements: Minimum Climb Gradient 4·5% to 200 AAL.
3 Climb gradients in excess of 3·3% are necessary for Airspace and ATC purposes.
4 Callsign for RTF frequency used **when instructed** after take-off 'London Control'. Occasionally aircraft may be required to communicate with Luton 'Approach Control or Radar' as instructed by ATC.
5 Report callsign, SID designator, current altitude and initial cleared altitude on first contact with 'London Control'.
6 En-route cruising level will be issued after take-off by 'London Control'. **Do not climb above SID levels until instructed by ATC**.
7 Maximum 250KIAS below FL100 unless otherwise authorised.
8 Expect first CPDLC Data Link Authority to be EGTT.

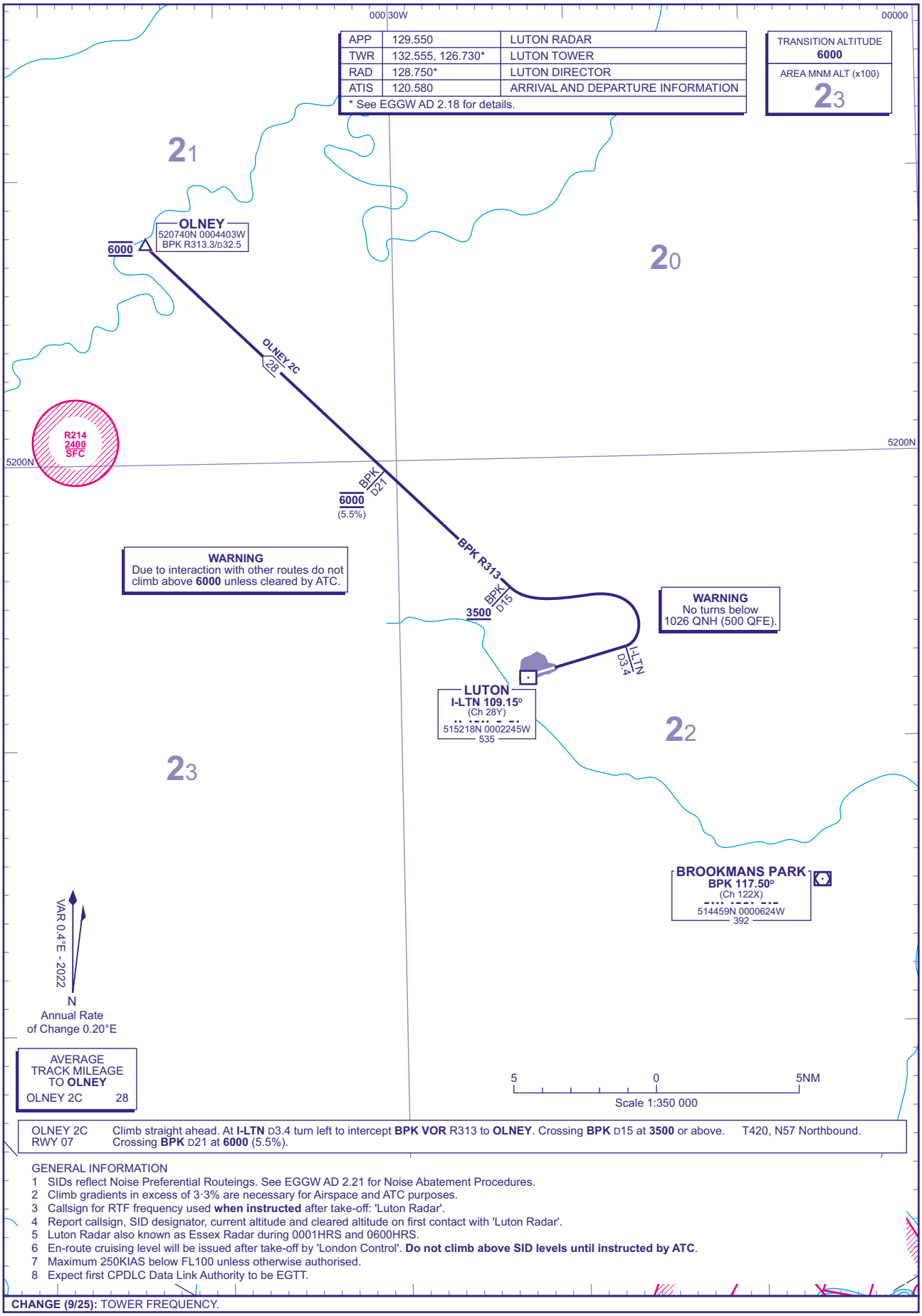
CHANGE (9/25): TOWER FREQUENCY.

AERO INFO DATE 10 JUN 25

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



OLNEY 2C / RWY 07: Climb straight ahead. At **I-LTN** D3.4 turn left to intercept **BPK VOR** R313 to **OLNEY**. Crossing **BPK** D15 at **3500** or above. T420, N57 Northbound. Crossing **BPK** D21 at **6000** (5.5%).

GENERAL INFORMATION

1 SIDs reflect Noise Preferential Routeings. See EGGW AD 2.21 for Noise Abatement Procedures.
2 Climb gradients in excess of 3·3% are necessary for Airspace and ATC purposes.
3 Callsign for RTF frequency used **when instructed** after take-off: 'Luton Radar'.
4 Report callsign, SID designator, current altitude and cleared altitude on first contact with 'Luton Radar'.
5 Luton Radar also known as Essex Radar during 0001HRS and 0600HRS.
6 En-route cruising level will be issued after take-off by 'London Control'. **Do not climb above SID levels until instructed by ATC**.
7 Maximum 250KIAS below FL100 unless otherwise authorised.
8 Expect first CPDLC Data Link Authority to be EGTT.

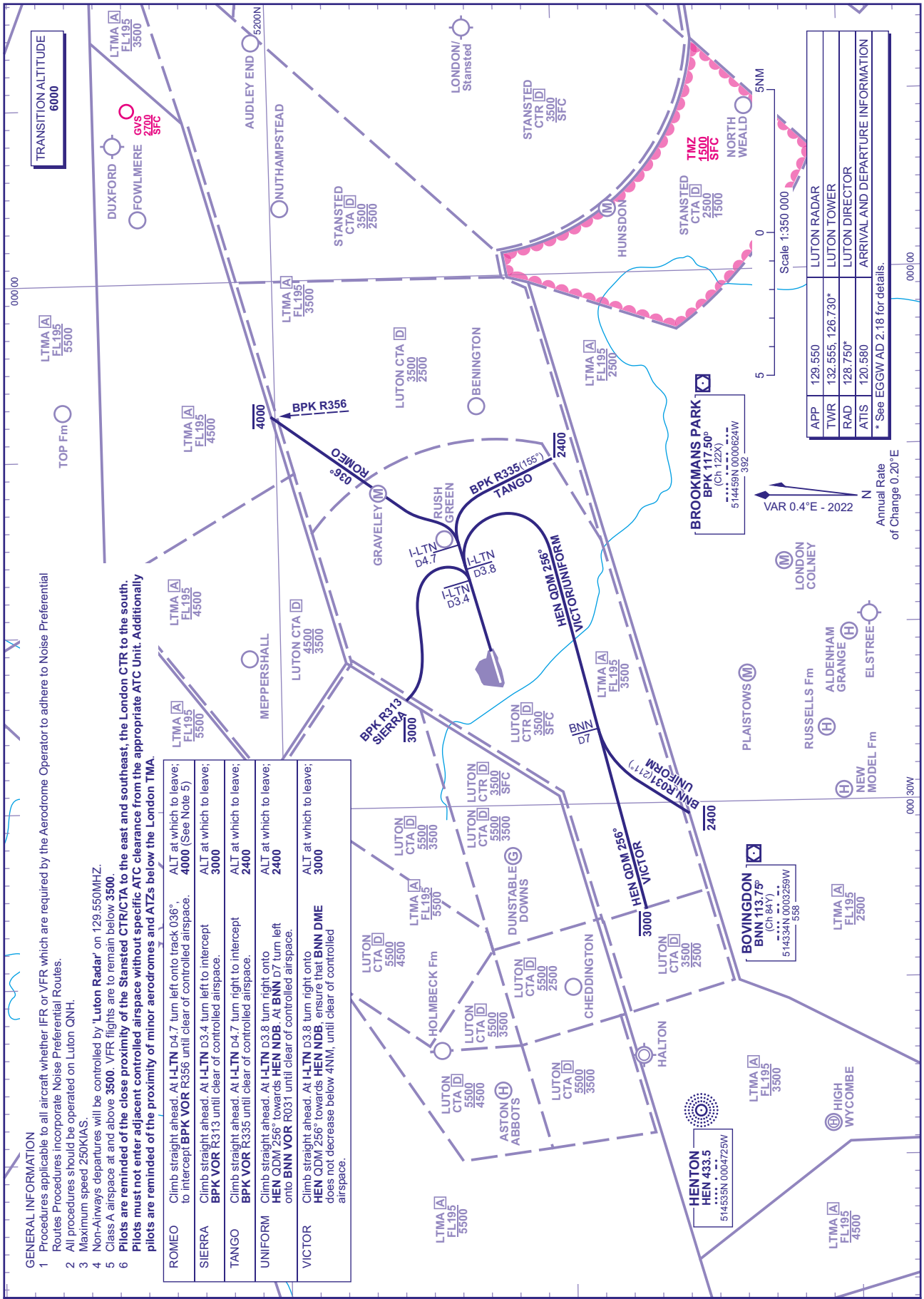
CHANGE (9/25): TOWER FREQUENCY.

AERO INFO DATE 10 JUN 25

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



GENERAL INFORMATION

1 Procedures applicable to all aircraft whether IFR or VFR which are required by the Aerodrome Operator to adhere to Noise Preferential Routes Procedures incorporate Noise Preferential Routes.
2 All procedures should be operated on Luton QNH.
3 Maximum speed 250KIAS.
4 Non-Airways departures will be controlled by '**Luton Radar**' on 129.550MHZ.
5 Class A airspace at and above **3500**. VFR flights are to remain below **3500**.
6 **Pilots are reminded of the close proximity of the Stansted CTR/CTA to the east and southeast, the London CTR to the south. Pilots must not enter adjacent controlled airspace without specific ATC clearance from the appropriate ATC Unit. Additionally pilots are reminded of the proximity of minor aerodromes and ATZs below the London TMA.**

ROMEO	Climb straight ahead. At **I-LTN** D4.7 turn left onto track 036°, to intercept **BPK VOR** R356 until clear of controlled airspace. ALT at which to leave; **4000** (See Note 5)
SIERRA	Climb straight ahead. At **I-LTN** D3.4 turn left to intercept **BPK VOR** R313 until clear of controlled airspace. ALT at which to leave; **3000**
TANGO	Climb straight ahead. At **I-LTN** D4.7 turn right to intercept **BPK VOR** R335 until clear of controlled airspace. ALT at which to leave; **2400**
UNIFORM	Climb straight ahead. At **I-LTN** D3.8 turn right onto **HEN** QDM 256° towards **HEN NDB**. At **BNN** D7 turn left onto **BNN VOR** R031 until clear of controlled airspace. ALT at which to leave; **2400**
VICTOR	Climb straight ahead. At **I-LTN** D3.8 turn right onto **HEN** QDM 256° towards **HEN NDB**, ensure that **BNN DME** does not decrease below 4NM, until clear of controlled airspace. ALT at which to leave; **3000**

CHANGE (9/25): TOWER FREQUENCY.

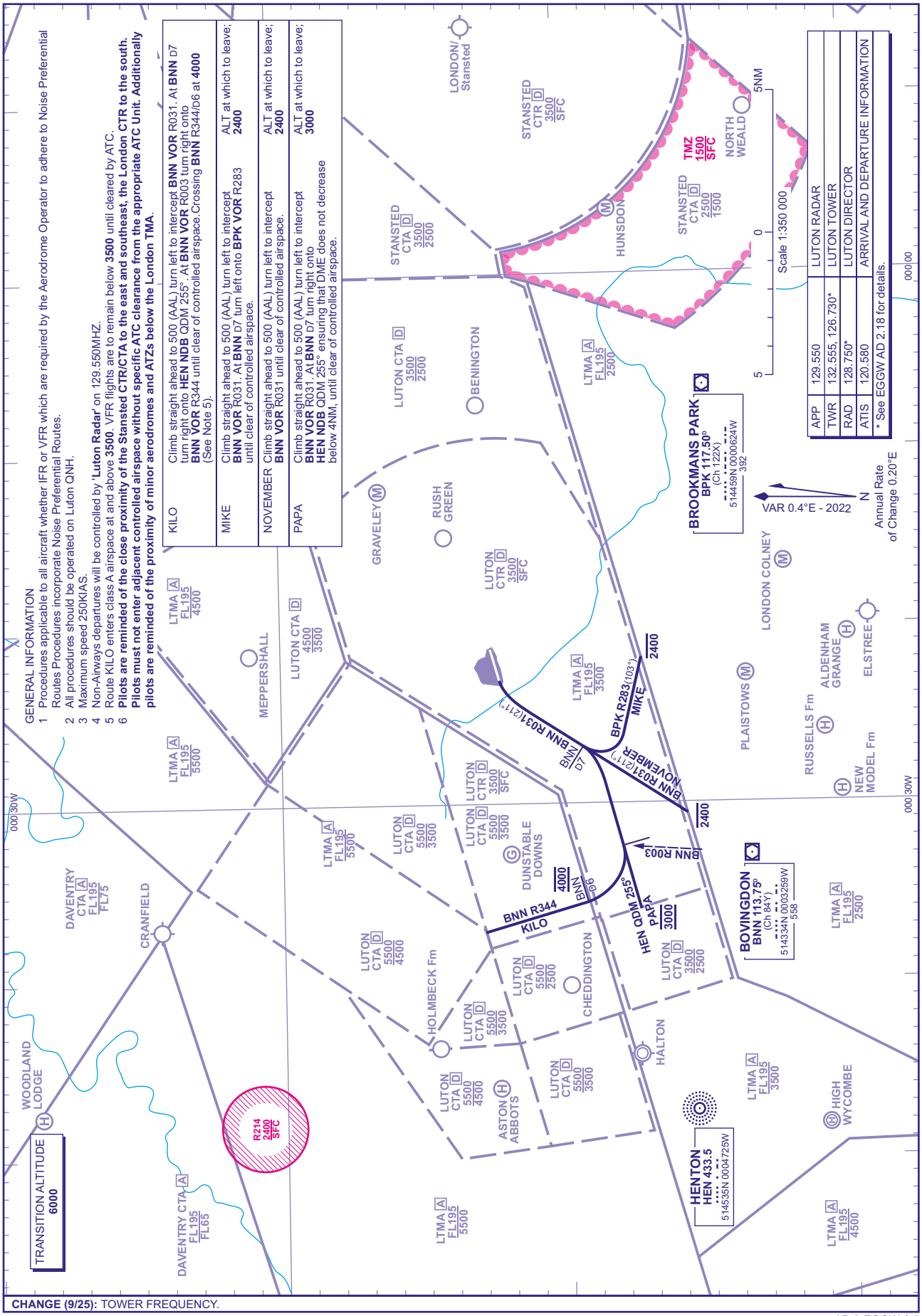
AERO INFO DATE 10 JUN 25

I

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 (9/25): TOWER FREQUENCY.

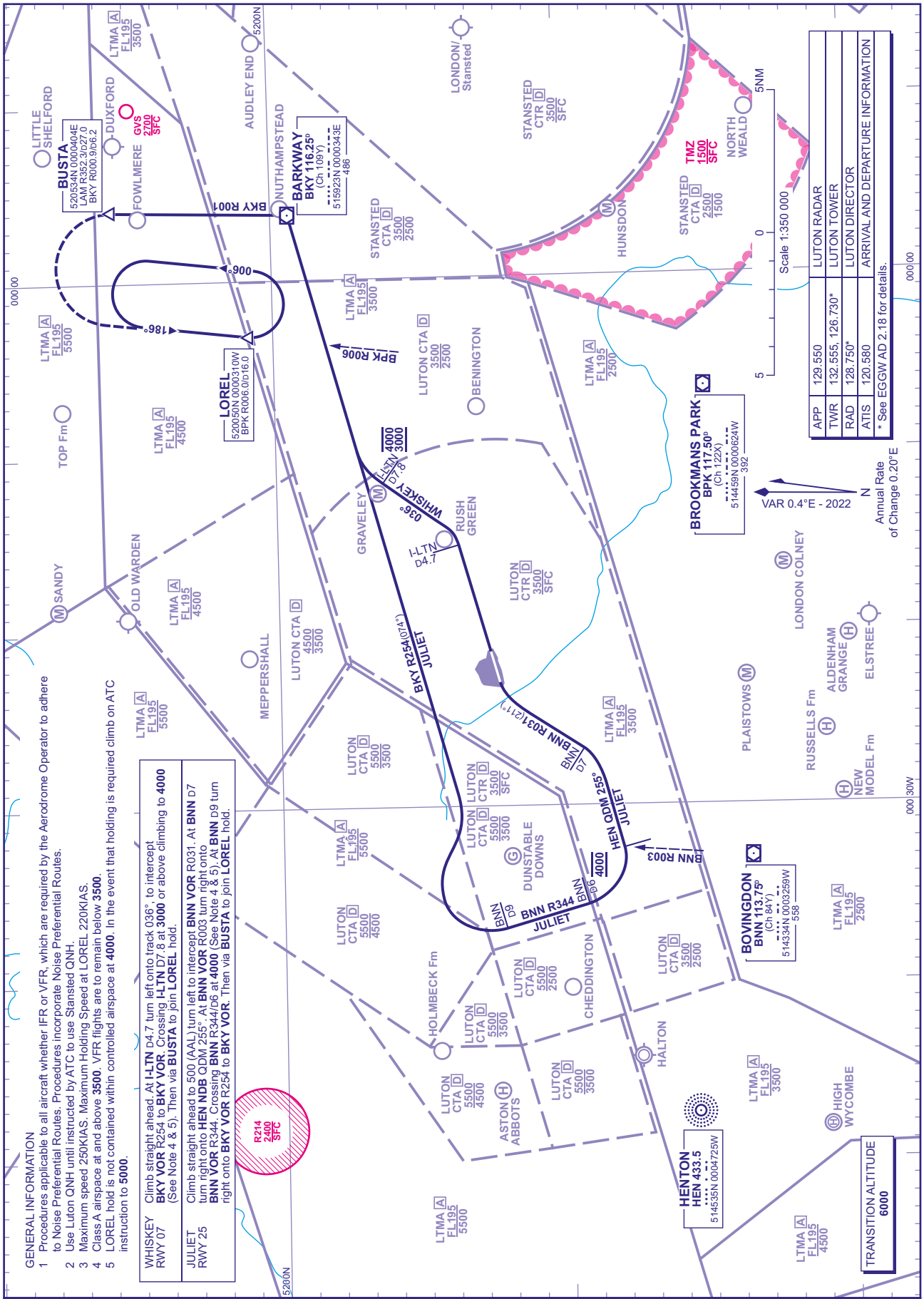
AERO INFO DATE 10 JUN 25

AD 2-EGGW-6-8

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
to Stansted



GENERAL INFORMATION

1 Procedures applicable to all aircraft whether IFR or VFR, which are required by the Aerodrome Operator to adhere to Noise Preferential Routes. Procedures incorporate Noise Preferential Routes.
2 Use Luton QNH until instructed by ATC to use Stansted QNH.
3 Maximum speed 250KIAS. Maximum Holding Speed at LOREL 220KIAS.
4 Class A airspace at and above **3500**. VFR flights are to remain below **3500**.
5 LOREL hold is not contained within controlled airspace at **4000**. In the event that holding is required climb on ATC instruction to **5000**.

WHISKEY RWY 07	Climb straight ahead. At **I-LTN** D4.7 turn left onto track 036°, to intercept **BKY VOR** R254 to **BKY VOR**. Crossing **I-LTN** D7.8 at **3000** or above climbing to **4000** (See Note 4 & 5). Then via **BUSTA** to join **LOREL** hold.
JULIET RWY 25	Climb straight ahead to 500 (AAL) turn left to intercept **BNN VOR** R031. At **BNN** D7 turn right onto **HEN NDB** QDM 255°. At **BNN VOR** R003 turn right onto **BNN VOR** R344. Crossing **BNN** R344/D6 at **4000** (See Note 4 & 5). At **BNN** D9 turn right onto **BKY VOR** R254 to **BKY VOR**. Then via **BUSTA** to join **LOREL** hold.

CHANGE (9/25): TOWER FREQUENCY.

Standard Instrument Departure Coding Tables

London Luton Runway 25 MATCH 3Y

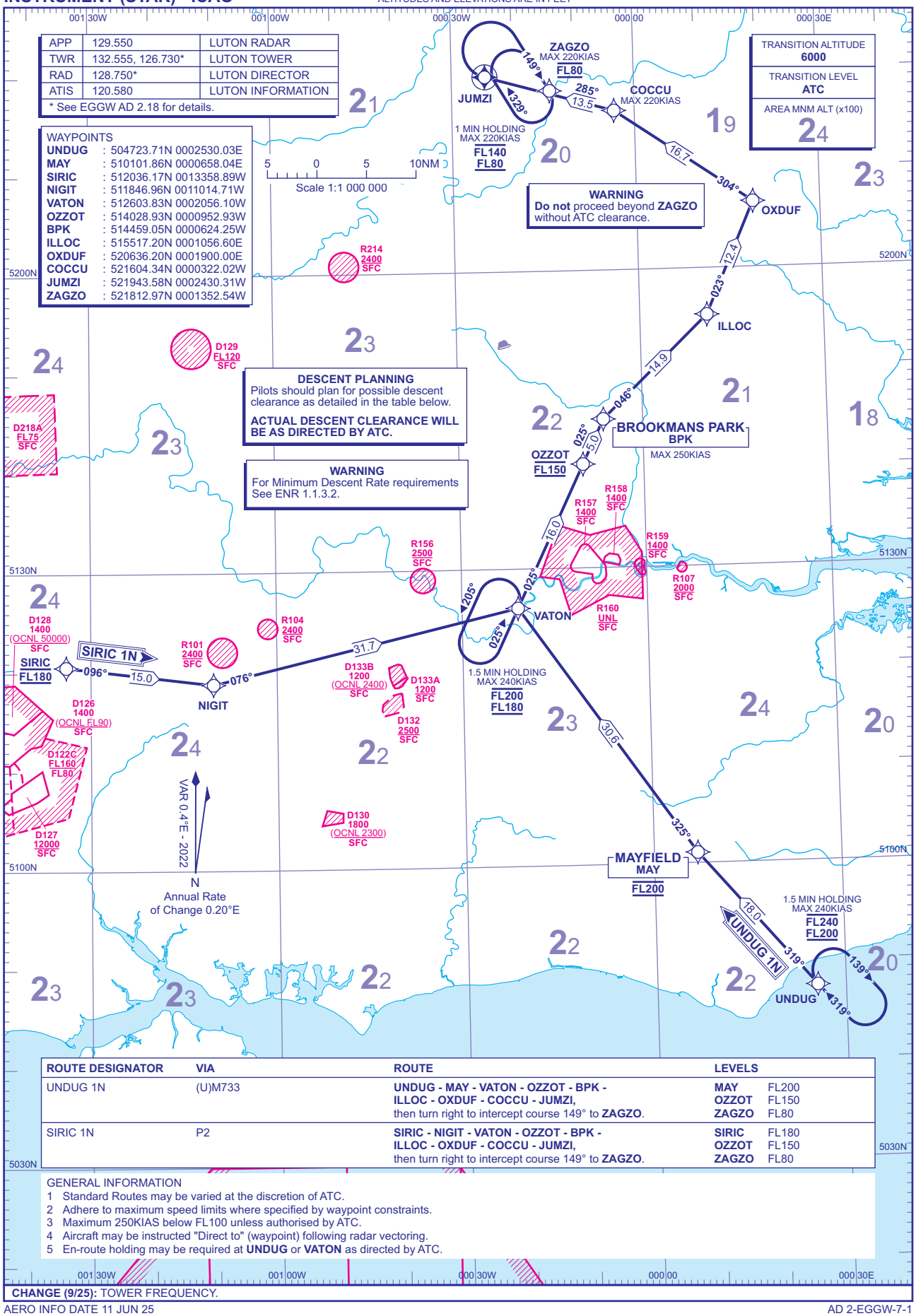
Designator	Sequence Number	Path Term-inator	Waypoint Name	Waypoint Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint (KT)	Navigation Performance
MATCH 3Y	001	CA	-	-	-	254° (254.4°)	0.4	-	LEFT	+1030	-	RNAV1
MATCH 3Y	002	DF	GWS01	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

CHANGE (11/20): MAG VAR. MAG TRACKS.
AERO INFO DATE 15 JUL 20

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

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

LONDON LUTON
UNDUG 1N SIRIC 1N



ROUTE DESIGNATOR	VIA	ROUTE	LEVELS	
UNDUG 1N	(U)M733	**UNDUG - MAY - VATON - OZZOT - BPK - ILLOC - OXDUF - COCCU - JUMZI,** then turn right to intercept course 149° to **ZAGZO**.	**MAY** **OZZOT** **ZAGZO**	FL200 FL150 FL80
SIRIC 1N	P2	**SIRIC - NIGIT - VATON - OZZOT - BPK - ILLOC - OXDUF - COCCU - JUMZI,** then turn right to intercept course 149° to **ZAGZO**.	**SIRIC** **OZZOT** **ZAGZO**	FL180 FL150 FL80

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Maximum 250KIAS below FL100 unless authorised by ATC.
4 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
5 En-route holding may be required at **UNDUG** or **VATON** as directed by ATC.

CHANGE (9/25): TOWER FREQUENCY.

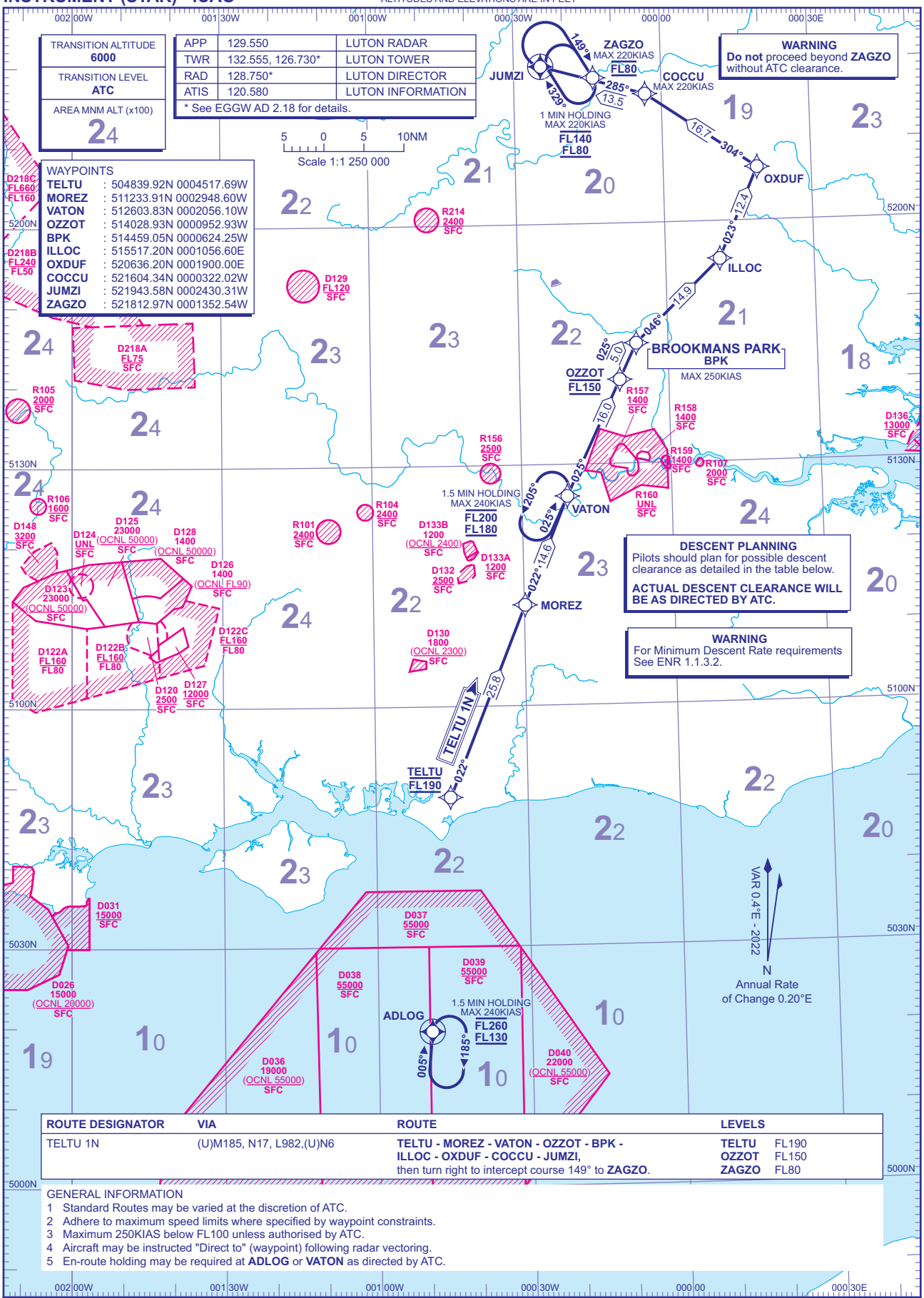
AERO INFO DATE 11 JUN 25

AD 2-EGGW-7-1

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

LONDON LUTON TELTU 1N

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



ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
TELTU 1N	(U)M185, N17, L982,(U)N6	**TELTU - MOREZ - VATON - OZZOT - BPK - ILLOC - OXDUF - COCCU - JUMZI,** then turn right to intercept course 149° to **ZAGZO**.	**TELTU** FL190 **OZZOT** FL150 **ZAGZO** FL80

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Maximum 250KIAS below FL100 unless authorised by ATC.
4 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
5 En-route holding may be required at **ADLOG** or **VATON** as directed by ATC.

CHANGE (9/25): TOWER FREQUENCY.

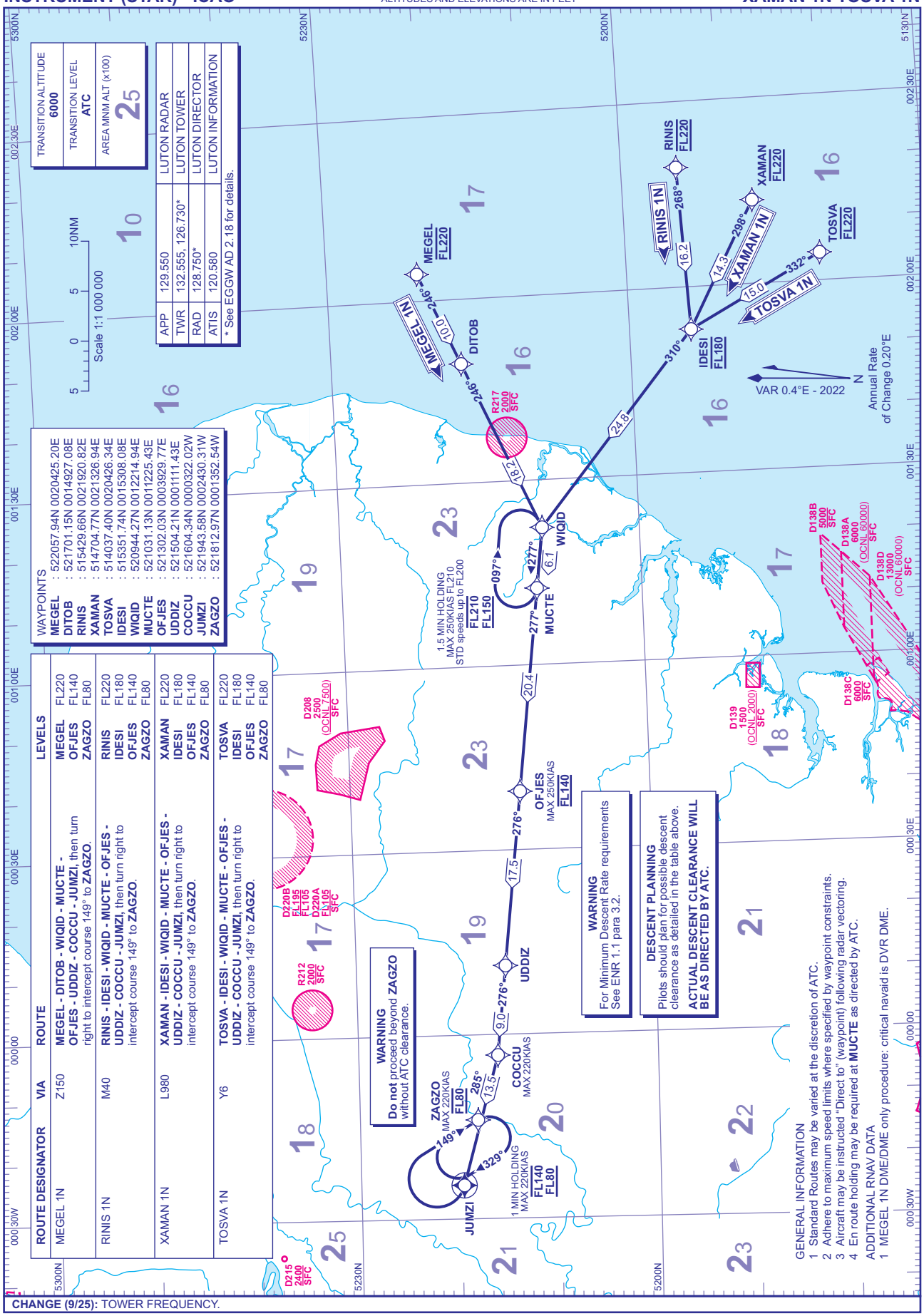
AERO INFO DATE 11 JUN 25

AD 2-EGGW-7-2

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

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

LONDON LUTON
MEGEL 1N RINIS 1N
XAMAN 1N TOSVA 1N



CHANGE (9/25): TOWER FREQUENCY.

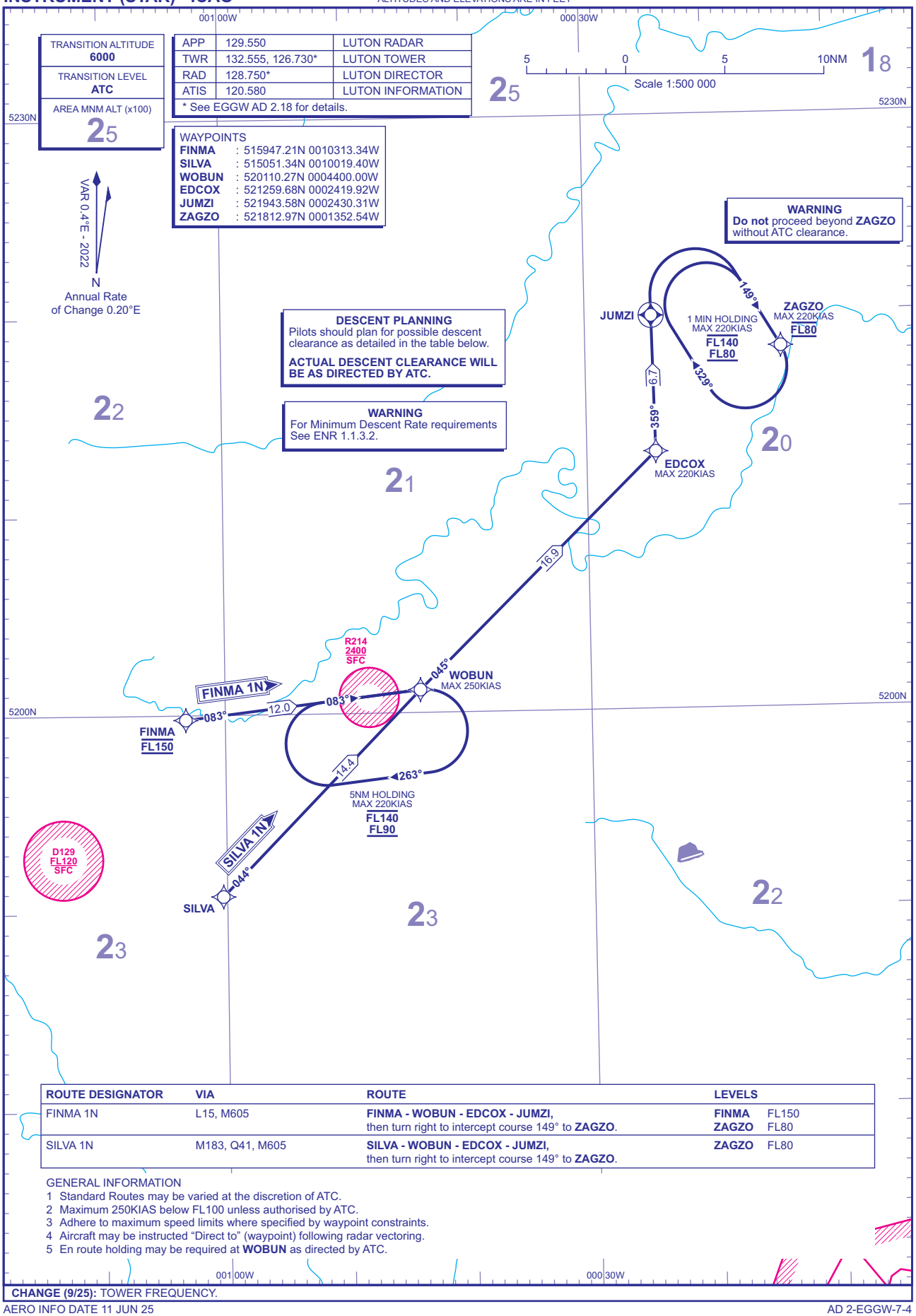
AERO INFO DATE 11 JUN 25

AD 2-EGGW-7-3

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

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

LONDON LUTON FINMA 1N SILVA 1N



ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
FINMA 1N	L15, M605	**FINMA - WOBUN - EDCOX - JUMZI,** then turn right to intercept course 149° to **ZAGZO**.	**FINMA** FL150 **ZAGZO** FL80
SILVA 1N	M183, Q41, M605	**SILVA - WOBUN - EDCOX - JUMZI,** then turn right to intercept course 149° to **ZAGZO**.	**ZAGZO** FL80

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Maximum 250KIAS below FL100 unless authorised by ATC.
3 Adhere to maximum speed limits where specified by waypoint constraints.
4 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
5 En route holding may be required at **WOBUN** as directed by ATC.

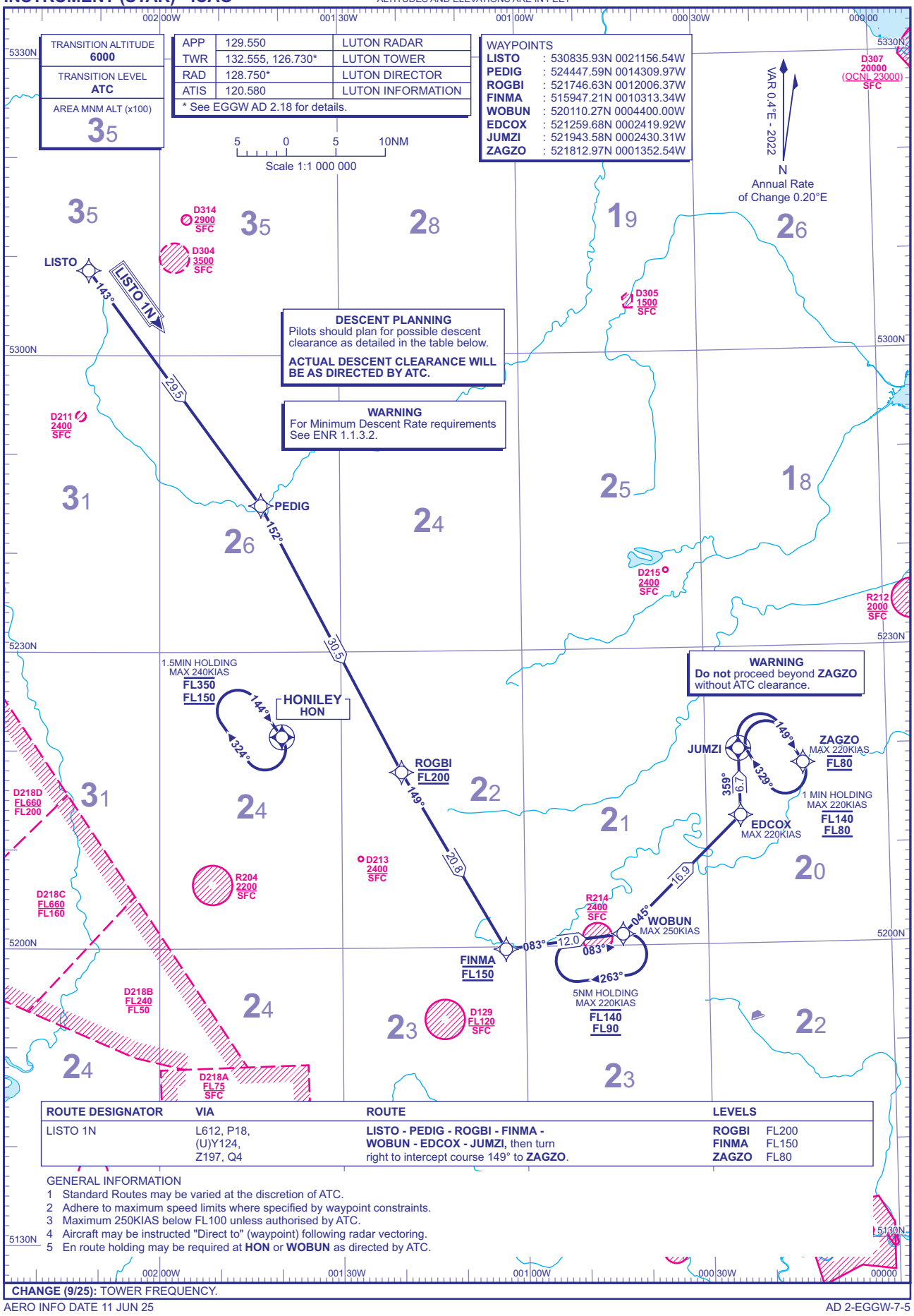
CHANGE (9/25): TOWER FREQUENCY.

AERO INFO DATE 11 JUN 25
AD 2-EGGW-7-4

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

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

LONDON LUTON LISTO 1N



ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
LISTO 1N	L612, P18, (U)Y124, Z197, Q4	**LISTO - PEDIG - ROGBI - FINMA - WOBUN - EDCOX - JUMZI,** then turn right to intercept course 149° to **ZAGZO**.	**ROGBI** FL200 **FINMA** FL150 **ZAGZO** FL80

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Maximum 250KIAS below FL100 unless authorised by ATC.
4 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
5 En route holding may be required at **HON** or **WOBUN** as directed by ATC.

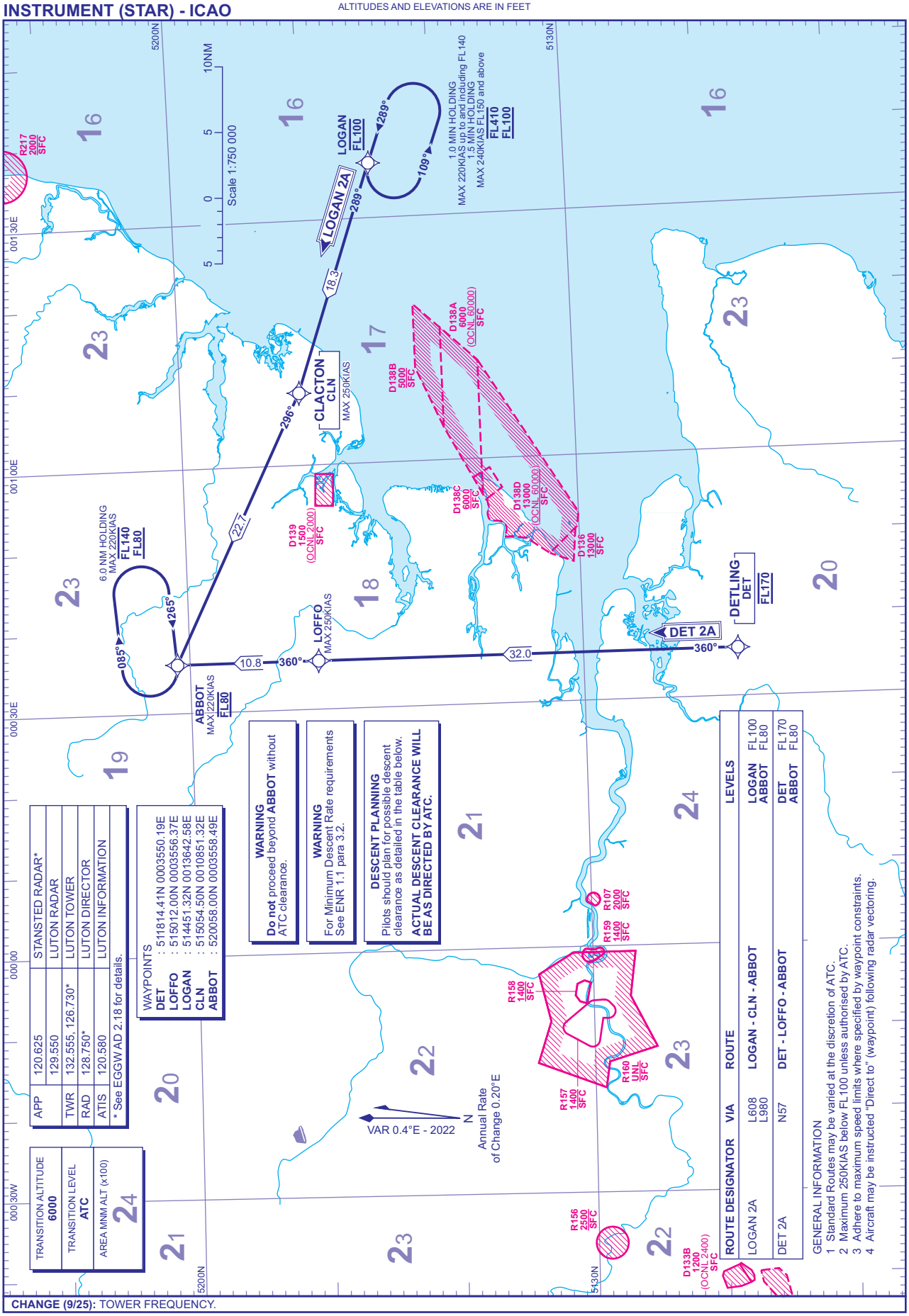
CHANGE (9/25): TOWER FREQUENCY.

AERO INFO DATE 11 JUN 25

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

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

LONDON LUTON LOGAN 2A DET 2A



CHANGE (9/25): TOWER FREQUENCY.

AERO INFO DATE 11 JUN 25

AD 2-EGGW-7-6

RNAV Hold Coding Tables

London Luton ABBOT Hold

Designator	Sequence Number	Path Term-inator	Waypoint Name	Waypoint Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
ABBOT	-	-	ABBOT	520058.00N 0003558.49E	Y	265° (265.3°)	0.4	6.0NM	RIGHT	-F140 +F080	-220	RNAV5

London Luton LOGAN Hold

Designator	Sequence Number	Path Term-inator	Waypoint Name	Waypoint Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
LOGAN	-	-	LOGAN	514451.32N 0013642.58E	Y	289° (289.5°)	0.4	1MIN up to FL140 1.5MIN FL150+	LEFT	-F410 +F100	-220* -240**	RNAV5

* up to and including FL140
** FL150 and above

CHANGE (2/22): NEW TABLE.
AERO INFO DATE 02 DEC 21

RNAV1 (DME/DME or GNSS) APPROACH TRANSITIONS CHART - INSTRUMENT - ICAO

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

LONDON LUTON
RWY 07
ZAGZO 1Q

TRANSITION ALTITUDE	**6000**
TRANSITION LEVEL	**ATC**
AREA MNM ALT (x100)	**23**

APP	129.550	LUTON RADAR
TWR	132.555, 126.730*	LUTON TOWER
RAD	128.750*	LUTON DIRECTOR
ATIS	120.580	LUTON INFORMATION

* See EGGW AD 2.18 for details.

WAYPOINTS

ZAGZO	: 521812.97N 0001352.54W
EFFUT	: 521142.36N 0001200.36W
GWN45	: 520607.61N 0001015.06W
GWN39	: 520225.12N 0001700.84W
GWN35	: 515950.08N 0002142.52W
GWN32	: 515852.03N 0002656.67W
GWW24	: 515404.06N 0003649.52W
GWW18	: 515230.10N 0004544.14W
GWW14	: 514839.58N 0004358.20W
ODWAD	: 514928.66N 0003919.43W

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

5 0 5 10NM
Scale 1:400 000

000 30W 000 00

ZAGZO
MAX 220KIAS
FL80

170° 6.6 **ZAGZO 1Q**

EFFUT
FL80

169° 5.7

GWN45
6000

228° 5.6

GWN39
5000

228° 3.9

GWN35

253° 3.4

GWN32

232° 7.8

GWW24

254° 5.7

GWW18
MAX 185KIAS
5000

164° 4.0

074° 3.0

ODWAD
3000

GWW14
4000

R214
2400
SFC

5200N

21 20 19 23 22 21

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

WARNING
For Minimum Descent Rate requirements See ENR 1.1.3.2.

ROUTE DESIGNATOR	ROUTE	LEVELS
ZAGZO 1Q	**ZAGZO - EFFUT - GWN45 - GWN39 - GWN35 - GWN32 - GWW24 - GWW18 - GWW14 - ODWAD**	**ZAGZO** FL80 **EFFUT** FL80 **GWN45** 6000 **GWN39** 5000 **GWW18** 5000 **GWW14** +4000 **ODWAD** +3000

CHANGE (9/25): TOWER FREQUENCY.

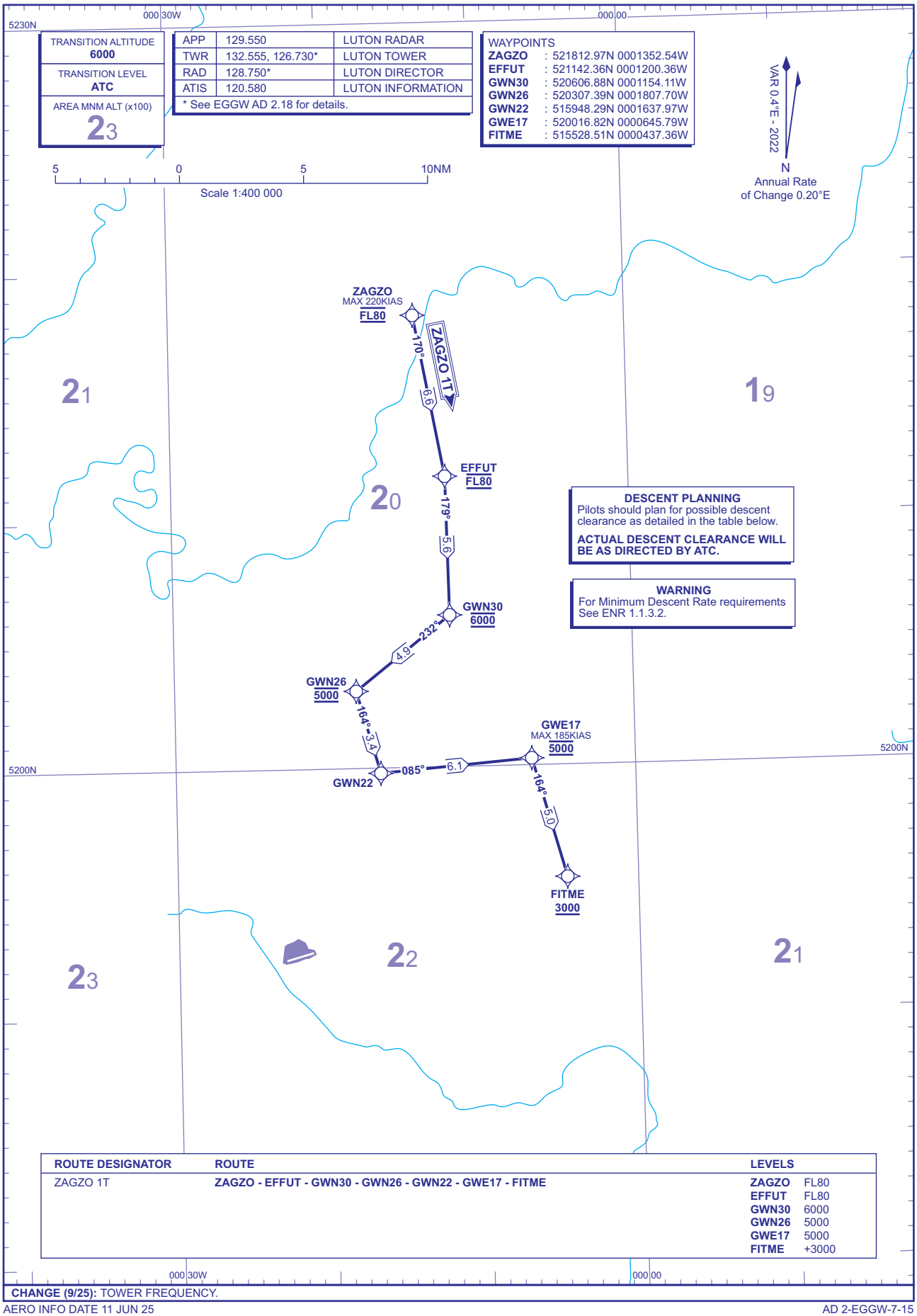
AERO INFO DATE 11 JUN 25

AD 2-EGGW-7-14

RNAV1 (DME/DME or GNSS) APPROACH TRANSITIONS CHART - INSTRUMENT - ICAO

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

LONDON LUTON
RWY 25
ZAGZO 1T



ROUTE DESIGNATOR	ROUTE	LEVELS
ZAGZO 1T	ZAGZO - EFFUT - GWN30 - GWN26 - GWN22 - GWE17 - FITME	ZAGZO FL80 EFFUT FL80 GWN30 6000 GWN26 5000 GWE17 5000 FITME +3000

CHANGE (9/25): TOWER FREQUENCY.

AERO INFO DATE 11 JUN 25

AD 2-EGGW-7-15

Approach Transitions Coding Tables

London Luton Runway 07 ZAGZO 1Q

Designator	Sequence Number	Path Term-inator	Waypoint Name	Waypoint Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
ZAGZO 1Q	001	IF	ZAGZO	521812.97N 0001352.54W	N	-	-	-	-	F080	-220	RNAV1
ZAGZO 1Q	002	TF	EFFUT	521142.36N 0001200.36W	N	170° (170.0°)	0.4	6.6	-	F080	-	RNAV1
ZAGZO 1Q	003	TF	GWN45	520607.61N 0001015.06W	N	169° (169.0°)	0.4	5.7	RIGHT	6000	-	RNAV1
ZAGZO 1Q	004	TF	GWN39	520225.12N 0001700.84W	N	228° (228.4°)	0.4	5.6	-	5000	-	RNAV1
ZAGZO 1Q	005	TF	GWN35	515950.08N 0002142.52W	N	228° (228.3°)	0.4	3.9	RIGHT	-	-	RNAV1
ZAGZO 1Q	006	TF	GWN32	515852.03N 0002656.67W	N	253° (253.4°)	0.4	3.4	LEFT	-	-	RNAV1
ZAGZO 1Q	007	TF	GWW24	515404.06N 0003649.52W	N	232° (231.9°)	0.4	7.8	RIGHT	-	-	RNAV1
ZAGZO 1Q	008	TF	GWW18	515230.10N 0004544.14W	N	254° (254.2°)	0.4	5.7	LEFT	5000	-185	RNAV1
ZAGZO 1Q	009	TF	GWW14	514839.58N 0004358.20W	N	164° (164.1°)	0.4	4.0	LEFT	+4000	-	RNAV1
ZAGZO 1Q	010	TF	ODWAD	514928.66N 0003919.43W	N	074° (074.1°)	0.4	3.0	-	+3000	-	RNAV1

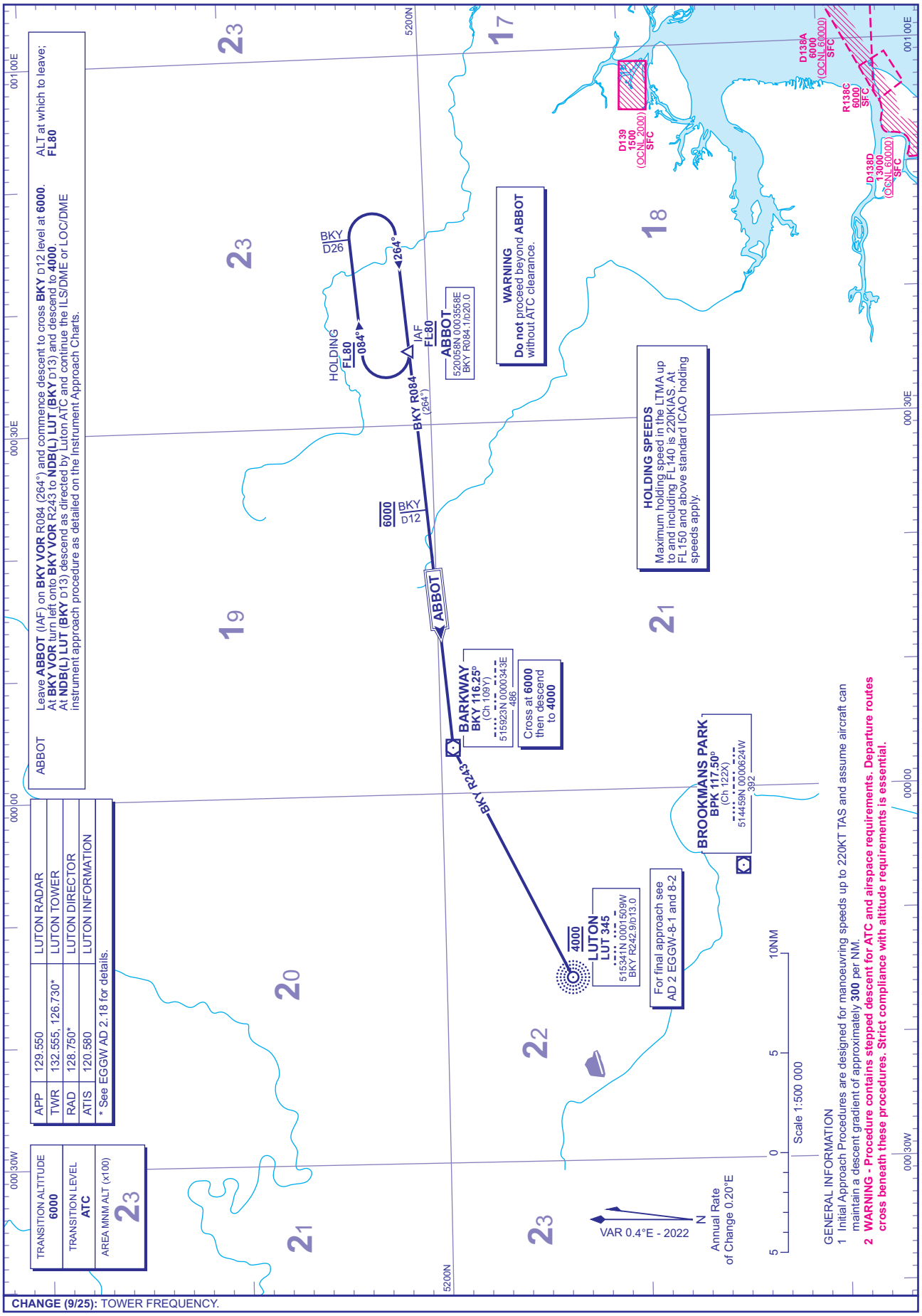
London Luton Runway 25 ZAGZO 1T

Designator	Sequence Number	Path Term-inator	Waypoint Name	Waypoint Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
ZAGZO 1T	001	IF	ZAGZO	521812.97N 0001352.54W	N	-	-	-	-	F080	-220	RNAV1
ZAGZO 1T	002	TF	EFFUT	521142.36N 0001200.36W	N	170° (170.0°)	0.4	6.6	RIGHT	F080	-	RNAV1
ZAGZO 1T	003	TF	GWN30	520606.88N 001154.11W	N	179° (179.3°)	0.4	5.6	RIGHT	6000	-	RNAV1
ZAGZO 1T	004	TF	GWN26	520307.39N 0001807.70W	N	232° (232.1°)	0.4	4.9	LEFT	5000	-	RNAV1
ZAGZO 1T	005	TF	GWN22	515948.29N 0001637.97W	N	164° (164.5°)	0.4	3.4	LEFT	-	-	RNAV1
ZAGZO 1T	006	TF	GWE17	520016.82N 0000645.79W	N	085° (085.5°)	0.4	6.1	RIGHT	5000	-185	RNAV1
ZAGZO 1T	007	TF	FITME	515528.51N 0000437.36W	N	164° (164.6°)	0.4	5.0	RIGHT	+3000	-	RNAV1

INITIAL APPROACH PROCEDURE
ILS RWY 07 Without Radar Control

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

LONDON LUTON
via ABBOT



CHANGE (9/25): TOWER FREQUENCY.

AERO INFO DATE 11 JUN 25

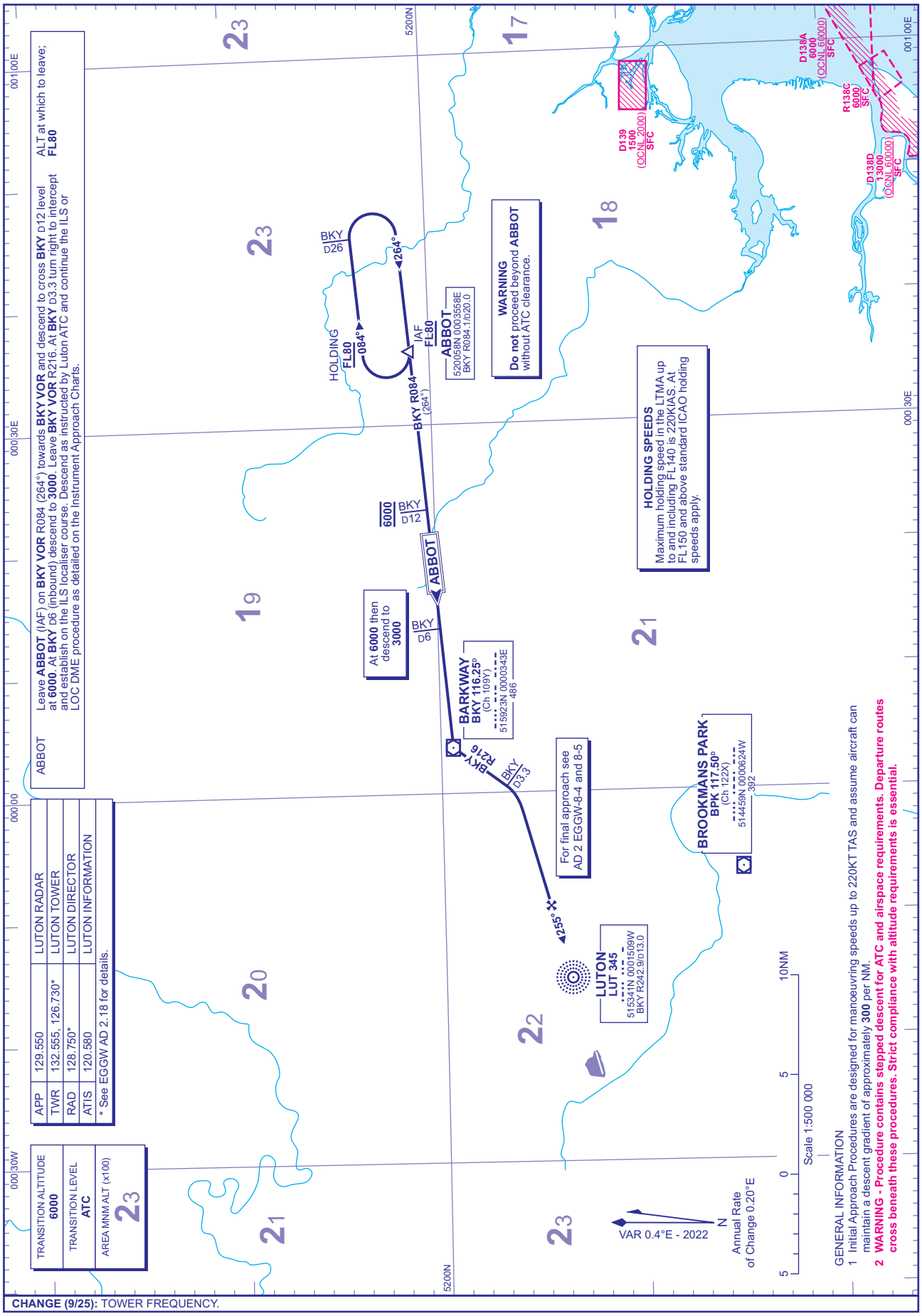
AD 2-EGGW-7-17

I

INITIAL APPROACH PROCEDURE
ILS RWY 25 Without Radar Control

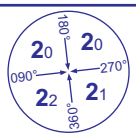
DISTANCES IN NAUTICAL MILES
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

LONDON LUTON
via ABBOT



INSTRUMENT APPROACH CHART - ICAO

LONDON LUTON
ILS/DME/NDB(L)
RWY 07
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) LUT

APP	129.550	LUTON RADAR	AD ELEVATION	527	
TWR	132.555, 126.730	LUTON TOWER	THR ELEVATION	515	
	121.755	LUTON GROUND	OBSTACLE ELEVATION		
RAD	128.750	LUTON DIRECTOR	912 AMSL (397) (ABOVE THR)		
ATIS	120.580	ARRIVAL INFORMATION	BEARINGS ARE MAGNETIC		

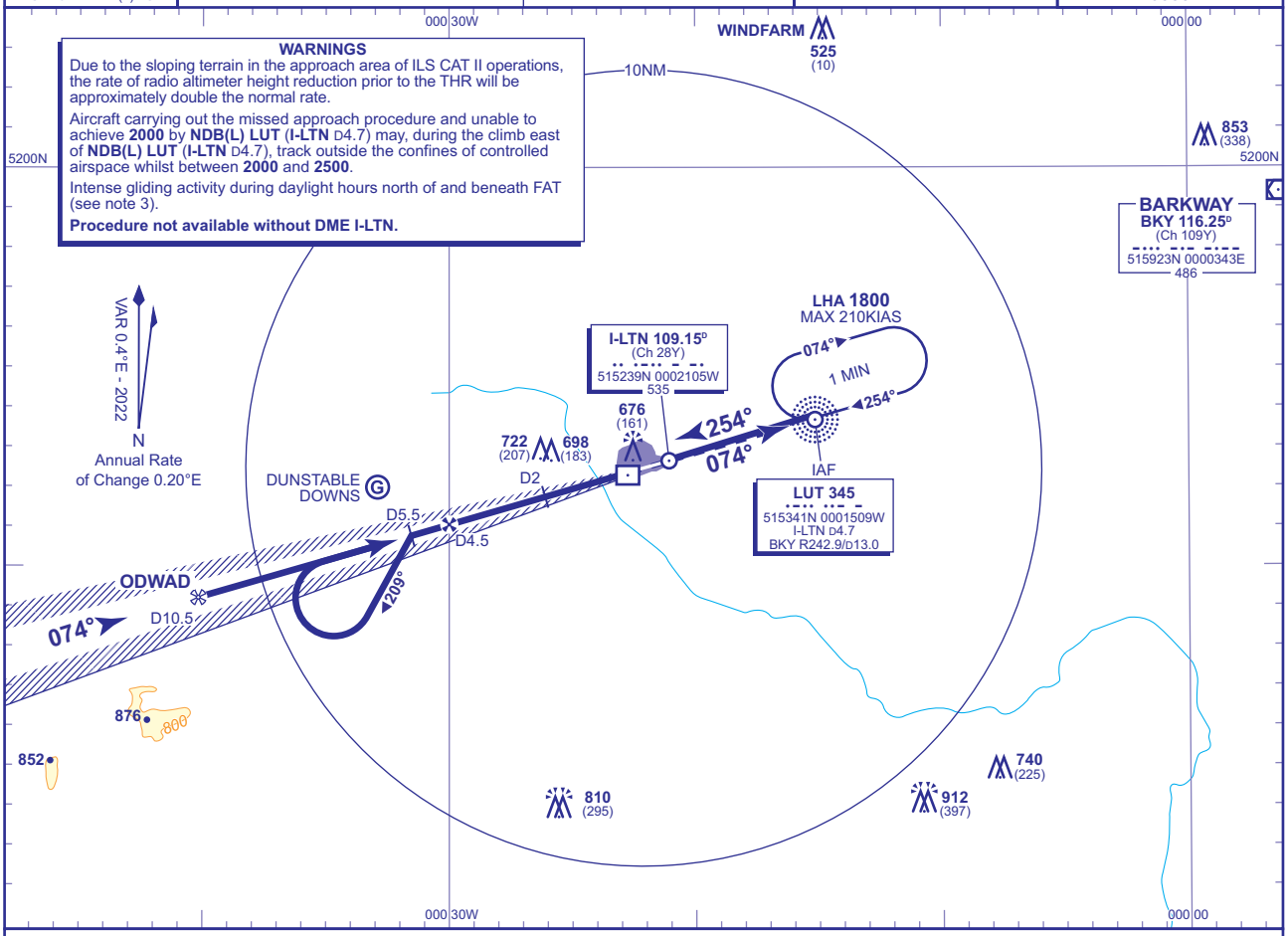
TRANSITION ALTITUDE **6000**

WARNINGS
Due to the sloping terrain in the approach area of ILS CAT II operations, the rate of radio altimeter height reduction prior to the THR will be approximately double the normal rate.

Aircraft carrying out the missed approach procedure and unable to achieve **2000** by **NDB(L) LUT** (**I-LTN** D4.7) may, during the climb east of **NDB(L) LUT** (**I-LTN** D4.7), track outside the confines of controlled airspace whilst between **2000** and **2500**.

Intense gliding activity during daylight hours north of and beneath FAT (see note 3).

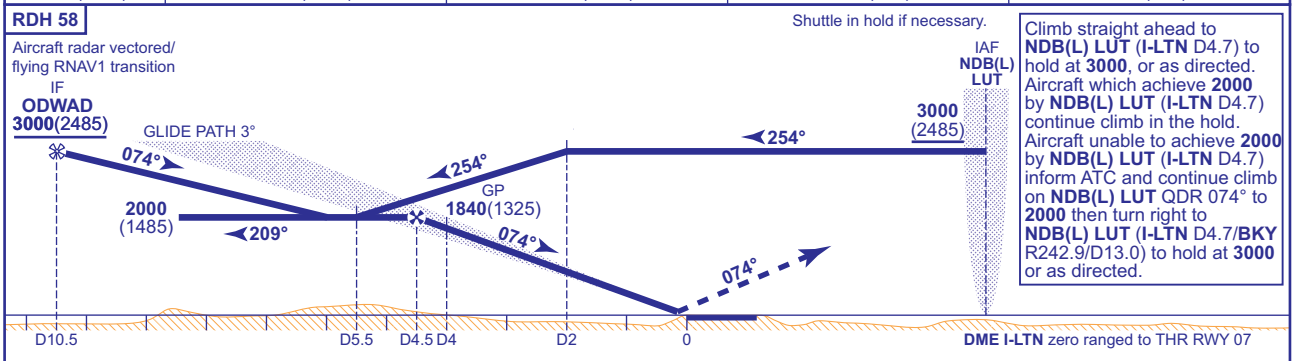
Procedure not available without DME I-LTN.



RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

DME I-LTN	4	3	2	1
ALT(HGT)	**1840**(1325)	**1520**(1005)	**1210**(685)	**890**(375)

RDH 58



Shuttle in hold if necessary.

Climb straight ahead to **NDB(L) LUT** (**I-LTN** D4.7) to hold at **3000**, or as directed. Aircraft which achieve **2000** by **NDB(L) LUT** (**I-LTN** D4.7) continue climb in the hold. Aircraft unable to achieve **2000** by **NDB(L) LUT** (**I-LTN** D4.7) inform ATC and continue climb on **NDB(L) LUT** QDR 074° to **2000** then turn right to **NDB(L) LUT** (**I-LTN** D4.7/**BKY** R242.9/D13.0) to hold at **3000** or as directed.

DME I-LTN zero ranged to THR RWY 07

Aircraft Category		A	B	C	D
OCA (OCH)	CAT I	**667**(152)	**679**(164)	**693**(178)	**707**(192)
	CAT II	**569**(54)	**579**(64)	**593**(78)	**611**(96)
VM(C)OCA (OCH AAL)	Total Area	**1100**(573)	**1100**(573)	**1300**(773)	**1300**(773)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	630	530	420

NOTE 1 Aircraft can normally expect to be radar vectored onto final approach.
2 Aircraft will normally be required to hold not lower than **3000**.
3 Gliding takes place in ceded airspace north of and beneath LOC. Pilots are warned not to descend below the GP/recommended descent profile. Page EGGW AD 2.22 Paragraph 6 refers.

CHANGE (9/25): TOWER FREQUENCY.

AERO INFO DATE 11 JUN 25

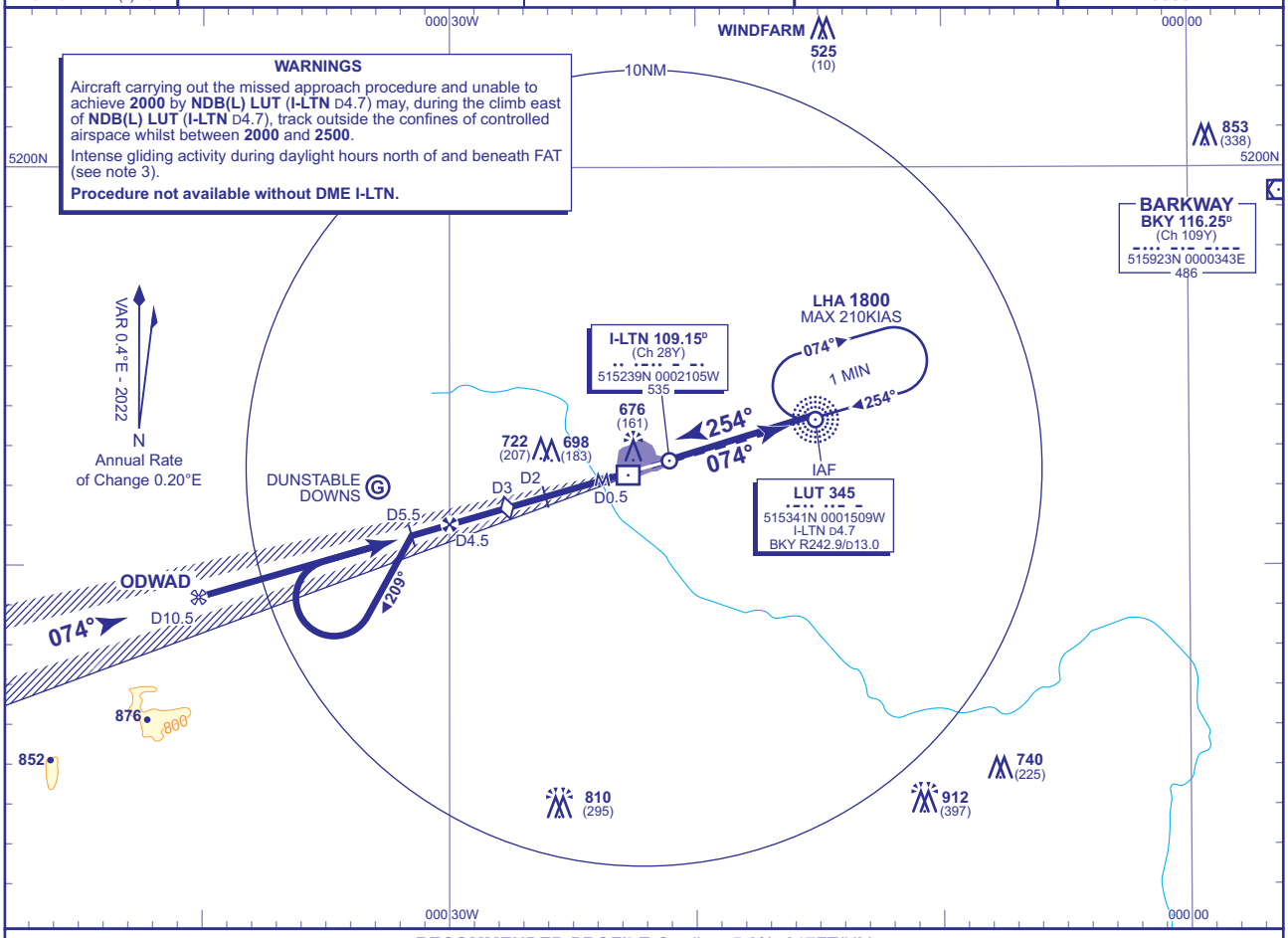
AD 2-EGGW-8-1

INSTRUMENT APPROACH CHART - ICAO

LONDON LUTON
LOC/DME/NDB(L)
RWY 07
(ACFT CAT A,B,C,D)

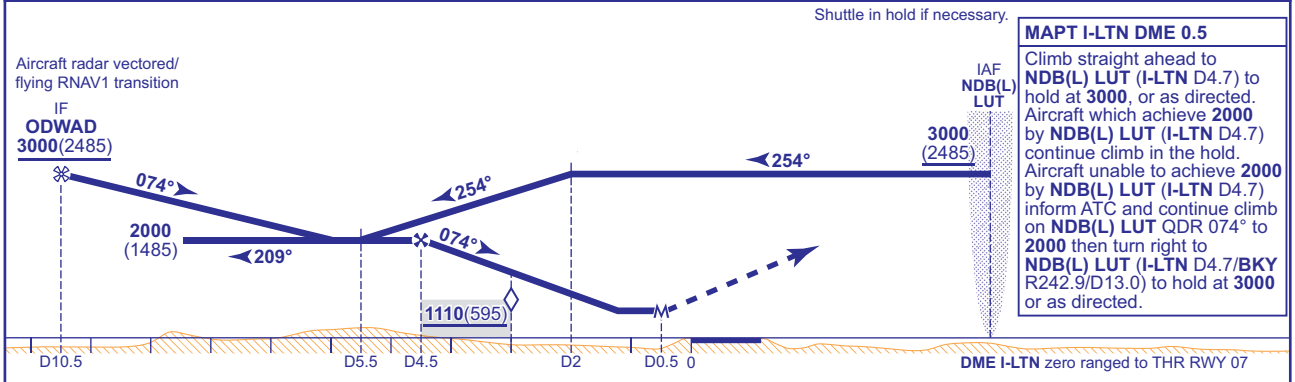
MSA 25NM NDB(L) LUT

APP	129.550	LUTON RADAR	AD ELEVATION	527	TRANSITION ALTITUDE 6000
TWR	132.555, 126.730	LUTON TOWER	THR ELEVATION	515	
	121.755	LUTON GROUND	OBSTACLE ELEVATION 912 AMSL (397) (ABOVE THR)		
RAD	128.750	LUTON DIRECTOR			
ATIS	120.580	ARRIVAL INFORMATION	BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE Gradient 5.2%, 317FT/NM

DME I-LTN	4	3 (SDF)	2	1
ALT(HGT)	**1840**(1325)	**1520**(1005)	**1210**(685)	**890**(375)



MAPT I-LTN DME 0.5

Climb straight ahead to **NDB(L) LUT** (**I-LTN** D4.7) to hold at **3000**, or as directed. Aircraft which achieve **2000** by **NDB(L) LUT** (**I-LTN** D4.7) continue climb in the hold. Aircraft unable to achieve **2000** by **NDB(L) LUT** (**I-LTN** D4.7) inform ATC and continue climb on **NDB(L) LUT** QDR 074° to **2000** then turn right to **NDB(L) LUT** (**I-LTN** D4.7/**BKY** R242.9/D13.0) to hold at **3000** or as directed.

Aircraft Category		**A**	**B**	**C**	**D**
OCA (OCH)	**Procedure**	**920**(405)	**920**(405)	**920**(405)	**920**(405)
VM(C)OCA (OCH AAL)	**Total Area**	**1100**(573)	**1100**(573)	**1300**(773)	**1300**(773)

Rate of descent	**G/S KT**	160	140	120	100	80
	FT/MIN	850	740	630	530	420

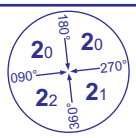
NOTE 1 Aircraft can normally expect to be radar vectored onto final approach.
2 Aircraft will normally be required to hold not lower than **3000**.
3 Gliding takes place in ceded airspace north of and beneath LOC. Pilots are warned not to descend below the GP/recommended descent profile. Page EGGW AD 2.22 Paragraph 6 refers.

CHANGE (9/25): TOWER FREQUENCY.

AERO INFO DATE 11 JUN 25 AD 2-EGGW-8-2

INSTRUMENT APPROACH CHART - ICAO

LONDON LUTON
SRA RTR 2NM
RWY 07
(ACFT CAT A,B,C,D)



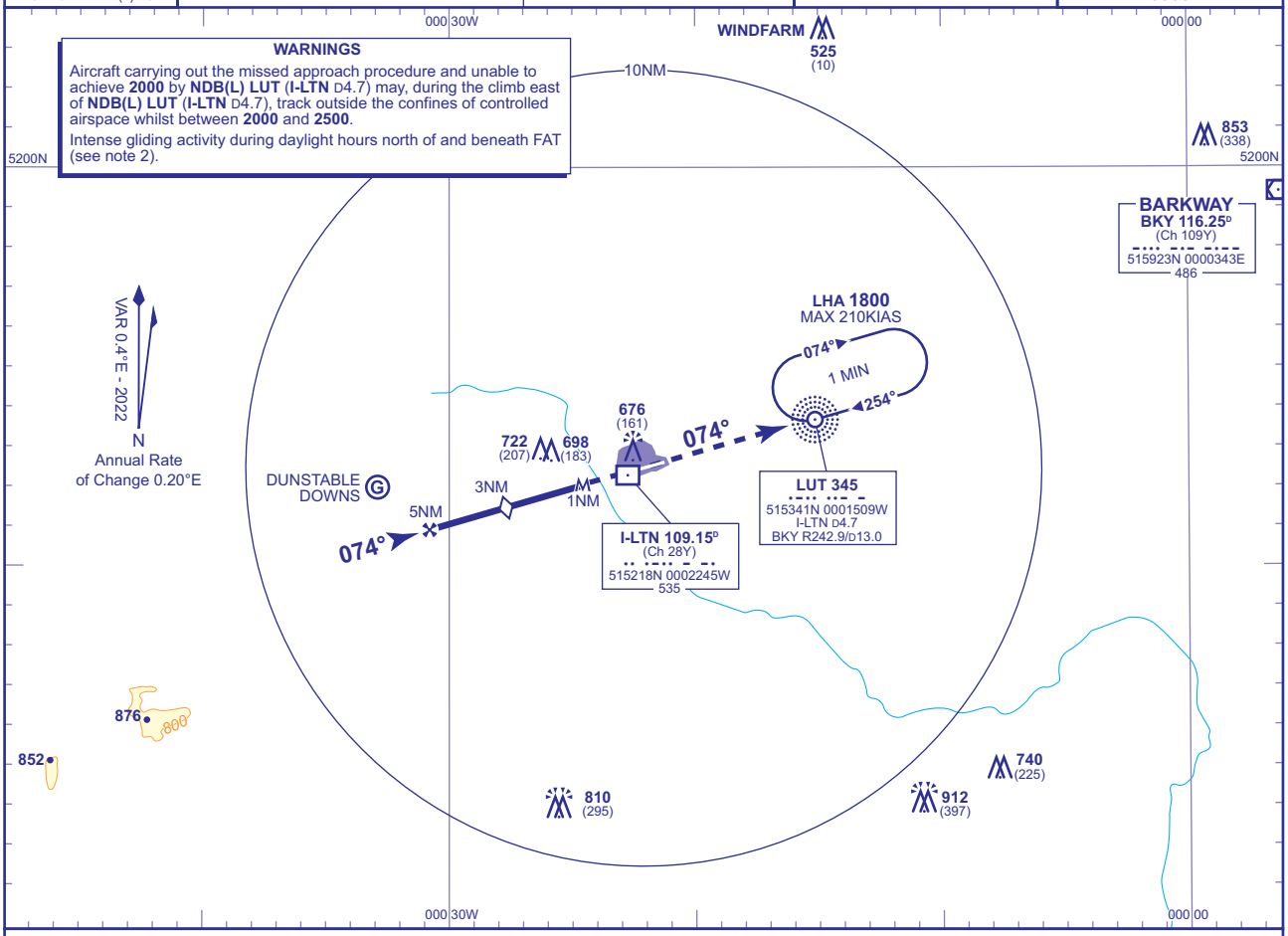
MSA 25NM NDB(L) LUT

APP	129.550	LUTON RADAR	AD ELEVATION	527	TRANSITION ALTITUDE 6000
TWR	132.555, 126.730	LUTON TOWER	THR ELEVATION	515	
	121.755	LUTON GROUND	OBSTACLE ELEVATION 912 AMSL (397) (ABOVE THR)		
RAD	128.750	LUTON DIRECTOR			
ATIS	120.580	ARRIVAL INFORMATION	BEARINGS ARE MAGNETIC		

WARNINGS

Aircraft carrying out the missed approach procedure and unable to achieve **2000** by **NDB(L) LUT** (**I-LTN** D4.7) may, during the climb east of **NDB(L) LUT** (**I-LTN** D4.7), track outside the confines of controlled airspace whilst between **2000** and **2500**.

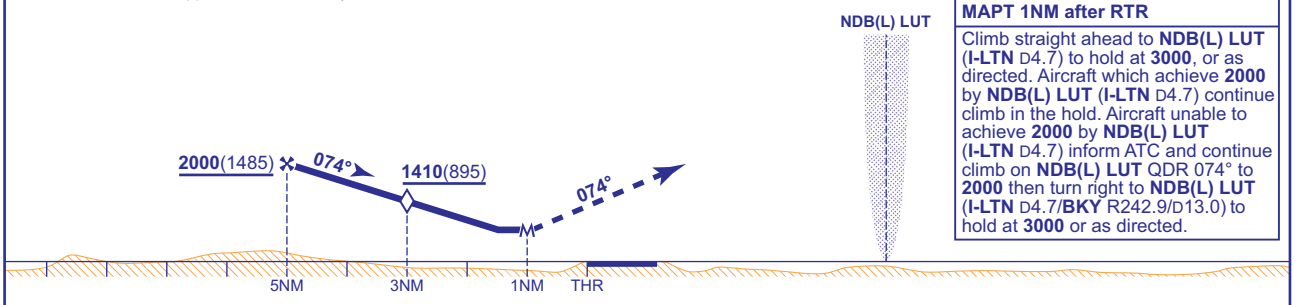
Intense gliding activity during daylight hours north of and beneath FAT (see note 2).



RADAR ADVISORY HEIGHTS Gradient 4.9%, 297FT/NM

NM	5.0	4.0	3.0 **(SDF)**	2.0
ALT(HGT)	**2000**(1485)	**1700**(1185)	**1410**(895)	**1110**(595)

Initial and intermediate approach as directed by radar.



MAPT 1NM after RTR

Climb straight ahead to **NDB(L) LUT** (**I-LTN** D4.7) to hold at **3000**, or as directed. Aircraft which achieve **2000** by **NDB(L) LUT** (**I-LTN** D4.7) continue climb in the hold. Aircraft unable to achieve **2000** by **NDB(L) LUT** (**I-LTN** D4.7) inform ATC and continue climb on **NDB(L) LUT** QDR 074° to **2000** then turn right to **NDB(L) LUT** (**I-LTN** D4.7/**BKY** R242.9/D13.0) to hold at **3000** or as directed.

Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**990**(475)	**990**(475)	**990**(475)	**990**(475)
VM(C)OCA (OCH AAL)	Total Area	**1100**(573)	**1100**(573)	**1300**(773)	**1300**(773)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	790	690	590	500	400
RTR to MAPT	MIN:SEC	0:23	0:26	0:30	0:36	0:45

NOTE 1 Aircraft will normally be required to hold not lower than **3000**.

2 Gliding takes place in ceded airspace north of and beneath LOC. Pilots are warned not to descend below the GP/recommended descent profile. Page EGGW AD 2.22 Paragraph 6 refers.

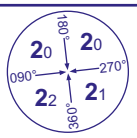
CHANGE (9/25): TOWER FREQUENCY.

AERO INFO DATE 11 JUN 25

AD 2-EGGW-8-3

INSTRUMENT APPROACH CHART - ICAO

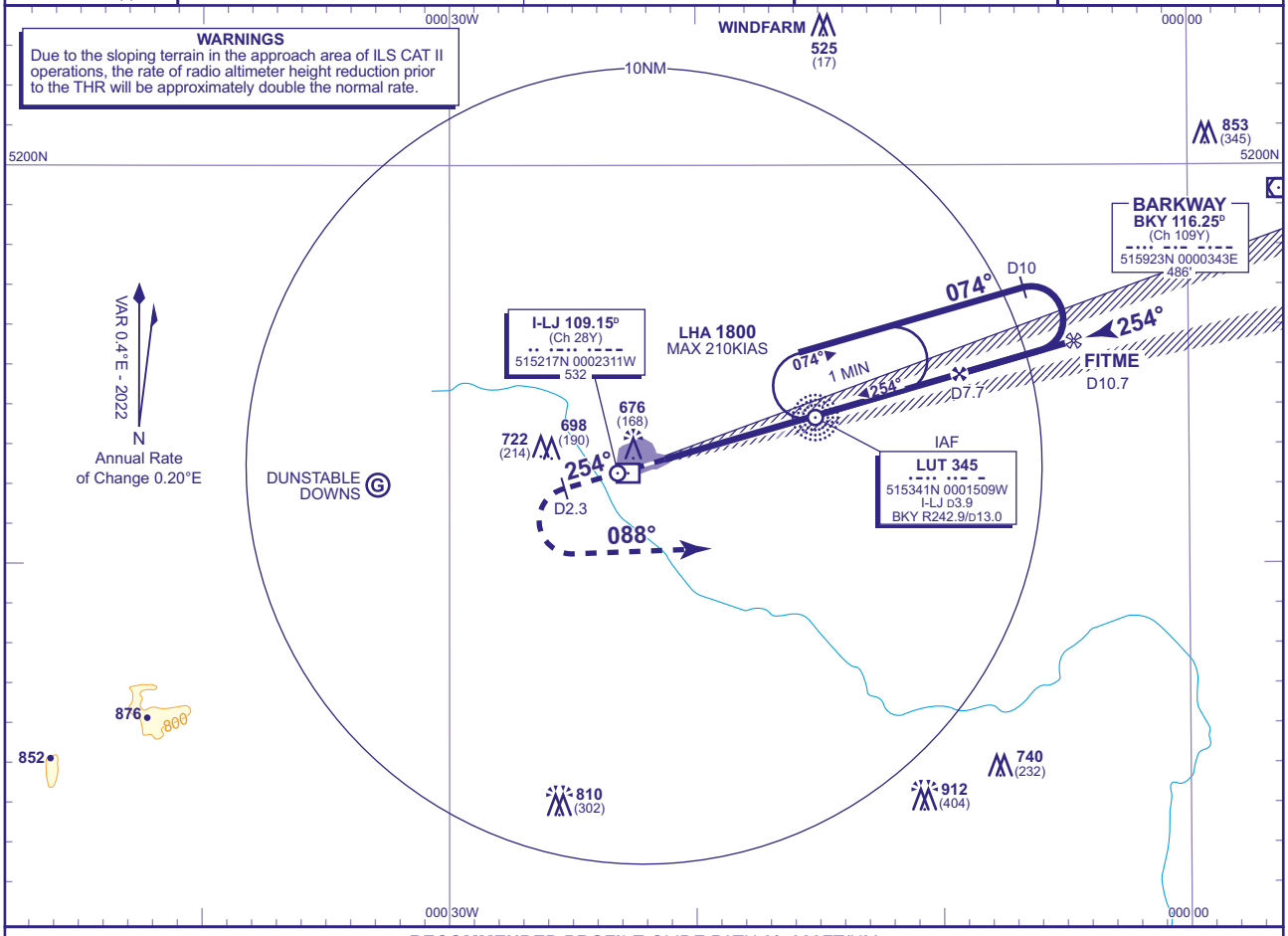
LONDON LUTON
ILS/DME/NDB(L)
RWY 25
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) LUT

APP	129.550	LUTON RADAR	AD ELEVATION	**527**	TRANSITION ALTITUDE **6000**
TWR	132.555, 126.730	LUTON TOWER	THR ELEVATION	**508**	
	121.755	LUTON GROUND	OBSTACLE ELEVATION **912 AMSL** (404) (ABOVE THR)		
RAD	128.750	LUTON DIRECTOR			
ATIS	120.580	ARRIVAL INFORMATION	BEARINGS ARE MAGNETIC		

WARNINGS
Due to the sloping terrain in the approach area of ILS CAT II operations, the rate of radio altimeter height reduction prior to the THR will be approximately double the normal rate.



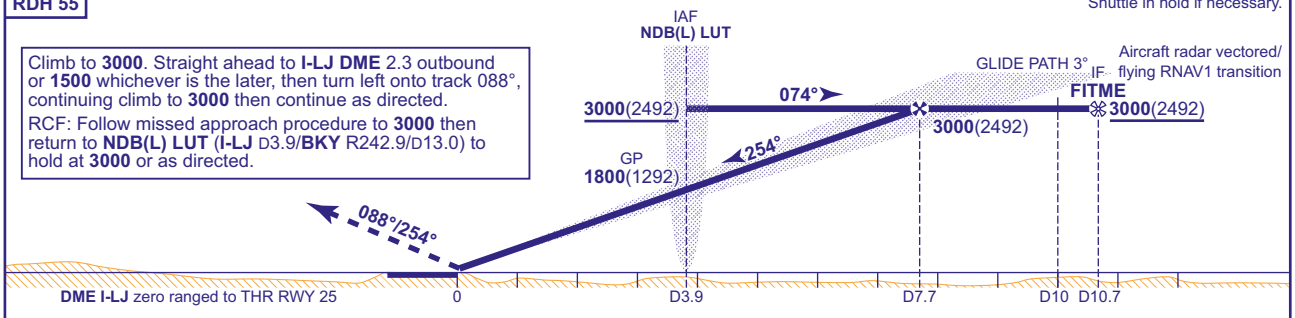
RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

DME I-LJ	7	6	5	4	3	2	1
ALT(HGT)	**2780**(2272)	**2460**(1952)	**2150**(1642)	**1830**(1322)	**1510**(1002)	**1200**(692)	**890**(382)

RDH 55

Shuttle in hold if necessary.

Climb to **3000**. Straight ahead to **I-LJ DME** 2.3 outbound or **1500** whichever is the later, then turn left onto track 088°, continuing climb to **3000** then continue as directed.
RCF: Follow missed approach procedure to **3000** then return to **NDB(L) LUT** (**I-LJ** D3.9/**BKY** R242.9/D13.0) to hold at **3000** or as directed.



Aircraft Category		**A**	**B**	**C**	**D**
OCA (OCH)	**CAT I**	**654**(146)	**664**(156)	**677**(169)	**691**(183)
	CAT II	**565**(57)	**572**(64)	**587**(79)	**602**(94)
VM(C)OCA (OCH AAL)	**Total Area**	**1100**(573)	**1100**(573)	**1300**(773)	**1300**(773)

Rate of descent						
G/S KT	160	140	120	100	80
FT/MIN	840	740	630	530	420

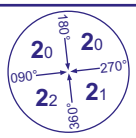
NOTE 1 Aircraft can normally expect to be radar vectored onto final approach.
2 Aircraft unable to receive DME inform ATC.
3 Aircraft will normally be required to hold not lower than **3000**.

CHANGE (9/25): TOWER FREQUENCY.

AERO INFO DATE 11 JUN 25 AD 2-EGGW-8-4

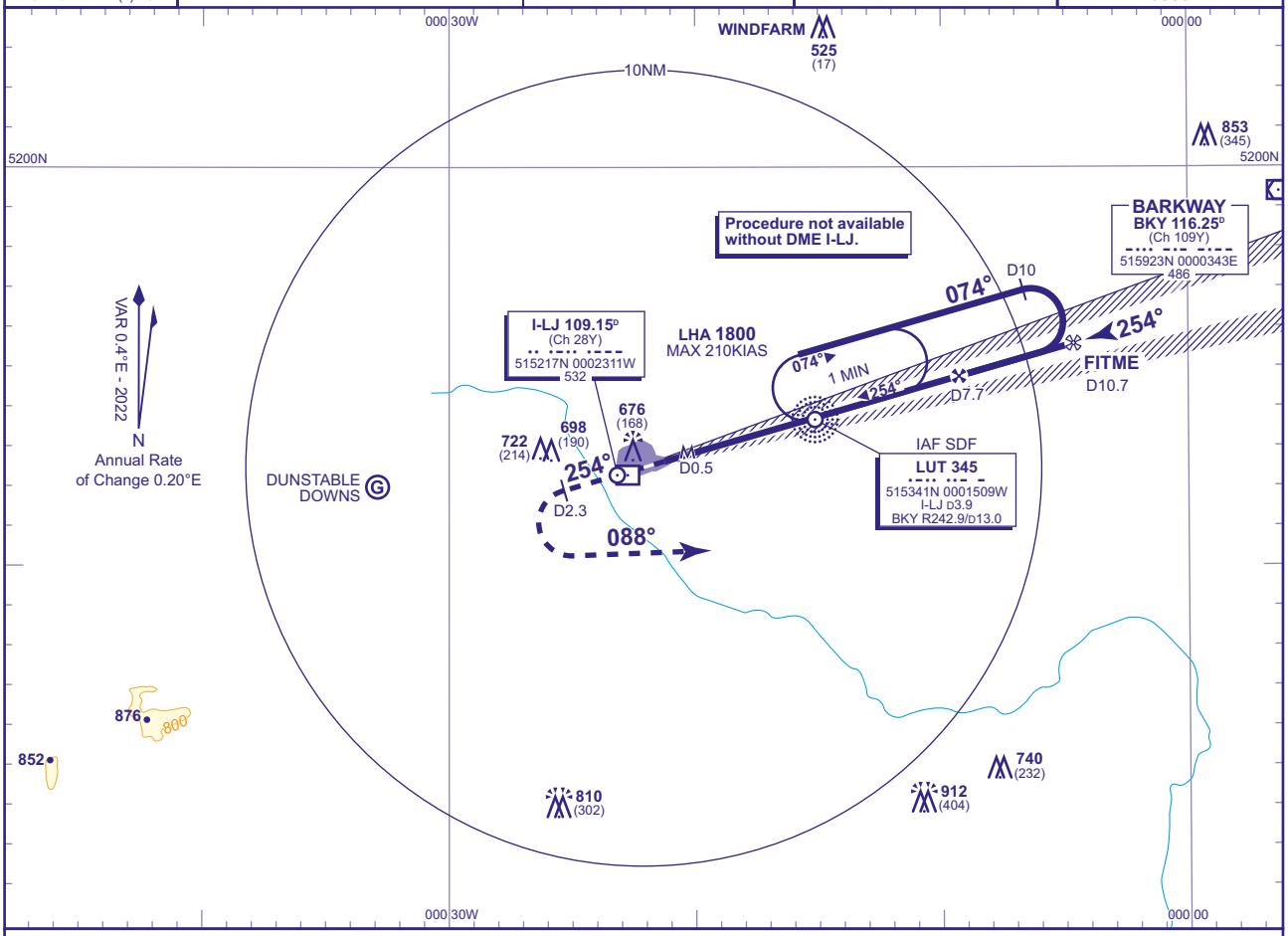
INSTRUMENT APPROACH CHART - ICAO

LONDON LUTON
LOC/DME/NDB(L)
RWY 25
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) LUT

APP	129.550	LUTON RADAR	AD ELEVATION	527	TRANSITION ALTITUDE 6000
TWR	132.555, 126.730	LUTON TOWER	THR ELEVATION	508	
	121.755	LUTON GROUND	OBSTACLE ELEVATION 912 AMSL (404) (ABOVE THR)		
RAD	128.750	LUTON DIRECTOR			
ATIS	120.580	ARRIVAL INFORMATION	BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE Gradient 5.2%, 316FT/NM

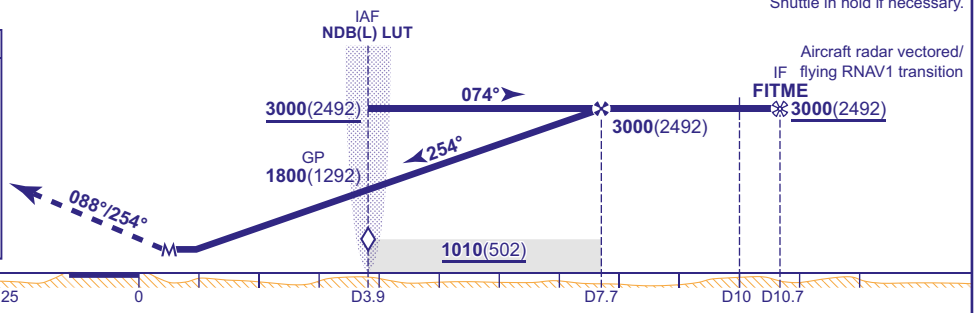
DME I-LJ	7	6	5	4	3.9 (SDF)	3	2	1
ALT(HGT)	**2780**(2272)	**2460**(1952)	**2150**(1642)	**1830**(1322)	**1800**(1292)	**1510**(1002)	**1200**(692)	**880**(372)

Shuttle in hold if necessary.

MAPT I-LJ DME 0.5

Climb to **3000**. Straight ahead to **I-LJ DME** 2.3 outbound or **1500** whichever is the later, then turn left onto track 088°, continuing climb to **3000** then continue as directed.

RCF: Follow missed approach procedure to **3000** then return to **NDB(L) LUT** (**I-LJ** D3.9/ **BKY** R242.9/D13.0) to hold at **3000** or as directed.



Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**840**(332)	**840**(332)	**840**(332)	**840**(332)
VM(C)OCA (OCH AAL)	Total Area	**1100**(573)	**1100**(573)	**1300**(773)	**1300**(773)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	840	740	630	530	420

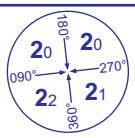
NOTE 1 Aircraft can normally expect to be radar vectored onto final approach.
2 Aircraft will normally be required to hold not lower than **3000**.

CHANGE (9/25): TOWER FREQUENCY.

AERO INFO DATE 11 JUN 25

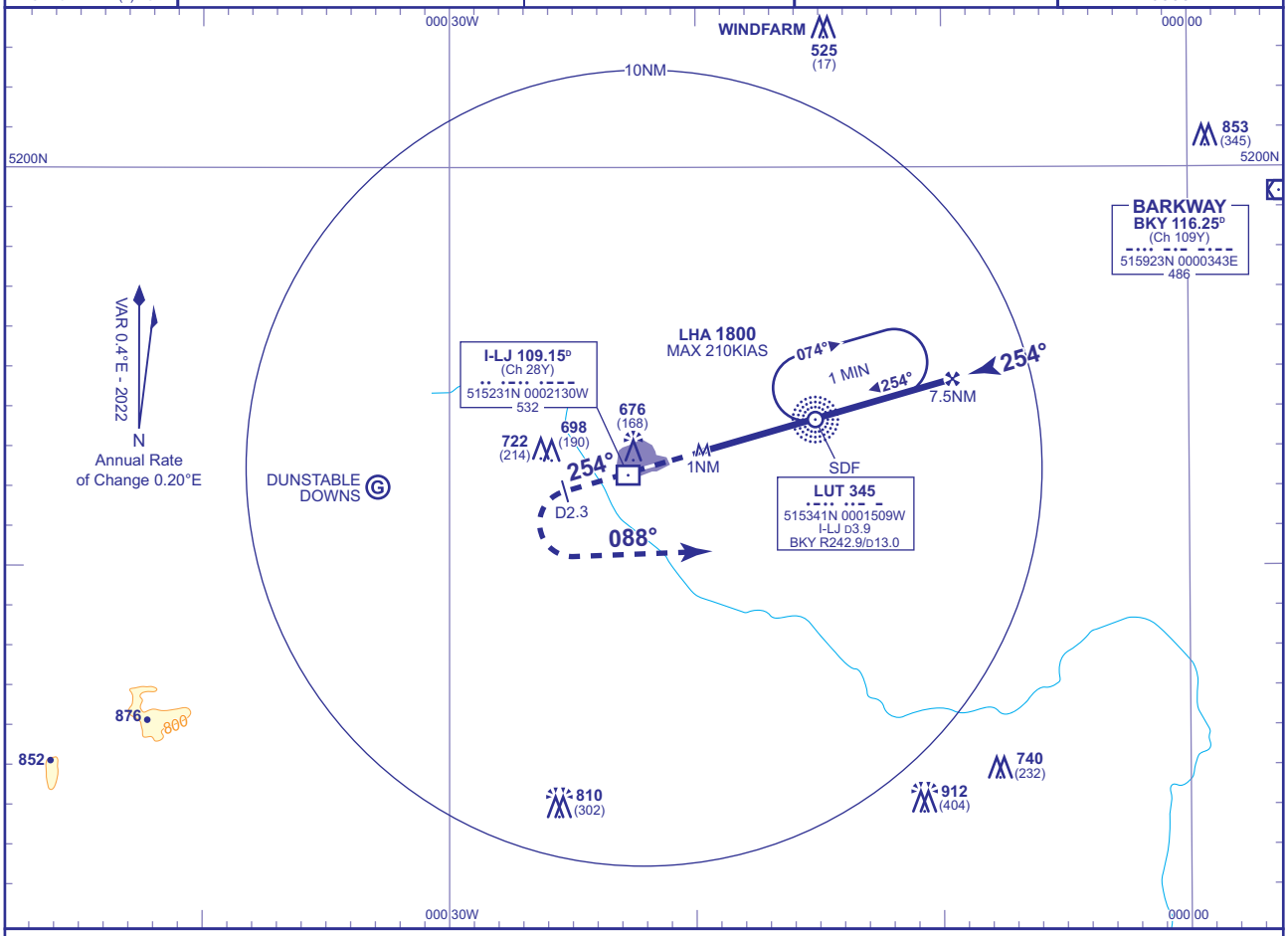
INSTRUMENT APPROACH CHART - ICAO

LONDON LUTON
SRA RTR 2NM
RWY 25
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) LUT

APP	129.550	LUTON RADAR	AD ELEVATION	**527**	TRANSITION ALTITUDE **6000**
TWR	132.555, 126.730	LUTON TOWER	THR ELEVATION	**508**	
	121.755	LUTON GROUND	OBSTACLE ELEVATION **912 AMSL** (404) (ABOVE THR)		
RAD	128.750	LUTON DIRECTOR			
ATIS	120.580	ARRIVAL INFORMATION	BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE Gradient 5.35%, 325FT/NM

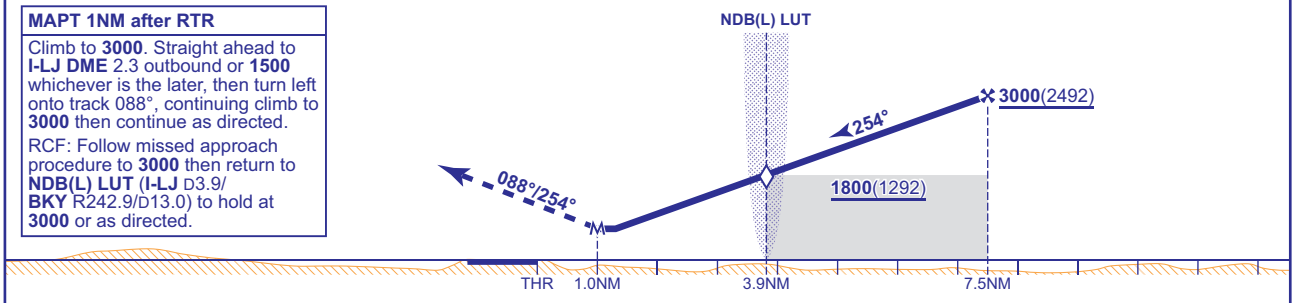
DME I-LJ	7.0	6.0	5.0	4.0	3.0	2.0
ALT(HGT)	**2780**(2272)	**2460**(1952)	**2130**(1622)	**1810**(1302)	**1480**(972)	**1160**(652)

Initial and intermediate approach as directed by radar.

MAPT 1NM after RTR

Climb to **3000**. Straight ahead to **I-LJ DME** 2.3 outbound or **1500** whichever is the later, then turn left onto track 088°, continuing climb to **3000** then continue as directed.

RCF: Follow missed approach procedure to **3000** then return to **NDB(L) LUT** (**I-LJ** D3.9/ **BKY** R242.9/D13.0) to hold at **3000** or as directed.



Aircraft Category		**A**	**B**	**C**	**D**	**Rate of descent**	**G/S KT**	160	140	120	100	80
OCA (OCH)	**Procedure**	**940**(432)	**940**(432)	**940**(432)	**940**(432)		**FT/MIN**	870	760	650	540	430
VM(C)OCA (OCH AAL)	**Total Area**	**1100**(573)	**1100**(573)	**1300**(773)	**1300**(773)	**RTR to MAPT**	**MIN:SEC**	0:22	0:26	0:30	0:36	0:45

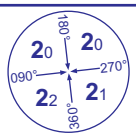
NOTE Aircraft unable to receive DME I-LJ, notify ATC.

CHANGE (9/25): TOWER FREQUENCY.

AERO INFO DATE 11 JUN 25 AD 2-EGGW-8-6

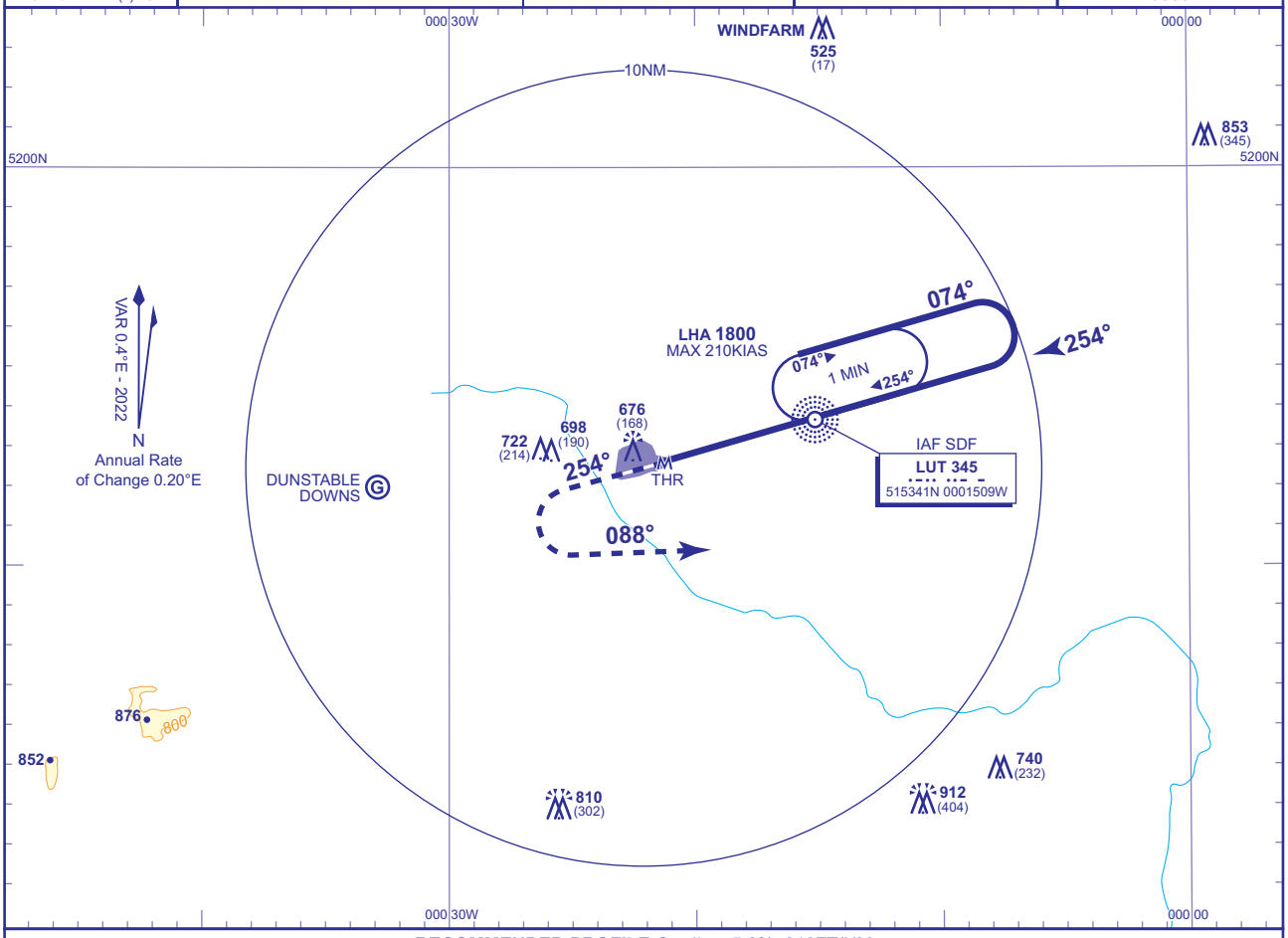
INSTRUMENT APPROACH CHART - ICAO

LONDON LUTON
NDB(L)
RWY 25
(ACFT CAT A,B,C,D)

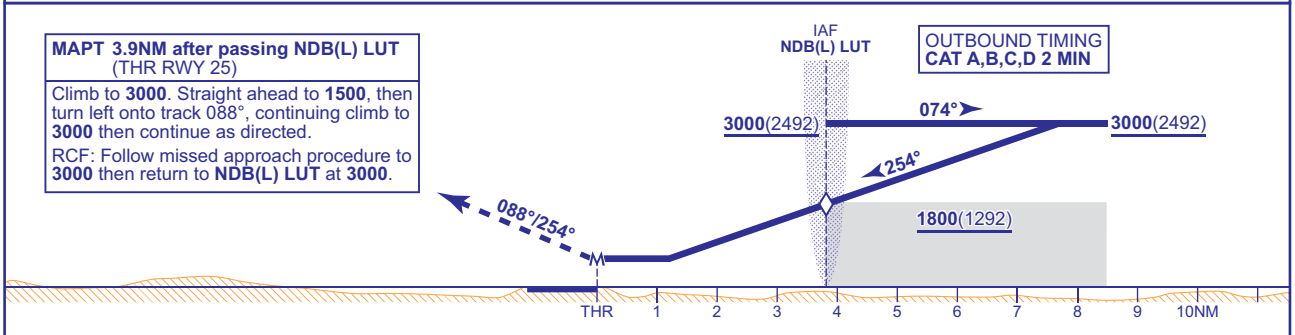


MSA 25NM NDB(L) LUT

APP	129.550	LUTON RADAR	AD ELEVATION	527	TRANSITION ALTITUDE 6000
TWR	132.555, 126.730	LUTON TOWER	THR ELEVATION	508	
	121.755	LUTON GROUND	OBSTACLE ELEVATION 912 AMSL (404) (ABOVE THR)		
RAD	128.750	LUTON DIRECTOR			
ATIS	120.580	ARRIVAL INFORMATION	BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE Gradient 5.2%, 316FT/NM



MAPT 3.9NM after passing NDB(L) LUT (THR RWY 25)

Climb to **3000**. Straight ahead to **1500**, then turn left onto track 088°, continuing climb to **3000** then continue as directed.

RCF: Follow missed approach procedure to **3000** then return to **NDB(L) LUT** at **3000**.

Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	930(422)	930(422)	930(422)	930(422)		FT/MIN	840	740	630	530	420
VM(C)OCA (OCH AAL)	Total Area	1100(573)	1100(573)	1300(773)	1300(773)	NDB(L) to MAPT	MIN:SEC	1:28	1:40	1:57	2:20	2:56

NOTE Aircraft will normally be required to hold not lower than **3000**.

CHANGE (9/25): TOWER FREQUENCY.

AERO INFO DATE 11 JUN 25

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EGMD AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
03	Centre-line with one crossbar at 305 M. 427 M Light intensity high	Green Light intensity high Elevated uni-directional	PAPI Left/3° 48 FT 273 M			Elev HI white bi-directional with LI omni-directional component	Red Light intensity high		
21	Coded centre-line with two crossbars at 150 M and 300 M. 430 M Light intensity high	Green Light intensity high Uni-directional with elev HI wingbars	PAPI Left/3.5° 60 FT 322 M			Elev HI white bi-directional with LI omni-directional component Yellow caution zone	Red Light intensity high		

EGMD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: 505715.76N 0005602.99E Flashing White - On terminal roof.
2	LDI location and lighting Anemometer location and lighting	Anemometer: 505735.99N 0005628.25E (LGTD) - 505710.04N 0005601.81E (LGTD) - 505710.54N 0005601.51E.
3	TWY edge and centre line lighting	EDGE: Blue reflective edge studs on Taxiway Alpha. Blue edge lights on Taxiways Bravo and Charlie.
4	Secondary power supply/switch-over time	Yes / 15 seconds. Battery back-up. In Low Visibility Procedures switch-over time is 1 second.
5	Remarks	Apron floodlighting. Blue edge lights on Apron Bravo. Obstacle lighting. Caution: Taxiway/apron blue edge lights are situated in grass up to 2 M from the edge of hardstanding.

EGMD 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	Small helicopters, ie: R22/44, Hu30, AS55, BH06 will be air taxied to park on Apron Bravo. Larger helicopters, ie: SK76, Puma, CH47 will make an approach to the runway in use and ground taxi (if possible) to Apron Bravo.

EGMD 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
LYDD ATZ A circle, 2 NM radius, centred at 505722N 0005620E on longest notified runway (03/ 21)	Upper limit: 2000 FT AGL Lower limit: SFC	G	LYDD APPROACH English	6000 FT		

EGMD 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	LYDD APPROACH	120.705 DOC 25 NM/ 10,000 FT.			0830-1900 (0730-1800); extensions by arrangement.	ATZ hours coincident with APP/ TWR hours, but not by arrangement. VDF 505731.18N 0005620.77E
		121.500 Emergency frequency O/R.			0830-1900 (0730-1800); extensions by arrangement.	
TWR	LYDD TOWER	119.380 DOC 25 NM/4,000 FT.			When directed by ATC.	
		121.500 Emergency frequency O/R.			When directed by ATC.	
ATIS	LYDD INFORMATION	129.230 DOC 45 NM/ 20,000 FT.			0830-1900 (0730-1800); extensions by arrangement.	
OTHER	LYDD FIRE	121.600 Non-ATS Frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGMD 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 0.92°E (2022)	ILDY	108.150 MHz	0830-1900 (0730-1800); extensions by arrangement.	505714.15N 0005622.37E		(RWY 21) 5 degree offset - See procedure chart. Training approaches using autocoupled LOC/GP not to be continued below 200 FT.
ILS/GP	ILDY	334.550 MHz	0830-1900 (0730-1800); extensions by arrangement.	505736.04N 0005628.28E		3.5° ILS Ref Datum Hgt 47 FT.
NDB (L) 0.92°E (2022)	LZD	397.000 kHz	H24	505731.71N 0005621.44E		On AD. Range 20 NM.

ii. Arrivals:

1. Wake Vortex Separation - Arrival: For the purposes of spacing in the approach phase certain aircraft types are classified as Upper Medium and following aircraft will be provided with additional separation. All other 'Medium' aircraft types are classified as Lower Medium. Wake Vortex separations are in accordance with the 5 group scheme.
2. Pilots are reminded that rapid exits from the landing runway enable ATC to apply minimum spacing on final approach that will achieve maximum runway utilisation and will minimise the occurrence of 'go-arounds'. Pilots should pre-plan their landing and roll-out to target the first suitable exit point that provides for a safe and expeditious exit from the runway.

23R	BD	AE	AG
Distance from Threshold (M)	1376	1908	2574
Design Exit Speed (KTS)	52	52	N/A
Note: *Landing aircraft are to vacate expeditiously. Arriving aircraft are to ensure fully vacated before stopping. Links P & F are not available as runway exits. Link AG is not a rapid exit taxiway.*			

05L	F	H	M
Distance from Threshold (M)	1447	1778	2249
Design Exit Speed (KTS)	N/A	N/A	N/A
Note: *Landing aircraft are to vacate expeditiously. Arriving aircraft are to ensure fully vacated before stopping. Link F is available as a runway exit in daylight hours only. Link P is not available as a runway exit. Links F, H and M are not rapid exit taxiways.*			

05R	VD	VC	U
Distance from Threshold (M)	1954	2254	2738
Design Exit Speed (KTS)	52	52	N/A
Note: *Landing aircraft are to vacate expeditiously. When applicable, a suitable roll-out speed is to be maintained to RET VD to minimise runway occupancy time. Arriving aircraft are to ensure fully vacated before stopping. Link U is not a rapid exit taxiway.*			

3. Runway 05R arrivals. All aircraft must vacate the runway no later than Victor Bravo and proceed direct to Taxiway Victor. Aircraft remaining on the runway to vacate at Victor Alpha or Tango will infringe the ILS LOC critical area. Similarly, Taxiway Sierra is not to be used.
4. During dual-runway operations, in the event of a blockage/unserviceability on the arrival runway, ATC may offer pilots a visual switch of approach from Runway 23R to 23L, or from Runway 05R to 05L. This will only happen when the landing aircraft is more than 4 NM from touchdown and when visibility is greater than 5 KM.

e) Runway 23R/05L only. The hard shoulders outboard of the runway side stripes have only 25% of the runway bearing strengths and should not be used by aircraft turning on the runway or when backtracking. The grass verges are unstrengthened and when wet unlikely to sustain loads.

7 TRAINING

a) Simulated engine failure training is not to be carried out by aircraft departing from Runway 05L/05R.

EGCC AD 2.21 NOISE ABATEMENT PROCEDURES

1 GENERAL

All aircraft inbound or outbound from this airport are required to conform to the following procedures, not withstanding that these may at any time be departed from to the extent necessary for avoiding immediate danger.

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 areas surrounding the airport.
b) After take-off every jet aircraft shall, in addition to complying with the Noise Preferential Routeings specified for each runway, be operated in such a way that it is at a height of not less than 1000 FT AAL, at the point nearest to the relevant noise monitoring terminal (AD 2-EGCC-3-2). Details of noise monitoring locations and performance are obtainable from the Flight Evaluation Unit. Email: flightevaluationunit@magairports.com.
c) Unless otherwise authorised by ATC, aircraft using the ILS in IMC and VMC shall not descend below 2000 FT before intercepting the glidepath, nor thereafter fly below it. An aircraft approaching without assistance from ILS or radar shall follow a descent path which will not result in its being at any time lower than the approach path which would be followed by an aircraft using the ILS glidepath.
d) Every jet aircraft using the airport shall, after take-off or 'go-around', maintain after passing the relevant monitoring point, 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 beyond the monitoring point.
e) For visual approaches, or following a visual circuit, to Runway 23R/23L the following additional limitations apply:

i. Jet aircraft shall not join the final approach at a height of less than 1500 FT AAL.

ii. Propeller driven aircraft whose MTWA exceeds 5700 KG shall not join the final approach at a distance of less than 3 NM from the landing threshold and at a height of less than 1000 FT AAL.

f) To minimise disturbance in areas adjacent to the airport, Captains are requested to avoid the use of reverse thrust after landing, consistent with safe operation of the aircraft, especially between 2300-0700 (2200-0600).

2 NOISE PREFERENTIAL ROUTES

a) The Noise Preferential Routes specified in the following table are compatible with ATC requirements and the tracks are to be flown by all departing aircraft until the level defined in the table below is reached, except:

i. Aircraft whose MTWA does not exceed 5700 KG;
ii. Those aircraft instructed by ATC to make early turns in order to expedite traffic flow, such instructions may be issued during the period 0700-2300 (0600-2200), to propeller aircraft whose MTWA does not exceed 23,000 KG and the following jet aircraft types: All aircraft up to 35,000 KG MTOW plus BAe 146 (Avro RJ Series), CRJ1, CRJ2, CRJ7, CRJ9, EMB-135/145, BD700 Global Express and Gulfstream 5;
iii. Unless otherwise instructed by ATC or deviations are required in the interests of safety.

The use of these routes is supplementary to noise abatement take-off techniques. After take-off, pilots should ensure that they are at a minimum height of 500 FT AAL before commencing any turn.

Take-off Runway	ATC Clearance	Procedure	NPR Termination	Take-off Runway	ATC Clearance	Procedure	NPR Termination
05L	Via LISTO	At MCT DME 1.2, turn right onto track 148° MAG. At MCT DME 2.7 turn right onto POL VOR R185.	5000 FT	05R	Via LISTO	At MCT DME 1.2, turn right onto POL VOR R185 to LISTO.	5000 FT
	Via ASMIM	At MCT DME 2, turn left onto track 298° MAG towards XOBRO to intercept WAL VOR R079.	4000 FT		Via ASMIM	At MCT DME 2, turn left onto track 298° MAG towards XOBRO to intercept WAL VOR R079.	4000 FT
	Via Pole Hill VOR	Straight ahead at not below 757 FT ALT (500 FT AAL), but not before DER, adjust track onto MCT VOR R051. At MCT DME 7 turn left onto POL VOR R179.	4000 FT		Via Pole Hill VOR	Straight ahead on MCT VOR R051. At MCT DME 7 turn left onto POL VOR R179.	4000 FT
	Via DESIG	Straight ahead at not below 757 FT ALT (500 FT AAL), but not before DER, adjust track onto MCT VOR R051. At MCT DME 14 turn right onto WAL VOR R079.	4000 FT		Via DESIG	Straight ahead on MCT VOR R051. At MCT DME 14 turn right onto WAL VOR R079.	4000 FT

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**
(EGCB1413) 26L/APPROACH 08R/ TAKE-OFF	TREE	532818.96N 0022259.75W	89 FT	25 FT	No	
(EGCB1482) 26L/APPROACH 08R/ TAKE-OFF	TREE	532818.65N 0022252.42W	109 FT	42 FT	No	
(EGCB1425) 26L/APPROACH 08R/ TAKE-OFF	TREE	532818.56N 0022258.52W	93 FT	29 FT	No	
(EGCB1385) 26L/APPROACH 08R/ TAKE-OFF	HEDGE	532818.14N 0022302.04W	78 FT	9 FT	No	
(EGCB1538) 08L/APPROACH 26R/ TAKE-OFF	TREE	532817.10N 0022356.34W	127 FT	59 FT	No	
(EGCB1044) 08L/APPROACH 26R/ TAKE-OFF	TREE	532816.93N 0022358.32W	123 FT	55 FT	No	
(EGCB1179) 20/TAKE-OFF	TREE	532802.84N 0022329.21W	110 FT	51 FT	No	
(EGCB1177) 20/TAKE-OFF	TREE	532801.27N 0022329.72W	120 FT	50 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**
(EGCB1163)	PYLON	532920.03N 0022332.46W	241 FT	171 FT	No	
(EGCB1102)	PYLON	532912.60N 0022348.55W	208 FT	137 FT	No	
(EGCB1032)	PYLON	532905.71N 0022403.64W	205 FT	135 FT	No	
(EGCB1017)	PYLON	532858.35N 0022419.33W	214 FT	144 FT	No	
(EGCB1014)	PYLON	532851.95N 0022433.01W	221 FT	151 FT	No	
(EGCB1011)	PYLON	532842.37N 0022438.84W	256 FT	177 FT	No	
(EGCB1530)	BUILDING	532837.08N 0022120.28W	192 FT	107 FT	No	
(EGCB1476)	TREE	532831.63N 0022252.89W	173 FT	103 FT	No	
(EGCB1020)	TREE	532830.78N 0022412.03W	176 FT	97 FT	No	
(EGCB1008)	PYLON	532829.83N 0022446.13W	254 FT	173 FT	No	
(EGCB1007)	PYLON	532820.14N 0022451.65W	234 FT	153 FT	No	
(EGCB1006)	PYLON	532810.59N 0022457.00W	248 FT	165 FT	No	
(EGCB1009)	PYLON	532800.84N 0022445.66W	254 FT	173 FT	No	
(EGCB1529)	BUILDING	532758.81N 0022139.94W	223 FT	147 FT	Yes Solid Red	
(EGCB1531)	BUILDING	532757.45N 0022053.05W	251 FT	176 FT	No	
(EGCB1013)	PYLON	532750.85N 0022433.59W	250 FT	173 FT	No	
(EGCB1528)	PYLON	532747.19N 0022143.37W	174 FT	110 FT	No	
(EGCB1016)	PYLON	532740.83N 0022421.47W	241 FT	168 FT	No	
(EGCB1021)	PYLON	532730.74N 0022409.36W	239 FT	172 FT	No	
(EGCB1027)	PYLON	532721.32N 0022405.41W	259 FT	198 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**
(EGCB1034)	PYLON	532712.92N 0022401.97W	253 FT	193 FT	No	

EGCB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER
2	Hours of service MET Office outside hour	As per operational hours.
3	Office responsible for TAF preparation Periods of validity	
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self briefing and website: https://www.egcbatis.co.uk.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. English.
7	Charts and other information available for briefing or consultation	Forms 214, 215 and met warnings.
8	Supplementary equipment available for providing information	
9	ATS units provided with information	MANCHESTER BARTON
10	Additional information (limitation of service, etc.)	Unofficial meteorological observations provided by FIS during ATS hours.

EGCB 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**
02	014.61°	518 x 32 M	RWY surface: Grass	532812.07N 0022322.47W 168.1 FT	THR 68.0 FT	RWY 02 1:489 RWY 20 -1:489
20	194.61°	518 x 32 M	RWY surface: Grass	532826.13N 0022316.32W 168.1 FT	THR 71.5 FT	RWY 02 1:489 RWY 20 -1:489
08L	082.81°	641 x 30 M	RWY surface: Grass	532817.13N 0022343.35W 168.1 FT	THR 68.8 FT	RWY 08L -1:4381 RWY 26R 1:4381
26R	262.82°	641 x 30 M	RWY surface: Grass	532819.73N 0022308.86W 168.1 FT	THR 69.4 FT	RWY 08L -1:4381 RWY 26R 1:4381
08R	082.83°	626 x 32 M	RWY surface: Grass	532816.40N 0022339.81W 168.1 FT	THR 68.2 FT	RWY 08R 1:978 RWY 26L -1:978
26L	262.84°	626 x 32 M	RWY surface: Grass	532818.92N 0022306.16W 168.1 FT	THR 70.3 FT	RWY 08R 1:978 RWY 26L -1:978
13	134.18°	398 x 32 M	RWY surface: Grass	532825.19N 0022320.42W 168.1 FT	THR 72.6 FT	RWY 13 -1:311 RWY 31 1:311
31	314.19°	398 x 32 M	RWY surface: Grass	532816.22N 0022304.95W 168.1 FT	THR 68.4 FT	RWY 13 -1:311 RWY 31 1:311

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
		578 x 60 M				RWY 02 Threshold displaced by 69 M.
		578 x 60 M				RWY 20
		701 x 60 M				RWY 08L
		701 x 60 M				RWY 26R
		686 x 60 M				RWY 08R
		686 x 60 M				RWY 26L
		458 x 60 M				RWY 13
		458 x 60 M				RWY 31

EGCB AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
08L	641 M	641 M	641 M	641 M	
26R	641 M	641 M	641 M	641 M	
08R	626 M	626 M	626 M	626 M	
26L	626 M	626 M	626 M	626 M	
02	518 M	518 M	518 M	449 M	
20	518 M	518 M	518 M	518 M	
13	398 M	398 M	398 M	398 M	
31	398 M	398 M	398 M	398 M	

EGCB AD 2.14 APPROACH AND RUNWAY LIGHTING

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EGCB 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: 532814.95N 0022313.66W, 532814.92N 0022313.76W
3	TWY edge and centre line lighting	
4	Secondary power supply/switch-over time	
5	Remarks	Portable LED runway lights on 08R/26L outside of AD hours.

EGCB AD 2.16 HELICOPTER LANDING AREA

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EGCB 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/BARTON ATZ 532618N 0022327W thence clockwise by the arc of a circle radius 2 NM centred on 532818N 0022323W to 532749N 0022008W - 532638N 0022258W - 532618N 0022327W	Upper limit: 2000 FT AGL Lower limit: SFC	G	BARTON INFORMATION English	5000 FT		Note: Airspace Classification within Manchester CTA class D.

EGCB 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	BARTON INFORMATION	120.255 DOC 10 NM/3000 FT.			Mon-Thu 0900-1800 (0800-1700) or SS, whichever is earlier; Fri-Sun 0900-1900 (0800-1800) or SS, whichever is earlier; and by arrangement.	ATZ hours coincident with AFIS hours.

EGCB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGCB AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Fixed wing twin engine aircraft and fixed wing aircraft over 1500 KG MTOW must obtain briefing via telephone with ATS prior to flight.
b) During adverse weather conditions, the AD and associated services may be withdrawn, the aerodrome becoming unavailable during these times.
c) High visibility jackets recommended whilst airside.
d) A full copy of the Aerodrome Rules and Procedures (Pilot Handbook) is available on the aerodrome website.

2 GROUND MOVEMENT

Not applicable

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) Pilots should exercise caution as runway and taxiway surfaces undulate in places and may not be suitable for all aircraft types/weights. Surface may become soft during prolonged periods of wet weather. Further information may be sought by contacting the ATS.
b) There are 35 FT high lamp standards on the A57 road to the Southeast and Southwest of the aerodrome.
c) Red/White Marker boards or non-standard markings (cones) may be used to indicate areas of soft ground. Pilots must exercise extreme caution as not all soft areas may be indicated.
d) Bird Hazard: Herons regularly flying across the aerodrome at heights between 100 and 500 feet. Additionally, Bird activity (Gulls and Pigeons) increases during periods of wet weather and grass seeding. All Bird Strikes must be reported.
e) Windshear and Turbulence can be expected on approaches to all runways. In particular, conditions may be more prominent during the following conditions:

i. Runway 26L/26R Approach and 08L/08R Climbout - Additional turbulence/windshear during strong winds (any direction) and/or high temperatures.
ii. Runway 20 Approach - Additional turbulence/windshear particularly during southeast to south winds.
iii. Runway 31 Approach - Additional turbulence /windshear during strong winds (any direction) and when crossing dual carriageway (A57) prior to the threshold.
iv. Runway 02 Approach - Additional turbulence/windshear particularly when crossing dual carriageway (A57) prior to the threshold.

f) Taxilane adjacent to AVGAS fuel installation has a reduced clearance of 10 M (from taxilane centre-line to fuel pumps).
g) Aerodrome is used unlicensed by helicopters H24.
h) Category A Police and Air Ambulance helicopter flights take place H24 from the Aerodrome.
i) Paramotors operate non-radio from a site approximately 2.5 NM West of the airfield during daylight hours.
j) Runway 08R/26L transitional surface is impinged by Control Tower building by 0.72 M.

5 HELICOPTER OPERATIONS

a) Helicopter circuit height 500 FT.
b) Helicopter circuit training is flown in accordance with the chart on page EGCB 4-1.
c) Helicopters must not fly above 500 FT as shown on page EGCB-4-1 unless practicing emergency procedures and only once ATS has been informed.
d) Helicopters are to arrive via the specific entry/exit point as displayed on page EGCB 4-1, reporting prior to reaching and at the appropriate point. Pilots must inform ATS if performing a non-standard join prior to entering the ATZ.
e) Helicopters must ensure that they give adequate safety clearance (minimum 50 M) with consideration for downwash when operating in the hover close to runways, taxilanes and parked aircraft.
f) Helicopter Fuelling

i. JET A1 – Aerodrome facility – A mobile tanker is available for gravity-fed and pressurised fuelling:

1. A landing pad is available next to the main apron.
2. Fuelling may take place on the East Apron.

ii. AVGAS – Helicopters should position on pads 1-3 as directed by ATS ensuring safe separation from adjacent helicopters. Caution is advised when manoeuvring in this area close to parked aircraft.

g) Manchester Heliport

i. A dedicated heliport facility known as Manchester Heliport is located on the SW corner of the Aerodrome.
ii. The heliport is not available for flights that require the use of a licensed aerodrome.
iii. The heliport apron is floodlit at night.
iv. Use of the heliport is subject to PPR. Terms and conditions available on request.
v. JET A1 Heliport facility – A landing apron with two marked pads and a remote third pad are adjacent to the fuel facility. The hose length allows for the fuelling of helicopters parked on all three pads.

1. The marked pads act as a visual guide to ensure adequate hose reach only.
2. The marked pads do not guarantee any clearance from helicopters parked adjacent. The pilot remains responsible for ensuring safe operation from adjacent helicopters.

6 USE OF RUNWAYS

a) Computer ATIS.

i. A Computer ATIS Display is provided. This provides the following information via https://www.egcbatis.co.uk:

Runway in use — QFE / QNH — Unofficial Weather — Runway State — Briefing Notes.

ii. Prior to departure, pilots should obtain the current airfield information from the Computer ATIS Display.
iii. On initial RTF call, pilots should advise the information received and the appropriate pressure (QFE/QNH).

b) Runway availability subject to suitable surface conditions as determined by Duty FISO. Information available from the ATS.

7 TRAINING

Not applicable

EGCB AD 2.21 NOISE ABATEMENT PROCEDURES

a) Pilots are to avoid overflying the cemetery to the Northeast of the aerodrome.
b) Helicopters should avoid overflying the built up areas South and East of the airfield, indicated at AD 2.24.
c) Climbing turns after take off should not normally be commenced below a height of 500 FT AGL except as indicated at c(i). Should pilots wish to make an early turn below 500 FT AGL on take-off, this may be permitted for safety reasons only. In this case, the ATS must be informed prior to commencement of the take-off roll.

i. To minimise local noise disturbance when departing from Runway 20 and when safe to do so, upon reaching the Manchester Ship Canal aircraft should commence a right turn onto crosswind to avoid overflying the residential areas of Flixton and Irlam.

EGCB AD 2.22 FLIGHT PROCEDURES

1 COMMUNICATIONS AND SSR

a) Aircraft in communication with Barton ATS may be allocated a conspicuity squawk of 7365. Aircraft **must not** select this squawk unless instructed to do so by ATS.
b) Allocation of this conspicuity squawk does not constitute any radar service.
c) Non radio aircraft not accepted.
d) Aircraft operating VFR or Special VFR in the Manchester CTR inbound to Barton must not assume that co-ordination has taken place to allow aircraft to enter the Barton ATZ. Manchester Radar will, whenever possible, permit an aircraft to leave the frequency temporarily to establish two-way communication with Barton. If this is not possible, aircraft must leave the CTR clear of the Barton ATZ and route to Barton from outside controlled airspace.
e) Pilots requiring a VFR or Special VFR clearance to transit the Manchester CTR must remain clear of controlled airspace until a clearance has been obtained by RTF from Manchester Radar.

2 FIXED WINGED

a) Fixed winged circuit height is 1000 FT (Barton QFE).
b) Fixed winged standard join is overhead at 1700 FT Barton QFE. Pilots must inform ATS if performing a non-standard join prior to entering the ATZ.
c) Variations on circuit direction are permitted for training, weather or operational requirements providing the ATS is informed of the pilots intentions.
d) Circuit directions: Runways 13, 20, 26L, 26R - RH; Runways 02, 08L, 08R and 31 - LH.
e) Orbits within the circuit are not permitted unless required for safety reasons.
f) Visitors can expect to be parked on the West Apron but only with ATS instruction. Refer to AD 2-EGCB-2-1.
g) Go-Arounds

i. Approaches to runways must not be continued below 300 FT AAL if:

1. The approach ahead or runway is occupied or obstructed by aircraft, vehicles or personnel.

h) Go-Around Procedure (at or above 300 FT AAL)

i. To initiate the go-around, manoeuvre the aircraft to the dead side of the runway, climb parallel to the runway in use, and climb to circuit height (1000 FT AAL) before turning crosswind.
ii. Do not climb initially above 600 FT AAL until you have passed the upwind end of the runway in use. This ensures separation between you and the aircraft joining overhead, flying crosswind at circuit height.
iii. Exercise caution when low flying in the go-around over aircraft on the ground, including helicopters, personnel, vehicles and control line model flying.
iv. Ensure aircraft ahead are kept in sight.
v. Caution, helicopter operations up to a maximum of 500 FT AAL are permitted on both the live and dead side.

i) Pilots must not carry out 'run and break' manoeuvres within the circuit.
j) As part of our noise abatement and bird avoidance procedures, long low, or fast intentional go-arounds/fly-bys along the runway must not be carried out. Pilots having to go-around because of runway occupation must not fly low over landing aircraft.
k) IFR Procedures

i. The aerodrome does not have any instrument or approach/navigational aids. All arrivals and departures must operate under VFR / VMC only.
ii. Pilots flying IFR should plan routings that avoid controlled airspace and for arrivals must plan a suitable alternative in the event that flight conditions preclude flight in VMC on arrival.

3 HELICOPTER PROCEDURES

a) **Helicopter Arrival Procedures** - Refer to page EGCB-4-1

i. Astley or Worsley: Pilots should enter the published helicopter circuit (not above 500 FT AGL) or as requested by ATS.
ii. Irlam Bridge: Pilots should route along the Manchester Ship Canal (not above 500 FT AGL within 1 NM of the aerodrome) and follow the published procedure on page EGCB-4-1 or as requested by ATS.

Note: *Subject to circuit traffic and to aid traffic separation ATS may request an alternative routing.*

iii. M60/Junc 9: Pilots should route from M60/Junc 9 (not above 500 FT AGL once within 1 mile of the aerodrome), and then proceed to Runway 02, 31 or 26 threshold as requested by ATS.

b) **Helicopter Departure Procedures** (Refer to page EGCB-4-1)

i. Helicopters must request rotor start from ATS.
ii. Helicopters must not lift until positive instruction has been obtained.
iii. Helicopters should conform to the published helicopter circuit on departure.
iv. Subject to traffic, helicopters may be requested to depart direct or via a specified runway.
v. Helicopters must not overfly the Southwest corner of the airfield below 200 FT due to Control Line Model Flying which takes place.
vi. South East Departures via M60/Junc 9: Pilots should request clearance to enter the Manchester CTR from ATS prior to departure. Pilots should remain on 120.255 MHz until 1 mile South East of the aerodrome (not above 500 FT AGL).

c) **Helicopter Hover Training**

i. Two Helicopter Training Areas (HTA North and HTA West) are established for the purposes of helicopter hover training. Refer to EGCB-2-1.
ii. Helicopters must not leave the confines of any HTA without approval from ATS.

d) **Helicopter Aiming Points**

i. Two helicopter aiming points are established named ‘Heli West’ and Heli East’. These points are marked by a white triangle and are intended for use by helicopters conducting hover training and/or transition manoeuvres to aid separation between multiple helicopters conducting similar exercises.
ii. A hover square is established for specific hover training. This point is not to be used as an aiming point.
iii. Helicopters shall announce their intention to ATS to operate at one of the helicopter aiming points and must only leave the aiming point when in receipt of a positive taxi instruction.
iv. Helicopters engaged in auto-rotations should conduct the manoeuvre into a vacant aiming point, advising ATS on each occasion prior to climbing and prior to commencement.
v. Approaches to Runway 31 threshold are not permitted whilst the threshold of Runway 31 is used for aircraft parking.

e) **Arrivals and Departures**

i. All arrivals and departures should be made using procedures outlined in paragraphs a and b above.
ii. Helicopters positioning to/from the Heliport Apron should route via D1 Hold, following the Air-Taxiway to the Heliport. The Air-Taxiway is marked by green/yellow linlaners and is not suitable for ground taxi.

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.

EGCB AD 2.23 ADDITIONAL INFORMATION

Not applicable

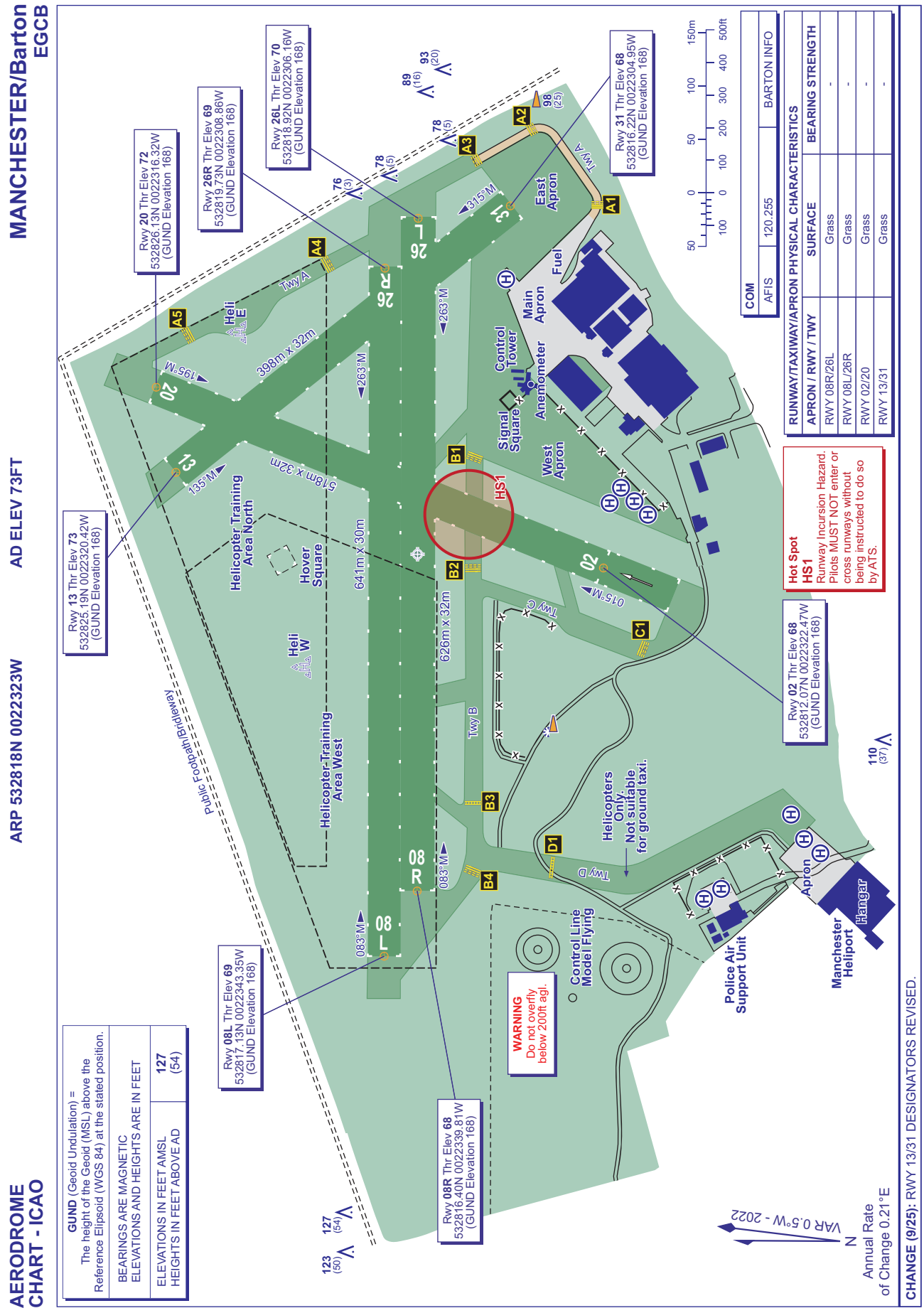
EGCB AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGCB-2-1
MANCHESTER BARTON ATZ, HELICOPTER ENTRY/EXIT POINTS and CIRCUITS
AD 2.EGCB-4-1

EGCB AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

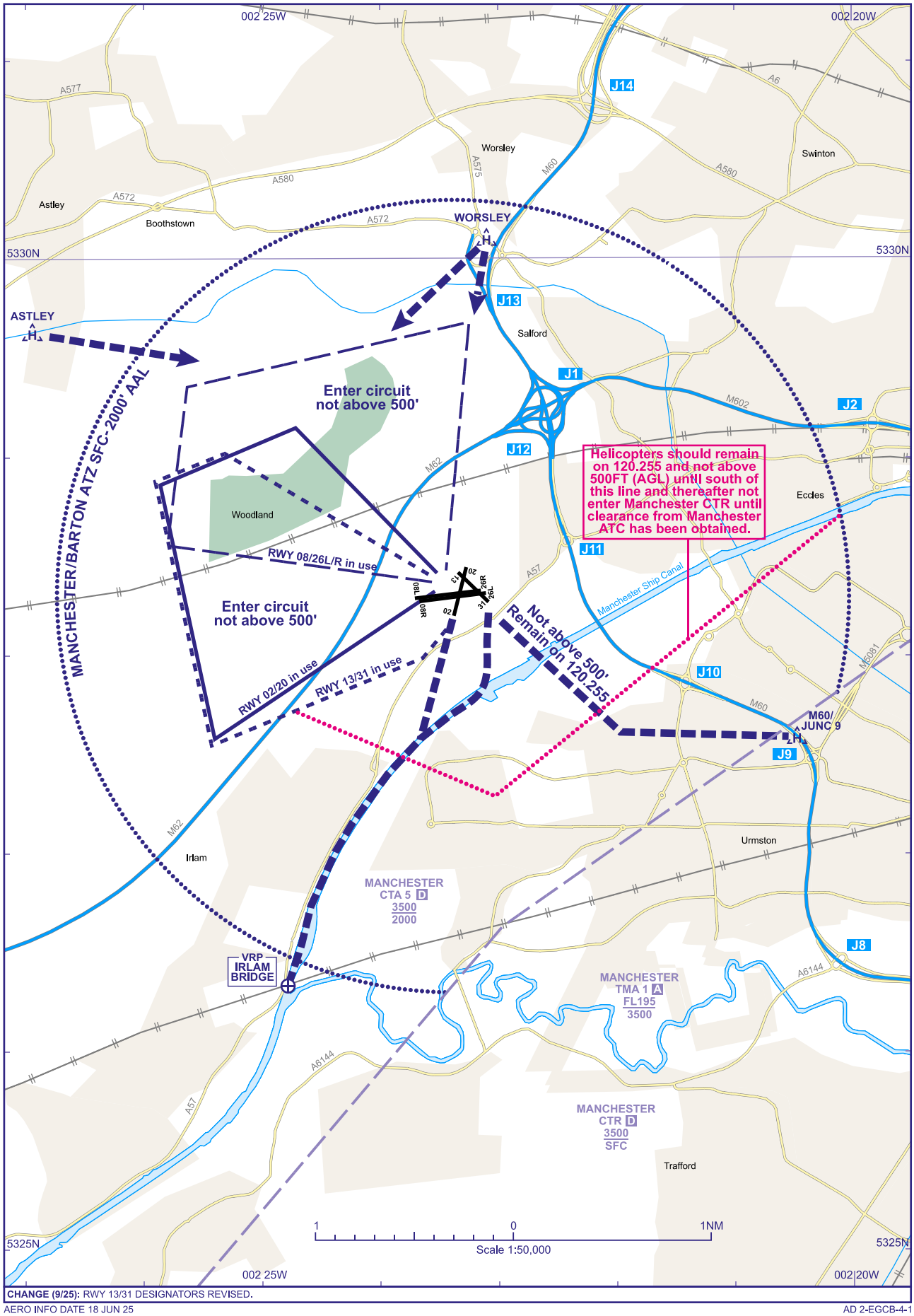
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MANCHESTER/Barton
EGCB
AERODROME
CHART - ICAO
ARP 532818N 0022323W
AD ELEV 73FT
GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Ellipsoid (WGS 84) at the stated position.
BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET
ELEVATIONS IN FEET AMSL
HEIGHTS IN FEET ABOVE AD
127 (54)
Rwy 20 Thr Elev 72 532826.13N 0022316.32W (GUND Elevation 168)
Rwy 26L Thr Elev 70 532818.92N 0022306.16W (GUND Elevation 168)
Rwy 26R Thr Elev 69 532819.73N 0022308.86W (GUND Elevation 168)
Rwy 31 Thr Elev 68 532816.22N 0022304.95W (GUND Elevation 168)
Rwy 13 Thr Elev 73 532825.19N 0022320.42W (GUND Elevation 168)
Rwy 08L Thr Elev 69 532817.13N 0022343.35W (GUND Elevation 168)
Rwy 08R Thr Elev 68 532816.40N 0022339.81W (GUND Elevation 168)
Rwy 02 Thr Elev 68 532812.07N 0022322.47W (GUND Elevation 168)
398m x 32m
518m x 32m
641m x 30m
626m x 32m
Helicopter Training Area North
Hover Square
Helicopter-Training Area West
Heli E
Heli W
Public Footpath(Bridleway)
Control Tower
Main Apron
Fuel
Anemometer
Signal Square
West Apron
East Apron
Twy A
Twy B
Twy C
Twy D
Helicopters Only. Not suitable for ground taxi.
Control Line Model Flying
WARNING Do not overfly below 200ft agl.
Police Air Support Unit
Manchester Heliport
Hangar
Apron
Hot Spot HS1
Runway Incursion Hazard. Pilots MUST NOT enter or cross runways without being instructed to do so by ATS.
COM
AFIS 120.255 BARTON INFO
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS
APRON / RWY / TWY | SURFACE | BEARING STRENGTH
RWY 08R/26L | Grass | -
RWY 08L/26R | Grass | -
RWY 02/20 | Grass | -
RWY 13/31 | Grass | -
VAR 0.5°W - 2022
Annual Rate of Change 0.21°E
CHANGE (9/25): RWY 13/31 DESIGNATORS REVISED.
AERO INFO DATE 13 JUN 25
AD 2-EGCB-2-1

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MANCHESTER BARTON ATZ, HELICOPTER ENTRY/EXIT POINTS AND CIRCUITS

MANCHESTER BARTON



CHANGE (9/25): RWY 13/31 DESIGNATORS REVISED.

AERO INFO DATE 18 JUN 25

AD 2-EGCB-4-1

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EGTK — OXFORD

EGTK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGTK — OXFORD

EGTK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 515013N Long: 0011912W Mid point of Runway 01/19.
2	Direction and distance from city	6 NM NW by N of Oxford.
3	Elevation / Reference temperature / Mean Low Temperature	263 FT / 19 °C / -
4	Geoid undulation at AD ELEV PSN	156 FT
5	Magnetic Variation / Annual Change	0.08°E (2022) / 0.20°E
6	AD Administration Address Telephone E-mail address Web address	OXFORD AVIATION SERVICES Oxford Airport, Kidlington, Oxford, OX5 1RA. 01865-290650 (ATC) 01865-290660 (Operations) 01865-290600 (Switchboard) ops@londonoxfordairport.com www.londonoxfordairport.com
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Types of traffic permitted (IFR/VFR).

EGTK AD 2.3 OPERATIONAL HOURS

1	AD Administration	0630-2230 (0530-2130) Except Christmas and New Year, see latest NOTAM. Extensions by arrangement.
2	Customs and immigration	See remarks.
3	Health and sanitation	Pre-book with Oxford Ops Channel 131.640 or telephone as above.
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	See also AD 2.18.
8	Fuelling	As AD hours.
9	Handling	As AD hours.
10	Security	H24
11	De-icing	As AD hours. By arrangement through Oxford Operations, Tel: 01865-290660.
12	Remarks	This aerodrome is PPR. Commanders shall book in with Airport Operations in advance on the numbers listed at AD 2.2. Customs/Immigration. Oxford Airport is a Certificate of Agreement aerodrome for customs/immigration purposes and accepts flights to/from any country with the requisite notice periods. All inbound and outbound flights must be notified to Operations (on the number listed at AD 2.2) and are subject to the following prior notice: (a) 2 hours prior to departure for all flights to/from outside the UK; (b) 12 hours in advance to the police for both inbound and outbound flights requiring Police Special Branch clearance (Common Travel Area and Northern Ireland). Contact, Tel: 01865-290660. UK GAR (General Aviation Report) required prior to all international arrivals and departures.

EGTK AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Yes. Details through Oxford Operations.
2	Fuel and oil types	JET-A1, AVGAS 100LL and SAF (Sustainable Aviation Fuel).

3	Fuelling facilities/capacity	AVGAS 100LL credit/fuel card self-service facility for aircraft with wingspan up to 12 M. AVGAS bowser service available for aircraft unable to use self-service. Fixed storage capacity 40,000 LT, mobile capacity 8,500 LT. JET-A1 bowser service, fixed storage capacity 170,000 LT, mobile capacity 57,000 LT.
4	De-icing facilities	17 M de-icing rig available by arrangement through Oxford Operations. Killfrost Type II.
5	Hangar space for visiting aircraft	By arrangement through airport Operations.
6	Repair facilities for visiting aircraft	Repair stations for a variety of fixed wing and rotor, contact Oxford Operations.
7	Remarks	A nominated handling agent is mandatory for all visiting aircraft over 2.3 tonnes. Handling for corporate or general aviation is provided by Oxford Aviation Services. SITA: OXFAPXH. Aircraft to call Oxford Ops on Channel: 131.640, 15 minutes prior to arrival. Oxygen, Nitrogen, Ground Power (GPU), Water, Toilet and Valet services provided by airport handling services on request. All handling services provided by Oxford Airport. AL41 and ICE 05 are stocked for customers own use. Contact Operations (01865-290660) for details of available SAF blends.

EGTK AD 2.5 PASSENGER FACILITIES

1	Hotels	Kidlington (1 mile), Woodstock (2 miles), Oxford (3-6 miles).
2	Restaurants	Restaurant, Bar/Cafe on-site. Executive catering by arrangement.
3	Transportation	Bus, taxis and car hire. Chauffeur services on request. Nearest rail station: Oxford Parkway (3.1 miles).
4	Medical facilities	Limited first aid treatment.
5	Bank and Post Office	
6	Tourist Office	Local information in terminal building.
7	Remarks	Executive and pilot's lounge and rest rooms in terminal building. Accommodation and transportation arrangements can be made via Airport Operations. For other facilities call Operations or view - www.londonoxfordairport.com

EGTK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A6
2	Rescue equipment	Standard Equipment for up to Category 6.
3	Capability for removal of disabled aircraft	For removal of disabled aircraft contact aerodrome coordinator - Airport Operations Manager Tel: 07534-325700.
4	Remarks	All aircraft capable of aerodrome use can be removed using contracted external resource.

EGTK 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 Oxford Operations, Tel: 01865-290660

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

1	Apron surface and strength	MAIN APRON Surface: Asphalt
2	Taxiway width, surface and strength	Taxiway ALPHA: 15 M Surface: Asphalt PCN 30/F/C/W/T

		Taxiway BRAVO: 15 M Surface: Asphalt PCN 38/F/A/X/T Taxiway CHARLIE: 26 M Surface: Asphalt Taxiway DELTA: 26 M Surface: Asphalt Taxiway FOXTROT: 8 M Surface: Grass Taxiway PAPA: Surface: Grass Taxiway TANGO: Surface: Grass
3	Altimeter checkpoint location and elevation	See Aircraft Parking/Docking Chart.
4	VOR checkpoints	
5	INS checkpoints	See Aircraft Parking/Docking Chart.
6	Remarks	Movements beyond hold Juliet maybe subject to Marshaller's instructions. Taxiway Foxtrot is one way and only available for use to vacate the runway. Main Apron South (Stands 1-20) and Taxiway Foxtrot max wingspan 12 M due taxilane reduced wing tip clearance.

EGTK 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 1-24 are self park. Parking on other areas of the apron may be marshalled as required.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 01/19: Threshold, centre-line, aiming point, touchdown zone. Runway light(s): Threshold: HI green, Edge: HI white, Stop End: HI red. Taxiway marking aid(s): Yellow centre-line. Blue edge reflector markers. Taxiway light(s): Blue edge lighting on taxiway Alpha, Bravo, Charlie and Delta.
3	Stop bars and runway guard lights (if any)	All holding points for Runway 01/19, except Holding Point G. Stop bars illuminated during AD hours.
4	Other runway protection measures	
5	Remarks	3 WDIs for Runway 01/19: 515002.44N 0011921.95W (LGTD); 515021.78N 0011915.28W (LGTD); and 515013.40N 0011933.64W (LGTD).

EGTK 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**
(EGTK14286) 19/APPROACH 01/ TAKE-OFF	TREE	515118.10N 0011854.74W	362 FT	86 FT	No	
(EGTK14252) 19/APPROACH 01/ TAKE-OFF	TREE	515100.98N 0011904.78W	317 FT	40 FT	No	
(EGTK14240) 19/APPROACH 01/ TAKE-OFF	TREE	515100.61N 0011906.59W	317 FT	40 FT	No	
(EGTK14319) 19/APPROACH 01/ TAKE-OFF	TREE	515100.14N 0011855.05W	323 FT	48 FT	No	
(EGTK14226) 19/APPROACH 01/ TAKE-OFF	TREE	515059.24N 0011908.27W	315 FT	43 FT	No	

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGTK14208) 19/APPROACH 01/ TAKE-OFF	TREE	515057.33N 0011910.54W	304 FT	44 FT	No	
(EGTK14199) 19/APPROACH 01/ TAKE-OFF	TREE	515056.76N 0011911.52W	316 FT	59 FT	No	
(EGTK14020) 19/APPROACH 01/ TAKE-OFF	MOBILE OBST	515040.15N 0011910.39W	271 FT	16 FT	No	
(EGTK14015) 19/APPROACH 01/ TAKE-OFF	MOBILE OBST	515039.44N 0011904.62W	269 FT	16 FT	No	
(EGTK14364) 19/APPROACH 01/ TAKE-OFF	TREE	515038.47N 0011853.88W	296 FT	41 FT	No	
(EGTK14007) 19/APPROACH 01/ TAKE-OFF	MOBILE OBST	515038.44N 0011856.56W	272 FT	16 FT	No	
(EGTK12045) 01/APPROACH 19/ TAKE-OFF	UTILITY POLE	514950.42N 0011926.88W	275 FT	25 FT	No	
(EGTK14041) 01/APPROACH 19/ TAKE-OFF	MOBILE OBST	514947.04N 0011924.53W	261 FT	16 FT	No	
(EGTK14705) 01/APPROACH 19/ TAKE-OFF	HEDGE	514946.47N 0011923.45W	256 FT	13 FT	No	
(EGTK14689) 01/APPROACH 19/ TAKE-OFF	HEDGE	514945.89N 0011915.71W	253 FT	9 FT	No	
(EGTK14031) 01/APPROACH 19/ TAKE-OFF	MOBILE OBST	514945.52N 0011916.12W	261 FT	16 FT	No	
(EGTK3127) 01/APPROACH 19/ TAKE-OFF	ROADSIGN	514944.86N 0011918.11W	258 FT	13 FT	No	
(EGTK14035) 01/APPROACH 19/ TAKE-OFF	MOBILE OBST	514944.67N 0011920.23W	258 FT	16 FT	No	
(EGTK14523) 01/APPROACH 19/ TAKE-OFF	TREE	514940.96N 0011918.13W	273 FT	32 FT	No	
(EGTK14601) 01/APPROACH 19/ TAKE-OFF	TREE	514935.71N 0011932.31W	330 FT	98 FT	No	
(EGTK12654) 01/APPROACH 19/ TAKE-OFF	TREE	514933.62N 0011931.36W	319 FT	87 FT	No	
(EGTK14506) 01/APPROACH 19/ TAKE-OFF	TREE	514932.78N 0011920.14W	305 FT	77 FT	No	
(EGTK14479) 01/APPROACH 19/ TAKE-OFF	TREE	514932.46N 0011916.62W	307 FT	80 FT	No	
(EGTK11650) 01/APPROACH 19/ TAKE-OFF	TREE	514906.48N 0011947.54W	384 FT	60 FT	No	
(EGTK12632) 01/APPROACH 19/ TAKE-OFF	TREE	514905.15N 0011939.68W	378 FT	81 FT	No	
(EGTK11138) 01/APPROACH 19/ TAKE-OFF	TREE	514904.47N 0011934.74W	372 FT	90 FT	No	
(EGTK14563) 01/APPROACH 19/ TAKE-OFF	TREE	514904.46N 0011952.37W	405 FT	71 FT	No	
(EGTK14567) 01/APPROACH 19/ TAKE-OFF	TREE	514904.44N 0011953.54W	406 FT	73 FT	No	
(EGTK11147) 01/APPROACH 19/ TAKE-OFF	TREE	514900.51N 0011943.67W	387 FT	61 FT	No	
(EGTK14529) 01/APPROACH 19/ TAKE-OFF	TREE	514858.98N 0011942.02W	402 FT	79 FT	No	
(EGTK14518) 01/APPROACH 19/ TAKE-OFF	TREE	514858.83N 0011938.66W	394 FT	83 FT	No	
(EGTK14519) 01/APPROACH 19/ TAKE-OFF	TREE	514858.60N 0011940.06W	404 FT	86 FT	No	
(EGTK12874) 01/APPROACH 19/ TAKE-OFF	TREE	514621.28N 0012012.67W	614 FT	82 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**
(EGTK13620)	TREE	515216.32N 0011626.40W	425 FT	93 FT	No	
(EGTK12964)	MONUMENT	515059.53N 0012210.49W	461 FT	128 FT	No	
2022020034	CRANE	515039.93N 0012025.89W	499 FT	197 FT	No	Mobile construction crane at Cowells Road. Not present all the time. Operating within radius 350 M from position. End estimated March 2026.
(EGTK12290)	GP MAST	515027.30N 0011912.82W	296 FT	27 FT	Yes Red	
(EGTK12285)	WINDSLEEVE	515021.78N 0011915.28W	291 FT	25 FT	Yes Red	
(EGTK10021)	VDF	515017.03N 0011900.04W	275 FT	24 FT	Yes Red	
(EGTK13017)	TREE	515015.72N 0012241.18W	498 FT	106 FT	No	
(EGTK3383)	RADAR	515014.84N 0011938.66W	347 FT	85 FT	Yes Red	
(EGTK3376)	TXRX MAST	515005.27N 0011933.46W	310 FT	49 FT	Yes Red	
(EGTK3377)	TXRX MAST	515003.93N 0011933.89W	311 FT	51 FT	Yes Red	
(EGTK4512)	MET MAST	515003.20N 0011924.15W	301 FT	41 FT	Yes Red	
(EGTK11802)	WINDSLEEVE	515002.44N 0011921.95W	287 FT	27 FT	Yes Red	
(EGTK5100)	NDB LIT	515000.28N 0011924.45W	294 FT	36 FT	Yes Red	
PERMIT 032301	CRANE	514938.65N 0011836.26W	393 FT	165 FT	Yes Red	Mobile construction crane at Oxford Technology Park, Langford Lane. Not present all the time. Operating within radius 150 M from position. End estimated March 2026.
(EGTK10874)	TREE	514916.70N 0012028.49W	448 FT	97 FT	No	
(EGTK13875)	MAST	514726.32N 0011044.77W	993 FT	554 FT	Yes Red	
(EGTK3444)	MAST	514507.52N 0011111.62W	699 FT	144 FT	No	
(EGTK13878)	MAST	514325.24N 0011806.95W	715 FT	179 FT	No	
(EGTK13879)	MAST	514323.38N 0011802.05W	664 FT	133 FT	No	
(EGTK13877)	MAST	514322.75N 0011805.79W	678 FT	143 FT	No	

EGTK 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/METARs. English
7	Charts and other information available for briefing or consultation	Form 214/215/415, TAF/METAR AIRMET, internet access, consultation.
8	Supplementary equipment available for providing information	
9	ATS units provided with information	OXFORD
10	Additional information (limitation of service, etc.)	Routine observations made at H+20 and H+50 during ATS hours. IRVR 19 Threshold only.

EGTK 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
01	010.68°	1526 x 30 M	RWY surface: Asphalt, Grooved PCN 38/F/C/W/T	514952.10N 0011918.22W 156.5 FT	THR 248.9 FT TDZ 256.9 FT	
19	190.68°	1526 x 30 M	RWY surface: Asphalt, Grooved PCN 38/F/C/W/T	515034.05N 0011905.45W 156.5 FT	THR 258.3 FT TDZ 263.5 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
	150 x 150 M	1439 x 300 M	90 x 60 M -			RWY 01 Threshold displaced by 143 M.
	175 x 150 M	1439 x 300 M	147 x 60 M -			RWY 19 Threshold displaced by 64 M.

EGTK AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
01	1442 M	1592 M	1442 M	1319 M	
19	1383 M	1558 M	1383 M	1319 M	
19	1000 M	1174 M	1000 M		Take-off from intersection with Hold C1.

EGTK 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
01	Omni-directional variable intensity RTIL either side of threshold.	Green Light intensity high With elev green wingbars	PAPI Left/3° 29 FT 140 M			Bi-directional White 60 M spacing Light intensity high	HI Red		EDGE: Final 380 M amber.

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
19	Omni-directional variable intensity RTIL either side of threshold. Coded centre-line with three crossbars. 454 M Light intensity high	Green Light intensity high With elev green wingbars	PAPI Left/3° 41 FT 245 M			Bi-directional White 60 M spacing Light intensity high	HI Red		EDGE: Final 380 M amber.

EGTK 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: Runway 01 - 515003.20N 0011924.15W (LGTD), Runway 19 - 515027.30N 0011912.82W (LGTD).
3	TWY edge and centre line lighting	EDGE: Blue edge lighting on Taxiways A, B, C and D.
4	Secondary power supply/switch-over time	Yes/15 seconds.
5	Remarks	Apron flood lighting available on Main Apron and South Apron. Low light levels in Maintenance Areas.

EGTK AD 2.16 HELICOPTER LANDING AREA

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EGTK 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
OXFORD ATZ A circle, 2 NM radius, centred at 515013N 0011912W on longest notified runway (01/ 19)	Upper limit: 2000 FT AGL Lower limit: SFC	G	OXFORD APPROACH English	6000 FT		

EGTK 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	OXFORD APPROACH	125.090 DOC 40 NM/ 10,000 FT.			0630-2230 (0530-2130).	
TWR	OXFORD GROUND	121.955			Open only when notified by ATIS or when directed by ATC. Not continuously monitored.	ATZ hours coincident with Tower hours.

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
	OXFORD TOWER	133.430 DOC 25 NM/4,000 FT. TWR may be provided by APP, refer to ATIS.			0630-2230 (0530-2130).	
RADAR	OXFORD DIRECTOR	119.980 DOC 40 NM/ 10,000 FT.			When Directed by ATC. Not continuously monitored.	
	OXFORD RADAR	125.090 DOC 40 NM/ 10,000 FT.			0730-2000 (0630-1900).	
ATIS	OXFORD ATIS	136.230 DOC 50 NM/ 20,000 FT.			0630-2230 (0530-2130).	
OTHER	OXFORD FIRE	121.600 Non-ATS Frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	
OTHER	OXFORD EMERGENCY	121.500 Emergency Frequency			O/R	

EGTK 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 0.08°E (2022)	IOXF	108.350 MHz	0630-2230 (0530-2130) Except Christmas and New Year, see latest NOTAM.	514945.19N 0011920.29W		(RWY 19)
ILS/GP	IOXF	333.950 MHz	0630-2230 (0530-2130) Except Christmas and New Year, see latest NOTAM.	515027.34N 0011912.81W		3° ILS Ref Datum Hgt 41 FT. ILS glidepath is not suitable for auto-coupled approaches.
DME	IOXF	20Y 108.350 MHz	0630-2230 (0530-2130) Except Christmas and New Year, see latest NOTAM.	515013.84N 0011918.58W	283 FT	(RWY 19) Zero range is indicated at THR of Runway 01 and 19. DME frequency paired with ILS I-OXF.
NDB 0.08°E (2022)	OX	367.500 kHz	0630-2230 (0530-2130) Except Christmas and New Year, see latest NOTAM.	515000.28N 0011924.45W		On AD. Range 25 NM.

EGTK AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Aircraft operators must obtain, accept and operate in accordance with the London Oxford Airport 'Terms and Conditions of Use', available at www.oxfordairport.co.uk.
b) Non-radio aircraft must contact ATC to obtain prior permission and joining/departure briefing. Tel: 01865-290650.
c) Passenger embarkation or disembarkation with engines running is prohibited.
d) High visibility clothing must be worn on all aprons, except for escorted passengers.
e) When the RVR is below 400 M departures are not permitted unless AOC holders have less restrictive State authorised take-off minima. Take-off will not be permitted if the RVR is less than 350 M.

2 GROUND MOVEMENT

a) Maintenance areas have restricted access (specified in terms and conditions of use). Operators must liaise with Oxford Operations to arrange parking, hangarage, if taxiing is permitted or towing required. Maintenance areas are not visible to ATC. Pilots of aircraft taxiing in these areas are solely responsible for the avoidance of collisions with aircraft, vehicles and other obstructions.
b) Compass swing bay, Class 1, Located at the end of Delta taxiway.
c) Data Link service available via ARINC.
d) Due to their tactical nature, departure instructions are not normally available until after the aircraft has taxied.
e) Jet Aircraft operating under their own power, larger than code B, are not permitted to use the taxiway link at Juliet to MA 1 or MA 2. Aircraft are to be parked on the main apron and towed as required.
f) Only single and twin piston aircraft are permitted to taxi under their own power beyond holding point Kilo. All other aircraft will be towed to/from the main apron.
g) Piston aircraft are to perform pre-departure engine runs on Taxiway Alpha (Runway 01 in use) or in the designated run-up area on Taxiway Charlie east of holding point C3 (Runway 19 in use). Aircraft using the Taxiway Charlie run-up area are to pass other running aircraft on the south side of the taxiway then perform their checks on the north side of the taxiway, leaving sufficient space for another aircraft to pass.
h) All Jet and Turbo-prop maintenance ground runs are to be conducted on the Delta Compass Base. Other locations may be utilised for piston aircraft at ATC discretion. All maintenance ground runs must be booked with Airport Operations.

3 CAT II/III OPERATIONS

a) Oxford is not equipped for Cat II/III operations, however LVPs are used to protect Cat I operations.
b) LVPs commence when the reported meteorological visibility is less than 550 M. A follow me vehicle may be provided as instructed by ATC.

4 WARNINGS

a) EGD129 is notified as active SR-SS Mon-Fri plus other HR as notified by NOTAM. It is located 4.5 NM northeast of the aerodrome. Tactical activity details are available from Oxford ATC upon request. A SUA Crossing Service is available from Oxford Approach/Radar on Channel 125.090.
b) Brize Norton CAS:

   i. Due to the possibility that departures from Runway 19 may penetrate the Brize Norton CTR, deviation from the departure clearance is not permitted unless safety is likely to be compromised.
   ii. Departures must remain outside the Brize Norton CTR unless cleared to transit. Seek confirmation from Oxford ATC if required.

c) Power cables 316 FT AMSL at 860 M north of Runway 19 threshold.
d) Caution: Abingdon aerodrome situated 8 NM south of Oxford has a similar runway configuration.
e) Caution: Oxford Airport is situated within the Oxford Area of Intense Aerial Activity.

5 HELICOPTER OPERATIONS

a) Standard Arrival: Enter via the fixed wing circuit unless otherwise instructed by ATC, route to the runway or Heli Area 1 as directed.
b) Standard Departure: Helicopters may depart parallel to the runway or as directed by ATC.
c) Except when using the runway, take-off and landing clearances will be appended "at your discretion". Caution fixed obstacles on all grass manoeuvring areas and free-ranging vehicles which are operating on their own lookout.
d) Heli Area 1 is the grass manoeuvring area west of Runway 01/19 and south of Taxiway Delta.

   i. Heli Area 1 may be used by multiple helicopters simultaneously for: departure, arrival, low-level handling and circuits.
   ii. Arrivals and departures via Heli Area 1 must not overfly the buildings immediately north-west and south-west of the aerodrome.
   iii. Helicopter circuits may be flown from Heli Area 1. Circuits are left hand (Runway 01 in use) or right hand (Runway 19 in use) at 1000 FT QNH. Upon departure from Heli Area 1 all circuit aircraft are to climb parallel with the runway heading until passing 500 FT AGL.
   iv. Circuits in Heli Area 1 are not available at night and are instead to be flown to the runway.

e) Helipad 1, 2 & 3 are restricted to helicopters maximum 17D.
f) Helipad 4, 5, 6 & 7 are restricted to helicopters maximum 14D.
g) Helipads 21-28 are operated by Airbus Helicopters UK.

h) Helipad 21, 24, 25, 26 & 27 are restricted to helicopters maximum 18D.
i) Helipad 22 & 23 are restricted to helicopters maximum 16D.
j) Helipad 28 is restricted to helicopters maximum 20D.
k) Pilots operating to/from Airbus Helicopters UK must contact Airbus on 01865-852400 to book in, be allocated a helipad and receive a pilot briefing. This is due to specific operating procedures being in place.
l) Some helipads have low ambient light levels and no edge lighting. Pilots are to proceed with caution and land at their discretion at night.

6 USE OF RUNWAYS

a) Runway Occupancy

i. Departures: Pilots must be ready for immediate departure before lining up. If unable, pilots must inform ATC prior to line up.
ii. Landing: Due to limited runway exits all pilots must spend 'minimum time on the runway' and vacate without delay to expedite traffic flow.

b) Runway 19 will be selected as the runway in use with up to a 5 KT tailwind. Requests for runway 01 must be made to ATC as early as possible.
c) Controllers may issue a 'land after' instruction. Pilots unable to accept, must inform ATC and await a full landing clearance, or initiate a go around.

7 TRAINING

a) Instrument approaches and circuit training slots can be requested on the day (not less than 15 MIN notice) via ATC (01865-290650).
b) All training flights must be booked prior to departure. Non-adherence to slot times may result in refusal of flight.

EGTK AD 2.21 NOISE ABATEMENT PROCEDURES

a) Pilots are to avoid overflying the surrounding residential areas, including Blenheim Palace, except where there is an overriding training or flight safety requirement.
b) After departing from Runway 01, climb ahead to 1000 FT QNH or 1.0 DME I OXF, whichever is the earliest, before turning on course. Pilots carrying out visual departures should endeavour to complete this turn before reaching the Mercury Satellite Station (at 1.5 NM). When turning right, pilots are to avoid overflying the village of Shipton-on-Cherwell.
c) After departing from Runway 19, climb straight ahead to 1000 FT QNH or 1 DME I OXF, whichever is the earliest, before turning right. Aircraft intending to turn left, climb ahead to 1.5 DME I OXF (IFR) or until south of Yarnton Village (VFR), remaining clear, in all cases, of the Brize Norton CTR.
d) Whenever possible aircraft joining the circuit should, subject to ATC approval, plan to join on a base leg, giving way to traffic already established in the circuit. Straight in approaches are to be co-ordinated with ATC by no later than 10 NM so as not to conflict with published instrument final approach tracks.
e) Helicopter traffic is subject to standard arrival and departure procedures and routes.
f) Oxford Airport operates a noise amelioration scheme. A copy is available from Airport Operations.
g) Additional guidance and circuit diagrams are available on the Oxford Airport Website: https://www.oxfordairport.co.uk/noise-abatement/.

EGTK AD 2.22 FLIGHT PROCEDURES

1 CIRCUITS

a) The fixed wing circuit level is 1500 FT (QNH), 1200 FT (QFE).
b) The helicopter circuit level is 1000 FT (QNH), 700 FT (QFE) by day and 1300 FT (QNH), 1000 FT (QFE) by night.
c) Standard fixed wing circuit direction: Runway 01 - right hand, Runway 19 - left hand.
d) Rotary circuits are opposite direction to fixed wing.
e) Low-level circuits subject to ATC approval, not below 900 FT (QNH), 600 FT (QFE).
f) Additional guidance and circuit diagrams are available on the Oxford Airport Website: https://www.oxfordairport.co.uk/noise-abatement/.

2 DEPARTURES/ARRIVALS

a) STANDARD VFR DEPARTURE: VFR traffic shall squawk 4520, and must not fly above 2000 FT (QNH) until passing 5 NM from the aerodrome, unless otherwise instructed.
b) STANDARD VFR ARRIVAL: Inbound traffic is to make contact with Oxford Approach/Radar no later than 10 NM from Oxford and are to fly not above altitude 1500 FT (QNH) whilst within 5 NM of the aerodrome.
c) IFR departures and arrivals will be issued with specific routing instructions by ATC.
d) IFR DEPARTURES joining the airway structure are required to flight plan the following initial routes:

Direction	Route
North	IXURA - DTY - SAPCO
East	IXURA - DTY
South (RFL FL 195+)	IXURA - NANUM - BUGUP - EVSEM - CPT
South (RFL FL 195-)	BUGUP - KENET

AERODROME CHART - ICAO

ARP 515013N 0011912W

AD ELEV 263FT

OXFORD
EGTK

COM		
ATIS	136.230	OXFORD ATIS
TWR	133.430	OXFORD TOWER
	121.955 (GMC)*	OXFORD GROUND * Only open when notified by ATIS or when directed by ATC.
	121.600	OXFORD FIRE

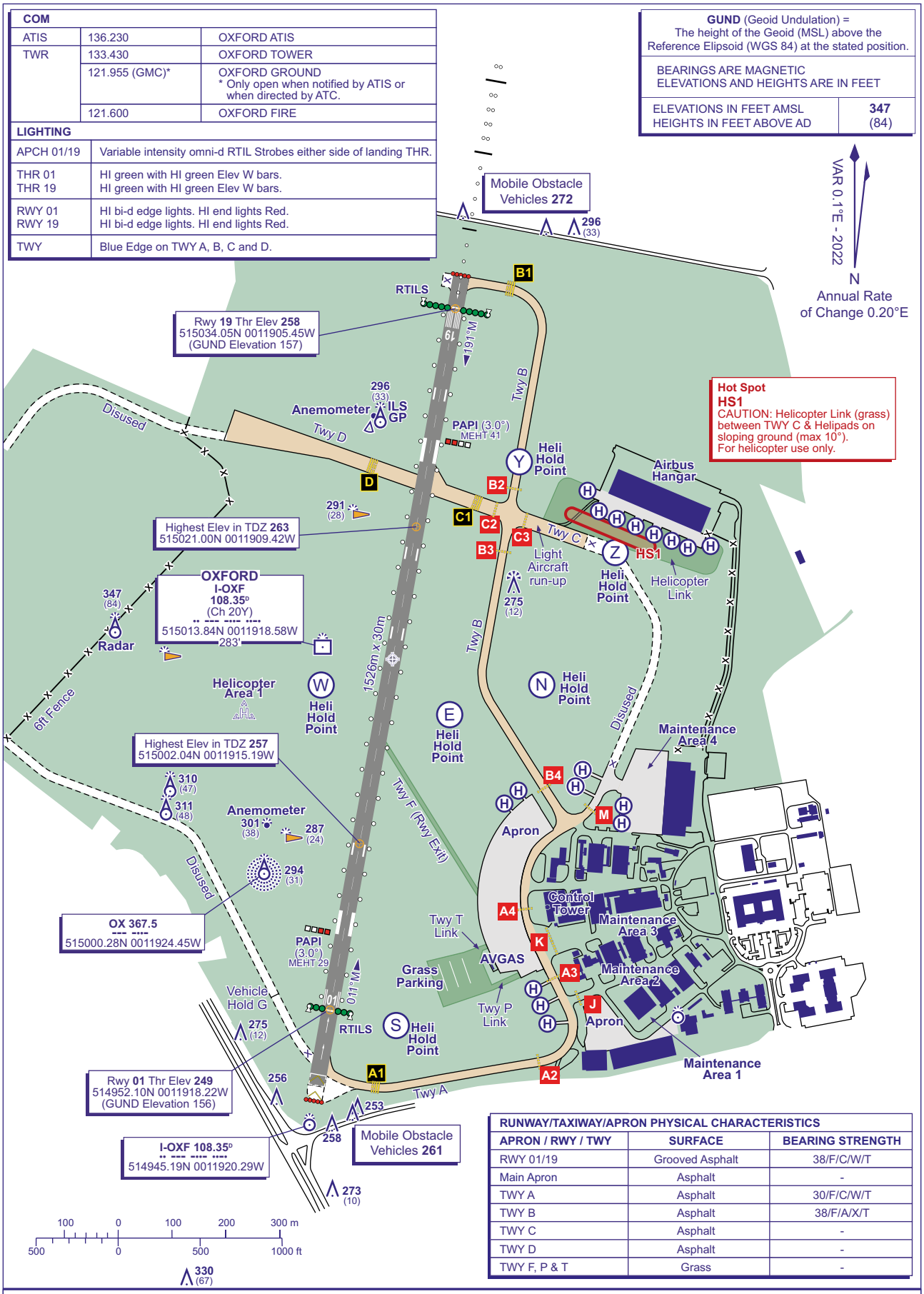
LIGHTING	
APCH 01/19	Variable intensity omni-d RTIL Strobes either side of landing THR.
THR 01 THR 19	HI green with HI green Elev W bars. HI green with HI green Elev W bars.
RWY 01 RWY 19	HI bi-d edge lights. HI end lights Red. HI bi-d edge lights. HI end lights Red.
TWY	Blue Edge on TWY A, B, C and D.

GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL	347
HEIGHTS IN FEET ABOVE AD	(84)

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



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	SURFACE	BEARING STRENGTH
RWY 01/19	Grooved Asphalt	38/F/C/W/T
Main Apron	Asphalt	-
TWY A	Asphalt	30/F/C/W/T
TWY B	Asphalt	38/F/A/X/T
TWY C	Asphalt	-
TWY D	Asphalt	-
TWY F, P & T	Grass	-

CHANGE (9/25): DISUSED STUB. EDITORIAL.

AERO INFO DATE 24 JUN 25

AD 2-EGTK-2-1

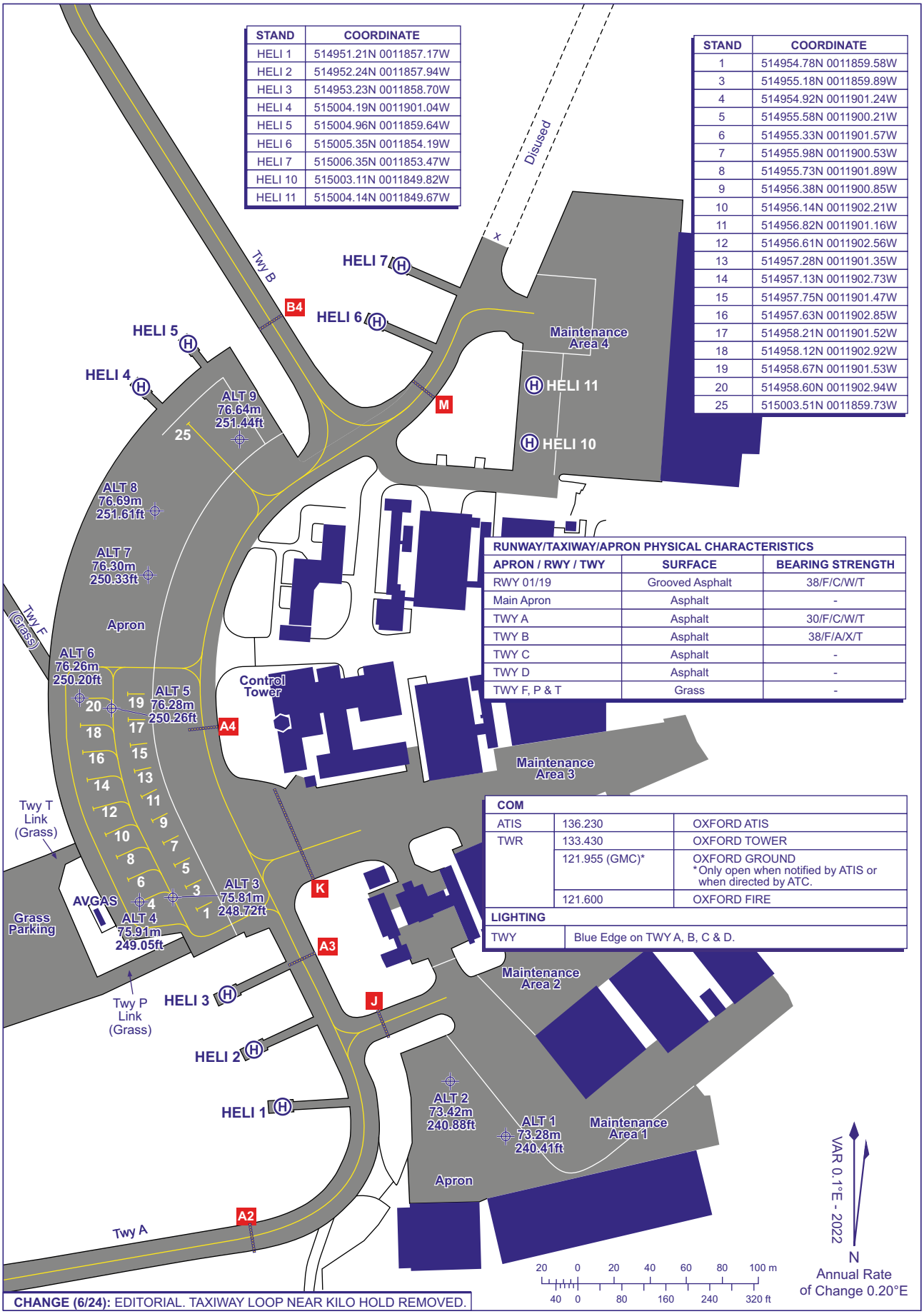
AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 515013N 0011912W AD ELEV 263FT

OXFORD
EGTK

STAND	COORDINATE
HELI 1	514951.21N 0011857.17W
HELI 2	514952.24N 0011857.94W
HELI 3	514953.23N 0011858.70W
HELI 4	515004.19N 0011901.04W
HELI 5	515004.96N 0011859.64W
HELI 6	515005.35N 0011854.19W
HELI 7	515006.35N 0011853.47W
HELI 10	515003.11N 0011849.82W
HELI 11	515004.14N 0011849.67W

STAND	COORDINATE
1	514954.78N 0011859.58W
3	514955.18N 0011859.89W
4	514954.92N 0011901.24W
5	514955.58N 0011900.21W
6	514955.33N 0011901.57W
7	514955.98N 0011900.53W
8	514955.73N 0011901.89W
9	514956.38N 0011900.85W
10	514956.14N 0011902.21W
11	514956.82N 0011901.16W
12	514956.61N 0011902.56W
13	514957.28N 0011901.35W
14	514957.13N 0011902.73W
15	514957.75N 0011901.47W
16	514957.63N 0011902.85W
17	514958.21N 0011901.52W
18	514958.12N 0011902.92W
19	514958.67N 0011901.53W
20	514958.60N 0011902.94W
25	515003.51N 0011859.73W



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	SURFACE	BEARING STRENGTH
RWY 01/19	Grooved Asphalt	38/F/C/W/T
Main Apron	Asphalt	-
TWY A	Asphalt	30/F/C/W/T
TWY B	Asphalt	38/F/A/X/T
TWY C	Asphalt	-
TWY D	Asphalt	-
TWY F, P & T	Grass	-

COM		
ATIS	136.230	OXFORD ATIS
TWR	133.430	OXFORD TOWER
	121.955 (GMC)*	OXFORD GROUND *Only open when notified by ATIS or when directed by ATC.
	121.600	OXFORD FIRE
LIGHTING		
TWY	Blue Edge on TWY A, B, C & D.	

CHANGE (6/24): EDITORIAL. TAXIWAY LOOP NEAR KILO HOLD REMOVED.

AERO INFO DATE 04 APR 24

AIRCRAFT PARKING/DOCKING CHART - ICAO

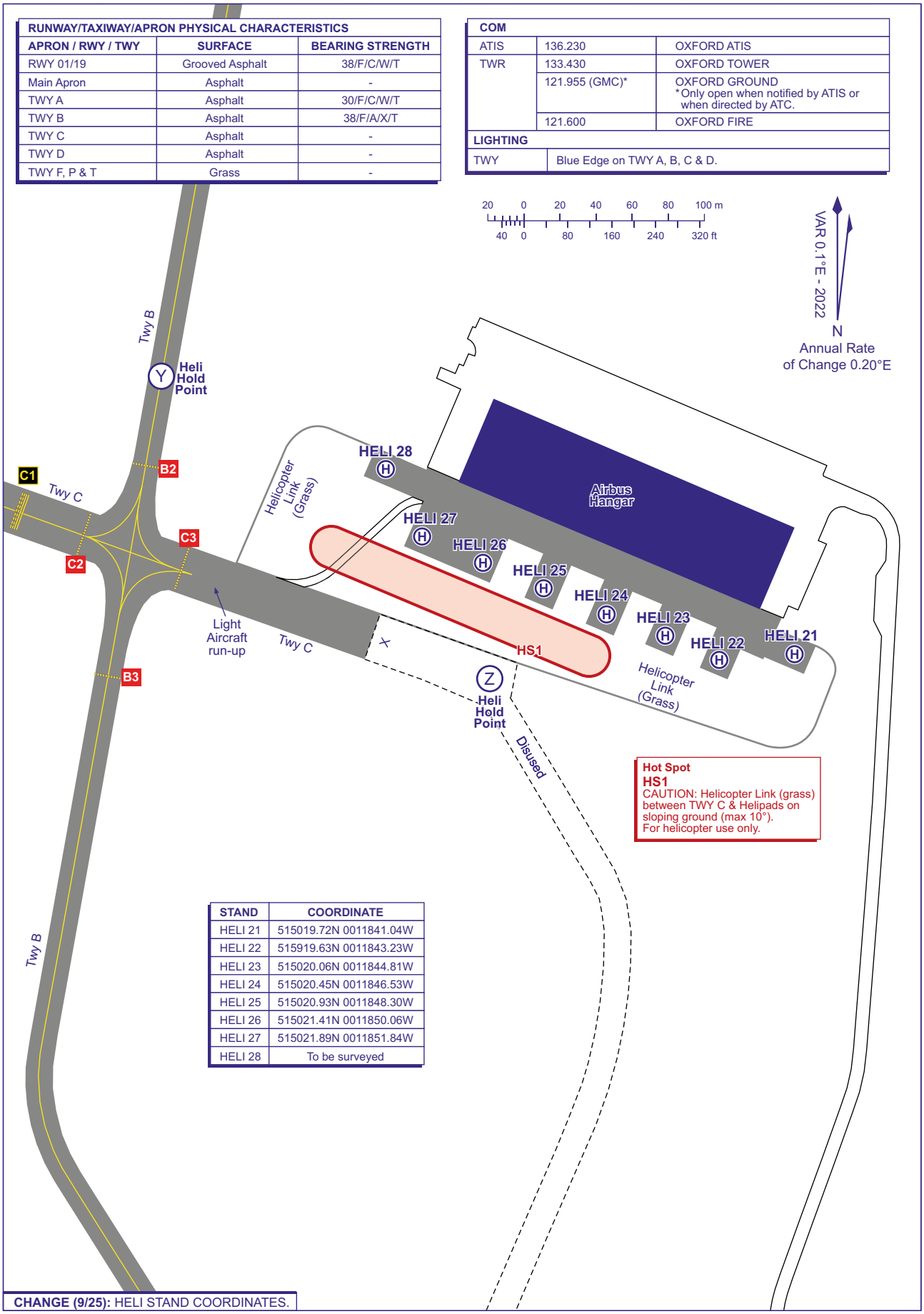
ARP 515013N 0011912W

AD ELEV 263FT

OXFORD
EGTK

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	SURFACE	BEARING STRENGTH
RWY 01/19	Grooved Asphalt	38/F/C/W/T
Main Apron	Asphalt	-
TWY A	Asphalt	30/F/C/W/T
TWY B	Asphalt	38/F/A/X/T
TWY C	Asphalt	-
TWY D	Asphalt	-
TWY F, P & T	Grass	-

COM		
ATIS	136.230	OXFORD ATIS
TWR	133.430	OXFORD TOWER
	121.955 (GMC)*	OXFORD GROUND *Only open when notified by ATIS or when directed by ATC.
	121.600	OXFORD FIRE
LIGHTING		
TWY	Blue Edge on TWY A, B, C & D.	



Hot Spot
HS1
CAUTION: Helicopter Link (grass) between TWY C & Helipads on sloping ground (max 10°).
For helicopter use only.

STAND	COORDINATE
HELI 21	515019.72N 0011841.04W
HELI 22	515919.63N 0011843.23W
HELI 23	515020.06N 0011844.81W
HELI 24	515020.45N 0011846.53W
HELI 25	515020.93N 0011848.30W
HELI 26	515021.41N 0011850.06W
HELI 27	515021.89N 0011851.84W
HELI 28	To be surveyed

CHANGE (9/25): HELI STAND COORDINATES.

AERO INFO DATE 24 JUN 25

AD 2-EGTK-2-3

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EGPK — PRESTWICK

EGPK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGPK — PRESTWICK

EGPK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 553034N Long: 0043540W Mid point of Runway 12/30.
2	Direction and distance from city	1 NM NE of Prestwick.
3	Elevation / Reference temperature / Mean Low Temperature	65 FT / 16 °C / -
4	Geoid undulation at AD ELEV PSN	179 FT
5	Magnetic Variation / Annual Change	1.64°W (2022) / 0.22°E
6	AD Administration Address Telephone	GLASGOW PRESTWICK AIRPORT LTD. Aviation House, Prestwick, Scotland KA9 2PL. 01292-511107 (ATC Operations) 01292-511108 (AFS) 0871-2230700 (Switchboard) 01292-511190 (Airfield Ops)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGPK AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	Available via handling agent.
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	Available via handling agent.
7	ATS	H24 See also AD 2.18.
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	Additionally, for all aircraft inbound to HMS Gannet: Tel: 01292-674217. Unmanned UNICOM Gannet Ops 375.7 MHz. PPR is mandatory. Minimum of 72 hours in advance. Office open and manned Mon-Fri 0800-1600 (0700-1500).

EGPK AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Full mechanical facilities. (Single piece 30 tonnes, heavier loads by arrangement). Bonded storage facilities available.
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL Available
3	Fuelling facilities/capacity	1400 LT per minute - AVTUR JET A-1, 2.1 million LT. AVGAS, 54,000 LT.
4	De-icing facilities	KILFROST ABC K+ Type 2 with 75/25 mix.
5	Hangar space for visiting aircraft	Limited. Prior notification required.
6	Repair facilities for visiting aircraft	Limited. Prior notification required.
7	Remarks	Handling is mandatory for all aircraft. Handling agent/Fixed Base Operator is: Prestwick Aviation Services: Tel: 01292-511333; SITA: PIKOWXH/PIKAPXH; e-mail: pikops@glasgowprestwick.com; Frequency: 129.700 MHz; Available H24.

EGPK AD 2.5 PASSENGER FACILITIES

1	Hotels	Available locally.
2	Restaurants	Restaurants and bars in the town of Prestwick.
3	Transportation	Buses and taxis. Nearest railway station: Prestwick International.
4	Medical facilities	First Aid Treatment.
5	Bank and Post Office	Cash dispenser in terminal building.
6	Tourist Office	Ayr.
7	Remarks	Full disabled facilities for passenger handling.

EGPK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A7 For higher categories contact ATC Operations, Tel: 01292-511107. Fax: 01292-475464. RFF Category 8 and 9 available at short notice.
2	Rescue equipment	
3	Capability for removal of disabled aircraft	Limited.
4	Remarks	

EGPK AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical and anti-icing.
2	Clearance priorities	Runway 12/30, Taxiways, Aprons, Runway 02/20.
3	Remarks	Latest information from Clearance Programme Tel: 01292-511107.

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		

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).

2 GROUND MOVEMENT

Not applicable

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

Not applicable

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.
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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EGCV 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**
(EGCV1851)	WINDTURBINE	524957.22N 0024600.72W	341 FT		No	

EGCV AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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EGCV 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	045.18°	798 x 31 M	RWY surface: Asphalt	524953.58N 0024632.43W	THR 271.4 FT	
23	225.18°	798 x 31 M	RWY surface: Asphalt	525011.78N 0024602.20W	THR 274.7 FT	
18	178.61°	770 x 18 M	RWY surface: Asphalt	525011.31N 0024613.26W	THR 273.3 FT	
36	358.61°	770 x 18 M	RWY surface: Asphalt	524946.39N 0024612.26W	THR 270.9 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**
						RWY 05
						RWY 23
						RWY 18
						RWY 36

EGCV AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	**2**	**3**	**4**	**5**	**6**
05	798 M	798 M	798 M	798 M	
23	798 M	798 M	798 M	798 M	
18	770 M	770 M	770 M	770 M	
36	770 M	770 M	770 M	770 M	

EGCV 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		Light intensity low	OTHER /3.5° 13 FT LITAS			Light intensity low			
23		Light intensity low	OTHER /3.5° 12 FT LITAS			Light intensity low			

EGCV AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: 525006.41N 0024625.04W Flashing Green
2	LDI location and lighting Anemometer location and lighting	
3	TWY edge and centre line lighting	EDGE: Taxiway Alpha and Bravo have blue edge lighting.
4	Secondary power supply/switch-over time	Yes. Less than 10 seconds.
5	Remarks	

EGCV AD 2.16 HELICOPTER LANDING AREA

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EGCV 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
SLEAP ATZ A circle, 2 NM radius, centred at 525002N 0024618W on longest notified runway (05/ 23)	Upper limit: 2000 FT AGL Lower limit: SFC	G	SLEAP RADIO English			Sleap ATZ is close to RAF Shawbury ATZ and partially overlaps Shawbury MATZ.

EGCV 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	SLEAP RADIO	122.455 A/G frequency.			0830-1630 (0830-1800).	ATZ hours coincident with A/G hours.

EGCV AD 2.19 RADIO NAVIGATION AND LANDING AIDS

INTENTIONALLY BLANK

SLEAP EGCV

AD ELEV 275FT

ARP 525002N 0024618W

AERODROME CHART - ICAO

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL
HEIGHTS IN FEET ABOVE AD

341 (66)

VAR 0.6°W - 2022

Annual Rate of Change 0.21°E

COM		
A/G	122.455	SLEAP RADIO

LIGHTING	
THR 05/23	LI.
RWY 05/23	LI.
TWY A & B	Blue edge.

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	BEARING STRENGTH	ELEVATION
RWY 18/36	Asphalt	-	-
RWY 05/23	Asphalt	-	-
Main Apron	Grass	-	-
Heli East Apron	Concrete	-	-
TWY A & B	Asphalt/Concrete	-	-

Rwy **23** Thr Elev **275**
525011.78N 0024602.20W

Rwy **18** Thr Elev **273**
525011.31N 0024613.26W

Rwy **36** Thr Elev **271**
524946.39N 0024612.26W

Rwy **05** Thr Elev **271**
524953.58N 0024632.43W

Heli East

Disused

Twy A

Twy B

LITAS (3.5°)
MEHT 12

LITAS (3.5°)
MEHT 13

Signal Square

Control Tower

Main Apron

Flashing Green

770m x 18m

798m x 31m

179°M

359°M

226°M

046°M

CHANGE (9/25): LITAS & HELI EAST POSITION EDITORIAL. BEACON IDENT REMOVED. RUNWAY 05/23 WIDTH.

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EGHI — SOUTHAMPTON

EGHI AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGHI — SOUTHAMPTON

EGHI AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 505701N Long: 0012124W Mid point of Runway 02/20.
2	Direction and distance from city	3.5 NM NNE of Southampton. 1 NM SE of Eastleigh.
3	Elevation / Reference temperature / Mean Low Temperature	44 FT / 19 °C / -
4	Geoid undulation at AD ELEV PSN	152 FT
5	Magnetic Variation / Annual Change	0.16°E (2022) / 0.20°E
6	AD Administration Address Telephone AFS	SOUTHAMPTON INTERNATIONAL AIRPORT LTD. Southampton Airport, Southampton SO18 2NL. 023-80627102 (Airport Control Centre) EGHIZPZX.
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Aerodrome not normally available to aircraft unable to communicate with ATC by radio.

EGHI AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Sat 0630-2200 (0530-2100); Sun 0730-2200 (0630-2100). PPR until 2300 (2200).
2	Customs and immigration	As AD hours.
3	Health and sanitation	
4	AIS Briefing Office	As AD hours. Self briefing.
5	ATS Reporting Office (ARO)	As AD hours.
6	MET Briefing Office	As AIS Briefing hours.
7	ATS	As AD hours. See also AD 2.18.
8	Fuelling	As AD hours.
9	Handling	By arrangement with handling agents.
10	Security	H24
11	De-icing	By arrangement with Swissport Handling.
12	Remarks	Operational Hours: Hours subject to change, consult latest NOTAM. Aerodrome/ATC hours may be extended by arrangement. Requests for extension of aerodrome hours must be made to the Airside Duty Manager, Tel: 023-80627113. Refer to AD 2.20 item 1.

EGHI AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Facilities available for handling weights up to 4 tonnes by prior arrangement with handling agent. Nearest railway siding, Eastleigh, Hants, 1 NM
2	Fuel and oil types	AVTUR JET A-1 Shell 750 turbine grades.
3	Fuelling facilities/capacity	Bowser. maximum delivery rate (JET A-1) 6.5 lts per second.
4	De-icing facilities	By arrangement with Swissport Handling.
5	Hangar space for visiting aircraft	Prior arrangement with Signature Flight Support, Tel: 0330-0271276, and JetWorks, Tel: 023-81290777.
6	Repair facilities for visiting aircraft	

7	Remarks	Mandatory handling for all non General Aviation aircraft. Handling Agencies are: Signature Aviation, Tel: 023-80616600, SITA: SOUGFCR. Swissport, Tel: 023-80627272 or 023-80627147 or 07815-147809. SITA: SOUOOXH.

EGHI AD 2.5 PASSENGER FACILITIES

1	Hotels	Unlimited within 4 NM of the aerodrome. Limited adjacent to the aerodrome.
2	Restaurants	Restaurant and bar. In terminal building.
3	Transportation	Buses, taxis, car hire, trains. Nearest railway station, Southampton Airport (Parkway), 100 M from terminal building.
4	Medical facilities	Limited first aid treatment provided by aerodrome operator, requests for assistance to Airport Fire Service, Tel: 023-80627222.
5	Bank and Post Office	
6	Tourist Office	
7	Remarks	

EGHI AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A6 RFF Category 6 available Mon-Sat 0610-0630 (0510-0530); Sun 0655-0730 (0555-0630). Aircraft to call on Tower frequency for emergency response only. RFF Category 7 available by arrangement with the Airport Duty Manager. (2 hours notice normally required).
2	Rescue equipment	As required for RFF Category 7.
3	Capability for removal of disabled aircraft	Aircraft lifting capability available with 3 hours notice. Contact Airport Duty Manager, Tel: 023-80627113.
4	Remarks	

EGHI AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Snow ploughs, brushes and movement area de-icing equipment.
2	Clearance priorities	Runway 02/20, Taxiway A, Taxiway B, Apron and airside roads.
3	Remarks	Braking action assessment by Grip Tester. Latest information from Airside Operations Tel: 023-80627102.

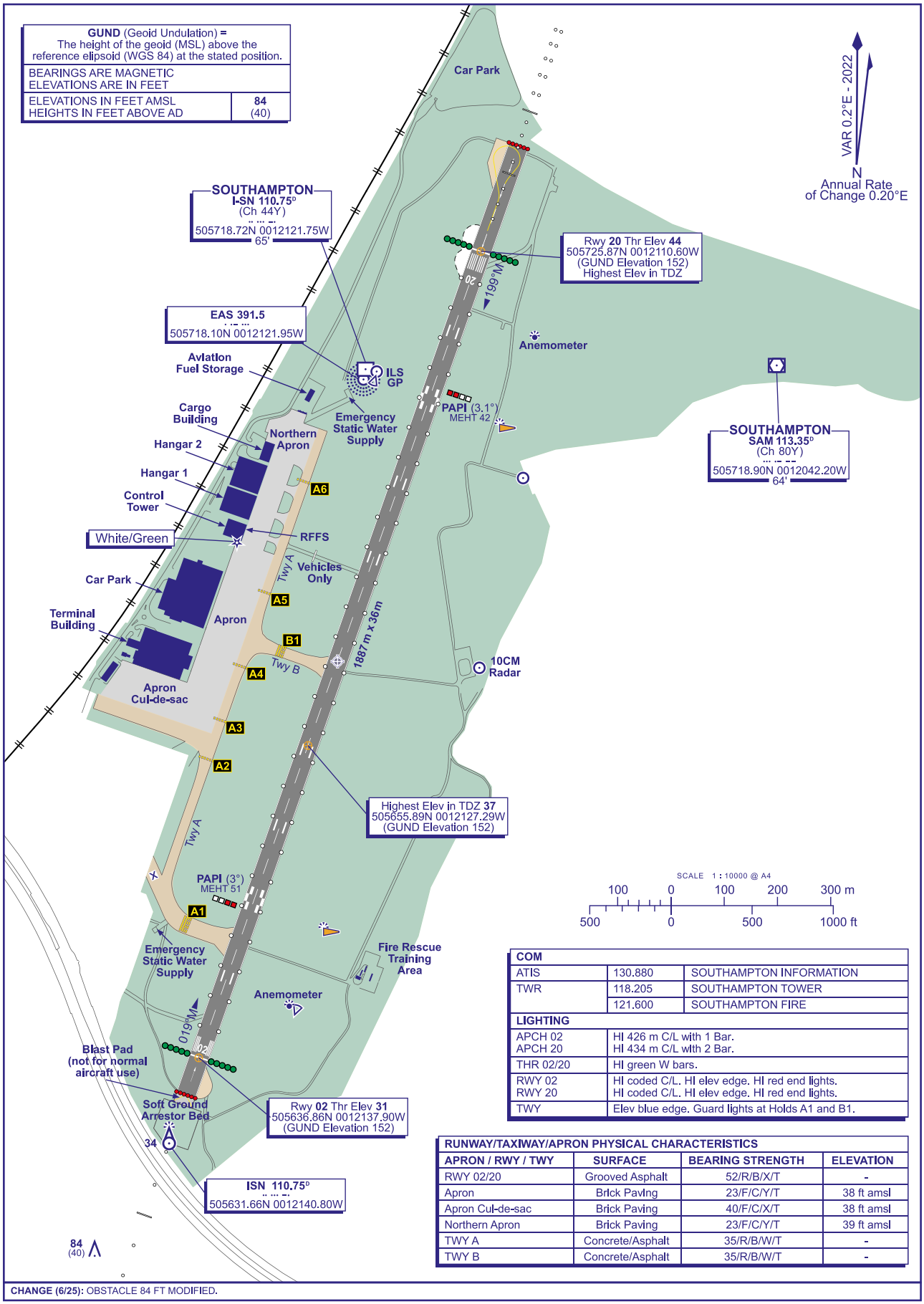
EGHI AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	STAND 5 Surface: Concrete PCN 57/R/C/W/T STANDS 2 TO 4 Surface: Brick, Block paving PCN 40/F/C/X/T STANDS 6 TO 14 Surface: Brick, Block paving PCN 23/F/C/Y/T
2	Taxiway width, surface and strength	Taxiway A: 18 M Surface: Concrete and asphalt PCN 35/R/B/W/T Taxiway B: 18 M Surface: Concrete and asphalt PCN 35/R/B/W/T
3	Altimeter checkpoint location and elevation	Apron Stands 2-12, 38 FT AMSL.
4	VOR checkpoints	

AERODROME CHART - ICAO

ARP 505701N 0012124W | AD ELEV 44 ft

SOUTHAMPTON
EGHI



COM		
ATIS	130.880	SOUTHAMPTON INFORMATION
TWR	118.205	SOUTHAMPTON TOWER
	121.600	SOUTHAMPTON FIRE
LIGHTING		
APCH 02 APCH 20	HI 426 m C/L with 1 Bar. HI 434 m C/L wth 2 Bar.	
THR 02/20	HI green W bars.	
RWY 02 RWY 20	HI coded C/L. HI elev edge. HI red end lights. HI coded C/L. HI elev edge. HI red end lights.	
TWY	Elev blue edge. Guard lights at Holds A1 and B1.	

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS

APRON / RWY / TWY	SURFACE	BEARING STRENGTH	ELEVATION
RWY 02/20	Grooved Asphalt	52/R/B/X/T	-
Apron	Brick Paving	23/F/C/Y/T	38 ft amsl
Apron Cul-de-sac	Brick Paving	40/F/C/X/T	38 ft amsl
Northern Apron	Brick Paving	23/F/C/Y/T	39 ft amsl
TWY A	Concrete/Asphalt	35/R/B/W/T	-
TWY B	Concrete/Asphalt	35/R/B/W/T	-

CHANGE (6/25): OBSTACLE 84 FT MODIFIED.

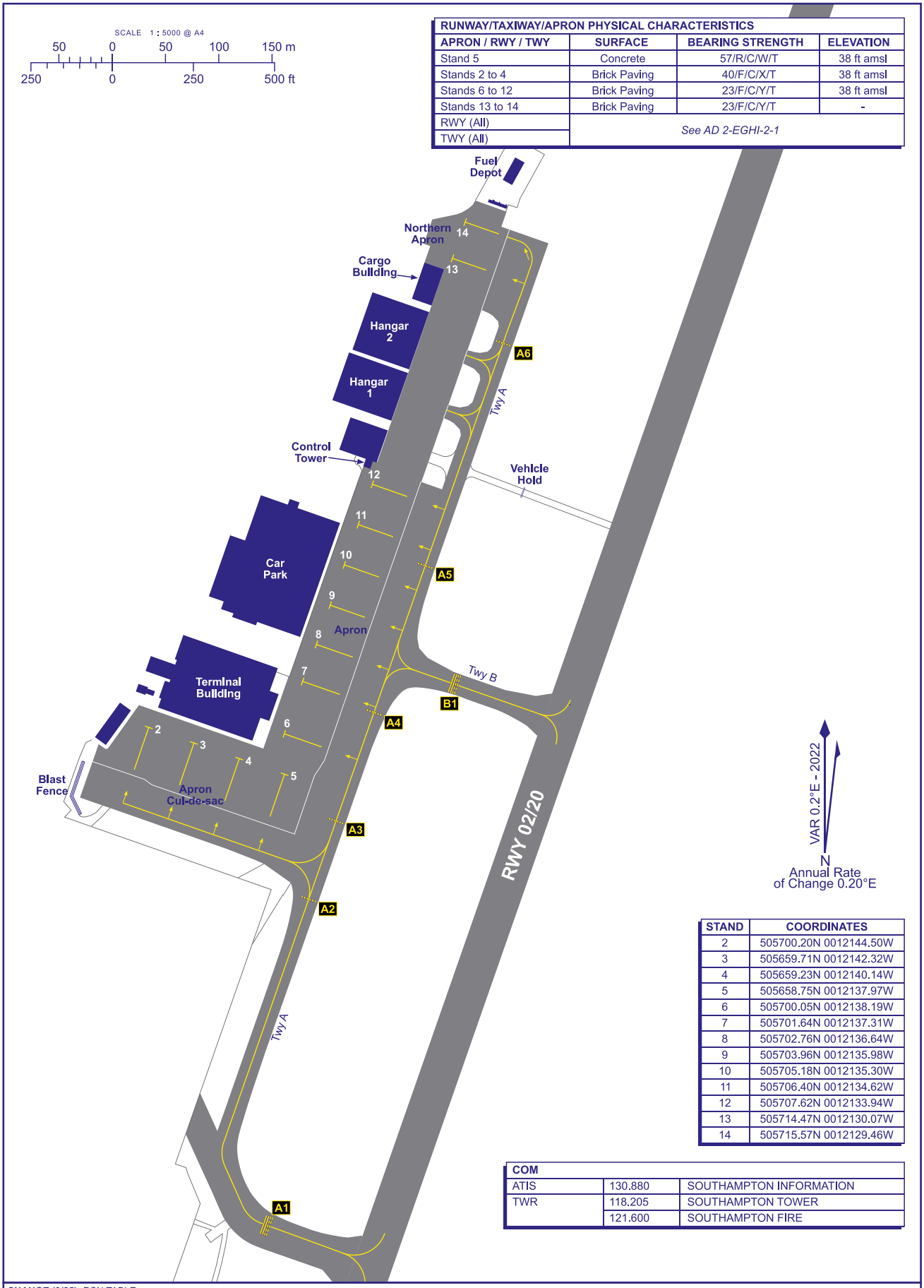
AERO INFO DATE 25 MAR 25

AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 505701N 0012124W

AD ELEV 44 ft

SOUTHAMPTON
EGHI



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	BEARING STRENGTH	ELEVATION
Stand 5	Concrete	57/R/C/W/T	38 ft amsl
Stands 2 to 4	Brick Paving	40/F/C/X/T	38 ft amsl
Stands 6 to 12	Brick Paving	23/F/C/Y/T	38 ft amsl
Stands 13 to 14	Brick Paving	23/F/C/Y/T	-
RWY (All)	*See AD 2-EGHI-2-1*		
TWY (All)			

STAND	COORDINATES
2	505700.20N 0012144.50W
3	505659.71N 0012142.32W
4	505659.23N 0012140.14W
5	505658.75N 0012137.97W
6	505700.05N 0012138.19W
7	505701.64N 0012137.31W
8	505702.76N 0012136.64W
9	505703.96N 0012135.98W
10	505705.18N 0012135.30W
11	505706.40N 0012134.62W
12	505707.62N 0012133.94W
13	505714.47N 0012130.07W
14	505715.57N 0012129.46W

COM		
ATIS	130.880	SOUTHAMPTON INFORMATION
TWR	118.205	SOUTHAMPTON TOWER
	121.600	SOUTHAMPTON FIRE

CHANGE (9/25): PCN TABLE.

AERO INFO DATE 24 JUN 25

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

1	Apron surface and strength	NORTH APRON AND STANDS 16-18 Surface: Concrete PCN 47/R/D/X/U STANDS 1-10 Surface: Concrete PCN 47/R/D/X/T STANDS 101 / 102 Surface: Concrete PCN 46/R/C/X/U STANDS 11-15 Surface: Concrete PCN 47/R/D/X/U
2	Taxiway width, surface and strength	Taxiway A: 15 M Surface: Asphalt PCN 47/F/D/X/T Taxiway B: 15 M Surface: Concrete and asphalt PCN 47/R/D/X/U Taxiway C: 15 M Surface: Concrete and asphalt PCN 47/F/D/X/U Taxiway D: 15 M Surface: Asphalt PCN 26/F/B/X/T Taxiway E: 5.5 M Surface: Asphalt Taxiway F: 27 M Surface: Asphalt PCN 26/F/B/X/T Taxiway Z: 15 M Surface: Asphalt PCN 47/F/D/X/U
3	Altimeter checkpoint location and elevation	Stands 11-15 and North Apron 37 FT.
4	VOR checkpoints	
5	INS checkpoints	See Aircraft Parking/Docking Chart.
6	Remarks	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. Code A aircraft with outer main gear wheel span of 4.5 M or greater will be towed along Taxiway Echo with prior approval.

EGMC 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 1-10 are nose-in pushback stands and have painted centre-lines/stop arrows. Stands also have nose-out markings for aircraft up to E190 and under marshaller guidance. Stands 1-10 are fitted with AGNIS. The activation of the AGNIS is an indication to the Captain that the stand has been inspected and is clear of FOD and any obstacles. If the AGNIS is not switched on, the aircraft should hold its position on the adjacent taxiway until the AGNIS has been activated, or a marshaller is present. Stands 11-15, 16-18 and all other North Apron parking requires marshaller instruction. Stands 101 and 102 can accommodate aircraft up to B737-400. Aircraft are to be towed onto and off stand. Stands 1-6 maximum aircraft nose-in by span B737-700. Stands 7 and 8 maximum aircraft nose-in by span B737-800. Stands 9 and 10 maximum aircraft nose-in by span B737-900. On departure minimum power is to be used when taxiing off stand.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 05/23: Runway Designators; Runway 23: permanently displaced threshold, Runway 05: Starter extension markings and lighting (turning circle at start of Runway 05 has green centre-line lights and blue edge lights); runway edge stripes; runway centre-line; TDZ markings. Taxiway marking aid(s): Painted yellow centre-line with lead-on/lead-off lines at junctions with Taxiways A, B, C, D and F; holding points. Taxiway light(s): Internally illuminated holding point signs at Holds A1, A2, A3, A4, B1, B2, B3, C1, C2, D, Z1 and Z2. Amber runway guard lights at Holds A1, B1, C1, D, E and F. Taxiways E and F are unlit, night time use is entirely at the operator's discretion.
3	Stop bars and runway guard lights (if any)	Stop bars located at Runway Holding Points A1, B1, C1 & D are unidirectional; aircraft and vehicles are not to cross illuminated red stop bars except when an explicit ATC clearance has been received. Stop bars located at Intermediate Holding Points A2, A3, A4, B3, C2 and C3 are bidirectional, B2 is unidirectional. Intermediate Holding Point stop bars may not always be illuminated.
4	Other runway protection measures	
5	Remarks	Two WDI Runway 05 (LGTD) 513400.38N 0004056.40E, Runway 23 (LGTD) 513425.74N 0004212.38E. Taxiway D may only be used with ATC approval.

EGMC 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**
(EGMC15182) 23/APPROACH 05/ TAKE-OFF	HV PYLON	513514.41N 0004318.87E	139 FT	115 FT	No	
(EGMC15173) 23/APPROACH 05/ TAKE-OFF	HV PYLON	513450.54N 0004312.07E	107 FT	93 FT	No	
(EGMC10358) 23/APPROACH 05/ TAKE-OFF	TV AERIAL	513434.31N 0004226.80E	59 FT	31 FT	No	
(EGMC10238) 23/APPROACH 05/ TAKE-OFF	05 LLZ CABIN	513433.34N 0004212.44E	44 FT	8 FT	No	
(EGMC14228) 23/APPROACH 05/ TAKE-OFF	BUILDING TV AERIAL	513430.49N 0004224.72E	70 FT	39 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**
(EGMC15084) 23/APPROACH 05/ TAKE-OFF	GANTRY	513430.07N 0004220.39E	46 FT	18 FT	No	
(EGMC8283) 23/APPROACH 05/ TAKE-OFF	TV AERIAL	513428.84N 0004224.74E	67 FT	36 FT	No	
(EGMC10832) 05/APPROACH 23/ TAKE-OFF	APPROACH LIGHT	513352.78N 0004049.86E	66 FT	10 FT	No	
(EGMC12134) 05/APPROACH 23/ TAKE-OFF	MOBILE OBS	513350.35N 0004053.58E	66 FT	16 FT	No	
(EGMC12135) 05/APPROACH 23/ TAKE-OFF	MOBILE OBS	513349.95N 0004052.70E	68 FT	13 FT	No	
(EGMC12139) 05/APPROACH 23/ TAKE-OFF	MOBILE OBS	513348.80N 0004050.02E	73 FT	15 FT	No	
(EGMC14664) 05/APPROACH 23/ TAKE-OFF	TREE	513341.21N 0004040.48E	118 FT	46 FT	No	
(EGMC11190) 05/APPROACH 23/ TAKE-OFF	TELEGRAPH POLE	513336.94N 0004027.91E	132 FT	34 FT	No	
(EGMC12883) 05/APPROACH 23/ TAKE-OFF	TREE	513333.23N 0004013.85E	153 FT	35 FT	No	
(EGMC10515) 05/APPROACH 23/ TAKE-OFF	TV AERIAL	513332.97N 0004018.84E	147 FT	30 FT	No	
(EGMC12873) 05/APPROACH 23/ TAKE-OFF	TREE	513331.75N 0004011.79E	160 FT	37 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**
(EGMC14410)	TREE	513538.11N 0003756.57E	339 FT	86 FT	No	
(EGMC15300)	TREE	513524.03N 0003843.84E	276 FT	86 FT	No	
(EGMC15112)	INDUSTRIAL CHIMNEY	513507.29N 0004215.88E	174 FT	146 FT	Yes Red	
(EGMC15971)	BUILDING	513405.59N 0004137.89E	98 FT	56 FT	No	
(EGMC8101)	SPIRE	513403.71N 0004104.72E	114 FT	66 FT	Yes Red	
(EGMC10247)	FENCE	513402.63N 0004107.43E	55 FT	7 FT	No	
(EGMC15574)	MAST	513334.56N 0003603.64E	357 FT	131 FT	No	
(EGMC7713)	AERIAL ON HOSPITAL	513314.12N 0004121.59E	286 FT	195 FT	Yes Red	
(EGMC15517)	BLDG MAST	513303.07N 0003452.05E	430 FT	175 FT	No	
(EGMC15626)	BLDG MAST	513240.86N 0004233.02E	293 FT	202 FT	Yes Red	
(EGMC7801)	BUILDING OBS LIGHT	513230.96N 0004236.43E	286 FT	190 FT	Yes Red	

EGMC 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/Pilot brief and limited telephone consultation available from Meteorological Observers in ATC.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	Charts and other information available for briefing or consultation – Internet WI-FI for ASXX, 215 Low Level SIG WX, 214 Spot Winds and Weather warnings.
8	Supplementary equipment available for providing information	ATIS 136.055 MHz.
9	ATS units provided with information	SOUTHEND
10	Additional information (limitation of service, etc.)	Hourly METAR at night. Only Touchdown and Stop end IRVRs available.

EGMC 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	054.16°	1856 x 36 M	RWY surface: Asphalt, Grooved PCN 65/F/B/W/T	513357.33N 0004059.96E 147.9 FT	THR 55.2 FT TDZ 55.2 FT	RWY 05 0.35% down RWY 23 0.35% up
23	234.17°	1856 x 36 M	RWY surface: Asphalt, Grooved PCN 65/F/B/W/T SWY surface: Asphalt, Grooved PCN 65/F/B/W/T	513427.71N 0004207.48E 147.8 FT	THR 38.1 FT TDZ 41.3 FT	RWY 05 0.35% down RWY 23 0.35% 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
	60 x 150 M	1724 x 280 M	138 x 150 M -			RWY 05 Clearway dimensions: 60 x 150 M widening to 180 M. OFZ: Yes. Starter extension of 135 x 30 M grooved asphalt. The turning circle at the extremity has a radius of 15 M. Runway instrument strip infringed by Church, see AD 2.10 and 2.20 Para 4a.
60 x 36 M	60 x 150 M	1724 x 280 M	227 x 150 M -			RWY 23 Threshold displaced by 248 M. OFZ: Yes. RWY Dimensions: 1840 x 36 M Runway instrument strip infringed by Church, see AD 2.10 and 2.20 Para 4a.

iii. Maximum Altitude 1,700 FT St Athan QNH (1,500 FT St Athan QFE).

b) Pilots operating in the LFZ are responsible for maintaining their own visual separation from other aircraft, including aircraft on final approach to Cardiff Runway 12 and departing from Cardiff Runway 30, which are in close proximity to the LFZ. (Traffic information will be passed where possible by ATC). Arriving VFR aircraft can expect to be held south and west of the runway 07/25 mid-point when IFR traffic is departing from Cardiff runway 30 or Cardiff IFR approaching traffic is within 15 miles from touchdown to Cardiff runway 12.
c) Flights to and from St Athan which are unable to comply with the requirements to remain within the St Athan Local Flying Zone will be subject to individual clearance from Cardiff ATC and will be integrated with Cardiff arriving and departing traffic.
d) All Airfield users should adopt the VFR Nash departure/arrival to operate to/from the West via a transit along the coast as depicted in the local area map. Aircraft departing St Athan to the West climb straight away to 1500 FT St Athan QNH to exit the LFZ, remaining over land throughout. Aircraft returning from the West enter the LFZ at Nash Point at 1500 FT St Athan QNH, then descend to the appropriate circuit height at Nash Point, remaining over water until the last appropriate moment to join the St Athan circuit.

5 VISUAL REFERENCE POINTS (VRP)

a) Pilots are advised to use caution when routeing via the St Hilary TV Mast and Wenvoe TV Mast VRPs as they are Air Navigation Obstacles with high elevation – See ENR 5.4 dataset for up to date details of ICAO AREA 1 Obstacles.
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.

6 VFR ROUTES TO/FROM ST ATHAN

a) All arriving aircraft must obtain an ATC clearance from Cardiff ATC to enter Controlled Airspace.
b) In order to reduce RTF congestion, the published outbound and inbound VFR routes are allocated designators. Pilots are to ensure they are familiar with the route alignment. Level instructions will be passed with the appropriate ATC VFR clearance.
c) Pilots filing VFR flight plans should additionally address the flight plan to EGFFZTZX.

Published VFR Departure Routes

Route Designator	RWY	Route	Maximum Altitude QNH	Remarks
East	07/25	Aircraft remain west of the quarry and route to remain West of Aberthaw Power Station over water, clearance limit Aberthaw power station then as directed by Cardiff Tower.	1500 FT	Do not proceed east of Aberthaw Power Station until cleared by Cardiff ATC.
South	07/25	Aircraft remain west of the quarry and leave CAS towards Minehead VRP.	1500 FT	
Nash Point	07/25	After departure remain within the confines of the LFZ and leave CAS to the west via Nash Point VRP remaining overland and south of the Cardiff Runway 12 final track.	1500 FT	Runway 07 departures should remain west of the quarry.
North	07/25	Leave CAS between the St Hilary and Wenvoe TV Masts.	1500 FT	

Note 1: *Pilots who wish to operate above the 'maximum altitude' shall request this once airborne.*

Note 2: *All routes are available Special VFR subject to ATC clearance.*

Note 3: *Pilots can expect to receive a clearance at the holding point in the format "<Callsign>, cleared to leave controlled airspace on a published <designator> departure, not above <altitude restriction> <QNH> VFR." A complete read back is required.*

Published VFR Arrival Routes

Route Designator	RWY	Route	Maximum Altitude QNH	Remarks
East	07/25	From the North East route as directed by Cardiff Tower to hold East of Aberthaw Power Station and as directed by St Athan ATC.	1500 FT	Do not proceed west of Aberthaw Power Station until cleared by St Athan ATC.

Route Designator	RWY	Route	Maximum Altitude QNH	Remarks
South	07/25	Enter CAS from the South, remain west of the quarry and as directed by St Athan ATC.	1500 FT	
Nash Point	07/25	Enter CAS via Nash Point route east bound along the coast over water then as directed by St Athan ATC.	1500 FT	
North Arrival	07/25	Enter CAS towards the St Hilary VRP to orbit and remain north of the mast then as directed by Cardiff Tower.	1500 FT	
Straight In	07/25	Enter CAS to position Straight in for the Runway in use.	1500 FT	

Note 1: *Pilots who wish to operate above the 'maximum altitude' shall request this.*

Note 2: *All routes are available Special VFR subject to ATC clearance.*

Note 3: *Pilots can expect to receive a clearance in the format: "<Callsign>, cleared to enter controlled airspace on a published <designator> arrival, not above <altitude restriction> <QNH> VFR." A complete read back is required.*

7 IFR ARRIVALS FROM THE ATS ROUTE NETWORK

a) Aircraft inbound via the ATS Route Network must follow the Cardiff Standard Arrival Routes (STAR) as shown at AD 2-EGFF-7.

8 IFR DEPARTURES

a) An Abbreviated IFR Departure (AID) shall be passed to all IFR aircraft outbound from St Athan regardless of their intended routing.
b) The AID clearance is defined as:
AID 07 or AID 25 - Climb straight ahead to altitude 4000 FT St Athan QNH, squawk <xxxx>.
c) In the absence of an ORCAM SSR code one from the Cardiff IFR allocation shall be allocated.
d) The Cardiff ATC shall issue an AID departure clearance to St Athan ATC.
e) AID is subject to release from Cardiff ATC.

9 RADIO COMMUNICATIONS FAILURE

a) In the event of an RT Failure, except for an ILS approach, the appropriate Procedures detailed in UK AIP ENR 1.1 Para 3.4 should be followed.
b) If at some point during the ILS an RCF is experienced the aircraft is to squawk 7600 and either land at St Athan or carry out an RCF Missed Approach (RCFMAP).

RCFMAP

The aircraft will:

- Squawk 7600.
- Climb to 5000 FT, initially straight ahead to 4000 FT or I-SAT D4, whichever is later, then turn left to NDB CDF to hold at 5000 FT. Max 230 KIAS. Be aware that in the event of a slow climb you may exit controlled airspace for a short time.
- Select Cardiff approach 119.155 MHz or for University of Wales Air Squadron (UWAS) aircraft if directed to by ATC 241.125 MHz.
- Complete two holds.
- Carry out an instrument approach to Cardiff and land at Cardiff or divert to their nominated alternate as per the flight plan.

On planning to make an ILS approach to St Athan the crew of the inbound aircraft must ensure that:

- They are fully briefed for the approach, including the requirements of a RCFMAP at St Athan.
- They have both the Cardiff and St Athan ATIS prior to commencing the approach.

Note: *If an aircraft carries out an RCFMAP it must subsequently land at Cardiff or nominated alternative and not attempt a cloudbreak and landing at St Athan.*

EGSY AD 2.23 ADDITIONAL INFORMATION

Not applicable

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
36	Centre-line with four crossbars. 750 M Light intensity high	Light intensity high Green wingbars	PAPI Left/3° 38 FT 240 M			Uni bi-directional with omni-directional component. Gauge 54 M. White with final 600 M yellow. Light intensity high	Red		

EGPO 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: Runway 18 - 581315.67N 0061947.29W, Runway 36 - 581232.16N 0061940.25W.
3	TWY edge and centre line lighting	EDGE: Blue edge Apron/Taxiway Alpha, Bravo and Charlie. Temporary raised taxiway edge lights on parts of Taxiways Bravo and Charlie replacing U/S flush lights.
4	Secondary power supply/switch-over time	Standby generator/15 seconds.
5	Remarks	Apron Floodlighting. Obstacle lighting.

EGPO AD 2.16 HELICOPTER LANDING AREA

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EGPO 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
STORNOWAY ATZ A circle, 2.5 NM radius, centred at 581256N 0061952W on longest notified runway (18/36)	Upper limit: 2000 FT AGL Lower limit: SFC	G	STORNOWAY APPROACH English	3000 FT		ATZ may be re-activated at short notice, at any time, for air ambulance, SAR or emergency traffic. Pilots are advised to regard the ATZ as permanently active and to call and listen out on RTF.

EGPO 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	STORNOWAY APPROACH	119.480 DOC 50 NM/ 15,000 FT.			Mon-Fri 0700-1945 (0600-1845); Sat 0700-1530 (0600-1430); Sun 1245-1745 (1145-1645).	ATZ hours coincident with Approach hours. VDF 581247.95N 0061936.04W
TWR	STORNOWAY TOWER	119.480			Mon-Fri 0700-1945 (0600-1845); Sat 0700-1530 (0600-1430); Sun 1245-1745 (1145-1645).	VDF 581247.95N 0061936.04W

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
AFIS	STORNOWAY INFORMATION	119.480			By arrangement outside hours of ATC - Normally only available for SAR and Ambulance flights and aircraft in an emergency	VDF 581247.95N 0061936.04W Due to AFISO training and maintenance of currency, AFISO phraseology may be in use during ATC published hours, with ATC in attendance. ATC service will remain available at all times. Pilots will be advised of periods of AFISO training, normally via ATIS.
ATIS	STORNOWAY INFORMATION	115.100 Frequency shared with VOR STN.			Mon-Fri 0700-1945 (0600-1845); Sat 0700-1530 (0600-1430); Sun 1245-1745 (1145-1645).	
OTHER	STORNOWAY FIRE CHIEF	121.600 Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGPO 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 2.85°W (2022)	STW	110.900 MHz	Mon-Fri 0700-1945 (0600-1845); Sat 0700-1530 (0600-1430); Sun 1245-1745 (1145-1645).	581213.22N 0061943.69W		(RWY 18) LOC only. Hours of Operation as APP/TWR. See latest NOTAM for details.
ILS/LOC 2.86°W (2022)	SOY	110.900 MHz	Mon-Fri 0700-1945 (0600-1845); Sat 0700-1530 (0600-1430); Sun 1245-1745 (1145-1645).	581332.35N 0061958.72W		(RWY 36) LOC only.
VOR/DME 2.79°W (2022) 2.2°W (2022)	STN	98X 115.100 MHz	Mon-Fri 0700-1945 (0600-1845); Sat 0700-1530 (0600-1430); Sun 1245-1745 (1145-1645).	581225.02N 0061058.97W	299 FT	VOR/DME DOC: 105 NM/50,000 FT (200 NM/50,000 FT in Sector R167-107). L and VOR/DME available for approach and landing purposes only during the hours of APP.
NDB (L) 2.86°W (2022)	SAY	431.000 kHz	Mon-Fri 0700-1945 (0600-1845); Sat 0700-1530 (0600-1430); Sun 1245-1745 (1145-1645).	581255.72N 0061944.69W		On AD. Range 40 NM. Co-located at DME. Normally radiates H24. L and VOR/DME available for approach and landing purposes only during the hours of APP.

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DME	SOY	46X 110.900 MHz	Mon-Fri 0700-1945 (0600-1845); Sat 0700-1530 (0600-1430); Sun 1245-1745 (1145-1645).	581254.56N 0061944.77W	28 FT	(RWY 36) On AD. DOC 25 NM/10,000 FT. DME frequency paired with LOC STW and SOY. Zero range is indicated at THR of Runway 18 and 36.
DME	STW	46X 110.900 MHz	Mon-Fri 0700-1945 (0600-1845); Sat 0700-1530 (0600-1430); Sun 1245-1745 (1145-1645).	581254.56N 0061944.77W	28 FT	(RWY 18) On AD. DOC 25 NM/10,000 FT. DME frequency paired with LOC STW and SOY. Zero range is indicated at THR of Runway 18 and 36.

EGPO AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Use of this airport by aircraft not able to communicate with ATC by radio is strictly PPR.
b) Aircraft that do not require the use of a licensed aerodrome and that wish to operate outwith the notified aerodrome hours of operation must comply with Highlands and Islands Airports Limited Out of Hours Indemnity Scheme. Details of the scheme and an application form can be obtained from the HIAL website or HIAL Tel: 01667-462445.
c) Use of Stornoway aerodrome is subject to standard Terms and Conditions of Use, which can be requested from the aerodrome.
d) High visibility clothing is to be worn when airside.

2 GROUND MOVEMENT

a) Pilots are advised that the width of the Alpha and Charlie taxiways on the East side of the aerodrome is 15 M.
b) Pilots are reminded that aircraft using the Main Apron will normally be marshalled. Caution should be exercised when manoeuvring due to the proximity of lighting pylons at the southern edge of the Main apron.
c) Pilots should exercise caution when operating in the area north and south of the hangar because of vehicular activity which is not subject to ground movement control.
d) All parking is normally under the direction of the marshaller.
e) The taxiway to the north of Echo 2 is unusable.
f) To permit crossing of the southern taxiway by pedestrians and non-radio equipped vehicles, a crossing is established between Taxiway Charlie and the Control Tower Building. During the notified hours of ATC/AFIS this crossing is controlled by traffic lights. The traffic light signal is located above the front door of the Control Tower. Pedestrians and vehicles must not cross the taxiway, in either direction, when this light is red. Outwith the notified hours of ATC/AFIS the traffic light is OFF, however, pedestrians/vehicles must exercise extreme caution as aircraft operating out of hours may be using the taxiway. This crossing is not available during LVP operations, ATC will advise.
g) Marshalling will be provided at the Marshaller's discretion when the wind speed is in excess of 40 KT.
h) When manoeuvring on Runway 18/36 aircraft must not proceed beyond the runway stopend lights. The area beyond is unfit for normal movement of aircraft and is marked as such by yellow chevrons.
i) Access from the Lower Apron is restricted to the adjacent exit gate and to the ATC building. A walkway (painted green) with painted footprints and signage will guide all Lower Apron users to either the ATC Control Tower building or the exit gate. Crossing the active taxiway to the ATC Control Tower building is controlled by traffic lights situated above the entry door of the Control Tower building. Airside access to the Terminal building from either the Lower Apron or ATC is strictly prohibited and the exit gate adjacent to the Lower Apron must always be used.To open the pedestrian gate, first press the electrical release switch on the grey cabinet to the left of the gate, then twist the opening handle. Ensure that the gate is securely closed after you pass through. Be advised the access gate is electronically controlled, so when you require access airside you will have to visit the Security Office in the main Terminal who will issue you with a Temporary Airside Pass (don’t forget to have your photo ID and hi-visibility jacket with you), they will then escort you airside.Once airside, hangar access is by request to the marshaller or telephone 01851-707415 (ATC).

j) High ground to north and west rising to 1000 FT within 7 NM.
k) Pilots are reminded that Taxiway Alpha, between main apron Gate 10 and the Gaydon hangar, is used regularly by vehicular traffic under the control of ATS. Vehicles using this taxiway may be seen by taxiing aircraft using the Apron Taxiway, Taxiway Bravo and Taxiway Charlie.
l) Landing fees shall be issued via invoice. Billing address details will be obtained from PPR forms.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) No ground signals except light signals.
b) Flocks of geese present in fields adjacent to the aerodrome, all year round.
c) Birds can be expected on all approaches. Dedicated bird patrols during operational hours under control of ATS. Increased risk from birds at low tide on approach to Runway 18.
d) Minimum approach angles of 3° (indicated by the PAPI) must be strictly adhered to when using Runway 36 due to vehicles on road within undershoot.
e) Grass areas are soft and unsafe. Poor load bearing characteristics may be found on runway/taxiway strips and the area adjacent to the apron. Only marked taxiways are to be used. Pilots are warned to exercise caution whilst taxiing between the Main Apron and Alpha 3 as this portion of taxiway includes a compound curve and taxiway centre-line markings must be followed to ensure clearance distances from pavement edge are maintained.
f) A Coastguard helicopter operates from Stornoway and will be given appropriate priority over other traffic when operating on search and rescue duties. These activities may take place throughout the 24 hour period and pilots using out of hours permission at Stornoway should therefore exercise appropriate caution.
g) Pilots are reminded that they should not cross the Runway 18 threshold when lining up for departure. The area beyond the Runway 18 threshold and marked with chevrons is for the protection of the Runway 36 Localiser monitor antenna (Lit).

5 HELICOPTER OPERATIONS

a) Light helicopters are not required to use the runways and may arrive depart from the appropriate apron.
b) Rotors running refuel is not permitted.
c) Pilots of helicopters engaged in Public Transport Operations are required to provide ATS an ETA/ETD giving at least 10 minutes notice. This may be done via telephone or RTF.
d) Pilots are reminded that routine helicopter winching training takes place on the Gaydon South Apron and the Gaydon North Apron. S92 helicopters may hover, up to a max of 300 FT AGL with the winch cable attached to a ground weight. These operations are separated for wake turbulence purposes from Runways 18/36 and 06/24. Traffic Information on these operations will be passed by ATS.

6 USE OF RUNWAYS

a) Runway 06/24 is not available for night landings but is available for use by Air Ambulance and SAR ops on request.
b) Runway departure restriction for aircraft requiring the use of a licensed aerodrome:

i. **Runway 18/36** . 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;
ii. **Runway 06/24** . Except where an AOC holder has a less restrictive State authorised take-off minima, departures when the reported MET visibility is 800 M or less are not permitted.

c) Runway 06/24 is not available for landing or take-off outside of aerodrome opening hours. Aircraft operating outside aerodrome opening hours in accordance with HIAL's Out of Hours Indemnity Scheme must exercise caution when taxiing on the Charlie, Bravo and Alpha Taxiways as vehicles may be operating on those routes.

7 TRAINING

Not applicable

EGPO AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

EGPO 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.

EGFH — SWANSEA

EGFH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGFH — SWANSEA

EGFH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 513618N Long: 0040405W Midpoint of Runway 04/22.
2	Direction and distance from city	5 NM WSW of Swansea.
3	Elevation / Reference temperature / Mean Low Temperature	298 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	174 FT
5	Magnetic Variation / Annual Change	0.87°W (2022) / 0.20°E
6	AD Administration Address Telephone	SWANSEA AIRPORT STAKEHOLDER ALLIANCE. Swansea Airport, Fairwood Common, Swansea,SA2 7JU. 01792-687042 (ATC and Admin)
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	

EGFH AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Sun 0900-1800 (0800-1700).
2	Customs and immigration	By arrangement.
3	Health and sanitation	Limited.
4	AIS Briefing Office	No briefing facilities available.
5	ATS Reporting Office (ARO)	As AD hours.
6	MET Briefing Office	Not available.
7	ATS	See also AD 2.18.
8	Fuelling	As AD hours.
9	Handling	As AD hours.
10	Security	As AD hours.
11	De-icing	
12	Remarks	Use of aerodrome PPR by website www.swansea-airport.wales or same day by telephone on 01792-687042. Permission to use aerodrome may be withdrawn during times that adverse weather conditions prevail. Flying by local aircraft and emergency service helicopters may occur outside published hours.

EGFH AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Limited, by prior arrangement.
2	Fuel and oil types	AVGAS
3	Fuelling facilities/capacity	AVGAS 5000 LT Tank and Fixed Pump.
4	De-icing facilities	
5	Hangar space for visiting aircraft	Limited, by arrangement.
6	Repair facilities for visiting aircraft	Limited.
7	Remarks	

EGFH AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in vicinity.
2	Restaurants	On aerodrome. Cafe in terminal building.
3	Transportation	Taxis, Car hire.

4	Medical facilities	Limited First Aid.
5	Bank and Post Office	
6	Tourist Office	Limited during aerodrome hours.
7	Remarks	

EGFH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	Crash Cover on request contact aerodrome operator.
2	Rescue equipment	
3	Capability for removal of disabled aircraft	
4	Remarks	

EGFH AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

1	Apron surface and strength	APRON 1 Surface: Asphalt PCN 12/F/C/Y/T APRON 2 Surface: Concrete PCN 15/R/C/Y/T
2	Taxiway width, surface and strength	Taxiway A: 10 M Surface: Asphalt PCN 8/F/C/Y/T Taxiway B: 19 M Surface: Asphalt Taxiway C: 10 M Surface: Asphalt PCN 8/F/C/Y/T Taxiway D: 5 M Surface: Asphalt PCN 8/F/C/Y/T
3	Altimeter checkpoint location and elevation	Hold B1 275 FT - Hold B2 267 FT
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	The concrete section of the apron slopes from NW to SE up to a maximum gradient of 2.93%. Taxiway adjoining the eastern edge of the apron is provided for access to Hangar 1 only, and is not available to aircraft that require use of a licensed aerodrome.

EGFH AD 2.16 HELICOPTER LANDING AREA

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EGFH AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
SWANSEA ATZ A circle, 2 NM radius, centred at 513619N 0040404W on longest notified runway (04/ 22)	Upper limit: 2000 FT AGL Lower limit: SFC	G	SWANSEA RADIO English	3000 FT		

EGFH AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
OTHER	SWANSEA RADIO	119.705 A/G frequency.			Mon-Sun 0900-1800 (0800-1700).	ATZ hours coincident with A/G hours and when notified by NOTAM.

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EGFH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGFH AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Use of the aerodrome is subject to the provisions of a document entitled Swansea Airport Limited, Conditions of Use. A copy of this document may be obtained on request to the Airport Manager, at the address specified at AD 2.2.
b) Aerodrome not available to aircraft unable to communicate via radio with the A/G station.
c) Information and/or instructions from the Airport Manager may be relayed via A/G. Such messages will be prefixed 'Message from the aerodrome authority...'. Compliance with any relayed instruction is mandatory.
d) Permission to use the aerodrome either to land or depart, may be withdrawn without notice. Withdrawal of permission may occur due to prevailing weather conditions, if it is considered that the requirements of the airport's Safety Management System cannot be met.

2 GROUND MOVEMENT

a) All aircraft to call for start.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) The carriage of Dangerous Goods, as specified by the Air Navigation (Dangerous Goods) Regulations 2002, is prohibited unless written approval has been issued by the Airport Manager or nominated deputy.
b) Each aircraft commander is responsible for the safety of his/her passengers and other crew members. To ensure the safety of passengers and crew members, the aircraft commander or other competent crew member is to supervise and escort passengers whilst airside.
c) Smoking and use of mobile phones whilst airside is strictly prohibited.
d) Except for passengers and other persons that are being escorted, the wearing of High Visibility clothing is mandatory for all persons permitted airside access.

5 HELICOPTER OPERATIONS

a) Helicopter landing spots situated on Apron 1 and adjacent to Holding Point B1.

6 USE OF RUNWAYS

a) Runway 10/28 is restricted to aircraft with MTOW 5700 KG or less.

7 TRAINING

a) Use of the aerodrome by training flights is subject to approval, which may be withdrawn without prior notice. Issue of approval is conditional upon training flights not causing delays to other aircraft and not causing movement area or airspace congestion.

EGFH AD 2.21 NOISE ABATEMENT PROCEDURES

a) Aircraft are to be operated in a manner to cause least disturbance in areas surrounding the aerodrome.

EGFH AD 2.22 FLIGHT PROCEDURES

1 RADIO COMMUNICATION FAILURE PROCEDURES

a) If a radio communications failure is experienced after establishment of RTF contact, a standard overhead joining procedure is to be flown for the notified runway in use and circuit direction. If RTF contact has not been established, unless an emergency is experienced which requires immediate landing, the ATZ is not to be entered, and a diversion made to a suitable alternate aerodrome.

2 CIRCUITS

a) Unless notified by A/G that parachute descents are in progress a standard overhead circuit joining procedure must normally be flown for the notified runway in use and circuit direction. However, a straight-in approach to the notified runway in use may be flown if ‘Swansea Radio’ notify that there is no reported traffic to affect this course of action.
b) Unless otherwise notified by ‘Swansea Radio’ standard circuit directions are as follows: Runway 10 and 22 - Right Hand; Runway 28 and 04 - Left Hand.

3 FREE-FALL PARACHUTING PROCEDURES

a) Free-fall parachuting takes place overhead the aerodrome. ENR 5.5 refers. A/G will notify when parachute descents are taking place.
b) Subject to the notified runway in use, one of two parachute landing areas will be used. When Runway 04/22 is in use, the Southern Parachute Landing Area (PLA), located in the south eastern corner of the aerodrome, south of Runway 28 threshold, will be used. When Runway 10/28 is in use, the Northern PLA, located in the northeast corner of the aerodrome, north of Taxiway A, will be used.
c) Arriving aircraft that have not entered the ATZ are advised to remain outside until notified by A/G that all parachutes have landed. Any aircraft within the ATZ on final approach, requiring to go around, should climb straight ahead and then conform to the notified circuit direction.

EGFH AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGFH AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGFH-2-1

EGFH AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

AERODROME CHART - ICAO

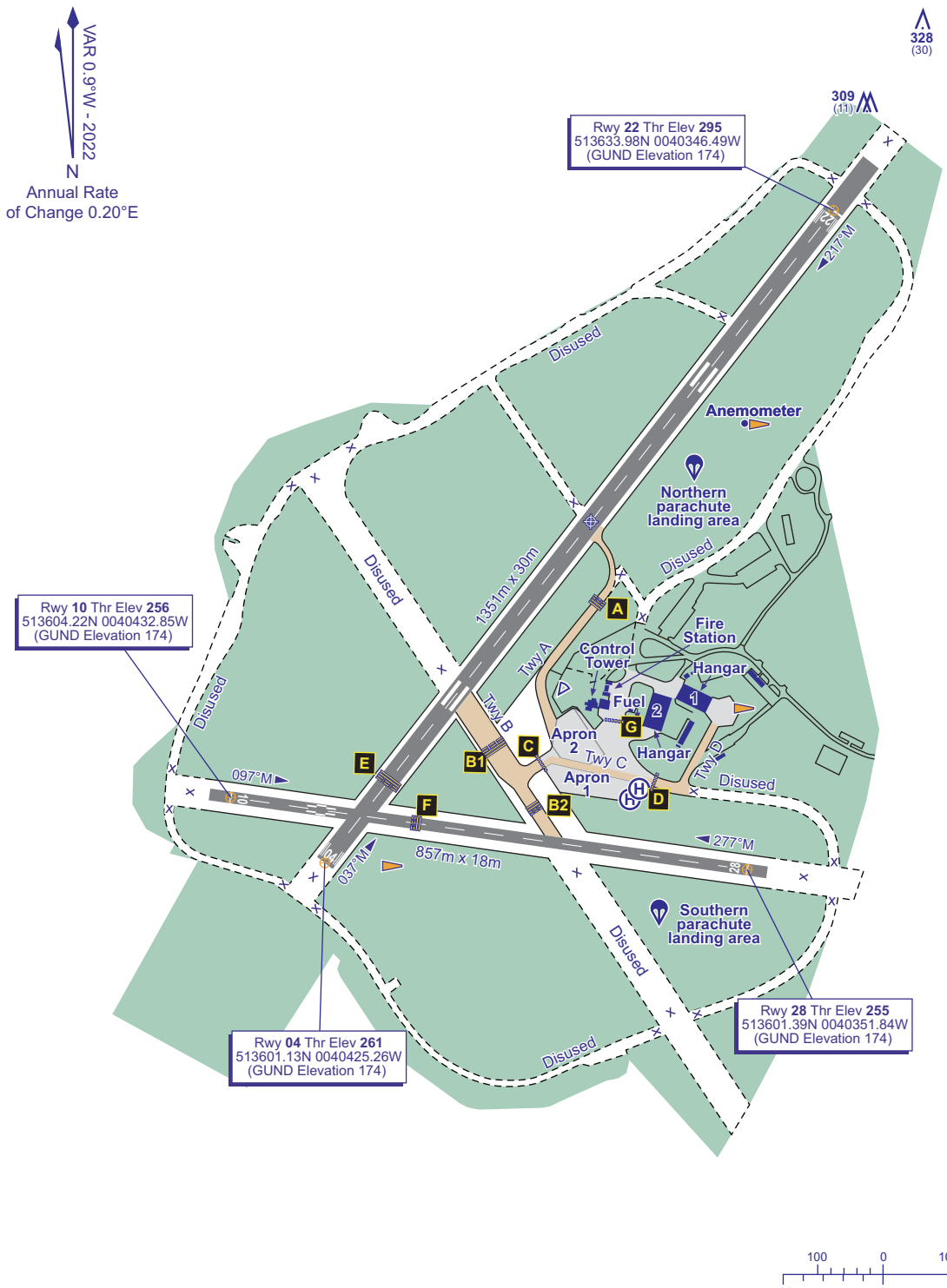
ARP 513618N 0040405W

AD ELEV 298FT

SWANSEA
EGFH

GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.	
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET	
ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	**328** (29)

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	**SURFACE**	**BEARING STRENGTH**
RWY 04/22	Concrete	15/R/C/Y/T
RWY 10/28	Asphalt	12/F/C/Y/T
Twy A/B/C/D	Asphalt	8/F/C/Y/T
Apron 1	Asphalt	12/F/C/Y/T
Apron 2	Concrete	15/R/C/Y/T



COM		
A/G	119.705	SWANSEA RADIO

CHANGE (9/25): SWANSEA FIRE FREQUENCY WITHDRAWN.

AERO INFO DATE 11 JUN 25

AD 2-EGFH-2-1

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EGNV AD 2.21 NOISE ABATEMENT PROCEDURES

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

a) Operators of all 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.
b) Turbojet and turboprop aircraft approaching Teesside International Airport will be expected to conform to the continuous descent and low power, low drag approach procedures. To facilitate this technique, aircraft should fly within the speed band of 210 KT to 240 KT during the approach phase reducing to the band 160 KT to 180 KT at a range of 12 NM from touchdown and maintain 160 KT from 8 NM to 4 NM DME from touchdown.
c) ATC, in the interests of accurate spacing, as required may request specific speeds and pilots are thus requested to comply with the speed adjustments as promptly as possible within the constraints of their operating procedures. Pilots will advise ATC if circumstances necessitate a speed change for aircraft performance reasons.
d) ATC will advise pilots of an estimate of the track distance to run to touchdown when clearance to descend below the Transition Altitude is given. Further information on the distance to run will be given between this descent clearance and the instruction to turn onto the intercept heading for the ILS localiser.
e) Military aircraft will be vectored for an ILS approach, except during a mass visual recovery in the case of emergency diversions.
f) Ground running of aircraft engines is subject to regulations and control. All ground running must be pre-arranged with the Airport Duty Manager and the appropriate documentation completed. Ground running of aircraft engines is not permitted between 2200-0700 (2100-0600).
g) Aircraft are to avoid overflying nearby villages of Middleton St George, Middleton-One-Row, Yarm and Eaglescliffe wherever practicable.

EGNV AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR INBOUND AIRCRAFT

a) The standard routes for aircraft inbound from the Airways System are as follows:

Approach from	Via	Route
South and Southwest	Y250 P18	Leave airways via GASKO to TD NDB
North and Northwest	P18	Leave airways via TILNI to TD NDB

b) Aircraft inbound to EGNV leaving the airways system from the southeast via ERKIT are subject to the availability of derogated services in Class G airspace. Clearance to enter EGNV CTR/CTA should be requested at least 10 minutes before reaching the CTR/CTA boundary.
c) That portion of the transit through Class G airspace, pilots may encounter conflicting VFR traffic.

2 PROCEDURES FOR OUTBOUND AIRCRAFT

a) Aircraft intending to join the airways system should flight plan via the following routes:

Outbound to	Via	Route
South and Southwest	P18 P16	GASKO – POL (below FL 190) GASKO – RIBEL (FL 190 and above)
Southeast	Y250 for L60 and L603	GASKO – Y250 – MAMUL
	N110 for Y70 and L603	ERKIT N110 ABTOS (for Y70) ERKIT N110 DOLAS (for L603)
North and Northwest	P18	TILNI – P18

b) A portion of the transit is through an area of Class G airspace where pilots may encounter conflicting VFR traffic.

3 TRANSIT AIRCRAFT

a) Aircraft wishing to transit controlled airspace should request a crossing clearance at least 10 minutes flying time or 20 NM, whichever is earlier, before reaching the CTR/CTA boundary.

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 Teesside controlled airspace within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Teesside Radar channel, 118.855, are encouraged to select SSR code 7047.

544003N 0015830W - 541152N 0014544W -
541145N 0010539W - 542950N 0003714W -
544655N 0010255W - 544746N 0012813W -
544003N 0015830W.

b) Selection of code 7047 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 7047 pilots should be aware that Teesside 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 7047 shall be deselected.
e) Pilot’s who intend to transit Teesside CTR/CTA should still contact Teesside Radar on 118.855 for a service and clearance if required.
f) Pilots operating at adjacent aerodromes such as RAF Leeming, RAF Topcliffe and Sutton Bank BGA are to select the most appropriate frequency to their location and The Rules of the Air Regulations 2015 and be aware that within the MATZ and the area proximate to it, in the notified FMC, may contain high performance military aircraft.

EGNV AD 2.23 ADDITIONAL INFORMATION

Not applicable.

EGNV AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGNV-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGNV-2-2
CONTROL ZONE and CONTROL AREA CHART
AD 2.EGNV-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGNV-5-1
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 05 - ICAO
AD 2.EGNV-8-1
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 05 - ICAO
AD 2.EGNV-8-2
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 05 - ICAO
AD 2.EGNV-8-3
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 23 - ICAO
AD 2.EGNV-8-4
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 23 - ICAO
AD 2.EGNV-8-5
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 23 - ICAO
AD 2.EGNV-8-6
INSTRUMENT APPROACH CHART NDB(L) RWY 23 - ICAO
AD 2.EGNV-8-7

EGNV AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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**
(EGHO1202)	MAST	511222.26N 0013556.29W	356 FT		Yes White strobe HJ/Flashing red HN	

EGHO AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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EGHO 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**
07	066.91°	969 x 23 M	RWY surface: Asphalt	511235.59N 0013606.89W 155.3 FT	THR 303.6 FT	
25	246.91°	969 x 23 M	RWY surface: Asphalt	511245.23N 0013530.89W 155.3 FT	THR 305.6 FT	
12	122.84°	757 x 31 M	RWY surface: Grass	511243.15N 0013613.43W 155.3 FT	THR 318.9 FT	
30	302.85°	757 x 31 M	RWY surface: Grass	511229.89N 0013540.64W 155.3 FT	THR 278.5 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**
		1029 x 65 M				RWY 07 Threshold displaced by 180 M.
		1029 x 65 M				RWY 25 Threshold displaced by 29 M.
		817 x 73 M				RWY 12
		817 x 73 M				RWY 30

EGHO AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	**2**	**3**	**4**	**5**	**6**
07	799 M	799 M	799 M	789 M	
25	799 M	799 M	799 M	799 M	
12	757 M	757 M	757 M	757 M	
30	757 M	757 M	757 M	757 M	

EGHO AD 2.14 APPROACH AND RUNWAY LIGHTING

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

EGHO 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	
3	TWY edge and centre line lighting	
4	Secondary power supply/switch-over time	
5	Remarks	Obstacle lighting.

EGHO AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF HELI NORTH: 511232.17N 0013601.39W, 155.3 FT
2	TLOF and/or FATO elevation	TLOF HELI NORTH: 288.7 FT
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	
4	True BRG of FATO	
5	Declared distance available	
6	APP and FATO lighting	
7	RMK	

EGHO 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
THRUXTON ATZ A circle, 2 NM radius, centred at 511240N 0013549W on longest notified runway (07/ 25)	Upper limit: 2000 FT AGL Lower limit: SFC	G	THRUXTON RADIO English			

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

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EGHO AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) 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.
b) Aircraft commanders or crew members, as applicable, are responsible for ensuring that a total ban on smoking whilst airside is observed.
c) Permission to use the aerodrome, either to land or depart, may be withdrawn without prior notice. Withdrawal of permission may occur due to prevailing weather conditions if it is considered that the requirements of the aerodrome's Safety Management System cannot be met.
d) 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.
e) 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.
f) 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.

g) Use of the aerodrome not permitted for aircraft that are unable to communicate with the A/G station via RTF on 118.280 MHZ.
h) 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.
i) 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.
j) Non-aviation public events take place adjacent to the aerodrome and on parts of it. These events result in assemblies of more than 1000 persons requiring compliance with Rules of The Air Regulations 2015 (as amended), Rule 5, (2) (a), whereby any aircraft landings and take-offs within 1000 M of the assemblies must be in accordance with procedures notified by the CAA.

   During assemblies of more than 1000 persons the aerodrome is notified via NOTAM as closed. However, the Aerodrome Operator may, subject to compliance with specific risk mitigating procedures, issue permission to a limited number of aircraft operators to land and take-off when assemblies of more than 1000 persons are present. In these cases the provisions of Rule 5 (2) (a) are deemed to have been met.

2 GROUND MOVEMENT

Not applicable

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) 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.
b) 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.

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 from/to an aiming point designated “Heli North” located 130 M south of the intersection of runways 07/25 and 12/30. The aiming point is marked by two 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 routeing 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 (Thruxton 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

AERODROME CHART - ICAO

ARP 511238N 0013600W

AD ELEV 319FT

THRUXTON
EGHO

AERO INFO DATE 10 JUN 25

GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.	
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET	
ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	**357** (38)

COM		
A/G	118.280	THRUXTON RADIO
LIGHTING		
THR 07/25	LI green W bars.	
RWY 07/25	LI. End lights red.	

382
(63)

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

50 0 50 100 150 m
100 0 500 ft

Rwy **12** Thr Elev **319**
511243.15N 0013613.43W
(GUND Elevation 155)

Rwy **25** Thr Elev **306**
511245.23N 0013530.89W
(GUND Elevation 155)

Rwy **07** Thr Elev **304**
511235.59N 0013606.89W
(GUND Elevation 155)

Rwy **30** Thr Elev **279**
511229.89N 0013540.64W
(GUND Elevation 155)

Hangar 3A
Hangar 2B
Hangar 2A
Hangar 2
Hangar 1
340
(21)

Northern Taxiway
Disused
Not for Aircraft operation
Motor Racing Circuit
123°M
12
25
07
07 W
30
APAPI (4°)
MEHT 20
969m x 23m
247°M
067°M
HS1
757m x 31m
303°M
Use of Main Apron restricted to aircraft with wingspan not exceeding 12.0 m and fuselage length 9.5m (See AD 2.20)
Main Apron
Fixed Wing Aircraft Parking Area
Heli North
Aircraft Fuelling Area
AVGAS
AVTUR
Fire Station
Control Anemometer
Helicopter Parking Area

356
(37)

Hot Spot
HS1
When runway 12/30 is in use, caution advised to correctly identify the intersection of the grass taxiways in order to not infringe the runway, which due to its greater width is more clearly visible.

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	**SURFACE**	**BEARING STRENGTH**	**ELEVATION**
RWY 07/25	Asphalt	-	-
RWY 12/30	Grass	-	-
Main Apron	Asphalt	-	-
Heli North	Grass	-	289 ft amsl

CHANGE (9/25): HELI SOUTH REMOVED.

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EGNL 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 0.91°W (2022)	IWL	110.150 MHz	Mon-Thu 0700-1900 (0600-1800); Fri 0800-1700 (0700-1600); Sat-Sun closed. Closed Bank Holidays unless stated by NOTAM otherwise.	540804.58N 0031611.71W		(RWY 35) DME instead of markers.
ILS/GP	IWL	334.250 MHz	Mon-Thu 0700-1900 (0600-1800); Fri 0800-1700 (0700-1600); Sat-Sun closed. Closed Bank Holidays unless stated by NOTAM otherwise.	540732.55N 0031602.81W		3.5° ILS Ref Datum Hgt 33 FT.
NDB (L) 0.90°W (2022)	WL	385.000 kHz	Mon-Thu 0700-1900 (0600-1800); Fri 0800-1700 (0700-1600); Sat-Sun closed. Closed Bank Holidays unless stated by NOTAM otherwise.	540738.72N 0031552.02W		On AD. Range 25 NM. Normally radiates H24.
ILS/DME	IWL	38Y 110.150 MHz	Mon-Thu 0700-1900 (0600-1800); Fri 0800-1700 (0700-1600); Sat-Sun closed. Closed Bank Holidays unless stated by NOTAM otherwise.	540737.80N 0031552.61W	52 FT	(RWY 35) On AD. DME freq paired with LOC I-WL. Zero range is indicated at THR of Runway 35. DOC 25 NM/10,000 FT.

EGNL AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) No aircraft is permitted to land at Walney, except in an emergency, when ATS is not available.
b) Use of ILS/NDB/RNP (including training) is strictly PPR.
c) Aircraft that use the ILS Glidepath element for descent must comply with a local ILS RDH requirement that the glidepath receiver antennas on the aircraft and the distance to the lowest part of a fully extended undercarriage must not exceed two metres.
d) Non-radio aircraft not accepted.

2 GROUND MOVEMENT

Not applicable

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) Pilots must avoid the EGR445 Barrow-in-Furness. A circle radius 0.5 NM centred on 540635N 0031410W SFC to 2000 FT ALT.
b) Poor R/T coverage at low level to the north - east north east of the AD due topography.
c) Runway 23 Night-time approaches: Aircraft are warned not to descend below the indicated PAPI "on-slope" indication due to an obstruction-chimney (219 FT - Lit) on approach. As described in EGNL AD 2.10, Obstructions - in circling area and at aerodrome.
d) Windshear warning - pilots are warned that windshear can occur on final approach over Walney Channel to the threshold Runway 23, especially when the tide is out and the surface wind is down Runway 23 at a speed of 15-20 KT.
e) Multiple cranes operating within an area bounded by co-ordinates: 540633.6N 0031340.6W - 540618.3N 0031257.6W - 540608.6N 0031313.7W - 540618.2N 0031350.0W - 540603.0N 0031402.2W - 540611.0N 0031417.3W - 540626.4N 0031427.6W - 540637.0N 0031425.2W - 540642.4N 0031420.2W - 540633.6N 0031340.6W. Maximum Elevation 335 FT. Height 308 FT AGL. All cranes will have obstruction lighting.

5 HELICOPTER OPERATIONS

Not applicable

6 USE OF RUNWAYS

Runway 05/23 is an unlicensed runway.

7 TRAINING

Not applicable

EGNL AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

EGNL AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR INBOUND AIRCRAFT

a) Aircraft arriving from the south for a straight-in approach to the instrument approach procedures to Runway 35 should route via:

Name	Co-ordinates	Terminal Area
TUNUP	535548N 0031103W	EGNL RWY 35 IAF ILS/DME/NDB(L), LOC/DME/NDB(L) and NDB(L)/DME

2 COMMUNICATIONS & SSR

a) Aircraft in communication with Walney ATS may be allocated a conspicuity squawk of 4576. Aircraft must not select this squawk unless instructed to do so by ATS.
b) Aircraft remaining in the circuit at Walney will be allocated a conspicuity squawk of 7010. Aircraft must not select this squawk unless instructed to do so by ATS.
c) Allocation of these conspicuity squawks does not constitute any radar service.

EGLM — WHITE WALTHAM

EGLM AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGLM — WHITE WALTHAM

EGLM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 513002N Long: 0004629W Mid point of Runway 07/25
2	Direction and distance from city	2 NM SW of Maidenhead.
3	Elevation / Reference temperature / Mean Low Temperature	133 FT / 19 °C / -
4	Geoid undulation at AD ELEV PSN	152 FT
5	Magnetic Variation / Annual Change	0.31°E (2022) / 0.20°E
6	AD Administration Address Telephone Telefax	WEST LONDON AERO CLUB White Waltham Aerodrome, Nr. Maidenhead, Berks, SL6 3NJ. 01628-823272 01628-826070
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	

EGLM AD 2.3 OPERATIONAL HOURS

1	AD Administration	0800-1630 (0700-1830); or SS+30, whichever is earlier; and by arrangement.
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. See also AD 2.18.
8	Fuelling	0800-SS (0700-1830; or SS, whichever is earlier); and by arrangement.
9	Handling	
10	Security	
11	De-icing	
12	Remarks	Closing times may be earlier if weather conditions are considered unsuitable for flying training. Strictly PPR by telephone or via the website at https://www.wlac.co.uk/ppr-request/

EGLM AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVTUR JET A-1 (FSII additive not included), AVGAS 100LL, AVGAS UL-91 Various
3	Fuelling facilities/capacity	
4	De-icing facilities	
5	Hangar space for visiting aircraft	
6	Repair facilities for visiting aircraft	
7	Remarks	

EGLM AD 2.5 PASSENGER FACILITIES

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EGLM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A1 RFF Category A2 available on remission.
2	Rescue equipment	
3	Capability for removal of disabled aircraft	
4	Remarks	

EGLM AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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EGLM 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: 512951.90N 0004636.76W

EGLM 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**
(EGLM5540) 21/APPROACH 03/ TAKE-OFF	TREE	513021.48N 0004602.62W	167 FT		No	
(EGLM5585) 21/APPROACH 03/ TAKE-OFF	TREE	513018.55N 0004605.95W	156 FT		No	
(EGLM4843) 11/APPROACH 29/ TAKE-OFF	LIGHTNING CONDUCTOR	513016.20N 0004826.91W	294 FT		No	
(EGLM5510) 25R/APPROACH 07L/ TAKE-OFF	TREE	513013.25N 0004556.21W	161 FT		No	
(EGLM5471) 25R/APPROACH 07L/ TAKE-OFF	TREE	513012.54N 0004550.44W	164 FT		No	
(EGLM5892) 11/APPROACH 29/ TAKE-OFF	TREE	513003.75N 0004659.90W	180 FT		No	
(EGLM1441) 29/APPROACH 11/ TAKE-OFF	ROAD 4 8M	512948.68N 0004559.41W	130 FT		No	
(EGLM5843) 07L/25R 07R/25L TAKE-OFF/APPROACH	TREE	512943.36N 0004723.68W	209 FT		No	
(EGLM4954) 07L/APPROACH 25R/ TAKE-OFF	TREE	512943.23N 0004722.94W	207 FT		No	
(EGLM5000) 03/APPROACH 21/ TAKE-OFF	TREE	512926.24N 0004649.16W	207 FT		No	
(EGLM5824) 03/APPROACH 21/ TAKE-OFF	TREE	512925.12N 0004649.74W	211 FT		No	
(EGLM5662) 03/APPROACH 21/ TAKE-OFF	TREE	512924.85N 0004648.55W	213 FT		No	

EGBO — WOLVERHAMPTON/HALFPENNY GREEN

EGBO AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGBO — WOLVERHAMPTON/HALFPENNY GREEN

EGBO AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 523104N Long: 0021535W Mid point of Runway 16/34.
2	Direction and distance from city	5 NM E by S of Bridgnorth
3	Elevation / Reference temperature / Mean Low Temperature	283 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	166 FT
5	Magnetic Variation / Annual Change	0.32°W (2022) / 0.20°E
6	AD Administration Address Telephone E-mail address Web address	WOLVERHAMPTON AIRPORT LTD. Wolverhampton/Halfpenny Green Airport, Stourbridge, West Midlands, DY7 5DY. 01384-221350 (Airport Office) 01384-221378 (ATC) office@wolverhamptonairport.co.uk (Airport Office) atc@wolverhamptonairport.co.uk (ATC) www.wolverhamptonairport.co.uk
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	PPR also available online: https://www.wolverhamptonairport.co.uk/online-ppr. Landing fees can also be paid online: https://www.wolverhamptonairport.co.uk.

EGBO AD 2.3 OPERATIONAL HOURS

1	AD Administration	0900-1700 (0800-1700). During winter hours night flying available on Thursdays until 2100.
2	Customs and immigration	Customs agreement with UK Border Force - https://www.submit-general-aviation-report.service.gov.uk inbound from EU (excluding Republic of Ireland) 4 hours prior notice. Republic of Ireland, Northern Ireland, Channel Islands, Isle of Man 12 hours prior notice.
3	Health and sanitation	Russells Hall Hospital, Dudley - 8 miles.
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	Self service refuelling for AVGAS and JET A-1 F34 available during AD hours and out of hours. Refuellers available from AD opening time until 15 minutes before close. Extensions on request with advanced notice available.
9	Handling	Contact Administration.
10	Security	H24
11	De-icing	
12	Remarks	This aerodrome is PPR. Out of hours scheme via website.

EGBO AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	JET A-1 F34, AVGAS 100LL TOTAL AERO D80, D100, 80, 100, DM 15W-50.
3	Fuelling facilities/capacity	JET A-1 F34 with self service pump 18,000 LT. JET A-1 F34 mobile bowser overwing and pressure refuelling 33,000 LT. AVGAS 100LL self service pump 20,000 LT.
4	De-icing facilities	
5	Hangar space for visiting aircraft	Contact airport office, with short term and long term hangarage options available.

6	Repair facilities for visiting aircraft	Jetstream Hangar 8 Limited - 07989-703974.
7	Remarks	JET A-1 F34 Rotors running available Mon-Fri 0900-1645 (0800-1545); Extensions on request with advanced notice available. Available from helipads 4, 5 & 6 using the mobile bowser. Contact ATS to book in or for additional information.

EGBO AD 2.5 PASSENGER FACILITIES

1	Hotels	Red Lion Inn - 1.2 miles - 01384-221237.
2	Restaurants	Restaurant and Bar on site beneath Control Tower with balcony.
3	Transportation	Taxi's available. Nearest railway station - Stourbridge. Wolverhampton for mainline connections to London, Manchester, and Birmingham.
4	Medical facilities	Basic First Aid on site. De-Fibrilator on site. Russells Hall Hospital, Dudley - 8 miles.
5	Bank and Post Office	Wolverhampton. Wombourne - 5 miles.
6	Tourist Office	
7	Remarks	Two golf courses within ATZ, vineyard within ATZ - ask administration for details. Land Rover Discovery available to transport those with restricted mobility around AD.

EGBO AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A1 RFF Category 2 on request. RFF Category 3 under remission.
2	Rescue equipment	Isuzu D-MAX TACR3, Toyota RAV4. Toyota TACR3 fully compliant with RFF Category 2 standards.
3	Capability for removal of disabled aircraft	Facilities available onsite.
4	Remarks	

EGBO AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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EGBO 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	Taxiway Markings. Parking on apron or grass as directed by ATS. Three Stands 1, 2 & 3 adjacent fuel bay available for larger aircraft parks, as directed by ATS.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 16/34: Runway Edge. Runway light(s): Runway Threshold lighting 16/34.
3	Stop bars and runway guard lights (if any)	
4	Other runway protection measures	Hold boards.
5	Remarks	WDI: 523104.90N 0021543.81W (LGTD).

EGBO 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**
(EGBO8558) 16/APPROACH 34/ TAKE-OFF	TREE	523123.26N 0021544.85W	314 FT		No	
(EGBO8188) 16/APPROACH 34/ TAKE-OFF	BUILDING CHIMNEY	523119.56N 0021552.25W	300 FT		No	
(EGBO8438) 34/APPROACH 16/ TAKE-OFF	TREE	523043.39N 0021520.65W	304 FT		No	
(EGBO8437) 34/APPROACH 16/ TAKE-OFF	TREE	523043.38N 0021520.43W	308 FT		No	
(EGBO1567) 34/APPROACH 16/ TAKE-OFF	MOBILE OBST	523043.31N 0021521.70W	297 FT		No	
(EGBO8439) 34/APPROACH 16/ TAKE-OFF	TREE	523038.83N 0021517.12W	323 FT		No	
(EGBO8440) 34/APPROACH 16/ TAKE-OFF	TREE	523038.72N 0021517.36W	321 FT		No	
(EGBO8449) 34/APPROACH 16/ TAKE-OFF	TREE	523038.46N 0021517.94W	331 FT		No	
(EGBO8450) 34/APPROACH 16/ TAKE-OFF	TREE	523038.36N 0021518.04W	335 FT		No	
(EGBO8436) 34/APPROACH 16/ TAKE-OFF	TREE	523038.31N 0021516.29W	327 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**
(EGBO6239)	PYLON	523514.61N 0021433.01W	549 FT		No	
(EGBO6248)	PYLON	523441.12N 0021520.85W	538 FT		No	
(EGBO5821)	TREE	523223.44N 0021512.88W	501 FT		No	
(EGBO1289)	TREE	523218.53N 0021505.18W	482 FT		No	
(EGBO1291)	TREE	523215.96N 0021502.03W	484 FT		No	
(EGBO8032)	TREE	523126.51N 0021428.50W	511 FT		No	
(EGBO5812)	TREE	523122.26N 0021420.78W	518 FT		No	
(EGBO8040)	TREE	523120.67N 0021420.48W	521 FT		No	
(EGBO8043)	MAST	523118.25N 0021402.88W	485 FT		No	
(EGBO8547)	TREE	523117.54N 0021551.09W	325 FT		No	
(EGBO6978)	ANEMOMETER	523105.32N 0021544.29W	310 FT		Yes	
(EGBO6977)	WINDSLEEVE	523104.90N 0021543.81W	301 FT		No	
(EGBO8402)	TREE	523100.22N 0021514.07W	310 FT		No	
(EGBO8054)	TREE	523058.11N 0021344.62W	536 FT		No	
(EGBO8055)	TREE	523056.82N 0021342.50W	540 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**
(EGBO8058)	TREE	523053.67N 0021343.35W	544 FT		No	
(EGBO8059)	TREE	523053.16N 0021344.02W	541 FT		No	
(EGBO8063)	TREE	523046.48N 0021335.45W	516 FT		No	

EGBO AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self Briefing / Telephone.
6	Flight documentation Language(s) used	English.
7	Charts and other information available for briefing or consultation	Metform F214 / F215.
8	Supplementary equipment available for providing information	
9	ATS units provided with information	WOLVERHAMPTON/HALFPENNY GREEN
10	Additional information (limitation of service, etc.)	Unofficial meteorological observations provided by FIS during AD hours.

EGBO 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	036.71°	646 x 18 M	RWY surface: Asphalt	523059.16N 0021559.27W 166.2 FT	THR 260.2 FT	
22	216.71°	646 x 18 M	RWY surface: Asphalt	523112.52N 0021542.94W 166.2 FT	THR 277.6 FT	
10	096.84°	1055 x 18 M	RWY surface: Asphalt	523101.91N 0021602.11W 166.2 FT	THR 257.6 FT	
28	276.85°	1055 x 18 M	RWY surface: Asphalt	523058.94N 0021521.55W 166.2 FT	THR 274.4 FT	
16	155.83°	1170 x 30 M	RWY surface: Asphalt	523113.59N 0021542.44W 166.2 FT	THR 276.8 FT	
34	335.83°	1170 x 30 M	RWY surface: Asphalt	523050.63N 0021525.55W 166.2 FT	THR 277.8 FT	

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
		706 x 60 M				RWY 04 Threshold displaced by 131 M.
		706 x 60 M				RWY 22
		1115 x 60 M				RWY 10 Threshold displaced by 151 M.
		1115 x 60 M				RWY 28 Threshold displaced by 134 M.
		1290 x 80 M				RWY 16 Threshold displaced by 206 M.
		1290 x 80 M				RWY 34 Threshold displaced by 186 M.

EGBO AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
16	1025 M	1025 M	1064 M	858 M	
34	1096 M	1096 M	1096 M	910 M	
10	799 M	799 M	799 M	799 M	
28	799 M	799 M	799 M	799 M	
04	646 M	646 M	646 M	515 M	
22	515 M	515 M	515 M	616 M	

EGBO 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
16		Light intensity high Green wingbars	PAPI Left/3.5° 43 FT			HI elev bi-directional with LI omni-directional component	Red		
34		Light intensity high Green wingbars	PAPI Left/3.5° 47 FT			HI elev bi-directional with LI omni-directional component	Red		

EGBO AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	IBN: 523055.92N 0021548.99W Flashing Green 'WBA'
2	LDI location and lighting Anemometer location and lighting	Anemometer: 523105.32N 0021544.29W (LGTD); 523055.77N 0021549.32W.
3	TWY edge and centre line lighting	
4	Secondary power supply/switch-over time	Yes, 120 seconds.

5	Remarks	Reflective markers on taxiway centreline. Stands 1, 2 and 3 floodlit.

EGBO AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	
2	TLOF and/or FATO elevation	
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	
4	True BRG of FATO	
5	Declared distance available	
6	APP and FATO lighting	
7	RMK	See aerodrome chart for named helicopter landing areas. Floodlights in vicinity of Helipads located near Fuel Bays.

EGBO 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
WOLVERHAMPTON ATZ A circle, 2 NM radius, centred at 523103N 0021534W on longest notified runway (16/ 34)	Upper limit: 2000 FT AGL Lower limit: SFC	G	HALFPENNY GREEN INFORMATION English	6000 FT		

EGBO 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	HALFPENNY GREEN INFORMATION	123.005 DOC 20 NM/ 10,000 FT.			0900-1700 (0800-1700). During winter hours night flying available on Thursdays until 2100.	ATZ hours coincident with AFIS hours. A/G Service with callsign 'Halfpenny Green Radio' may operate for short periods during the hours of watch.

EGBO 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
DME	WOL	23X 108.600 MHz	H24	523056.86N 0021542.54W	300 FT	Range 15 NM. DOC 10,000 FT.
NDB 0.32°W (2022)	WBA	356.000 kHz	H24	523057.25N 0021542.34W		On AD. Range 25 NM. ADF swings in excess of ±10° between R150° and R160°

EGBO AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Pilots are responsible for their passengers whilst airside at this aerodrome.

b) High visibility clothing is recommended airside.
c) Non-radio aircraft are not permitted to operate outside of published hours. During published hours all non-radio flights are to be approved by ATS.
d) All movements outside of published hours are subject to the out of hours conditions published on the airport website.
e) During winter hours night flying can take place on Thursdays until 2100. Intended Night Flights are subject to PPR which must be notified no later than 1500 on the date of flight.

2 GROUND MOVEMENT

a) Fuel Bay operates a one-way system, entry at the west end (near Hangar 3 east), exit at east (near the mobile fuel bowser). Aircraft to draw up with pumps on starboard side.
b) Pilots must moderate taxiing speeds on Taxiway A and Taxiway F due to undulating surfaces and between A4 and the Fuel Bay due to the possible presence of pedestrians in this area. Special caution must be exercised in the area adjacent to the tower where there is a marked crossing area. Taxi speeds should not exceed a fast walking pace.
c) There are three stands marked 1, 2 and 3 and are adjacent to the Fuel Bay. These parking stands are available for fixed wing and rotary aircraft.
d) Jet aircraft should seek prior approval from ATS before booking in.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) Runway 16/34 lights may be illuminated outside ATS hours for police helicopter operations.
b) Helicopters are not to hover within 50 M of DME/NDB masts, which are situated northeast of the eastern apron.
c) Runway 16/34 shallow depression on eastern edge of runway close to Runway 34 PAPIs will hold water after rain. Runway 16/34 shallow depression crosses the runway north of Runway 34 threshold.
d) View from A5 Hold restricted. Care to be taken when entering/crossing Runway 34.
e) Aircraft should not cut corners when turning on to taxiways and runways due to bad ground and fixed objects such as markers and lighting.
f) No instrument approaches are to be flown at anytime.
g) Pilots must taxi with caution near the Fuel Bay and in the area adjacent to the tower where there is a marked pedestrian crossing, due to pedestrians possibly manoeuvring on the taxiway. Taxi speeds should not exceed a fast walking pace.

5 HELICOPTER OPERATIONS

a) There are three designated helicopter pads marked 4, 5 & 6 adjacent to the mobile bowser.
b) Stands marked 1, 2 & 3 adjacent to the Fuel Bay can also be used to park helicopters.
c) Helicopters taxiing to the fuel pads are asked to operate their aircraft so as to minimise the effect of their downdraft on the nearby hangars.
d) Wheeled helicopters requiring fuel can expect to be instructed to land on Taxiway A to the south east of the fuel bay and then ground-taxi to fuelling pads 4, 5 or 6.
e) Hovering helicopters shall maintain a distance of 60 M from any active runway, taxiway, fencelines, buildings and public viewing area.
f) Helicopters are not to air taxi anywhere between the west of the Fuel Bay and A4 holding point, due to proximity to parked aircraft, buildings, and pedestrians. This includes the main parking apron.
g) See aerodrome chart for named helicopter landing areas.
h) Helicopters are not to land adjacent to the entrance of Hangar 3E. They should use the Helipads and be ground handled in an out of the hangar.
i) JET A-1 F34 Rotors running available Mon-Fri 0900-1645 (0800-1545); extensions available with advanced notice bookings. Available from Helipads 4,5 & 6 using the mobile bowser. Contact ATS to book in or for additional information.

6 USE OF RUNWAYS

a) Only Runway 16/34 is licensed for night use.
b) All runways and taxiway use restricted to aircraft weighing not more than twelve tonnes.

7 TRAINING

a) Training is permitted at the aerodrome. See website for deals on training packages.

EGBO AD 2.21 NOISE ABATEMENT PROCEDURES

a) Runway 16: All departures at the airfield boundary should make a track change of 10 degrees to the right. No left turns are to be made below 600 FT QFE. No direct overflights of Highgate Farm (523030.132N 0021457.5268W) are permitted.
b) Runway 34: No FANSTOP (practice engine failure after take-off) are permitted until passed Whittimere Farm (523149.1016N 0021551.696W), 1000 M beyond end of runway. Traffic turning left into the visual circuit are to avoid direct overflights of Claverley (523214.4204N 0021811.9592W) and Bobbington Village (523043.848N 0021658.116W).
c) Runway 28/10: Departures, approaches and visual circuits are to avoid direct overflights of Bobbington Village and Primary school (523043.848N 0021658.116W).
d) All visual circuits are to be completed within the ATZ.

EGBO AD 2.22 FLIGHT PROCEDURES

1 CIRCUITS

a) Fixed wing circuits are LH at 1000 FT QFE.
b) Helicopter circuits are RH at 800 FT QFE.
c) Use of multiple runways is to cease when more than two aircraft are in or call to join the visual circuit. In this situation all aircraft should revert to the published runway. Any approaches to the non-published runway is then limited to one approach only with no mixed multiple circuits permitted. All aircraft are to revert to the published runway if any of the aircraft are student pilots or an emergency is declared. If Runway 16/34 is being used for a larger aircraft then it shall become the published runway until that aircraft has landed or departed the ATZ.
d) Autogyros are to fly the standard fixed wing circuit pattern and profiles. Pilots of autogyros are to prefix their callsign with 'Gyro' and be aware that they can be hard to see and that additional transmissions may be required to confirm their position and intentions to other aircraft.

2 JOINING

a) The standard fixed wing join is overhead. Aircraft should not descend below 1300 FT QFE on the deadside due to the helicopter circuit at 800 FT QFE.

3 DEPARTURES

a) **South:**

IFR Airways traffic departing to the south should file a flight plan direct to CPT VOR. Flight plans should not be filed for HON VOR due to commercial traffic volumes.

b) **North/East/West:**

File flight plan as normal using preferred reporting points.

When ready to taxi, request for an airways join from ATS and await further instructions.

EGBO AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGBO AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGBO-2-1

EGBO AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

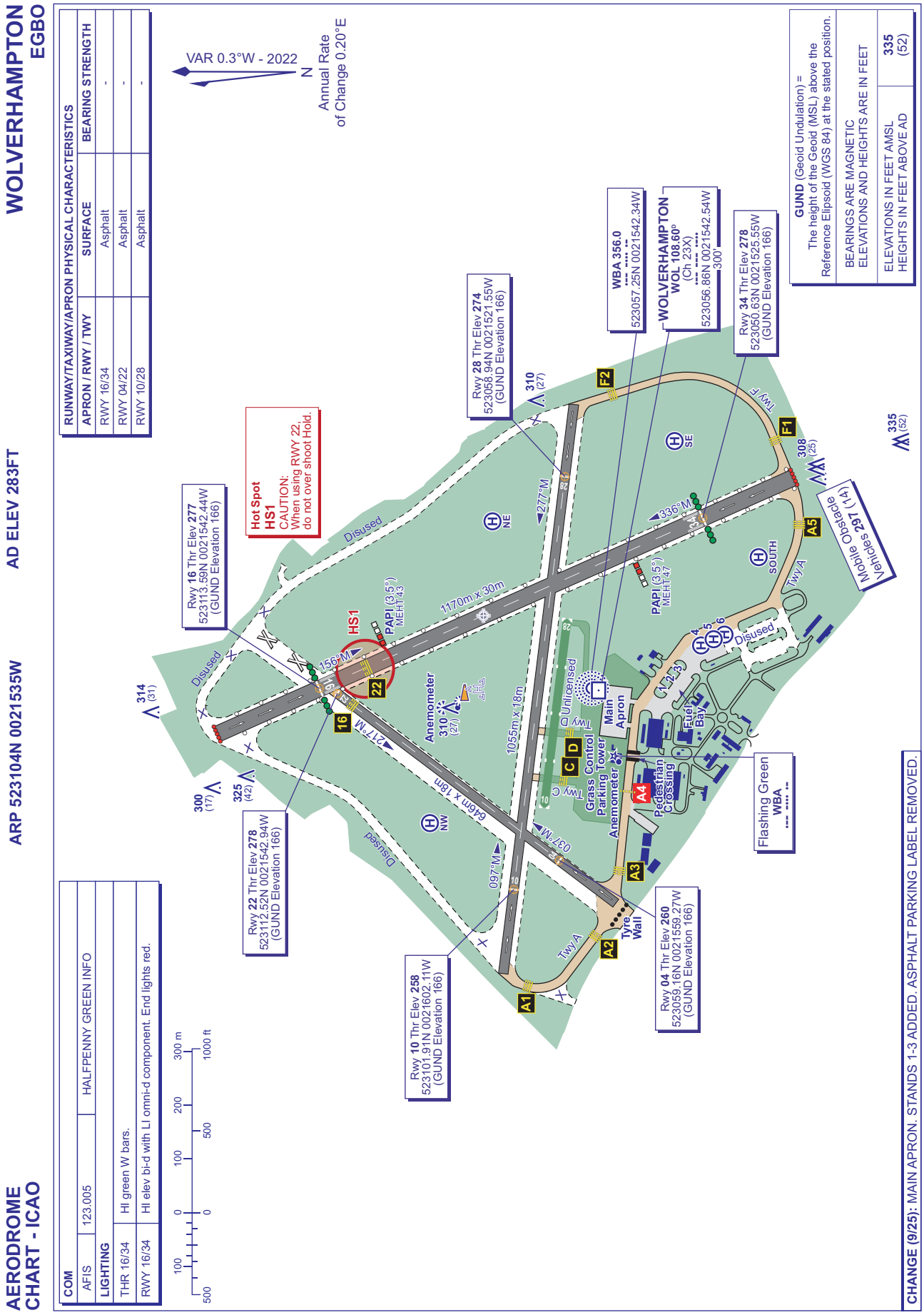
Not applicable

WOLVERHAMPTON EGBO

AERODROME CHART - ICAO

ARP 523104N 0021535W

AD ELEV 283FT



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	SURFACE	BEARING STRENGTH
RWY 16/34	Asphalt	-
RWY 04/22	Asphalt	-
RWY 10/28	Asphalt	-

COM		
AFIS	123.005	HALFPENNY GREEN INFO
LIGHTING		
THR 16/34	HI green W bars.	
RWY 16/34	HI elev bi-d with LI omni-d component. End lights red.	

CHANGE (9/25): MAIN APRON. STANDS 1-3 ADDED. ASPHALT PARKING LABEL REMOVED.

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EGTB — WYCOMBE AIR PARK/BOOKER

EGTB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGTB — WYCOMBE AIR PARK/BOOKER

EGTB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 513642N Long: 0004830W Mid point of Runway 06/24
2	Direction and distance from city	2.4 NM SW of High Wycombe.
3	Elevation / Reference temperature / Mean Low Temperature	516 FT / 19 °C / -
4	Geoid undulation at AD ELEV PSN	153 FT
5	Magnetic Variation / Annual Change	0.28°E (2022) / 0.20°E
6	AD Administration Address Telephone Telefax	AIRWAYS AERO ASSOCIATIONS LTD. Wycombe Air Park, Booker, Marlow, Buckinghamshire, SL7 3DP. 01494-529261 01494-438657 (A/G) 01494-443737 (Administration)
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	

EGTB AD 2.3 OPERATIONAL HOURS

1	AD Administration	0900-1730 (0800-1630), or SS, whichever is earlier (See remarks).
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. See also AD 2.18.
8	Fuelling	
9	Handling	
10	Security	
11	De-icing	
12	Remarks	Aerodrome Strictly PPR at all times. Extended hours by arrangement: 1730-1900 (1630-1900).

EGTB AD 2.4 HANDLING SERVICES AND FACILITIES

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

EGTB AD 2.5 PASSENGER FACILITIES

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EGTB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A1 RFF Category 2 accepted under remission. Category 2 requirement must be notified when requesting PPR.
2	Rescue equipment	
3	Capability for removal of disabled aircraft	
4	Remarks	

EGTB AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

1	Apron surface and strength	APRON Surface: Asphalt
2	Taxiway width, surface and strength	Taxiway ALPHA: 9 M Surface: Asphalt Taxiway BRAVO: 6.6 M Surface: Grass Matting.
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGTB AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

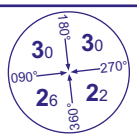
1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	
2	Runway and taxiway markings and lighting	
3	Stop bars and runway guard lights (if any)	
4	Other runway protection measures	
5	Remarks	WDI (LGTD) 513650.32N 0004815.75W.

EGTB AD 2.10 AERODROME OBSTACLES

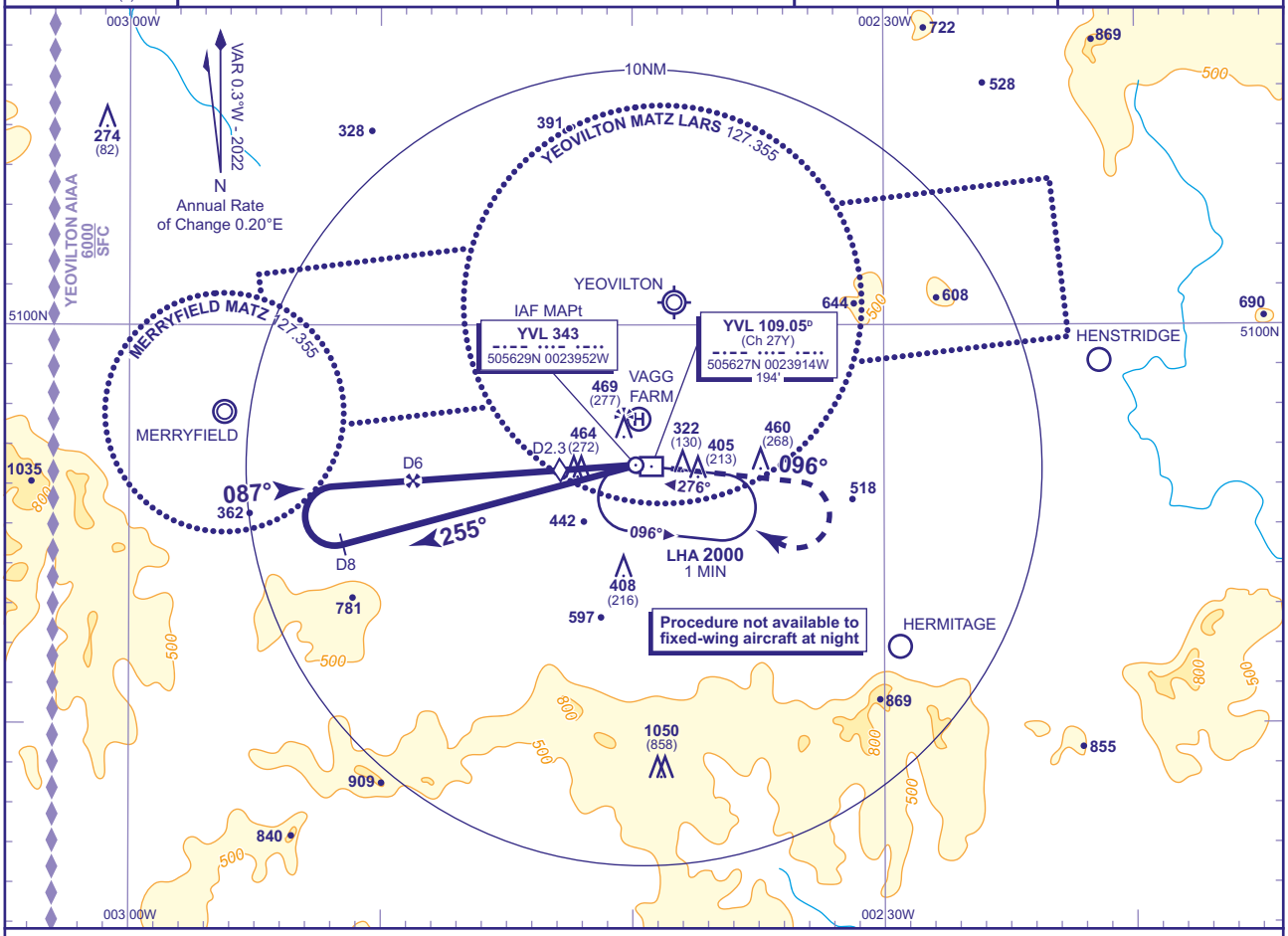
In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGTB4114) 06/APPROACH 24/ TAKE-OFF	TREE	513651.77N 0004758.92W	566 FT	71 FT	No	
(EGTB4121) 06/APPROACH 24/ TAKE-OFF	TREE	513651.06N 0004758.55W	566 FT	70 FT	No	
(EGTB4129) 06/APPROACH 24/ TAKE-OFF	TREE	513650.67N 0004757.66W	570 FT	73 FT	No	
(EGTB4130) 06/APPROACH 24/ TAKE-OFF	TREE	513650.33N 0004759.45W	561 FT	64 FT	No	
(EGTB4123) 06/APPROACH 24/ TAKE-OFF	TREE	513650.22N 0004803.73W	543 FT	44 FT	No	
(EGTB4134) 06/APPROACH 24/ TAKE-OFF	TREE	513650.02N 0004757.15W	566 FT	69 FT	No	
(EGTB4112) 06/APPROACH 24/ TAKE-OFF	TREE	513649.82N 0004809.87W	537 FT	24 FT	No	

INSTRUMENT APPROACH CHART - ICAO

YEOVIL/WESTLAND
NDB(L)/DME
RWY 09
(ACFT CAT A,B)



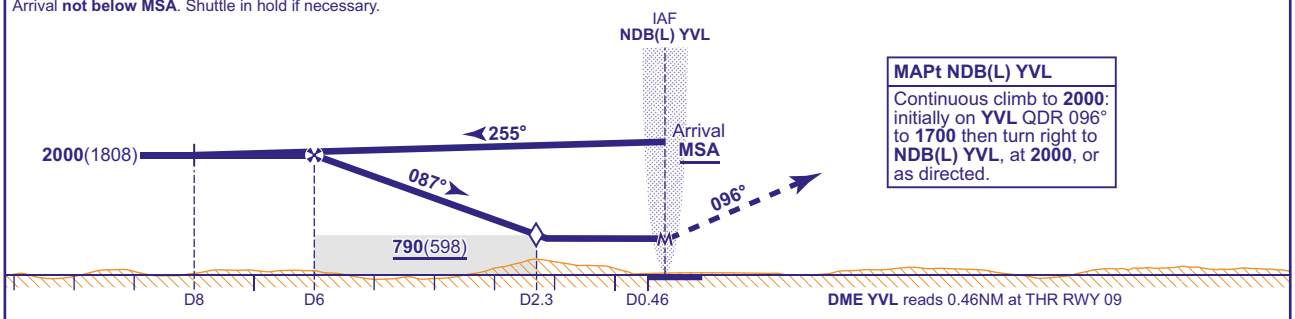
APP	130.805	WESTLAND APPROACH	AD ELEVATION	202
TWR	125.405	WESTLAND TOWER	THR ELEVATION	192
			OBSTACLE ELEVATION 1050 AMSL (858) (ABOVE THR)	
			BEARINGS ARE MAGNETIC	TRANSITION ALTITUDE 3000



RECOMMENDED PROFILE Gradient 5.22%, 317FT/NM

DME YVL	5	4	3	2.3 **(SDF)**	2
ALT(HGT)	**1680**(1488)	**1370**(1178)	**1050**(858)	**830**(638)	**730**(538)

Arrival **not below MSA**. Shuttle in hold if necessary.



MAPt NDB(L) YVL

Continuous climb to **2000**: initially on **YVL** QDR 096° to **1700** then turn right to **NDB(L) YVL**, at **2000**, or as directed.

Aircraft Category		A	B
OCA (OCH)	**WITH DME**	**720**(528)	**720**(528)
	NO DME	**840**(648)	**840**(648)
VM(C)OCA (OCH AAL)	**Total Area**	**770**(568)	**840**(638)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	630	530	420

AIRCRAFT UNABLE TO RECEIVE DME YVL
As for main procedure except fly outbound for 3MIN prior to base turn right. When established on FAT descend to MDH.

NOTES
1. FAT offset 4.9° from RWY C/L and crosses the extended RWY C/L 0.76NM from THR (YVL DME 1.2).
2. Lowest altitude to commence procedure from hold is **2000**.
3. For direct arrivals see chart AD 2-EGHG-8-2.
4. The southeast boundary of Merryfield MATZ abuts the base turn. To avoid conflicts with Merryfield VFR traffic, pilots should not extend beyond D8.5 when in the turn.
5. Inbound aircraft make initial contact with Yeovil Radar, 127.355.
6. Obstacles infringe the Visual Segment Surface on final approach. See EGHG AD 2.10, Aerodrome Obstacles.

CHANGE (9/25): YEOVILTON RADAR FREQUENCY REVISED.

AERO INFO DATE 16 JUN 25

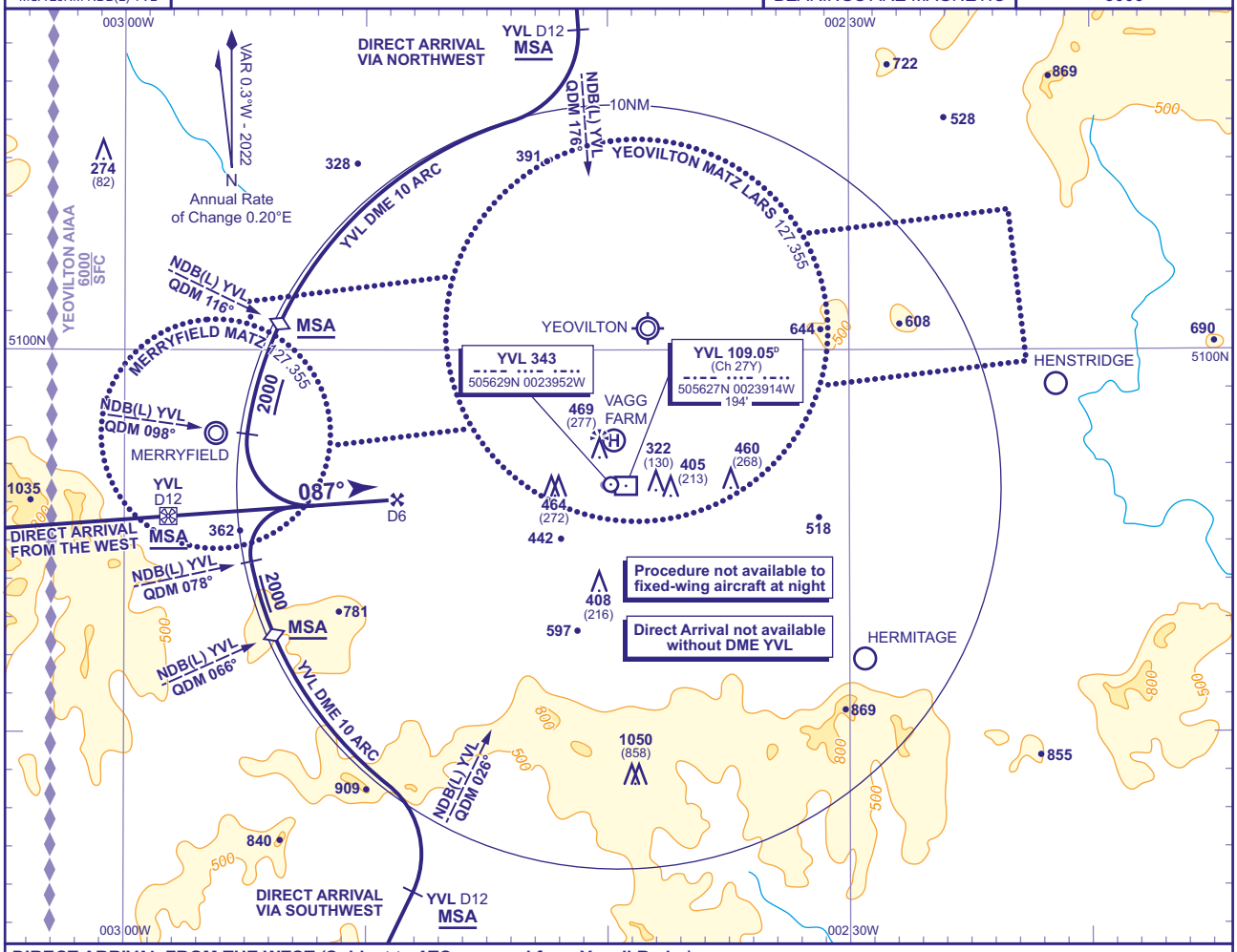
AD 2-EGHG-8-1

INSTRUMENT APPROACH CHART - ICAO

YEOVIL/WESTLAND
Direct Arrivals to NDB(L)/DME RWY 09
(ACFT CAT A,B)

APP	130.805	WESTLAND APPROACH	AD ELEVATION	202
TWR	125.405	WESTLAND TOWER	THR ELEVATION	192
			OBSTACLE ELEVATION 1050 AMSL (858) (ABOVE THR)	
			BEARINGS ARE MAGNETIC	TRANSITION ALTITUDE 3000

MSA 25NM NDB(L) YVL



DIRECT ARRIVAL FROM THE WEST (Subject to ATC approval from Yeovil Radar)
Arrival **not below MSA** to intercept and establish on extended FAT. After passing IAF (NDB(L) YVL QDM 087° YVL DME 12) descend to cross FAF (DME 6) at **2000**(1808) then continue as for main procedure.

DIRECT ARRIVAL FROM THE NORTHWEST (Subject to ATC approval from Yeovil Radar)
Track towards NDB(L) YVL, **not below MSA**, NDB(L) YVL QDM 176° and 116°. At YVL DME 12 turn right and establish on the YVL DME 10 arc. After passing NDB(L) YVL QDM 116° descend to **not below 2000**. At NDB(L) YVL QDM 098° turn left to establish on extended FAT. When established on the extended FAT, continue as for main procedure.

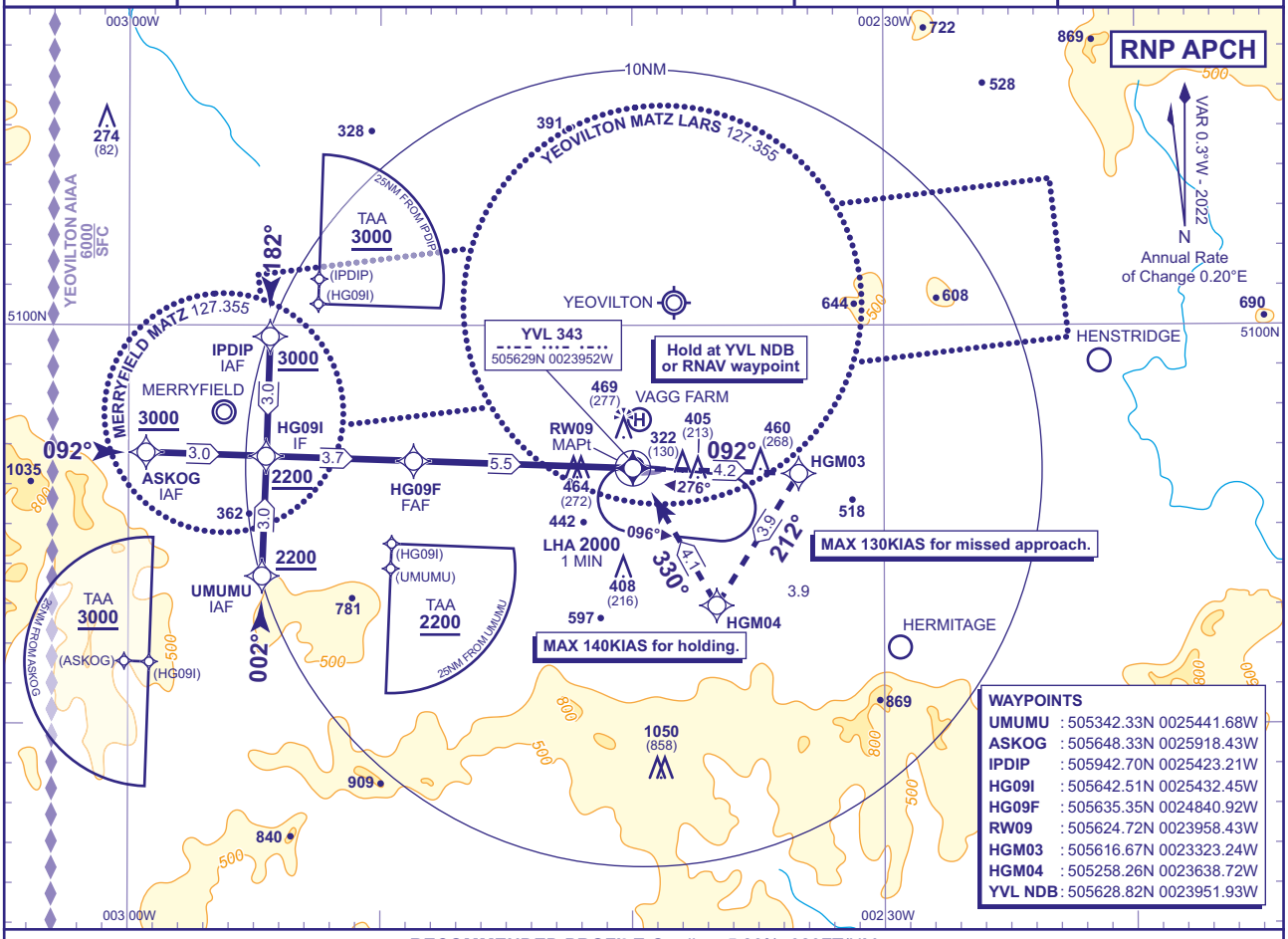
DIRECT ARRIVAL FROM THE SOUTHWEST (Subject to ATC approval from Yeovil Radar)
Track towards NDB(L) YVL, **not below MSA**, NDB(L) YVL QDM 026° and 066°. At YVL DME 12 turn left and establish on the YVL DME 10 arc. After passing NDB(L) YVL QDM 066° descend to **not below 2000**. At NDB(L) YVL QDM 078° turn right to establish on extended FAT. When established on the extended FAT, continue as for main procedure.

CHANGE (9/25): YEOVILTON RADAR FREQUENCY REVISED.

INSTRUMENT APPROACH CHART - ICAO

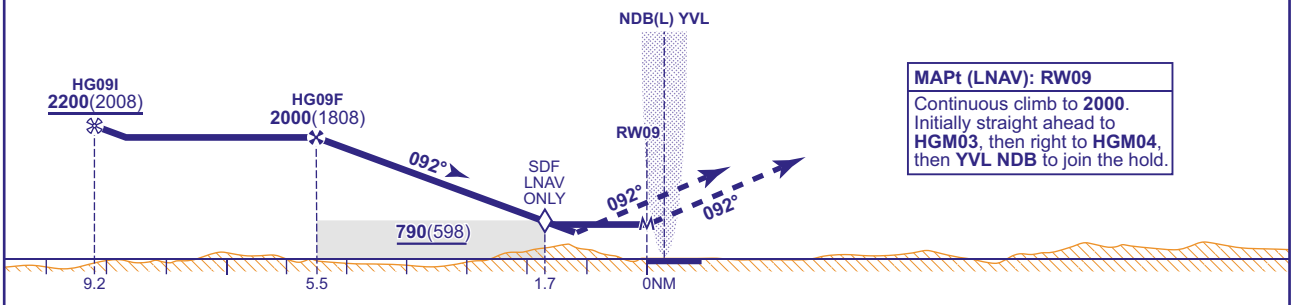
YEOVIL/WESTLAND
RNP
RWY 09
(ACFT CAT A,B)

30 MSA 25NM ARP	APP 130.805	WESTLAND APPROACH	AD ELEVATION 202	TRANSITION ALTITUDE 3000
	TWR 125.405	WESTLAND TOWER	THR ELEVATION 192	
			OBSTACLE ELEVATION 1050 AMSL (858) (ABOVE THR)	
			BEARINGS ARE MAGNETIC	



RECOMMENDED PROFILE Gradient 5.26%, 320FT/NM

NM to RW09	5	4	3	2	1.7 (SDF)
ALT(HGT)	**1850**(1658)	**1530**(1338)	**1210**(1018)	**890**(698)	**790**(598)



MAPt (LNAV): RW09
Continuous climb to **2000**. Initially straight ahead to **HGM03**, then right to **HGM04**, then **YVL NDB** to join the hold.

Aircraft Category		A	B
OCA (OCH)	LNAV	**710**(518)	**710**(518)
VM(C)OCA (OCH AAL)	Total Area	**770**(568)	**840**(638)

Rate of descent	G/S KT		130	120	100	80
	FT/MIN		695	640	535	425

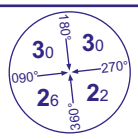
NOTE
1 Lowest holding altitude **2000**. Lowest altitude to commence procedure from the hold is **3000**.
2 Procedures infringe the Merryfield ATZ and MATZ. Co-ordination will be provided by Westland Approach.
3 Visiting aircraft should make contact with Yeovil Radar, 127.355MHz.
4 Where possible, pilots should route via IAF UMUMU to remain clear of Yeovilton airspace.
5 RNP procedure not available when AFIS is in operation.
6 The RNP hold YVL is coincident with the NDB hold; either can be used.
7 Obstacles infringe the Visual Segment Surface on final approach. See EGHG AD 2.10 Aerodrome Obstacles.

CHANGE (9/25): YEOVILTON RADAR FREQUENCY REVISED.

AERO INFO DATE 16 JUN 25
AD 2-EGHG-8-3

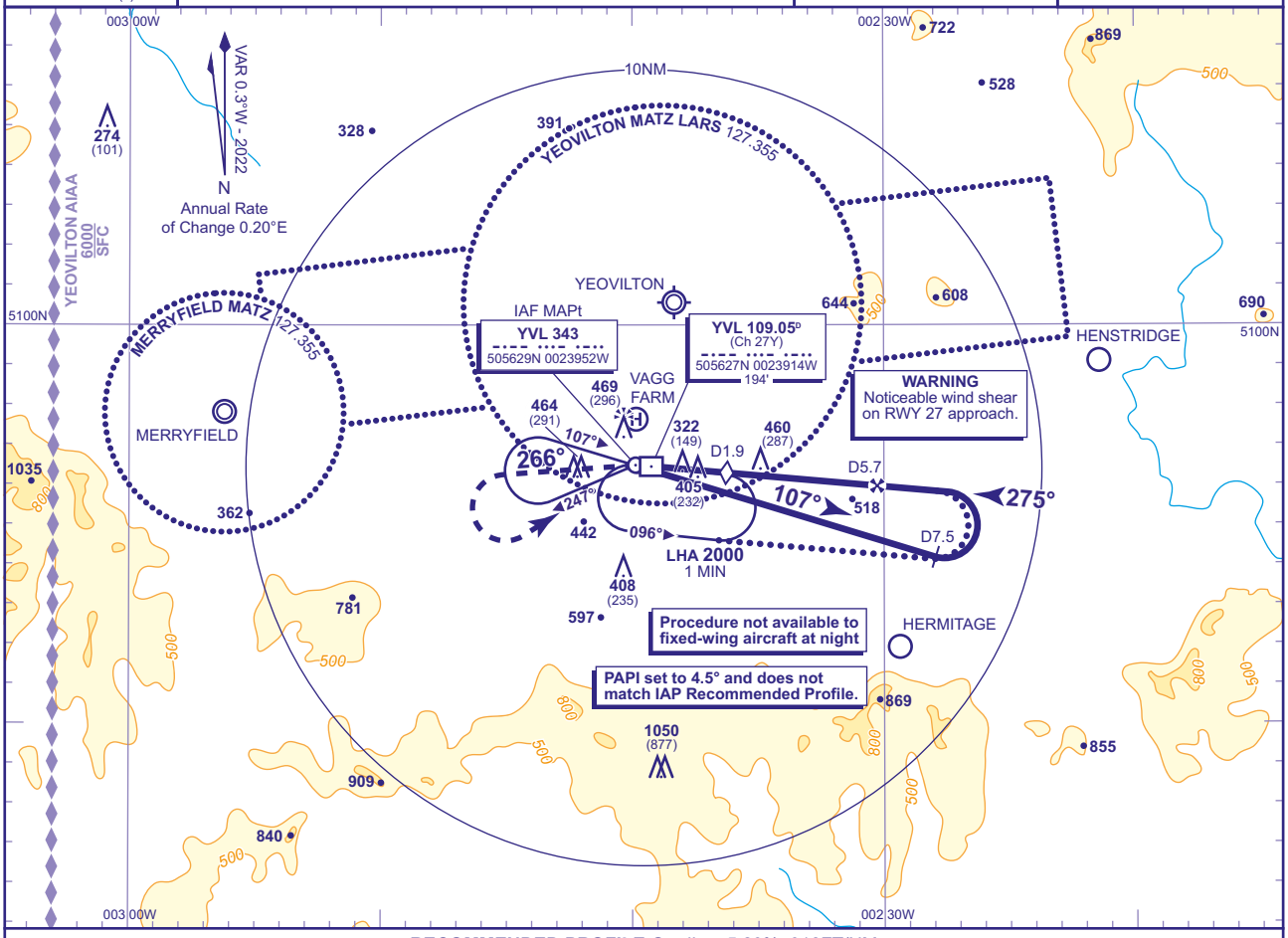
INSTRUMENT APPROACH CHART - ICAO

YEOVIL/WESTLAND
NDB(L)/DME
RWY 27
(ACFT CAT A,B)



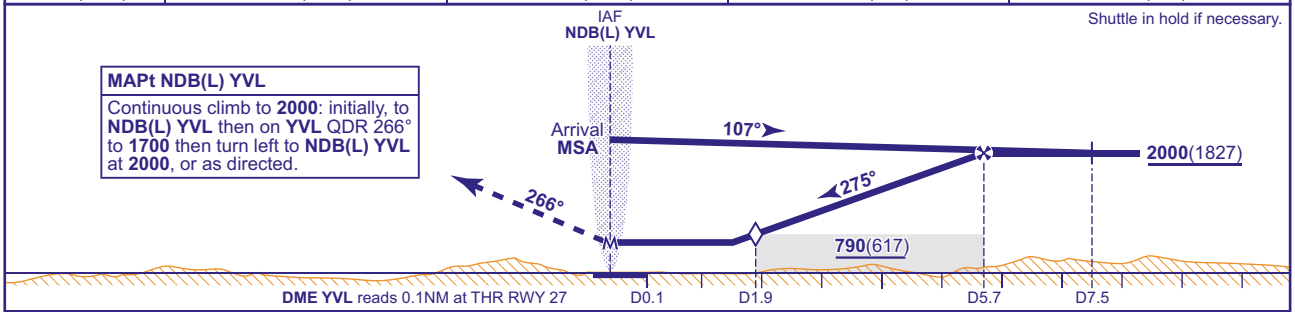
MSA 25NM NDB(L) YVL

APP	130.805	WESTLAND APPROACH	AD ELEVATION	**202**	TRANSITION ALTITUDE **3000**
TWR	125.405	WESTLAND TOWER	THR ELEVATION	**173**	
			OBSTACLE ELEVATION **1050 AMSL** (877) (ABOVE THR)		
			BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE Gradient 5.23%, 318FT/NM

DME YVL	5	4	3	2
ALT(HGT)	**1780**(1607)	**1460**(1287)	**1140**(967)	**830**(657)



Aircraft Category		A	B
OCA (OCH)	**WITH DME**	**670**(497)	**670**(497)
	NO DME	**860**(687)	**860**(687)
VM(C)OCA (OCH AAL)	**Total Area**	**770**(568)	**840**(638)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	640	530	420

RACETRACK PROCEDURE Extend the outbound leg of the NDB(L) YVL hold on track 095° descending to **not below 2000**. At YVL DME 7.5 turn left to intercept the extended FAT. When established continue as for main procedure.

AIRCRAFT UNABLE TO RECEIVE DME YVL
As for main procedure except fly outbound for 3MIN prior to base turn left. When established on FAT descend to MDH.

NOTES
1. FAT offset 3.3° from RWY C/L and crosses the extended RWY C/L 0.76NM from THR (YVL DME 0.84).
2. Lowest altitude to commence procedure from hold is **2000**.
3. To commence procedure from hold, from overhead NDB(L) YVL, fly outbound on QDR 247° for 1MIN then turn right back to facility on QDM 107° **not below 2000**.
4. For direct arrivals see chart AD 2-EGHG-8-5.
5. Inbound aircraft make initial contact with Yeovil Radar, 127.355.
6. Obstacles infringe the Visual Segment Surface on final approach. See EGHG AD 2.10 Aerodrome Obstacles.

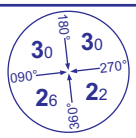
CHANGE (9/25): YEOVILTON RADAR FREQUENCY REVISED.

AERO INFO DATE 16 JUN 25

AD 2-EGHG-8-4

INSTRUMENT APPROACH CHART - ICAO

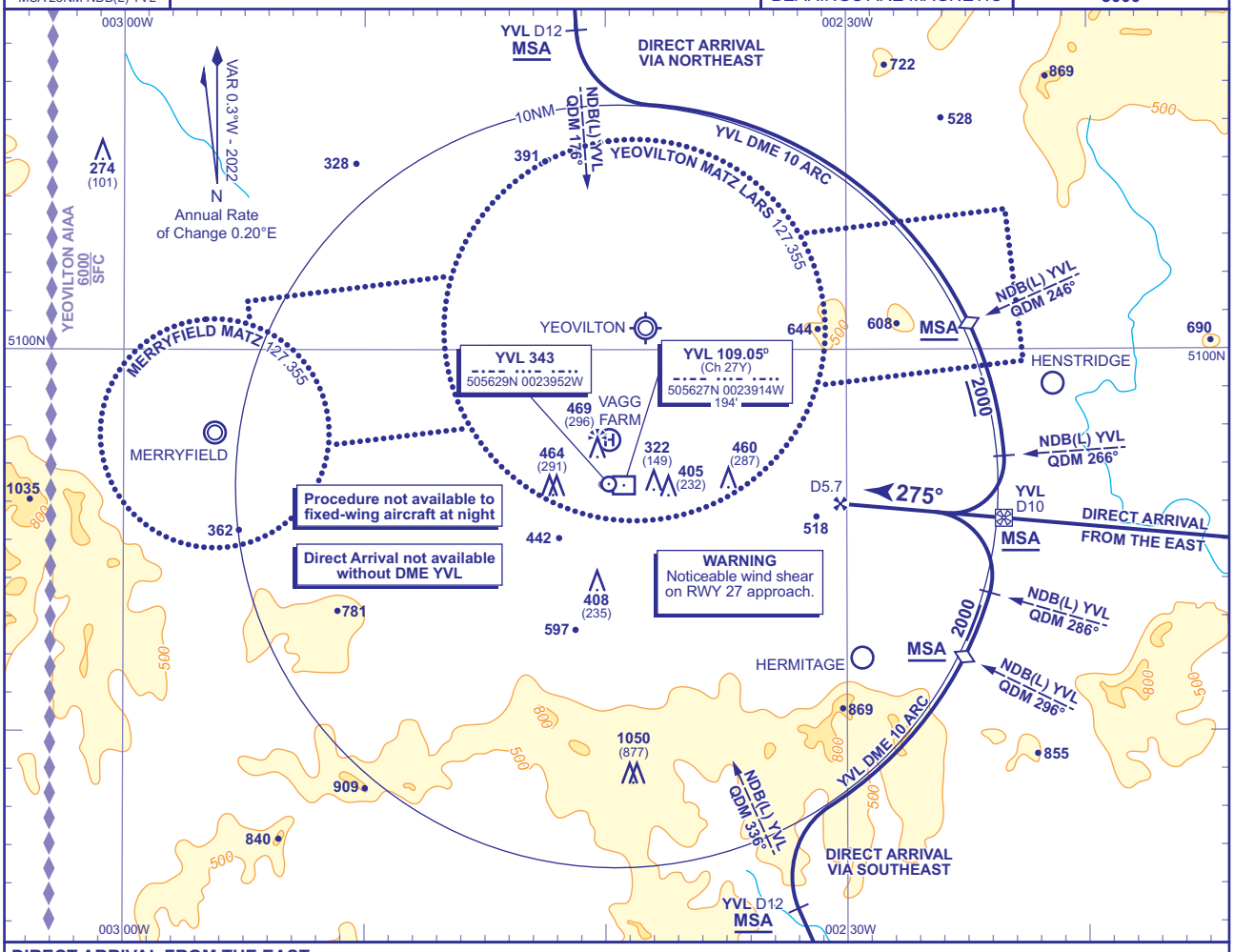
YEOVIL/WESTLAND
Direct Arrivals to NDB(L)/DME RWY 27
(ACFT CAT A,B)



MSA 25NM NDB(L) YVL

APP	130.805	WESTLAND APPROACH	AD ELEVATION	202
TWR	125.405	WESTLAND TOWER	THR ELEVATION	173
			OBSTACLE ELEVATION 1050 AMSL (877) (ABOVE THR)	
			BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE 3000



DIRECT ARRIVAL FROM THE EAST
Arrival **not below MSA** to intercept and establish on extended FAT. After passing IAF (NDB(L) YVL QDM 275° YVL DME 10) descend to cross FAF (DME 5.7) at **2000**(1827) then continue as for main procedure.

DIRECT ARRIVAL FROM THE NORTHEAST (Subject to ATC approval form Yeovil Radar)
Track towards NDB(L) YVL, **not below MSA**, NDB(L) YVL QDM 176° and 246°. At YVL DME 12 turn left and establish on the YVL DME 10 arc. After passing NDB(L) YVL QDM 246° descend to **not below 2000**. At NDB(L) YVL QDM 266° turn right to establish on extended FAT. When established on the extended FAT, continue as for main procedure.

DIRECT ARRIVAL FROM THE SOUTHEAST
Track towards NDB(L) YVL, **not below MSA**, between NDB(L) YVL QDM 336° and 296°. At YVL DME 12 turn right and establish on the YVL DME 10 arc. After passing NDB(L) YVL QDM 296° descend to **not below 2000**. At NDB(L) YVL QDM 286° turn left to establish on extended FAT. When established on the extended FAT, continue as for main procedure.

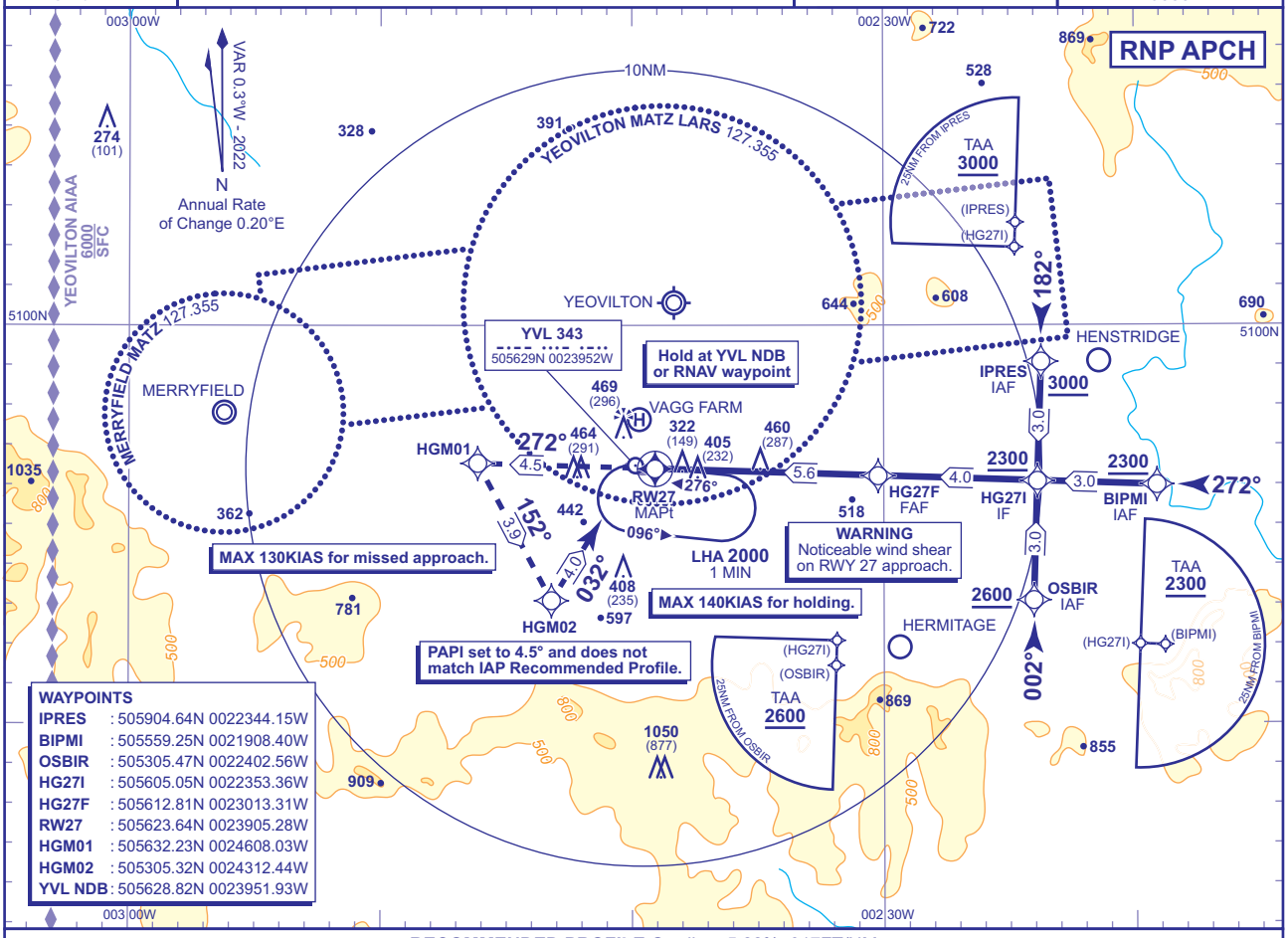
CHANGE (9/25): YEOVILTON RADAR FREQUENCY REVISED.

AERO INFO DATE 16 JUN 25

INSTRUMENT APPROACH CHART - ICAO

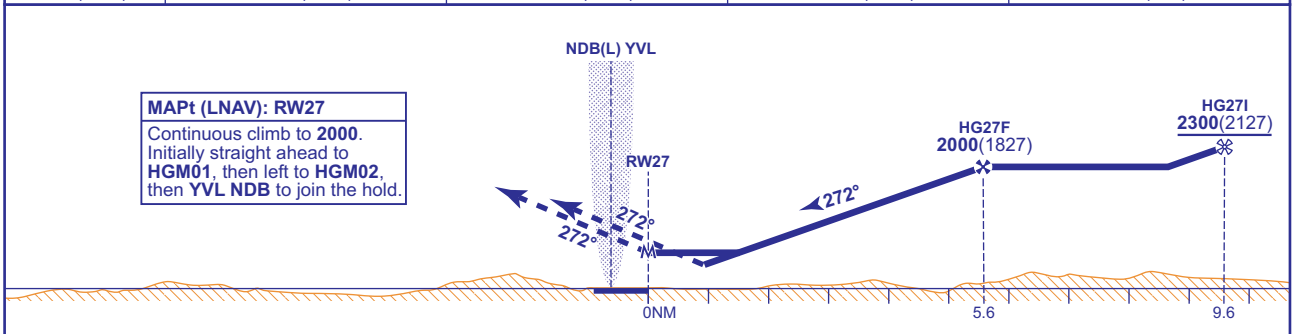
YEOVIL/WESTLAND
RNP
RWY 27
(ACFT CAT A,B)

30 MSA 25NM ARP	APP 130.805	WESTLAND APPROACH	AD ELEVATION 202	TRANSITION ALTITUDE 3000
	TWR 125.405	WESTLAND TOWER	THR ELEVATION 173	
			OBSTACLE ELEVATION 1050 AMSL (877) (ABOVE THR)	
			BEARINGS ARE MAGNETIC	



RECOMMENDED PROFILE Gradient 5.22%, 317FT/NM

NM to RW27	5	4	3	2
ALT(HGT)	**1810**(1637)	**1500**(1327)	**1180**(1007)	**860**(687)



Aircraft Category		A	B
OCA (OCH)	LNAV	**710**(537)	**710**(537)
VM(C)OCA (OCH AAL)	Total Area	**770**(568)	**840**(638)

Rate of descent	G/S KT		130	120	100	80
	FT/MIN		690	635	530	425

NOTE
1. Lowest holding altitude **2000**. Lowest altitude to commence procedure from hold is **3000**.
2. Visiting aircraft should make initial contact with Yeovil Radar, 127.355MHz.
3. Where possible, pilots should route via IAF OSBIR to remain clear of Yeovilton airspace.
4. RNP procedure not available when AFIS is in operation.
5. The RNP hold YVL is coincident with the NDB hold; either can be used.
6. Obstacles infringe the Visual Segment Surface on final approach. See EGHG AD 2.10 Aerodrome Obstacles.

CHANGE (9/25): YEOVILTON RADAR FREQUENCY REVISED.

AERO INFO DATE 16 JUN 25

AD 2-EGHG-8-6

EGHT — TRESCO HELIPORT

EGHT AD 3.1 HELIPORT LOCATION INDICATOR AND NAME

EGHT — TRESCO HELIPORT

EGHT AD 3.2 HELIPORT GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 495644N Long: 0061953W
2	Direction and distance from city	2 NM north of Hugh Town, Isles of Scilly.
3	Elevation / Reference temperature / Mean Low Temperature	20 FT / 2 °C / -
4	Geoid undulation at AD ELEV PSN	176 FT
5	Magnetic Variation / Annual Change	1.47°W (2022) / 0.20°E
6	AD Administration Address Telephone E-mail address Web address	TRESCO HELIPORT Tresco, Isles of Scilly, TR24 0QQ. 01720-424109 (Tresco Heliport) heliportmanager@tresco.co.uk www.tresco.co.uk
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	

EGHT AD 3.3 OPERATIONAL HOURS

1	Heliport Operator	From 1 Apr to 31 Oct; Mon-Sat: 0830-1700 (0730-1600); Closed on Sun. From 1 Nov to 31 Mar; Mon-Fri: 0830-1030 and 1430-1600; Sat: 0830-1030; Closed on Sun.
2	Customs and Immigration	By arrangement of airfield operator.
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	As Heliport hours.
7	Air Traffic Service	AGCS only Channel ID 118.205
8	Fuelling	As Heliport hours.
9	Handling	As Heliport hours.
10	Security	
11	De-icing	
12	Remarks	Aerodrome is PPR. Tel: 01720-424109.

EGHT AD 3.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	JET A-1
3	Fuelling facilities/capacity	Mobile Fuel Bowser (1000 LT).
4	De-icing facilities	
5	Hangar space for visiting aircraft	Parking available.
6	Repair facilities for visiting aircraft	
7	Remarks	Aircraft parking available. Overnight or during the day.

EGHT AD 3.5 PASSENGER FACILITIES

1	Hotels	
2	Restaurants	Restaurants on the island.
3	Transportation	Transfers available to accommodation.
4	Medical facilities	
5	Bank and Post Office	Tresco Stores.

6	Tourist Office	
7	Remarks	Small private island facilities all close by.

EGHT AD 3.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category H2 External rescue agencies available on request.
2	Rescue equipment	Water rescue facilities available for 08/26 during opening hours.
3	Capability for removal of disabled aircraft	
4	Remarks	

EGHT AD 3.7 SEASONAL AVAILABILITY - CLEARING

INTENTIONALLY BLANK

EGHT AD 3.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron/ helicopter stands surface and strength	APRON Surface: Grass. Compounded ground.
2	Ground taxiway width, surface and designation	
3	Air taxiway width and designation	Taxiway FATO 08/26: 45 M
4	Altimeter checkpoint location and elevation	
5	VOR checkpoints	
6	INS checkpoints	
7	Remarks	No helicopter ground taxi available.

EGHT AD 3.9 MARKINGS AND MARKERS

1	Final approach and take-off markings	TLOF STAND 2: at westerly end of FATO.
2	Taxiway, air taxiway and air transit route markers	
3	Remarks	Safety Area and FATO combined and marked with inlaid concrete markers. The landing TLOF STAND 2 is marked with L-shaped concrete markers at the westerly end of the FATO. No shutting down on this TLOF. Shutting down and short stay parking is on STAND 1 on the north side of the airfield. There are no runway designators or 'H's at either end of the FATO.

EGHT AD 3.10 HELIPORT 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**
(EGHT1079)	BUSH	495645.89N 0061945.60W	13 FT	6 FT	No	
(EGHT1021)	POLE	495642.08N 0062003.78W	23 FT	1 FT	No	