Civil Aviation Authority

NATS

UNITED KINGDOM AERONAUTICAL INFORMATION PUBLICATION

AIRAC 12/2025 - EFFECTIVE DATE: 27 Nov 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 1.5	Paragraph 5.1.6 Radio Mandatory Zones (RMZ) updated. Paragraph 5.3.2.2 Notified 'Transponder Mandatory Zones' airspace updated. Paragraph 5.3.2.4 removed.
GEN 2.5	VENTNOR (VNR) DME - New.
GEN 3.3	Paragraph 6 ATS Units Address List - Scottish AC (Prestwick) contact details updated.
GEN 3.5	Editorial.
ENR 1.1	Section 4.1 Non-Standard Flights (NSFs) in controlled airspace.
ENR 1.4	Paragraph 2.5.1 Notifications updated.
ENR 1.6	Paragraph 4.1.6 ATS units participating in the Lower Airspace Radar - Waddington hours of provision revised.
ENR 2.1	AIRAC BALDER CTA, DAVENTRY CTA 12/13 and EKOFISK CTA lateral limits revised.
ENR 2.2	MIDDLE WALLOP ATZ - Unit providing service amended. En-Route Transponder Mandatory Zones - TMZs notified in ENR 2.1 have been included into this section.
ENR 4.1	VENTNOR (VNR) DME - New.
ENR 4.5	Walney ABN added.
ENR 5.1	EGD026 LULWORTH - Contact details updated. EGD119 BRIDGWATER BAY - Contact details updated. EGD902B-H SAXAVORD - AMC Manageable added to remarks.
ENR 5.5	WESTON-ON-THE-GREEN parachute site - Alternative contact updated.
ENR 6	ENR 6-5 BALDER CTA, EKOFISK CTA lateral limits revised. ENR 6-7 SCOTTISH TMA TMZ added, BALDER CTA, DAVENTRY CTA 12/13, EKOFISK CTA lateral limits revised. ENR 6-15 VNR DME added. ENR 6-18 BALDER CTA, EKOFISK CTA lateral limits revised. ENR 6-37 SCOTTISH TMA TMZ added. ENR 6-38 VNR DME added. ENR 6-44 BALDER CTA, EKOFISK CTA lateral limits revised. ENR 6-59 BALDER CTA, EKOFISK CTA lateral limits revised. ENR 6-69 EKOFISK CTA lateral limits revised. ENR 6-75 EGD026 and EGD119 contact details revised. EKOFISK CTA lateral limits revised. ENR 6-76 BALDER CTA, EKOFISK CTA lateral limits revised.
AD 2.EGSL	AD 2.2 Aerodrome geographical and administrative data - Magnetic variation updated.
AD 2.EGSL-2	AD 2 EGSL 2-1 Magnetic variation updated.
AD 2.EGAA-2	AD 2 EGAA 2-1 F2 hold and markings removed.
AD 2.EGKB	AD 2.2 Aerodrome geographical and administrative data - Contact details revised. AD 2.6 Rescue and fire fighting services - Rescue equipment. AD 2.20 Local aerodrome regulations - Warnings. Helicopter operations. AD 2.21 Noise abatement procedures - General. VFR noise abatement procedures.
AD 2.EGKB-2	AD 2 EGKB 2-1 JET MS label removed.
AD 2.EGBB	AD 2.8 Aprons, taxiways and check locations/positions data - TWY Hotel PCR revised (Cancels SUP 043/2025). AD 2.20 Local aerodrome regulations - Ground movement - Clearance delivery.
AD 2.EGBB-2	AD 2 EGBB 2-1 to 2-3 New TWY H, Hold H and PCR value.
AD 2.EGHH	AD 2.24 Charts related to an aerodrome - New chart.
AD 2.EGHH-2	AD 2 EGHH 2-1 Helicopter aiming point removed. Hold Z label removed. Taxilane V label. AD 2 EGHH 2-2 Editorial. AD 2 EGHH 2-3 New chart.
AD 2.EGSC	AD 2.10 Aerodrome obstacles - 2 cranes removed. Crane C006.24 duration extended.
AD 2.EGHR	AD 2.3 Operational hours - AD administration. AD 2.18 Air traffic services communications facilities - Hours of operation.

AD 2.EGHA	AD 2.6 Rescue and fire fighting services - RFFS cover availability. AD 2.20 Local aerodrome regulations - Airport regulations, Warnings.
AD 2.EGHA-2	AD 2 EGHA 2-1 Public footpath relocated.
AD 2.EGSR-2	AD 2 EGSR 2-1 Mid-runway taxiway link removed.
AD 2.EGNX	AD 2.8 Aprons, taxiways and check locations/positions data - Remarks. AD 2.20 Local aerodrome regulations - Ground movement. AD 2.21 Noise abatement procedures - Auxiliary power units (APU)s. AD 2.22 Flight procedures - Procedures for inbound aircraft. AD 2.24 Charts related to an aerodrome - Chart titles revised.
AD 2.EGNX-2	AD 2 EGNX 2-3 Chart removed.
AD 2.EGNX-4	AIRAC AD 2 EGNX 4-1 DAVENTRY CTA 12/13 lateral limit revised.
AD 2.EGNX-8	AD 2 EGNX 8-1 to 8-12 Chart titles revised.
AD 2.EGPH	AD 2.8 Aprons, taxiways and check locations/positions data - Taxiway and Apron PCN ratings updated to PCR.
AD 2.EGPH-2	AD 2 EGPH 2-1/2-2 Taxiway and Apron PCN ratings updated to PCR.
AD 2.EGPH-4	AD 2 EGPH 4-1 SCOTTISH TMA TMZ added.
AD 2.EGTR	AD 2.9 Surface movement guidance and control system and markings - Editorial
AD 2.EGAB	AD 2.2 Aerodrome geographical and administrative data - GUND added. AD 2.9 Surface movement guidance and control system and markings - WDI. AD 2.10 Aerodrome obstacles - Revised. AD 2.12 Runway physical characteristics - RWY and strip dimensions updated, THR GUND added, THR displacement and starter extension dimensions updated. AD 2.13 Declared distances - Starter extension updated. AD 2.14 Approach and runway lighting - PAPI RWY 32 glide slope angle updated. AD 2.15 Other lighting, secondary power supply - Anemometer added.
AD 2.EGAB-2	AD 2 EGAB 2-1 Chart revised due to incorporation of the latest aerodrome survey.
AD 2.EGTF	AD 2.20 Local aerodrome regulations - Helicopter operations.
AD 2.EGLF	AD 2.9 Surface movement guidance and control system and markings - Remarks revised. AD 2.14 Approach and runway lighting - Remarks revised. AD 2.15 Other lighting, secondary power supply - TWY edge and centre line lighting revised. AD 2.20 Local aerodrome regulations - Ground movement.
AD 2.EGCL	AD 2.2 Aerodrome geographical and administrative data - Magnetic variation updated.
AD 2.EGCL-2	AD 2 EGCL 2-1 Magnetic variation updated.
AD 2.EGPF-4	AD 2 EGPF 4-1 SCOTTISH TMA TMZ added.
AD 2.EGNR	AD 2.20 Local aerodrome regulations - Helicopter operations.
AD 2.EGHC	AD 2.10 Aerodrome obstacles - Revised.
AD 2.EGHC-2	AD 2 EGHC 2-1/2-2 Obstacles. AD boundary. Compass base.
AD 2.EGHF	AD 2.2 Aerodrome geographical and administrative data - Magnetic variation updated. AD 2.6 Rescue and fire fighting services - Rescue equipment.
AD 2.EGHF-2	AD 2 EGHF 2-1 Magnetic variation updated.
AD 2.EGBG	AD 2.2 Aerodrome geographical and administrative data - Magnetic variation updated.
AD 2.EGBG-2	AD 2 EGBG 2-1 Magnetic variation updated.
AD 2.EGET	AD 2.18 Air traffic services communication facilities - TINGWALL RADIO callsign removed.
AD 2.EGET-2	AD 2 EGET 2-1 TINGWALL RADIO callsign removed.
AD 2.EGKK	AD 2.6 Rescue and fire fighting services - RFFS availability. AD 2.20 Local aerodrome regulations - Airport regulations.
AD 2.EGLL	AD 2.10 Aerodrome obstacles - Cranes updated. AD 2.19 Radio navigation and landing aids - BUR NDB - RNAV substitution only.
AD 2.EGSS	AD 2.21 Noise abatement procedures - Noise preferential routeing procedures updated. AD 2.24 Charts related to an aerodrome - Revised list.
AD 2.EGSS-3	AD 2 EGSS 3-1 Noise preferential routeings chart removed.
AD 2.EGSS-6	AD 2 EGSS 6-5 LAMBOURNE 4R 3S SID chart removed. All other chart titles revised and pages re-numbered.
AD 2.EGCC	AD 2.2 Aerodrome geographical and administrative data - Magnetic Variation updated. AD 2.8 Aprons, taxiways and check locations/positions data - Remarks. AD 2.9 Surface movement guidance and control system and markings - Stands. Taxiway lighting revised. AD 2.15 Other lighting, secondary power supply - TWY edge and centre line lighting revised. AD 2.19 Radio navigation and landing aids - VOR MCT declination updated. AD 2.20 Local aerodrome regulations - Ground movement. AD 2.21 Noise abatement procedures.
AD 2.EGCC-2	AD 2 EGCC 2-1 to 2-4 Magnetic information updated. Reconfiguration of TWY Delta and Echo, introduction of new holding positions, withdrawal of some remote stands and withdrawal of TWY Quebec.
AD 2.EGCC-3	AD 2 EGCC 3-1/3-2 Magnetic information updated.
AD 2.EGCC-4	AD 2 EGCC 4-1 Magnetic information updated.
AD 2.EGCC-5	AD 2 EGCC 5-1 Magnetic information updated.
AD 2.EGCC-6	AD 2 EGCC 6-1 to 6-6 Magnetic information updated. MCT VOR recalibrated.
AD 2.EGCC-7	AD 2 EGCC 7-1 to 7-8 Magnetic information updated.
AD 2.EGCC-8	AD 2 EGCC 8-1 to 8-15 Magnetic information updated. MCT VOR recalibrated.

AD 2.EGCB	AD 2.2 Aerodrome geographical and administrative data - Magnetic variation updated.
AD 2.EGCB-2	AD 2 EGCB 2-1 Magnetic variation updated.
AD 2.EGNF	AD 2.2 Aerodrome geographical and administrative data - Magnetic variation updated.
AD 2.EGNF-2	AD 2 EGNF 2-1 Magnetic variation updated.
AD 2.EGSV	AD 2.2 Aerodrome geographical and administrative data - Magnetic variation updated.
AD 2.EGSV-2	AD 2 EGSV 2-1 Magnetic variation updated.
AD 2.EGTK	AD 2.9 Surface movement guidance and control system and markings - Stands.
AD 2.EGPK	AD 2.2 Aerodrome geographical and administrative data - Magnetic variation and Annual change updated. AD 2.20 Local aerodrome regulations - Ground movement. AD 2.21 Noise abatement procedures.
AD 2.EGPK-2	AD 2 EGPK 2-1/2-2 Magnetic information updated.
AD 2.EGPK-4	AD 2 EGPK 4-1 Magnetic information updated. SCOTTISH TMA TMZ added.
AD 2.EGPK-5	AD 2 EGPK 5-1 MSA NE sector and magnetic variation updated.
AD 2.EGPK-6	AD 2 EGPK 6-1 to 6-4 Magnetic information updated.
AD 2.EGPK-7	AD 2 EGPK 7-1 to 7-8 Magnetic information updated.
AD 2.EGPK-8	AD 2 EGPK 8-1 to 8-18 MSA NE sector, magnetic variation/magnetic tracks updated.
AD 2.EGKR	AD 2.2 Aerodrome geographical and administrative data - Magnetic variation updated.
AD 2.EGKR-2	AD 2 EGKR 2-1 Magnetic variation updated.
AD 2.EGCF	AD 2.2 Aerodrome geographical and administrative data - Magnetic variation updated.
AD 2.EGCF-2	AD 2 EGCF 2-1 Magnetic variation updated.
AD 2.EGHI-4	AD 2 EGHI 4-1 VNR DME added.
AD 2.EGHI-8	AD 2 EGHI 8-1 to 8-10 Boscombe frequency.
AD 2.EGSY	AD 2.3 Operational hours - PPR.
AD 2.EGFH-2	AD 2 EGFH 2-1 New Holds A1, H and J. Hot Spot 1.
AD 2.EGBM	AD 2.2 Aerodrome geographical and administrative data - Magnetic variation updated.
AD 2.EGBM-2	AD 2 EGBM 2-1 Magnetic variation updated.
AD 2.EGHO	AD 2.2 Aerodrome geographical and administrative data - Contact details updated.
AD 2.EGNL	AD 2.15 Other lighting, secondary power supply - ABN added.
AD 2.EGNL-2	AD 2 EGNL 2-1 AD beacon added.
AD 2.EGEW	AD 2.2 Aerodrome geographical and administrative data - Magnetic variation updated.
AD 2.EGEW-2	AD 2 EGEW 2-1 Magnetic variation updated.
AD 2.EGLM	AD 2.2 Aerodrome geographical and administrative data - Magnetic variation updated.
AD 2.EGLM-2	AD 2 EGLM 2-1 Magnetic variation updated.
AD 2.EGNW	AD 2.2 Aerodrome geographical and administrative data - Magnetic variation updated.
AD 2.EGNW-2	AD 2 EGNW 2-1 Magnetic variation updated.

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	2.EGNW-2-1	9 Sep 2021		2.EGNW-2-1	27 Nov 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	A5368/25, A5559/25, A5745/25, A5834/25, A5835/25, A5886/25, A5928/25, A5929/25, A6285/25 B1699/25 H6540/25 L4153/25, L4185/25, L4254/25, L4267/25, L4523/25

GEN 0.2 RECORD OF AIP AMENDMENTS (continued)

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AIRAC 02/2022	13 Jan 2022	24 Feb 2022		
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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		
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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		
AIRAC 10/2025	21 Aug 2025	02 Oct 2025		
AIRAC 11/2025	18 Sep 2025	30 Oct 2025		
AIRAC 12/2025	16 Oct 2025	27 Nov 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
034/2024	LONDON GATWICK AIRPORT (EGKK) - NEW TAXIWAY ECHO - REPLACES SUP 012/2024	AD	04 APR 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
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
097/2024	LYDD AIRPORT (EGMD) - NDB LZD UNRELIABLE	AD	17 OCT 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
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

GEN 0.3 RECORD OF AIP SUPPLEMENTS (continued)

NR/Year	Subject	AIP section(s) affected	Period of validity
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
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
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
053/2025	LIVERPOOL AIRPORT (EGGP) - NDB (L) LPL UNSERVICEABILITY AND USE OF RNAV SUBSTITUTION	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
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
067/2025	LONDON GATWICK AIRPORT (EGKK) - TEMPORARY CLOSURE OF TAXIWAY TANGO	AD	21 AUG 2025 - UFN
068/2025	BRISTOL AIRPORT (EGGD) - WINTER CLOSURE INFORMATION	AD	21 AUG 2025 - UFN
070/2025	HUMBERSIDE AIRPORT (EGNJ) - WITHDRAWAL OF SURVEILLANCE RADAR APPROACHES (SRAs) - REPLACES SUP 027/2025	AD	21 AUG 2025 - UFN
071/2025	LONDON HEATHROW, LONDON GATWICK AND LONDON STANSTED AIRPORTS NOISE RESTRICTIONS NOTICE (NO. 2) 2025 - REPLACES SUP 007/2025 AS OF 26 OCTOBER 2025	AD	21 AUG 2025 - UFN

GEN 0.3 RECORD OF AIP SUPPLEMENTS (continued)

NR/Year	Subject	AIP section(s) affected	Period of validity
072/2025	PORTLAND HELIPORT (EGDP) - NEW HANGAR CONSTRUCTION - REPLACES SUP 054/2025	AD	21 AUG 2025 - UFN
073/2025	BELFAST ALDERGROVE (EGAA) - RADAR UP-GRADE	AD	21 AUG 2025 - UFN
074/2025	LONDON LUTON AIRPORT (EGGW) - RUNWAY REHABILITATION	AD	21 AUG 2025 - UFN
075/2025	NOTTINGHAM AIRPORT (EGBN) - AIRPORT UNA-VAILABLE TO FIXED-WING AIRCRAFT	AD	21 AUG 2025 - UFN
076/2025	SOUTHEND AIRPORT (EGMC) - CRANE OPERAT-ING IN THE VICINITY OF THE AIRPORT	AD	21 AUG 2025 - UFN
079/2025	LONDON OXFORD AIRPORT (EGTK) - TEMPO-RARY CLOSURE OF HELI COMPASS BASE	AD	18 SEP 2025 - UFN
080/2025	EAST MIDLANDS AIRPORT (EGNX) - STAND CLO-SURES	AD	18 SEP 2025 - UFN
081/2025	CAMBRIDGE AIRPORT (EGSC) - HOLDING POINT LIMA CLOSED	AD	18 SEP 2025 - UFN
082/2025	OLD BUCKENHAM AIRPORT (EGSV) - WINTER GRASS AREA CLOSURE 2025 - 2026	AD	18 SEP 2025 - UFN
083/2025	GROUND TO AIR TRIAL, 06 - 31 OCTOBER 2025	ENR	18 SEP 2025 - UFN
084/2025	LONDON GATWICK (EGKK) - REMOTE HOLDING ON STANDS 130 AND 131	AD	18 SEP 2025 - UFN
085/2025	BOURNEMOUTH AIRPORT (EGHH) - TEMPO-RARY UNAVAILABILITY OF ATIS LANDLINE	AD	18 SEP 2025 - UFN
086/2025	EDINBURGH AIRPORT (EGPH) - MAJOR RUN-WAY REHABILITATION WORKS, WINTER 2025/ 2026	AD	18 SEP 2025 - UFN
088/2025	BIRMINGHAM AIRPORT (EGBB) - METAL PLATE ON TAXIWAY FOXTROT	AD	16 OCT 2025 - UFN
089/2025	LONDON OXFORD AIRPORT (EGTK) - CRANE OPERATING IN THE VICINTIY OF THE AIRPORT	AD	16 OCT 2025 - UFN
090/2025	SOUTHAMPTON AIRPORT (EGHI) - CRANE OP-ERATING IN THE VICINITY OF THE AIRPORT	AD	16 OCT 2025 - UFN
091/2025	SUMBURGH AIRPORT (EGPB) - RUNWAY 09/27 GUARD LIGHTS AT ALPHA U/S	AD	16 OCT 2025 - UFN
092/2025	EDINBURGH AIRPORT (EGPH) - TEMPORARY FATO/HELIPAD	AD	16 OCT 2025 - UFN
093/2025	MANCHESTER AIRPORT (EGCC) - RECONFIGU-RATION OF TAXIWAYS DELTA AND ECHO	AD	16 OCT 2025 - UFN
094/2025	TEMPORARY RESERVED AREA (SEVERN ESTU-ARY) BVLOS RPAS TRIALS, 20 OCTOBER - 30 DE-CEMBER 2025	ENR	16 OCT 2025 - UFN
095/2025	LONDON HEATHROW AIRPORT (EGLL) - TAXI-WAY ALPHA NORTH PAVEMENT REHABILITA-TION WORKS - PHASE ONE	AD	16 OCT 2025 - UFN
096/2025	LONDON GATWICK AIRPORT (EGKK) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	16 OCT 2025 - UFN
097/2025	EDINBURGH AIRPORT (EGPH) - SIGNATURE AVI-ATION OPERATING HOURS	AD	16 OCT 2025 - UFN

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GEN 0.4 CHECKLIST OF AIP PAGES

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0.1-3	23 Jan 2025	1.4-2	21 Jun 2018	1.7-24	7 Sep 2023	2.3-2	7 Aug 2025
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0.2-1	24 May 2018	1.5-1	28 Nov 2024	1.7-26	13 Jun 2024	2.3-4	23 Jan 2025
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* 0.2-3	27 Nov 2025	1.5-3	20 Feb 2025	1.7-28	13 Jun 2024	2.3-6	23 Jan 2025
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* 0.3-2	27 Nov 2025	1.5-5	27 Feb 2020	1.7-30	13 Jun 2024	2.4-1	4 Sep 2025
* 0.3-3	27 Nov 2025	1.5-6	27 Feb 2020	1.7-31	13 Jun 2024	2.4-2	2 Oct 2025
* 0.4-1	27 Nov 2025	1.5-7	27 Feb 2020	1.7-32	13 Jun 2024	2.4-3	2 Oct 2025
* 0.4-2	27 Nov 2025	1.5-8	24 Mar 2022	1.7-33	13 Jun 2024	2.4-4	2 Oct 2025
* 0.4-3	27 Nov 2025	1.5-9	24 Mar 2022	1.7-34	13 Jun 2024	2.4-5	2 Oct 2025
* 0.4-4	27 Nov 2025	1.5-10	24 Mar 2022	1.7-35	13 Jun 2024	2.4-6	2 Oct 2025
* 0.4-5	27 Nov 2025	* 1.5-11	27 Nov 2025	1.7-36	13 Jun 2024	2.5-1	12 Jun 2025
* 0.4-6	27 Nov 2025	* 1.5-12	27 Nov 2025	1.7-37	13 Jun 2024	2.5-2	4 Sep 2025
* 0.4-7	27 Nov 2025	* 1.5-13	27 Nov 2025	1.7-38	13 Jun 2024	2.5-3	4 Sep 2025
* 0.4-8	27 Nov 2025	* 1.5-14	27 Nov 2025	1.7-39	13 Jun 2024	2.5-4	4 Sep 2025
* 0.4-9	27 Nov 2025	* 1.5-15	27 Nov 2025	1.7-40	15 May 2025	2.5-5	4 Sep 2025
* 0.4-10	27 Nov 2025	* 1.5-16	27 Nov 2025	1.7-41	15 May 2025	2.5-6	4 Sep 2025
* 0.4-11	27 Nov 2025	* 1.5-17	27 Nov 2025	1.7-42	15 May 2025	* 2.5-7	27 Nov 2025
* 0.4-12	27 Nov 2025	* 1.5-18	27 Nov 2025	1.7-43	15 May 2025	2.6-1	28 Dec 2023
* 0.4-13	27 Nov 2025	1.5-19	4 Sep 2025	1.7-44	15 May 2025	2.6-2	24 May 2018
* 0.4-14	27 Nov 2025	1.5-20	24 Feb 2022	1.7-45	15 May 2025	2.7-1	24 May 2018
* 0.4-15	27 Nov 2025	1.5-21	28 Nov 2024	1.7-46	15 May 2025	3.1-1	23 Jan 2025
* 0.4-16	27 Nov 2025	1.6-1	30 Dec 2021	1.7-47	15 May 2025	3.1-2	23 Jan 2025
* 0.4-17	27 Nov 2025	1.6-2	17 Apr 2025	1.7-48	15 May 2025	3.1-3	23 Jan 2025
* 0.4-18	27 Nov 2025	1.6-3	17 Apr 2025	1.7-49	15 May 2025	3.1-4	30 Oct 2025
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1.2-9	21 Jun 2018	1.7-9	7 Sep 2023	1.7-62	13 Jun 2024	3.3-3	18 Apr 2024
1.2-10	21 Jun 2018	1.7-10	7 Sep 2023	1.7-63	30 Oct 2025	3.3-4	18 Apr 2024
1.2-11	29 Dec 2022	1.7-11	20 Mar 2025	1.7-64	30 Oct 2025	3.3-5	18 Apr 2024
1.2-12	21 Jun 2018	1.7-12	20 Mar 2025	2.1-1	21 Mar 2024	3.3-6	18 Apr 2024
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1.2-14	21 Jun 2018	1.7-14	20 Mar 2025	2.2-1	2 Dec 2021	3.3-8	18 Apr 2024
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3.5-2	17 Jun 2021			* 1.1-6	27 Nov 2025	* 1.4-10	27 Nov 2025
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3.5-12	4 Nov 2021			* 1.1-16	27 Nov 2025	1.6-5	27 Feb 2020
3.5-13	11 Aug 2022			* 1.1-17	27 Nov 2025	1.6-6	3 Oct 2024
3.5-14	11 Aug 2022			* 1.1-18	27 Nov 2025	1.6-7	4 Sep 2025
3.5-15	11 Aug 2022			* 1.1-19	27 Nov 2025	1.6-8	2 Oct 2025
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3.5-17	4 Nov 2021			* 1.1-21	27 Nov 2025	1.6-10	30 Oct 2025
3.5-18	13 Jul 2023			* 1.1-22	27 Nov 2025	1.6-11	4 Sep 2025
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3.6-9	1 Dec 2022			1.3-3	22 Feb 2024	1.7-1	23 Apr 2020
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2.EGLJ-5	20 Apr 2023	2.EGTC-8-3	10 Jul 2025	2.EGSU-3	10 Jul 2025	* 2.EGNX-8-8	27 Nov 2025
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2.EGNR-8-2	30 Oct 2025	2.EGPE-8-10	12 Jun 2025	2.EGJJ-9	2 Oct 2025	2.EGPA-4	10 Jul 2025
2.EGNR-8-3	30 Oct 2025	2.EGPE-8-11	12 Jun 2025	2.EGJJ-10	8 Aug 2024	2.EGPA-5	30 Oct 2025
2.EGNR-8-4	30 Oct 2025	2.EGPE-8-12	12 Jun 2025	2.EGJJ-11	8 Aug 2024	2.EGPA-6	10 Jul 2025
2.EGNR-8-5	30 Oct 2025	2.EGPE-8-13	12 Jun 2025	2.EGJJ-12	8 Aug 2024	2.EGPA-7	2 Oct 2025
2.EGNR-8-6	30 Oct 2025	2.EGPE-8-14	12 Jun 2025	2.EGJJ-13	8 Aug 2024	2.EGPA-8	8 Aug 2024
2.EGNR-8-7	30 Oct 2025	2.EGPE-8-15	12 Jun 2025	2.EGJJ-14	8 Aug 2024	2.EGPA-9	18 Apr 2024
2.EGNR-8-8	30 Oct 2025	2.EGPE-8-16	12 Jun 2025	2.EGJJ-15	15 May 2025	2.EGPA-10	18 Apr 2024
2.EGNJ-1	7 Aug 2025	2.EGPI-1	30 Oct 2025	2.EGJJ-16	20 Feb 2025	2.EGPA-2-1	4 Sep 2025
2.EGNJ-2	7 Oct 2021	2.EGPI-2	30 Oct 2025	2.EGJJ-2-1	12 Jun 2025	2.EGPA-8-1	25 Jan 2024
2.EGNJ-3	11 Jul 2024	2.EGPI-3	30 Oct 2025	2.EGJJ-2-2	12 Jun 2025	2.EGPA-8-2	25 Jan 2024
2.EGNJ-4	11 Jul 2024	2.EGPI-4	30 Oct 2025	2.EGJJ-3-1	20 Feb 2025	2.EGPA-8-3	25 Jan 2024
2.EGNJ-5	11 Jul 2024	2.EGPI-5	30 Oct 2025	2.EGJJ-5-1	26 Jan 2023	2.EGPA-8-4	25 Jan 2024
2.EGNJ-6	10 Jul 2025	2.EGPI-6	30 Oct 2025	2.EGJJ-6-1	2 Oct 2025	2.EGPA-8-5	25 Jan 2024

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

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2.EGKK-15	7 Aug 2025	2.EGKK-7-9	25 Jan 2024	* 2.EGLL-36	27 Nov 2025	2.EGLL-7-21	12 Jun 2025
2.EGKK-16	30 Oct 2025	2.EGKK-7-10	25 Jan 2024	* 2.EGLL-37	27 Nov 2025	2.EGLL-7-22	12 Jun 2025
2.EGKK-17	30 Oct 2025	2.EGKK-7-11	25 Jan 2024	* 2.EGLL-38	27 Nov 2025	2.EGLL-7-23	12 Jun 2025
2.EGKK-18	7 Aug 2025	2.EGKK-7-12	25 Jan 2024	* 2.EGLL-39	27 Nov 2025	2.EGLL-7-24	12 Jun 2025
2.EGKK-19	7 Aug 2025	2.EGKK-7-13	25 Jan 2024	* 2.EGLL-40	27 Nov 2025	2.EGLL-7-25	7 Aug 2025
2.EGKK-20	7 Aug 2025	2.EGKK-7-14	25 Jan 2024	* 2.EGLL-41	27 Nov 2025	2.EGLL-7-26	12 Jun 2025
2.EGKK-21	10 Jul 2025	2.EGKK-7-15	25 Jan 2024	* 2.EGLL-42	27 Nov 2025	2.EGLL-8-1	12 Jun 2025
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2.EGKK-2-2	30 Oct 2025	2.EGKK-8-7	7 Aug 2025	2.EGLL-2-6	12 Jun 2025	2.EGLL-8-11	12 Jun 2025
2.EGKK-2-3	10 Jul 2025	2.EGKK-8-8	7 Aug 2025	2.EGLL-2-7	12 Jun 2025	2.EGLL-8-12	12 Jun 2025
2.EGKK-2-4	30 Oct 2025	2.EGKK-8-9	13 Jul 2023	2.EGLL-2-8	13 Jun 2024	2.EGLL-8-13	2 Dec 2021
2.EGKK-2-5	30 Oct 2025	2.EGLL-1	31 Oct 2024	2.EGLL-2-9	13 Jun 2024	2.EGGW-1	18 May 2023
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2.EGKK-6-9	17 Apr 2025	* 2.EGLL-14	27 Nov 2025	2.EGLL-6-5	4 Sep 2025	2.EGGW-14	2 Oct 2025
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2.EGKK-6-12	2 Oct 2025	* 2.EGLL-17	27 Nov 2025	2.EGLL-7-2	12 Jun 2025	2.EGGW-17	2 Oct 2025
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2.EGKK-6-15	17 Apr 2025	* 2.EGLL-20	27 Nov 2025	2.EGLL-7-5	10 Jul 2025	2.EGGW-2-1	30 Oct 2025
2.EGKK-6-16	7 Aug 2025	* 2.EGLL-21	27 Nov 2025	2.EGLL-7-6	30 Oct 2025	2.EGGW-2-2	30 Oct 2025
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2.EGKK-6-18	17 Apr 2025	* 2.EGLL-23	27 Nov 2025	2.EGLL-7-8	12 Jun 2025	2.EGGW-3-1	7 Aug 2025
2.EGKK-6-19	17 Apr 2025	* 2.EGLL-24	27 Nov 2025	2.EGLL-7-9	12 Jun 2025	2.EGGW-4-1	10 Jul 2025
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2.EGKK-6-21	17 Apr 2025	* 2.EGLL-26	27 Nov 2025	2.EGLL-7-11	4 Sep 2025	2.EGGW-6-1	4 Sep 2025
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2.EGKK-7-4	25 Jan 2024	* 2.EGLL-31	27 Nov 2025	2.EGLL-7-16	12 Jun 2025	2.EGGW-6-6	4 Sep 2025
2.EGKK-7-5	25 Jan 2024	* 2.EGLL-32	27 Nov 2025	2.EGLL-7-17	28 Nov 2024	2.EGGW-6-7	4 Sep 2025
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2.EGGW-6-10	8 Oct 2020	2.EGSS-2-3	8 Aug 2024	2.EGAE-8-1	22 Feb 2024	* 2.EGCC-24	27 Nov 2025
2.EGGW-6-11	8 Oct 2020	2.EGSS-2-4	8 Aug 2024	2.EGAE-8-2	22 Feb 2024	* 2.EGCC-25	27 Nov 2025
2.EGGW-7-1	4 Sep 2025	2.EGSS-4-1	20 Feb 2025	2.EGAE-8-3	22 Feb 2024	* 2.EGCC-2-1	27 Nov 2025
2.EGGW-7-2	4 Sep 2025	2.EGSS-4-3	25 Jan 2024	2.EGAE-8-4	22 Feb 2024	* 2.EGCC-2-2	27 Nov 2025
2.EGGW-7-3	30 Oct 2025	2.EGSS-5-1	20 Feb 2025	2.EGAE-8-5	22 Feb 2024	* 2.EGCC-2-3	27 Nov 2025
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2.EGGW-7-5	30 Oct 2025	* 2.EGSS-6-2	27 Nov 2025	2.EGAE-8-7	22 Feb 2024	* 2.EGCC-3-1	27 Nov 2025
2.EGGW-7-6	4 Sep 2025	* 2.EGSS-6-3	27 Nov 2025	2.EGAE-8-8	22 Feb 2024	* 2.EGCC-3-2	27 Nov 2025
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2.EGGW-7-16	24 Feb 2022	2.EGSS-7-5	2 Oct 2025	2.EGMD-7	10 Jul 2025	* 2.EGCC-7-2	27 Nov 2025
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2.EGGW-7-18	4 Sep 2025	2.EGSS-7-7	2 Oct 2025	2.EGMD-9	10 Jul 2025	* 2.EGCC-7-4	27 Nov 2025
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2.EGNT-8-7	11 Jul 2024	2.EGSH-5-1	17 Apr 2025	2.EGEP-1	2 Oct 2025	* 2.EGPK-8-9	27 Nov 2025
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2.EGPB-3	10 Jul 2025	2.EGNV-2-2	30 Oct 2025	2.EGNO-7	30 Oct 2025	2.EGPC-2-1	28 Nov 2024
2.EGPB-4	10 Jul 2025	2.EGNV-4-1	30 Oct 2025	2.EGNO-8	30 Oct 2025	2.EGPC-8-1	10 Aug 2023
2.EGPB-5	10 Jul 2025	2.EGNV-5-1	30 Oct 2025	2.EGNO-9	30 Oct 2025	2.EGPC-8-2	10 Aug 2023
2.EGPB-6	10 Jul 2025	2.EGNV-8-1	30 Oct 2025	2.EGNO-10	30 Oct 2025	2.EGPC-8-3	10 Aug 2023
2.EGPB-7	10 Jul 2025	2.EGNV-8-2	30 Oct 2025	2.EGNO-11	30 Oct 2025	2.EGPC-8-4	10 Aug 2023
2.EGPB-8	2 Oct 2025	2.EGNV-8-3	30 Oct 2025	2.EGNO-2-1	30 Oct 2025	2.EGPC-8-5	10 Aug 2023
2.EGPB-9	10 Jul 2025	2.EGNV-8-4	30 Oct 2025	2.EGNO-4-1	30 Oct 2025	2.EGPC-8-6	10 Aug 2023
2.EGPB-10	10 Jul 2025	2.EGNV-8-5	30 Oct 2025	2.EGNO-5-1	30 Oct 2025	2.EGPC-8-7	10 Aug 2023
2.EGPB-11	10 Jul 2025	2.EGNV-8-6	30 Oct 2025	2.EGBW-1	2 Oct 2025	2.EGPC-8-8	10 Aug 2023
2.EGPB-2-1	10 Jul 2025	2.EGNV-8-7	30 Oct 2025	2.EGBW-2	23 Apr 2020	2.EGPC-8-9	10 Aug 2023
2.EGPB-2-2	10 Jul 2025	* 2.EGHO-1	27 Nov 2025	2.EGBW-3	10 Jul 2025	2.EGPC-8-10	31 Dec 2020
2.EGPB-3-1	20 Apr 2023	2.EGHO-2	18 Apr 2024	2.EGBW-4	5 Sep 2024	2.EGPC-8-11	2 Dec 2021
2.EGPB-3-2	20 Apr 2023	2.EGHO-3	10 Jul 2025	2.EGBW-5	10 Jul 2025	* 2.EGNW-1	27 Nov 2025
2.EGPB-5-1	19 May 2022	2.EGHO-4	4 Sep 2025	2.EGBW-6	20 Feb 2025	2.EGNW-2	9 Sep 2021
2.EGPB-8-1	28 Dec 2023	2.EGHO-5	4 Sep 2025	2.EGBW-2-1	2 Oct 2025	2.EGNW-3	10 Jul 2025
2.EGPB-8-2	2 Dec 2021	2.EGHO-6	4 Sep 2025	2.EGCW-1	2 Oct 2025	2.EGNW-4	2 Oct 2025
2.EGPB-8-3	28 Dec 2023	2.EGHO-7	2 Oct 2025	2.EGCW-2	23 Jan 2025	2.EGNW-5	2 Oct 2025
2.EGPB-8-4	2 Dec 2021	2.EGHO-2-1	2 Oct 2025	2.EGCW-3	10 Jul 2025	* 2.EGNW-2-1	27 Nov 2025
2.EGPB-8-5	28 Dec 2023	2.EGPU-1	5 Oct 2023	2.EGCW-4	10 Jul 2025	2.EGBO-1	2 Oct 2025
2.EGPB-8-6	28 Dec 2023	2.EGPU-2	28 Nov 2024	2.EGCW-5	2 Oct 2025	2.EGBO-2	4 Sep 2025
2.EGPB-8-7	2 Dec 2021	2.EGPU-3	10 Jul 2025	2.EGCW-6	23 Jan 2025	2.EGBO-3	4 Sep 2025
2.EGPB-8-8	28 Dec 2023	2.EGPU-4	23 Jan 2025	2.EGCW-2-1	2 Oct 2025	2.EGBO-4	4 Sep 2025
2.EGPB-8-9	28 Dec 2023	2.EGPU-5	2 Oct 2025	2.EGFA-1	2 Oct 2025	2.EGBO-5	4 Sep 2025
2.EGPB-8-10	28 Dec 2023	2.EGPU-6	2 Oct 2025	2.EGFA-2	12 Jun 2025	2.EGBO-6	2 Oct 2025
2.EGPB-8-11	28 Dec 2023	2.EGPU-7	28 Nov 2024	2.EGFA-3	10 Jul 2025	2.EGBO-7	4 Sep 2025
2.EGPB-8-12	28 Dec 2023	2.EGPU-2-1	20 Feb 2025	2.EGFA-4	10 Jul 2025	2.EGBO-8	4 Sep 2025
2.EGPB-8-13	20 May 2021	2.EGPU-8-1	23 Jan 2025	2.EGFA-5	12 Jun 2025	2.EGBO-2-1	2 Oct 2025
2.EGPB-8-14	2 Dec 2021	2.EGPU-8-2	23 Jan 2025	2.EGFA-6	12 Jun 2025	2.EGTB-1	2 Oct 2025
2.EGPB-8-15	2 Dec 2021	2.EGPU-8-3	23 Jan 2025	2.EGFA-2-1	2 Oct 2025	2.EGTB-2	20 Feb 2025
2.EGFH-1	2 Oct 2025	2.EGPU-8-4	23 Jan 2025	* 2.EGEW-1	27 Nov 2025	2.EGTB-3	10 Jul 2025
2.EGFH-2	4 Sep 2025	2.EGNL-1	30 Oct 2025	2.EGEW-2	14 Jul 2022	2.EGTB-4	20 Feb 2025
2.EGFH-3	2 Oct 2025	2.EGNL-2	31 Oct 2024	2.EGEW-3	10 Jul 2025	2.EGTB-5	10 Jul 2025
2.EGFH-4	2 Oct 2025	2.EGNL-3	30 Oct 2025	2.EGEW-4	14 Jul 2022	2.EGTB-6	20 Feb 2025
2.EGFH-5	2 Oct 2025	2.EGNL-4	10 Jul 2025	2.EGEW-5	14 Jul 2022	2.EGTB-7	20 Feb 2025
2.EGFH-6	2 Oct 2025	2.EGNL-5	31 Oct 2024	2.EGEW-6	14 Jul 2022	2.EGTB-2-1	2 Oct 2025
* 2.EGFH-2-1	27 Nov 2025	* 2.EGNL-6	27 Nov 2025	* 2.EGEW-2-1	27 Nov 2025	2.EGHG-1	11 Jul 2024
* 2.EGBM-1	27 Nov 2025	2.EGNL-7	2 Oct 2025	* 2.EGLM-1	27 Nov 2025	2.EGHG-2	15 May 2025
2.EGBM-2	3 Oct 2024	2.EGNL-8	31 Oct 2024	2.EGLM-2	4 Sep 2025	2.EGHG-3	15 May 2025
2.EGBM-3	10 Jul 2025	2.EGNL-9	31 Oct 2024	2.EGLM-3	10 Jul 2025	2.EGHG-4	10 Jul 2025
2.EGBM-4	10 Jul 2025	* 2.EGNL-2-1	27 Nov 2025	2.EGLM-4	20 Mar 2025	2.EGHG-5	11 Jul 2024
2.EGBM-5	3 Oct 2024	2.EGNL-8-1	30 Oct 2025	2.EGLM-5	10 Jul 2025	2.EGHG-6	2 Oct 2025
2.EGBM-6	3 Oct 2024	2.EGNL-8-2	30 Oct 2025	2.EGLM-6	20 Mar 2025	2.EGHG-7	10 Jul 2025
* 2.EGBM-2-1	27 Nov 2025	2.EGNL-8-3	30 Oct 2025	* 2.EGLM-2-1	27 Nov 2025	2.EGHG-8	10 Jul 2025
2.EGNV-1	30 Oct 2025	2.EGNL-8-4	30 Oct 2025	2.EGLM-4-1	02 Mar 2017	2.EGHG-2-1	15 May 2025
2.EGNV-2	7 Aug 2025	2.EGNL-8-5	30 Oct 2025	2.EGPC-1	28 Nov 2024	2.EGHG-8-1	4 Sep 2025
2.EGNV-3	7 Aug 2025	2.EGNL-8-6	30 Oct 2025	2.EGPC-2	21 Mar 2024	2.EGHG-8-2	4 Sep 2025
2.EGNV-4	7 Aug 2025	2.EGNL-8-7	30 Oct 2025	2.EGPC-3	28 Nov 2024	2.EGHG-8-3	4 Sep 2025
2.EGNV-5	7 Aug 2025	2.EGNL-8-8	30 Oct 2025	2.EGPC-4	10 Jul 2025	2.EGHG-8-4	4 Sep 2025
2.EGNV-6	7 Aug 2025	2.EGNO-1	30 Oct 2025	2.EGPC-5	28 Nov 2024	2.EGHG-8-5	4 Sep 2025
2.EGNV-7	2 Oct 2025	2.EGNO-2	30 Oct 2025	2.EGPC-6	10 Jul 2025	2.EGHG-8-6	4 Sep 2025
2.EGNV-8	7 Aug 2025	2.EGNO-3	30 Oct 2025	2.EGPC-7	2 Oct 2025	2.EGHG-8-7	25 Feb 2021
2.EGNV-9	18 Apr 2024	2.EGNO-4	30 Oct 2025	2.EGPC-8	28 Nov 2024	2.EGHG-8-8	2 Dec 2021
2.EGNV-10	4 Sep 2025	2.EGNO-5	30 Oct 2025	2.EGPC-9	28 Nov 2024	3.EGBC-1	2 Oct 2025

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Page	Effective Date
AD	
3.EGBC-2	20 Mar 2025
3.EGBC-3	20 Mar 2025
3.EGBC-4	20 Apr 2023
3.EGBC-5	20 Apr 2023
3.EGLW-1	30 Oct 2025
3.EGLW-2	30 Oct 2025
3.EGLW-3	28 Dec 2023
3.EGLW-4	28 Dec 2023
3.EGLW-5	13 Jun 2024
3.EGLW-6	26 Dec 2024
3.EGLW-7	30 Oct 2025
3.EGLW-8	28 Dec 2023
3.EGLW-9	28 Dec 2023
3.EGLW-2-1	30 Oct 2025
3.EGLW-4-1	16 Jun 2022
3.EGHK-1	2 Oct 2025
3.EGHK-2	11 Jul 2024
3.EGHK-3	14 Jul 2022
3.EGHK-4	14 Jul 2022
3.EGHK-5	11 Jul 2024
3.EGHK-6	10 Jul 2025
3.EGHK-7	4 Nov 2021
3.EGHK-2-1	2 Oct 2025
3.EGDP-1	30 Oct 2025
3.EGDP-2	30 Nov 2023
3.EGDP-3	5 Sep 2024
3.EGDP-4	5 Sep 2024
3.EGDP-5	5 Sep 2024
3.EGDP-6	10 Jul 2025
3.EGDP-7	10 Jul 2025
3.EGDP-2-1	30 Oct 2025
3.EGDP-4-1	30 Oct 2025
3.EGHT-1	2 Oct 2025
3.EGHT-2	4 Sep 2025
3.EGHT-3	15 May 2025
3.EGHT-4	15 May 2025
3.EGHT-5	10 Jul 2025
3.EGHT-2-1	2 Oct 2025

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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)**

Radio Mandatory Zones (RMZs) refer to an airspace of defined dimensions wherein the carriage and operation of radio equipment is mandatory. (UK REG (EU) No 923/2012 Article 2(106)).

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;

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- 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
(e)	All aircraft operating under VFR within United Kingdom airspace notified as a ‘Transponder Mandatory Zone’. ***Note:*** *Applies to Airspace Classes D, E, F and G as appropriate.*	Mode S Elementary Surveillance
(f)	All aircraft operating under VFR flying for the purpose of Public Transport.	Mode S Elementary Surveillance

5.3.2 **Transponder carriage and operation, Transponder Mandatory Zone Airspace**

5.3.2.1 In accordance with SERA.13001 (a), when an aircraft carries a serviceable SSR transponder, the pilot shall operate the transponder at all times during flight, regardless of whether the aircraft is within or outside airspace where SSR is used for ATS

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purposes. Pilots are to operate the transponder if equipped and to the full extent of its capabilities. This includes Elementary and Enhanced Mode S and Mode A/C. Pilots of Mode A/C equipped aircraft should note that Mode C should NOT be deselected at any time. The pilot of an aircraft that wishes to operate in a Transponder Mandatory Zone (TMZ - see 5.3.2.2) without such serviceable transponder equipment may be granted access to the TMZ subject to specific ATC approval.

5.3.2.2 **Notified 'Transponder Mandatory Zone' Airspace**

For the purposes of the UK Air Navigation Order and SERA.6005, Transponder Mandatory Zones without an associated aerodrome are detailed at ENR 2.2 Paragraph 4, and aerodrome specific Transponder Mandatory Zones are detailed at the relevant section in AD 2/3.

5.3.2.3 Temporary Transponder Mandatory Zones 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. →

5.3.3 **Mode S Capability**

5.3.3.1 **Enhanced Surveillance.** An aircraft is only considered to be compliant with the Mode S Enhanced Surveillance requirements when it can provide all the Downlinked Aircraft Parameters (DAPs) notified in Part 6 to the Air Navigation (General) Regulations 2006 and which have been certificated as compliant with the requirements of EASA AMC 20-13 or with equivalent national certification requirements.

5.3.3.2 **Elementary Surveillance.** An aircraft is only considered to be compliant with the Mode S Elementary Surveillance requirements when it meets the requirements notified in Part 6 to the Air Navigation (General) Regulations 2006 and has been certificated as compliant with the requirements of EASA CS-ACNS. In addition, provided that the differences listed in CS-ACNS Sub-part D, Appendix D have also been addressed, then previous compliance declarations with JAA TGL 13 Revision 1 (Certification of Mode S Transponder Systems for Elementary Surveillance) supplemented with the additional assessments is another Acceptable Means of Compliance.

Note 1: *The minimum capability for the secondary surveillance transponder shall be Mode S Level 2 meeting the performance and functionality objectives of Annex 10 to the Chicago Convention, Volume IV, Third Edition including all amendments up to No 77.*

Note 2: *In accordance with ICAO Annex 10 Volume IV paragraph 3.1.2.10.4, Mode S transponders installed on aircraft with maximum certified take-off mass exceeding 5700 KG or a maximum cruising true airspeed capability in excess of 250 KTS, shall operate the Mode S transponders above with antenna diversity operation i.e. two RF ports for operation with two antennas, one antenna on the top and the other on the bottom of the aircraft's fuselage.*

5.3.4 **Exceptions**

5.3.4.1 The requirements at sub-paragraphs 5.3.1.3 (c) to 5.3.1.3 (e) shall not apply to:

a) Gliders, including self-sustaining gliders and self-propelled hang gliders, and self-launching motor gliders;
   i. Where operating above FL 195 inside airspace notified as TRA(G), or
   ii. Where operating below FL 195 inside notified Non-SSR Transponder Glider Areas.
b) Aircraft below FL 100 in Controlled Airspace outside of the London Terminal Manoeuvring Area when receiving an approved crossing service;
c) Aircraft operating in accordance with a clearance from an appropriate ATC unit for a particular flight, whilst complying with the appropriate Rules of the Air that apply to the airspace concerned and any specific instructions that the ATC unit may give;
d) Aircraft operating in accordance with a general permission given by the appropriate ATC unit, whilst complying with the appropriate Rules of the Air that apply to the airspace concerned and any specific instructions that the ATC unit may give in relation to that particular flight operating under the general permission.

5.3.4.2 The requirements at sub-paragraph 5.3.1.3 (f) shall not apply to:

a) Gliders, including self-sustaining gliders and self-propelled hang gliders, and self-launching motor gliders except when flying above FL 195 outside of airspace notified as TRA(G);
b) Balloons except when flying in the circumstances prescribed at paragraphs 5.3.1.3 (c) to 5.3.1.3 (e).

5.3.4.3 The exception at paragraph 5.3.4.1 (a)(ii) applies in accordance with any specific permission issued by the CAA and published on its website.

5.3.4.4 In accordance with 5.3.4.1 (a) (ii), in order to inform other airspace users of intended flights in Non-SSR Transponder Glider Area 1 (essentially covering much of the Scottish mainland away from the TMAs), glider operators will notify planned areas of operation by NOTAM, typically issued not later than 1400 hours on the day before the planned flight(s).

5.3.5 **Exemptions**

5.3.5.1 **Non Mode S Enhanced Surveillance Capable Aircraft**

5.3.5.1.1 Fixed-wing aircraft operating under IFR having a maximum take-off mass 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 before 7 June 1995, which are

not Mode S Enhanced Surveillance and ADS-B v2 compliant, do not have to comply with these requirements. The aircraft must be Mode S Elementary Surveillance compliant, as a minimum.

5.3.5.1.2 Exemptions from the Mode S Enhanced Surveillance and ADS-B v2 requirements will not be granted for fixed-wing aircraft operating IFR in UK airspace with a first certificate of airworthiness issued on or after 7 June 1995 except for aircraft:

- That are being flown in or out of UK airspace, for the purpose of maintenance and engineering at approved facilities.
- That are being flown out of UK airspace for export purposes;
- That will be taken out of service from UK airspace no later than 31 October 2025.

5.3.5.1.3 Operators of aircraft, with a first certificate of airworthiness issued before 7 December 2020 that is not Mode S Enhanced Surveillance and ADS-B v2 compliant do not have to comply with the requirements until 6 June 2023 inclusive at the latest, subject to having established a retrofit programme before 7 December 2020 demonstrating how they will establish compliance.

5.3.5.2 **Exceptional Circumstance Exemptions from Mode S Elementary Surveillance.** Exemptions from the SSR transponder carriage for ELS requirements will not normally be issued. However, if it is considered that exceptional circumstances exist, an application should 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

Applications shall state details of the inability to meet the requirement, including aircraft type, registration and, where applicable, the forecast date by which installation of equipment will be complete. Due to the significant coordination and planning required with ATS providers, such applications must be made at least 5 days in advance of the flight.

5.3.5.2.1 Where a non-compliant aircraft does not have an exemption as prescribed above the ATS provider is likely to refuse to provide a service within UK airspace.

5.3.5.3 **Transponder Failure.** Cases in respect of transponder failure are to be dealt with in accordance with the SSR Operating Procedures as promulgated in ENR 1.6.2, paragraph 4.

5.3.5.4 **Emergencies.** An aircraft in an emergency situation will be afforded the appropriate level of priority, which shall include implicit exemptions from the appropriate legislation for the purpose of saving life.

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

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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).

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

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**

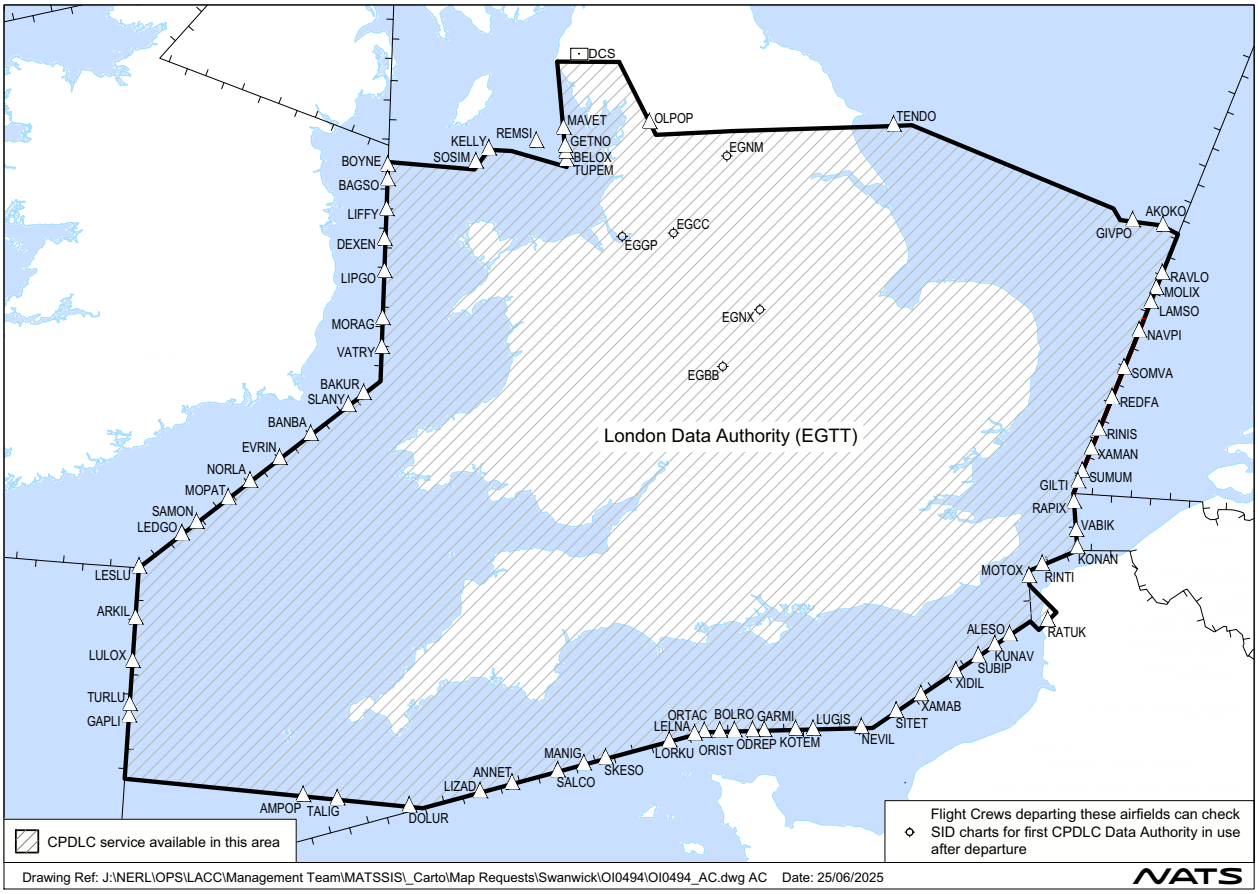
Flight Crews should refer to the map of NATS CPDLC Data Authorities (see figures below).

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 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	VENTNOR	DME	VNR	E
TRN	TURNBERRY	DME	A	WALLASEY	DME	WAL	E
TRN	TURNBERRY	VOR	A	WALLASEY	VOR	WAL	E
UW	EDINBURGH	NDB	A	WALNEY	DME	IWL	A
VNR	VENTNOR	DME	E	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 3.3 AIR TRAFFIC SERVICES (continued)

signals in the Aerodrome Signals Area.

3.12.2 Lamp and pyrotechnic signals may be made to any aircraft, radio-equipped or otherwise from a subsidiary control point such as a Runway Control Vehicle.

3.13 **Initial Calls**

3.13.1 **Initial Call to the Aerodrome Control Tower**

3.13.1.1 For aircraft on the ground being provided with an aerodrome control service, the initial call to the aerodrome control tower shall contain:

a) Callsign;
b) Position; and
c) Any additional elements, as required by the appropriate ATS authority and notified in the relevant AIP AD section.

3.13.1.2 Pilots should make arrangements to obtain time checks from sources other than ATC.

3.13.2 **IFR Flights**

3.13.2.1 Pilots of aircraft flying Instrument Departures (including those outside controlled airspace) shall include the following information on initial contact with the first en-route ATS Unit:

a) Callsign;
b) SID or Standard Departure Route Designator (where appropriate);
c) Current or passing level; **PLUS**
d) Initial climb level (ie the first level at which the aircraft will level off unless otherwise cleared. For example, on a Standard Instrument Departure that involves a stepped climb profile, the initial climb level will be the first level specified in the profile).

3.13.2.2 Unless otherwise instructed or where paragraph 3.12.2.1 applies, when changing communication channel to an ATC unit (including changes within the same ATS unit), the initial call on the new frequency shall include **aircraft identification and level only** .

3.13.2.3 When making such an initial call and the aircraft is in level flight but cleared to another level, the call shall include the **aircraft identification followed by the current level and the cleared level** .

3.13.2.4 When making such an initial call and the aircraft is not in level flight, the call shall include the **aircraft identification followed by the cleared level only** .

3.13.2.5 When making such an initial call and the aircraft has been assigned a speed, this information shall also be included.

4 Co-ordination between the Operator and ATS

4.1 Co-ordination between the Operator and ATS is effected in accordance with ICAO Annex 11 Chapter 2, paragraph 2.16 and ICAO Doc 4444 - Chapter 11 paragraphs 11.2.1.1.4 and 11.2.1.1.5.

5 Minimum Flight Altitude

5.1 The minimum flight altitudes on the ATS routes, as presented in section ENR 3, have been determined by the En-route ANSP so as to ensure a minimum vertical clearance above the controlling obstacle in the area concerned.

6 ATS Units Address List

Name	Postal Address	Tel	Fax	Telex	AFS
London Terminal Control (Swanwick)	Sopwith Way Swanwick Southampton Hampshire SO31 7AY	01489-572288	01489-612558		EGTTZGZC
	ATC Watch Supervisor	023-8040 1100			
London Area Control (Swanwick)	Sopwith Way Swanwick Southampton Hampshire SO31 7AY	01489-572288	01489-612421		EGTTZRZO
	ATC Watch Supervisor	01489-612440 or 612420	01489-612421		
	Flight Information Service	01489-611970	01489-612421		

GEN 3.3 AIR TRAFFIC SERVICES (continued)

Name	Postal Address	Tel	Fax	Telex	AFS
	Flight Plan Processing Section	01489-612423/ 612424/612425	01489-612448		
	Western Radar	01489-585511			EGTTZFZC
Scottish AC (Prestwick) Shanwick OAC (Prestwick)	Prestwick Centre Fresson Avenue Prestwick Ayrshire KA9 2GX	01292-479800	01292-653250		EGPXZRZX
	Prestwick Centre Ops Sup	01294-655300	01292-653250		

Details of other ATS Unit contact numbers and addresses appear within the AD and ENR sections.

GEN 3.5 METEOROLOGICAL SERVICES (continued)

The aerodromes are so classified at Table 3.5.3.2.

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

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

Table 3.5.3.2 —Aerodromes providing METARs

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

GEN 3.5 METEOROLOGICAL SERVICES (continued)

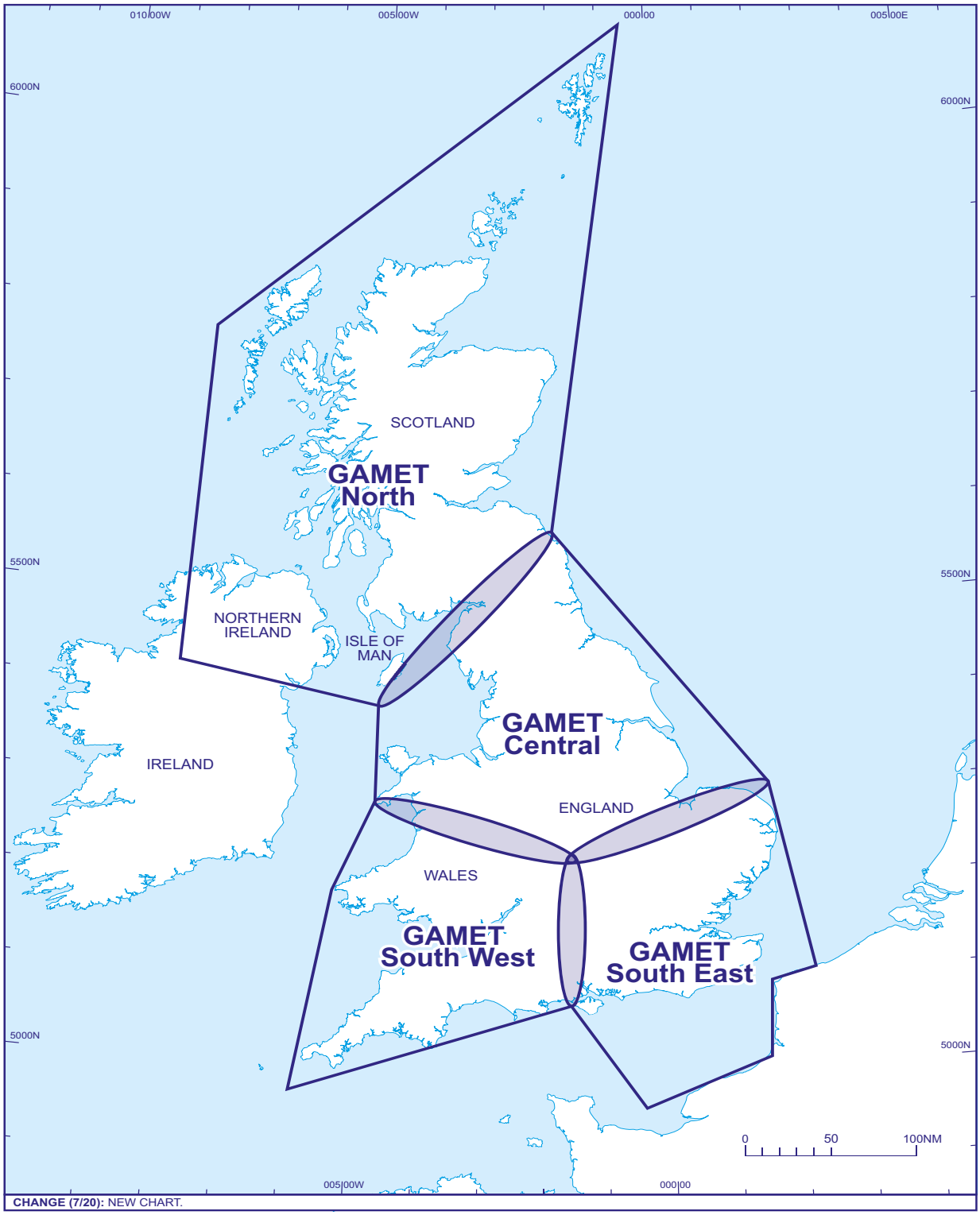
Table 3.5.3.2 —Aerodromes providing METARs

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

GEN 3.5 METEOROLOGICAL SERVICES (continued)

Channel Islands Low Level Flight Forecast may be obtained, following receipt of the forecast, by consulting Jersey Met. Telephone numbers are shown in Table 3.5.4.1.

GAMET FORECAST AREAS



GEN 3.5 METEOROLOGICAL SERVICES (continued)

Table 3.5.8.2 — GAMET FORECASTS						
Regional Area/Forecast	**Update Time**	**Validity period**	**Met Situation validity time**	**Regional Outlook period**	**Spot wind validity**	**UK Outlook period**
Standard for all GAMETs (North, Central, SW and SE)	0400	08-17	1200	18-00	09, 12, 15	00-24
	1000	14-23	1800	00-06	15, 18, 21	06-06
	1600	20-05	0000	06-12	21, 24, 03	12-12
	2200	02-11	0600	12-18	03, 06, 09	18-18

9 Other Automated Meteorological Services

9.1 Details regarding VOLMET radio broadcasts are given in subsection GEN 3.5, paragraph 7. The table below provides details of other automated services for the provision of UK meteorological information.

Table 3.5.9.1 — Other automated meteorological services			
Service name	**Information available**	**Area, route, and aerodrome coverage**	**Access details**
UK OPMET Service (provided by National OPMET Centre (NOC) London, operated by NATS over the AFS).	Volcanic ash advisories; Volcanic Ash SIGMETs; Space weather advisories.	UK and International	Civil aviation users must register for access to the UK OPMET Service by email to: DataServicesSupport@nats.co.uk Registration is free but an AFTN/AHMS connection is required. All registered users of the UK OPMET Service are supplied with all of the information detailed in column 2.
	OPMET: • METAR; • TAF; • Aerodrome Warnings; • Regional Pressure Settings (Forecast QNH); • SIGMET (Warnings of weather significant to flight safety); • GAMET (General Aviation weather briefing forecasts).	UK	When registering for access to the UK OPMET Service users must request specific UK OPMET information selected from the list in column 2 OPMET information for applicable UK locations are disseminated in compiled Bulletins as detailed in Table 3.5.9.2
	OPMET: • METAR; • SPECI; • TAF; • SIGMET (Warnings of weather significant to flight safety); • Tropical Cyclone SIGMET; • Tropical Cyclone Advisories.	International (Special Reports in the SPECI code form are defined as Special Reports disseminated beyond the aerodrome of origin. SPECI are not applicable at UK civil aerodromes).	When registering for access to the UK OPMET Service users must request specific International OPMET information selected from the list in column 2. International OPMET is made available in a data set. Details of the data set are listed in the “ICAO EUR region and SADIS OPMET Catalogue” https://www.icao.int/airnavigation/aeronautical-meteorological-service/documents which is maintained on the ICAO Public website in the “MOG-SADIS/WIFS Reference Documents” section.
UK Quantitative Volcanic Ash (QVA) Service (provided by VAAC London)	Quantitative Volcanic Ash (QVA) service • Expected (Forecast) Ash Concentration; • Probability of Ash Exceedance; • Feature Objects; • Published data covers the period T+0 to T+24 at 3-hourly intervals.	Gridded data and feature objects are available for areas within the VAAC London and VAAC Toulouse area of responsibility. Gridded data sets available in 5000 FT thick horizontal slices for FLs: 000-050, 050-100, 100-150, 150-200, 200-250, 250-300, 300-350, 350-400, 400-450, 450-500, 500-550, 550-600. Horizontal resolution 0.25 degrees.	• General information about the QVA forecasts can be found on the VAAC London website, including example QVA charts: https://www.metoffice.gov.uk/services/transport/aviation/regulated/international-aviation/vaac/qva/index • More detailed information about the service is contained in the VAAC London Quantitative Volcanic Ash (QVA) API – User Guide, available from https://www.metoffice.gov.uk/binaries/content/assets/metofficegovuk/pdf/services/transport/aviation/vaac/vaac-london-qva-user-guide-v1.0.pdf

GEN 3.5 METEOROLOGICAL SERVICES (continued)

Table 3.5.9.1 — Other automated meteorological services

Service name	Information available	Area, route, and aerodrome coverage	Access details
ICAO Secure Aviation Data Information Service Application Programming Interface – SADIS API (provided by the Met Office on behalf of ICAO).	World Area Forecast System Upper Air Gridded Data Forecasts. • Wind, temperature, relative humidity, tropopause height/ temperature, icing and turbulence severity, cumulonimbus extent, base and top. • Forecast timesteps from T+06 hours up to T+120 hours.	Gridded data is available globally for up to 56 vertical levels or as regional subsets.	Civil aviation users must apply to the UK Met Authority (CAA) for authorization to access SADIS. Applications should be submitted by email to: metauthority@caa.co.uk Access to SADIS is free at the point of use but an internet connection is required, and user's systems (software and hardware) must meet minimum requirements to enable connection, download, and use of IWXXM and TAC format data from the SADIS API. Note: Certain OPMET Data supplied via the SADIS API is only provided in TAC or Graphic format. Full details of the SADIS API are available via the following link: https://www.metoffice.gov.uk/services/transport/aviation/regulated/international-aviation/sadis/sadis-api/index
	World Area Forecast System Upper Air Significant Weather (SIGWX) Forecasts. • Jet stream, turbulence, cumulonimbus clouds, icing, the tropopause, volcanic eruptions, tropical cyclones and nuclear releases. • Forecast timesteps from T+06 hours up to T+48 hours.	SIGWX forecast information is available globally and covers FL100 to FL600.	
	OPMET: • METAR; • SPECI; • TAF; • SIGMET (Warnings of weather significant to flight safety); • AIRMET; • Volcanic Ash Advisory; • Tropical Cyclone Advisory SIGMET; • GAMET; • Nuclear emergency messages; • Volcanic Ash NOTAMs and ASHTAMs.	UK and International (Special Reports in the SPECI code form are defined as Special Reports disseminated beyond the aerodrome of origin. SPECI are not applicable at UK civil aerodromes).	

GEN 3.5 METEOROLOGICAL SERVICES (continued)

Table 3.5.9.1 — Other automated meteorological services

Service name	Information available	Area, route, and aerodrome coverage	Access details
Met Office Aviation Briefing Service (ABS)	TAFs and METARs	UK, Europe & Global	All information specified in column 2 is available to civil aviation users by registering for access to the Met Office Aviation Briefing Service web portal (free registration) via this link: https://www.metoffice.gov.uk/services/transport/aviation/regulated/national-aviation/abs/index
	SIGMET & GAMET	UK	
	Ballooning Forecast (Contains forecasts of surface wind, thermal activity, inversions, wind shear, sea breezes, plus forecasts of the lowest pressure (QNH), humidity and surface temperature).	UK (The information is provided as a combination of site-specific data, area text, and graphical visualisation of forecasts)	
	London Helicopter Forecast (Contains forecasts of cloud base, surface visibility and freezing level provided as text, with each forecast area colour-coded to alert users when forecast data indicates that cloud base and/or surface visibility might breach specified thresholds).	London CTA (For the purposes of this service, the London CTA is split into four forecast areas covering the London CTR and London/City CTR).	
	Regional Pressure Settings	UK	
	Volcanic Ash Advisories	issued by VAAC London and/or VAAC Toulouse	
	Briefing charts (Surface pressure, F214/F215 spot winds and F215/F415 low-level significant weather).	UK & Europe	
	Interactive briefing maps displaying TAF & METAR status and user selected weather layers (current weather, forecast wind, temperature & precipitation).	UK & Europe	
Met Office Aerodrome Weather Warning Service	Issued to provide notice to users of adverse conditions at aerodromes (Strong wind, Frost, Snow, Fog, Thunderstorm, Hail, Freezing Precipitation and Temperature Inversion).	UK	Aerodrome Warnings are accessed via the Met Office Aviation Briefing Service (ABS) portal. Users can also set up warnings by email by selecting specific aerodromes within the ABS portal.
Met Office Space Weather Service	Aviation sector specific Space Weather Alerts and Warnings.	Global	To receive automated email alerts and warnings users must request a space weather account from the Met Office via this link: https://weather.metoffice.gov.uk/specialist-forecasts/space-weather
Met Office training and reference resources	Information on accessing aviation related meteorological information from a variety of sources.	UK & Europe	Downloaded as a pdf from the Met Office website via this link: https://www.metoffice.gov.uk/services/transport/aviation/regulated/training-resources-for-aviation/index#GetMet

Note: *Details of meteorological briefing at aerodromes are given in the individual aerodrome sections i.e. AD 2.11 and AD 3.11.*

Table 3.5.9.2 — UK OPMET Bulletin Headers and Locations

Compiled Bulletin Header		ICAO Location Identifier within the compiled Bulletin – CCCC as per ICAO DOC 7910							
TTAAii	CCCC								
FCUK22	EGGY	EGHC	EGHE	EGHQ	EGJA	EGLF			
FCUK23	EGGY	EGBJ	EGCK	EGSC	EGSY	EGTC	EGTK		
FCUK24	EGGY	EGAE	EGEC	EGNC	EGNO	EGNR	EGPI		
FCUK25	EGGY	EGEO	EGPC	EGPE	EGPL	EGPN	EGPO	EGPU	
FCUK31	EGGY	EGLC	EGHH	EGHI	EGKA	EGMC	EGKB		
FCUK32	EGGY	EGNS	EGNV	EGNH	EGNJ	EGAC	EGPB	EGPA	
FCUK33	EGGY	EGJB	EGJJ	EGTE	EGSH	EGMD			

ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.1 GENERAL RULES

1 ATS Routes and Upper Control Areas (UTA)

1.1 ATS Routes — Description

1.1.1 ATS Routes are predicated upon significant geographical points which may or may not coincide with the location of a radio navigation aid. These significant points are shown in column 1 of the table depicted in ENR 3. Any coincident radio navigation aid is depicted immediately underneath.

1.1.2 Except where stated otherwise the width of an Airway is 5 NM either side of a straight line joining each two consecutive points shown in column 1 of the table. Upper ATS Routes have no declared width but for the purposes of ATS provision are deemed to be 5 NM either side of a straight line joining each two consecutive points. The vertical extent is shown in column 3 of the table. Where lower limits of Airways are defined as Flight Levels an absolute minimum altitude of 3001 FT applies unless otherwise stated in column 3 and the minimum cruising level shown in column 5 may not always be available.

1.1.3 Unless otherwise stated the ATS Routes catalogued in the table in ENR 3 are designed to contain aircraft navigating to RNAV 5 (ICAO DOC 9613 - AN/937 refers).

1.1.4 The ATS Route network is hereby notified for the purposes of the UK Air Navigation Order.

1.1.5 When an ATS Route transits a TMA, the status of the TMA takes precedence in airspace classification and conditions of use. Aircraft filed to fly on an ATS route that transits a TMA are required to be a minimum of RNAV 5 compliant.

1.1.6 CDR - A route which is permanently plannable during the times published in ENR 3 and may be used tactically at the discretion of ATC. Conditional routes (CDRs) are non-permanent ATS routes. They are designed to complement the permanent ATS route network and to allow flights to be planned on ATS routes, or portions thereof, that are not always available.

In the ATS route tables hereafter the CDR category is indicated under “Route availability” as “CDR” and is permanently plannable during the times published in the AIP. Due to military or other activities, the route may be closed. The unavailability is published daily in the EAUP/EUUP (European airspace use plan/European updated airspace use plan) in table “ATS Route and CDR Type 1 Closure”. The EAUP/EUUP is published on the Network Portal (NOP): https://www.public.nm.eurocontrol.int/PUBPORTAL/. In the event of a short notice unavailability of a CDR, rerouting around an associated AMC-Manageable Area will be made on ATC instructions.

1.1.7 In addition to published ATS routes, specific direct (DCT) options are allowed via the RAD Appendix 4. Specified DCT routes connecting the Reykjavik/Scottish boundary points and the UK Upper ATS route network should be used when flight planning to cross 61N between 000E and 006W.

1.2 ATS Route Designators

1.2.1 In accordance with ICAO Annex 11, the following prefix designators are used to indicate European Regional RNAV Routes, L, M, N, P and for non Regional RNAV Routes Q, T, Y, Z. Routes designated with these prefixes are compulsory RNAV at all levels except when otherwise notified.

1.3 Free Route Airspace

1.3.1 Free Route Airspace (FRA) is a volume of airspace in which the ATS route structure has been removed allowing operators to flight plan any DCT route option of their choosing between specific FRA entry/exit/arrival/departure and published intermediate waypoints.

FRA lateral and vertical limits are included in ENR 2.2 and depicted at ENR 6-70.

1.4 Airspace Security Warnings by the Department for Transport

1.4.1 **Introduction**

1.4.1.1 Security advice to UK air operators by government is issued in the form of a NOTAM to provide guidance or direction on airspace security risks. Longer term, ongoing warnings are included within the UK Aeronautical Information Publication (AIP). The DfT has developed an Airspace Security Warning Protocol that culminates in the issue of an airspace security warning as V Series NOTAM. Most of these NOTAMs will relate to potential risks to civil aircraft from surface-to-air missiles. However, the use of a NOTAM could also be for other security related threats that may arise.

1.4.2 **Information**

1.4.2.1 The opening text of the NOTAM takes the form: “SECURITY - HAZARDOUS SITUATION [COUNTRY/IES]”. The NOTAM will clearly specify the particular FIR(s) affected, and, where appropriate, give more precise details of the geographic area of concern, using coordinates, or by other means of demarcation (e.g. “...IN THE xxxx FIR, EAST OF 0310000E”). This will be followed by a

ENR 1.1 GENERAL RULES (continued)

brief description of the type of threat, e.g. “POTENTIAL RISK FROM ANTI-AIRCRAFT WEAPONRY”.

1.4.2.2 Where the potential risk is from Man-Portable Air Defence Systems (MANPADS), there is likely to be a restriction on flying below 25,000 FT AGL. Where there is a potential threat from air defence systems with a greater operational ceiling, this is likely to be 'Surface to Unlimited'. In the case of a threat from missiles, it is possible to extend their effective ceiling by launching from elevated terrain. For that reason, most height restrictions stated in an airspace security risk NOTAM will be noted as ‘Above Ground Level’ (AGL).

1.4.3 **Guidance**

1.4.3.1 Following the information on location and threat, there will (usually) be one of 3 forms of wording employed in expressing DfT’s guidance to operators:

a) “UK CIVIL AIR OPERATORS ARE ADVISED TO TAKE POTENTIAL RISK INTO ACCOUNT [IN FIR NAME] / WITHIN THE TERRITORY AND AIRSPACE OF [COUNTRY]”.
b) “UK CIVIL AIR OPERATORS ARE RECOMMENDED NOT TO ENTER THE [FIR NAME] / TERRITORY AND AIRSPACE OF [COUNTRY]”.
c) “IN ACCORDANCE WITH DIRECTION UNDER THE AVIATION SECURITY ACT 1982 UK CIVIL AIR OPERATORS SO SERVED ARE PROHIBITED TO ENTER THE [FIR NAME] / TERRITORY AND AIRSPACE OF THE STATE OF [COUNTRY]”.

1.4.3.2 The wording will generally follow the patterns above, but could vary as, e.g., it may not always be possible to specify the precise nature of a potential security risk to aircraft, or, the geographic area may be complex to describe.

1.4.3.3 DfT will review the content of the NOTAM 60 days from the date of issue, 30 days prior to its expiry. Due to the evolving and fluid nature of many conflicts, NOTAMs may be extended for a further 90 days if appropriate. Advice which is to remain in place beyond this will in most cases be moved into the AIP..

1.4.3.4 UK civil air operators planning to operate in airspace covered by DfT NOTAMs or AIP entries are strongly encouraged to contact DfT in advanced of operating to ensure they have the latest available information to inform the air carriers own risk assessment.

1.4.3.5 Queries can be made to:

Global Risk & Response Team, Aviation Security Division: +44 (0)207-082 6639, Mon-Fri 0830-1630 (0730-1530); If urgent, out of hours the Aviation Security Duty Officer can be contacted via +44 (0)207-944 3111.

1.4.4 **International Co-ordination**

1.4.4.1 The International Civil Aviation Organisation (ICAO) has established a website from which links are available to relevant information from any participating State source to support the assessment of risks over conflict zones. As part of the UK’s contribution to this ICAO initiative, all UK NOTAMs relating to conflict zone issues will be made available on the AIS Website, to which a link will be provided from the ICAO website.

1.4.4.2 It is possible that other States’ advice may differ from that provided by the UK. UK NOTAMs or AIP entries concerning conflict zones represent the best advice available from UK Government sources in support of airline risk assessments. Nonetheless, if operators are concerned about advice from other States that conflicts with, or does not align with, that issued by the UK they should contact DfT on the numbers provided above.

ENR 1.1 GENERAL RULES (continued)

1.4.5 **Current Airspace Warnings**

Serial	Location	Text	Lower Altitude	Upper Altitude	Date of Issue
1	Afghanistan	**Security - Hazardous Situation in Afghanistan** UK civil air operators are recommended not to enter FIR KABUL (OAKX) below 25,000 FT above ground level (AGL). Potential risk from anti-aircraft weaponry. Excluded from this recommendation are airways P500 and G500 for transiting overflights.	Surface	25,000 FT AGL	08 Oct 15
2	(Gulf of) Aqaba	**Security - Hazardous Situation in Gulf of Aqaba** UK civil air operators are advised to take risk into account when operating up to 150 NM from the centre point of the Gulf of Aqaba (calculated to be 284536N 344236E) due to potential risk from heightened military activity.	Surface	Unlimited	26 Dec 24
3	Belarus	**Security - Hazardous Situation in Belarus** UK civil air operators are recommended not to enter FIR MINSK (UMMV). Potential safety and security risks.	Surface	Unlimited	24 Jan 22
4	Iran	**Security - Hazardous Situation in Iran** UK civil air operators are recommended not to enter FIR TEHRAN (OIIX). Potential risk from anti-aircraft weaponry and heightened military activity.	Surface	Unlimited	03 Oct 24
5	Haiti	**Security - Hazardous Situation in Haiti** UK civil air operators are recommended not to enter FIR PORT-AU-PRINCE (MTEG) below 10,000 FT AGL due to potential risk to aviation from small arms fire.	Surface	10,000 FT AGL	15 Nov 24
6	Iraq	**Security - Hazardous Situation in Iraq** UK civil air operators are recommended not to enter FIR BAGHDAD (ORBB) below FL 320. Potential risk from anti-aircraft weaponry.	Surface	FL 320	12 Sep 22
7	Libya	**Security - Hazardous Situation in Libya** In accordance with Direction under the Aviation Security Act 1982, UK civil operators so served are prohibited to enter FIR TRIPOLI (HLLL) / the territory and airspace of the State of Libya. Potential risk from anti-aircraft weaponry. UK operators not currently subject to direction under the Aviation Security Act should contact UK Department for Transport (DfT) before operating in this area.	Surface	Unlimited	12 Jun 15
8	Mali	**Security - Hazardous Situation in Mali** UK civil air operators are advised to take potential risk into account within FIR NIAMEY (DRRR) and FIR DAKAR (GOOO) within the territory and airspace of Mali. Potential risk from anti-aircraft weaponry.	Surface	Unlimited	17 Mar 23
9	Myanmar	**Security - Hazardous Situation in Myanmar** UK civil air operators are advised to take potential risk into account when operating below 25,000 FT above ground level (AGL) in FIR YANGON (VYYF). Potential risk from anti-aircraft weaponry.	Surface	25,000 FT AGL	15 May 25

ENR 1.1 GENERAL RULES (continued)

10	North Korea / Sea of Japan	**Security - Hazardous Situation in North Korea / Sea of Japan** UK civil air operators are recommended not to enter FIR PYONGYANG (ZKKP) and are advised to take potential risk into account over the Sea of Japan (within the geographical coordinates of 1280000E and 1400000E degrees of longitude). Potential risk from unannounced missile tests.	Surface	Unlimited	23 Aug 17
11	Red Sea	**Security - Hazardous Situation in the Red Sea** UK civil air operators are advised to take potential risk into account when operating over the waters of the Red Sea due to potential risk from heightened military activity.	Surface	Unlimited	26 Dec 24
12	Somalia	**Security - Hazardous Situation in Somalia** UK civil air operators are recommended not to enter FIR MOGADISHU (HCSM) below 25,000 FT above ground level (AGL). Potential risk from anti-aircraft weaponry.	Surface	25,000 FT AGL	15 Jan 16
13	Sudan	**Security - Hazardous Situation in Sudan** UK civil air operators are recommended not to enter FIR KHARTOUM (HSSS) within the territory and airspace of Sudan. Potential risk from anti-aircraft weaponry and heightened Military activity.	Surface	Unlimited	21 Apr 23
14	South Sudan	**Security - Hazardous Situation in South Sudan** UK civil air operators are advised to take potential risk into account within FIR KHARTOUM (HSSS) within the territory and airspace of South Sudan below 25,000 FT above ground level (AGL). Potential risk from anti-aircraft weaponry.	Surface	25,000 FT AGL	12 Jun 15
15a	Syria	**Security - Hazardous Situation in Syria** In accordance with Direction under the Aviation Security Act 1982, UK civil operators so served are prohibited to enter FIR DAMASCUS (OSTT) / territory and airspace of the Syrian Arab Republic. Potential risk from anti-aircraft weaponry. UK operators not currently subject to direction under the Aviation Security Act should contact UK Department for Transport (DfT) before operating in this area.	Surface	Unlimited	12 Jun 15
15b	(Vicinity of) Syria	**Security - Hazardous Situation in Vicinity of Syria** UK civil air operators are advised to take potential risk into account when operating up to 200 NM outside FIR DAMASCUS (OSTT). Potential risk from anti-aircraft weaponry.	Surface	Unlimited	22 Oct 18
16	Ukraine	**Security - Hazardous Situation in Ukraine** In accordance with Direction under the Aviation Security Act 1982, UK registered air operators so served are prohibited to enter FIR LVIV (UKLV), FIR SIMFEROPOL (UKFV), FIR ODESA (UKOV), FIR KYIV (UKBV) and FIR DNIPROPETROVSK (UKDV) / territory and airspace of Ukraine. Potential risk from anti-aircraft weaponry and heightened military activity. UK operators not currently subject to direction under the Aviation Security Act should contact UK Department for Transport (DfT) before operating in this area.	Surface	Unlimited	24 Feb 22
17	Yemen	**Security - Hazardous Situation in Yemen** UK civil air operators are recommended not to enter FIR SANAA (OY-SC). Potential risk from anti-aircraft weaponry. Excluded from this recommendation are airways N315, UL425 and R401.	Surface	Unlimited	08 Sep 15

ENR 1.1 GENERAL RULES (continued)

1.5 Flight Planning Restrictions

1.5.1 Flight planning restrictions applicable to UK airspace are published within the **DNM RAD (a pre-flight ATFCM Tool)**. UK restrictions are contained within the UK Annex (Annex EG) as well as Appendices 2, 3, 4, 5 and 6 which can be found via the DNM NOP Portal website within the RAD Home page section -

https://www.nm.eurocontrol.int/RAD/

1.5.1.1 Changes to the RAD are published in line with the AIRAC cycle. Any changes required between AIRAC Cycle publication dates, due to urgent operational reasons, will be notified by NOTAM.

1.5.1.2 Operators should refer to the RAD and its various appendices when constructing routes for an IFR flight within or overflying UK airspace.

1.5.2 For information on standard routings within UK airspace, and alternative routings during CDR closures, users should refer to the **United Kingdom & Ireland Standard Route Document (SRD)** as published via the UK AIS CD-ROM (bespoke database and Adobe PDF formats) or via the DNM NOP Portal RAD Homepage within the 'Additional Documentation' section.

1.5.2.1 The United Kingdom & Ireland SRD is issued in line with the AIRAC cycle and is available to assist aircraft operators in constructing RAD compliant UK and Irish portions of IFR flight plannable routes. The route listings contained should be considered as 'preferred' and are not mandatory, however they are promulgated to identify optimum routings for operators with due regard for the ATC system. Reference may be made to applicable RAD restrictions for a route, details of which may be found via the DNM NOP Portal RAD Home page website.

1.5.3 Temporal flight planning buffers are added to Special Use Airspace (SUA) activation times in order to allow for flights departing late (or early) on their scheduled ETD. The parent Area Control Centre Airspace Management Cell (AMC) define the buffer requirement and parameters during the airspace planning phase of Airspace Management.

When SUA areas are active, the AUP published activation time includes temporal buffer at the start and end of the activity. No extra buffer is required for flight planning purposes. SUA activation NOTAM define the actual parameters of the activity and do not include any element of a temporal flight planning buffer, therefore the NOTAM start and end time of the actual activity will be different to the AUP times.

1.6 Rules and Procedures

1.6.1 **Control Areas (Airways)**

1.6.1.1 **Radio Communications and Equipment**

1.6.1.1.1 The requirements for radio communications and equipment are set out in GEN 1.5.

1.6.1.2 **ATC Clearance**

1.6.1.2.1 One of the following phrases may be included in the initial clearance when the air traffic situation necessitates the regulation of departing flights:

a) 'Clearance expires ..... (time)' - this indicates that if the aircraft is not airborne by the time stated, a fresh clearance will need to be obtained;
b) 'Take-off not before ..... (time)' - this is given so that the pilot can calculate the best time to start engines;
c) 'Unable to clear ..... (level planned)' - when ATC is unable to clear the flight at the level planned an alternative will be offered whenever possible, the acceptance of which will avoid or reduce delay;
d) 'Join Airways at ..... (place and level) not before ..... (time)' - may be used when an Airways clearance is given to an aircraft, the first part of whose flight from the origination aerodrome is in uncontrolled airspace.

1.6.1.3 **Airborne Procedures (See also ENR 1.4, paragraph 2.1, Note 2)**

1.6.1.3.1 When an aircraft is cleared to leave or join an Airway at a certain point, it should be flown so as to cross the actual boundary of the Airway as near to that point as is practicable.

1.6.1.3.2 All aircraft flying Airways are required to adhere to IFR procedures in all weather conditions. However, when radar cover is not available ATC may offer VMC climb or descent clearances in order to avoid excessive traffic delays. Such clearances will be offered subject to the following:

a) By day only in Visual Meteorological Conditions;
b) subject to the agreement of the pilot concerned;
c) the pilot will be responsible for effecting his own separation;
d) essential traffic information will be given;

1.6.1.3.3 Unless otherwise authorized by ATC, aircraft flying along Airways are required, in so far as practicable, to operate along the de-

fined centre-line.

1.6.1.4 **Flights Joining Airways**

1.6.1.4.1 Pilots wishing to join an Airway are required to file a flight plan either before departure or when airborne, and to request joining clearance when at least 10 minutes flying time from the intended joining point. If the destination or any part of the route is subject to Air Traffic Flow Management, pilots must have received the required authorisation/approval from the appropriate Air Traffic Flow Management Unit (ENR 1.9).

1.6.1.4.2 Joining clearance should be obtained as follows: Initial call - '..... (identification) request joining clearance ..... (Airway) at ..... (position)'. When instructed by ATC the following flight details should be passed:

a) Identification;
b) Aircraft type;
c) Position and heading;
d) Level and flight conditions;
e) Departure aerodrome;
f) Estimated time at entry point;
g) Route and point of first intended landing;
h) True Airspeed;
i) Desired level on Airway (if different from the above).

1.6.1.4.3 Requests for joining clearance of Airways for which the Controlling Authorities are London or Scottish Control should be obtained as follows:

a) From the ATSU with which the aircraft is already in communication; or
b) from the appropriate FIR Controller (if different from (a)); or, if it is not possible to obtain any form of clearance using (a) or (b), then
c) on the published frequency of the Airway Controlling Authority.

1.6.1.4.4 In order to prevent confliction with other Airways traffic, pilots should ensure that they are at the cleared flight level when they cross the Airway boundary, unless specific permission to do otherwise has been given by ATC.

1.6.1.5 **Flights Crossing Airways in IFR**

1.6.1.5.1 Pilots wishing to cross an Airway are required to file a flight plan either before departure or when airborne, and to request crossing clearance when at least ten minutes flying time from the intended crossing point.

1.6.1.5.2 Crossing clearance should be obtained as follows: Initial call - '..... (identification) request crossing ..... (Airway) at ..... (position)'. When instructed by ATC the following flight details should be passed:

a) Identification;
b) Aircraft type;
c) Position and heading;
d) Level and flight conditions;
e) Position of crossing;
f) Requested crossing level;
g) Estimated time of crossing.

1.6.1.5.3 Requests for joining clearance of Airways for which the Controlling Authorities are London or Scottish Control should be obtained as follows:

a) From the ATSU with which the aircraft is already in communication; or
b) from the appropriate FIR Controller (if different from (a)); or, if it is not possible to obtain any form of clearance using (a) or (b), then
c) on the published frequency of the Airway Controlling Authority.

1.6.1.5.4 Unless otherwise requested by ATC, aircraft crossing Airways will remain in communication with the FIR Controller and, after obtaining clearance, will report as follows when the aircraft is estimated to be at the boundary of the Airway:

'..... (identification) - Crossing ..... (Airway) ..... (position) ..... (time) ..... at ..... (level)'.

1.6.1.5.5 Except where otherwise authorized by ATC, aircraft are required to cross the Airway by the shortest route (normally, at right angles) and to be in level flight at the cleared flight level on entering the Airway.

1.6.1.6 **Airway Crossings or Penetrations in VMC - Civil Aircraft**

1.6.1.6.1 **Powered Aircraft - Airway Crossings (See also ENR 1.4, paragraph 2.1, Note 2)**

1.6.1.6.1.1 Powered aircraft may cross an Airway in VMC by day without compliance with the full IFR requirements in relation to the aircraft equipment provided that the pilot holds a valid Instrument Rating and that clearance is obtained from the appropriate ACC. This

ENR 1.1 GENERAL RULES (continued)

clearance must be obtained by RTF (normally on the FIR frequency); the request for clearance and a crossing report should be made as shown in paragraphs 1.4.1.5.3 and 1.4.1.5.5.

1.6.1.6.2 **Powered Aircraft - Other penetrations of Airways (see also ENR 1.1, paragraph 4.1 and ENR 1.4, paragraph 2.1, Note 2).**

1.6.1.6.2.1 Other flights in VMC, for example photographic survey flights, may also do so without compliance with full IFR requirements, provided that:

a) Prior arrangements are made with the appropriate ACC;
b) specific ATC clearance is obtained for individual flights;
c) the aircraft can communicate by RTF on the appropriate Airways frequency.

1.6.1.7 **Procedures for Military Aircraft**

1.6.1.7.1 These procedures apply to military aircraft in all weather conditions.

1.6.1.7.1.1 Military aircraft flying along Airways will conform to the normal Airways procedures.

1.6.1.7.1.2 Military aircraft crossing Airways will do so either:

a) Under the control of an approved Air Traffic Control Radar Unit; or
b) under a positive Air Traffic Control Clearance.

1.6.1.7.1.3 In an emergency, where neither a radar nor a procedural crossing can be obtained, an Airway may be crossed at an intermediate 500 FT level. The intermediate 500 FT levels referred to are flight levels of whole thousands plus 500 FT.

1.6.2 **Air Traffic Advisory Routes**

None are currently established by the UK.

1.6.3 **The Upper Airspace Control Area**

1.6.3.1 **Rules.** The following rules apply to aircraft flying in the Upper Airspace Control Area:

A flight plan must be filed; ATC permission must be obtained before the Area is entered; a continuous RTF watch must be kept on the appropriate frequency; the flight must be conducted in accordance with ATC instructions.

1.6.3.1.1 **Altimeter Setting Procedures**

1.6.3.1.1.1 All aircraft flying in the Upper Airspace Control Area must use the standard altimeter setting of 1013.2 mb.

1.6.3.1.2 **Cruising Levels**

1.6.3.1.2.1 Cruising levels will be allocated in accordance with the semi-circular rules depicted in the Table of Cruising Levels at ENR 1.7, paragraph 6. ATC may allocate a level not appropriate to the aircraft track, e.g. to effect transition to and from Oceanic levels.

1.6.3.1.2.2 The providers of Air Traffic Services in the United Kingdom Upper Airspace may apply a reduced vertical separation minimum of 1000 FT, between FL 290 and FL 410 inclusive, in the London and Scottish UIRs between aircraft that are RVSM approved. Aircraft that are not RVSM approved will be provided with a minimum of 2000 FT separation.

1.6.3.1.3 **Exemptions**

1.6.3.1.3.1 By prior agreement, Research and Development flights may be exempted from some of the rules and procedures but ATC will co-ordinate such flights.

1.6.3.1.3.2 The above rules and procedures do not apply to gliders.

1.6.3.1.3.3 By prior agreement, civil aircraft operating on contract to the MoD, aircraft undergoing air tests, or aircraft calibrating navigation aids may be exempted from the RVSM requirements.

1.6.3.2 **Co-ordination of Civil and Military Aircraft**

1.6.3.2.1 NATS radars cover most of the Upper Airspace. Within this cover, procedures exist for the co-ordination of civil and known military aircraft and they receive a radar control and/or a procedural ATC Service. Outside radar cover, a procedural ATC service is provided.

1.6.3.2.2 Military aircraft are normally under the control of NATS or autonomous radar Units but outside the Mandatory Radar Service Area, they are not obliged to receive an ATC Service. In these circumstances it is not always possible for ATC to offer avoiding action because the behaviour of such aircraft is unpredictable. However, whenever practicable, ATC will pass traffic information on them to aircraft under control.

ENR 1.1 GENERAL RULES (continued)

1.6.3.2.3 Due to the routine operation of high-speed military aircraft within the UIRs, civil aircraft operators should flight plan only on the published ATS Route Structure when operating outside the FRA volume as defined in ENR 2.2. When traffic conditions permit, ATC may authorize aircraft to fly more direct tracks. When planning through FRA, operators shall avoid active SUAs and associated FBZs and NPZs at their discretion unless specific routings are mandated: See ENR 1.10 Sect 3.

1.6.3.2.3.1 For individual flights within the Scottish UIR and outside the area defined for FRA operations, operators may file outside the published ATS Route Structure subject to authorisation by the Scottish ACC ATC Watch Manager (Tel: 01292-692763, Fax: 01292-692872). Authorisation for routine operations outside the published ATS Route Structure must be obtained from ATC Operational Support at Scottish ACC (Tel: 01292-692611, Fax: 01292 - 692610).

1.6.3.2.4 There is a military TACAN route system in the Upper Airspace. Some of the routes join the published Upper ATS Route Structure at certain reporting points as well as to a similar TACAN route network over the rest of Europe. See chart of the military TACAN routes at ENR 6-72.

1.6.3.3 **Non-Standard Civil Flights and Unusual Aerial Activities in the UK Upper Airspace**

1.6.3.3.1 Certain civil flying activities such as training and general test flying in Class C Airspace above FL 195 may require a specialized radar service that can best be provided by military ATS Units. However, it should be borne in mind that the aircraft handling capacity of military ATS Units may be committed to the Units primary tasks, and therefore, it is advisable that aircraft operators requiring a service should discuss their proposed task with the relevant ATS Unit prior to commencement of the flight.

1.6.3.3.2 Information concerning the military ATS Units may be obtained from the RAF en-route documents or from civil ATS Units.

1.6.3.3.3 The approval of an Unusual Aerial Activity (UAA) in Class C Airspace above FL 195 can often only be given after extensive co-ordination and the request should be submitted at the earliest opportunity to Airspace Regulation (Utilisation) (AR(U)), Airspace Regulation, Aviation House, Gatwick RH6 0YR, as detailed at ENR 1.1, paragraph 4.3.

1.6.3.4 **Flight Plans, ATC clearance and other procedures**

The normal requirements for flight plans, ATC clearance, and the regulations, rules and procedures appropriate for flight in Control Areas apply.

1.6.3.4.1 **Night Time Fuel Saving Routes**

1.6.3.4.1.1 Night Time Fuel Saving Routes (NTFSR) are introduced in UK upper airspace, excluding airspace defined as FRA, and are routes that formalise the practice of giving flight plannable direct routings (DCT) to GAT at set times overnight. NTFSR will enable the proportion of flights flying direct to increase during their hours of operation and will thereby produce a reduction in CO_2 emissions. Details of the routes will be included in Appendix 4 of the UK RAD.

1.6.3.4.2 **Loss of Communication**

1.6.3.4.2.1 In the event of radio communication failure, pilots will follow the procedures shown at ENR 1.1, paragraph 3.4. Attempts should also be made to establish communication on other control channels available in the Scottish FIR/UIR or on NARTEL HF channels.

1.6.3.5 **Military Training Areas (MTA)**

1.6.3.5.1 MTAs are established in the UK for the operational freedom of military aircraft engaged in exercise or training, and the nature of this activity is incompatible with civil air traffic services procedures. Civil pilots should not therefore flight plan any route through active MTAs nor make in-flight requests for transit through these areas when they are active as ATC cannot authorise such flights. However, for the following categories of civil registered aircraft, an ATS may be available within an active MTA from the appropriate military air traffic control radar unit:

a) Aircraft in emergency which may have to be routed through an active MTA for flight safety reasons;
b) aircraft sponsored by DE&S;
c) test flights by UK manufacturers of military and civilian aircraft;
d) airtests by civil or military aircraft departing from or arriving at UK aerodromes;
e) special flights authorised by HQ AIR (ATM Force);
f) air ambulance flights, where the most expeditious routing is justifiable on humanitarian grounds.

Note 1: *Pilots of such aircraft requiring this service should make their request to the UK Civil ATS Unit or Military Unit with which they are in contact.*

Note 2: *Military controllers may provide aircraft in the above categories with UK Flight Information Services (UK FIS) (radar services detailed in ENR 1.6, paragraph 1.3) and pilots are to ensure that they are familiar with the types of services available.*

1.6.3.5.2 If pilots inadvertently flight plan to transit MTAs during notified periods of activity, ATS instructions will be issued to re-route the aircraft around those areas. To avoid such unexpected routing, pilots are requested to ensure that account is taken of the published periods of activity of any MTA near the route (detailed in ENR 5.2), when planning their flight.

1.6.3.5.3 MTAs are depicted on the charts at ENR 6-70 and ENR 6-75.

ENR 1.1 GENERAL RULES (continued)

1.6.3.6 **North Sea Reduced Co-Ordination Area**

1.6.3.6.1 The North Sea Reduced Co-ordination Area (RCA) has been established within UK Upper Airspace to optimise airspace availability as a result of tactical handbacks of any portion of the EGD323 complex. As a result, direct point to point routings may be offered when airspace structures permit that would not normally allow the availability of a published CDR. The co-ordination requirements between OAT and GAT follow those set out within CAP 1430 and the Eurocontrol Airspace Management Handbook which are detailed within an LOA between the MOD and NATS.

1.6.3.6.2 Description of lateral and vertical dimension of the North Sea RCA are contained within ENR 2.2 and depicted in ENR 6.

1.6.3.7 **FRA Reduced Co-Ordination Area**

1.6.3.7.1 The FRA Reduced Co-ordination Area (RCA) has been established within UK upper airspace. The lateral and vertical dimension of the FRA RCA match that of the EGPX FRA area and are contained within ENR 2.2 and depicted in ENR 6-70.

1.7 Reporting Points

1.7.1 Compulsory Reporting Points are marked with a ▲. Reporting Points marked with a ∆ are 'on request' Reporting Points, at which a report will be made only when requested by the controlling authority.

1.8 Terrain Clearance

1.8.1 **Control Areas (Airways)**

1.8.1.1 Where the lower limit of a section of an Airway is defined as a Flight Level and therefore varies in height, an absolute minimum altitude applies. This minimum altitude for the Airway base is at least 1000 FT above any fixed obstacle within 15 NM of the centre-line. The lowest usable level will always be at least 500 FT above the Airway base, thus providing not less than 1500 FT terrain clearance within 15 NM of any position on the centre-line of the Airway.

1.8.1.2 On sections of Airways adjacent to Control Zones and Areas where the lower limit is established at not less than 700 FT above terrain, ATC clearances are designed to enable aircraft to remain at least 500 FT above the base of the Airway.

1.9 En-Route Holding

1.9.1 **Control Areas (Airways)**

1.9.1.1 Except where otherwise instructed by ATC, holding en-route will be carried out on tracks parallel to the centre-line of the Airway, turning right at the Reporting Point. Exceptions are shown at ENR 3.6.

1.9.1.2 Whenever possible, pilots will be given a specific time at which to leave the Reporting Point and the holding pattern should be adjusted accordingly.

1.9.1.3 Pilots are required to report as follows:

a) The time and level of reaching a specific holding point to which cleared;
b) when leaving a holding point;
c) when vacating a previously assigned level for a new assigned level.

1.9.2 **En-Route High Level Holding**

1.9.2.1 Within the Upper Airspace, en-route holding patterns have been established. The 1.5 minute holding patterns, based on ICAO recommended speeds, are as shown at ENR 3.6.

1.10 Hazards and Danger Areas

1.10.1 **The Upper Airspace Control Area**

1.10.1.1 The Chart of the United Kingdom Airspace Restrictions at ENR 6-75 (as amended), NOTAM and AICs should always be consulted for information on activity in Danger Areas adjacent to the route being flown.

1.11 Glider Operations above FL 195

1.11.1 The paragraphs below set out the procedures for glider operations above FL 195 within the following airspace structures:

a) Temporary Reserved Area (Gliding) (TRA (G)) in Class C Airspace between FL 195 - FL 240 (ENR 5-2-4/7);
b) Temporary Reserved Area (Gliding) (TRA (G)) in Class C Airspace above FL 240 (ENR 5-2-4/7);
c) Temporary Reserved Area (TRA) in Class C Airspace between FL 195 and FL 245 (ENR 5-2-2/3);
d) Class C Airspace outside TRA and TRA (G) between FL 195 - FL 285.

ENR 1.1 GENERAL RULES (continued)

1.11.2 Glider operations above FL 195 are to be conducted only in accordance with the following criteria:

1.11.2.1 VFR criteria:

Level	Distance from Cloud	Flight Visibility
At and above FL 195	1500 M Horizontally 1000 FT Vertically	8 KM

1.11.2.2 Operations shall be in accordance with a Letter of Agreement (LoA), or specific permission.

1.11.2.3 Operations shall be conducted on the SPS (1013.2 mb).

1.11.2.4 Radio contact must be maintained on the appropriate frequency.

Note: *Radio frequency requirements for VFR operations by gliders above FL 195 within a Temporary Reserved Area (TRA), Temporary Reserved Area (Gliding) (TRA (G)) or for a specified VFR permission outside a TRA, will be detailed in the respective TRA Letter of Agreement (LoA), or specific permission.*

1.11.3 **Procedures for non-SSR equipped Glider Operations within Temporary Reserved Area (Gliding) (TRA (G)) in Class C Airspace between FL 195 - FL 240**

1.11.3.1 TRA (G) have been provided to accommodate non-SSR equipped gliders. (See ENR 5.2, ENR 6-64 and ENR 6-65).

1.11.3.2 Gliders equipped with SSR transponders should squawk 7006 whilst operating in the TRA (G).

1.11.3.3 **Glider Operations in TRA (G) between FL 195 - FL 240 must comply with the following requirements:**

a) Each TRA (G) shall have a nominated gliding club(s) to manage booking arrangements with the appropriate ACC.
b) The nominated gliding club(s) will request booking of the required TRA (G) airspace 2 hours in advance on the day of operation.
c) A requested upper flight level shall be specified at the time of booking.
d) ACC civil and military supervisors shall co-ordinate booking request and agree initial access arrangements based on the prevailing and forecast GAT/OAT traffic situation.
e) A request to activate the TRA (G) shall be made only when the club(s) have positively established that access is required. No glider will enter until a positive ATC clearance has been obtained to enter the TRA (G). This may be either by telephone or RTF contact with the ACC.
f) Gliders shall monitor the appropriate gliding frequency specified in the LoA whilst operating within the TRA (G).
g) Gliders shall remain within the lateral boundaries of the TRA (G) and below the agreed upper flight level.
h) The gliding club(s) shall provide a contact telephone number to enable the parent ACC to close the TRA (G); if such a request is received the nominated gliding club(s) will direct gliders to vacate the TRA (G) as expeditiously as possible.
i) The nominated gliding club(s) will notify the ACC that TRA (G) activity is complete.
j) Additional requirements and detailed contact arrangements will be contained in a LoA between the responsible ACC and nominated gliding club.

1.11.4 **Procedures for non-SSR equipped Glider Operations within Temporary Reserved Area (Gliding) (TRA (G)) in Class C Airspace above FL 240**

1.11.4.1 All non-SSR equipped glider operations above FL 240 must be conducted in TRA (G).

1.11.4.2 The gliding representative will initiate a request to the appropriate area control supervisor (see paragraph 9.4.3) 2 hours in advance of the intended flight advising the intention to use the designated area and confirm the following details:

a) Temporary Reserved Areas concerned (See ENR 5.2, ENR 6-66 and ENR 6-67);
b) Requested upper limit (Scottish Upper Area (North) has an upper limit of FL 270);
c) Expected time of entry into, and duration in the Upper TRA (G) (negotiated if any other priority ACC task);
d) The number of gliders and associated callsign(s);
e) Name and telephone contact number.

1.11.4.3 Area Control contact telephone numbers:

For Scottish, Spadeadam, Yorkshire and Northern Ireland areas, contact Scottish ACC, Civil ATC Watch Supervisor (WS) on Tel: 01292-692763.

For Welsh areas, contact Swanwick Military Supervisor (SMS) on Tel: 01489-612417.

1.11.4.4 Following notification, the Supervisor will contact the gliding representative to discuss the activity, and allocate the frequency to be employed, or, if the activity cannot be accommodated, advise the representative of the reason and negotiate a new period.

1.11.4.5 The glider pilot shall establish 2-way RTF contact passing FL 200 in the climb, obtain an ATC clearance to enter the TRA (G),

ENR 1.1 GENERAL RULES (continued)

maintain a listening watch on the frequency, and report again when passing FL 240 in descent.

1.11.4.6 The military controller will initiate a radio check with the glider pilot on the hour and half hour whilst the aircraft is above FL 240 to confirm continuing RTF contact. In the event of not receiving a radio check call the glider pilot will immediately attempt to re-establish 2-way contact and if unsuccessful shall descend below FL 240 within 15 minutes.

Note: *15 minutes after the last unsuccessful 'operations normal' radio check by the military controller the airspace above FL 240 will be deemed clear of gliders and GAT aircraft will be allowed access.*

1.11.4.7 The glider pilot is responsible for remaining within the designated area. In addition, all gliders flying within TRA (G) above FL 240 are to be fitted with appropriate radio and navigational equipment. In the event of either of these equipments becoming unserviceable, gliders are to descend below FL 240.

1.11.4.8 Whilst operating within a designated area, glider pilots will be in receipt of a Flight Information Service with proximity warnings of either aircraft in emergency or Air Defence Flights, which need to transit the area. The glider pilots will be responsible for their own separation.

1.11.4.9 Whilst operating within a designated TRA (G) above FL 240, all position reports are to be made in relation to Airway/Upper ATS Route Reporting Points.

1.11.4.10 Additional requirements and detailed contact arrangements will be contained in a LoA between the responsible ACC and nominated gliding club(s).

1.11.5 **Procedures for SSR equipped Glider Operations within Temporary Reserved Area (TRA) in Class C Airspace between FL 195 - FL 245**

1.11.5.1 Gliders equipped with RTF and SSR transponder may operate in accordance with VFR within Temporary Reserved Areas (TRA) in Class C Airspace between FL 195 and FL 245 provided that the pilot:

a) Files a flight plan (when specified an abbreviated flight plan will be acceptable).
b) Obtains an ATC clearance to enter the TRA (See ENR 5.2 and ENR 6-13).
c) Monitors ATC frequency.
d) Selects SSR Code A/C as directed by ATC.
e) Whilst operating within a designated area, glider pilots will be in receipt of a Flight Information Service.

1.11.5.2 Detailed access requirements to TRA will be detailed in the LoA between the ACC responsible for the airspace and the nominated gliding club(s) concerned.

1.11.6 **Procedures for Glider Operations in Class C Airspace outside TRA and TRA (G) between FL 195 - FL 285**

1.11.6.1 Glider operations in Class C Airspace between FL 195 - FL 285 must comply with the following requirements:

a) The flight must be conducted in accordance with ATC instructions and/or conditions specified in LoAs or specific permission.
b) A flight plan must be filed. Where specified an Abbreviated Flight Plan will be acceptable as detailed in the LoA between the ACC responsible for the airspace and the nominated gliding club(s) concerned.
c) An ATC clearance must be obtained to fly within the airspace.
d) Select SSR Code A/C as directed by ATC.
e) Maintain listening watch on the ATC frequency.
f) In the event that 2-way RTF contact is lost, pilots shall squawk 7600 and descend below controlled airspace (FL 195) as expeditiously as possible.

1.11.6.2 Other Gliding Activity

1.11.6.2.1 Gliding clubs seeking access to airspace above FL 195 to facilitate special events should contact AUS in accordance with procedures detailed at ENR 1.1, paragraph 4.1.9.

1.12 Procedures for Non-SSR Transponder equipped Glider Operations at and above FL 100 up to FL 195

1.12.1 Non-SSR Glider Areas have been established to accommodate non-transponder equipped glider operations at and above FL 100 up to FL 195 (See ENR 5.2 and ENR 6-63).

1.12.2 ATC clearance is required prior to access of that Class A, C and D Airspace lying within Non-SSR Glider Areas.

1.12.3 Other than that portion of airspace notified as Class A, C and D Airspace the background airspace classification of Non-SSR Glider

Areas is Class G, with UK FIS provided on request, where available; and in accordance with ENR 1.1 and ENR 1.6.

1.12.4 The glider pilot is responsible for remaining within the designated area.

2 UK Flight Information Services

2.1 Overview

2.1.1 The ICAO requirements for a Flight Information and Alerting Service are met in the Scottish FIR/UIR and the London FIR/UIR through a suite of services, collectively known as the UK Flight Information Services (FIS), and are provided through the following provisions:

a) To participating flights arriving at, departing from and overflying aerodromes located within Class G Airspace as listed at GEN 3.3.
b) To participating VFR flights operating within Class E Airspace, as listed at ENR 3.1.
c) To aircraft within Advisory Radio Areas as listed at ENR 1.1, paragraphs 5.2.5/6 and ENR 5.2.
d) Lower Airspace Radar Services (LARS) and Radar Service - FL 100 and above (outside CAS), as listed at ENR 1.6.
e) Area Control Centre (ACC) services, including the provision of service by ACC FISOs as detailed at GEN 3.3.

2.1.2 The UK FIS (Basic Service, Traffic Service, Deconfliction Service, Procedural Service) are detailed herein. Within the UK, the scope of FIS, as defined in ICAO Annex 11, is met through the provision of a Basic Service.

2.2 Service Principles

2.2.1 Within Class G Airspace, regardless of the service being provided, pilots are ultimately responsible for collision avoidance and terrain clearance, and they should consider service provision to be constrained by the unpredictable nature of this environment.

2.2.2 A pilot shall determine the appropriate service for the various phases and conditions of flight and request that service from the controller/FISO; a Deconfliction Service and Procedural Service shall only be provided to flights under IFR, irrespective of meteorological conditions. An Alerting Service will be provided in association with all services.

2.2.3 Controllers will make all reasonable endeavours to provide the service that a pilot requests. However, due to finite resources or controller workload, tactical priorities may influence service availability. FISOs are not licensed to provide Traffic Service, Deconfliction Service, or Procedural Service.

2.2.4 Instructions issued by controllers/FISOs 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.

2.2.5 Agreements can be established between a controller and a pilot such that the operation of an aircraft is laterally or vertically restricted beyond the core terms of the Basic Service or Traffic Service. Unless safety is likely to be compromised, a pilot shall not deviate from an agreement without first advising and obtaining a response from the controller.

2.2.6 There may be circumstances that prevent controllers/FISOs from passing timely traffic information and/or deconfliction advice, eg high workload, areas of high traffic density, against unknown aircraft conducting high energy manoeuvres, or when traffic is not displayed to the controller or obscured by surveillance clutter. Controllers/FISOs shall inform the pilot of known reductions in traffic information along with the reason and the probable duration; however, it may not always be possible to provide these warnings in a timely fashion.

2.3 Basic Service

2.3.1 Basic Service provides advice and information useful for the safe and efficient conduct of flights. This may include weather information, changes of serviceability of facilities, conditions at aerodromes, general airspace activity information, and any other information likely to affect safety. The avoidance of other traffic is solely the pilot's responsibility.

2.3.2 Basic Service is available under IFR outside controlled airspace in any meteorological conditions, or under VFR.

2.3.3 Pilots should not expect any form of traffic information from a controller/FISO and the pilot remains responsible for collision avoidance at all times. However, where a controller/FISO has information that indicates that there is aerial activity in a particular location that may affect a flight, they should provide traffic information in general terms to assist with the pilot's situational awareness. This will not normally be updated by the controller/FISO unless the situation has changed markedly, or the pilot requests an update.

2.3.4 Basic Service is available at all levels and the pilot remains responsible for terrain clearance at all times.

2.3.5 Unless the pilot has entered into an agreement with a controller to maintain a specific course of action, a pilot may change heading, route, or level without advising the controller. A controller will not issue specific heading instructions; however, generic navigational

assistance may be provided on request.

2.4 Traffic Service

2.4.1 Traffic Service is a surveillance based ATS, where in addition to the provisions of a Basic Service, the controller provides specific surveillance derived traffic information to assist the pilot in avoiding other traffic. The avoidance of other traffic is solely the pilot's responsibility.

2.4.2 Traffic Service is available under IFR outside controlled airspace in any meteorological conditions, or under VFR. If a controller issues a heading and/or level that would require flight in IMC, a pilot who is not suitably qualified to fly in IMC shall inform the controller and request alternative instructions.

2.4.3 The controller will pass traffic information on relevant traffic, and update the traffic information if it continues to constitute a definite hazard, or if requested by the pilot. However, high controller workload and RTF loading may reduce the ability of the controller to pass traffic information, and the timeliness of such information. Whether traffic information has been passed or not, a pilot is expected to discharge his collision avoidance responsibility without assistance from the controller. Whilst operating in Class G Airspace, if after receiving traffic information a pilot requires deconfliction advice, an upgrade to Deconfliction Service shall be requested. Deconfliction Service is not available in Class E Airspace.

2.4.4 Subject to ATS surveillance system coverage, Traffic Service may be provided at any level and the pilot remains responsible for terrain clearance at all times.

2.4.5 A pilot may operate under their own navigation and may select their own operating levels, or a controller may provide headings and levels for the purpose of positioning, sequencing or as navigational assistance. If a heading or level is unacceptable to the pilot they shall advise the controller immediately.

2.4.6 When operating under their own navigation, pilots may alter course as required; however, unless safety is likely to be compromised, pilots shall not change their general route or manoeuvring area without first advising and obtaining a response from the controller.

2.4.7 When following an ATC heading, unless safety is likely to be compromised, a pilot shall not change heading without first advising and obtaining a response from the controller.

2.4.8 Unless safety is likely to be compromised, a pilot shall not change level or level band without first advising and obtaining a response from the controller.

2.5 Deconfliction Service

2.5.1 A Deconfliction Service is a surveillance based ATS where, in addition to the provisions of a Basic Service, the controller provides specific surveillance derived traffic information and deconfliction advice.

2.5.2 A Deconfliction Service shall only be provided to flights under IFR in Class G Airspace, irrespective of meteorological conditions. The controller will expect the pilot to accept headings and/or levels that may require flight in IMC. A pilot who is not suitably qualified to fly in IMC shall not request a Deconfliction Service unless compliance permits the flight to be continued in VMC.

2.5.3 A controller will provide traffic information, accompanied with a heading and/or level aimed at achieving a planned deconfliction minima. High controller workload or RTF loading may reduce the ability of the controller to pass such deconfliction advice; furthermore, unknown aircraft may make unpredictable or high-energy manoeuvres. Consequently, controllers cannot guarantee to achieve these deconfliction minima; however, they shall apply all reasonable endeavors. The avoidance of traffic is ultimately the pilot's responsibility.

2.5.4 The pilot shall inform the controller if he elects not to act on the controller's deconfliction advice, and therefore accepts responsibility for initiating any subsequent collision avoidance against that particular conflicting aircraft.

2.5.5 A Deconfliction Service will only be provided to aircraft operating at or above a terrain safe level, unless on departure from an aerodrome when climbing to a terrain safe level, or when following notified instrument approach procedures. If a controller detects a confliction when an aircraft is departing from an aerodrome and climbing to the terrain safe level, or when following notified instrument approach procedures, traffic information without deconfliction advice shall be passed. However, if the pilot requests deconfliction advice, or the controller considers that a definite risk of collision exists, the controller shall immediately offer such advice.

2.5.6 Unless safety is likely to be compromised, a pilot shall not change heading or level without first obtaining approval from the controller.

2.6 Procedural Service

2.6.1 A Procedural Service is a non surveillance ATS where, in addition to the provisions of a Basic Service, the controller provides instructions, which if complied with, shall achieve deconfliction minima against other aircraft participating in the Procedural Service.

Neither traffic information nor deconfliction advice can be passed with respect to unknown traffic.

2.6.2 A Procedural Service shall only be provided to flights under IFR, irrespective of meteorological conditions. The controller will expect the pilot to accept levels, radials, tracks, routes and time allocations that may require flight in IMC. A pilot who is not suitably qualified to fly in IMC shall not request a Procedural Service unless compliance permits the flight to be continued in VMC.

2.6.3 A Procedural Service is available at all levels and the pilot remains wholly responsible for terrain clearance at all times.

2.6.4 A controller will provide deconfliction instructions by allocating levels, radials, tracks, routes, time restrictions, approach clearances and holding instructions, or use pilot position reports, aimed at achieving a planned deconfliction minima. The pilot shall inform the controller if they elect not to act on the controller's deconfliction advice, and therefore accepts responsibility for initiating any subsequent collision avoidance against the aircraft in question and any other aircraft affected.

2.6.5 The controller will provide traffic information on conflicting aircraft being provided with a Basic Service and those where traffic information has been passed by another ATS unit; however, there is no requirement for deconfliction advice to be passed, and the pilot is wholly responsible for collision avoidance.

2.6.6 Unless safety is likely to be compromised, a pilot shall not change level, radial, track, route or time restriction without first obtaining approval from the controller. If a level, radial, track, route or time restriction is unacceptable to the pilot, they shall advise the controller immediately.

3 General Flight Procedures

3.1 Position Reporting within the London and Scottish FIR/UIR

3.1.1 Pilots are to make a position report in the following circumstances:

a) After transfer of communication;
b) on reaching the limit of ATS clearance;
c) when instructed by Air Traffic Control;
d) when operating helicopters in the North Sea Low Level Radar Advisory and Flight Information areas of responsibility and on Helicopter Routes within the London Control Zone and London/City Control Zone (see ENR 1.6, subsection 4.5 and AD 2.EGLL 2.22, paragraph 11);
e) when operating flights across the English Channel (see ENR 1.1, paragraph 3.7).

3.1.1.1 The initial call changing radio frequency shall contain only the aircraft identification and flight level. Any subsequent report shall contain aircraft identification, position and time except as provided for in respect of helicopter operations in the areas specified in paragraph 3.1.1 (d) above.

Note: *When changing frequency between the London or Scottish Control Centres, pilots are required to state their callsign and Flight Level/Altitudes only (plus any other details when specifically instructed by ATC). When the aircraft is in level flight but cleared to another FL/ALT, both FL/ALT should be passed.* ***Similarly, when the aircraft is not in level flight, the pilot should state the aircraft identification followed by the FL/ALT to which it is cleared only; it is not necessary to state passing FL/ALT in these circumstances.***

3.1.1.2 Certain Reporting Points on the boundary between the London FIR/UIR and the Amsterdam FIR are designated 'Compulsory' in the Netherlands AIP. Position Reports should therefore be made at these points when in communication with Amsterdam or Maastricht Control.

3.1.2 **Omit Position Report Procedure**

3.1.2.1 In order to reduce RTF communication a pilot may be instructed by Air Traffic Control to omit position reports provided that the aircraft is radar identified.

3.1.3 **DME Distance Reports to ATC**

3.1.3.1 Pilots, when requested by ATC to report their distance from a DME facility which they do not have displayed, should retune their equipment to that DME. If, for any reason, they are unable to report their distance from the requested DME, ATC is to be informed. Pilots should not calculate the distance based on the reading from another DME.

3.2 Climb and Descent

3.2.1 **Vacating (Leaving) Levels**

3.2.1.1 When pilots are instructed to report leaving a level, they should advise ATC that they have left an assigned level only when the aircraft's altimeter indicates that the aircraft has actually departed from that level and is maintaining a positive rate of climb or

descent in accordance with published procedures.

3.2.2 **Level Restrictions**

3.2.2.1 For **all** stages of flight, clearances to climb or descend cancel any previous restrictions or levels, unless they are reiterated as part of the clearance.

3.2.2.2 When a departing aircraft on a SID is required to climb directly to the cleared level without complying with the published vertical restrictions on the SID, ATC will include the word 'now' in climb instructions (e.g. Jet 347 climb now FL 120).

3.2.2.3 **Maximum Rates of Climb and Descent**

3.2.2.3.1 In order to ensure the credible interaction of Airborne Collision Avoidance Systems and ground based safety nets, other than aircraft in emergency and certain specific conditions for military aircraft (as detailed in Military AIP and MAA Regulatory Publication RA 3000 Series), all aircraft when operating under normal circumstances, when inside Controlled Airspace within the London and Scottish FIRs/UIRs should not operate with a climb or descent rate exceeding 8000 FT per minute. Aircraft when first approaching a cleared flight level and/or when changing flight level in Controlled Airspace should ensure that the vertical closure speed is not excessive. It is considered that, with about 1500 FT to go to a cleared level, vertical speed should be reduced to a maximum of 1500 FT per minute and ideally to between 1000 FT per minute and 500 FT per minute. Pilots should ensure that the aircraft neither undershoots nor overshoots the cleared level by more than 150 FT, manually overriding if necessary.

3.2.2.4 **Minimum Rates of Climb and Descent**

3.2.2.4.1 In order to ensure that controllers can accurately predict flight profiles to maintain standard vertical separation between aircraft, pilots of aircraft commencing a climb or descent in accordance with an ATC Clearance should **inform the controller** if they anticipate that their rate of climb or descent during the level change will be less than 500 FT per minute, or if at any time during such a climb or descent their vertical speed is, in fact, less than 500 FT per minute.

3.2.2.4.2 This requirement applies to both the en-route phase of flight and to terminal holding above Transition Altitude.

Note: *This is not a prohibition on the use of rates of climb or descent of less than 500 FT per minute where necessary to comply with other operating requirements.*

3.2.2.5 **Noise Abatement Approach Techniques**

3.2.2.5.1 The use of Continuous Descent Approach (CDA) and Low Power/Low Drag Approach (LP/LD) techniques (as defined at GEN 2.2) is required, subject to compliance with ATC requirements, at certain UK Airports as detailed in the appropriate AD 2 Sections. At other locations, although not required, these techniques are considered to be 'best practice' for the reduction of noise nuisance and emissions and should be adopted by pilots whenever operationally practicable, commensurate with the ATC clearance.

3.3 Speed Control

3.3.1 Pilots shall adhere to the speed limits associated with airspace classifications and the speed restrictions notified in procedures published in AD 2. Pilots shall also adhere to the speed (IAS or Mach Number) approved or assigned by ATC and shall request ATC approval before making any changes thereto. If it is essential to make an immediate temporary change in speed (e.g. due to turbulence), ATC shall be notified as soon as possible that such a change has been made.

3.3.2 Pilots of aircraft unable to maintain the last assigned speed during any particular phase of flight (eg for aircraft performance reasons) shall inform ATC as soon as possible in order that another speed/alternative clearance can be issued.

3.3.3 At levels at or above FL 280, speed adjustments for aircraft in the cruise will be expressed in multiples of 0.01 Mach. At levels below FL 280, speed adjustments will be expressed in multiples of 10 KT based on indicated airspeed (IAS).

3.3.4 For aircraft at or above FL 280 that have been cleared to descend to levels below FL 280, speed adjustments may be based on IAS.

3.4 Radiotelephony, Radio Failure and Loss of Communication Procedures

3.4.1 **General Radiotelephony Procedures**

3.4.1.1 The English Language is used for all communications between aircraft and ATC in the UK.

3.4.1.2 VHF/RTF is used for all air-ground communications throughout the airspace under UK jurisdiction except that HF is also used in the Shanwick Oceanic Control Area and that UHF is also available at London Area Control (Swanwick) and at certain aerodromes (see ENR 1.6, subsection 4.5 and ENR 2.1 sections for details).

3.4.1.3 So far as possible, pilots should make use of the ICAO standard RTF phraseology in ICAO Doc. 4444, Chapter 12 when

communicating with ATC. UK specific differences to ICAO phraseology are notified in GEN 1.7 section.

3.4.1.3.1 As a general principle all messages should be acknowledged by use of the aircraft callsign or ‘Roger, (callsign)’.

3.4.1.3.2 Messages containing any of the following items must be read back in full:

a) Taxi/towing instructions;
b) Level instructions;
c) Heading instructions;
d) Speed instructions;
e) Airways or route clearances;
f) Approach clearances;
g) Runway-in-use;
h) Clearance to enter, land on, take-off, backtrack or cross or hold short of an active runway;
i) SSR operating instructions;
j) Altimeter Settings, including units when value is below 1000 hectopascals;
k) VDF information;
l) Frequency changes;
m) Type of ATS surveillance service;
n) Transition level.

3.4.1.3.3 When an estimate for a compulsory or non-compulsory reporting point, flight information boundary, or destination aerodrome is requested by an ATS unit and is in error by in excess of 2 minutes, pilots are required to provide a revised estimate to an appropriate ATS unit as soon as possible.

3.4.1.3.4 Where data link communications are used to facilitate clearance delivery, voice read-back of data link messages shall not be required unless otherwise notified by the appropriate authority.

3.4.1.4 **Operations Normal**

3.4.1.4.1 Pilot transmissions containing the RTF phraseology 'operations normal' are generally associated with aerial activities over mountainous or sparsely populated areas (including sea areas), where the flight receiving an ATS is required to operate within the area of responsibility of a single ATSU for prolonged periods of time. Such transmissions are made by pilots following a period of RT inactivity of 30 minutes.

3.4.1.4.2 The pilot’s declaration of 'operations normal' is used to inform the ATSU that the flight is progressing according to plan. Controllers who do not receive an 'operations normal' report when expected will attempt to establish communications with the pilot. After three failed attempts, controllers will initiate overdue action.

3.4.2 **Radio Failure Procedures For Pilots**

3.4.2.1 **Failure of Navigation Equipment**

3.4.2.1.1 If part of an aircraft’s radio navigation equipment fails but two-way communication can still be maintained with ATC, the pilot must inform ATC of the failure and report his altitude and approximate position. ATC may, at its discretion, authorize the pilot to continue his flight in or into Controlled Airspace. When radar is available it may, subject to workload, be used to provide navigational assistance to the pilot.

3.4.2.1.2 If no authorization to proceed is given by ATC, the pilot should leave, or avoid Controlled Airspace and areas of dense traffic, and either:

a) Go to an area in which he can continue his flight in VMC or (if this is not possible);
b) select a suitable area in which to descend through cloud, fly visually to a suitable aerodrome and land as soon as practicable.

But before doing so, however, he should consult ATC who may be able to give him instructions or advice. He should also take into consideration the latest meteorological information and terrain clearance and should make full use of ground VHF DF stations. He must at all times keep ATC informed of his intentions.

3.4.2.2 **Failure of Two-way Radio Communications Equipment**

3.4.2.2.1 As soon as ATC know that two-way communication has failed they will, as far as practical, maintain separation between the aircraft experiencing the communication failure and other aircraft, based on the assumption that the aircraft will operate in accordance with radio communication failure procedures described below.

3.4.2.2.2 Flight crews should note that air traffic control might not be aware of the loss of communications, so should not anticipate that appropriate measures to facilitate a landing have been implemented. Flight crews intending to land should therefore be alert to the possibility that vehicles, personnel and or other traffic may be occupying or entering the runway.

3.4.2.2.3 It should be noted that for many aerodromes in the UK, the radio communications failure procedures published in the AD 2 section

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differ from, or amplify, the basic procedures published below.

3.4.2.2.4 **For the purposes of these procedures, ATC will expect an IFR flight following the ATS route structure to adopt the IMC procedure in paragraph 3.4.2.4. If there is an overriding safety reason, the pilot may adopt the VMC procedure.**

3.4.2.2.5 Flights operating outside controlled airspace, without reference to ATS, should only use these procedures when the pilot decides that there is a need to alert ATC that two-way radio communications failure has occurred.

3.4.2.2.6 It should be noted that the use of loss of two-way communications procedures may result in aircraft flying outside controlled airspace.

3.4.2.2.7 The procedures detailed in this section apply to two-way radio communications failure. In the event that an additional emergency situation develops, ATC will expect the pilot to select secondary radar transponder on Mode A, Code 7700.

3.4.2.2.8 The expression Expected Approach Time (EAT) will mean either an EAT given by the appropriate ATC Unit or, if the pilot has been given 'No delay expected', the ETA over the appropriate designated landing aid serving the destination aerodrome.

3.4.2.2.9 Pilots are given an EAT of 'Delay not determined' when the destination runways cannot be used for landing and it is not possible to accurately predict when they will become available. In some circumstances an EAT of 'Delay not determined' will also be given when a preceding flight has elected to remain over the holding facility pending an improvement in weather conditions at the destination. If 'Delay not determined' has been given, do not attempt to land at the destination aerodrome, divert to the alternate destination specified in the current flight plan or another suitable airfield.

3.4.2.2.10 The 'current flight plan' is the flight plan, as filed and acknowledged with an ATC Unit, by the pilot or a designated representative.

3.4.2.2.11 The procedure that should be used by Special VFR Flights is detailed at ENR 1.2, paragraph 2.9.

3.4.2.2.12 Essential information may be relayed by ATC using the ACARS/Data Link. Pilots may endeavour to use alternative methods for communicating with ATC such as HF. The Distress and Diversion Cell (D&D) serving the London FIR/UIR and the Scottish FIR/UIR may be contacted by phone by aircraft that have approved installations that can access the UK telephone network. The telephone number is:

London D&D Tel: 01489-612406

3.4.2.3 **Visual Meteorological Conditions (VMC)**

3.4.2.3.1 A VFR flight experiencing communication failure shall:

When VMC can be maintained, the pilot should set transponder on Mode A, Code 7600 with Mode C and land at the nearest suitable aerodrome. Pilots should take account of visual landing aids and keep watch for instructions as may be issued by visual signals from the ground. The pilot should report arrival to the appropriate ATC unit as soon as possible. When VMC cannot be maintained, the pilot should adopt the procedures for IMC detailed below.

3.4.2.3.2 Subject to the provisions of paragraph 3.4.2.2.3, an IFR flight experiencing communication failure in VMC shall:

When VMC can be maintained, the pilot should set transponder to Mode A, Code 7600 with Mode C and land at the nearest suitable aerodrome. Pilots should take account of visual landing aids and keep watch for instructions as may be issued by visual signals from the ground. The pilot should report arrival to the appropriate ATC unit as soon as possible. If it does not appear feasible to continue the flight in VMC, or if it would be inappropriate to follow this procedure, the pilot should adopt the procedures for flights in IMC detailed below.

Note: *Pilots already in receipt of an ATC clearance may enter controlled airspace and follow the procedures referred to above.* ***Those flights, that have not received an ATC clearance, should not enter controlled airspace unless an overriding safety reason compels entry.***

3.4.2.4 **Instrument Meteorological Conditions (IMC)**

3.4.2.4.1 A flight experiencing communications failure in IMC during an approach directed by radar shall:

a) Operate secondary radar transponder on Mode A code 7600 with Mode C.
b) Continue either visually, or by means of promulgated Initial Approach Procedures and an appropriate approved final approach aid, to land. If this is not practical, carry out the missed approach procedure and continue to a holding facility appropriate to the airfield of intended landing for which an instrument approach is notified and then carry out that procedure.

3.4.2.4.2 Except where communications failure occurs during an approach directed by radar, a flight experiencing communication failure in IMC shall:

a) Operate secondary radar transponder on Mode A code 7600 with Mode C.
b)

i. Maintain for a period of seven minutes, the current speed and last assigned level or minimum safe altitude, if this is higher. The period of seven minutes begins when the transponder is set to 7600 and this should be done as soon as the pilot has detected communications failure.
ii. If failure occurs when the aircraft is following a notified departure procedure such as a Standard Instrument Departure (SID) and clearance to climb, or re-routing instructions have not been given, the procedure should be flown in accordance with the published lateral track and vertical profile, including any stepped climbs, until the last position, fix, or waypoint, published for the procedure, has been reached. Then, for that part of the period of seven minutes that may remain, maintain the current speed and last assigned level or minimum safe altitude if this is higher.
iii. Following the period of seven minutes, adjust the speed and level in accordance with the current flight plan and continue the flight to the appropriate designated landing aid serving the destination aerodrome. Attempt to transmit position reports and altitude/flight level on the appropriate frequency when over routine reporting points.

c) If being radar vectored, or proceeding offset according to RNAV, without a specified limit, continue in accordance with ATC instructions last acknowledged for three minutes only and then proceed in the most direct manner possible to rejoin the current flight planned route. Pilots should ensure that they remain at, or above, the minimum safe altitude.
d) Comply with the loss of communications procedures notified for the destination aerodrome in the AD 2 section of the UK AIP.
e)
i. Arrange the flight to arrive over the appropriate designated landing aid serving the destination aerodrome as closely as possible to the ETA last acknowledged by ATC. If no such ETA has been acknowledged, the pilot should use an ETA derived from the last acknowledged position report and the flight-planned times for the subsequent sections of the flight.
ii. Arrange the flight to arrive over the appropriate designated landing aid serving the destination aerodrome at the highest notified Minimum Sector Altitude taking account of en-route terrain clearance requirements.
iii. If following a notified Standard Arrival Route (STAR), after the seven minute period detailed in paragraph (b) (i) has been completed, pilots should arrange descent as close as possible to the published descent planning profile. If no descent profile is published, pilots should arrange descent to be at the minimum published level at the appropriate designated Initial Approach fix.

f) On reaching the appropriate designated landing aid serving the destination aerodrome, begin further descent at the last acknowledged EAT. If no EAT has been acknowledged, the descent should be started at the ETA calculated in (e) (i), above, or as close as possible to this time. If necessary, remain within the holding pattern until the minimum holding level, published for the facility, has been reached. The rate of descent in holding patterns should not be less than 500 FT per minute. If 'Delay not determined' has been given, do not attempt to land at the destination aerodrome, divert to the alternate destination specified in the current flight plan or another suitable airfield.
g) Carry out the notified instrument approach procedure as specified for the designated navigational aid and, if possible, land within 30 minutes of the EAT or the calculated ETA. When practical, pilots should take account of visual landing aids and keep watch for instructions that may be issued by visual signals from the ground.

3.4.3 **Actions taken by ATC**

a) As far as is practical, ATC shall maintain separation between the aircraft experiencing the communication failure and other aircraft based on the assumption that the aircraft will operate in accordance with published radio communication failure procedures. This includes making allowance for the fact that an aircraft following an approach, whether or not it has received a landing clearance, may either land or may carry out the missed approach procedure.
b) ATC will assume that an aircraft's receiver may be functioning and will transmit instructions for routing and other relevant information such as the EAT, weather information, altimeter settings and runway in use at destination (or alternate) aerodromes.
c) ATC will use all means possible to monitor the flight's progress and inform other flights where necessary.
d) ATC will attempt to re-establish communications with the pilot by monitoring standby frequencies (where available) and by contacting the aircraft operator, or handling agent or by use of ACARS/Data Link when available.
e) ATC will co-ordinate the flight with other ATC agencies as required.
f) If the flight re-establishes communications with an ATC unit during flight, or after the aircraft has landed, the ATC unit will relay the pilot's intentions, or that the aircraft has landed, to the ATC Unit that was providing an ATS when the communications failure occurred.
g) If the aircraft's progress cannot be monitored by radar and there has been no other indication of the aircraft's progress, or landing, normal overdue action will commence 30 minutes after the ETA for the destination airfield.

3.5 Use of Airborne Collision Avoidance Systems (ACAS) in the Scottish FIR/UIR and the London FIR/UIR

3.5.1 **General**

3.5.1.1 ACAS indications shall be used by pilots in the avoidance of potential collisions, enhancement of situational awareness, and the active search for, and visual acquisition of, conflicting traffic. The ability of ACAS to fulfil its role of assisting pilots in the avoidance of potential collisions is dependent on the correct and timely response by pilots to ACAS indications.

3.5.1.2 The Traffic Alert and Collision Avoidance System (TCAS) II is accepted by the Civil Aviation Authority (CAA) 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

appropriate operating instructions.

3.5.2 **Procedures to be Established**

3.5.2.1 An operator shall establish procedures to ensure that:

a) When ACAS is installed and serviceable, it shall be used in flight in a mode that enables Resolution Advisories (RAs) to be produced unless to do so would not be appropriate for conditions existing at the time, and
b) When undue proximity to another aircraft is detected by ACAS, the commander or the pilot to whom conduct of the flight has been delegated shall ensure that corrective action is initiated immediately to establish safe separation.
c) The circumstances when it is appropriate to operate ACAS in the Traffic Advisory (TA)-only mode are specified in the Flight Operations Manual. This should be limited to particular in-flight failures, during take-offs or landings in limiting performance conditions (for example at high altitude airports), and locations where States have approved specific procedures permitting aircraft to operate in close proximity, only.

3.5.3 **TCAS II Operating Characteristics**

3.5.3.1 TCAS II will issue a TA only when another aircraft with a compatible operating transponder is close in both range and altitude. If the transponder in the potentially conflicting aircraft is providing altitude data, an RA may be issued.

3.5.3.2 TAs and RAs can be issued on the basis of 'time to closest point of approach (CPA)' or 'fixed distance' thresholds being penetrated. On most occasions, TAs and RAs will be issued on the 'time to CPA' basis, but in RVSM penetration of airspace fixed range and altitude thresholds are likely to be a more frequent cause.

Note: *In cases where a vertical speed of closure causes RAs to be issued, TCAS II in the climbing/descending aircraft may advise a reduction in the climb or descent rate, whilst TCAS II in the other aircraft may advise a 'Climb' or 'Descend' RA. If the climbing/descending aircraft in this pair is diverging in range at a slow rate, the 'Climb' or 'Descend' RA issued to the Flight Crew in the other aircraft may remain displayed for several minutes, even though the former has levelled off at its cleared flight level. Although this particular circumstance is likely to be rare, even when it does occur, excessive altitude excursions need not result.*

3.5.4 **Operation of Aircraft When ACAS II is Unserviceable**

3.5.4.1 The current TCAS II Minimum Equipment List permits TCAS II equipped aircraft to operate for up to 10 days with the equipment out of service. This position will be kept under review.

3.5.4.2 Due to the safety benefits arising from TCAS operations and the collaborative way in which it arrives at collision avoidance solutions any aeroplane with an unserviceable transponder as well as an unserviceable TCAS will not be permitted in UK airspace for which mandatory carriage of a transponder is required.

3.5.5 **Operation of TCAS II in RVSM Airspace**

3.5.5.1 Above FL 290, TAs and RAs are most likely to occur in airspace where aircraft change altitude to reduce separation from 2000 FT to 1000 FT: this airspace is described as a 'Transition Area'. Specifically:

a) TAs can be expected when aircraft vertically separated by 1000 FT pass each other. If the speed at which they pass is low, such as when one is overtaking the other, TAs may be intermittent or they may last for long periods.
b) RAs can be expected when the vertical speed of closure, which may be the sum of the vertical speeds of both aircraft or the vertical speed of one of the aircraft, exceeds approximately 1500 FT/min. RAs might also be issued when either aircraft experiences turbulence sufficient to cause TCAS to project the vertical separation between both aircraft to be less than 800 FT at CPA, or when a 'soft altitude hold' function in either aircraft achieves the same result.

3.5.6 **Guidance for Aircraft Operators and Flight Crews**

3.5.6.1 Flight Crews can reduce the likelihood of TAs and RAs occurring above FL 290 where separation is less than 2000 FT vertically and 5 NM horizontally by confining vertical speeds to less than 1500 FT/min. Desirably, the vertical speed should be between 500 and 1000 FT/min.

3.5.6.2 The TCAS II function control selector should not be moved from the 'TA/RA' or 'Normal' position upon entering RVSM Airspace. Although it is implicit that such TAs and RAs as have been described could be termed 'unnecessary', this might not always be the case. For this reason, Flight Crews would be unwise either to disable an effective collision avoidance device without sound reason, or to assume that any TA or RA issued in this airspace is other than genuine.

3.5.6.3 Flight Crews shall not manoeuvre an aircraft solely in response to a TA. TAs are intended to alert the pilot to the possibility of an RA, and to assist in visual acquisition of conflicting traffic. However, visually acquired traffic may not be the same traffic causing a TA, and visual perception of an encounter may be misleading, particularly at night.

3.5.6.4 In the event that an RA is issued, Flight Crews shall:

a) Respond immediately and manoeuvre as indicated by the ACAS unless doing so would jeopardise the safety of the aircraft;
b) follow the RA even if there is a conflict between that RA and an air traffic control (ATC) instruction to manoeuvre;

c) not manoeuvre in the opposite sense or direction to that of the RA;
d) limit RA manoeuvres to the minimum extent necessary to comply with the RA.

3.5.6.5 Flight Crews should note that:

a) Other critical warnings such as Stall Warning, Windshear Warning and Ground Proximity Warning Systems have priority over ACAS.
b) visually acquired traffic may not be that causing an RA, as the visual perception of an encounter may be misleading, particularly at night.
c) ATC may not know when an ACAS system issues an RA. It is possible for ATC to issue instructions to an aircraft that are unknowingly contrary to RA instructions on that aircraft. Therefore, it is essential that ATC be notified when an ATC instruction is not being followed because it conflicts with an RA.
d) a manoeuvre opposite to the sense of an RA may result in a reduction in vertical separation with the 'threat' aircraft and therefore must be avoided at all times; this is particularly true in the case of an ACAS-ACAS co-ordinated encounter, when the RAs complement each other in order to reduce the potential for collision. Manoeuvres, or lack of manoeuvres, that result in vertical rates opposite to the sense of an RA could result in a collision with the threat aircraft.

3.5.6.6 A pilot who has deviated from an air traffic control instruction or clearance in response to an RA shall:

a) As soon as possible, as permitted by flight deck workload, notify the appropriate ATC unit of the RA, including the direction of any deviation from the current ATC instruction or clearance.
b) when they are unable to comply with a clearance or instruction that conflicts with an RA, notify ATC as soon as possible consistent with flying the aircraft.
c) promptly comply with any modified RAs.
d) return to the terms of the ATC instruction or clearance when the conflict is resolved.
e) after initiating a return to, or resuming the current clearance, notify ATC as soon as possible consistent with flying the aircraft.

3.5.6.6.1 Verbal reports should be made to Air Traffic Control at the first practicable moment and written reports submitted to the designated Authority as soon as possible after the flight has ended.

3.5.7 **Guidance for Air Traffic Service Providers and for Air Traffic Controllers**

3.5.7.1 The operation of TCAS II equipment will affect ATC operations to some extent, irrespective of the type of airspace. ATC will expect Flight Crew to react to RAs and to notify any manoeuvres initiated in response to RAs in accordance with standard practice. The Manual of Air Traffic Services Part 1, Section 1, Chapter 9 provides information on TCAS II to Air Traffic Controllers: it reiterates the phraseology that Flight Crews will use and the replies that Air Traffic Controllers should make.

3.5.7.2 It will be apparent from paragraph 3.5.5.1 that TAs will be more frequent in North Atlantic RVSM Airspace than elsewhere. Air Traffic Controllers should be aware of this and, where possible, be prepared to provide requested traffic information to Flight Crews.

3.5.7.3 As pilots are not required to take avoiding action on the basis of TA information alone, ATC does not expect requests for traffic information to be made unless the other aircraft cannot be seen and the pilots believe their aircraft is about to be endangered.

3.5.7.4 ATC expects pilots to respond immediately to an RA. Pilots are expected to restrict their RA manoeuvres to the minimum required to resolve the confliction, advise the Air Traffic Control Unit as soon as is practical thereafter and return to their original flight path as soon as it is safe to do so.

3.5.7.5 Pilots should be aware that any deviation from an ATC clearance has the potential to disrupt the controller's tactical plan and may result in a reduction of standard separation between aircraft other than those originally involved. It is vital that Flight Crew maintain a good look out and return to their original flight path as soon as it is safe and practical to do so.

3.6 Emergency Descents

3.6.1 **General**

3.6.1.1 The requirement to carry out an emergency descent may be necessary to ensure the safety of an aircraft and its occupants, and can sometimes be required with little or no notice. In busy and congested airspace, sudden changes of level can lead to unexpected interactions with other aircraft in the vicinity.

3.6.2 **Turning-off or Remaining on Track in UK Controlled Airspace**

3.6.2.1 UK Controlled Airspace is complex and congested, and traffic is often oriented on ATS routes in certain directions or flows. Therefore, if able, pilots should remain on the assigned route or track whilst carrying out the emergency descent, unless to do so would endanger the aircraft.

3.6.2.2 If a turn away from an assigned route or track is initiated, pilots should note that they may not be aware of traffic in their proximity (especially if flying on an assigned heading); nor of aircraft below them, not on the selected frequency, or in adjacent airspace

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sectors. However, it is ultimately the pilot's responsibility to take the action most appropriate in the circumstances.

3.7 Diversion

3.7.1 Diversion is the act of flying to an aerodrome other than the planned destination with the intention of landing there.

3.7.2 Normally diversion is made when one of the following circumstances occurs at the planned destination:

a) The weather is reported to be below the operating company's minima;
b) there are obstacles on the manoeuvring area constituting a hazard to landing aircraft which cannot be cleared within a reasonable time;
c) there is a failure of an essential ground aid which is required for the landing;
d) there is likely to be an unacceptable delay to landing.

3.7.3 Diversion may be originated by either the pilot or his operating company, or exceptionally by ATC.

3.7.3.1 When a pilot decides to divert he should inform ATC. ATC will, if possible, advise his operating company or a nominated addressee of his diversion when this is specifically requested by the pilot.

3.7.3.2 An operating company proposing to divert one of its aircraft should consult ATC before any decision on diversion is passed to the pilot. The message to the pilot will be in this form:

'Company advise divert to . . . . . (aerodrome). Weather at . . . . . (diversion aerodrome) . . . . . Reason for diversion . . . . . (clearance instructions). Acknowledge'.

The pilot should either follow this advice or if he is unable to do so, give his reasons and state what he intends to do.

3.7.3.3 In exceptional circumstances, it may be necessary for ATC to advise a pilot to divert before being able to consult his operating company. In such a case, the company will be told as soon as possible and the message to the pilot will be in the form:

'Request divert to . . . . . (aerodrome). Weather at . . . . . (diversion aerodrome) . . . . . Reason for diversion . . . . . (clearance instructions). Acknowledge'.

If the pilot is unable to comply with this request, he should give his reasons and state his intention.

3.8 Low Level Cross-Channel Operations - UK/France

3.8.1 Pilots undertaking Cross-Channel flights are reminded that a flight plan **MUST** be filed for all flights crossing FIR boundaries between the UK and France.

3.8.2 When filing the flight plan with the UK and French Authorities, pilots are to ensure that well defined significant points/features, at which the aircraft will cross the UK and French coast-lines, are included in Item 18 (Other Information) of the flight plan form (eg Beachy Head, Berck-sur-Mer, Lydd, Boulogne, Dover, Cap Gris Nez, etc). This is for Search and Rescue purposes but will also assist ATC.

3.8.3 Pilots should plan their flights, where possible, at such altitudes which would enable radio contact to be maintained with the appropriate ATC Unit whilst the aircraft is transitting the Channel. In addition, the French Authorities have requested that aircraft fly at altitudes which will keep them within Radar cover. The carriage of Secondary Surveillance Radar (SSR) equipment is recommended.

3.8.4 Position reports are required when crossing the coast outbound, inbound and when crossing the FIR Boundary.

3.8.5 Pilots undertaking Cross-Channel flights under IFR, are reminded that the normal IFR Rules will apply particularly regarding altitudes and flight levels. Pilots are also reminded that the IMC rating is not recognized by the French Authorities.

4 Arrangements for Particular Types of Flight (Non-Standard, Non-Deviating, Unusual, Royal, Observation, Special, VFR Access to Class C Airspace Above FL 195, and Civilian Formation Flights)

4.1 Non-Standard Flights (NSFs) in Controlled Airspace

4.1.1 A Non-Standard Flight (NSF) in Controlled Airspace is an aerial task that may not necessarily follow published routes or notified procedures; a formation flight of civil aircraft other than for VFR transit of CTA/CTR/TMA; or flights to and from a temporary landing site for multiple short term operations. For test flights which take place within CAS and use the ATS route network, please see section 4.9.

4.1.1.1 Applications for NSFs within Controlled Airspace should primarily be made via the NATS Non-Standard Flight Application website (www.nats.co.uk/nsf) with the minimum 21 or 28 days notice (see paragraphs 4.1.2 and 4.1.6). →

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

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4.1.1.2 Applicants using the website based application 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 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

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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.

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

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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 aerodrome via NOF)	NOTAM (Requested by aerodrome 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

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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 provision of ATS. Operators seeking to operate in such areas should contact the appropriate ACC Operations Department as detailed at paragraphs 4.1.1 to 4.1.5. Applications for VFR flight to avoid IFR ATS route flow restrictions will not be granted.

4.1.10.4 Operators seeking localised VFR flight above FL 195 not requiring reserved airspace and clear of the ATS route structure should contact the relevant Military Supervisor located at London Area Control (Swanwick) who will co-ordinate access arrangements and military ATC provision within unit capacity. Contact details are shown at paragraph 4.1.1.1 (d) and (e). Such flights shall only be permitted where procedures are established with the controlling authority.

Note: *Specific arrangements for gliding operations above FL 245 are shown at ENR 1.1, paragraph 1.11.*

4.1.11 **VFR Flight in Class C Areas of Delegated ATS**

4.1.11.1 Charts depicting these areas are detailed at ENR 6-2 pages. These delegated areas of ATS are busy international interfaces. Consequently, approval for VFR flight will only be granted in exceptional circumstances and after co-ordination with and agreement of the respective ATS provider. Applications for VFR access to these areas should in the first instance be made to AUS as detailed in paragraph 4.1.9.

4.2 Non Deviating Status (NDS)

4.2.1 NDS may be agreed by prior arrangement with the appropriate controlling authorities for certain flights within Controlled Airspace excluding in the UIR active Danger and Military Training Areas.

4.2.2 The requirement for NDS may be expressed as all, or part, of a notified flight profile and not merely for a constant heading and, or, flight level. Application for NDS should only be made where an inability to maintain specific track(s) and or flight level(s) could render a task operationally ineffective. NDS would not be appropriate for, nor would it be granted to, GAT aircraft carrying freight or passengers between destinations or GA aircraft general handling etc or in transit.

4.2.3 NDS affords priority of passage over all other OAT and GAT except for: aircraft in emergency; Royal Flights; Air Defence Priority Flights; GAT with higher civil priority category or other higher priority Special flights.

4.2.4 The Airspace Regulation (Utilisation) (AR(U), is the central authority for authorising NDS and is the focal point for NDS applications, inter unit negotiations and approvals.

4.2.5 AR(U) normally requires a minimum of 21 days notice of pre-flight requests for NDS in order to obtain agreement from the affected Air Traffic Service Units (ATSUs) and, or, Airborne Surveillance and Control (ASAC) Units. A request for NDS should include:

a) Operating authority, including a point of contact;
b) type of aircraft operation (e.g. flight trial, calibration etc);
c) reference number or other discrete nomenclature;
d) aircraft registration(s) and/or callsign(s);
e) details of flight(s);
    i. departure aerodrome and destination;
    ii. route or area;
    iii. profiles (if appropriate);
    iv. times;
    v. altitudes or Flight Levels;

vi. facilities to be used (if appropriate);
vii. any non-ATC agencies involved;
viii. any specific requirements eg frequencies to be used etc.

f) details of any specific flexibility, limitation or critical aspect.

Shorter notice applications may be considered on merit, but AR(U) may direct aircraft operating authorities to refer their requests for NDS direct to the appropriate ATSU(s) or ASAC unit(s) involved if the application cannot be processed in time by AR(U).

4.2.6 Units will attempt to agree to short notice requests for NDS but, if given insufficient time, may decline or modify the request. Profile adjustments may, in any event, need to be negotiated if such changes would result in less disruption to other traffic.

4.2.7 Flights granted NDS will remain under radar control or procedural service. If in the interest of flight safety it should become necessary to give NDS flights avoiding action, such instructions from a controller are **Mandatory.**

4.3 Unusual Aerial Activities (UAA) Outside Controlled Airspace

4.3.1 A UAA may constitute a hazard if pilots of non-participating aircraft are not aware that it is taking place. The Civil Aviation Authority and in particular Airspace Regulation (Utilisation) (AR(U)) require appropriate prior notification of a UAA to enable either AR(U) to co-ordinate and notify the event, or for the Authority to issue a Permission or Exemption under the Air Navigation Order (ANO) and the Regulations. Event or display organisers are advised to utilise the CAA Publication CAP 403 'Flying Displays and Special Events: A Guide to Safety and Administrative Arrangements'. The document is available from The Stationery Office (Tel: 0870-6005522) and on the CAA web site: http//www.caa.co.uk/publications

4.3.2 Individual participating pilots are advised to check that the event or display organiser has made proper application for any required Permission or Exemption.

4.3.3 While there are many types of UAA, most fall within one of the following categories:

a) A concentration of aircraft significantly greater than normal, e.g. a Rally or Fly-in;
b) Activities requiring the issue of a Permission or an Exemption from the ANO and the Regulations, e.g. low flying near assemblies of people, the dropping of articles or parachutists, or balloon or kite flying;
c) Air Shows, Displays, Air Races and other aeronautical competitions, aerial surveys and avoidance of ground events and hazards;
d) Activities requiring the establishment and approval of a temporary ATC Unit. (See CAP 670 'ATS Safety Requirements' and CAP 403 for requirements and recommendations). In the case of the provision of a Flight Information Service (FIS) at a temporary FIS Unit refer to CAP 797 'Flight Information Service Officer Manual' and CAP 1032 'Aerodrome Flight Information Service Officer Licensing'. All are available on the CAA web site, as above.

4.3.4 All event or display organisers wishing to arrange a UAA are to use the standard notification forms SRG 1303 (Flying Display Notification Form) or SRG 1304 (Special Events and Unusual Aerial Activity Application Form) as appropriate.

4.3.5 The length of notice required by the Authority and AR(U) is as follows:

a) UAA at a licensed aerodrome or site where a temporary aerodrome licence is required - 60 days;
b) UAA at an aerodrome or a site where an aerodrome licence is not necessary - 42 days;
c) If an activity is intended to attract more than 100 aircraft it is essential that proposals are discussed with both the Aerodrome Standards Department (ASD) and the appropriate Regional Manager - Air Traffic Services (ATS) prior to any firm arrangements being made. These discussions should be initiated at least **90 days** prior to the date of the Activity. If the organiser has any doubt on the level or type of Air Traffic Service that should be provided, he/she is strongly recommended to contact the relevant Regional Manager (ATS) for guidance;
d) If it is intended to establish a Temporary Air Traffic Control Unit (ATCU) at an event, it is essential that organisers refer to the document CAP 670 'ATS Safety Requirements' which contains comprehensive information and requirements for the establishment of such a unit. This document is available on the CAA web site: http//www.caa.co.uk/publications

A provider of Air Traffic Control must be nominated and he/she is required to apply to the appropriate CAA ATSSD Regional Office in advance of the event for unit approval. A copy of the proposed Manual of Air Traffic Services Part 2 (MATS Part 2) should be submitted as soon as possible but no later than 60 days before the event. The format of the MATS Part 2 is laid out in CAP 670 - Part B, Section 2, Annex A to ATC 02 with further information in Part B, Section 1, APP04, Page 3.

Established ATS Units intending to hold a Flying Display or Special Event are required to notify their ATSSD Regional office if the event requires changes to safety related procedures at that unit.

Copies of Form SRG 1417, which also may be used for the application for a temporary VHF frequency, are available from CAA ATSSD Regional Offices or on the CAA web site. A minimum of 90 days notice is required for a temporary assignment of VHF aeronautical channels.

Note: *Air Traffic Services Standards Department (ATSSD) - Regional Offices*

Post: Regional Manager ATS
Southern Regional Office, Floor 2W, Aviation House, Gatwick Airport South, West Sussex RH6 0YR.

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Phone: 01293-573426.
Fax: 01293-573974.

Post: Regional Manager ATS
Central Regional Office, Manchester International Office Centre, Suite 5, Styal Road, Wythenshawe, Manchester M22 5WB.
Phone: 0161-499 3055 x242.
Fax: 0161-499 3048.

Post: Regional Manager ATS
Northern Regional Office, 7 Melville Terrace, Stirling, FK8 2ND.
Phone: 01786-431400.
Fax: 01786-448030.

Post: ATS Standards Department, Aviation House, Gatwick Airport South, West Sussex RH6 0YR.
Phone: 01293-573329.
Fax: 01293-573974.

See chart at ENR 6-6 for Area of Responsibility of the ATSD Regional Offices.

4.3.6 Display organisers and pilots are advised that, although every effort will be made to deal with late notification forms, no guarantee can be given that they will be processed in time for the event.

4.3.7 Forms SRG 1303 and SRG 1304 can be obtained from the CAA website, and when completed should be returned to:

Post: Civil Aviation Authority, General Aviation Department, 1W, Aviation House, Gatwick Airport South, West Sussex RH6 0YR
Phone: 01293-573227 / 573517 / 573525
Fax: 01293-573973

To arrive at least 28 days before the event, a copy of the form should be sent to:

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

4.3.8 Event or display organisers should note that whenever military aircraft participate in a civil aviation event, the Ministry of Defence (MoD) requires the organiser to complete a special questionnaire which is separate from, and additional to, the notification required by the Authority. Event organisers will receive copies of the military questionnaire from the MoD when the military participation is confirmed. The completed questionnaires are to be sent to AR(U).

4.4 Royal Flights

4.4.1 **Introduction**

4.4.1.1 A Royal Flight within UK airspace is defined as the movement of an aircraft specifically tasked to carry one or more members of The Royal Family afforded such status by the Director of Royal Travel, The Royal Household.

4.4.1.2 When so directed by the Civil Aviation Authority (CAA) Group Director, Safety & Airspace Regulation Group (GD SARG) or Head of Airspace, Aerodromes and Air Traffic Management (Hd AAA) certain flights within UK airspace by reigning Sovereigns and Heads of State of foreign countries and, where appropriate, Prime Ministers of Commonwealth countries may also be afforded Royal Flight status.

4.4.2 **Special ATC Arrangements for Royal Flights in Fixed-Wing Aircraft**

4.4.2.1 **Establishment of Temporary (Class D) Controlled Airspace (CAS-T)**

4.4.2.1.1 Royal Flights in fixed-wing aircraft will, whenever possible, take place within the national ATS route structure. Standard ATC procedures shall be applied to Royal Flights when operating in permanent Class A, C and D Airspace. In all other instances, the airspace around the route will be designated CAS-T.

4.4.2.1.2 CAS-T of appropriate height/width bands, and levels, will be established to encompass any portion of the track and flight level of the Royal aircraft that lies **outside** of permanent Class A, C and D Airspace or transits through an active Military TRA. Temporary Control Zones and Control Areas will be established, where not permanent/extant, around airfields, with an appropriate level of service provision, used for the departure or arrival of a Royal Flight.

4.4.2.1.3 Regardless of the prevailing meteorological conditions, aircraft shall only fly within CAS-T when ATC clearance has been obtained from the controlling authorities specified in the following sub-paras:

a) **Temporary Control Zones.** Temporary Control Zones, Class D, will be established, where appropriate, around airfields of departure and destination where no permanent control zones exist. Control Zones for Royal Flights will extend between 5

and 10 NM radius from the centre of the aerodrome from ground level to an upper level designated for each Royal Flight dependent upon the Royal aircraft type and the aerodromes surrounding airspace. The Control Zone will be established for a period (for outbound flights) of 15 minutes before, until 30 minutes after, the ETD of the Royal aircraft or, for inbound flights, a period of 15 minutes before, until 30 minutes after, the ETA of the Royal aircraft at the airfield concerned. Overall control of these Control Zones is to be exercised, as appropriate, by the Commanding Officer of a military airfield or the appropriate ATS authority of a civil airfield.

b) **Temporary Control Areas.** Temporary Control Areas, dimensions and duration thereof, will be established to meet the specific requirements of a Royal Flight. The controlling authority will be the appropriate civil or military ATCC.

c) **Permanent Control Zones and Areas.** The controlling authority will be the designated controlling authority for the Permanent Control Zone or Area and the duration will be as laid down in sub-paras 4.4.2.1.3 (a) and (b). Where an airfield has its own Control Zone, then the requirement to establish a Temporary Control Zone of the dimensions specified in para 4.4.2.1.3 (a) may be waived. The ATC Supervisor is to ensure that, when a Royal Flight is active or expected in the same airspace, Special VFR clearances stipulate conditions that provide separation standards against the Royal Flight mirroring IFR separation standards (para 4.4.2.2.2 refers).

d) **Temporary Controlled Airways.** Class D airways will be established to join temporary or permanent Control Zones or Control Areas, as appropriate. Class C airways will be established for transit through an active TRA. Such airspace will be established for 15 minutes before ETA at the start point of the temporary airway until 30 minutes after ETD from the end/ departure point of the temporary airway. The lateral dimensions of such airways will be 5 NM each side of the intended track of the Royal Flight and vertical limits will be designated as required. The controlling authority will be the appropriate civil or military ATCC.

4.4.2.1.4 A Temporary Control Zone, Area or airway may be cancelled at the discretion of the Military Commander or Civil ATC Supervisor, as appropriate, when the Royal aircraft has left the temporary zone, area or airway and is established en-route in permanent Class A, C or D Airspace, or has landed.

4.4.2.1.5 Training Flights, including parachute-training flights, by any member of The Royal Family planned and carried out under VFR or IFR, and under the control of an ATCRU or aerodrome radar, will normally be classified as Royal Flights. CAS-T, where required, will be established as agreed by the aircraft operating organisation and CAA Airspace Regulation (Utilisation).

4.4.2.2 **Procedures Applicable to Royal Flight CAS-T**

4.4.2.2.1 CAS-T will be notified as Class C or Class D Airspace; applicable access criteria and separation standards apply.

4.4.2.2.2 Flights may operate in accordance with SVFR as described in ENR 1.2 para 2 of the UK AIP and CAP 493 (Manual of Air Traffic Services) Part 1, Section 1, Chapter 2, Para 8, within CAS-T CTRs.

4.4.2.2.3 CAS-T established outside of existing Class A/C Airspace is hereby notified respectively as either Control Zones or Control Areas (as appropriate) as defined in the UK Air Navigation Order.

4.4.2.3 **Promulgation of Royal Flight Information**

4.4.2.3.1 Dissemination of information concerning a Royal Flight is made via a Notification Message on a Royal Flight Collective, giving full flight details. Information on the establishment of CAS-T, including vertical limits, is promulgated by NOTAM.

4.4.3 **Royal Flights in Helicopters**

4.4.3.1 CAS-T is not normally established for Royal Flights in helicopters, but a degree of protection is provided by the establishment of a Royal Low-Level Corridor (RLLC).

4.4.3.2 A RLLC is marked by a series of waypoints and will be promulgated by Notification Message and are applicable to military aircraft only.

a) Waypoints, approximately 20 minutes flying time apart, will coincide with turning points. The Notification Message will indicate the ETDs/ETAs for given check-points.

b) Within the RLLC, protected sectors, applying to military aircraft only, are established extending 5 NM either side of the helicopter's intended track and from ground level up to 1000 FT above the maximum cruise altitude.

c) In accordance with Military Regulations (RA 3237), prior to entering and when operating inside RLLCs, controllers and pilots of military aircraft should ensure that the military aircraft is in receipt of an ATS (either under Visual Flight Rules (VFR) or Instrument Flight Rules (IFR)) from:

   i. The same Air Traffic Control (ATC) unit that is controlling the Royal Helicopter; or
   ii. Another ATC unit that has established radar contract with the Royal Helicopter.

d) In addition to the requirements at 4.4.3.2(c), standard separation should be applied between military aircraft and the Royal Helicopter in accordance with Military Regulation RA 3228, with the following exceptions:

   i. Light aeroplanes and helicopters operating under VFR with an Indicated Air Speed of 140 KT or less should be provided with sufficient traffic information to assist the military pilots to keep well clear of the Royal Helicopter; or
   ii. Military aircraft operating VFR above 140 KT with the approval of the Royal Helicopter Commander.

4.4.3.3 The Notification Message will include a list of nominated aerodromes from which pilots may obtain information on the progress of

the Royal Helicopter.

4.4.4 **Royal Flight Callsigns**

4.4.4.1 The flight plan aircraft identification and the radiotelephony designators for flights flown in aircraft of No. 32 (The Royal) Squadron, the King's Helicopter Flight (TKHF) or in civilian chartered aircraft are as follows:

a) **Royal Flights.** Royal flight callsigns are as follows:

i. **No. 32 (The Royal) Squadron (See note).** The 3-letter operator designator KRF followed by an identification number and the letter R, eg KRF 1R, and the radiotelephony callsign 'KITTYHAWK' followed by an identification number and the letter R.
ii. **TKHF.** The 3-letter designator TKF followed by an identification number and the letter R, eg TKF 1R, and the radiotelephony callsign 'RAINBOW' followed by an identification number and the letter R.
iii. **Civilian Chartered Aircraft.** The 3-letter designator KRH followed by an identification number and the letter R, eg KRH 1R, and the radiotelephony callsign 'SPARROWHAWK' followed by an identification number and the letter R.

b) **Flights by Passengers entitled to CAA Priority.** Callsigns for flights by aircraft carrying passengers entitled to CAA priority are as follows:

i. **No. 32 (The Royal) Squadron (See note).** The 3-letter operator designator KRF and the radiotelephony callsign 'KITTYHAWK' followed by an identification number.
ii. **TKHF.** The 3-letter operator designator TKF and the radiotelephony callsign 'RAINBOW' followed by an identification number and the letter S.
iii. **Civilian Chartered Fixed-wing Aircraft.** The 3-letter operator designator KRH and the radiotelephony callsign 'SPARROWHAWK' followed by an identification number.
iv. **Civilian Chartered Rotary-wing Aircraft.** The 3-letter operator designator KRH and the radiotelephony callsign 'SPARROWHAWK' followed by an identification number and the letter S.

c) **Positioning Flights.** Callsigns for positioning flights are as follows:

i. **No. 32 (The Royal) Squadron (See note).** The 3-letter operator designator RRF and the radiotelephony callsign 'KITTY' followed by an identification number.
ii. **TKHF.** The 3-letter operator designator will be TKF and the radiotelephony callsign 'RAINBOW' followed by an identification number.
iii. **Civilian Chartered Fixed-wing Aircraft.** The normal aircraft callsign will be used.
iv. **Civilian Chartered Rotary-wing Aircraft.** The 3-letter operator designator KRH and the radiotelephony callsign 'SPARROWHAWK' followed by an identification number.

d) **Other Flights by Aircraft of No. 32 (The Royal) Squadron (See note).** All other flights carried out by No. 32 (The Royal) Squadron will use the 3-letter designator RRR and the radiotelephony callsign 'ASCOT' followed by the required identification number.
e) **Helicopters flown by HRH The Duke of York.** For helicopters of TKHF flown by HRH The Duke of York, the 3-letter operator designator will be LPD and the radiotelephony callsign will be 'LEOPARD'.

Note: *The rule also applies whenever No. 10 Squadron or No. 216 Squadron aircraft are being utilised for Royal/VIP flights.*

4.5 Observation Flights Conducted Under the Treaty on Open Skies

4.5.1 **Introduction**

4.5.1.1 The Treaty on Open Skies was signed on 24 March 1992 by 25 Countries, including the UK, to promote greater transparency in military activities and thereby enhance international security. The Treaty has now been expanded to include 27 Countries. To fulfil its obligations under the terms of the Treaty, the UK is committed to accept Observation Flights by Observation Teams from any of the signatory Countries over **any** part of UK territory, including Controlled Airspace.

4.5.2 **Observation Flights**

4.5.2.1 Observation Flights may be conducted from RAF Brize Norton and Glasgow Prestwick Airport.

4.5.2.1.1 Occasionally, an Observation Flight may overfly several Western European Union (WEU) Countries in one mission – Combined Observation Flight. In this case, the Observation Flight could commence and/or end within the UK, or merely overfly the UK during the mission. Additionally, a refuelling stop within the UK may be required.

4.5.2.1.2 The aircraft used during the Observation Flight may be provided by either the UK or the visiting Country. In either case, a UK Flight Monitor will always be available on the flight deck to act as an interface with ATC agencies.

4.5.2.2 Although His Majesty's Government will receive at least 3 days notice of the arrival of an Observation Team within the UK, the intended route and profile of the Observation Flight (Mission Plan) will not be known until approximately 24 hours prior to commencement. Upon receipt of the Mission Plan, the Airspace Regulation (Utilisation) (AR(U)) will initiate any Danger Area closure action and notify details of the route to the appropriate ATC agencies by means of an Airspace Co-ordination Notice (ACN).

AR(U) will also take NOTAM action to notify other agencies and airspace users.

4.5.2.3 Under the terms of the Treaty, aircraft undertaking Observation Flights are to be afforded due priority over other aircraft, **(see Note 1)** . Observation Flights within UK airspace are therefore granted Category B Status (as detailed in MATS Part 1, Section 1, Chapter 4, para 10C). In addition, when within Controlled Airspace, flights are to be afforded non-deviating status (ENR 1.1.4.2), and when outside of Controlled Airspace, as far as possible flights are to be afforded priority over all other aircraft except those in an emergency or performing roles where the safety of life is involved.

4.5.2.4 All Observation Flights within UK airspace shall be conducted in compliance with published National ATC rules, procedures and guidelines on flight safety, **(see Note 2)** .

4.5.2.5 For flight safety reasons and to assist in affording priority over other traffic, whilst operating in Class G Airspace, Observation Flights are strongly recommended to remain within the bounds of radio and radar coverage. In addition, to enable the UK air traffic control authorities to meet their responsibilities in accordance with the Open Skies Treaty, in particular the preservation of flight safety, and the prioritisation obligation in Article VI, Section I, paragraph 15, Observation Flights operating in the Scottish Highlands Area are to operate under Instrument Flight Rules (IFR) and remain above the IFR Minimum Levels over high terrain as detailed in SERA.5015(b)(1).

4.5.2.6 The Open Skies Scottish Highland Area is within the area bounded by straight lines joining the following coordinates: 555300N 0050000W – 560400N 0045200W – 560100N 0044200W – 565400N 0022900W – 572800N 0025300W – 572600N 0044000W – 573700N 0043100W – 581300N 0032800W – 583500N 0045500W – 571200N 0062100W – 561800N 0061200W.

Note 1: *Treaty on Open Skies – Article VI Section 1, para 15.*

Note 2: *Treaty on Open Skies – Article VI Section 1, para 14.*

4.6 Special Flights

4.6.1 Introduction

4.6.1.1 Special Flight Notifications (SFNs) can be applied to a variety of special aerial tasks which may take place throughout an extended period of time. The most common are Police Authority Air Support Unit (ASU) and Air Operations Unit (AOU) flights, Helicopter Emergency Medical Service (HEMS) flights and HM Government-sponsored flights, (including Ministry of Defence and other flights). The nature of SFN flights is such that they will often require to be afforded priority over most other flights.

4.6.1.2 The purpose of an SFN is to ensure that those ATC agencies likely to provide services to the subject aircraft are aware of any special handling requirements, and that aircraft operators are aware of the conditions under which priority over most other flights is afforded.

4.6.2 Content

4.6.2.1 SFNs will contain details of:

a) The purpose of the subject flight.
b) The priority(ies) of the subject flight, to be in accordance with flight categories defined at CAP 493 Manual of Air Traffic Services Part 1, Section 1, Chapter 4 and as authorised by the CAA as follows:
    i. Police Authority ASU and AOU flights - Category A (Police Emergencies), Category B (the normal operational priority) or Category Z (training, test and other flights involving Police Authority aircraft).
    ii. HEMS flights - A, E or Z as described in AIC Y 9/2014 dated 20 February 2014.
    iii. HM Government-sponsored flights, subject to the nature of the activity but usually Category B for special surveys. Category E applies to time-critical test and training flights, Category Z to all routine training, test and other flights.
c) The period(s) during which flights may take place.
d) The period of validity of the SFN.
    i. A Special Flight Notification should normally be issued for no longer than twelve months from the date of issue.
    ii. Exceptionally, subject to the approval of the NATS SFN Co-ordinator and the CAA, this period may be extended to no longer than fifteen months from the date of issue when the period of operation of the flight is expected to be longer than twelve, but no longer than fifteen months from the date of issue and/or to assist in the timely administration of notices of renewal.
e) The name of the operator and the type of aircraft.
f) The callsign(s) to be used and the main operating base(s).
g) The routine operating area of the activity.
h) The operating level (or levels), where appropriate to include minimum and/or maximum levels and/or level bands.
i) The minimum weather criteria required for the particular operation.
j) Points of contact for the operator and ATC agencies responsible for the area in which the flight is to be undertaken.
k) The rules under which the aircraft captain is to operate the aircraft.
l) Available communications and (if applicable) discrete SSR codes to be used.

ENR 1.1 GENERAL RULES (continued)

m) Pre-flight notification and co-ordination requirements for the flight, to include the minimum pre-notification period where appropriate or possible.
n) The action by the aircraft captain in the event of loss of communications (AIP ENR 1.1, subsection 3 refers to basic national procedures).
o) Any special considerations.

4.6.3 **Promulgation**

4.6.3.1 Responsibility for the drafting, amendment, promulgation and distribution of SFNs is vested in the NATS SFN Co-ordinator. All queries concerning, and requests for, Special Flight Notification are to be submitted to the:

Post: NATS SFN Co-ordinator, Room 3115/Box 3115, London Area Control (Swanwick), Sopwith Way, Swanwick, Hants, SO31 7AY
Phone: 01489-444182 (alternate 01489-444181)
Email: special.flights@nats.co.uk

4.6.4 **Enquiries**

4.6.4.1 All enquiries concerning SFN policy may be addressed to the CAA at:

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

4.7 Civilian Formation Flights - ATC Procedures

4.7.1 **General**

4.7.1.1 ATC will consider formations to be a single unit for separation purposes provided that:

a) The formation elements are contained within 0.5 NM laterally and longitudinally, and within 100 FT vertically from the formation leader. Within Class G Airspace and subject to ATC approval, these limits may be increased to 3 NM and/or up to 1000 FT vertically.
b) For the purposes of SERA.3135(d) Formation Flights: Military aircraft flying in formation must be flown at a distance not exceeding 1 NM laterally and longitudinally and 30 M (100 FT) vertically from the leading aircraft in the formation.
c) The formation, although operating outside the parameters above, has NSF approval.

4.7.1.2 The formation leader is responsible for ensuring safe separation between aircraft comprising the formation.

4.7.1.3 In making initial contact with the ATC unit, the formation leader shall clearly state the number of aircraft in the formation.

4.7.1.4 Where a flight plan is required, the identification of the formation leader and the number of aircraft in the formation must be shown.

4.7.1.5 All ATC instructions and clearances will be addressed to the leader.

4.7.2 **Controlled Airspace**

4.7.2.1 VFR formation flights by civilian aircraft transiting CTA/CTR/TMA are subject to the normal airspace requirements as detailed at ENR 1.4. All other civilian formation flights in Controlled Airspace are subject to NSF approval.

4.7.2.2 Formations in Controlled Airspace shall be contained within 1 NM laterally and longitudinally and at the same level. Where this is not possible, the formation must be split into individual elements before entering Controlled Airspace. In the event that aircraft within the formation are unable to maintain within these parameters, the formation leader must immediately inform ATC.

4.7.2.3 Prior to entering Controlled Airspace, the formation leader shall confirm that all aircraft within the formation are within 1 NM laterally and longitudinally, and if in level flight, are at the same level.

4.7.2.4 When a formation has been cleared to climb or descend in Controlled Airspace, the formation leader shall confirm that all elements have reached the new assigned level.

4.7.2.5 All aircraft in the formation are to monitor the relevant ATC frequency.

4.8 Air tests with Swanwick(Mil) within the London FIR.

4.8.1 All civil operators wishing to file an airtest using a service provided by Swanwick(Mil) must comply with the following guidance.

4.8.1.1 Ideally, an air test request form is to be sent prior to midnight (local) the day before the test; this is to ensure that Swanwick(Mil) is able to offer a deconfliction service for the civil operator against busy military flying periods. However, should this notice period not be possible, the request to Swanwick(Mil) is to be made no less than 2 hours prior to the airtest commencing. If requests are

ENR 1.1 GENERAL RULES (continued)

made with only 2 hours notice then these must be made as early in the day as possible; this is to enable controller workload planning. Requests made late in the day are at risk of postponement until the following day. All pilots should note that the provision of service to any civil airtest is always subject to potential short notice cancellation or delay in the event of unexpected military activity.

4.8.1.2 Captains of test flights are also requested to call the Swanwick(Mil) Supervisor on 01489-612408 (for flights east of the country) or 01489-612417 (for flights in the west), prior to engine start to ensure that the Unit has the capacity to provide an Air Traffic Service outside of the civil airways structure.

Note: *The above procedure should only be considered as a request for a service to be provided by Swanwick(Mil) and should not be construed as the filing of a flight plan. All normal flight plan procedures should be adhered to.*

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 Airspace below FL 195 and notified as Class E Airspace is published in ENR 2.1. Class E airspace may also have an associated Transponder Mandatory Zone and/or Radio Mandatory Zone, as detailed in ENR 2.2.

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
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

ENR 1.4 ATS AIRSPACE CLASSIFICATION AND DESCRIPTION (continued)

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.

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ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

Unit	Position	Frequency (MHz)/ Channel	Service Radius (NM)	Availability/ Remarks
Waddington	530958N 0003126W	119.505	30	Mon-Thu 0800-1800 (0700-1700), Fri 0800-1300 (0700-1200).
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	0645-1930 (0545-1830)	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 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
ABERDEEN CTA 2 571522N 0015428W - 570845N 0015019W thence clockwise by the arc of a circle radius 10 NM centred on 570531N 0020740W to 570214N 0022458W - 570850N 0022913W thence anti-clockwise by the arc of a circle radius 10 NM centred on 571207N 0021152W to - 571522N 0015428W Upper limit: FL115 Lower limit: 1500 FT ALT Class: D	ABERDEEN APP	ABERDEEN RADAR English	119.055 DOC 55 NM/25,000 FT.	The Airspace remains notified even though the Controlling Authority may not be monitoring the frequency at all times. 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.
ABERDEEN CTA 3 572100N 0023356W - 570015N 0025056W - 565433N 0023557W - 565533N 0020635W thence clockwise by the arc of a circle radius 10 NM centred on 570531N 0020740W to 570214N 0022458W - 571520N 0023326W thence clockwise by the arc of a circle radius 10 NM centred on 571834N 0021602W to - 572100N 0023356W Upper limit: FL115 Lower limit: 3000 FT ALT Class: D	ABERDEEN APP	ABERDEEN RADAR English	119.055 DOC 55 NM/25,000 FT.	The Airspace remains notified even though the Controlling Authority may not be monitoring the frequency at all times. 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.
ARGYLL CTA 1 561844N 0054648W - 560727N 0050308W - 560127N 0044028W - 560000N 0044400W - 555356N 0045343W - 555825N 0051042W - 560939N 0055411W - 561844N 0054648W Upper limit: FL195 Lower limit: 5500 FT ALT Class: E	SCOTTISH ACC	SCOTTISH CONTROL English H24	127.275	Part of ATS Route L602 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.
ARGYLL CTA 2 564819N 0062031W - 561807N 0054423W - 561844N 0054648W - 560939N 0055411W - 562501N 0065609W - 563408N 0064847W - 562552N 0061508W - 564248N 0063539W - 564819N 0062031W Upper limit: FL195 Lower limit: FL115 Class: E	SCOTTISH ACC	SCOTTISH CONTROL English H24	127.275	Part of ATS Route L602 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**
ARGYLL CTA 3 553039N 0053655W - 552543N 0050000W - 551527N 0050000W - 552057N 0054102W - 553039N 0053655W Upper limit: FL195 Lower limit: FL105 Class: E	SCOTTISH ACC	SCOTTISH CONTROL English H24	127.275	Part ot ATS Route N562 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.
ARGYLL CTA 4 564819N 0062031W - 561807N 0054423W - 560727N 0050308W - 560127N 0044028W - 560000N 0044400W - 555356N 0045343W - 555825N 0051042W - 560939N 0055411W - 562501N 0065609W - 563408N 0064847W - 564248N 0063539W - 564819N 0062031W Upper limit: FL245 Lower limit: FL195 Class: C	SCOTTISH ACC	SCOTTISH CONTROL English H24	127.275	Parts of ATS Routes L602 and Y958 are incorporated within this CTA.
ARGYLL CTA 5 560506N 0100000W - 554802N 0073952W - 553039N 0053655W - 552543N 0050000W - 551527N 0050000W - 552044N 0053924W - 551324N 0070414W - 552000N 0065500W - 552302N 0071008W - 552710N 0062313W - 553817N 0074336W - 555454N 0100000W - 560506N 0100000W Upper limit: FL245 Lower limit: FL195 Class: C	SCOTTISH ACC	SCOTTISH CONTROL English H24	127.275	Part of ATS Routes N552 and N562 are incorporated within this CTA.
BALDER CTA 590504N 0013916E - 581105N 0030951E - 575608N 0015608E - 582546N 0012854E - 590504N 0013916E Upper limit: FL85 Lower limit: 1500 FT ALT Class: D	POLARIS ACC	POLARIS CONTROL English H24	134.200	Mandatory carriage of ADS-B equipment.
BANBA CTA 520049N 0060720W - 514034N 0060027W - 512400N 0065305W - 512528N 0071351W - 520049N 0060720W Upper limit: FL660 Lower limit: FL195 Class: C	SHANNON ACC	SHANNON CONTROL English H24	131.150 132.150	ATS within the BANBA CTA is delegated to Shannon 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
DAVENTRY CTA 11 532227N 0014315W - 532109N 0012904W - 532003N 0013042W - 531930N 0013131W - 531143N 0013142W - 530517N 0013152W - 531145N 0013558W - 531137N 0013631W - 532227N 0014315W Upper limit: FL195 Lower limit: FL85 Class: A	SCOTTISH ACC	SCOTTISH CONTROL English H24	119.530	Parts of the following ATS Routes are incorporated within Daventry CTA 11: M868 and 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. Camphill Box The portion of airspace formed by joining positions: 532719N 0014617W - 533017N 0011641W - 531938N 0011532W - 532012N 0011840W - 532110N 0012901W - 532002.91N 0013042.10W - 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.

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 12 532003N 0013042W - 531139N 0012206W - 521126N 0002220W - 521002N 0002427W - 521118N 0003323W - 523203N 0010851W - 523141N 0011054W - 530517N 0013152W - 531143N 0013142W - 531930N 0013131W - 532003N 0013042W Upper limit: FL195 Lower limit: FL105 Class: A	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. LONDON CONTROL: Parts of the following ATS Routes are incorporated within Daventry CTA 12: N601, P155 and T420. Note: That portion south of a line through Birmingham Airport at right angles to the centre-line of ATS Route N601. SCOTTISH CONTROL: Note: That portion north of a line through Birmingham Airport at right angles to the centre-line of ATS Route N601. Camphill Box The portion of airspace formed by joining positions: 532719N 0014617W - 533017N 0011641W - 531938N 0011532W - 532012N 0011840W - 532110N 0012901W - 532002.91N 0013042.10W - 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.
	SCOTTISH ACC	SCOTTISH CONTROL English H24	119.530	
DAVENTRY CTA 13 523203N 0010851W - 521118N 0003323W - 521002N 0002427W - 520316N 0003441W - 521403N 0010009W - 523141N 0011054W - 523203N 0010851W Upper limit: FL195 Lower limit: FL75 Class: A	LONDON ACC	LONDON CONTROL English H24	130.925	Parts of the following ATS Routes are incorporated within Daventry CTA 13: L608, N57, N601, P155, P166, T418, T420 and 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
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 575515N 0033514E - 571608N 0043551E - 561305N 0034201E - 560510N 0031455E - 563540N 0023642E - 570831N 0022047E - 575515N 0033514E 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 2.2 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
EGTT FRA WEST (AS PART OF BOREALIS FRA CONTINUUM) 531149N 0053000W - 531111N 0050858W - 525542N 0041447W - 525436N 0032650W - 525334N 0031026W - 525350N 0025933W - 525340N 0025354W - 524754N 0024827W - 524148N 0023747W - 523450N 0023151W - 523253N 0023011W - 522103N 0021713W - 521524N 0021105W - 520831N 0020338W - 520355N 0015842W - 514723N 0014106W - 514215N 0014109W - 513941N 0013712W - 513505N 0013916W - 512808N 0014035W - 512423N 0014313W - 512036N 0013359W - 511306N 0013031W - 511238N 0013600W - 511527N 0020000W - 511506N 0020000W - 505543N 0020000W - 504947N 0023317W - 504749N 0023245W - 504459N 0023107W - 504055N 0023053W - 503949N 0023058W - 503712N 0021731W - 501745N 0022725W - 495458N 0023011W - 492841N 0045513W - 493500N 0080000W - 510000N 0080000W - 522000N 0053000W - 531149N 0053000W Upper limit: FL660 Lower limit: FL245 Class: C	LONDON ACC	LONDON CONTROL English H24	126.080 128.815 129.380 (Note 1) 129.430 132.860 132.950 (Note 1) 133.600 134.460 134.755 135.255 (Note 1)	Note 1: Shannon ACC is responsible for providing ATS between FL 195 and FL 660 within the BANBA CTA. See ENR 2.2 Sect 1.7.
FAIRFORD ATZ A circle, 2.5 NM radius, centred at 514101N 0014724W on longest notified runway (09/27) Upper limit: 2000 FT AGL Lower limit: SFC Class: D	BRIZE NORTON	BRIZE ZONE English H24	119.005 ATC	Elevation: 285 FT AMSL. Hours of applicability for Rule 11 - See Column 3 Hours of Service. Note: Airspace Class: D/G. Partly within Brize Norton CTR.
HALTON ATZ A circle, 2 NM radius, centred at 514732N 0004411W on longest notified runway (02/20) Upper limit: 2000 FT AGL Lower limit: SFC Class: G	HALTON	HALTON RADIO English 0900-2000 (0800-1900) or SS+15.	130.430 A/G	Elevation: 369 FT AMSL. Hours of applicability for Rule 11 - See Column 3 Hours of Service.
HONINGTON ATZ A circle, 2 NM radius, centred at 522036N 0004648E on longest notified runway (08/26) Upper limit: 2000 FT AGL Lower limit: SFC Class: G	HONINGTON	HONINGTON RADIO English Sat-Sun 0830-1700 (0730-1600). Other times by NOTAM.	124.105 A/G	Elevation: 174 FT AMSL. Hours of applicability for Rule 11 - See Column 3 Hours of Service. Note 1: Western side of ATZ overlaps the Lakenheath/Mildenhall CMATZ.
LAKENHEATH ATZ A circle, 2.5 NM radius, centred at 522434N 0003340E on longest notified runway (06/24) Upper limit: 2000 FT AGL Lower limit: SFC Class: G	LAKENHEATH	LAKENHEATH RADAR English H24	128.900 ATC	Elevation: 32 FT AMSL. Hours of applicability for Rule 11 - See Column 3 Hours of Service. Note: Sat-Sun 0001-0859 (0001-0759) and Sat-Sun 1700-2359 (1600-2359) no ATS provided. ATZ remains active H24.

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
LEEMING ATZ A circle, 2.5 NM radius, centred at 541733N 0013207W on longest notified runway (16/34) Upper limit: 2000 FT AGL Lower limit: SFC Class: G	LEEMING	LEEMING ZONE English Mon-Thu 0800-1800 (0700-1700); Fri 0900-1700 (0800-1600).	133.380 ATC	Elevation: 132 FT AMSL. Hours of applicability for Rule 11 - See Column 3 Hours of Service.
LEUCHARS ATZ A circle, 2.5 NM radius, centred at 562230N 0025132W on longest notified runway (08/26) Upper limit: 2000 FT AGL Lower limit: SFC Class: G	LEUCHARS	LEUCHARS RADAR English H24	126.505 ATC	Elevation: 38 FT AMSL. Hours of applicability for Rule 11 - See Column 3 Hours of Service.
LITTLE RISSINGTON ATZ A circle, 2 NM radius, centred at 515202N 0014139W on longest notified runway (04/22) Upper limit: 2000 FT AGL Lower limit: SFC Class: G	LITTLE RISSINGTON	RISSINGTON RADIO English Sat-Sun and Public Holidays 0830-1800 (0730-1700).	120.780 A/G	Elevation: 731 FT AMSL. Hours of applicability for Rule 11 - See Column 3 Hours of Service. Note: Mil AGCS available during notified hours.
LOSSIEMOUTH ATZ A circle, 2.5 NM radius, centred at 574224N 0032016W on longest notified runway (05/23) Upper limit: 2000 FT AGL Lower limit: SFC Class: G	LOSSIEMOUTH	LOSSIE RADAR English H24	119.575 ATC	Elevation: 40 FT AMSL. Hours of applicability for Rule 11 - See Column 3 Hours of Service.
MARHAM ATZ A circle, 2.5 NM radius, centred at 523854N 0003302E on longest notified runway (05/23) Upper limit: 2000 FT AGL Lower limit: SFC Class: G	MARHAM	MARHAM ZONE English H24	124.155 ATC	Elevation: 76 FT AMSL. Hours of applicability for Rule 11 - See Column 3 Hours of Service. Note: Outside of hours of ATS, ATZ remains active.
MERRYFIELD ATZ A circle, 2.5 NM radius, centred at 505747N 0025620W on longest notified runway (09/27) Upper limit: 2000 FT AGL Lower limit: SFC Class: G	MERRYFIELD	MERRYFIELD TOWER English By NOTAM.	122.100 ATC	Elevation: 144 FT AMSL. Hours of applicability for Rule 11 - See Column 3 Hours of Service.
MIDDLE WALLOP ATZ A circle, 2 NM radius, centred at 510828N 0013422W Upper limit: 2000 FT AGL Lower limit: SFC Class: G	MIDDLE WALLOP	WALLOP TOWER English H24	118.605 ATC	Elevation: 297 FT AMSL. Hours of applicability for Rule 11 - See Column 3 Hours of Service. Note: Outside of hours of ATS, ATZ remains active.
MILDENHALL ATZ A circle, 2.5 NM radius, centred at 522143N 0002911E on longest notified runway (11/29) Upper limit: 2000 FT AGL Lower limit: SFC Class: G	LAKENHEATH	LAKENHEATH RADAR English H24	128.900 ATC	Elevation: 34 FT AMSL. Hours of applicability for Rule 11 - See Column 3 Hours of Service. Note: Outside of hours of ATS, ATZ remains active.
MONA ATZ A circle, 2 NM radius, centred at 531533N 0042226W on longest notified runway (04/22) Upper limit: 2000 FT AGL Lower limit: SFC Class: G	VALLEY	VALLEY RADAR English Mon-Thu 0800-2359 (0700-2300); Fri-Sun 0800-2200 (0700-2100).	125.230 ATC	Elevation: 202 FT AMSL. Hours of applicability for Rule 11 - See Column 3 Hours of Service.

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

3.17.5 **Emergency Satellite Voice Calls from Aircraft** (See GEN 3.6, paragraph 6.4).

3.18 Minimum Aircraft System Performance Specification (MASPS)

3.18.1 **Application of Minimum Navigation Performance Specification (MNPS) in Shanwick OCA**

3.18.1.1 MNPS applies in that part of the Shanwick Oceanic Control Area from FL 285 to FL 420 inclusive. Aircraft using the NAT High Level Airspace (NAT HLA) shown at ENR 6-62 are required to have a navigation performance capability such that:

a) Pre-PBN navigation:

- The standard deviation of lateral track errors shall be less than 6.3 NM;
- the proportion of total flight time spent by aircraft 30 NM or more off the cleared track shall be less than 5.3×10^{-4};
- the proportion of the total flight time spent by aircraft between 50 and 70 NM off the cleared track shall be less than 13×10^{-5}.

These mathematical standards can be approximated operationally as follows:

- Aircraft must be operated so that lateral deviations from track remain less than 12.6 NM for at least 95 per cent of the time the system is required for navigation;
- the navigation system must demonstrate a continuing capability to keep lateral deviations from cleared track in excess of 30 NM to less than 53 per 100 000 flight hours in the system; and
- keep lateral deviations between 50 and 70 NM from cleared track to less than 13 per 100 000 flight hours in the system.

b) Area Navigation (RNAV) Specifications:

- RNAV 10 (RNP 10) specification shall be applicable to navigation systems used to support a minimum lateral separation of 60 NM between aircraft that the requirements to operate in the NAT HLA provided that a portion of the route of the aircraft is within, above or below NAT HLA. In addition RNAV 10 can support a minimum lateral separation of 50 NM between aircraft operating in the New York Oceanic East FIR.

c) Required Navigation Performance (RNP) Specifications:

- RNP 4 specification shall be applicable to navigation systems used to support minimum lateral separations as in (b) above and is required to support minimum lateral separations of 30 NM between aircraft operating within the control area of the New York Oceanic East FIR.

Note 1: *Aircraft that have been NAT MNPS approved by the State of Registry or the State of the Operator prior to 1 January 2015 shall be permitted to operate in NAT HLA until 30 January 2020. As of 1 January 2015 new NAT MNPS approvals shall not be granted.*

Note 2: *RNAV 10 (RNP 10) and RNP 4 approved aircraft require a NAT HLA MNPS approval to demonstrate compliance with the MNPS established for the NAT HLA.*

Note 3: *Except for the navigational portion the requirements for a NAT HLA MNPS approval are equivalent to the 3 requirements that were associated with granting NAT MNPS approvals.*

3.18.1.2 These mathematical standards can be approximated operationally as follows:

a) Aircraft must be operated so that lateral deviations from track remain less than 12.6 NM for at least 95 per cent of the time the system is required for navigation;
b) the navigation system must demonstrate a continuing capability to keep lateral deviations from cleared track in excess of 30 NM to less than 53 per 100 000 flight hours in the system; and
c) keep lateral deviations between 50 and 70 NM from cleared track, to less than 13 per 100 000 flight hours in the system.

3.18.1.3 In order to ensure that the required navigation standards are being observed within the NAT HLA, a continuous monitoring of the navigation accuracy of aircraft in this airspace takes place using land based radars in Canada, Ireland, France, Iceland and the UK. Where large navigation errors are observed the pilot of the aircraft concerned will be notified by the ATC Unit observing the error. The subsequent investigation to determine the cause of the error will involve the ATC Unit, the operator, and the State of Registry.

3.18.1.4 Lateral separation minima for aircraft operating in the NAT HLA are set out in the Regional Supplementary Procedures, NAT Region (ICAO Doc 7030/5). It is implicit in the concept of MNPS and essential to the application of these quoted separation minima, that all operations in the NAT HLA – be they Public Transport or General Aviation – achieve the highest standards of navigation performance accuracy. Thus all flights within the NAT HLA must have the specific approval of either the State of Registry of the aircraft or the State of Registry of the operator for such operations. UK registered aircraft are approved by the UK CAA in accordance with the Air Navigation Order. Such approvals will encompass all aspects of the expected navigation performance accuracy of the aircraft, navigation equipment carried, installation and maintenance procedures and crew navigation procedures and training.

3.18.1.5 The inherent obligations placed upon crews and operators of UK registered aircraft by the NAT HLA requirements can be summarized as follows:

a) The flight MUST have prior approval for operations in NAT HLA;

b) the approved aircraft minimum navigation installation MUST be serviceable and MUST have been checked for accuracy prior to entry into NAT HLA;
c) whilst in NAT HLA the approved operating procedures MUST be adhered to. Except in emergency, diversions from the ATC cleared track MUST NOT be made without prior approval of the controlling ATC Unit;
d) if subsequent unserviceability reduces the navigational capability below the required minimum for MNPS operations after entry into NAT HLA then the controlling ATC Unit MUST be advised so as to allow for any adjustments of separation from adjacent aircraft;
e) there MUST be a high standard of supervision, monitoring and cross checking of data inserted into automatic navigation system to prevent large errors arising from erroneous waypoint entries;
f) there MUST be a high standard of co-ordination with ATC Units to ensure that misunderstandings over the route to be flown do not occur.

3.18.1.5.1 Westbound flights submitting an 'RCL' to Shanwick to enter North Atlantic High Level Airspace (NAT HLA) may be invited to confirm that they have been approved for operating within NAT HLA by their State of Registry or their State of Operator.

3.18.1.5.2 The submission of a Flight Plan alone does **NOT** constitute NAT HLA operating approval. Pilots/operators unable to provide such confirmation will not be permitted to fly in NAT HLA airspace but will be required to operate outside HLA (below FL 285 or above FL 420). Details of the flight will be passed to the NAT Central Monitoring Agency (CMA) for follow-up action by the relevant State Aviation Authority.

3.18.1.6 **Navigation Equipment for Unrestricted NAT HLA Operations**.

3.18.1.6.1 In order to justify consideration for State approval for future unrestricted operation in the NAT HLA an aircraft will be required to be equipped as follows:

a) **Two** fully serviceable Long Range Navigation Systems (LRNS).
A LRNS may be one of the following:

i. One Inertial Navigation System (INS);
ii. one Global Navigation Satellite System (GNSS); or
iii. one navigation system using the inputs from one or more Inertial Reference System (IRS) or any other sensor system complying with the NAT HLA requirement.

b) each LRNS must be capable of providing to the flight crew with a continuous indication of the aircraft position relative to desired track.
c) it is highly desirable that the navigation system employed for the provision of steering guidance is capable of being coupled to the auto-pilot.

Note 1: *currently the only GPS system fully operational and for which approval material is available is GPS.*

Note 2: *A GPS installation must be approved as follows:*
If the two required LRNSs are both GPS they must be approved in accordance with the current version of FAA Advisory Circular AC-20—138D Appendix 1. AC-20-138 requires that GPS systems used in Oceanic airspace must have a FDE function. States other than the USA may set their own standards for operational approval of GPS to provide Primary Means of Navigation in Oceanic and remote areas but in all cases these approvals will include the requirement to carry out Pre-Departure Satellite Navigation Prediction Programmes. If, however, GPS serves as only one of the two required LRNSs then it must be approved in accordance with FAA TSO-C129 or later standard as Class A1, A2, B1, B2, C1 or C2 or with equivalent European Aviation Safety Agency (EASA) documentation ETSO-C129a. In this instance individual States vary in their insistence upon the need for the conduct of pre-departure satellite navigation prediction programmes (viz. FDE/RAIM).

Note 3: *Currently equivalent approval material for GLONASS is not under development but it will need to be available prior to approval of any GLONASS equipped aircraft for NAT HLA operations.*

3.18.1.7 **Provisions for Partial Loss of the full MNPS Navigational Capability**

3.18.1.7.1 In the event of an aircraft **having State approval for un-restricted operation in NAT HLA** suffering partial loss of navigation capability (only one long range navigation system serviceable) prior to entry into Oceanic Airspace, the pilot should either avoid NAT HLA or consider a re-route via Reykjavik OCA.

3.18.1.8 **Special Routes for Aircraft fitted with a Single LRNS**

3.18.1.8.1 Aircraft, **having State approval for operating in NAT HLA,** which are equipped with normal short-range navigation equipment (VOR/DME, ADF) and at least one fully operational Long Range Navigation System (see paragraph 3.18.1.6.1) are considered capable of meeting the MNPS while operating along the following routes:

Note: *T9 and T290 have continuous VHF coverage at FL 300 and above.*

Via	Route Options
T9	LASNO - BEGAS (VHF, HF and ADS-B required)
T290	ADVAT - GELPO (VHF, HF and ADS-B required)

(MESSAGE TYPE) — (COMPANY) — (WESTBOUND) — (YYMMDD AT 30W)
(DEP / DEST) (FIRST UK POINT) (ANCHOR POINT) (OCA RPS) (LANDFALL)
(INLAND FIX) (NUMBER OF FLIGHTS (01 — 99))

Note: *If there is no INLAND FIX then the latitude at 80W is to be used.*

Example:

FF EGGXZOZX EGTTZDZX CZQXZQZX CZQMZQZX CZULZQZX CYHQZDZX BIRDZQZX LPPOZOZX KZNYZRZX KCFCZDZX
111824 LSZHSWRW
PRM — SWR — W — 930212 —
LSZH / KJFK BNE BEL 55/10 56/20 57/30 55/40 53/50 YAY TOPPS 02
LSZH / KIAD BNE BURAK 53/15 53/20 52/30 51/40 50/50 YQX TUSKY 01

Eastbound:

(PRIORITY) (DESTINATION ADDRESS)
(DATE TIME OF ORIGIN) (ORIGIN ADDRESS)
(MESSAGE TYPE) — (COMPANY) — (EASTBOUND) — (YYMMDD AT 30W)
(DEP / DEST) (INLAND FIX) (ANCHOR POINT) (OCA RPS) (LANDFALL)
(LAST UK POINT) (NUMBER OF FLIGHTS (01 — 99))

Note: *If there is no INLAND FIX then the latitude at 80W is to be used.*

Example:

FF EGGXZOZX EGTTZDZX CZQXZQZX CZQMZQZX CZULZQZX CYHQZDZX BIRDZQZX LPPOZOZX KZNYZRZX KCFCZDZX
120936 EHAMKLMW
PRM — KLM — E — 930213 —
KJFK / EHAM TOPPS YAY 53/50 53/40 54/30 54/20 54/15 BABAN LAMSO 03
CYMX / EHAM YML FOXXE 57/50 58/40 58/30 57/20 56/10 MAC LAMSO 01

3.25 Format of NAT Company Preferred Route Flight Plan day minus 1 (CPR FPL-1)

3.25.1 The Company Preferred Route Flight Plan day minus 1 (FPL-1) format utilises the standard ICAO flight plan (FPL) format and a predetermined Company Preferred Route Identifier (CPR_ID).

3.25.2 Upon receipt of a flight plan at a dedicated AFTN address (EGGXGATT) the Shanwick Automated Track Tool (ATT) system extracts the Oceanic Route portion from the Company Preferred Route Flight Plan day minus 1 (FPL-1), and correlates this with airline scheduled data which corresponds to the Company Preferred Route Identifier (CPR_ID). This provides Shanwick with both route and traffic loading information accordingly.

3.25.3 The Callsign field of the Company Preferred Route Flight Plan day minus 1 (FPL-1) is utilised to indicate the Company Preferred Route Identifier (CPR_ID). The CPR_ID is a unique designator which must be pre-configured with Shanwick to indicate the departure point and destination pairing.

3.25.4 The preferred route is detailed in the Company Preferred Route (FPL-1) as per a normal flight plan. The Date of Flight (DOF field) in field 18 shall indicate the flight is for the next day's OTS Design.

Examples:

The CPR_ID is a seven character code defined as follows:

Airline ICAO Code	British Airways:	**BAW**
Preferred Route Indicator	P (does not change)	**P**
Westbound	W	**W**
Company Preferred Route ID Number (00-99)	Correlates to set departure/destination	**01**
The resulting CPR_ID in this example is BAWPW01		

Example 1 – ***(Indicating CPR_ID 01 for British Airways)***

CPR (FPL-1) sent to EGGXGATT on the 04/08/2016 for a Westbound OTS Design for the 05/08/2016.

(FPL-**BAWPW01**-IS
-B772/H-SDE1E3FGHIJ3J5J6M1M2RWXYZ/LB1D1
-EGLL1030
-N0487F340 CPT3G CPT Q63 KENET UL9 STU/N0490F360 UL9 SLANY DCT DINIM/M083F360 DCT 50N020W 45N030W 38N040W/M083F380 35N045W 31N050W 20N060W DCT ANU DCT
-TAPA0752
-PBN/A1B1D1O1S2 NAV/RNVD1E2A1 SUR/TCAS DOF/160805 REG/BA777 EET/EISN0032 EGGX0119 50N020W0146

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

LPPO0253 KZWY0412 35N045W0452 31N050W0536 20N060W0723 TTZP0743 CODE/4007F9 OPR/BAW RVR/075 RMK/ TCAS)

Example 2 – ***(Indicating CPR_ID 23 for British Airways)***

CPR (FPL-1) sent to EGGXGATT on the 04/08/2016 for a Westbound OTS Design for the 05/08/2016.

(FPL-**BAWPW23**-IS
-B744/H-SDE1E3FGHIJ3J5J6M1M2RWXYZ/LB1D1
-EGLL1030
-N0490F300 CPT5J CPT Q63 KENET N14 UGNUS UN14 BAKUR DCT KORAK DCT CON DCT REVNU/M082F300 DCT SUNOT/M082F300 DCT 59N020W/M082F320 61N030W/M082F340 61N040W/M082F360 DCT NA DCT 61N050W DCT RADUN N822A PEPKI/N0481F360 N822A LOPVI DCT 58N070W
5430N08000W/N0483F380 4930N09000W DCT KP12G/N0489F400 DCT KP84A DCT KD66U DCT EKR J100 BCE GRNPA1
-KLAS0952
-PBN/A1B1D1O1S2 NAV/RNVD1E2A1 SUR/TCAS DOF/160805 REG/BA744 EET/EISN0030 EGGX0056 SUNOT0122 59N020W0146 CZQX0226 61N040W0303 BGGL0307 NA0324 61N050W0342 CZQX0350 RADUN0413 CZUL0427 CZWG0552 KZMP0704 KZDV0807 KZLC0913 KZLA0933 CODE/4006B2 OPR/BAW RVR/075 RMK/NRP TCAS)

3.25.5 **Initial Configuration and Setup for Company Preferred Route Messages FPL-1 Format**

3.25.5.1 Operators who would like to send Company Preferred Route messages via FPL-1 format are required to register by email at CPR@nats.co.uk. Registration is required so that configuration elements are completed prior to message sending.

3.25.5.2 During registration Company Preferred Identifiers (CPR_IDs) will be determined for each scheduled departure point and destination pairing to be flown by the airline and a start date will be provided by the Shanwick.

Example of CPR_ID TABLE

ICAO AL	IATA AL	Carrier1Name	Market Pair (Airport)	Dep Airport	Arr Airport	Unique Market Pair (Route) Name (CPR_ID)
BAW	BA	British Airways	ANU-LGW	LGW	ANU	BAWPW01
BAW	BA	British Airways	ATL-LHR	LHR	ATL	BAWPW02
BAW	BA	British Airways	AUS-LHR	LHR	AUS	BAWPW03
BAW	BA	British Airways	BDA-LGW	LGW	BDA	BAWPW04
BAW	BA	British Airways	BGI-LGW	LGW	BGI	BAWPW05

3.26 DESTINATION ADDRESS CODE:

PRM format:

EGGXZOZX — Shanwick
EGTTZDZX — London FMU
BIRDZQZX — Reykjavik
KCFCZDZX — FAA Central Flow
CZQXZQZX — Gander
CZQMZQZX — Moncton
LPPOZOZX — Santa Maria
CZULZQZX — Montreal
CYHQZDZX — TCA ARU
KZNYZRZX — New York

FPL-1 **format:**
EGGXGATT — Shanwick

Note: *Shanwick can receive Company Preferred Route data in both PRM or FPL-1 formats at EGGXGATT. The AFTN address EGGXZOZX is only available for Company Preferred Route data in PRM format.*

4 En-Route Transponder Mandatory Zones

Designation and Lateral Limits	Vertical Limits and Classification	Controlling Authority/Remarks
ARGYLL CTA 1 TMZ 561844N 0054648W - 560727N 0050308W - 560127N 0044028W - 560000N 0044400W - 555356N 0045343W - 555825N 0051042W - 560939N 0055411W - 561844N 0054648W.	FL195 _____ 5500 FT ALT (Class E)	SCOTTISH ACC 127.275 H24 Refer to ENR 2.1 for remarks associated with ARGYLL CTA 1.

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

Designation and Lateral Limits	Vertical Limits and Classification	Controlling Authority/Remarks
ARGYLL CTA 2 TMZ 564819N 0062031W - 561807N 0054423W - 561844N 0054648W - 560939N 0055411W - 562501N 0065609W - 563408N 0064847W - 562552N 0061508W - 564248N 0063539W - 564819N 0062031W.	FL195 _____ FL115 (Class E)	SCOTTISH ACC 127.275 H24 Refer to ENR 2.1 for remarks associated with ARGYLL CTA 2.
ARGYLL CTA 3 TMZ 553039N 0053655W - 552543N 0050000W - 551527N 0050000W - 552057N 0054102W - 553039N 0053655W.	FL195 _____ FL105 (Class E)	SCOTTISH ACC 127.275 H24 Refer to ENR 2.1 for remarks associated with ARGYLL CTA 3.
BURBO BANK TMZ (Area A) 533215N 0031146W - 533213N 0031406W - 532916N 0030709W - 533215N 0031146W.	3500 FT ALT _____ SFC (Class G)	WARTON APP 129.530 Mon-Thu 0730-1900 (0630-1800), Fri 0730-1700 (0630-1600). See also ENR 6-28. For aircraft equipped with and operating secondary surveillance radar equipment, as defined in GEN 1.5 paragraph 5.3, access to the BURBO BANK TMZ is not subject to ATC approval. Access to the BURBO BANK TMZ without serviceable transponder equipment, as defined in GEN 1.5 paragraph 5.3, is subject to specific approval of the Controlling Authority.
BURBO BANK TMZ (Area B) 533213N 0031406W - 532916N 0030709W - 532704N 0030737W - 532550N 0031030W - 532550N 0031939W - 532631N 0032055W - 533213N 0031406W.	2000 FT ALT _____ SFC (Class G)	WARTON APP 129.530 Mon-Thu 0730-1900 (0630-1800), Fri 0730-1700 (0630-1600). See also ENR 6-28. For aircraft equipped with and operating secondary surveillance radar equipment, as defined in GEN 1.5 paragraph 5.3, access to the BURBO BANK TMZ is not subject to ATC approval. Access to the BURBO BANK TMZ without serviceable transponder equipment, as defined in GEN 1.5 paragraph 5.3, is subject to specific approval of the Controlling Authority.
BURBO BANK TMZ (Area C) 533211N 0032449W - 533213N 0031406W - 532631N 0032055W - 532938N 0032640W - 533211N 0032449W.	FL45 _____ SFC (Class G)	WARTON APP 129.530 Mon-Thu 0730-1900 (0630-1800), Fri 0730-1700 (0630-1600). See also ENR 6-28. For aircraft equipped with and operating secondary surveillance radar equipment, as defined in GEN 1.5 paragraph 5.3, access to the BURBO BANK TMZ is not subject to ATC approval. Access to the BURBO BANK TMZ without serviceable transponder equipment, as defined in GEN 1.5 paragraph 5.3, is subject to specific approval of the Controlling Authority.

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

Designation and Lateral Limits	Vertical Limits and Classification	Controlling Authority/Remarks
FARNBOROUGH CTA 8 TMZ 510957N 0005732W - 510602N 0005439W - 510047N 0005251W - 505435N 0010335W - 510420N 0010657W - 510636N 0010817W - 510957N 0005732W.	5500 FT ALT _____ 4500 FT ALT (Class E)	FARNBOROUGH APP 125.250 Transit Requests 134.355 Approach Radar Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900). 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). Refer to ENR 2.1 for remarks associated with FARNBOROUGH CTA 8.
FARNBOROUGH CTA 9 TMZ 505739N 0004104W - 505119N 0003419W - 505119N 0005457W - 505512N 0005908W - 505739N 0004104W.	FL65 _____ 5500 FT ALT (Class E)	FARNBOROUGH APP 125.250 Transit Requests 134.355 Approach Radar Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900). 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). Refer to ENR 2.1 for remarks associated with FARNBOROUGH CTA 9.
GREATER WASH TMZ 533420.44N 0005239.24E - 531700.01N 0013011.23E - 531206.6N 0012951.44E - 530328.42N 0011342.33E - 530531.14N 0010510.48E - 531353.77N 0004450.58E - 531727.25N 0004132.09E - 532923.10N 0003801.81E - 533333.56N 0004031.16E - 533420.44N 0005239.24E.	FL100 _____ SFC (Class G)	ANGLIA RADAR 125.275 (backup 128.925) - from surface up to and including FL 65. 0630-2200 (0530-2100) SWANWICK MILITARY 133.325 - above FL 65 to FL 100, H24. Additionally from surface up to and including FL 65. 2200-0630 (2100-0530) For aircraft equipped with and operating secondary surveillance radar equipment, as defined in GEN 1.5 paragraph 5.3, access to the GREATER WASH TMZ is not subject to ATC approval. Access to the Greater Wash TMZ without serviceable transponder equipment, as defined in GEN 1.5 paragraph 5.3, is subject to specific approval of the Controlling Authority.
HOLYHEAD CTA 15 TMZ 540005N 0051032W - 535351N 0045602W - 534814N 0050951W - 534848N 0053000W - 535207N 0053000W - 540005N 0051032W.	FL195 _____ FL75 (Class E)	SCOTTISH ACC 123.775 H24 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. Refer to ENR 2.1 for remarks associated with HOLYHEAD CTA 15.

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

Designation and Lateral Limits	Vertical Limits and Classification	Controlling Authority/Remarks
HOLYHEAD CTA 16 TMZ 540405N 0050040W - 535758N 0044548W - 535351N 0045602W - 540005N 0051032W - 540405N 0050040W.	FL145 _____ FL75 (Class E)	SCOTTISH ACC 123.775 H24 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. Refer to ENR 2.1 for remarks associated with HOLYHEAD CTA 16.
HUMBER GATEWAY TMZ 535410N 0001037E - 534902N 0001650E - 534153N 0002245E - 533714N 0002412E - 533258N 0001703E thence in an anti-clockwise direction by an arc of a circle radius 5 NM centred on 532830N 0001315E to 533330N 0001305E - 533902N 0001056E - 534919N 0000046W - 535410N 0001037E.	FL100 _____ SFC (Class G)	ANGLIA RADAR 128.925 (backup 125.275) - from surface up to and including FL 65, between 0630-2200 (0530-2100). SWANWICK MILITARY 135.075 - above FL 65 to FL 100, H24. Additionally from surface up to and including FL 65 between 2200-0630 (2100-0530). For aircraft equipped with and operating secondary surveillance radar equipment, as defined in GEN 1.5 paragraph 5.3, access to the HUMBER GATEWAY TMZ is not subject to ATC approval. Access to the HUMBER GATEWAY TMZ without serviceable transponder equipment, as defined in GEN 1.5 paragraph 5.3, is subject to specific approval of the Controlling Authority.
LONDON ARRAY TMZ (Area A) 513906N 0012459E - 514036N 0012507E - 514305N 0012824E - 514304N 0013112E - 514050N 0013459E - 513722N 0013646E - 513341N 0013627E - 513306N 0013414E - 513325N 0012642E - 513516N 0012327E - 513552N 0012310E - 513906N 0012459E.	FL65 _____ SFC (Class G)	SOUTHEND RADAR 130.780 MHz Providing aircraft have and operate secondary surveillance radar equipment, as defined in GEN 1.5 paragraph 5.3, access to the LONDON ARRAY TMZ is not subject to ATC approval. The pilot of an aircraft that wishes to operate in the LONDON ARRAY TMZ without serviceable transponder equipment as defined in GEN 1-5 paragraph 5.3 may be granted access to the TMZ subject to specific ATC approval. This approval may be obtained from Southend Radar/Approach on frequency 130.780 MHz.
LONDON ARRAY TMZ (Area B) 513906N 0012459E - 513552N 0012310E - 513814N 0012201E - 514036N 0012507E - 513906N 0012459E.	5500 FT _____ SFC (Class G)	SOUTHEND RADAR 130.780 MHz Providing aircraft have and operate secondary surveillance radar equipment, as defined in GEN 1.5 paragraph 5.3, access to the LONDON ARRAY TMZ is not subject to ATC approval. The pilot of an aircraft that wishes to operate in the LONDON ARRAY TMZ without serviceable transponder equipment as defined in GEN 1-5 paragraph 5.3 may be granted access to the TMZ subject to specific ATC approval. This approval may be obtained from Southend Radar/Approach on frequency 130.780 MHz.

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

Designation and Lateral Limits	Vertical Limits and Classification	Controlling Authority/Remarks
MORAY CTA 1 TMZ573706N 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.	FL195 _____ 4500 FT ALT (Class E)	SCOTTISH ACC 134.850 H24 Refer to ENR 2.1 for remarks associated with MORAY CTA 1.
MORAY CTA 2 TMZ 574643N 0003720W - 573731N 0003007W - 572758N 0011242W - 572422N 0012815W - 573333N 0013540W - 573708N 0012004W - 574643N 0003720W.	FL195 _____ FL105 (Class E)	SCOTTISH ACC 134.850 H24 Refer to ENR 2.1 for remarks associated with MORAY CTA 2.
MORAY CTA 3 TMZ 591927N 0011522W - 573556N 0013910W - 573706N 0015736W - 592039N 0013445W - 591927N 0011522W.	FL195 _____ FL105 (Class E)	SCOTTISH ACC 134.850 H24 Refer to ENR 2.1 for remarks associated with MORAY CTA 3.
MORAY CTA 4 TMZ 593033N 0013227W - 592921N 0011258W - 591927N 0011522W - 592039N 0013445W - 593033N 0013227W.	FL195 _____ FL75 (Class E)	SCOTTISH ACC 134.850 H24 Refer to ENR 2.1 for remarks associated with MORAY CTA 4.
MORAY CTA 5 TMZ 593331N 0013145W - 593219N 0011214W - 592921N 0011258W - 593033N 0013227W - 593331N 0013145W.	FL195 _____ FL45 (Class E)	SCOTTISH ACC 134.850 H24 Refer to ENR 2.1 for remarks associated with MORAY CTA 5.
MORAY CTA 6 TMZ 582757N 0025607W - 573613N 0021832W - 573241N 0023554W - 581914N 0031000W - 582451N 0025723W - 582757N 0025607W.	FL155 _____ FL75 (Class E)	SCOTTISH ACC 134.850 H24 Refer to ENR 2.1 for remarks associated with MORAY CTA 6.
MORAY CTA 7 TMZ 585837N 0030305W - 585632N 0024412W - 582451N 0025723W - 575213N 0040909W - 575449N 0043204W - 580345N 0041248W - 582356N 0032847W - 583014N 0031440W - 585837N 0030305W.	FL195 _____ FL75 (Class E)	SCOTTISH ACC 134.850 H24 Refer to ENR 2.1 for remarks associated with MORAY CTA 7.

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

Designation and Lateral Limits	Vertical Limits and Classification	Controlling Authority/Remarks
MORAY CTA 8 TMZ 575820N 0050530W - 574511N 0042339W - 575449N 0043204W - 575213N 0040909W - 573320N 0035256W - 571206N 0035820W - 571327N 0041634W - 572958N 0041230W - 573700N 0043424W - 574940N 0051447W - 575820N 0050530W.	FL195 _____ FL95 (Class E)	SCOTTISH ACC 127.275 134.800 H24 Refer to ENR 2.1 for remarks associated with MORAY CTA 8.
MORAY CTA 9 TMZ 581645N 0060617W - 575820N 0050530W - 574940N 0051447W - 580805N 0061540W - 581645N 0060617W.	FL195 _____ FL55 Minimum Limit: 5200 FT ALT (Class E)	SCOTTISH ACC 127.275 H24 Refer to ENR 2.1 for remarks associated with MORAY CTA 9.
MORAY CTA 10 TMZ 571327N 0041634W - 571206N 0035820W - 564120N 0040600W - 564239N 0042359W - 571327N 0041634W.	FL195 _____ FL105 (Class E)	SCOTTISH ACC 127.275 H24 Refer to ENR 2.1 for remarks associated with MORAY CTA 10.
MORAY CTA 11 TMZ 564239N 0042359W - 564120N 0040600W - 562708N 0040928W - 562827N 0042720W - 564239N 0042359W.	FL195 _____ FL125 (Class E)	SCOTTISH ACC 127.275 H24 Refer to ENR 2.1 for remarks associated with MORAY CTA 11.
MORAY CTA 12 TMZ 564239N 0042359W - 564120N 0040600W - 562708N 0040928W - 562827N 0042720W - 564239N 0042359W.	FL125 _____ FL105 (Class E)	SCOTTISH ACC 127.275 H24 Refer to ENR 2.1 for remarks associated with MORAY CTA 12.
MORAY CTA 13 TMZ 562827N 0042720W - 562708N 0040928W - 561235N 0041258W - 560432N 0043253W - 562827N 0042720W.	FL195 _____ 5500 FT ALT (Class E)	SCOTTISH ACC 127.275 As Notified. Refer to ENR 2.1 for remarks associated with MORAY CTA 13.
MORAY CTA 16 TMZ 595319N 0012703W - 595207N 0010721W - 593219N 0011214W - 593331N 0013145W - 595319N 0012703W.	FL195 _____ FL45 (Class E)	SCOTTISH ACC 134.850 H24 Refer to ENR 2.1 for remarks associated with MORAY CTA 16.
MORAY CTA 17 TMZ 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.	FL195 _____ FL115 (Class E)	SCOTTISH ACC 124.500 As Notified. Refer to ENR 2.1 for remarks associated with MORAY CTA 17.

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

Designation and Lateral Limits	Vertical Limits and Classification	Controlling Authority/Remarks
MORAY FIRTH TMZ 582151.1871N 0025310.7227W - 582116.1994N 0024224.5231W - 581352.7801N 0023029.6207W - 580642.1273N 0023023.4770W - 575720.6905N 0031638.5461W - 580312.9113N 0031651.1155W - 580801.6231N 0031039.1423W - 581152.8636N 0030449.3381W - 581434.3990N 0030233.8130W - 581936.1622N 0025802.6109W - 582151.1871N 0025310.7227W.	FL100 _____ SFC (Class E & G)	LOSSIE DEPARTURES 119.575 - from surface up to and including FL 100. H24 Class E approval for VFR transits only. For aircraft equipped with and operating secondary surveillance radar equipment, as defined in GEN 1-5 paragraph 5.3, access to the MORAY FIRTH TMZ is not subject to ATC approval. Access to the MORAY FIRTH TMZ without serviceable transponder equipment, as defined in GEN 1-5 paragraph 5.3, is subject to specific approval of the Controlling Authority. The TMZ incorporates parts of Y904 (Class E) and EGD809S; the more stringent relevant airspace classification regulations apply.
NEART NA GAOITHE TMZ 562136.64N 0021426.73W - 561532.40N 0020809.60W - 561228.80N 0020722.80W - 561228.80N 0021619.20W - 561549.59N 0022003.29W - 561725.83N 0022013.94W - 562009.60N 0021825.20W - 562136.64N 0021426.73W.	FL100 _____ SFC (Class G)	The Controlling Authority is Leuchars. The TMZ is active during the hours of Leuchars LARS provision ((P) 126.505,(S) 123.300 MHz, (U) 292.350 MHz) Mon-Fri 0900-1700 (0800-1600) and other times by NOTAM. Outside of these hours non-transponding aircraft should attempt contact with Leuchars on the published LARS frequencies and pilots are recommended to maintain a listening watch on the Leuchars LARS frequency until exiting. For aircraft equipped with and operating secondary surveillance radar equipment, as defined in GEN 1.5 paragraph 5.3, access to the NEART NA GAOITHE TMZ is not subject to ATC approval. Access to the NEART NA GAOITHE TMZ without serviceable transponder equipment, as defined in GEN 1.5 paragraph 5.3, is subject to specific approval of the Controlling Authority.
SCOTTISH TMA 1 TMZ 553700N 0042847W - 554125N 0041017W - 554125N 0025510W - 553302N 0042918W - 553700N 0042847W.	FL100 _____ 6000 FT ALT (Class D)	SCOTTISH ACC 121.375 124.825 126.300 130.975 H24 Vertical limits of this TMZ differ from the associated TMA. 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. Refer to ENR 2.1 for remarks associated with SCOTTISH TMA 1.

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

Designation and Lateral Limits	Vertical Limits and Classification	Controlling Authority/Remarks
SCOTTISH TMA 2 TMZ554334N 0050000W - 553302N 0042918W - 554125N 0025510W - 552700N 0030000W - 550603N 0041419W - 551214N 0050234W - 551511N 0050000W - 554334N 0050000W.	FL100 _____ 6000 FT ALT (Class D)	SCOTTISH ACC 121.375 124.825 126.300 130.975 H24 Vertical limits of this TMZ differ from the associated TMA. 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. Refer to ENR 2.1 for remarks associated with SCOTTISH TMA 2.
SCOTTISH TMA 3 TMZ 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.	FL100 _____ 6000 FT ALT (Class D)	SCOTTISH ACC 121.375 124.825 126.300 130.975 H24 Vertical limits of this TMZ differ from the associated TMA. 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. Refer to ENR 2.1 for remarks associated with SCOTTISH TMA 3.
SCOTTISH TMA 4 TMZ 560008N 0024849W - 553100N 0025156W - 552700N 0030000W - 560008N 0024849W.	FL100 _____ 6000 FT ALT (Class D)	SCOTTISH ACC 121.375 124.825 126.300 130.975 H24 Vertical limits of this TMZ differ from the associated TMA. 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. Refer to ENR 2.1 for remarks associated with SCOTTISH TMA 4.

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

Designation and Lateral Limits	Vertical Limits and Classification	Controlling Authority/Remarks
SCOTTISH TMA 5 TMZ 554428N 0045035W - 553700N 0042847W - 553302N 0042918W - 554334N 0050000W - 554428N 0045035W.	FL100 _____ 6000 FT ALT (Class D)	SCOTTISH ACC 121.375 124.825 126.300 130.975 H24 Vertical limits of this TMZ differ from the associated TMA. 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. Refer to ENR 2.1 for remarks associated with SCOTTISH TMA 5.
SEAGREEN TMZ (Phase 1) 562848.316N 0015621.635W - 562856.706N 0015742.338W - 562919.903N 0015849.297W - 562953.266N 0015935.362W - 563026.418N 0015955.875W - 563100.251N 0015959.339W - 564040.162N 0015951.322W - 564116.339N 0015940.636W - 564144.708N 0015915.968W - 564214.164N 0015826.478W - 564232.981N 0015722.075W - 564239.062N 0015613.168W - 564235.348N 0013542.561W - 564222.592N 0013428.108W - 564158.290N 0013326.897W - 564124.944N 0013212.864W - 564052.426N 0013126.112W - 563235.237N 0012554.843W - 563155.589N 0012541.776W - 563107.564N 0012558.881W - 563024.930N 0012653.949W - 563001.552N 0012804.526W - 562953.254N 0012938.623W - 562848.316N 0015621.635W.	FL100 _____ SFC (Class D & G)	No Controlling Authority. ATS available from Scottish Information/ Scottish Control as detailed in ENR 6.33. Flights transiting TAY CTA 12 (Class D) when ATS Route P18 is active between waypoints UPGET and OKPAL shall contact Scottish Control (124.500 MHz). For aircraft equipped with and operating SSR equipment, as defined in GEN 1-5 paragraph 5.3, access to the SEAGREEN TMZ TMZ (Phase 1) is not subject to ATC approval. The TMZ incorporates parts of P18 (Class D) and EGD613C; within these areas the more stringent relevant airspace classification regulations apply.
WALNEY TMZ 540745.1N 0033800.0W - 535910.5N 0032140.2W - 535529.17N 0032639.34W - 540636.13N 0035541.49W - 540823.51N 0035539.10W - 540804.0N 0035336.0W - 541049.0N 0034630.0W thence anti-clockwise by the arc of a circle radius 15 NM centred on 541900.0N 0032505.0W to 540634.0N 0033920W - 540745.1N 0033800.0W.	FL100 _____ SFC (Class G)	WARTON APP 129.530 Between Mon-Thu 0730-1900 (0630-1800), Fri 0730-1700 (0630-1600). See also ENR 6-28. For aircraft equipped with and operating secondary surveillance radar equipment, as defined in GEN 1.5 paragraph 5.3, access to the WALNEY TMZ is not subject to ATC approval. Access to the WALNEY TMZ without serviceable transponder equipment, as defined in GEN 1.5 paragraph 5.3, is subject to specific approval of the Controlling Authority.

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

5 En-Route Radio Mandatory Zones

Designation and Lateral Limits	Vertical Limits and Classification	Controlling Authority
Ekofisk RMZ 563540N 0023642E - 564217.13N 0025020.57E thence clockwise by the arc of a circle radius 5 NM centred on 563832N 0025619E (Albuskjell A) to 564331.37N 0025620.42E - 564328.36N 0031935.09E thence clockwise by the arc of a circle radius 5 NM centred on 563829N 0031932E (Tor) to 563931.88N 0032823.33E - 561207.00N 0033843.00E (DANOR) - 560510N 0031455E - 563540N 0023642E.	1500 FT ——— SFC	Ekofisk HFIS 130.550 MHz

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

6 UK Free Route Airspace - Non-standard Planning Zone (NPZ)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Purpose
EGNPZ1 GOMUP 570000N 0100000W following the line of latitude to - 570000N 0095810.29W - 564500N 0095811.02W following the line of latitude to - 564500N 0100000W - 570000N 0100000W	Upper Limit: FL 660 Lower Limit: FL 255	To prevent traffic from filling a flight plan across the NOTA/Scottish UIR boundary and conflicting with traffic entering or leaving Shanwick Oceanic airspace via GOMUP. Shall not prevent use of GOMUP as an Entry and Exit from FRA.
EGNPZ2 GUNPA 604500N 0000000E following the line of latitude to - 604500N 0000202.26W - 610000N 0000203.22W following the line of latitude to - 610000N 0000000E - 604500N 0000000E	Upper Limit: FL 660 Lower Limit: FL 255	To prevent traffic from filling a flight plan across the Polaris/Scottish UIR boundary and conflicting with traffic entering or leaving Reykjavik Oceanic airspace via GUNPA. Shall not prevent use of GUNPA as a crossing point between Polaris and Reykjavik UIRs.
EGNPZ3 WEST NPZ 3 515232.28N 0024010.91W - 524354.41N 0024121.20W - 524443.68N 0024250.72W - 515252.89N 0024426.80W - 502125.60N 0030449.43W - 501945.78N 0030057.03W - 515232.28N 0024010.91W	Upper Limit: FL 660 Lower Limit: FL 245	To segregate and manage complex traffic flows at the flight planning stage.
EGNPZ4 WEST NPZ 4 525400.43N 0025127.56W - 525357.04N 0025033.17W - 515258.18N 0025249.02W - 503149.80N 0030806.14W - 504155.35N 0031128.89W - 515254.95N 0025712.89W - 525400.43N 0025127.56W	Upper Limit: FL 660 Lower Limit: FL 245	To segregate and manage complex traffic flows at the flight planning stage.
EGNPZ5 WEST NPZ 5 524901.25N 0030041.94W - 524905.00N 0025908.55W - 515225.52N 0030458.06W - 502548.78N 0032033.18W - 502830.84N 0032327.46W - 515237.45N 0030811.10W - 524901.25N 0030041.94W	Upper Limit: FL 660 Lower Limit: FL 245	To segregate and manage complex traffic flows at the flight planning stage.
EGNPZ6 WEST NPZ 6 524331.96N 0031324.32W - 524333.84N 0031214.24W - 514428.44N 0031709.99W - 502232.59N 0033253.61W - 502609.35N 0033607.45W - 513849.08N 0032151.59W - 524331.96N 0031324.32W	Upper Limit: FL 660 Lower Limit: FL 245	To segregate and manage complex traffic flows at the flight planning stage.
EGNPZ7 WEST NPZ 7 525424.21N 0031452.52W - 525429.44N 0031716.49W - 523653.49N 0032636.07W - 515701.32N 0033257.83W - 494050.61N 0035225.34W - 494105.00N 0034912.00W - 515714.71N 0032638.20W - 523656.80N 0032324.01W - 525424.21N 0031452.52W	Upper Limit: FL 660 Lower Limit: FL 245	To segregate and manage complex traffic flows at the flight planning stage.
EGNPZ8 WEST NPZ 8 522000.00N 0053000.00W - 514624.84N 0014120.19W - 514323.89N 0014118.50W - 521502.10N 0053000.00W - 522000.00N 0053000.00W	Upper Limit: FL 660 Lower Limit: FL 245	To segregate and manage complex traffic flows at the flight planning stage.

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Purpose
EGNPZ9 WEST NPZ 9 520557.01N 0050228.17W - 515420.01N 0032420.63W - 514757.76N 0023846.62W - 515056.17N 0032840.85W - 520230.02N 0050100.39W - 520557.01N0050228.17W	Upper Limit: FL 660 Lower Limit: FL 245	To segregate and manage complex traffic flows at the flight planning stage.
EGNPZ10 WEST NPZ 10 514141.64N 0014827.94W - 513956.97N 0014842.45W - 513937.94N 0022445.85W - 514409.13N 0033454.21W - 515551.57N 0050732.32W - 520037.42N 0051836.75W - 515904.68N 0050457.05W - 514756.26N 0033438.00W - 514239.53N 0015547.90W - 514141.64N 0014827.94W	Upper Limit: FL 660 Lower Limit: FL 245	To segregate and manage complex traffic flows at the flight planning stage.
EGNPZ11 WEST NPZ 11 514840.78N 0050540.20W - 515245.80N 0051912.90W - 515310.90N 0051355.47W - 514055.53N 0033435.14W - 513327.53N 0014013.64W - 512932.76N 0014129.61W - 513720.16N 0033651.76W - 514840.78N 0050540.20W	Upper Limit: FL 660 Lower Limit: FL 245	To segregate and manage complex traffic flows at the flight planning stage.
EGNPZ12 WEST NPZ 12 512314.52N 0014537.95W - 512709.27N 0014250.98W - 513331.62N 0033615.95W - 514408.88N 0044650.29W - 515105.30N 0055829.55W - 514633.42N 0060342.44W - 514249.13N 0044659.98W - 513021.80N 0033654.63W - 512314.52N 0014537.95W	Upper Limit: FL 660 Lower Limit: FL 245	To segregate and manage complex traffic flows at the flight planning stage.
EGNPZ13 WEST NPZ 13 511758.38N 0013459.68W - 512704.32N 0034420.14W - 514343.55N 0063229.94W - 514153.33N 0063325.89W - 512403.05N 0034336.90W - 511758.38N 0013459.68W	Upper Limit: FL 660 Lower Limit: FL 245	To segregate and manage complex traffic flows at the flight planning stage.

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

7 Channel Islands Airspace - EGJT

Purpose: To describe the complete volume of airspace delegated to Jersey by both the UK and French authorities and collectively identified as Channel Islands Airspace with the ICAO designator: EGJT.

<table>
<tr><th colspan="3">CHANNEL ISLANDS AIRSPACE - ICAO: EGJT</th></tr>
<tr><th>Vertical Limits, Classification and associated FIRs</th><th>Lateral Limits</th><th>Remarks</th></tr>
<tr><td>[TMA] FL 80 - FL 195 Class A Airspace
[CTA] FL 55 - FL 80 Class D Airspace

(London FIR & Brest FIR)</td><td>500000N 0030000W –
493500N 0030000W –
500000N 0032000W following the line of latitude to –
500000N 0030000W.</td><td rowspan="3">Controlling Authority: JERSEY ATC

0545-2100 (0445-2030) and by arrangement.

Outside Jersey notified hours the airspace adopts the classification appropriate to airway or uncontrolled airspace designation, as appropriate for the respective FIR, as detailed in the UK and France AIPs.

During the notified hours of operation of Jersey ATC, the airspace is operated in accordance with Air Navigation (Jersey) Law 2014 and Air Navigation (Rules of the Air) (Jersey) Regulations 2017.
Note: Regulations as per Standardised European Rules of the Air (SERA) but established by the Air Navigation (Jersey) Law 2014.

UK SERA derogations do not apply in Channel Island Airspace

JERSEY MET issue SIGMET for EGJT.</td></tr>
<tr><td>[TMA] FL 80 - FL 195 Class A Airspace
[CTA] 3500 FT ALT - FL 80 Class D Airspace

(Brest FIR)</td><td>500000N 0020000W following the line of latitude to –
500000N 0014700W –
494400N 0020000W –
500000N 0020000W.</td></tr>
<tr><td>[TMA] FL 80 - FL 195 Class A Airspace
[CTR] SFC - FL 80 Class D Airspace

(London FIR & Brest FIR)</td><td>500000N 0020000W –
493000N 0020000W –
490200N 0014000W following the line of latitude to –
490200N 0030000W –
500000N 0030000W following the line of latitude to –
500000N 0020000W.</td></tr>
<tr><td colspan="3">***Note:*** *The above airspace is an amalgamation of the Channel Islands CTA1 North, CTA1 South, CTA2, CTR North, CTR South, TMA North & TMA South as detailed in ENR 2.1 and EGJJ AD 2.17 and identified on chart ENR 6-40.*</td></tr>
<tr><td colspan="3">Forecast and SIGMET services within Channel Islands Airspace are provided by JERSEY MET (EGJX).</td></tr>
</table>

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.
STRUMBLE VOR/DME 0.39°W (2027) 0.7°W (2022)	STU	113.100 MHz 78X	H24	515940.87N 0050224.70W	551 FT		VOR DOC: 85 NM/50,000 FT (200 NM/50,000 FT in Sector R211-331 and 120 NM/50,000 FT in Sector R331-016). DME DOC: 85 NM/50,000 FT (170 NM/50,000 FT in Sector R136-211, 200 NM/50,000 FT in Sector R211-331 and 120 NM/50,000 FT in Sector R331-016).
SUMBURGH VOR/DME 0.18°E (2027) 0° (2023)	SUM	117.350 MHz 120Y	H24	595243.42N 0011711.51W	80 FT		APCH Aid to Sumburgh. On Sumburgh AD. VOR/DME DOC: 200 NM/50,000 FT. Due to terrain, coverage at low level is reduced in Sectors R140-160, R285-305 and R345-005.
TALLA VOR/DME 0.18°W (2027) 0.9°W (2021)	TLA	113.800 MHz 85X	H24	552956.84N 0032110.09W	2773 FT	EXAD	FRA (X): ODD FL FRA (A): EGNT, EGNV FRA (D): EGNT, EGNV VOR/DME DOC: 100 NM/50,000 FT (120 NM/50,000 FT in Sector R316-016).
TIREE VOR/DME 1.73°W (2027) 1.7°W (2024)	TIR	117.700 MHz 124X	H24	562935.61N 0065232.27W	51 FT	IAD	FRA (AD): EGAE, EGEC, EGEO APCH Aid to Tiree. On Tiree AD. VOR/DME DOC: 90 NM/50,000 FT (200 NM/50,000 FT in Sector R227-317).
TRENT DME 0.69°E (2027)	TNT	104X 115.700 MHz	H24	530314.23N 0014011.90W	994 FT		No associated En-route VOR. DME DOC: 80 NM/50,000 FT (100 NM/50,000 FT in Sector R300-000).
TURNBERRY DME 0.71°W (2027)	TRN	122X 117.500 MHz	H24	551848.28N 0044701.91W	586 FT	IAD	FRA (A): EGAA, EGAC, EGAE, EGNS, EGPN, EGPT, EGQL FRA (D): EGAA, EGAC, EGAE, EGNS, EGPH No associated En-route VOR. DME DOC: 100 NM/50,000 FT (60 NM/50,000 FT in Sector R076-226 and 200 NM/50,000 FT in Sector R271-001). In addition coverage at low level is reduced in Sector R066-106.
VENTNOR DME 1.05°E (2027)	VNR	19Y 108.250 MHz	H24	503613.79N 0011152.76W	828 FT		No associated En-route VOR. DME DOC: 130 NM/50,000 FT. Coverage at low level is reduced in Sector R065-095.
WALLASEY VOR/DME 0.14°E (2027) 0.2°W (2022)	WAL	114.100 MHz 88X	H24	532330.97N 0030804.06W	55 FT		VOR/DME DOC: 120 NM/50,000 FT.
WICK VOR/DME 0.44°W (2027) 0.8°W (2022)	WIK	113.600 MHz 83X	H24	582731.74N 0030601.34W	145 FT	IAD	FRA (AD): EGPD, EGPE, EGPO APCH Aid to Wick. On Wick AD. VOR/DME DOC: 100 NM/50,000 FT (160 NM/50,000 FT in Sector R331-001). ENR Purpose: 582732N 0030601W
WINSTONE DME 0.68°E (2027)	WIN	104Y 115.750 MHz	H24	514726.30N 0020300.77W	863 FT		No associated En-route VOR. DME DOC: 160 NM/50,000 FT. Coverage is reduced in the Sector R175-190.
WOODLEY NDB 1.09°E (2027)	WOD	352.000 kHz	H24	512710.02N 0005243.68W			No associated En-route navigational dependency. Range 25 NM.

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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		
WALNEY 540731.4N 0031536.0W	Aerodrome Beacon	Flashing White.		
WARTON 534421.9049N 0025250.1764W	Identification Beacon	Flashing Green 'WQ'	H24	
WELLESBOURNE MOUNTFORD 521127.50N 0013706.00W	Aerodrome Beacon	Flashing White.		

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
WOLVERHAMPTON/ HALFPENNY GREEN 523055.92N 0021548.99W	Identification Beacon	Flashing Green 'WBA'		
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
EGD026 LULWORTH 504020N 0020755W - 503950N 0020732W - 503751N 0020753W - 503644N 0020813W - 503503N 0020440W - 503030N 0020043W - 502654N 0020230W - 502500N 0020842W - 502500N 0021500W - 502918N 0021718W - 503000N 0021700W - 503154N 0021624W - 503536N 0021612W - 503700N 0021447W - 503800N 0021430W - 503825N 0021137W - 504028N 0021137W - 504020N 0020755W	Upper limit: 15000 FT ALT Lower limit: SFC	Vertical Limit OCNL notified to altitudes up to ALT 20,000 FT ALT. Activity: Ordnance, Munitions and Explosives / Unmanned Aircraft System (VLOS/BVLOS less than 150 KTS). Service: SUACS not available during notified operating hours. SUAAIS: Plymouth Military on 124.150 MHz when open, London Information on 124.750 MHz thereafter. Contact: Booking: FOST Area Manager, (NAVY FOST-SHIPS WAM) for the week before, FOST Duty Operations for the current week, email: NAVYFOST-SHIPSDOPS@mod.gov.uk or Tel: 01752-557550. Range Information on 01929-404859 or 01929-404712. SI 1978/1663. Unmanned Aircraft Systems (VLOS/BVLOS less than 150 KTS) will not be conducted above FL 115 and north of a line 503813N 0021301W, 503746N 0021005W and 503810N 0020750W. SUA Authority: DAATM (DIO). Hours: Mon-Thu 0800-2359 (0700-2359), Fri 0800-1600 (0700-1500); and as activated by NOTAM.
EGD031 PORTLAND 503626N 0015635W - 503000N 0015635W - 503000N 0020058W - 503030N 0020043W - 503412N 0020356W - 503435N 0020320W - then along the coastline in an easterly direction to 503626N 0015635W	Upper limit: 15000 FT ALT Lower limit: SFC	AMC - Manageable. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 124.150 MHz when open; at other times, Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). This coastline definition is a generalisation of the geographic feature; operators must not use this as a definitive boundary and are responsible for applying appropriate measures to ensure they operate within or outside of the airspace structure. Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	**2**	**3**
EGD036 PORTSMOUTH 502927N 0011208W - 500000N 0011126W - 500000N 0014301W - 500620N 0014207W - 502927N 0011208W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit: 10000 FT ALT. Vertical Limit: OCNL notified to altitudes up to 55000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 124.150 MHz when open; at other times, Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz or 124.600 MHz as appropriate or through Southampton or Jersey ATSUs, as appropriate. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.
EGD037 PORTSMOUTH 503700N 0010211W - 503700N 0003938W - 503000N 0003213W - 503000N 0011124W - 503700N 0010211W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit: 10000 FT ALT. Vertical Limit: OCNL notified to altitudes up to 55000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 124.150 MHz when open; at other times, Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz or 124.600 MHz as appropriate. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.
EGD038 PORTSMOUTH 503000N 0011124W - 503000N 0005000W - 500000N 0005000W - 500000N 0011126W - 502927N 0011208W - 503000N 0011124W	Upper limit: 55000 FT ALT Lower limit: SFC	AMC - Manageable. Vertical Limit: 10000 FT ALT. Vertical Limit: OCNL notified to altitudes up to 55000 FT ALT by NOTAM. Activity: Ordnance, Munitions and Explosives / Para Dropping / Target Towing / Unmanned Aircraft System (VLOS/BVLOS) / High Energy Manoeuvres / Electronic/Optical Hazards. Service: SUACS: Plymouth Military on 124.150 MHz when open; at other times, Swanwick Mil via London Information on 124.750 MHz. SUAAIS: London Information on 124.750 MHz or 124.600 MHz as appropriate. Contact: Pre-flight information / Booking: FOST Duty Operations, Tel: 01752-557550. SUA Authority: DAATM (HQ Navy). Hours: Mon-Thu 0800-1700 (0700-1600), Fri 0800-1400 (0700-1300); and as activated by NOTAM.

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS (continued)

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
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: RNAS Yeovilton Air Operations, Tel: 01935-455497. 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
EGD901 FAST JET AREA NORTH 594000N 0013000W - 591000N 0010000W - 580215N 0000948E - 574700N 0010000W - 574000N 0013100W following the line of latitude to - 574000N 0025821W - 581920N 0055243W - 595000N 0060149W - 594000N 0013000W	Upper limit: FL550 Lower limit: FL245	AMC: Manageable. Activity: High Energy Manoeuvres / Ordnance, Munitions & Explosives (OME). Contact: Booking: Military Airspace Management Cell – Managed Airspace, Tel 01489-612495. SUA Authority: DAATM (HQ Air). EGD901 is solely in support of Ex Joint Warrior. Hours: Activated by NOTAM.
EGD901Z FAST JET AREA NORTH FBZ 595504N 0060549W - 594449N 0012628W - 594324N 0012222W - 591224N 0005129W - 580236N 0002004E - 575826N 0001710E - 574224N 0005624W - 573500N 0012909W - 573500N 0030018W - 581514N 0055848W - 581737N 0060202W - 595156N 0061157W - 595504N 0060549W	Upper limit: As Per AUP / UUP Lower limit: FL255	For IFR planning purposes only
EGD902A SAXAVORD A circle, 0.75 NM radius, centred at 604906N 0004612W	Upper limit: 3000 FT ALT Lower limit: SFC	Activity: Spaceflight Activities / Ordnance Munitions and Explosives. Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com. SUA Authority: SaxaVord Spaceport. Hours: Activated by NOTAM.
EGD902B SAXAVORD 610000N 0010600W following the line of latitude to - 610000N 0002500W - 604600N 0002500W following the line of latitude to - 604600N 0010600W - 610000N 0010600W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Spaceflight Activities / Ordnance Munitions and Explosives. Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com. SUA Authority: SaxaVord Spaceport. Hours: Activated by NOTAM.
EGD902BZ SAXAVORD FBZ 610000N 0010802W following the line of latitude to - 610000N 0002257W - 604537N 0002257W - 604505N 0002353W - 604500N 0002449W following the line of latitude to - 604500N 0010614W - 604510N 0010715W - 604538N 0010803W - 610000N 0010802W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD902C SAXAVORD 604600N 0010600W following the line of latitude to - 604600N 0002500W - 604000N 0002500W following the line of latitude to - 604000N 0010600W - 604600N 0010600W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Spaceflight Activities / Ordnance Munitions and Explosives. Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com. SUA Authority: SaxaVord Spaceport. Hours: Activated by NOTAM.
EGD902CZ SAXAVORD FBZ 604700N 0010634W following the line of latitude to - 604700N 0002430W - 604647N 0002338W - 604617N 0002257W - 603918N 0002257W - 603900N 0002416W following the line of latitude to - 603900N 0010622W - 603906N 0010656W - 603920N 0010734W - 603945N 0010802W - 604617N 0010803W - 604644N 0010730W - 604700N 0010634W	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**
EGD902D SAXAVORD 610000N 0013000W - 604600N 0010600W - 604000N 0010600W - 604805N 0013000W - 610000N 0013000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Spaceflight Activities / Ordnance Munitions and Explosives. Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com. SUA Authority: SaxaVord Spaceport. Hours: Activated by NOTAM.
EGD902DZ SAXAVORD FBZ 610000N 0013203W following the line of latitude to - 610000N 0012719W - 604622N 0010357W - 603939N 0010357W - 603913N 0010440W - 603901N 0010530W - 603900N 0010622W - 603906N 0010656W - 603920N 0010734W - 604657N 0013016W - 604725N 0013137W - 604747N 0013203W - 610000N 0013203W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD902E SAXAVORD 610000N 0000000E - 604805N 0000000E - 604000N 0002500W - 604600N 0002500W - 610000N 0000000E	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Spaceflight Activities / Ordnance Munitions and Explosives. Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com. SUA Authority: SaxaVord Spaceport. Hours: Activated by NOTAM.
EGD902EZ SAXAVORD FBZ 610000N 0000243W following the line of latitude to - 610000N 0000000E - 604704N 0000000E - 603918N 0002257W - 603900N 0002416W following the line of latitude to - 603900N 0002605W - 603941N 0002705W - 604541N 0002704W - 604621N 0002704W - 610000N 0000243W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD902F SAXAVORD 610000N 0020445W following the line of latitude to - 610000N 0013000W - 604805N 0013000W - 610000N 0020445W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Spaceflight Activities / Ordnance Munitions and Explosives. Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com. SUA Authority: SaxaVord Spaceport. Hours: Activated by NOTAM.
EGD902FZ SAXAVORD FBZ 610000N 0020819W following the line of latitude to - 610000N 0012753W - 604748N 0012758W - 604715N 0012837W - 604657N 0013016W - 604725N 0013137W - 610000N 0020819W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD902G SAXAVORD 610000N 0013000W following the line of latitude to - 610000N 0010600W - 604600N 0010600W - 610000N 0013000W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Spaceflight Activities / Ordnance Munitions and Explosives. Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com. SUA Authority: SaxaVord Spaceport. Hours: Activated by NOTAM.

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
EGD902GZ SAXAVORD FBZ 610000N 0013203W following the line of latitude to - 610000N 0010357W - 604621N 0010357W - 604540N 0010357W - 604515N 0010435W - 604500N 0010521W following the line of latitude to - 604500N 0010614W - 604510N 0010715W - 610000N 0013203W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.
EGD902H SAXAVORD 610000N 0002500W following the line of latitude to - 610000N 0000000E - 604600N 0002500W - 610000N 0002500W	Upper limit: UNL Lower limit: SFC	AMC - Manageable. Activity: Spaceflight Activities / Ordnance Munitions and Explosives. Contact: SaxaVord Range Operations, Tel: 01479-782040, email: rangeops@shetlandspacecentre.com. SUA Authority: SaxaVord Spaceport. Hours: Activated by NOTAM.
EGD902HZ SAXAVORD FBZ 610000N 0002704W following the line of latitude to - 610000N 0000000E - 605828N 0000000E - 604505N 0002353W - 604500N 0002449W - 604500N 0002605W - 604541N 0002704W - 610000N 0002704W	Upper limit: As Per AUP / UUP Lower limit: SFC	For IFR flight planning purposes only.

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

Identification and Name Lateral Limits	Upper Limit Lower Limit	Remarks (time of activity, type of restriction, nature of hazard, risk of interception)
1	2	3
Restricted Area		
EGR002 DEVONPORT A circle, 1 NM radius, centred at 502317N 0041114W	Upper limit: 2000 FT ALT Lower limit: SFC	Flight permitted by helicopter for the purpose of landing or taking off from Kinterbury Point (KP) Helicopter Landing Site (HLS) and Ships within HM Naval Base with the permission of FOST / Plymouth Military Radar and in accordance with any conditions to which permission is subject. SI 1003/2016. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR063 DUNGENESS A circle, 2 NM radius, centred at 505449N 0005717E	Upper limit: 2000 FT ALT Lower limit: SFC	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Dungeness, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject. Flight permitted by an aircraft which has taken off from or intends to land at London Ashford (Lydd) Airport flying in accordance with normal aviation practice which remains at least 1.5 NM from the position given at column 1 for Dungeness. SI 1003/2016. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.

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**
EGR095 SARK A circle, 3 NM radius, centred at 492546N 0022145W	Upper limit: 2374 FT ALT Lower limit: SFC	Flight is not permitted except in conformity with any permission granted by or on behalf of the Channel Islands Director of Civil Aviation. The Island of Sark is within Bailiwick of Guernsey territorial waters although within the Brest FIR. Guernsey SI 1985/21. Contact: Refer to Statutory Instrument.
EGR101 ALDERMASTON A circle, 1.5 NM radius, centred at 512203N 0010847W	Upper limit: 2400 FT ALT Lower limit: SFC	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Aldermaston, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject. SI 1003/2016. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR104 BURGHFIELD A circle, 1 NM radius, centred at 512424N 0010125W	Upper limit: 2400 FT ALT Lower limit: SFC	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Burghfield, with the permission of the person in charge of the installation and in accordance with any conditions to which that permission is subject. SI 1003/2016. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR105 HIGHGROVE HOUSE A circle, 1.5 NM radius, centred at 513720N 0021050W	Upper limit: 2000 FT ALT Lower limit: SFC	Flight permitted by: any aircraft in the service of National Police Air Service; any aircraft flying in the service of the Helicopter Emergency Medical Service; any aircraft flying in the service of the Maritime and Coastguard Agency; any aircraft flying in the service of The King's Helicopter Flight; any aircraft flying in accordance with a permission issued by the Gloucestershire Constabulary Royalty Household Protection Group; any aircraft either operated by a member of the Royal Family, or landing in the grounds of Highgrove House at the invitation of the person in charge of the household there, provided that the Gloucestershire Constabulary Royalty Household Protection Group has been informed in advance of such intended flight or landing. SI 907/2018. Contact: Refer to Statutory Instrument.
EGR106 RAYMILL HOUSE, LACOCK A circle, 1 NM radius, centred at 512523N 0020646W	Upper limit: 1600 FT ALT Lower limit: SFC	Flight permitted by: any aircraft in the service of National Police Air Service; any aircraft flying in the service of the Helicopter Emergency Medical Services; any aircraft flying in the service of Maritime and Coastguard Agency; any aircraft flying in the service of The King's Helicopter Flight. Flying in accordance with an agreed exemption issued by, or with the permission of, the Wiltshire Police Constabulary Royalty Protection Department. SI 703/2021. Contact: Refer to Statutory Instrument.
EGR107 BELMARSH 513020N 0000529E thence clockwise by the arc of a circle radius 0.5 NM centred on 512951N 0000541E to 512943N 0000454E - 513020N 0000529E	Upper limit: 2000 FT ALT Lower limit: SFC	The Restricted Area applies only to helicopters. Flight permitted by any helicopter for the purpose of carrying out an IFR approach to London/City Airport for cloud break purposes. Flight permitted by any helicopter operated by or on behalf of a police force for any area of the United Kingdom. SI 1989/2118 as amended by SI 1993/2123. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.

ENR 5.5 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: 120.090. 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
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.

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
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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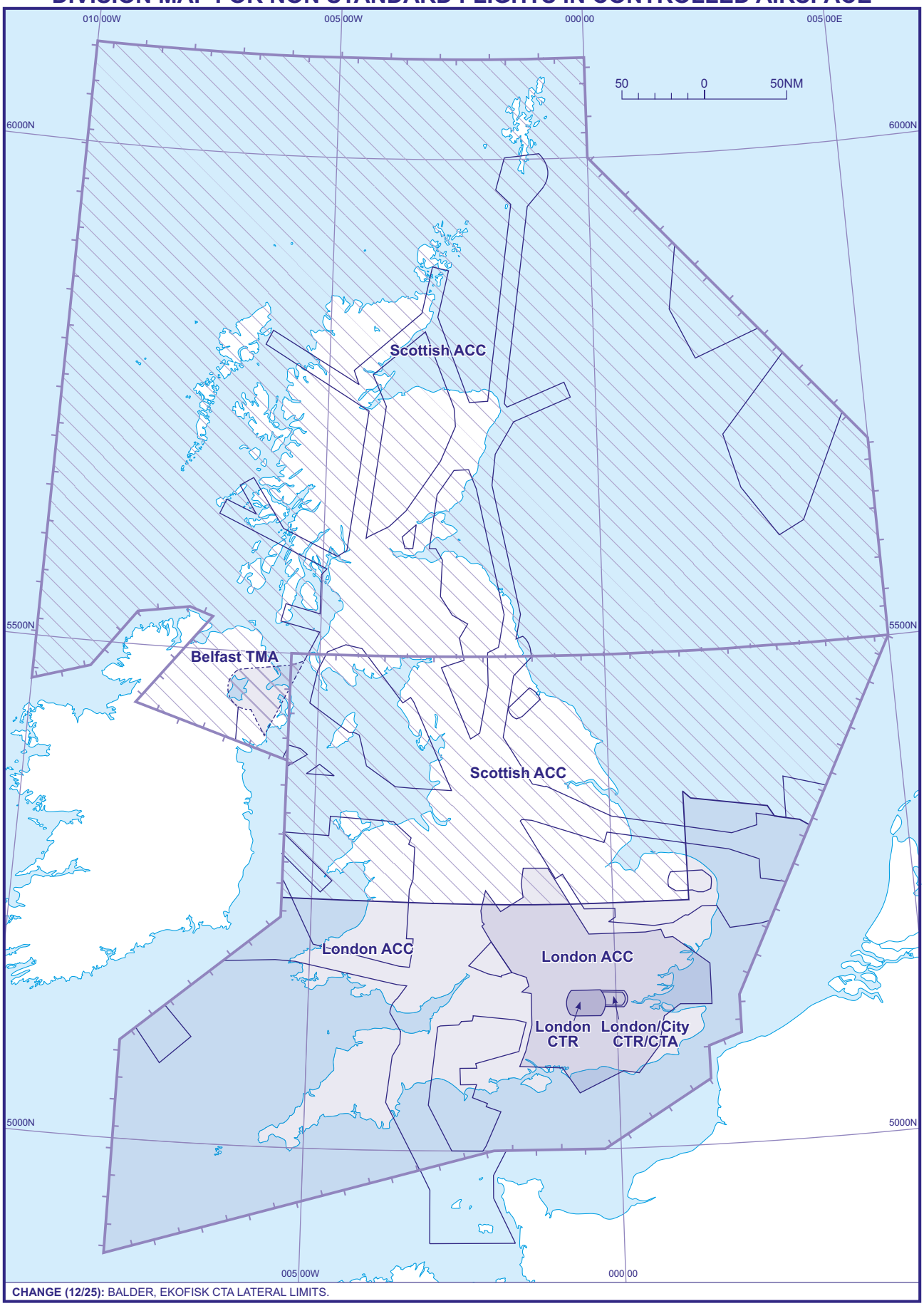
DIVISION MAP FOR NON STANDARD FLIGHTS IN CONTROLLED AIRSPACE



CHANGE (12/25): BALDER, EKOFISK CTA LATERAL LIMITS.

AERO INFO DATE 05 SEP 25

ENR 6-5

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CHART OF LONDON FIR AND SCOTTISH FIR AIRSPACE CLASSIFICATIONS - SFC-FL195

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Chart compiled and drawn by NATS
AERO INFO DATE 09 SEP 25

UK ATS AIRSPACE CLASSIFICATIONS

CAA Aviation Authority

	A	C	D	E	G
IFR — ATC SEPARATION PROVIDED	IFR ⟷ IFR	IFR ⟷ IFR/VFR‡ VFR ⟷ IFR/VFR‡	IFR ⟷ IFR/VFR‡	IFR ⟷ IFR	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‡ ⟷ IFR/VFR‡	VFR/VFR‡ ⟷ IFR/VFR‡	UK FLIGHT INFORMATION SERVICES	UK FLIGHT INFORMATION SERVICES
VFR — TRAFFIC INFORMATION PROVIDED		VFR ⟷ ATC ⟷ VFR	VFR ⟷ ATC ⟷ IFR/VFR	Traffic, Basic	Traffic, Basic
VFR — VMC MINIMA	The VMC minima in Class A airspace are the same as those in Class C 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	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 4:
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 19, STRANGFORD CTA 1, 5, 6, 8:
Part or all of this CTA may not be available when activity associated with D510, Llanbedrog MOD, requires access to the area. Non-availability of airspace will be notified to GAT by Scottish ACC. The base of this CTA will be raised to FL105 when activity associated with D510, Llanbedrog MOD, requires access to the area.

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.
Class D airspace (base 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 10, CTA 11, CTA 12, CTA 13, BORDERS, CTA 12, CTA 13, CTA 14:
Lanbedrog MOA - Unavailability as specified by NOTAM when required for MOD access or by activation of EGD516Z.

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 D between hours 1700-0900 (1600-0800) Monday-Thursday.
Class D 1700-0800 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 D between hours 1700-0900 (1600-0800) Monday-Thursday.
Class D 1700-0800 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 (2301-0500).
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/EGD717Z 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 Dumbuncrh CTA/CTR the lower limit of MORAY CTA 16 changes to FL100.

Note 19 PEPZE CTA 13, CTA 14; COTSWOLD CTA 15, CTA 17
Flexible use of airspace from SFC to FL195, 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 MX and Cardiff ACC.
MADLEY Box bounded by great circle lines joining: 520734N 00257449W ;
5207126N 0024624W ; 5156N 00240W ; 5156N 00257W ; 520734N 00257449W.
SOUTH WALES Box bounded by great circle lines joining: 5156N 00257W ;
5156N 00247W ; 5152N 00240W ; 5152N 00250W ; 5157N 00258W.
During periods of activation of these areas ATC will direct aircraft to remain clear of the active area.

Note 20 SCOTTISH TMA 1, 2, 3, 4, 5 TMZ:
Within the lateral boundaries of Scottish TMA 1, 2, 3, 4, 5 between 6000 FT ALT and FL 100 is a Transponder Mandatory Zone (TMZ). Unless in receipt of a transponder with Mode A code and Mode C altitude (or equivalent Mode S) is mandatory.

CHART OF LONDON FIR AND SCOTTISH FIR AIRSPACE CLASSIFICATIONS - FL195-FL245

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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.

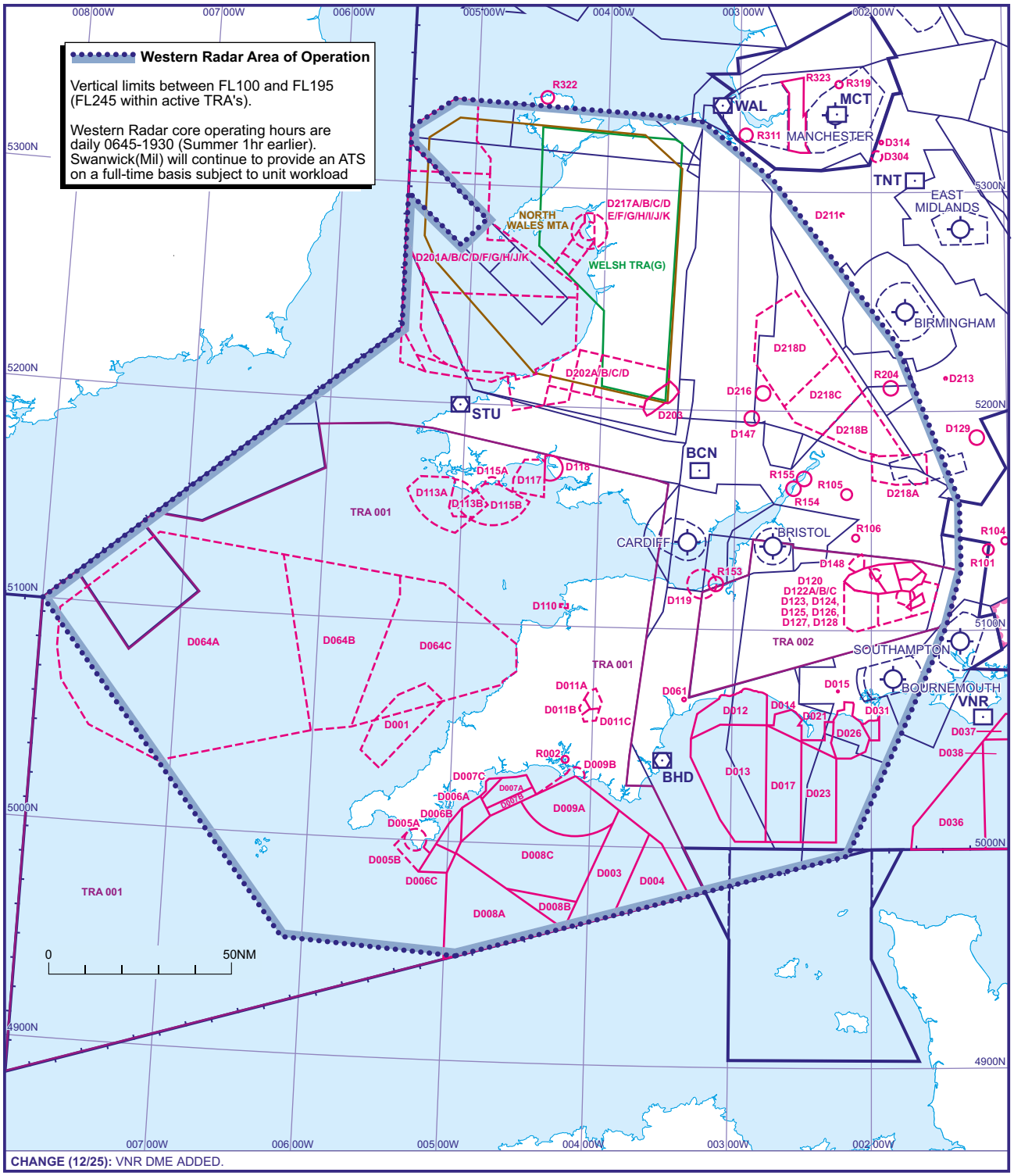
TRAs may be activated at other times by NOTAM.

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.

WESTERN RADAR AREA OF OPERATION

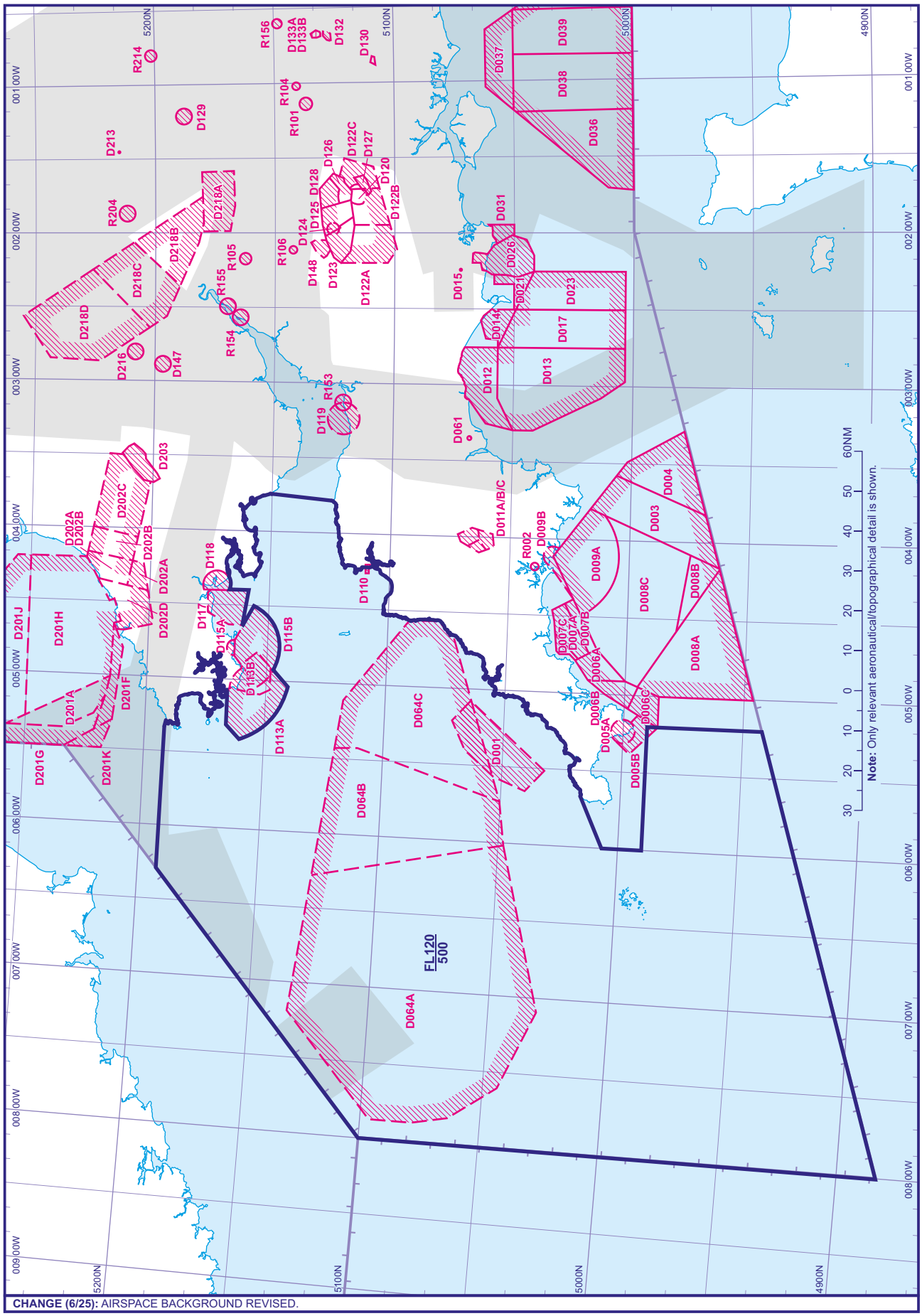


CHANGE (12/25): VNR DME ADDED.

AERO INFO DATE 19 SEP 25

ENR 6-15

ROYAL NAVAL NAVIGATIONAL TRAINING FLYING – SOUTH WEST APPROACHES

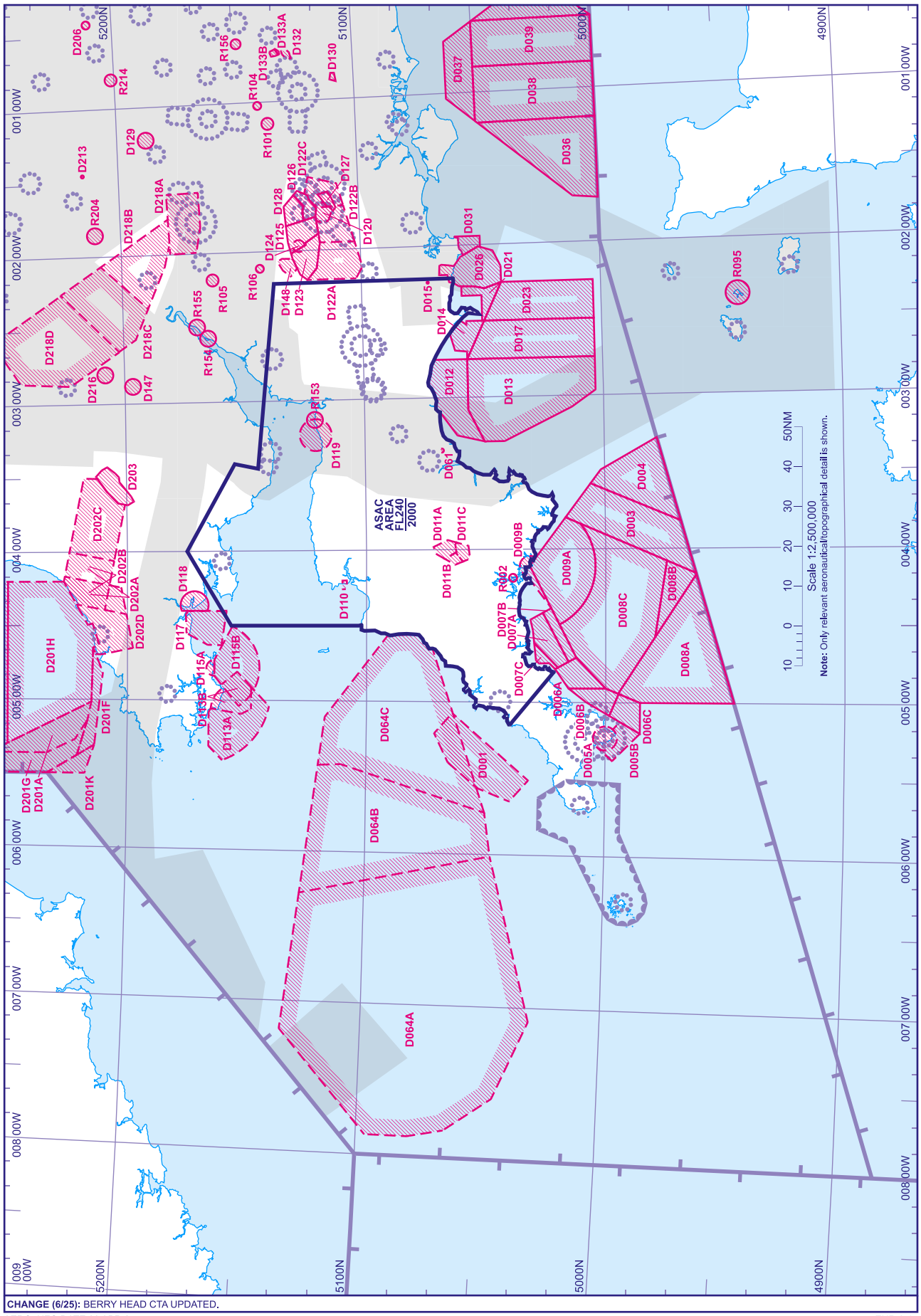


CHANGE (6/25): AIRSPACE BACKGROUND REVISED.

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

The airspace below all airways and the Clacton, Cotswold, North Sea, Strangford and Worthing CTAs is part of the forecast QNH Altimeter Setting Region System (ASRs). Within all CTRs and within and below all TMAs and all other CTAs, during their notified hours of operation, the airspace does not form part of the forecast QNH ASRs.

PUFFIN
MARLIN
SHETLAND
SKERRY
PETREL
For Northern North Sea Radar Advisory Service Areas altimeter setting procedures, see ENR 1.15.
ORKNEY
PORTREE
RATTRAY
BELFAST
TYNE
SKUA
HUMBER
HOLYHEAD
BARNSLEY
YARMOUTH
WESSEX
COTSWOLD
CHATHAM
SCILLIES
PORTLAND

BODO OCEANIC FIR
REYKJAVIK FIR
SHANWICK OCEANIC FIR
SCOTTISH FIR/UIR
POLARIS FIR
COPENHAGEN FIR
AMSTERDAM FIR
SHANNON FIR
BRUSSELS FIR
PARIS FIR
BREST FIR
SCOTTISH FIR/UIR
LONDON FIR/UIR

Sumburgh CTA
Moray CTA
Balder CTA
Ekofisk CTA
Aberdeen CTA
Tay CTA
Forth CTA
Borders CTA
Scottish TMA
Argyll CTA
Irish Sea CTA
Belfast TMA
Belfast City CTA
Strangford CTA
Isle of Man CTA
Holyhead CTA
Liverpool CTA
Manchester TMA
Newcastle CTA
Teesside International CTA
Yorkshire CTA
Northern CTA
Leeds Bradford CTA
Lincolnshire/ Wash CTA
North Sea CTA
Norwich CTA
Daventry CTA
Midlands CTA
East Midlands CTA
Pepze CTA
Birmingham CTA
Clacton CTA
Southern CTA
Luton CTA
Stansted CTA
Southend CTA
London TMA Southern CTA
Gatwick CTA
Strumble CTA
West CTA
Cotswold CTA
Bristol and Cardiff CTA
Severn Sands Cotswold CTA
Banba CTA
Berry Head CTA
Solent CTA
Portsmouth CTA
Worthing CTA
Channel Islands TMA

632833N 0004622W
632833N 0000000
625327N 0003821E
622219N 0010622E
614410N 0013329E
613000N 0032350W
613000N 0010000W
613000N 0014207E
612122N 0014718E
610000N 0040000W
600000N 0053730W
595346N 0020430E
593000N 0020500W
593000N 0010000W
593000N 0015006E
593000N 0013234W
591722N 0014236E
590000N 0080000W
583500N 0040500W
582644N 0014657W
582546N 0012900E
575400N 0015800E
575336N 0002324W
571000N 0100000W
564000N 0002925W
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563645N 0025828W
563540N 0023642E
561400N 0033259W
560510N 0031455E
555004N 0032355E
554406N 0050000W
552337N 0031218W
552000N 0081500W
552500N 0072000W
552000N 0065500W
550000N 0010000E
544500N 0090000W
544100N 0032800W
544500N 0031200W
543715N 0025349E
543400N 0100000W
542500N 0081000W
542400N 0002400W
542245N 0024543E
535745N 0025155E
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521403N 0010009W
521304N 0023417E
520300N 0060308W
520633N 0012617W
515735N 0010000E
515548N 0010705E
513000N 0020000E
511936N 0010922W
511630N 0032835W
510700N 0020000E
510000N 0080000W
510000N 0012800E
504000N 0012800E
500000N 0020000W
500000N 0001500W
500320N 0000639W
494809N 0030939W
493400N 0042722W
485000N 0080000W

01500W
010 00W
005 00W
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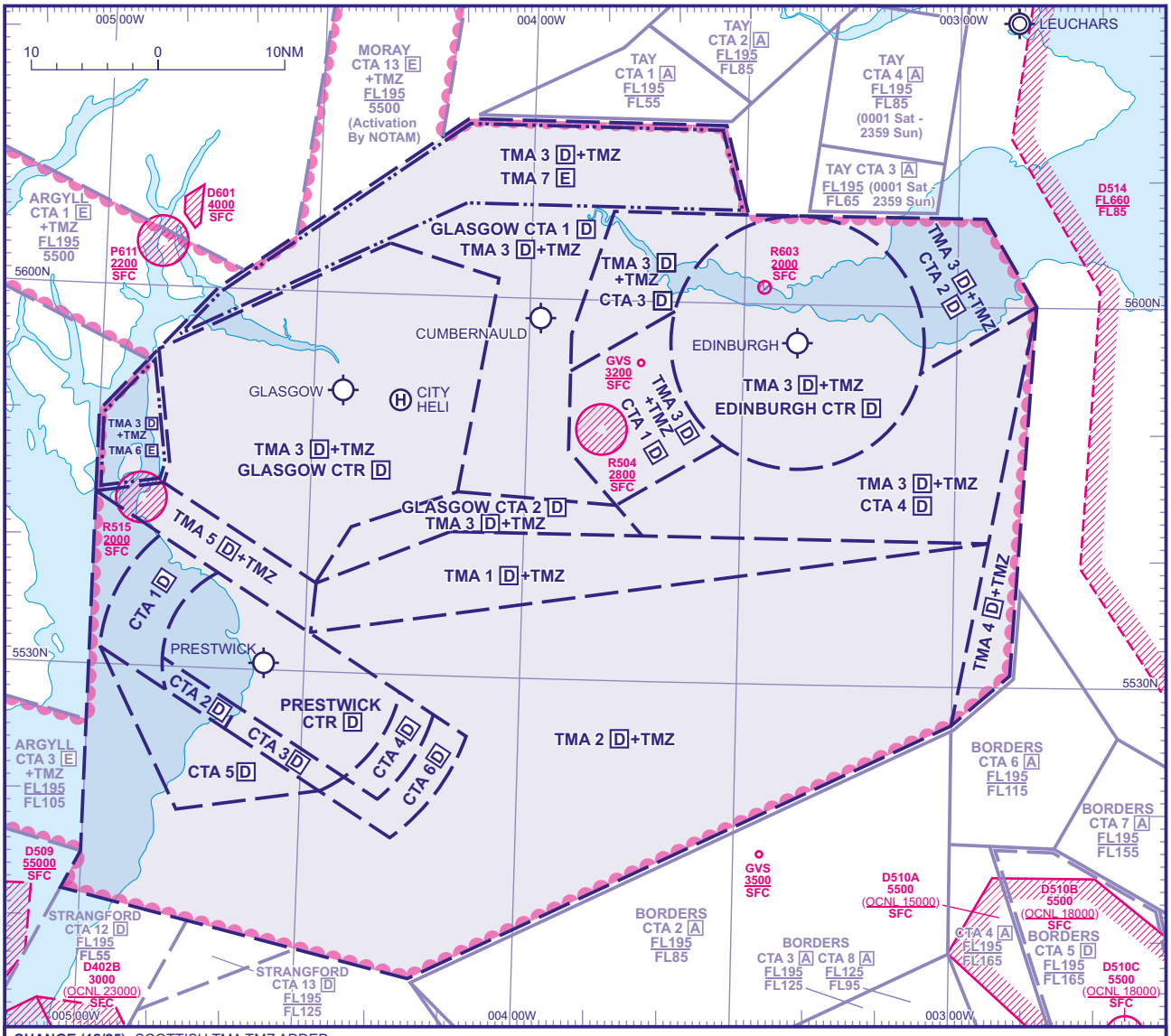
005 00E
6000N
5500N
5000N

CHANGE (12/25): BALDER, EKOFISK CTA LATERAL LIMITS REVISED.

SCOTTISH TMA



CHANGE (12/25): SCOTTISH TMA TMZ ADDED.

AERO INFO DATE 05 SEP 25

ENR 6-37

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

SCOTTISH			TMZ
TMA-1	D	FL195 / 4500	FL100 / 6000
TMA-2	D	FL195 / 5500	FL100 / 6000
TMA-3	D	FL195 / 6000	FL100 / 6000
TMA-4	D	FL195 / 5500	FL100 / 6000
TMA-5	D	FL195 / 3500	FL100 / 6000
TMA-6	E	6000 / 3000	
TMA-7	E	6000 / 4000	

EDINBURGH		
CTR	D	6000 / SFC
CTA-1	D	6000 / 2500
CTA-2	D	6000 / 2500
CTA-3	D	6000 / 3500
CTA-4	D	6000 / 3500

PRESTWICK		
CTR	D	5500 / SFC
CTA-1	D	5500 / 1500
CTA-2	D	5500 / 2000
CTA-3	D	5500 / 3000
CTA-4	D	5500 / 3000
CTA-5	D	5500 / 3500
CTA-6	D	5500 / 4000

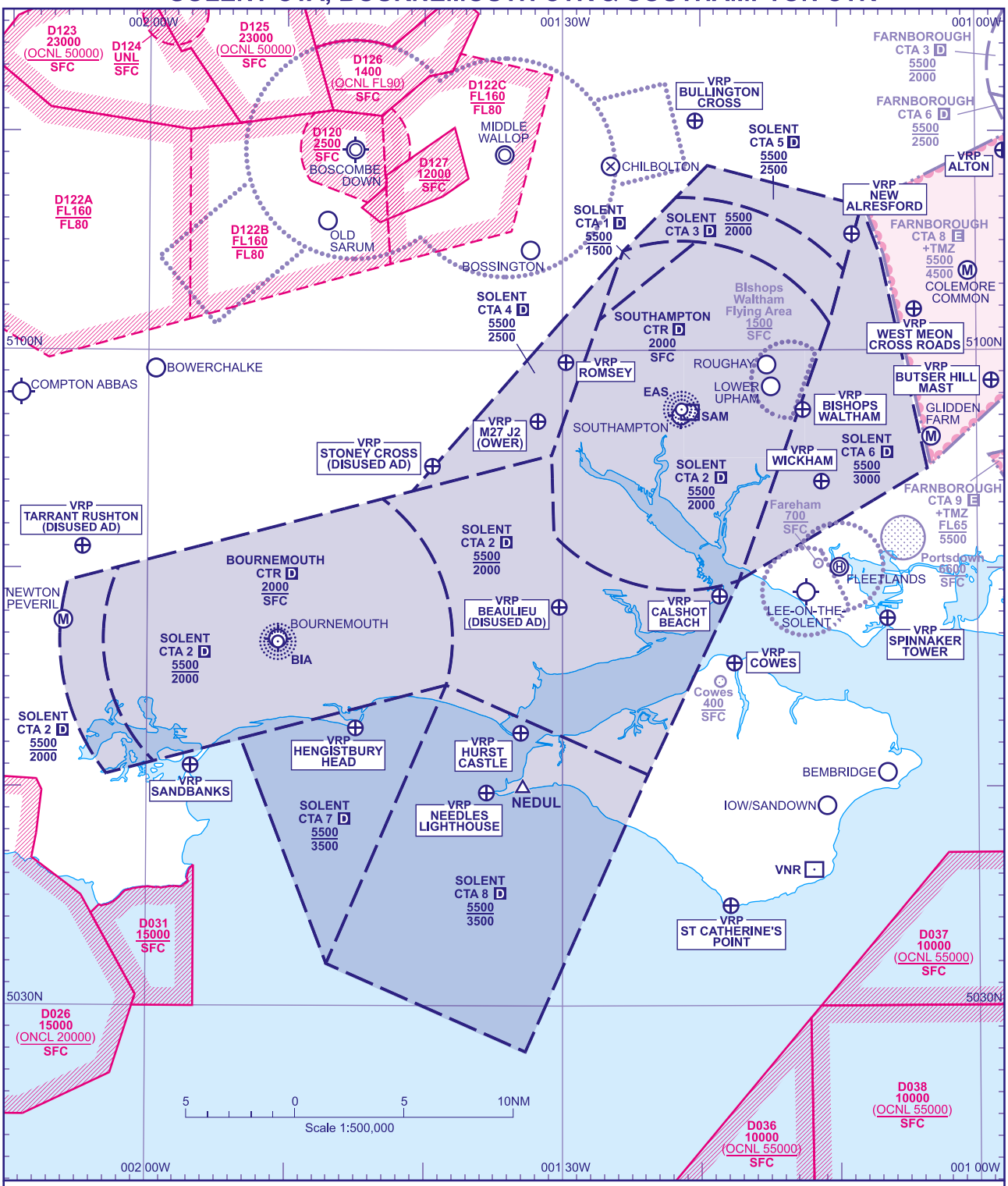
GLASGOW		
CTR	D	6000 / SFC
CTA-1	D	6000 / 3000
CTA-2	D	6000 / 3500

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.

AIRWAYS Class A/D/E except within TMA.

SOLENT CTA, BOURNEMOUTH CTR & SOUTHAMPTON CTR



ATS AIRSPACE VERTICAL LIMITS
Controlled airspace with a base in excess of **5500**ALT is not shown.

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

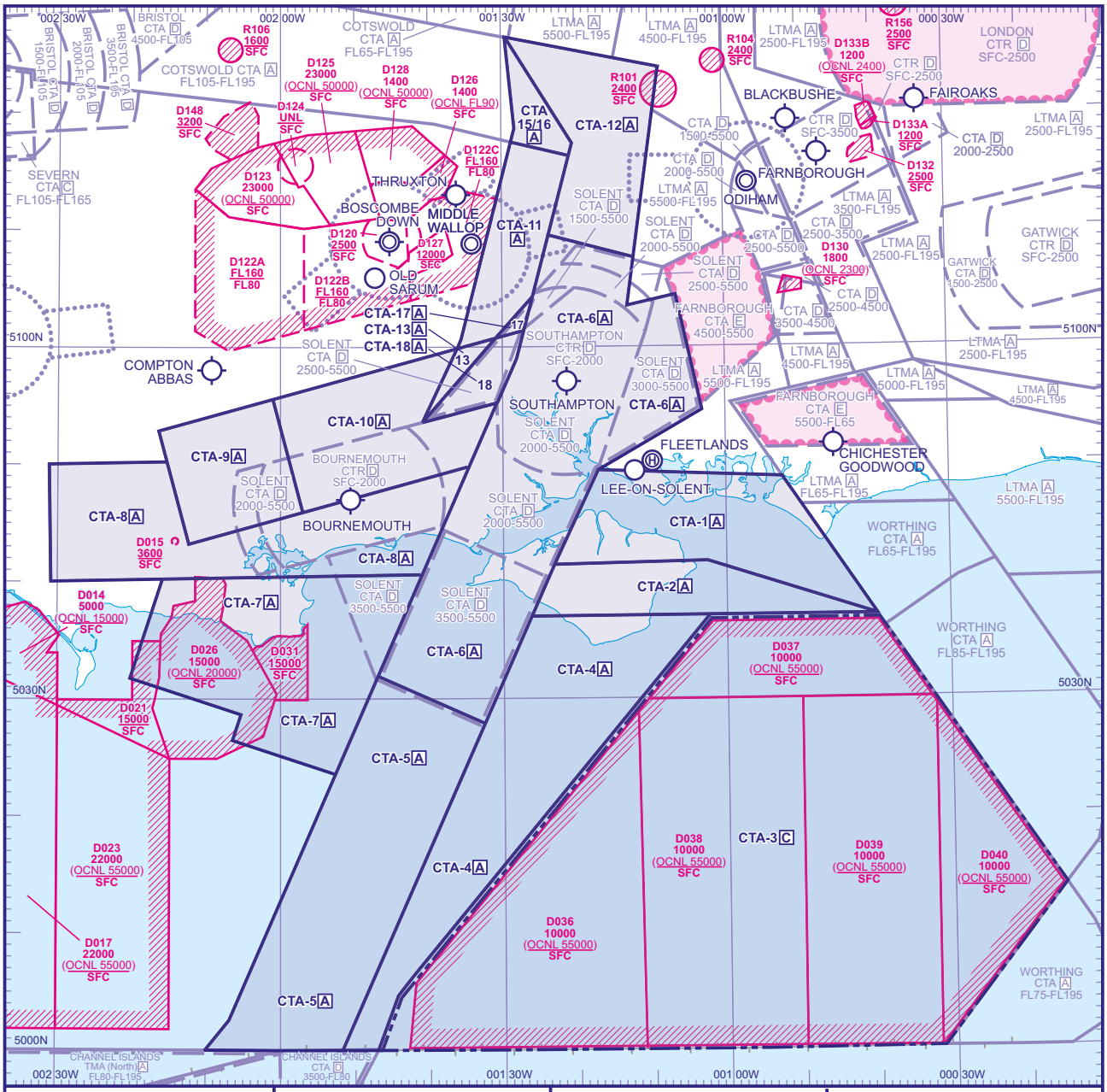
For hours of operation see ENR 2.1.

CHANGE (12/25): VRN DME ADDED.

AERO INFO DATE 19 SEP 25

ENR 6-38

PORTSMOUTH CTA



PORTSMOUTH

CTA-1	A	FL195 / FL65	CTA-6	A	FL195 / FL55	CTA-11	A	FL115 / FL65	CTA-17	A	FL115 / FL55
CTA-2	A	FL195 / FL75	CTA-7	A	FL195 / FL165	CTA-12	A	FL195 / FL65	CTA-18	A	FL95 / FL55
CTA-3	C	FL195 / FL125	CTA-8	A	FL195 / FL155	CTA-13	A	FL95 / FL65			
CTA-4	A	FL195 / FL105	CTA-9	A	FL195 / FL135	CTA-15	A	FL105 / FL65			
CTA-5	A	FL195 / FL55	CTA-10	A	FL195 / FL95	CTA-16	A	FL195 / FL105			

LATERAL LIMITS

See Portsmouth CTA ENR 2.1

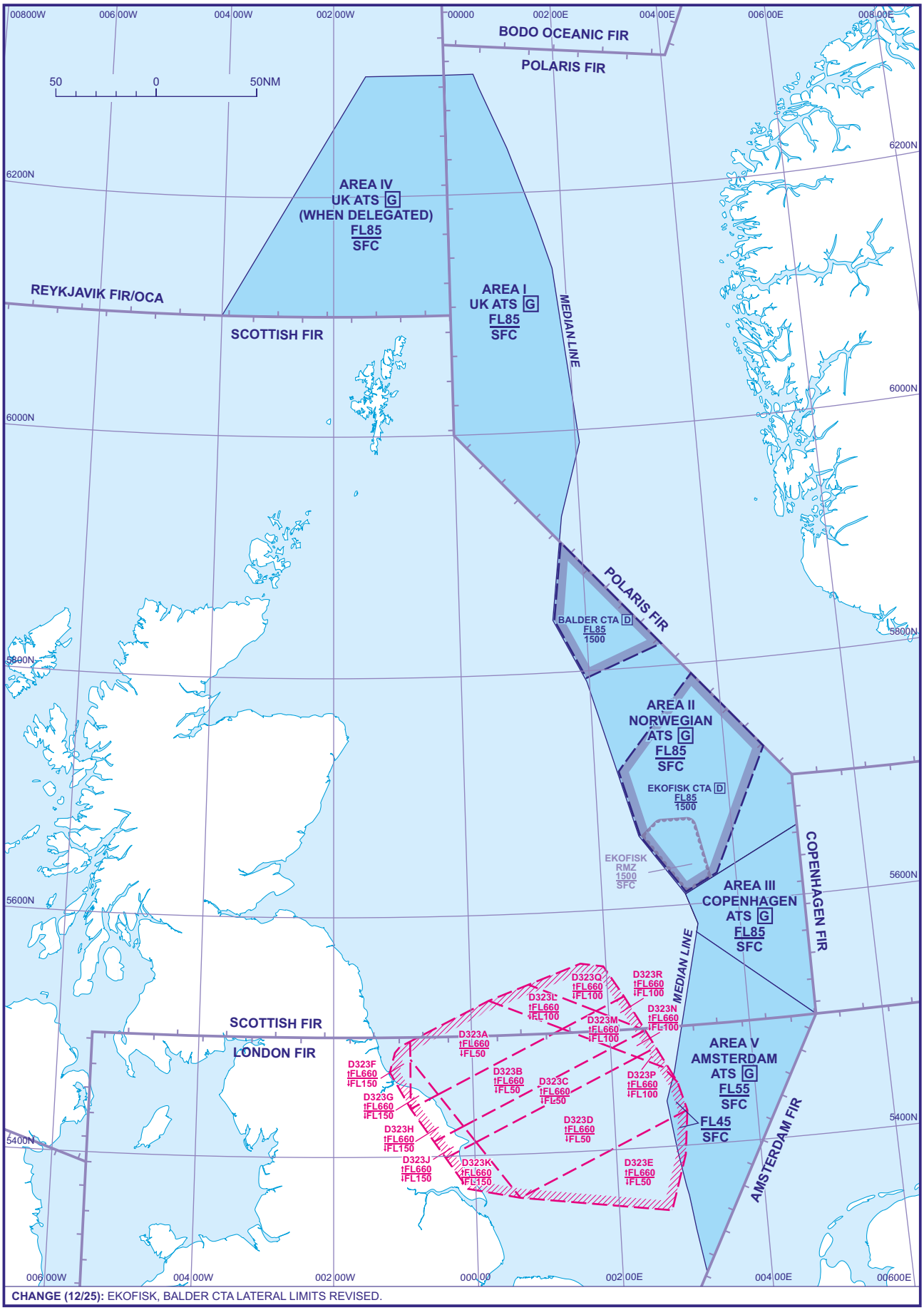
NOTES

1. **CTA 6**:
   During the notified hours of operation of Solent CTA the base changes to 5500ft ALT
2. **CTA 11, CTA 13, CTA 15**:
   Open daily 0630-0930 and 1730-2130 (Winter), 0445-0830 and 1630-2030 (Summer).
3. **CTA 17, CTA 18**:
   Open daily 0630-0930 and 1730-2130 (Winter), 0445-0830 and 1630-2030 (Summer).
   During the notified hours of operation of Solent CTA the base changes to 5500ft ALT.

CHANGE (6/23): D148 KEEVIL ADDED.

AERO INFO DATE 21 MAR 23

DELEGATION OF ATS RESPONSIBILITIES - WITHIN NORTH ATLANTIC AND NORTH SEA LOWER AIRSPACE



CHANGE (12/25): EKOFISK, BALDER CTA LATERAL LIMITS REVISED.

AERO INFO DATE 05 SEP 25

ENR 6-44

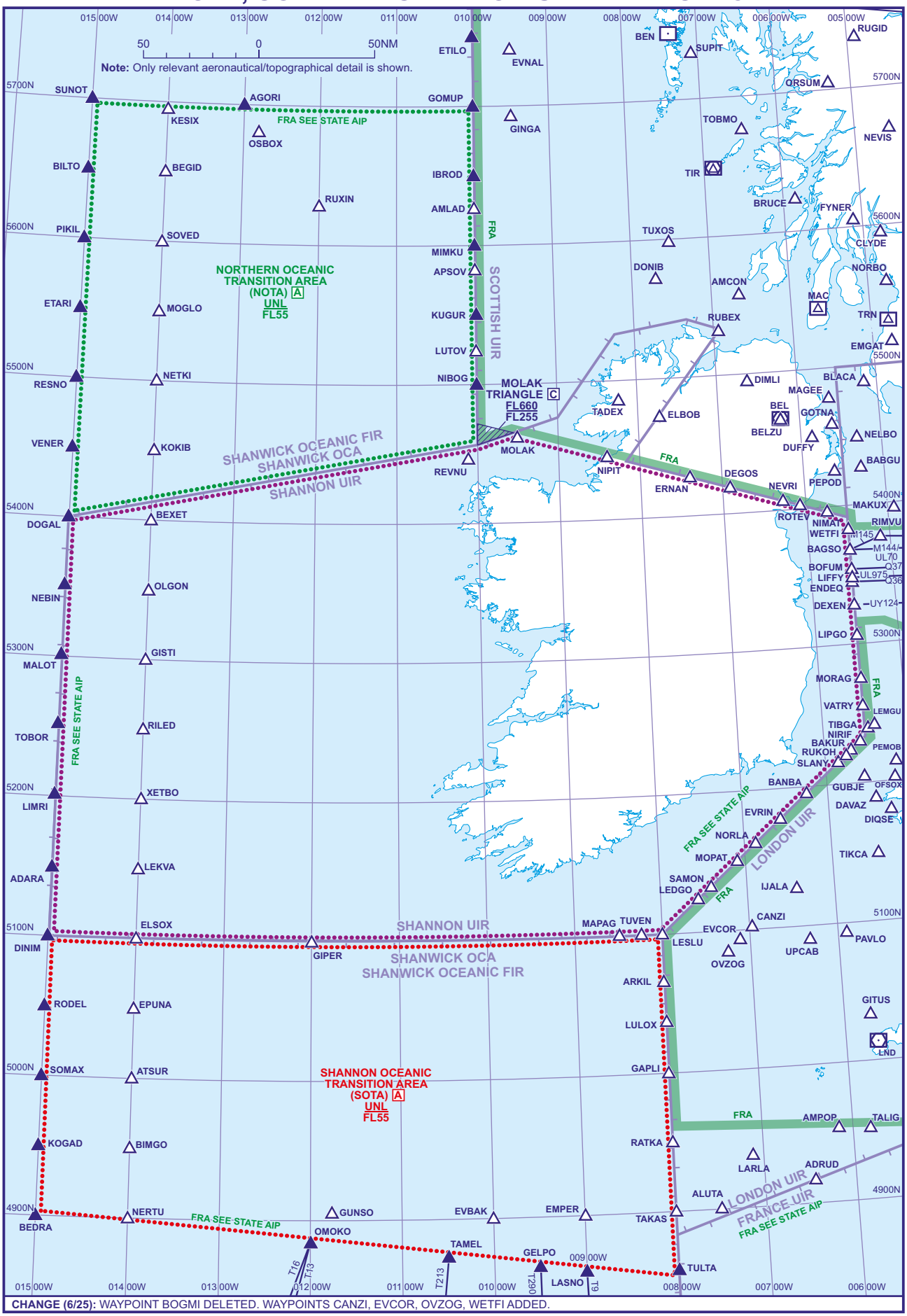
MILITARY AERODROME TRAFFIC ZONES

CHANGE (12/25): BALDER, EKOFISK CTA ADDED TO BACKGROUND AIRSPACE.

AERO INFO DATE 05 SEP 25

ENR 6-59

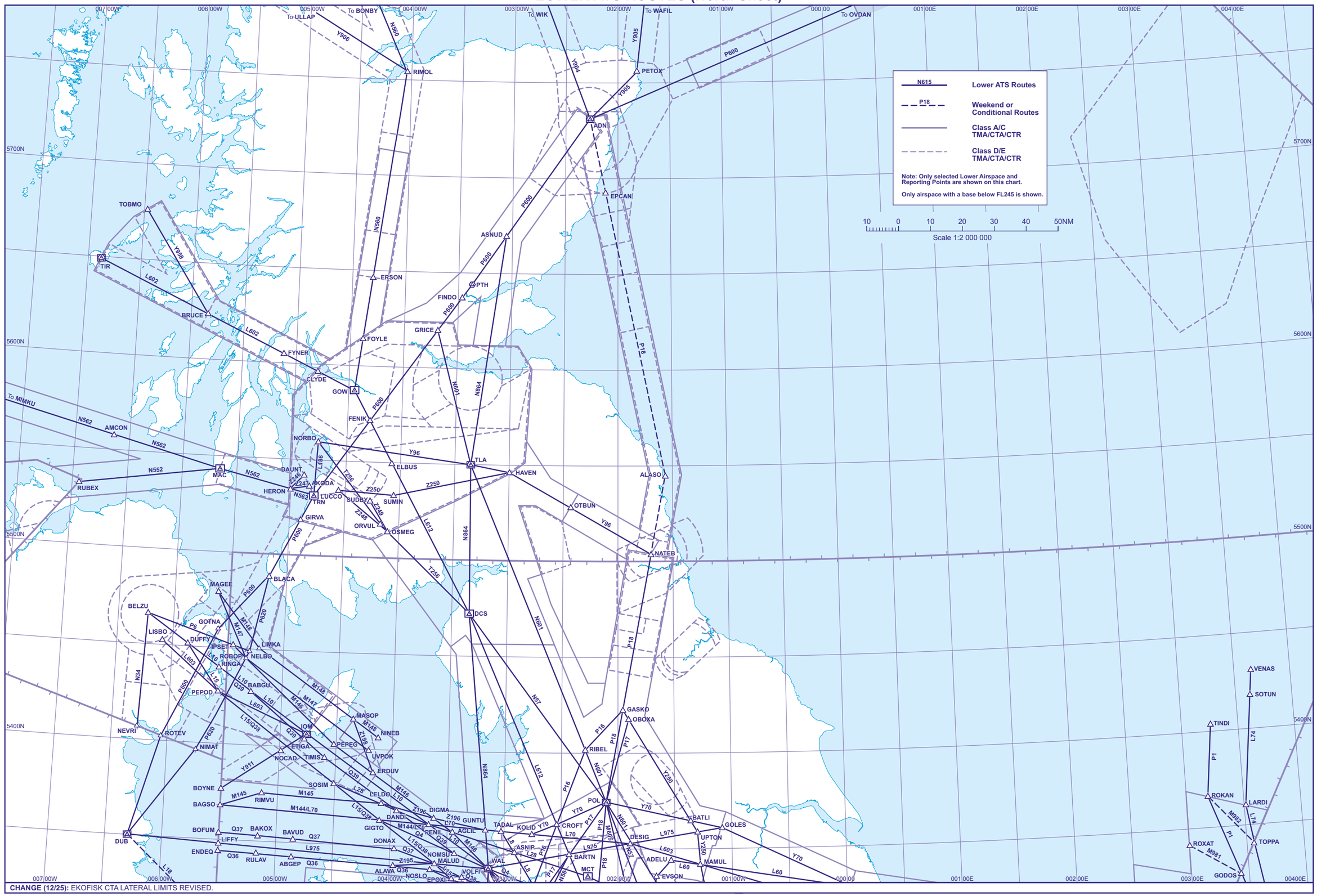
NOTA, SOTA AND SHANNON UPPER AIRSPACE



CHANGE (6/25): WAYPOINT BOGMI DELETED. WAYPOINTS CANZI, EVCOR, OVZOG, WETFI ADDED.

AERO INFO DATE 26 MAR 25

LOWER ATS ROUTES (North Sheet)



CHANGE (12/25): EKOFISK CTA LATERAL LIMITS REVISED.

AERO INFO DATE 05 SEP 25

ENR 6-69

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

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.

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.

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.

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.

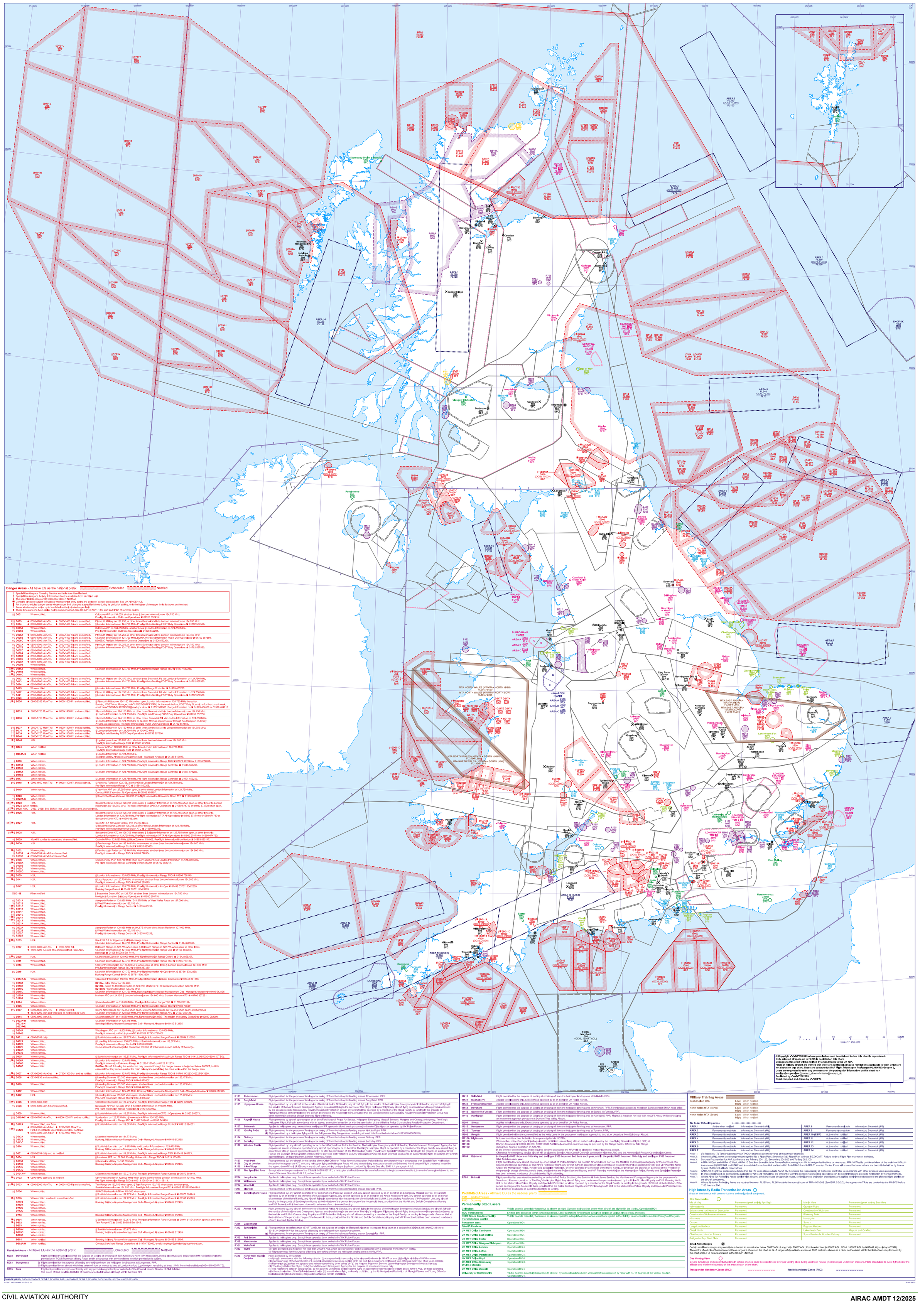
- Military Mandatory Radar Service Area (MRSA)
- North Sea Reduced Co-ordination Area (NS RCA)
- NPZ
- Upper ATS Routes
- Weekend or Conditional Routes
- Class A/C TMA/CTA/CTR
- Military Training Area (for details see ENR 5-2)
- Temporary reserved Areas (Gliding) (TRA(G))
- Cross Boarder Free Route
- FRA Boundary
- (A) FRA Arrival Connecting Point
- (D) FRA Departure Connecting Point
- (E) FRA Horizontal Entry Point
- (I) FRA Intermediate Point
- (X) FRA Horizontal Exit Point

Note: Only Airspace at FL245 and above is shown.

*NDB HEN and NDB WOD are depicted as functioning NDBs, however the NDBs are not required for en-route navigational purposes.

CHANGE (10/25): OCTIZ RENAMED TO ORZEB, EDITORIAL.
AERO INFO DATE 27 JUN 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.		§ London Information on 124.750 MHz, Pre-flight Information Range TSO ☎ 01837 657210.
‡✱§ D011B	When notified.		
‡✱§ D011C	When notified.		
†§ 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 Area Manager, NAVY FOSTG@RPS WAM) for the week before, FOST Duty Operations for the current week, email: NAVYFOST-GHRPSOPS@mod.gov.uk or ☎ 01752 557550, Range Information on ☎ 01929 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 127.355 when open, at other times London Information on 124.750 MHz, Contact RNAS Yeovilton Air Operations ☎ 01935 455497.
§ 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.	D123, 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, § Brize 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 ◆ 0900-1200 Fri, ◆ 1700-2200 Tue and Thu and as notified (Sep-Apr).		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.
†§ 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 134.280.
†§ 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	◆ 0900-1500 Fri,	Donna Nook Range on 122.755 when open; § Donna Nook Range on 122.755 when open; at other times
	◆ 1630-2200 Mon and Wed and as notified (Sep-Apr).		§ 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	When notified.		§ London Information on 125.475 MHz.
D323J-N			Booking: Military Airspace Management Cell – Managed Airspace ☎ 01489 612495.
D323P-R			
†§ D324A	When notified.		Waddington ATC on 119.505 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.		§ Luce 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 Hirkcubright Range TSO ☎ 01412 248500/248501 (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 ☎ 01786 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 442966.
§ 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.		§ Scottish 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 ◆ 1700-1900 Mon-Thu. H24, For notifiable upper limit extension, *not from* ◆ 0600-0900 Mon-Fri or ◆ 1700-1900 Mon-Thu.		
§ D513A	When notified.		§ London 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 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: SaxaVord 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 FOSTP(Plymouth 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 Airfield (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 Protection Group has been informed in advance of such intended flight or landing.
R106	Raynhill 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, in accordance with an agreed exemption issued by, or with the permission of, the Wiltshire Police Constabulary Royalty Protection Department.
R107	Balmarsh	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 Bridgwater 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 Specialist 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 Specialist Flight Notification issued by the appropriate ATC unit; any helicopter flying on Helicopter Route HC any aircraft flying in accordance with an Enhanced Non-Standard Flight clearance issued by
R158	City of London	the appropriate ATC unit (**R159** only), any aircraft approaching or departing from London/City Airport, see also ENR 1.1, paragraph 4.1.6.
R159	Isle of Dogs	
R160	The Specified Area	Except with written permission of the RAF (☎ 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 Lartin	Applies to helicopters only, Except those operated by or on behalf of UK Police Forces.
R212	Whitemoor	Applies to helicopters only, Except those operated by or on behalf of UK Police Forces.
R214	Woodhill	Applies to helicopters only, Except those operated by or on behalf of UK Police Forces.
R217	Stocwell	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Stocwell, PPR.
R219	Sandringham House	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 Specialist Flight Notification issued by the appropriate ATC unit; any helicopter flying on Helicopter Route HC any aircraft flying in accordance with an Enhanced Non-Standard Flight clearance issued by the appropriate ATC unit (**R159** only), any aircraft approaching or departing from London/City Airport, see also ENR 1.1, paragraph 4.1.6.
R220	Anmer Hall	Except with written permission of the RAF (☎ 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.
R311	Capenhurst	Applies to helicopters only, Except those operated by or on behalf of UK Police Forces.
R312	Springfields	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.
R315	Full Sutton	(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.
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 under 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 Wylfa, 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; (**ii**) mandatory use of the Manchester or Liverpool atmospheric pressure setting QNH (a); and (iv) a maximum certificated take-off mass (MCTOM) of up to 40,000 KG, (b) Restriction (a)(ii) does not apply to any aircraft operated by or on behalf of – (i) the National Police Air Service; (ii) the Helicopter Emergency Medical Service; (**i**) 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 visualline 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(e), remain prohibited.
R413	Sellafield	Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Sellafield, PPR.
R431	Magharery	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		RAFLO) Scottsdale ☎ 01469 443100, ECR610CD 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 Coordination 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 VIP Planning North Unit or the Metropolitan Police, Royalty and Specialist Protection has been informed in advance of such intended flight or landing.

CHART OF UNITED KINGDOM AREAS OF INTENSE AIR ACTIVITY (AIAA) AND AERIAL TACTICS AREAS (ATA)

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Only selected airspace up to FL245 is depicted on this chart.
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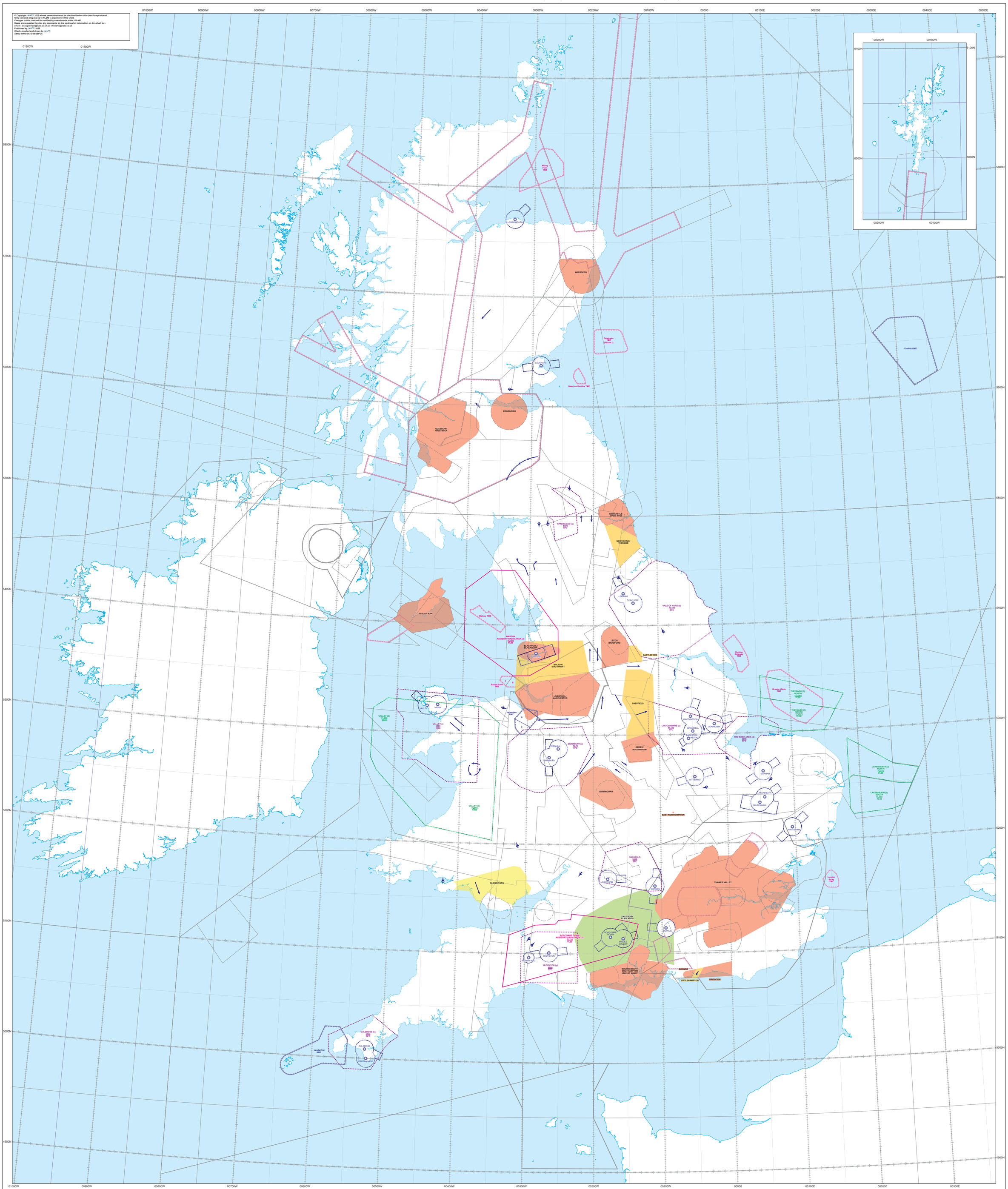

Areas of Intense Air Activity

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 119.505 MHz and Coningsby ATC on 119.205 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 119.205 MHz and Waddington ATC on 119.505 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 (12/25): BALDER, EKOFISK CTA LATERAL LIMITS REVISED.

EGSL — ANDREWSFIELD

EGSL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGSL — ANDREWSFIELD

EGSL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 515342N Long: 0002657E Mid point of Runway 09L/27R
2	Direction and distance from city	4 NM WNW of Braintree.
3	Elevation / Reference temperature / Mean Low Temperature	286 FT / 19 °C / -
4	Geoid undulation at AD ELEV PSN	-
5	Magnetic Variation / Annual Change	1.49°E (2027) / 0.17°E
6	AD Administration Address Telephone Telefax	ANDREWSFIELD AVIATION LTD. Saling Aerodrome, Stebbing, Great Dunmow, Essex, CM6 3TH. 01371-856744 01371-856500
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	

EGSL AD 2.3 OPERATIONAL HOURS

1	AD Administration	0830-2100 (0800-1900) 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	As AD hours.
9	Handling	
10	Security	
11	De-icing	
12	Remarks	This aerodrome is PPR by telephone only. See also AD 2.20.

EGSL AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVGAS 100L. W80.
3	Fuelling facilities/capacity	
4	De-icing facilities	
5	Hangar space for visiting aircraft	
6	Repair facilities for visiting aircraft	
7	Remarks	

EGSL AD 2.5 PASSENGER FACILITIES

INTENTIONALLY BLANK

EGSL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category Special.
2	Rescue equipment	

3	Capability for removal of disabled aircraft	
4	Remarks	

EGSL AD 2.7 SEASONAL AVAILABILITY - CLEARING

INTENTIONALLY BLANK

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

INTENTIONALLY BLANK

EGSL 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	Windsock lit during night flying.

EGSL AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
09/APPROACH/ 27/TAKE-OFF	Vehicles on road	515340.00N 0002634.00E	291 FT		No	

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

EGSL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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EGSL 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	085.11°	799 x - M	RWY surface: Grass	515341.04N 0002641.40E	THR 275.0 FT	
27R	265.12°	799 x - M	RWY surface: Grass	515343.02N 0002718.84E	THR 278.0 FT	

ANDREWSFIELD EGSL

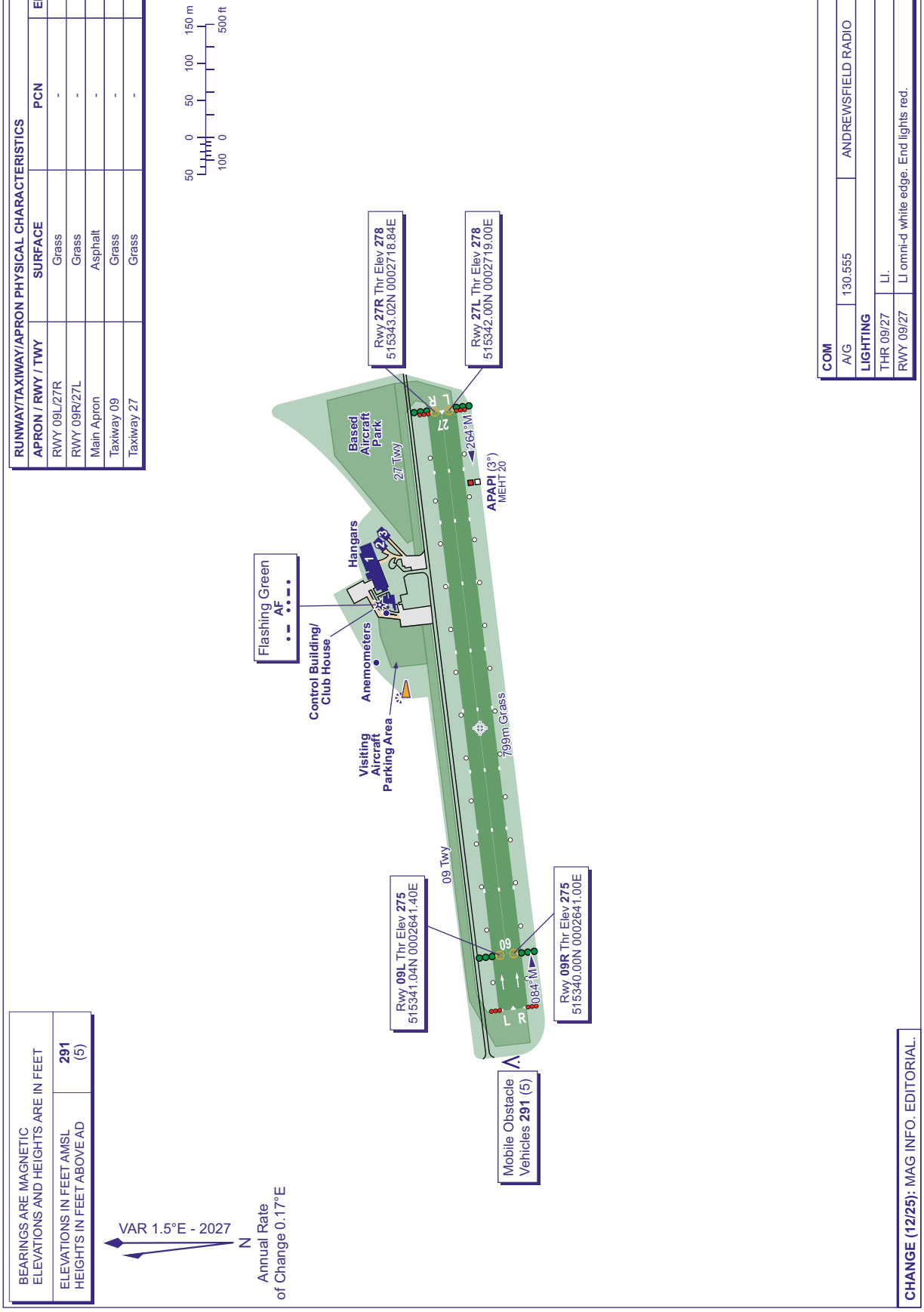
AD ELEV 286FT

ARP 515342N 0002657E

AERODROME CHART - ICAO

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	PCN	ELEVATION
RWY 09L/27R	Grass	-	-
RWY 09R/27L	Grass	-	-
Main Apron	Asphalt	-	-
Taxiway 09	Grass	-	-
Taxiway 27	Grass	-	-

COM		
A/G	130.555	ANDREWSFIELD RADIO
LIGHTING		
THR 09/27	LI.	
RWY 09/27	LI omni-d white edge. End lights red.	



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AERODROME CHART - ICAO

ARP 543927N 0061257W

AD ELEV 268FT

BELFAST ALDERGROVE
EGAA

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	BEARING STRENGTH	ELEVATION
RWY 07/25	Grooved Asphalt	71/R/B/X/T	-
RWY 17/35	Porous Friction Course	71/F/C/W/U	-
Main Apron	Asphalt	71/R/B/W/U	232 ft amsl
East Apron	Asphalt	71/R/B/W/U	241 ft amsl
West Apron	Concrete	71/R/B/W/U	222 ft amsl
GA Apron	Concrete	15	248 ft amsl
Echo Apron	Asphalt/Concrete	-	-
TWY A, C & D	Asphalt	71/R/B/W/U	-
TWY B	Concrete	71/R/B/W/U	-
TWY F	Asphalt	71/R/B/W/U	-
TWY L	Asphalt/Concrete	71/R/B/W/U	-

100 0 100 200 300 400 500 m
500 0 500 1000 1500 ft

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	**454** (186)

VAR 2.2°W - 2022
N
Annual Rate of Change 0.22°E

Hot Spots

HS1
Longer distance between hold and runway than elsewhere due to protection of ILS GP critical area. Explicit runway enter/cross clearance is required beyond D2.

HS2
Runway intersection holding positions not illuminated. Exercise extreme caution when issued with restrictive taxi clearance.

BELFAST ALDERGROVE
BEL 117.20°
(Ch 119X)
543940.12N 0061347.66W
221'

Rwy **17** Thr Elev **206**
543928.52N 0061343.04W
(GUND Elevation 185)

BELFAST ALDERGROVE
I-FT 110.90°
(Ch 46X)
543918.82N 0061344.60W
228'

Highest Elev in TDZ **224**
543911.56N 0061333.51W

I-AG 109.90°
543903.17N 0061425.19W

Rwy **07** Thr Elev **206**
543908.12N 0061406.87W
(GUND Elevation 185)

Rwy **25** Thr Elev **268**
543945.99N 0061146.24W
(GUND Elevation 185)
Highest Elev in TDZ

BELFAST ALDERGROVE
I-AG 109.90°
(Ch 36X)
543937.65N 0061201.41W
278'

Highest Elev in TDZ **222**
543918.77N 0061327.35W

Rwy **35** Thr Elev **258**
543833.19N 0061311.96W
(GUND Elevation 185)

I-FT 110.90°
543827.99N 0061309.03W

Radar
General Aviation Apron
Terminal Building
Cargo Centre
Twy A
Twy B
Twy C
Twy D
Twy F
Twy J
Twy L
A1
A2
A3
B
C1
C2
D1
D2
E
F1
J1
J2
H1
HS1
HS2
Disused
2780m x 45m
1891m x 45m
247°M
164°M
067°M
344°M
PAPI (3°) MEHT 57
PAPI (3°) MEHT 55
PAPI (3°) MEHT 74
PAPI (3°) MEHT 47
ILS GP
Anemometer
VDF
Apron DA1
Apron DA2
Delta Apron
Fire Station
Control Tower
Anemometers
Apron Echo
225
207
215
218
224
245
264
282 (14)
295 (27)
272 (4)
277 (9)
292 (24)
274 (6)
454 (186)
311 (43)
433 (165)

COM		
ATIS	126.130	ALDERGROVE INFO
TWR	118.300	ALDERGROVE TOWER
	121.600	BELFAST FIRE

LIGHTING	
APCH 07 APCH 25 APCH 17 APCH 35	HI C/L 439 m with 1 bar. HI Coded C/L 882 m with 5 bars. HI supplementary inner 288 m. HI Coded C/L 910 m with bars. C/L 522 m with 1 bar.
THR 07/25 THR 17/35	HI green with HI green W bars. HI green with HI green W bars.
RWY 07/25 RWY 17/35	HI elev bi-d edge with LI omni-d component. HI Colour Coded C/L. End lights red HI elev bi-d edge with LI omni-d component. End lights red.
TWY	Green C/L lighting on TWY A, B, C, D, J & L. Blue edge lights on B, F & L (south side). Alternate green/yellow lead-off lights RWY 07 onto TWY A & B. Alternate green/yellow lead-off lights RWY 25 onto RWY 35, TWY B, D & J. Alternate green/yellow lead-off lights RWY 35 onto TWY C. Runway guard lights at runway holding positions.

CHANGE (12/25): HOLD F2 REMOVED

AERO INFO DATE 04 SEP 25

AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO

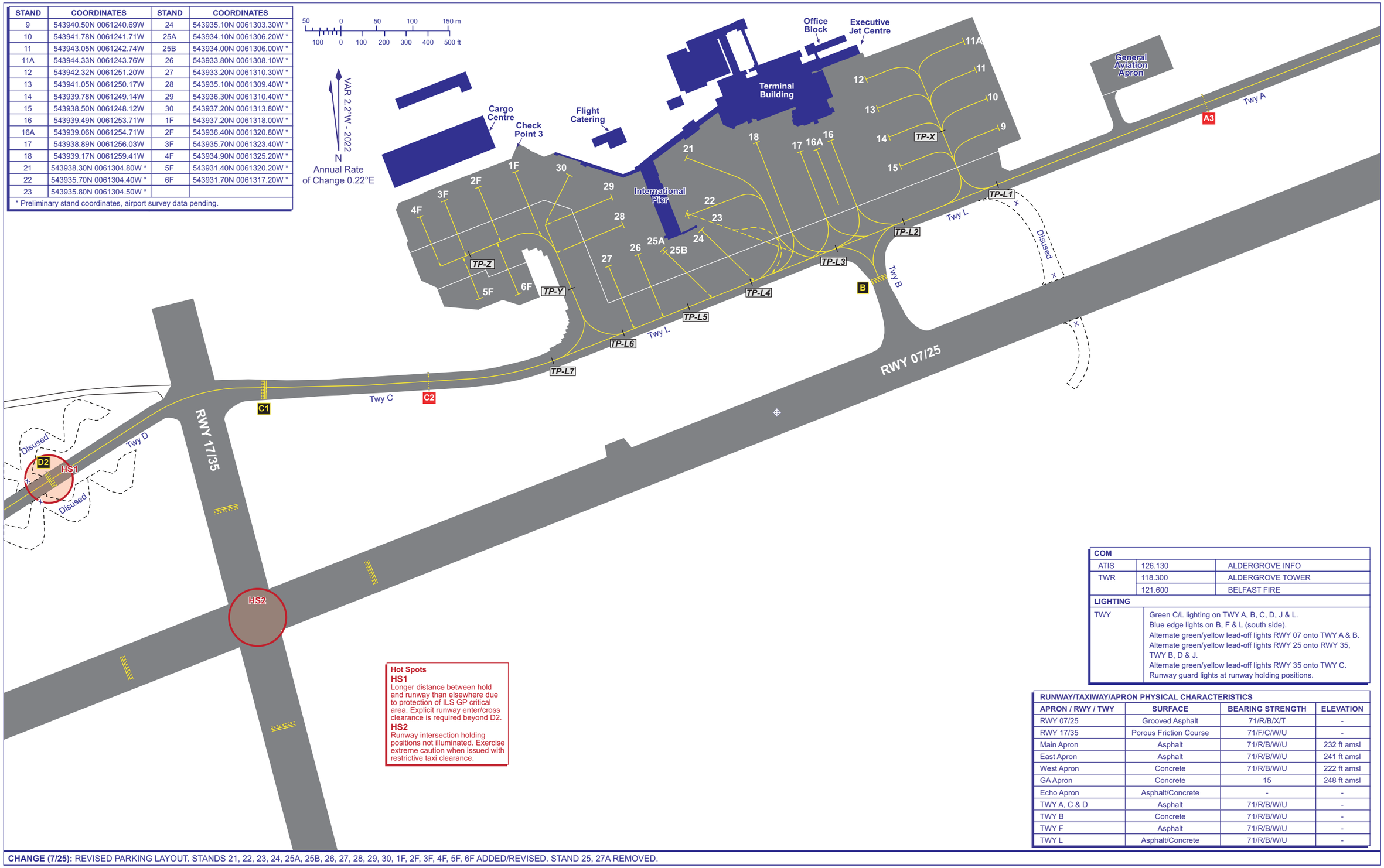
ARP 543927N 0061257W

AD ELEV 268FT

BELFAST ALDERGROVE
EGAA

STAND	COORDINATES	STAND	COORDINATES
9	543940.50N 0061240.69W	24	543935.10N 0061303.30W *
10	543941.78N 0061241.71W	25A	543934.10N 0061306.20W *
11	543943.05N 0061242.74W	25B	543934.00N 0061306.00W *
11A	543944.33N 0061243.76W	26	543933.80N 0061308.10W *
12	543942.32N 0061251.20W	27	543933.20N 0061310.30W *
13	543941.05N 0061250.17W	28	543935.10N 0061309.40W *
14	543939.78N 0061249.14W	29	543936.30N 0061310.40W *
15	543938.50N 0061248.12W	30	543937.20N 0061313.80W *
16	543939.49N 0061253.71W	1F	543937.20N 0061318.00W *
16A	543939.06N 0061254.71W	2F	543936.40N 0061320.80W *
17	543938.89N 0061256.03W	3F	543935.70N 0061323.40W *
18	543939.17N 0061259.41W	4F	543934.90N 0061325.20W *
21	543938.30N 0061304.80W *	5F	543931.40N 0061320.20W *
22	543935.70N 0061304.40W *	6F	543931.70N 0061317.20W *
23	543935.80N 0061304.50W *		

* Preliminary stand coordinates, airport survey data pending.



Hot Spots

HS1
Longer distance between hold and runway than elsewhere due to protection of ILS GP critical area. Explicit runway enter/cross clearance is required beyond D2.

HS2
Runway intersection holding positions not illuminated. Exercise extreme caution when issued with restrictive taxi clearance.

COM		
ATIS	126.130	ALDERGROVE INFO
TWR	118.300	ALDERGROVE TOWER
	121.600	BELFAST FIRE
LIGHTING		
TWY	Green C/L lighting on TWY A, B, C, D, J & L. Blue edge lights on B, F & L (south side). Alternate green/yellow lead-off lights RWY 07 onto TWY A & B. Alternate green/yellow lead-off lights RWY 25 onto RWY 35, TWY B, D & J. Alternate green/yellow lead-off lights RWY 35 onto TWY C. Runway guard lights at runway holding positions.	

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS

APRON / RWY / TWY	SURFACE	BEARING STRENGTH	ELEVATION
RWY 07/25	Grooved Asphalt	71/R/B/X/T	-
RWY 17/35	Porous Friction Course	71/F/C/W/U	-
Main Apron	Asphalt	71/R/B/W/U	232 ft amsl
East Apron	Asphalt	71/R/B/W/U	241 ft amsl
West Apron	Concrete	71/R/B/W/U	222 ft amsl
GA Apron	Concrete	15	248 ft amsl
Echo Apron	Asphalt/Concrete	-	-
TWY A, C & D	Asphalt	71/R/B/W/U	-
TWY B	Concrete	71/R/B/W/U	-
TWY F	Asphalt	71/R/B/W/U	-
TWY L	Asphalt/Concrete	71/R/B/W/U	-

CHANGE (7/25): REVISED PARKING LAYOUT. STANDS 21, 22, 23, 24, 25A, 25B, 26, 27, 28, 29, 30, 1F, 2F, 3F, 4F, 5F, 6F ADDED/REVISED. STAND 25, 27A REMOVED.

AERO INFO DATE 02 MAY 25

EGKB — BIGGIN HILL

EGKB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGKB — BIGGIN HILL

EGKB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 511951N Long: 0000157E
2	Direction and distance from city	12 NM SSE of London
3	Elevation / Reference temperature / Mean Low Temperature	584 FT / 20 °C / -
4	Geoid undulation at AD ELEV PSN	149 FT
5	Magnetic Variation / Annual Change	0.59°E (2022) / 0.19°E
6	AD Administration Address Telephone E-mail address Web address	BIGGIN HILL AIRPORT LTD. Biggin Hill Airport, Biggin Hill, Kent, TN16 3BH 01959-578500 (Admin) 01959-578525 (ATC/Ops/Fuel) 01959-578552 (Handling) operations@bigginhillairport.com www.bigginhillairport.com
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGKB AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Fri 0630-2300 (0530-2200); Sat, Sun and PH 0800-2200 (0700-2100).
2	Customs and immigration	UK Border Force available during AD operational hours. UK GAR (General Aviation Report) required prior to international arrivals.
3	Health and sanitation	As AD Hours.
4	AIS Briefing Office	As AD Hours.
5	ATS Reporting Office (ARO)	As AD Hours.
6	MET Briefing Office	As AD Hours.
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.
12	Remarks	Use of this aerodrome is strictly PPR. Operations are not permitted outside of aerodrome operating hours.

EGKB AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Contact Biggin Hill Airport Flight Operations.
2	Fuel and oil types	JET A-1, Sustainable Aviation Fuel (SAF JET A-1), AVGAS 100LL Oils by arrangement.
3	Fuelling facilities/capacity	JET A-1 fuel truck, SAF JET A-1 fuel truck, AVGAS 100LL self serve pumps, truck on request. Defueling available on request.
4	De-icing facilities	Yes – Contact Biggin Hill Airport Flight Operations.
5	Hangar space for visiting aircraft	Yes.
6	Repair facilities for visiting aircraft	Yes.

7	Remarks	Mandatory handling applies to all non-based aircraft over a MTOW of 6001 KG. All non-based arrivals above a MTOW of 6001 KG must report to the Main Apron or nominated handling agent apron unless by prior arrangement (Biggin Hill Ops 01959-578525). Portable water, toilet servicing, GPU, airstart and airstairs all available. Biggin Hill Ops – Channel 131.790 Biggin Hill Executive Handling Handling and associated ground equipment for all light aircraft and business aviation aircraft up to B737/A320 size, larger aircraft on request.

EGKB AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels on the airport and in the vicinity.
2	Restaurants	Cafe, Bar. VIP and executive catering by arrangement
3	Transportation	Buses, taxis, car hire and limousines. Nearest railway stations: Bromley South and Orpington. Rail/Air link by shuttle bus.
4	Medical facilities	Limited first aid treatment.
5	Bank and Post Office	Biggin Hill Village 1.5 miles.
6	Tourist Office	
7	Remarks	Passenger terminal plus two VIP lounges.

EGKB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A6 RFFS Category 7 accepted under remission.
2	Rescue equipment	4 x 6x6 Major Foam Tender.
3	Capability for removal of disabled aircraft	Refer to Airport Operations Manager or FSM.
4	Remarks	

EGKB AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical & Chemical De-icing.
2	Clearance priorities	Standard. See Airport Winter Operations Plan.
3	Remarks	Latest information from: Biggin Operations Tel: 01959-578525.

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

1	Apron surface and strength	MAIN APRON PCN 45/F/C/X/U Surface: Tarmac/Concrete. Some portions of the Main Apron have a slope of 2%. SOUTH EAST APRON Surface: Concrete PCN 45/R/C/X/U
2	Taxiway width, surface and strength	Taxiway ALPHA: 15 M Surface: Asphalt. Between A1-A2: Concrete. Taxiway BRAVO: 15 M Surface: Asphalt PCN 45/F/C/X/T Taxiway CHARLIE: 15 M Surface: Asphalt Engine run area width 35 M. Taxiway DELTA: 15 M Surface: Asphalt PCN 30/F/C/X/T

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/GP	IBGH	331.850 MHz	Mon-Fri 0630-2300 (0530-2200); Sat, Sun and PH 0800-2200 (0700-2100).	512013.30N 0000206.12E		3° ILS Ref Datum Hgt 50 FT.
ILS/DME	IBGH	30Y 109.350 MHz	Mon-Fri 0630-2300 (0530-2200); Sat, Sun and PH 0800-2200 (0700-2100).	512013.28N 0000206.10E	570 FT	(RWY 21) On AD. DME freq paired with ILS I-BGH. Zero range is indicated at THR of Runway 21. DOC 25 NM/25000 FT.
VOR/DME 1.39°E (2027) 1.1°E (2024)	BIG	98X 115.100 MHz	H24 Hours of operation for aerodrome purposes: Mon-Fri 0630-2300 (0530-2200); Sat, Sun and PH 0800-2200 (0700-2100).	511951.15N 0000205.32E	589 FT	VOR DOC: 20 NM/50,000 FT (30 NM/50,000 FT in Sector R259-314 and 45 NM/50,000 FT in Sector R314-344). DME DOC: 60 NM/50,000 FT (125 NM/50,000 FT in Sector R284-044 and 100 NM/50,000 FT in Sector R044-134). Due to terrain, coverage at low level is reduced in Sector R114-219. In addition DME unlocks may occur in Sector R004-039 at ranges up to 25 NM.
VOR/DME 1.58°E (2027) 1.2°E (2023)	DET	120X 117.300 MHz	H24 Hours of operation for aerodrome purposes: Mon-Fri 0630-2300 (0530-2200); Sat, Sun and PH 0800-2200 (0700-2100).	511814.41N 0003550.19E	645 FT	VOR DOC: 20 NM/50,000 FT (35 NM/50,000 FT in Sector R289-029 and 45 NM/50,000 FT in Sector R249-289). DME DOC: 60 NM/50,000 FT.

EGKB AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

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

2 GROUND MOVEMENT

a) Caution reduced wing tip clearance between taxiing and parked aircraft on Main Apron. Marshalling guidance provided.
b) Aircraft taxiing from any ramp/apron must use minimum power until established on the taxiway centre-line. When calling for start, ramp position must be passed to ATC.

c) Due to the number of personnel and vehicles operating on the Main Apron, pilots are to operate at minimum taxiing speed when approaching or transiting this area.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) The only visual signals are light signals.
b) Windshear and turbulence may be experienced on short final for Runway 03 when the wind is from the northwest.
c) Pilots of departing aircraft are warned of the presence of other aircraft joining the visual circuit from the 'Deadside'. The joining aircraft will fly across the mid point of the runway in use at altitude of 1584 FT (1000 FT AAL) at 90° to the runway heading before turning left/ right onto the downwind leg. Pilots of high performance fast climbing aircraft should be particularly alert.
d) Obstacle marking and lighting: Control Tower, VDF Antenna, VOR/DME site, hangars and anemometer east of Runway 03 threshold. ILS glidepath and localizer sites, anemometer mast and Northern Terminal Hangar.
e) Aircraft under tow at night may not be displaying nav/anti-collision lights.
f) Sections of Taxiway Foxtrot exceed the maximum longitudinal slope requirements and therefore the sight distance requirements as per CAP 168, Chapter 3.
g) A section of the taxiway graded area to the north of Taxiway Foxtrot has an up slope of 5.8%.

5 HELICOPTER OPERATIONS

a) In order to avoid noise sensitive areas surrounding the aerodrome, helicopters must conform to normal fixed-wing joining, departure and circuit procedures unless otherwise instructed by ATC.
b) Pilots of helicopters should take particular note of a noise sensitive area on the northern aerodrome boundary prohibiting close right-base approaches for Runway 21, direct departures to the north from Runway 03 or West from the TLOF (F Taxiway).
c) Helicopter circuit training is not permitted at Biggin Hill.

6 USE OF RUNWAYS

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

7 TRAINING

a) Use of the aerodrome for training is subject to the following:

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

EGKB AD 2.21 NOISE ABATEMENT PROCEDURES

1 GENERAL

a) Every operator of aircraft using the airport shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in the area surrounding the airport.
b) Only those aircraft meeting ICAO Chapter 3 criteria or better will be accepted. Contact Flight Operations on +44 (0)1959-578500.
c) Pilots are requested to avoid the use of reverse thrust or reverse pitch above idle power settings on landing, consistent with the safe operation of the aircraft.
d) Due to the close proximity of residential areas, ground running of engines or Auxiliary Power Units (APU) shall be kept to a minimum consistent with operational requirements. At no time shall APUs be run for more than 30 minutes without Aerodrome Operator consent.
e) The use of the Noise Preferential Routings is supplementary to the noise abatement take-off techniques published by specific aircraft manufacturers.
f) The Noise Preferential Routings may at any time be departed from as necessary for safety reasons.

2 NOISE ABATEMENT PROCEDURES - IFR DEPARTURES

a) **Runway 21/03 IFR Departures**

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

b) **Runway 21 Departures**

i. On departure speed should be restricted to V2+25 KIAS and in any case no more than 185 KIAS, in accordance with the Standard Departure Route (SDR), until passing over BIG eastbound in order to achieve the best practical angle of climb whilst keeping thrust to the minimum required for an expeditious departure.
ii. Following rotation, runway track should be maintained accurately.
iii. On crossing the upwind end of Runway 21, an immediate right turn should be commenced to track 220° M in order to avoid residential housing located at Norheads Farm. In accordance with the SDR, a right turn should be commenced promptly at BIG 1 DME in order to route back over the airfield on track towards DET. Speed in excess of 185 KIAS will result in a radius of turn which exceeds the designated track limits and may therefore result in a track violation. In strong south/southwesterly winds, particular attention should be given to radius of turn.
iv. In order to safely maintain the relatively low speed mandated by this procedure and dependent upon aircraft type, consideration should be given to delaying flap retraction until passing BIG outbound at or above 2100 FT AMSL in order to ensure a sufficiently tight radius of turn is achievable.
v. The procedure is designed to prevent unnecessary overflight of the built up areas lying to the north of the airport. Pilots should pay particular attention to avoiding overflight of these areas. Achieving the correct radius of turn is therefore essential.
vi. Additionally, an altitude limit violation will occur if the noise monitor at Norheads Farm is overflown below 1000 FT AMSL (400 FT AAL) or the BIG is overflown below 2100 FT AMSL.

c) **Runway 03 Departures**

i. On departure speed should be restricted to V2+25 KIAS and in any case no more than 185 KIAS until at or above 2100 FT AMSL in order to achieve the best practical angle of climb whilst keeping thrust to the minimum required whilst at low level.
ii. Following rotation, runway track should be maintained accurately. Upon reaching BIG 1 DME aircraft should commence an immediate right turn to DET in accordance with the Standard Departure Route (SDR).
iii. In order to safely maintain the relatively low speeds required by this procedure and dependent upon aircraft type, consideration should be given to delaying flap retraction until at or above 2100 FT AMSL in order to ensure a sufficiently tight radius of turn is achieved.
iv. The procedure is designed to prevent unnecessary overflight of the built up areas lying to the north of the airport. Pilots should pay particular attention to avoiding overflight of these areas. Excessive speed on departure or a failure to commence a right turn immediately upon reaching BIG 1 DME will likely result in a track violation.
v. Additionally, a limit violation will occur if the noise monitor at Milking Lane Farm is overflown below 1000 FT AMSL (400 FT AAL) or 2100 FT AMSL is not achieved after 5 track miles.

d) **General Exclusion**

Pilots should note that none of these provisions will apply in any emergency. Commanders must place the safety of their aircraft ahead of published NPR requirements.

3 VFR NOISE ABATEMENT PROCEDURES

a) London Biggin Hill Airport is located close to densely populated and largely residential areas. In order to support extended operating hours that include night time aircraft operations, compliance with NPRs is required and is enforced by a Noise Monitoring and Track Keeping System (NMTKS).
b) Aircraft failing to comply with NPRs and/or noise limits may be subject to additional charges as set out in the London Biggin Hill Airport Schedule of Fees and Charges. As with other London airports, frequent or repeated noise and/or track violations may result in a permanent exclusion from the airport.
c) Calibrated Noise Monitors are located approximately 1 KM from the threshold of each runway and lie directly under the approach and departure path. Additionally, a mobile noise monitor may be positioned anywhere from time to time deemed appropriate by the airport operator. Nominal ‘no fly’ zones over Keston, Downe, Farnborough and Orpington are programmed into the NMTKS along with minimum heights set at each noise monitor.
d) **Runway 21 Departures**

i. All aircraft departing Runway 21 VFR are required to turn right, after passing the aerodrome boundary, to make good a track of 220° M:

1. If safe to do so, aircraft departing to the west via Kenley should continue to 1 NM, before turning right and setting course, avoiding the villages of Woldingham and Warlingham;
2. If safe to do so, aircraft departing to the east or northeast via Sevenoaks or Swanley should continue to 2 NM before turning left and tracking to the southeast, remaining south and east of Tatsfield Village. A useful visual reference for the turn is to remain south of the Tatsfield golf course;

3. Once an aircraft has left the ATZ, it should not re-enter the ATZ without the appropriate ATC clearance. Aircraft intending to route to via Swanley should ensure that they arrange their flight in order to avoid the eastern limits of the ATZ whilst tracking northeast. **CAUTION** – there may be numerous aircraft joining from the east.

e) **Runway 03 Departures**

i. Aircraft departing Runway 03 are required to climb straight ahead until 1NM:

1. Aircraft departing to the west via Kenley to make a left turn en-route to leave the ATZ
2. Aircraft departing east or southeast via Sevenoaks or northeast via Swanley, to leave the ATZ en-route. **CAUTION** – there may be numerous VFR aircraft joining from the east;
3. If safe to do so, aircraft departing to the north, continue en-route but avoiding overflight of the Noise Sensitive Areas of Orpington and Chelsfield. Expect an early frequency change to the next agency, due to the close proximity of London Heathrow and London City CTAs;
4. If safe to do so, all pilots must in all cases avoid overflight of the residential areas to the north and east especially Keston, Farnborough, Orpington and Downe.

f) **Visual Circuits**

i. All circuits at London Biggin Hill Airport are conducted to the west of the aerodrome (Right Hand - Runway 21, Left Hand - Runway 03). Overflight of the following Noise Sensitive Areas should be avoided, if safe to do so, unless necessary to fulfil an ATC instruction such as to extend downwind for spacing, Keston Village, The Leavesdon Estate and Leaves Green. Aircraft with an approach speed category of A or B that are unable to comply with these requirements should not plan to make use of London Biggin Hill Airport.

ii. If safe to do so, aircraft joining the visual circuit from the east or southeast should avoid overflight of the Noise Sensitive Areas of Downe Village and Biggin Hill Village.

g) **Noise Sensitive Areas**

i. Safety always takes priority over NSAs. The NMTKS will track all aircraft arriving at and departing from London Biggin Hill Airport. Aircraft entering a Noise Sensitive Area will automatically become the subject of a track violation report which will be considered by the airport Noise Abatement and Safety Review Board (SANARB) for consideration of a penalty charge. All penalty charges levied are donated to local good causes. In the case of repeated violations of wither noise or track limits, permanent exclusion from the airport may result.

EGKB AD 2.22 FLIGHT PROCEDURES

1 CIRCUIT PROCEDURES

a) Aircraft taking off, 'going around' or making 'touch and go' landings are to remain at or below 500 FT QFE until the upwind end of the runway in use has been passed, when a left or right turn (as appropriate) should be initiated. Aircraft joining the circuit for landing are to fly across the mid-point of the runway in use at 1000 FT QFE at 90° to the runway heading, a left or right turn (as appropriate) should be made onto the downwind leg.

b) Variable circuits - LH on Runway 03, RH on Runway 21. Circuit heights are 1000 FT QFE (1600 FT QNH) at all times.

2 STANDARD DEPARTURE ROUTES - VIA ATS ROUTE NETWORK

Departure to	Designator	Via	Route
North	Brookmans Park 2 (BPK 2)	L10/N601	DET - N601 - BPK
Northeast	DAGGA 2 (Note 5)	M604	DET - M604 - DAGGA
Southeast	Dover 2 (DVR 2)	L9/L10/Q70	DET - L6 - DVR/DET - Q70 - VABIK
South & southwest	Lydd 2 (LYD 2)	M189	DET - LYD
West	SAXBI 2	N27	DET - N601 - BPK - SAXBI

Note 1: *Departures from Runway 21, follow Noise Abatement Procedure turning right to pass overhead BIG VOR at 2400 FT ALT.*

Note 2: *Departures from Runway 03, after noise abatement, turn right to intercept DET VOR RDL 275° to DET.*

Note 3: *When established on DET VOR RDL 275°, not above 2500 FT ALT until 9 DME DET, then to 4 DME DET at 4000 FT ALT.*

Note 4: *For positioning flights to London Luton/London Stansted, follow BPK 2 SDR to DET then join DET 2A, at altitude as directed by ATC.*

Note 5: *Cross DET VOR/DME fix 017°/7 NM at 5000 FT ALT.*

3 OUTBOUND IFR TRAFFIC OUTSIDE CONTROLLED AIRSPACE

IFR traffic departing from Biggin Hill will be co-ordinated with 'Thames Director'.

Note 1: *Caution -Kenley Aerodrome and associated glider flying.*

AERODROME CHART - ICAO

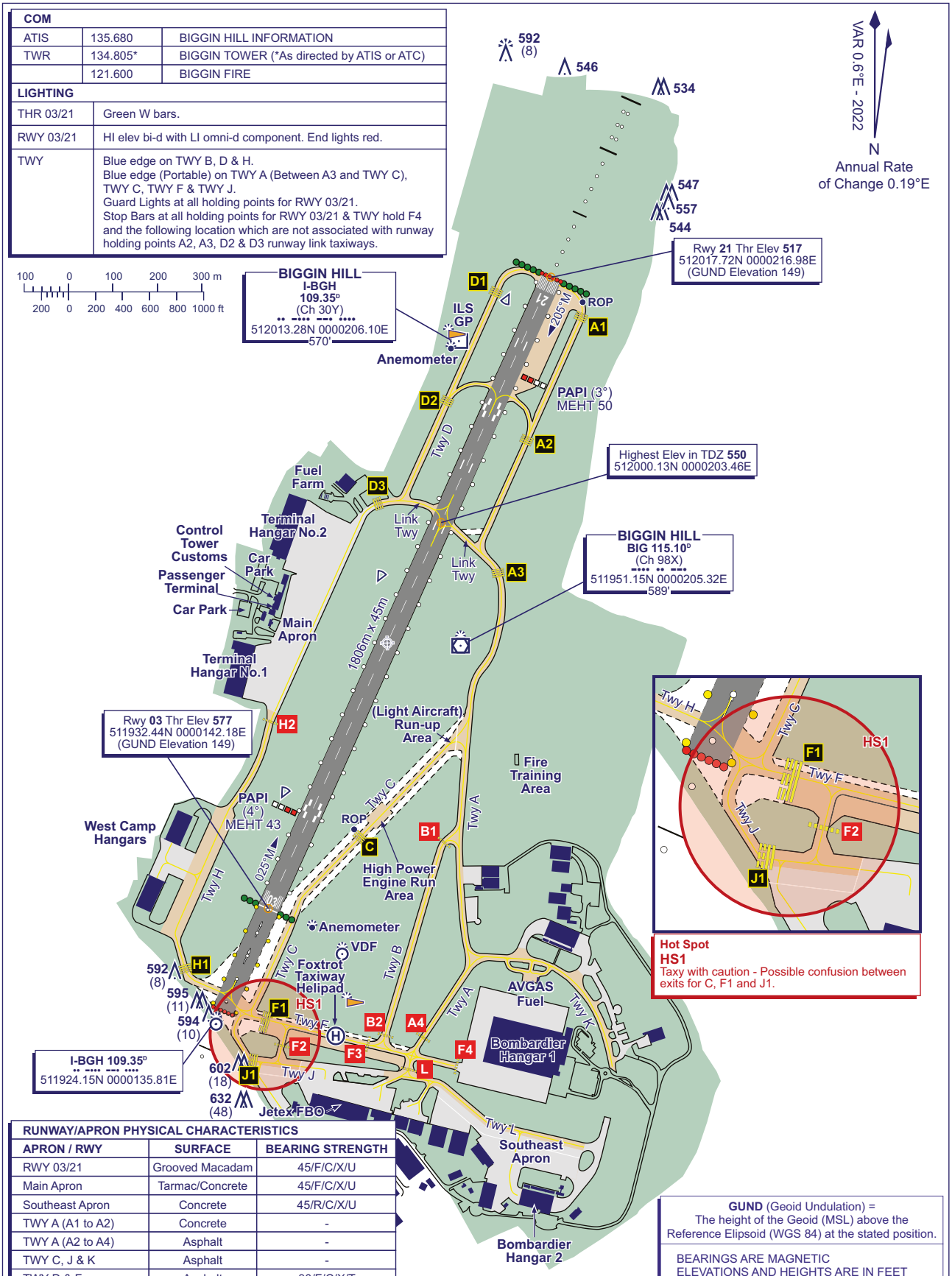
ARP 511951N 0000157E

AD ELEV 584FT

BIGGIN HILL
EGKB

COM		
ATIS	135.680	BIGGIN HILL INFORMATION
TWR	134.805*	BIGGIN TOWER (*As directed by ATIS or ATC)
	121.600	BIGGIN FIRE

LIGHTING	
THR 03/21	Green W bars.
RWY 03/21	HI elev bi-d with LI omni-d component. End lights red.
TWY	Blue edge on TWY B, D & H. Blue edge (Portable) on TWY A (Between A3 and TWY C), TWY C, TWY F & TWY J. Guard Lights at all holding points for RWY 03/21. Stop Bars at all holding points for RWY 03/21 & TWY hold F4 and the following location which are not associated with runway holding points A2, A3, D2 & D3 runway link taxiways.



Hot Spot
HS1
Taxy with caution - Possible confusion between exits for C, F1 and J1.

RUNWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY	SURFACE	BEARING STRENGTH
RWY 03/21	Grooved Macadam	45/F/C/X/U
Main Apron	Tarmac/Concrete	45/F/C/X/U
Southeast Apron	Concrete	45/R/C/X/U
TWY A (A1 to A2)	Concrete	-
TWY A (A2 to A4)	Asphalt	-
TWY C, J & K	Asphalt	-
TWY D & F	Asphalt	30/F/C/X/T
TWY B & H	Asphalt	45/F/C/X/T
TWY L	Asphalt/Concrete	45/F/C/X/U

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	632
HEIGHTS IN FEET ABOVE AD	(48)

CHANGE (12/25): JET MS LABEL REMOVED.

AERO INFO DATE 04 SEP 25

AD 2-EGKB-2-1

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

1	Apron surface and strength	STAND 501 Surface: Concrete PCR 788/R/C/W/U STAND 502 Surface: Concrete PCR 788/R/B/W/U STAND 503 Surface: Concrete PCR 808/R/B/W/U STAND 504 Surface: Concrete PCR 788/R/C/W/U STAND 504R Surface: Concrete PCR 1270/R/B/W/T STAND 601 Surface: Concrete PCR 850/R/B/W/T STAND 77 Surface: Concrete PCR 1590/R/A/W/T STANDS 1 TO 10 Surface: Concrete PCR 650/R/B/W/T STANDS 11 TO 16 Surface: Concrete PCR 643/R/A/W/U STANDS 20 TO 25 Surface: Concrete PCR 1110/R/B/W/T STANDS 40 TO 42 Surface: Concrete PCR 1004/R/A/W/U STANDS 54 TO 57 Surface: Concrete PCR 1170/R/B/W/T STANDS 58 TO 60 Surface: Concrete PCR 710/R/B/W/T STANDS 70 TO 76 Surface: Concrete PCR 1440/R/B/W/T STANDS 80 TO 84 Surface: Concrete PCR 1170/R/B/W/T STANDS 85 TO 86 Surface: Concrete PCR 930/R/A/W/T
2	Taxiway width, surface and strength	Taxiway A: 23 M Surface: Asphalt PCR 2710/F/D/X/T Taxiway AL: 23 M Surface: Asphalt PCR 1220/R/B/W/T

		Taxiway B: 23 M Surface: Asphalt PCR 800/R/B/W/T Taxiway C: 23 M Surface: Concrete and asphalt PCR 780/R/B/W/T Taxiway D: 23 M Surface: Concrete and asphalt PCR 1100/R/B/W/T Taxiway E: 23 M Surface: Concrete and asphalt PCR 1370/R/B/X/T Taxiway F: 23 M Surface: Concrete PCR 784/R/A/W/U Taxiway G: 18 M Surface: Asphalt PCR 560/F/C/X/T Taxiway H: 23 M Surface: Concrete PCR 1330/R/C/W/T Taxiway J: 23 M Surface: Asphalt PCR 1470/F/D/X/T Taxiway L: 45 M Surface: Asphalt PCR 1500/F/D/X/T Taxiway S: 23 M Surface: Asphalt PCR 1980/R/B/W/T Taxiway T: 23 M Surface: Concrete PCR 1080/R/C/W/T Taxiway U: 23 M Surface: Concrete PCR 1004/R/B/W/U Taxiway V: 23 M Surface: Asphalt PCR 3780/F/B/X/T Taxiway W: 23 M Surface: Asphalt PCR 2120/F/A/X/T Taxiway Y: 23 M Surface: Concrete PCR 750/R/B/W/T
3	Altimeter checkpoint location and elevation	Terminal Apron 325 FT Elmdon GA Aprons 325 FT
4	VOR checkpoints	
5	INS checkpoints	See Ground Movement/Parking/Docking Chart.
6	Remarks	

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
	BIRMINGHAM GROUND	121.805 DOC A/C on the ground			O/R	
	BIRMINGHAM TOWER	118.305 DOC 25 NM/4000 FT			H24	
ATIS	BIRMINGHAM INFORMATION	136.030 DOC 60 NM/ 20,000 FT			H24	Also available by telephone: 0121-767 1260
OTHER	BIRMINGHAM FIRE	121.600 Non-ATS frequency.				Available when Fire vehicle attending aircraft on the ground in an emergency.
OTHER	BIRMINGHAM EMERGENCY	121.500 DOC 25 NM/ 4000 FT			H24	

EGBB 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 0.73°E (2027)	IBIR	110.100 MHz	HO	522631.38N 0014405.69W		(RWY 15) False Capture may be experienced when approaching from the north.
ILS/GP	IBIR	334.400 MHz	HO	522736.73N 0014527.97W		3° ILS Ref Datum Hgt 55 FT.
ILS/LOC III 0.71°E (2027)	IBM	110.100 MHz	HO	522800.17N 0014544.39W		(RWY 33)
ILS/GP	IBM	334.400 MHz	HO	522652.36N 0014437.95W		3° ILS Ref Datum Hgt 54 FT.
DME	IBM	38X 110.100 MHz	HO	522713.83N 0014506.29W	357 FT	(RWY 33) On AD. Freq paired with ILS I-BM and I-BIR. Zero range indicated at THR of Runway 15 and 33.
DME	IBIR	38X 110.100 MHz	HO	522713.83N 0014506.29W	357 FT	(RWY 15) On AD. Freq paired with ILS I-BM and I-BIR. Zero range indicated at THR of Runway 15 and 33.
NDB (L) 0.72°E (2027)	BHX	406.000 kHz	H24	522716.37N 0014508.59W		On AD. Range 25 NM.

EGBB AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Unless by prior agreement aircraft arriving or departing on international flights must clear Customs on Stands 1-86.
b) Slots for all commercial air transport movements must be cleared with Airport Co-ordination Ltd: SITA: LONACXH; e-mail: lonacxh@acl-uk.org; Tel: 020-8634 0636, Fax: 020-8564 0691.
c) Operators are required to have made arrangements for ground handling prior to arrival. Unless in an emergency, inbound diversions will only be accepted subject to stand availability. However operators should note that off-loading and aircraft turnaround may be subject to significant delays.
d) The wearing of high visibility clothing by all employed on the apron including flight crew and attendants is mandatory. It is the responsibility of the aircraft captain to ensure passengers are escorted by aircrew or ground staff at all times when on foot in external areas of the Aerodrome.
e) Aircraft not able to communicate with ATC by radio will not be accepted.
f) Fixed Electrical Ground Power (FEGP) must be used whenever available and serviceable. Use of aircraft Auxiliary Power Units (APUs), and diesel Ground Power Units is subject to strict controls as set out in published airport regulations. APUs should be shut down as soon as practicable following arrival and not restarted until 30 minutes prior to departure.

g) It is a requirement that every airline using Birmingham Airport must have local orders compatible with Birmingham Emergency Orders. Airlines, General Aviation operators and Flying clubs should also note that it is their responsibility to recover disabled aircraft and aircraft wreckage. They must have appropriate arrangements in place, and confirmed in writing to Birmingham Airport, before commencing flying operations into the aerodrome. Birmingham Airport will act as coordinating body throughout the recovery operation and has only limited equipment which may be used to assist in the recovery of aircraft.
h) Birmingham operates a standard taxi time of 15 minutes. Operators must ensure all flight plans filed include a taxi time of 15 minutes.

2 GROUND MOVEMENT

a) Clearance Delivery

i. ATC Clearances may be obtained by Voice RTF or Datalink Departure Clearance Service (DCL). Pilots should not request their clearance or SID information earlier than EOBT-19 minutes.
ii. Voice RTF

1. Pilots of departing aircraft are to call Birmingham Delivery on 121.930 for ATC clearance stating aircraft type, stand number and code letter of latest ATIS received. All operators are to report ready for start with Birmingham Delivery and then proceed as directed by ATC.

iii. Data link Departure Clearance (DCL)

1. Pre-departure clearance by datalink is available at Birmingham for suitably equipped aircraft. Details of the DCL service may be obtained from ATC Operations on +44 (0)121-767 1235.
2. DCL service is available from EOBT-19 minutes.
3. DCL Clearances will not be issued if requested earlier than EOBT-19 minutes. If requested early, a standby message will be delivered and the clearance will automatically be delivered at EOBT-19 minutes.
4. Successful clearances must be ACCEPTED within 10 minutes of receipt or a 'revert to voice' message will be received.
5. If any data errors are detected by the system a 'revert to voice' message will be received.
6. If the attempt to obtain a clearance is unsuccessful the aircraft should revert to voice RTF.
7. Departing aircraft must report their aircraft type, stand number and code letter of latest ATIS received. All operators are to report ready for start with Birmingham Delivery and then proceed as directed by ATC.

b) Birmingham Airport is equipped with an Advanced Surface Movement Radar utilising Mode-S.

i. Aircraft operators intending to use Birmingham Airport shall ensure that Mode-S transponders are able to operate when the aircraft is on the ground.
ii. Flight crew shall:

1. Select AUTO mode and the assigned Mode-A code.
2. If AUTO mode is not available Select ON (e.g. XPNDR) and assigned Mode-A code:

(aa) From the request for push back or taxi whichever is earlier;

(bb) After landing, continuously, until the aircraft is fully parked on stand.

3. When fully parked on stand select STBY.

iii. Whenever the aircraft is capable of reporting Aircraft Identification (i.e. call sign used in flight), the Aircraft's Identification should also be entered from the request for push back or taxi whichever is earlier (through the FMS or the Transponder Control Panel). Flight Crew must use the ICAO defined format for entry of the Aircraft Identification.
iv. To ensure that the performance of systems based on SSR frequencies (including airborne TCAS units and SSR radars) is not compromised; TCAS should not be selected before approaching the holding point. It should then be deselected after vacating the runway.

Aircraft taxiing without flight plan should select Mode A code 2000.

c) All operators requesting tow are to contact Birmingham Ground on 121.805.
d) Taxiing with engine(s) shut down: The Airport Company will, where possible, facilitate operators wishing to taxi to or from the terminal with less than all engines running. Operators that would like to undertake taxiing with less than all engines operating should in the first instance contact the Airfield Operations Manager, with details of the particular aircraft types involved and likely schedule times.
e) Elmdon Apron:

i. Marshalling is mandatory for all aircraft parking on the Elmdon Apron;
ii. Pilots are advised that parking on the Elmdon apron is under marshaller guidance only. Care should be exercised due to the proximity of other aircraft when manoeuvring. Code E aircraft will be provided with follow-me guidance when entering Taxiway Foxtrot due to reduced main gear wheel to paved edge clearance on the bend.
iii. pilots are reminded of the need to maintain unobstructed access to the hangars at all times.

f) Due to restrictions, Taxiways Tango, Uniform and Stands 81-86 inclusive may not be used during the period Mon-Sat 2300-0700 (2200-0600), Sun 2300-0800 (2200-0700); except in extenuating circumstances as defined in the night flying policy.
g) Aircraft commanders are asked to use minimum power settings when manoeuvring.
h) Self-manoeuvring on Terminal Apron Stands is prohibited at all times unless approved by Airfield Operations.
i) Taxiway Restrictions:

AERODROME CHART - ICAO

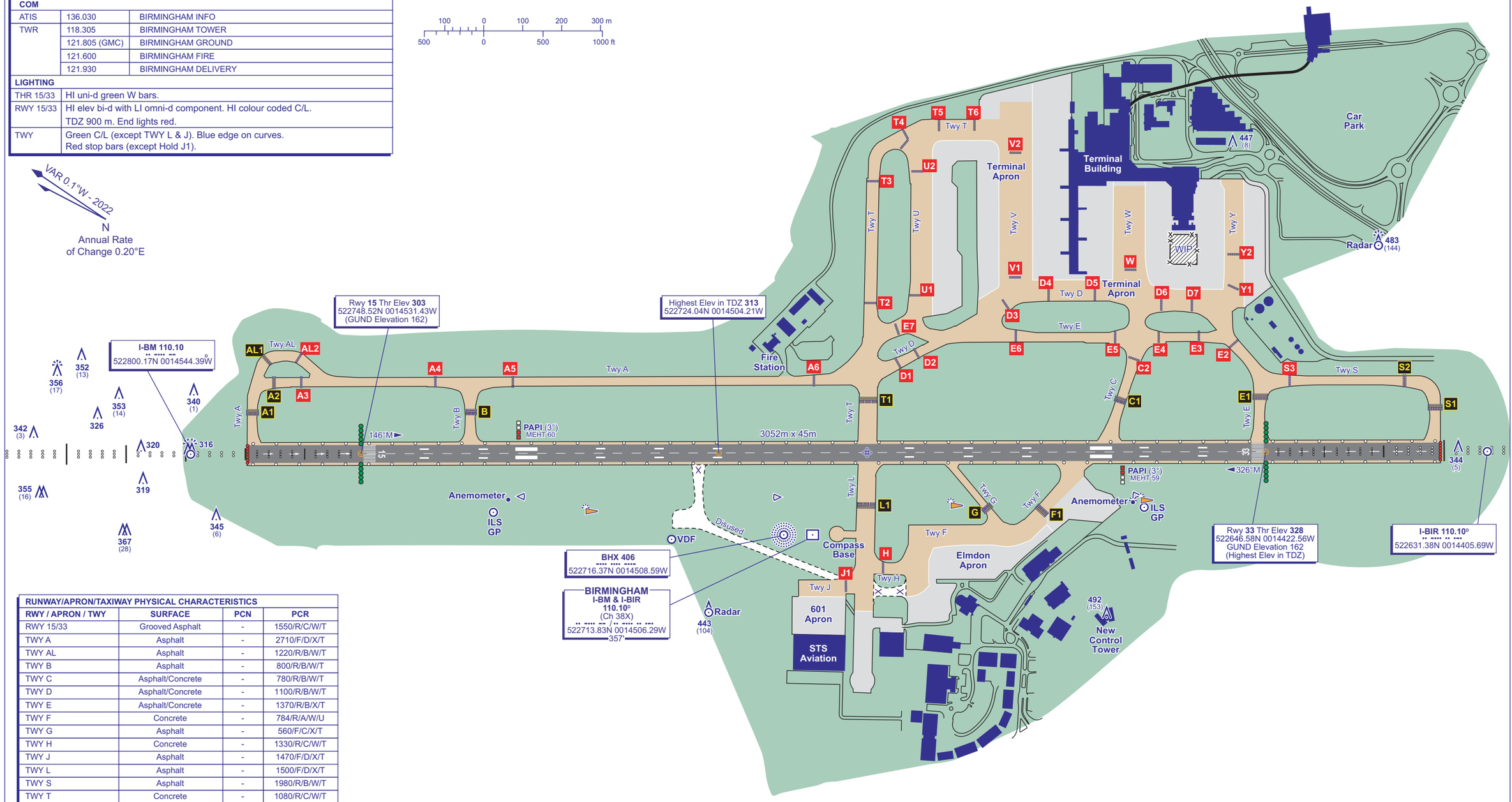
ARP 522714N 0014453W

AD ELEV 339FT

BIRMINGHAM
EGBB

COM		
ATIS	136.030	BIRMINGHAM INFO
TWR	118.305	BIRMINGHAM TOWER
	121.805 (GMC)	BIRMINGHAM GROUND
	121.600	BIRMINGHAM FIRE
	121.930	BIRMINGHAM DELIVERY

LIGHTING	
THR 15/33	HI uni-d green W bars.
RWY 15/33	HI elev bi-d with LI omni-d component. HI colour coded C/L. TDZ 900 m. End lights red.
TWY	Green C/L (except TWY L & J). Blue edge on curves. Red stop bars (except Hold J1).



RUNWAY/APRON/TAXIWAY PHYSICAL CHARACTERISTICS			
RWY / APRON / TWY	**SURFACE**	**PCN**	**PCR**
RWY 15/33	Grooved Asphalt	-	1550/R/C/W/T
TWY A	Asphalt	-	2710/F/D/X/T
TWY AL	Asphalt	-	1220/R/B/W/T
TWY B	Asphalt	-	800/R/B/W/T
TWY C	Asphalt/Concrete	-	780/R/B/W/T
TWY D	Asphalt/Concrete	-	1100/R/B/W/T
TWY E	Asphalt/Concrete	-	1370/R/B/X/T
TWY F	Concrete	-	784/R/A/W/U
TWY G	Asphalt	-	560/F/C/X/T
TWY H	Concrete	-	1330/R/C/W/T
TWY J	Asphalt	-	1470/F/D/X/T
TWY L	Asphalt	-	1500/F/D/X/T
TWY S	Asphalt	-	1980/R/B/W/T
TWY T	Concrete	-	1080/R/C/W/T
TWY U	Concrete	-	1004/R/B/W/U
TWY V	Asphalt	-	3780/F/B/X/T
TWY W	Asphalt	-	2120/F/A/X/T
TWY Y	Concrete	-	750/R/B/W/T
Terminal Apron	*See AD 2-EGBB-2-2*		
Elmdon Apron			
601 Apron			

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	**492** (153)

CHANGE (12/25): NEW TWY H, HOLD H & PCR VALUE.

AERO INFO DATE 09 SEP 25

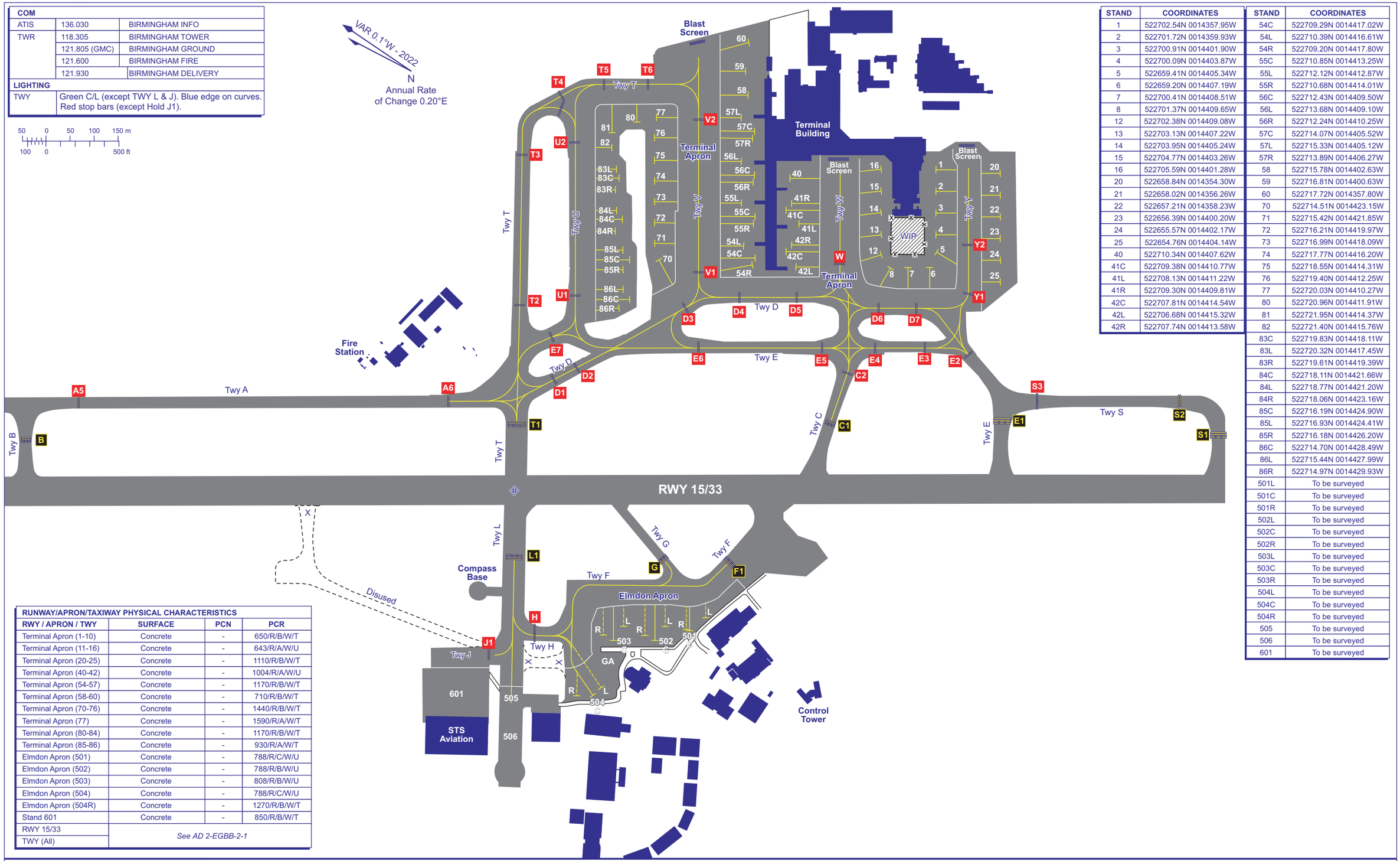
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO

ARP 522714N 0014453W

AD ELEV 339FT

BIRMINGHAM
EGBB

COM		
ATIS	136.030	BIRMINGHAM INFO
TWR	118.305	BIRMINGHAM TOWER
	121.805 (GMC)	BIRMINGHAM GROUND
	121.600	BIRMINGHAM FIRE
	121.930	BIRMINGHAM DELIVERY
LIGHTING		
TWY	Green C/L (except TWY L & J). Blue edge on curves. Red stop bars (except Hold J1).	



RUNWAY/APRON/TAXIWAY PHYSICAL CHARACTERISTICS			
RWY / APRON / TWY	**SURFACE**	**PCN**	**PCR**
Terminal Apron (1-10)	Concrete	-	650/R/B/W/T
Terminal Apron (11-16)	Concrete	-	643/R/A/W/U
Terminal Apron (20-25)	Concrete	-	1110/R/B/W/T
Terminal Apron (40-42)	Concrete	-	1004/R/A/W/U
Terminal Apron (54-57)	Concrete	-	1170/R/B/W/T
Terminal Apron (58-60)	Concrete	-	710/R/B/W/T
Terminal Apron (70-76)	Concrete	-	1440/R/B/W/T
Terminal Apron (77)	Concrete	-	1590/R/A/W/T
Terminal Apron (80-84)	Concrete	-	1170/R/B/W/T
Terminal Apron (85-86)	Concrete	-	930/R/A/W/T
Elmdon Apron (501)	Concrete	-	788/R/C/W/U
Elmdon Apron (502)	Concrete	-	788/R/B/W/U
Elmdon Apron (503)	Concrete	-	808/R/B/W/U
Elmdon Apron (504)	Concrete	-	788/R/C/W/U
Elmdon Apron (504R)	Concrete	-	1270/R/B/W/T
Stand 601	Concrete	-	850/R/B/W/T
RWY 15/33	*See AD 2-EGBB-2-1*		
TWY (All)			

STAND	COORDINATES
1	522702.54N 0014357.95W
2	522701.72N 0014359.93W
3	522700.91N 0014401.90W
4	522700.09N 0014403.87W
5	522659.41N 0014405.34W
6	522659.20N 0014407.19W
7	522700.41N 0014408.51W
8	522701.37N 0014409.65W
12	522702.38N 0014409.08W
13	522703.13N 0014407.22W
14	522703.95N 0014405.24W
15	522704.77N 0014403.26W
16	522705.59N 0014401.28W
20	522658.84N 0014354.30W
21	522658.02N 0014356.26W
22	522657.21N 0014358.23W
23	522656.39N 0014400.20W
24	522655.57N 0014402.17W
25	522654.76N 0014404.14W
40	522710.34N 0014407.62W
41C	522709.38N 0014410.77W
41L	522708.13N 0014411.22W
41R	522709.30N 0014409.81W
42C	522707.81N 0014414.54W
42L	522706.68N 0014415.32W
42R	522707.74N 0014413.58W

STAND	COORDINATES
54C	522709.29N 0014417.02W
54L	522710.39N 0014416.61W
54R	522709.20N 0014417.80W
55C	522710.85N 0014413.25W
55L	522712.12N 0014412.87W
55R	522710.68N 0014414.01W
56C	522712.43N 0014409.50W
56L	522713.68N 0014409.10W
56R	522712.24N 0014410.25W
57C	522714.07N 0014405.52W
57L	522715.33N 0014405.12W
57R	522713.89N 0014406.27W
58	522715.78N 0014402.63W
59	522716.81N 0014400.63W
60	522717.72N 0014357.80W
70	522714.51N 0014423.15W
71	522715.42N 0014421.85W
72	522716.21N 0014419.97W
73	522716.99N 0014418.09W
74	522717.77N 0014416.20W
75	522718.55N 0014414.31W
76	522719.40N 0014412.25W
77	522720.03N 0014410.27W
80	522720.96N 0014411.91W
81	522721.95N 0014414.37W
82	522721.40N 0014415.76W
83C	522719.83N 0014418.11W
83L	522720.32N 0014417.45W
83R	522719.61N 0014419.39W
84C	522718.11N 0014421.66W
84L	522718.77N 0014421.20W
84R	522718.06N 0014423.16W
85C	522716.19N 0014424.90W
85L	522716.93N 0014424.41W
85R	522716.18N 0014426.20W
86C	522714.70N 0014428.49W
86L	522715.44N 0014427.99W
86R	522714.97N 0014429.93W
501L	To be surveyed
501C	To be surveyed
501R	To be surveyed
502L	To be surveyed
502C	To be surveyed
502R	To be surveyed
503L	To be surveyed
503C	To be surveyed
503R	To be surveyed
504L	To be surveyed
504C	To be surveyed
504R	To be surveyed
505	To be surveyed
506	To be surveyed
601	To be surveyed

CHANGE (12/25): NEW TWY HOTEL & HOLD H.

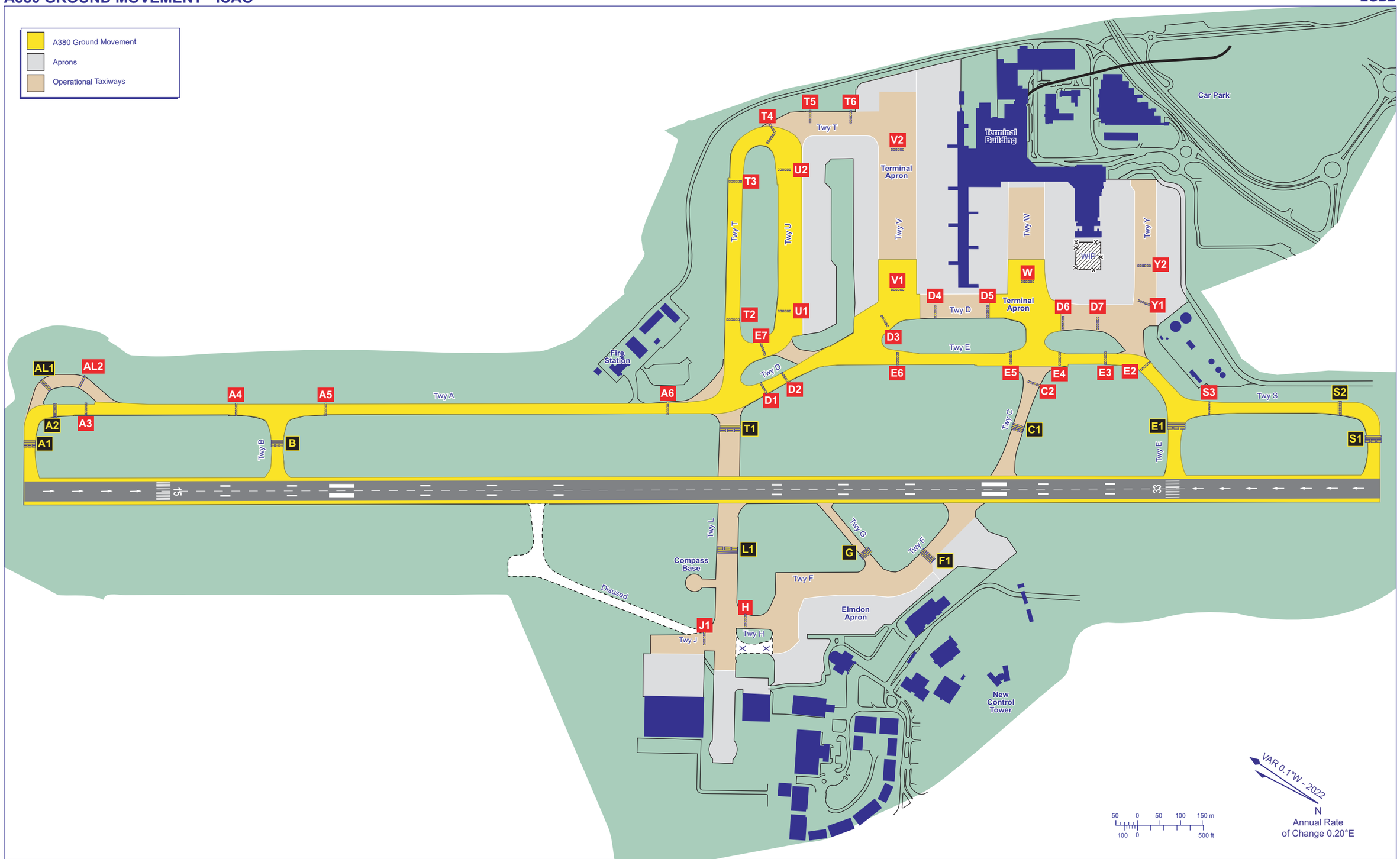
AERO INFO DATE 09 SEP 25

AERODROME CHART
A380 GROUND MOVEMENT - ICAO

ARP 522714N 0014453W

AD ELEV 339FT

BIRMINGHAM
EGBB



CHANGE (12/25): NEW TWY H & HOLD H.

AERO INFO DATE 22 SEP 25

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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
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGHH-2-3
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

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AERODROME CHART - ICAO

ARP 504648N 0015033W

AD ELEV 38FT

BOURNEMOUTH
EGHH

AERO INFO DATE 12 SEP 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

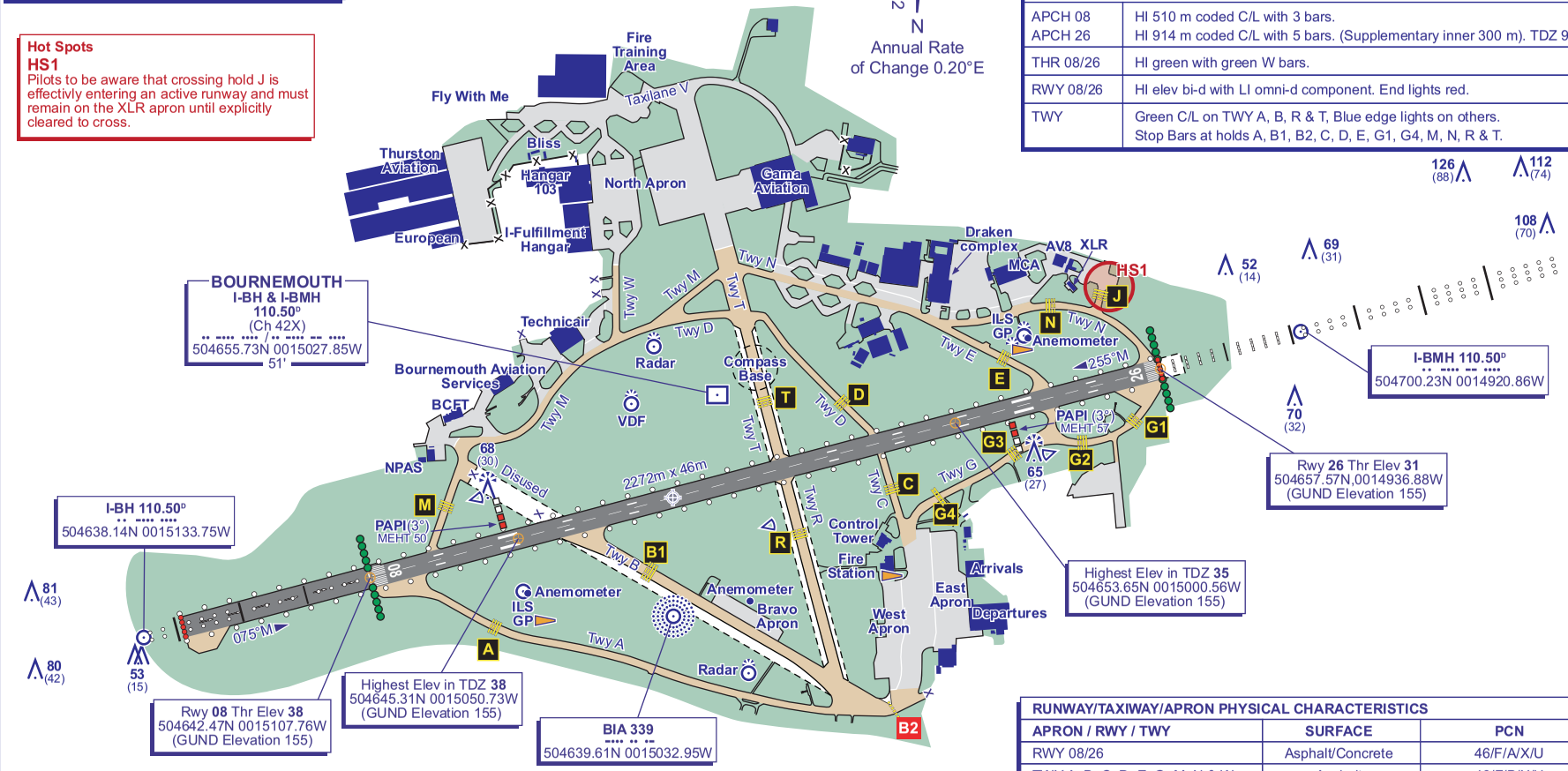
HS1

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**	**PCN**
RWY 08/26	Asphalt/Concrete	46/F/A/X/U
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
Taxilane V	Asphalt	46/F/B/X/U
Apron (All)	*See AD 2-EGHH-2-2 & 2-3*	

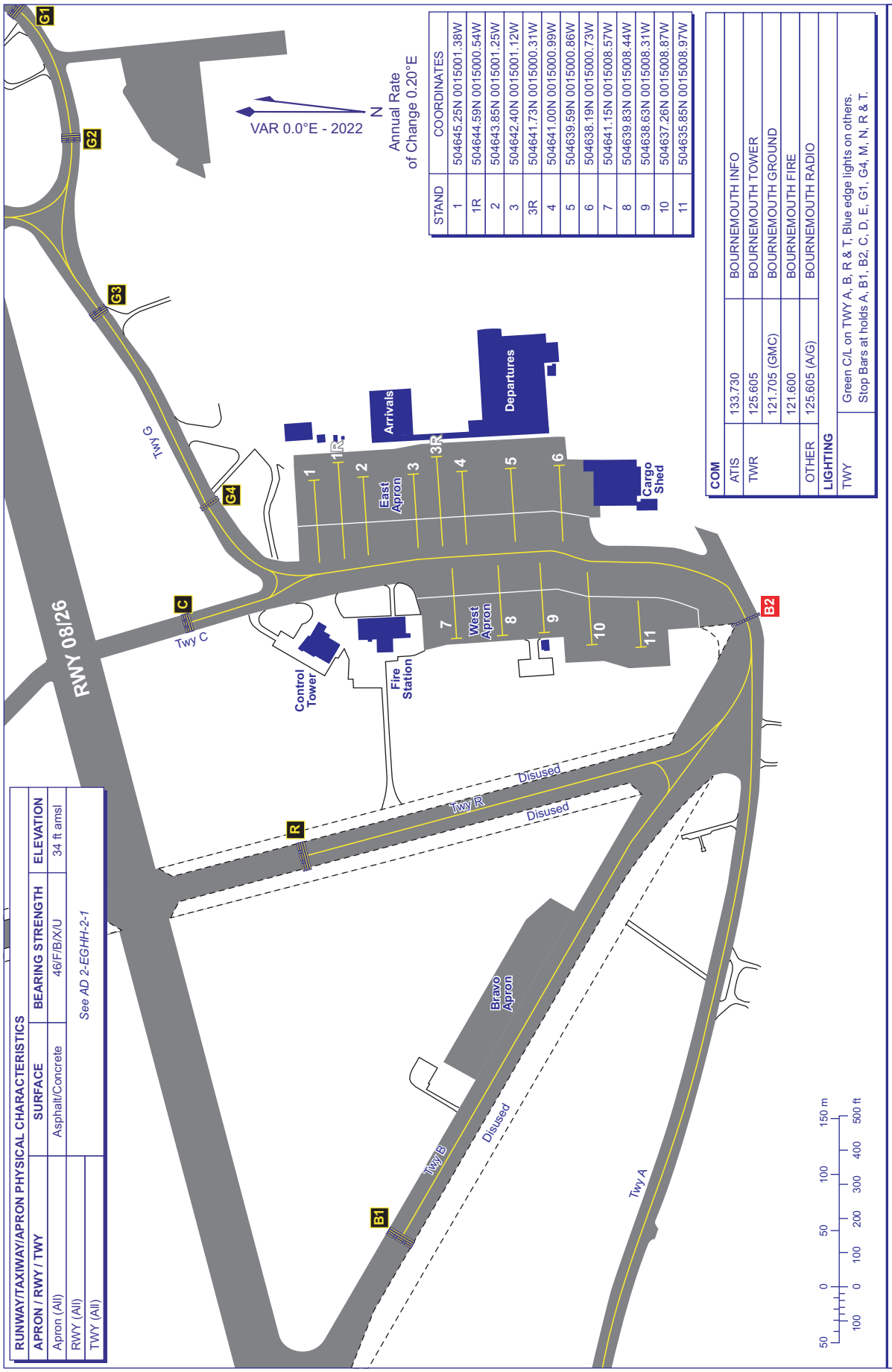
CHANGE (12/25): EDITORIAL. HELI AIMING POINT REMOVED. HOLD Z LABEL REMOVED. TAXILANE VICTOR LABEL.

BOURNEMOUTH EGHH

AIRCRAFT PARKING/DOCKING CHART - ICAO

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
Apron (All)	Asphalt/Concrete	46/F/B/X/U	34 ft amsl
RWY (All)	See AD 2-EGHH-2-1		
TWY (All)			

CHANGE (12/25): EDITORIAL.

AERO INFO DATE 28 AUG 25

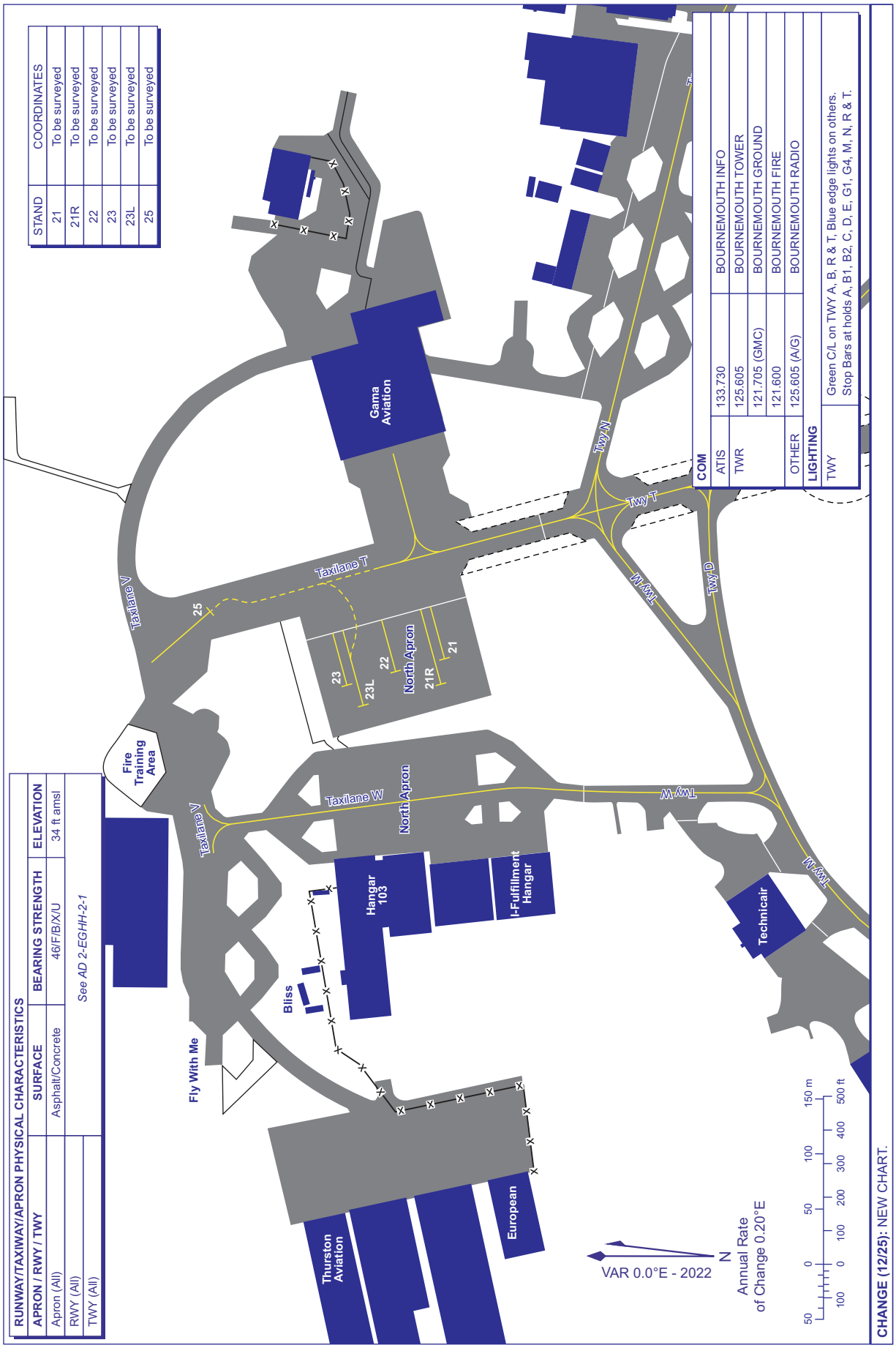
AD 2-EGHH-2-2

BOURNEMOUTH EGHH

AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 504648N 0015033W

AD ELEV 38FT



CHANGE (12/25): NEW CHART.

AERO INFO DATE 25 SEP 25

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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**
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.
C025.22	CRANE	521258N 0001046E	199 FT	146 FT	Yes Steady red	Mobile crane operating within 0.12 NM radius of centre point.
C021.25	CRANE	521247N 0000904E	253 FT	227 FT	Yes Steady red	Expected duration May 2026.
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.
C008.25	CRANE	521243N 0000636E	197 FT	148 FT	Yes Steady red	Expected duration March 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**
C006.24	CRANE	521241N 0000848E	227 FT	194 FT	Yes Steady red	Expected duration June 2026.
(EGSC10889)	GP MAST	521226.20N 0001054.52E	62 FT	34 FT	No	
(EGSC10890)	WINDSLEEVE	521225.90N 0001053.75E	61 FT	27 FT	No	
(EGSC10651)	BUILDING CHIMNEY	521225.58N 0001005.86E	148 FT	112 FT	No	
C033.25	CRANE	521207N 0000630E	180 FT	148 FT	Yes Steady red	Expected duration May 2027.
(EGSC4160)	WINDSLEEVE	521203.81N 0001010.92E	62 FT	27 FT	Yes Red	
(EGSC10894)	RADAR	521203.08N 0001039.42E	83 FT	49 FT	Yes Red	
(EGSC10681)	CHURCH SPIRE	521156.15N 0000738.70E	255 FT	215 FT	Yes Red	
C012.25	CRANE	521153N 0000822E	304 FT	255 FT	Yes Steady red	Expected duration October 2027.
C025.23	CRANE	521145N 0001055E	139 FT	89 FT	Yes Steady red	Mobile crane operating within 0.08 NM radius of position. Expected duration to 19 December 2025.
(EGSC10726)	INDUSTRIAL CHIMNEY	521033.29N 0000825.80E	258 FT	212 FT	Yes Red	
C029.24	CRANE	521023.80N 0000757.70E	385 FT	334 FT	Yes Steady red	Expected duration January 2027.
(EGSC10571)	MAST	521011.49N 0001128.58E	357 FT	186 FT	Yes Red	

EGSC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE HEATHROW
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE HEATHROW 9 hours
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self-briefing/Telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs and METARs. English.
7	Charts and other information available for briefing or consultation	
8	Supplementary equipment available for providing information	
9	ATS units provided with information	CAMBRIDGE
10	Additional information (limitation of service, etc.)	Meteorological Information not available outside of AD operating hours.

EGSC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	**True bearing**	**Dimensions of RWY**	**Surface of RWY/ SWY/ Strength**	**THR co-ordinates/ THR Geoid undulation**	**THR elevation/ Highest elevation of TDZ of precision APP RWY**	**Slope of RWY/ SWY**
1	**2**	**3**	**4**	**5**	**6**	**7**
05	049.87°	1964 x 45 M	RWY surface: Asphalt, Grooved PCN 50/F/C/W/T	521202.12N 0000959.26E 151.0 FT	THR 35.7 FT	RWY 05 0.14% up RWY 23 0.83% down first 400 M

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
23	229.89°	1964 x 45 M	RWY surface: Asphalt, Grooved PCN 50/F/C/W/T	521235.55N 0001103.83E 151.0 FT	THR 47.5 FT TDZ 47.5 FT	RWY 05 0.14% up RWY 23 0.83% down first 400 M

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
	109 x 150 M	1886 x 300 M	90 x 90 M -			RWY 05 Threshold displaced by 216 M.
	133 x 150 M	1886 x 300 M	90 x 90 M -			RWY 23 Threshold displaced by 145 M.

EGSC AD 2.13 DECLARED DISTANCES

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

EGSC AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
05	Centre-line with one crossbar. 420 M Light intensity high	Elev HI wingbars at displaced threshold	PAPI Left/3° 44 FT 296 M			Elev bi-directional with omni-directional component White Light intensity high	Flush bi-directional Red Light intensity high		
23	Centre-line with five crossbars. 900 M Light intensity high	Flush green threshold bar and elev HI wingbars at displaced threshold	PAPI Left/3° 39 FT 303 M			Elev bi-directional with omni-directional component White Light intensity high	Flush bi-directional Red Light intensity high		

EGSC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

EGSC AD 2.16 HELICOPTER LANDING AREA

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

EGSC AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	**2**	**3**	**4**	**5**	**6**	**7**
CAMBRIDGE ATZ A circle, 2.5 NM radius, centred at 521218N 0001030E on longest notified runway (05/23)	Upper limit: 2000 FT AGL Lower limit: SFC	G	CAMBRIDGE APPROACH English	6000 FT		ATZ hours coincident with AD hours as detailed at EGSC AD 2.3.

EGSC AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

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

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

EGSC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 1.38°E (2027)	ICMG	111.300 MHz	Mon-Fri 0800-1800 (0700-1700).	521155.95N 0000947.35E		(RWY 23)
ILS/GP	ICMG	332.300 MHz	Mon-Fri 0800-1800 (0700-1700).	521226.26N 0001054.62E		3° ILS Ref Datum Hgt 40 FT.
NDB (L) 1.39°E (2027)	CAM	332.500 kHz	Mon-Fri 0800-1800 (0700-1700).	521238.57N 0001059.01E		On AD. Range 15 NM.
ILS/DME	ICMG	50X 111.300 MHz	Mon-Fri 0800-1800 (0700-1700).	521226.21N 0001054.36E	59 FT	(RWY 23) On AD. Freq paired with ILS I-CMG. DOC 25 NM/10,000 FT.

EGSC AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

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

2 GROUND MOVEMENT

a) Light aircraft will be directed to the grass parking area in front of Nº 1 Hangar. Parking is on a grid of four rows marked W, X, Y, Z and numbered 1-8 from west to east. All aircraft will be marshalled except Light Aircraft on grass parking areas and based operators, unless advised otherwise by ATS.
b) When taxiing on the grass, keep to cut grass taxiways. The long grass areas are not inspected and are unfit for manoeuvring.
c) Compass Base, Class 1, located on Taxiway C. Serviceability of this facility does not affect the availability of the taxiway for taxiing aircraft.
d) Runway 05/23 Turn Pads 70 M wide - Code D and E aircraft will require maximum nose wheel steering during turn.

3 CAT II/III OPERATIONS

Not applicable.

4 WARNINGS

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

5 HELICOPTER OPERATIONS

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

6 USE OF RUNWAYS

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

7 TRAINING

Not applicable.

EGSC AD 2.21 NOISE ABATEMENT PROCEDURES

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

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

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

3 VISUAL CIRCUIT HEIGHT

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

4 ARRIVALS

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

5 DEPARTURES

a) **Asphalt Runway 05**

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

b) **Asphalt Runway 23**

   i. Aircraft which require a right turn after departure shall maintain runway heading until at least 2000 FT AAL.

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

6 CIRCUIT DIRECTIONS

a) The following circuit directions will be adhered to:

Runway 23 - left hand;

Runway 05 - right hand.

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

8 REVERSE THRUST

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

9 HELICOPTER OPERATIONS

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

EGSC AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR INBOUND AIRCRAFT VIA THE AIRWAYS SYSTEM

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

2 PROCEDURES FOR OUTBOUND AIRCRAFT

a) Preferred Departure Routes- via ATS Route Network

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

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

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

EGSC AD 2.23 ADDITIONAL INFORMATION

a) Mode S Barometric Pressure Setting Data

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

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

EGSC AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGSC-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGSC-2-2
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGSC-5-1
INSTRUMENT APPROACH CHART RNP RWY 05 - ICAO
AD 2.EGSC-8-1
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 05 - ICAO
AD 2.EGSC-8-2
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 23 - ICAO
AD 2.EGSC-8-3
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 23 - ICAO
AD 2.EGSC-8-4
INSTRUMENT APPROACH CHART RNP RWY 23 - ICAO
AD 2.EGSC-8-5
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 23 - ICAO
AD 2.EGSC-8-6
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 05
AD 2.EGSC-8-7
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 23
AD 2.EGSC-8-8

EGSC AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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EGHR — CHICHESTER/GOODWOOD

EGHR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGHR — CHICHESTER/GOODWOOD

EGHR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 505134N Long: 0004533W Mid-point of Runway 14/32.
2	Direction and distance from city	1.5 NM NNE of Chichester
3	Elevation / Reference temperature / Mean Low Temperature	111 FT / 19 °C / -
4	Geoid undulation at AD ELEV PSN	149 FT
5	Magnetic Variation / Annual Change	1.17°E (2027) / 0.17°E
6	AD Administration Address Telephone	GOODWOOD ROAD RACING COMPANY LTD Goodwood Road Racing Company Ltd, Goodwood, Chichester, West Sussex, PO18 0PH. 01243-755061 (ATS) 07966-314630 (ATS Mobile) 01243-755060 (GRRC Admin) 01243-755066 (Goodwood Flying School) 01243-755064 (Engineering)
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	

EGHR AD 2.3 OPERATIONAL HOURS

1	AD Administration	01 Jan 1000-1600; 02-18 Jan 0900-1600; 19-31 Jan 0900-1630, 01 Feb-10 Nov 0900-1700 (0800-1700); 11-19 Nov 0900-1630; 20 Nov-23 Dec 0900-1600; 24-26 Dec closed; 27 Dec 1000-1600; 28-30 Dec 0900-1600; 31 Dec 0900-1500; Other times 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	As AD except for the last 15 minutes.
9	Handling	
10	Security	H24
11	De-icing	
12	Remarks	PPR in writing outside of published hours with minimum 24 hours notice. Aircraft movements outside of published hours not permitted after sunset or 2100 (2000), whichever is earlier, and before 0700 (0600) or sunrise, whichever is later.

EGHR AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL W80, W100, S80, S100, Multi.
3	Fuelling facilities/capacity	JET-A1 bowser service only.
4	De-icing facilities	
5	Hangar space for visiting aircraft	Limited hangarage space available, by arrangement.

6	Repair facilities for visiting aircraft	Goodwood Engineering, Tel: 01243-755064
7	Remarks	

EGHR AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotel in Goodwood
2	Restaurants	Cafe
3	Transportation	Taxies
4	Medical facilities	Basic first aid on site
5	Bank and Post Office	Banks and Post Office in Chichester
6	Tourist Office	In Chichester
7	Remarks	

EGHR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A1 RFF Category 1/H1. RFF Category 2/H2 on request. RFF Category 3 accepted under remission on request.
2	Rescue equipment	
3	Capability for removal of disabled aircraft	
4	Remarks	

EGHR AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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EGHR 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): 505132.05N 0004538.02W.

EGHR 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**
(EGHR1378) 24/APPROACH 06/ TAKE-OFF	MOBILE OBST	505147.72N 0004508.08W	119 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**
(EGHR1360)	COMMS MAST	505334.85N 0004511.71W	742 FT		No	
(EGHR1361)	COMMS MAST	505333.29N 0004519.78W	764 FT		No	
(EGHR1420)	WINDMILL BUILDING	505244.28N 0004137.19W	459 FT		No	
(EGHR1344)	CATHEDERAL	505010.47N 0004650.48W	327 FT		No	

EGHR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self briefing/telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs and METARs. English.
7	Charts and other information available for briefing or consultation	Met Office F215, F214 and weather warnings.
8	Supplementary equipment available for providing information	Real time weather avaliable at https://weather.goodwood.com/.
9	ATS units provided with information	CHICHESTER/GOODWOOD
10	Additional information (limitation of service, etc.)	Unofficial observations provided locally/observations only disseminated locally.

EGHR AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	**True bearing**	**Dimensions of RWY**	**Surface of RWY/ SWY/ Strength**	**THR co-ordinates/ THR Geoid undulation**	**THR elevation/ Highest elevation of TDZ of precision APP RWY**	**Slope of RWY/ SWY**
1	**2**	**3**	**4**	**5**	**6**	**7**
06	056.93°	855 x 30 M	RWY surface: Grass	505132.24N 0004545.59W 149.1 FT	THR 102.5 FT	
24	236.94°	855 x 30 M	RWY surface: Grass	505144.87N 0004514.94W 149.1 FT	THR 105.0 FT	
10	103.03°	700 x 30 M	RWY surface: Grass	505146.62N 0004548.15W 149.2 FT	THR 109.6 FT	
28	283.04°	700 x 30 M	RWY surface: Grass	505141.51N 0004513.28W 149.1 FT	THR 101.4 FT	
14	139.21°	1262 x 31 M	RWY surface: Grass	505145.64N 0004550.10W 149.2 FT	THR 108.4 FT	
32	319.22°	1262 x 31 M	RWY surface: Grass	505121.90N 0004517.74W 149.1 FT	THR 89.6 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
		915 x 72 M				RWY 06 Threshold displaced by 140 M.
		915 x 72 M				RWY 24
		760 x 72 M				RWY 10
		760 x 72 M				RWY 28
		1382 x 86 M				RWY 14 Threshold displaced by 151 M.
		1382 x 86 M				RWY 32 Threshold displaced by 143 M.

EGHR AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
14	1120 M	1120 M	1199 M	1111 M	
32	1127 M	1127 M	1178 M	1035 M	
06	799 M	799 M	799 M	715 M	
24	799 M	799 M	799 M	799 M	
10	700 M	700 M	700 M	700 M	
28	700 M	700 M	700 M	700 M	

EGHR AD 2.14 APPROACH AND RUNWAY LIGHTING

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EGHR 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: 505135.37N 0004522.40W.
3	TWY edge and centre line lighting	
4	Secondary power supply/switch-over time	
5	Remarks	

EGHR AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF: 505136.88N 0004522.13W, 149.1 FT
2	TLOF and/or FATO elevation	TLOF: 101.0 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	Grassed parking area positioned north of the control tower. Concrete 'H' positioned east of the control tower. Further parking may be available adjacent to Hangars 1-3 when grassed area conditions are poor.

EGHR 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
CHICHESTER/GOODWOOD ATZ A circle, 2 NM radius, centred at 505134N 0004533W on longest notified runway (14/ 32)	Upper limit: 2000 FT AGL Lower limit: SFC	G	GOODWOOD INFORMATION English	6000 FT		

EGHR 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	GOODWOOD INFORMATION	122.455 DOC 25 NM/6,000 FT.			As AD hours.	ATZ hours co-incident with AFIS hours but not by arrangement.

EGHR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME 1.17°E (2027) 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°.

EGHR AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) All aircraft using Chichester/Goodwood are required to have third party insurance cover of not less than £1,000,000.
b) No helicopter circuit flying on Sundays.
c) No fixed-wing circuit flying on Sundays after 1400 (1300).
d) Helicopters must not taxi across the road between the tower and the fire station. Helicopters taxiing from the helicopter parking area shall taxi to the west of the tower.
e) Goodwood is a regulated aerodrome pursuant to the provisions of the UK Customs and Excise Management Act 1979. Goodwood Aerodrome is not designated as a Customs & Excise airport but operates under a Certificate of Agreement issued 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 Goodwood Aerodrome, 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.

2 GROUND MOVEMENT

Not applicable.

3 CAT II/III OPERATIONS

Not applicable.

4 WARNINGS

a) When Runways 06/24 and 10/28 are in use for fixed-wing circuits, opposite direction helicopter circuits will be flown from the threshold of Runway 32.
b) The Motor Racing track on the perimeter of the aerodrome is in constant use during daylight hours. It is not to be used for the taxiing of aircraft at any time.
c) A runway starter extension is available on Runway 32 to correctly indicate the start of TORA/TODA/ASDA. Aircraft using the starter extension with a wingspan greater than 16 M are to coordinate the departure with ATS.
d) Pilots may experience windshear on Runways 06 and 24 particularly in strong southwesterly wind conditions.
e) Increased bird activity may be present on the airfield outside of normal operating hours. Pilots operating with an authorised out of hours approval should exercise caution.
f) Grass cutting may take place outside of published operating hours. Pilots operating with an authorised out of hours approval should exercise caution.

5 HELICOPTER OPERATIONS

Not applicable.

6 USE OF RUNWAYS

Not applicable.

7 TRAINING

Not applicable.

EGHR AD 2.21 NOISE ABATEMENT PROCEDURES

a) Runway 06

Landing: No low approaches over the built-up areas in the undershoot.

b) Runway 24

Take off: Turn right as soon as practicable to do so and establish a westerly track. Maintain track until west of built-up areas. If remaining in the circuit, ensure that crosswind and downwind track is west/northwest of Lavant village. No practice engine failures are permitted until west of the A286, Lavant Road. No low level circuits are permitted on Runway 24. Avoid overflight of Lavant village.

c) Runway 14

i. Take-off: Turn left 10° at the upwind end of Runway 14 to avoid overflying the school and fields of horses under the climb out path. No practice engine failures after take-off until well clear of the school and houses. Do not exceed the 10° left turn to avoid conflicting with the helicopter circuit.
ii. Landing: No low approaches over East Lavant village.

d) Runway 32

Take-off: Turn right 10° at the upwind end of Runway 32 to avoid East Lavant village. Maintain that heading until well beyond the village. No practice engine failures after take-off until well beyond East Lavant village. Do not exceed the 10° right turn to avoid conflicting with the helicopter circuit.

e) Runway 10

Take-off: Turn left 10° at the upwind end of the runway to avoid overflying Westerton village.

f) Runway 28

Take-off: Turn left 10° at the upwind end of the runway to avoid overflying Lavant village.

g) Helicopter Procedures

i. Helicopters are to avoid routeing over Chichester, Westerton and Summersdale.
ii. The southern helicopter circuit shall be flown when Runways 06, 10, 24 and 28 are in use. See AD 2-EGHR-4-1.
iii. The northern helicopter circuit shall be flown when Runways 14 and 32 are in use. See AD 2-EGHR-4-1.

EGHR AD 2.22 FLIGHT PROCEDURES

a) Fixed-wing circuit height is 1200 FT QFE unless otherwise directed by ATS. Do not descend below published circuit height when helicopter circuits are active.
b) Fixed-wing circuit joins on a left base leg for Runways 24 and 32 are not permitted.
c) Requests for low level/bad weather training circuits (ie below published circuit height) on Runways 14 and 32 must be pre-agreed with ATS prior to the commencement of the training detail, and are not permitted at any time whilst the helicopter circuits are active.
d) Fixed-wing glide approaches for Runways 14 and 32 are not permitted at any time whilst the northern helicopter circuit is active.
e) Orbits by fixed-wing aircraft are only to be flown on the outside of the circuit, ie on a right-hand circuit an orbit will only be flown to the left and vice versa for a left-hand circuit.
f) Circuit directions: Runways 06, 10 and 14 - LH; Runway 24, 28 and 32 - RH, or as directed by ATS.
g) Fixed-wing standard join is overhead at 2000 FT QFE. ‘Straight-in’ and ‘base’ joins are strongly discouraged when the circuit is active. ATS can advise on circuit status. Outside of published ATS hours, an overhead join is mandatory with circuits flown at published height.
h) Helicopter circuit height 800 FT or as advised by ATS. Helicopters are not permitted to join the circuit below 800 FT QFE unless weather dictates a lower height and only then when this has been pre-agreed with ATS.
i) Helicopter circuit: When Runways 14 or 32 are in use by fixed-wing, the helicopter circuit is flown from the ‘triangle’ east of the intersection with Runways 14/32 and 06/24, inside of and below the fixed-wing circuit height. When other runways are in use by fixed-wing, helicopter circuits are flown from the threshold of Runway 32, in the opposite direction to the fixed-wing circuit.
j) Helicopter and fixed-wing training flights are prohibited outside of published operating hours and at other times detailed in AD 2.20 paragraphs 1b and 1c.
k) Fixed-wing aircraft are to ensure that the take-off roll starts at the published start of TORA/TODA/ASDA on all runways in the interests of local community noise reduction.

EGHR AD 2.23 ADDITIONAL INFORMATION

Not applicable.

EGHR AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGHR-2-1
NOISE ABATEMENT PROCEDURES - FIXED WING / HELI CIRCUITS
AD 2.EGHR-4-1

EGHR AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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EGHA — COMPTON ABBAS

EGHA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGHA — COMPTON ABBAS

EGHA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 505802N Long: 0020913W Mid-point of Runway 08/26.
2	Direction and distance from city	2.7 NM S of Shaftesbury.
3	Elevation / Reference temperature / Mean Low Temperature	811 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	158 FT
5	Magnetic Variation / Annual Change	0.71°E (2027) / 0.17°E
6	AD Administration Address Telephone E-mail address Web address	AELLP Compton Abbas Aerodrome, Ashmore, Salisbury, Wiltshire, SP5 5AP. 01747-811767 info@comptonairfield.com www.comptonairfield.com
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	

EGHA AD 2.3 OPERATIONAL HOURS

1	AD Administration	See website.
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.
9	Handling	
10	Security	H24
11	De-icing	
12	Remarks	PPR by telephone only. Tel: 01747-811767.

EGHA AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVGAS 100LL, AVGAS UL91.
3	Fuelling facilities/capacity	
4	De-icing facilities	
5	Hangar space for visiting aircraft	Limited and by arrangement.
6	Repair facilities for visiting aircraft	IGB Aviation. Tel: 07930-968851.
7	Remarks	

EGHA AD 2.5 PASSENGER FACILITIES

1	Hotels	In vicinity.
2	Restaurants	Restaurant bar and Cafe.
3	Transportation	Taxis.
4	Medical facilities	Basic first aid with defibrillator.
5	Bank and Post Office	In vicinity.
6	Tourist Office	In vicinity.
7	Remarks	

EGHA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A1
2	Rescue equipment	
3	Capability for removal of disabled aircraft	Yes.
4	Remarks	RFFS cover is not available outside hours of watch.

EGHA AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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EGHA AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	
2	Runway and taxiway markings and lighting	Runway marking aid(s): 08/26: Concrete side markers. Runway remaining indicators every 200 M. Black and white runway threshold marker boards.
3	Stop bars and runway guard lights (if any)	
4	Other runway protection measures	
5	Remarks	Runway 08/26 QDM markers are sited before the actual runway thresholds.

EGHA 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**
26/APPROACH 08/TAKE-OFF	Trees	505806.21N 0020838.56W	876 FT		No	
08/APPROACH 26/TAKE-OFF	Trees	505757.04N 0020941.85W	830 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**
	Beacon	505757.77N 0020918.58W	851 FT		No	
	Trees	505755.65N 0020932.62W	882 FT		No	

EGHA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	
2	Hours of service MET Office outside hour	
3	Office responsible for TAF preparation Periods of validity	
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	
6	Flight documentation Language(s) used	
7	Charts and other information available for briefing or consultation	
8	Supplementary equipment available for providing information	Three camera CCTV covering approach to Runway 08/26.
9	ATS units provided with information	
10	Additional information (limitation of service, etc.)	

EGHA 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	077.16°	799 x 30 M	RWY surface: Grass	505759.37N 0020933.15W 158.0 FT	THR 797.0 FT	
26	257.16°	799 x 30 M	RWY surface: Grass	505805.12N 0020853.20W 158.0 FT	THR 811.0 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 08
						RWY 26

EGHA AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
08	799 M	799 M	799 M	799 M	
26	799 M	799 M	799 M	799 M	

EGHA AD 2.14 APPROACH AND RUNWAY LIGHTING

INTENTIONALLY BLANK

EGHA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

INTENTIONALLY BLANK

EGHA AD 2.16 HELICOPTER LANDING AREA

INTENTIONALLY BLANK

EGHA 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
COMPTON ABBAS ATZ A circle, 2 NM radius, centred at 505802N 0020913W on longest notified runway (08/ 26)	Upper limit: 2000 FT AGL Lower limit: SFC	G	COMPTON RADIO English			

EGHA 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	COMPTON RADIO	122.710 A/G frequency.				ATZ hours coincident with A/G hours.

EGHA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGHA AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) No domestic pets or animals allowed airside, with the exception of dogs, on leads, accompanied by resident or visiting pilots.
b) No formation flights within ATZ without prior permission of Airfield Management.
c) Outside published hours of watch, only resident aircraft and those pre-booked for the onsite engineer are permitted to use the airfield. All these flights must be notified, prior to time, as per Airfield Standing Orders.

2 GROUND MOVEMENT

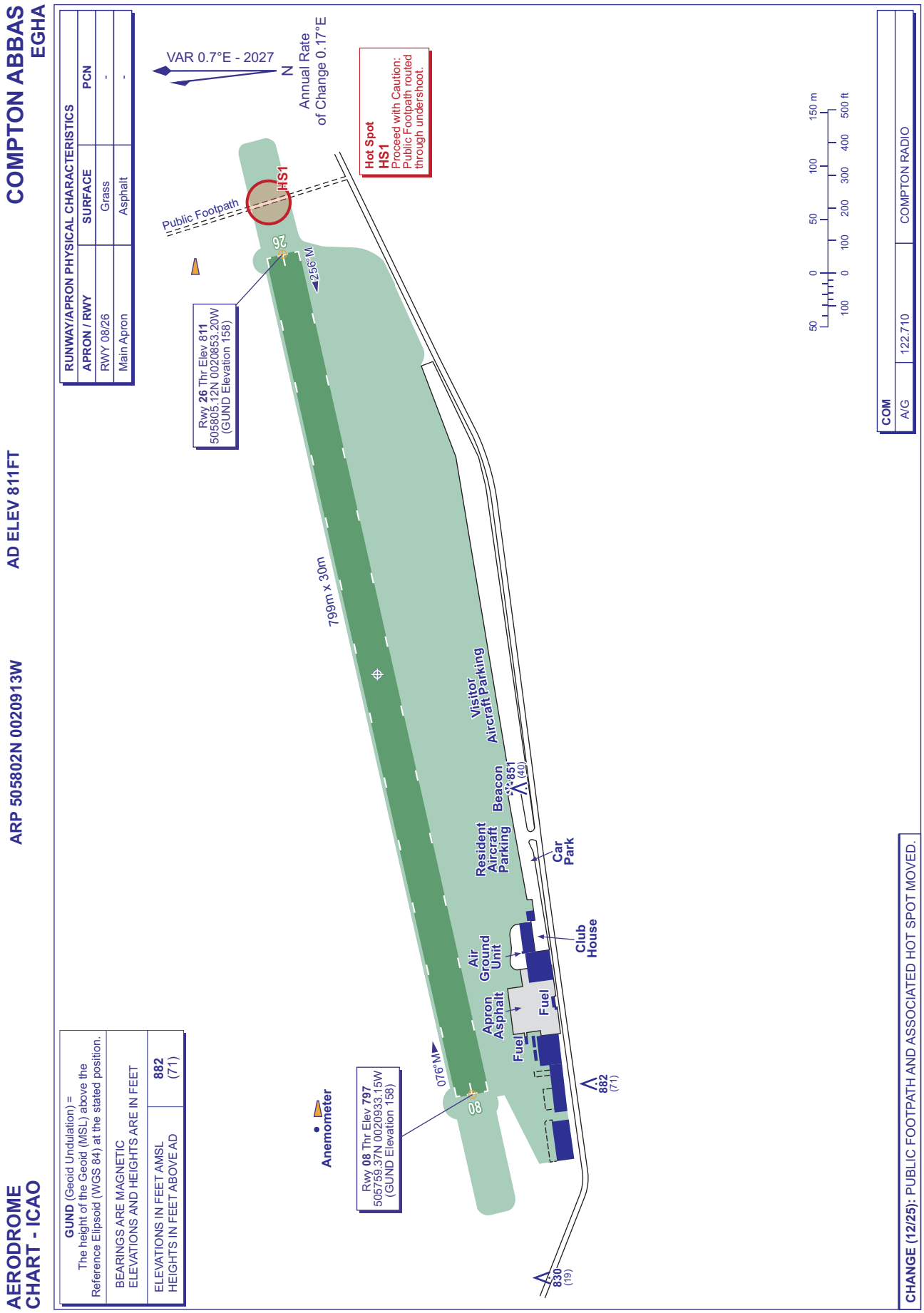
a) Due to prop-wash do not park aircraft facing north in front of the buildings.
b) Please respect grass surfaces, particularly in wet conditions. If landing long please consider another approach in order to avoid excessive braking which can cause the grass surface to be badly damaged.
c) Do not park in front of Polly Tunnel Hangars.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) The ground to the north of the runway has a steep slope gradient.
b) Trees along the southern aerodrome boundary will cause turbulence on the approach to Runway 08 and 26 when the wind has a southerly component.
c) Multiple trees penetrate the Approach and Take-Off Surfaces by as much as 23 FT. Multiple trees penetrate the Transitional Surface to south west of the runway by as much as 31 FT.
d) Beacon with strobe in Southern Transition Surface penetrates surface by 9 FT.
e) Check for any aerobatic or other specialist flying activity within the ATZ prior to arrival.
f) Public footpath crosses the under/overshoot to the east of Runway 26 threshold aligned in a north/south direction.
g) Do not carry out Orbits, within the Circuit, for spacing or any other purpose.


COMPTON ABBAS
EGHA
AERODROME CHART - ICAO
ARP 505802N 0020913W
AD ELEV 811FT
RUNWAY/APRON PHYSICAL CHARACTERISTICS
APRON / RWY
SURFACE
PCN
RWY 08/26
Grass
-
Main Apron
Asphalt
-
VAR 0.7°E - 2027
N
Annual Rate of Change 0.17°E
Hot Spot
HS1
Proceed with Caution: Public Footpath routed through undershoot.
Public Footpath
HS1
26
256°M
Rwy 26 Thr Elev 811
505805.12N 0020853.20W
(GUND Elevation 158)
799m x 30m
Visitor Aircraft Parking
Beacon
Resident Aircraft Parking
Car Park
Club House
Air Ground Unit
Apron Asphalt
Fuel
Fuel
076°M
08
Anemometer
Rwy 08 Thr Elev 797
505759.37N 0020933.15W
(GUND Elevation 158)
882
(71)
830
(19)
851
(40)
50 100 0 50 100 0 100 200 300 400 500 ft
50 100 150 m
COM
A/G
122.710
COMPTON RADIO
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
882
(71)
CHANGE (12/25): PUBLIC FOOTPATH AND ASSOCIATED HOT SPOT MOVED.

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AERODROME CHART - ICAO

ARP 515452N 0004057E

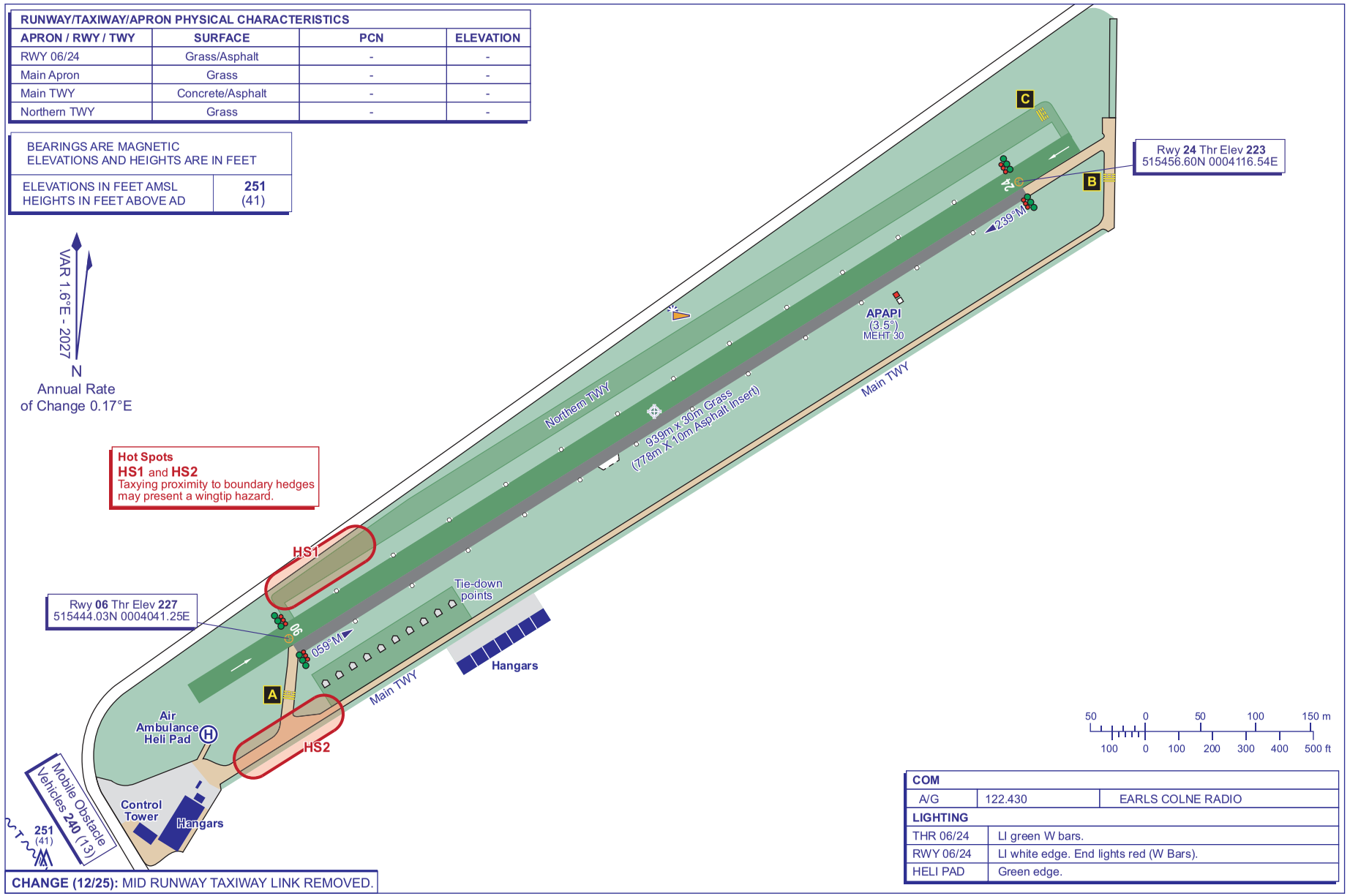
AD ELEV 227FT

EARLS COLNE
EGSR

AERO INFO DATE 09 SEP 25

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	**SURFACE**	**PCN**	**ELEVATION**
RWY 06/24	Grass/Asphalt	-	-
Main Apron	Grass	-	-
Main TWY	Concrete/Asphalt	-	-
Northern TWY	Grass	-	-

BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET	
ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	**251** (41)



COM		
A/G	122.430	EARLS COLNE RADIO
LIGHTING		
THR 06/24	LI green W bars.	
RWY 06/24	LI white edge. End lights red (W Bars).	
HELI PAD	Green edge.	

CHANGE (12/25): MID RUNWAY TAXIWAY LINK REMOVED.

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

1	Apron surface and strength	CENTRAL APRON Surface: Concrete PCN 63/R/D/X/U CENTRAL-WEST APRON Surface: Concrete PCN 74/R/C/W/T EAST APRON Surface: Concrete PCN 63/R/D/X/U WEST APRON Surface: Concrete PCN 78/R/C/W/T
2	Taxiway width, surface and strength	Taxiway A: 23 M Surface: Asphalt PCN 66/F/C/W/U Taxiway TAXILANE B: 23 M Surface: Concrete PCN 78/R/C/W/T Taxiway F: 23 M Surface: Concrete PCN 78/R/C/W/T Taxiway G: 23 M Surface: Asphalt PCN 66/F/C/W/U Taxiway H: 23 M Surface: Asphalt PCN 66/F/C/W/U Taxiway TAXILANE J: 23 M Surface: Concrete PCN 78/R/C/W/T Taxiway K: 15 M Surface: Asphalt PCN 32/F/D/X/T Taxiway M: 23 M Surface: Asphalt PCN 66/F/C/W/U Taxiway S: 23 M Surface: Asphalt PCN 66/F/C/W/U Taxiway TAXILANE C: 23 M Surface: Concrete PCN 63/R/D/X/U Taxiway TAXILANE CA: 23 M Surface: Concrete PCN 63/R/D/X/U Taxiway TAXILANE D: 23 M Surface: Concrete PCN 63/R/D/X/U Taxiway TAXILANE N: 23 M Surface: Concrete PCN 74/R/C/W/T

		Taxiway TAXILANE Q: 23 M Surface: Concrete PCN 63/R/D/X/U Taxiway TAXILANE R: 23 M Surface: Concrete PCN 63/R/D/X/U Taxiway TAXILANE T: 23 M Surface: Concrete PCN 63/R/D/X/U Taxiway TAXILANE U: 23 M Surface: Concrete PCN 63/R/D/X/U Taxiway TAXILANE V: 23 M Surface: Concrete and asphalt PCN 63/R/D/X/U Taxiway W: 23 M Surface: Asphalt PCN 66/F/C/W/U
3	Altimeter checkpoint location and elevation	Central Apron 289 FT, East Apron 272 FT and West Apron 289 FT.
4	VOR checkpoints	
5	INS checkpoints	See Aircraft Ground Movement/Parking/Docking Chart.
6	Remarks	Taxiway J – Code E leading off Taxiway A on to the West Apron. From junction with Taxiway B, Taxiway reduces (south) to Code D Taxilane. Runway intersections M and S are not available for aircraft larger than Code C (maximum span 36 M). Delta Taxilane between D and V holding points widens to a bespoke maximum wingspan of 68.4 M. Taxiway V - Bespoke limited to maximum span of 68.4 M and maximum length of 76.25 M.

EGNX 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 21, 23, 24 and 70R are self-manoeuvring, with all other stands being a nose-in/push-back configuration. All apron stands are provided with centreline and nose/nosewheel stop position markings. Marshalling guidance will be given to all pilots to indicate the stop position. ALL aircraft parking on the aprons may only proceed onto stand under the guidance of a marshaller. If no marshal guidance is available, aircraft MUST NOT enter the stand and MUST hold on the taxi lane until a marshaller is present.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 09/27: Runway designation, landing thresholds, edge, centre-line, aiming point, touch down zone. Runway light(s): Runway guard lights at all taxiway intersections. Taxiway marking aid(s): Taxi holding positions. Enhanced taxiway centre-line markings are provided at each runway/taxiway intersection that, on approaching the runway, denote the proximity of the runway holding positions closest to the runway. Taxiway light(s): Green centre-line with blue edge lights on corners. Turn-offs-amber and green centre-line with blue edge lights. Taxiways Charlie, Charlie Alpha, Tango and Delta are not equipped with taxiway centre-line lighting.
3	Stop bars and runway guard lights (if any)	Multiple stopbars with red HI lighting. Runway stop bars are in operation H24.
4	Other runway protection measures	

5	Remarks	3 X WDI: 524957.60N 0011853.79W (LGTD), 524955.93N 0012026.69W (LGTD) and 524958.07N 0011936.57W.

EGNX 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**
(EGNX2986) 27/APPROACH 09/ TAKE-OFF	FENCE	524955.32N 0011805.21W	287 FT	8 FT	No	
(EGNX3001) 27/APPROACH 09/ TAKE-OFF	LLZ 09 OBS R	524952.54N 0011807.19W	284 FT	8 FT	Yes Red	
(EGNX3014) 09/APPROACH 27/ TAKE-OFF	LLZ 27 OBS LT L	524948.97N 0012123.09W	322 FT	9 FT	Yes Red	
(EGNX3377) 09/APPROACH 27/ TAKE-OFF	CCTV	524947.05N 0012151.53W	357 FT	31 FT	No	
(EGNX2904) 09/APPROACH 27/ TAKE-OFF	RESERVOIR	524945.95N 0012139.99W	337 FT	4 FT	No	
(EGNX2905) 09/APPROACH 27/ TAKE-OFF	RESERVOIR	524945.88N 0012140.94W	338 FT	2 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**
(EGNX2752) RATCLIFFE-ON-SOAR	CHIMNEY	525200.90N 0011524.09W	758 FT	643 FT	Yes Red	
EGNX_2025_TE13	CRANE	525150N 0012058W	328 FT	233 FT	Yes Red	Up to 2X cranes.
EGNX_2024_TE43	CRANE	525031N 0012126W	361 FT	65 FT	No	Up to 2X cranes.
EGNX_2025_TE41	TRANSPORTERS	525025N 0011803W	246 FT	102 FT	No	Container transporters.
EGNX_2025_TE39	TRANSPORTERS	525018N 0011757W	357 FT	209 FT	No	Container transporters.
EGNX_2025_TE47	CRANE	525013N 0012124W	351 FT	66 FT	Yes Red	
EGNX_2025_TE11	CRANE	525009N 0012123W	358 FT	69 FT	Yes Red	
(EGNX1212)	FENCE	524956.10N 0012033.25W	320 FT	10 FT	No	
(EGNX3135)	ATC AERIAL	524934.81N 0011955.29W	468 FT	180 FT	Yes Red	
(EGNX2618)	FLAG POLE	524821.79N 0012359.78W	503 FT	93 FT	No	
(EGNX2714)	MAST	524815.09N 0013120.26W	651 FT	165 FT	No	
UK28564940F	PYLON	524742.77N 0010350.46W	511 FT	130 FT	No	
UK18639337F	WIND TURBINE	524453.25N 0012637.03W	784 FT	286 FT	No	
(EGNX2567)	MAST	524230.34N 0011658.54W	1037 FT	273 FT	No	

EGNX AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER 24 hours
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self briefing/telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English
7	Charts and other information available for briefing or consultation	
8	Supplementary equipment available for providing information	Standby systems available, including satellite weather pictures.
9	ATS units provided with information	EAST MIDLANDS
10	Additional information (limitation of service, etc.)	

EGNX 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
09	088.26°	2894 x 45 M	RWY surface: Asphalt. ungrooved PFC. PCN 87/F/C/W/T SWY surface: Asphalt. ungrooved PFC. PCN 87/F/C/W/T	524950.36N 0012048.86W 160.7 FT	THR 305.9 FT TDZ 306.3 FT	
27	268.29°	2894 x 45 M	RWY surface: Asphalt. ungrooved PFC. PCN 87/F/C/W/T SWY surface: Asphalt. ungrooved PFC. PCN 87/F/C/W/T	524952.88N 0011830.94W 160.6 FT	THR 281.6 FT TDZ 286.0 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
30 x 45 M	310 x 150 M	3074 x 280 M	240 x 90 M -			RWY 09 Threshold displaced by 180 M. OFZ: Yes. Runway 09/27 has shoulders 7.5 M each side of the runway giving a total paved width of 60 M. 30 M blast strips at both runway ends, same PCN as runway. The runway crossfall is restricted to 1.25% along it's entire length.
30 x 45 M	459 x 150 M	3074 x 280 M	240 x 90 M -			RWY 27 Threshold displaced by 131 M. OFZ: Yes. Runway 09/27 has shoulders 7.5 M each side of the runway giving a total paved width of 60 M. 30 M blast strips at both runway ends, same PCN as runway. The runway crossfall is restricted to 1.25% along it's entire length.

EGNX AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 0.84°E (2027)	IEMW	109.350 MHz	H24	524953.30N 0011807.40W		(RWY 09)
ILS/GP	IEMW	331.850 MHz	H24	524954.61N 0012031.10W		3° ILS Ref Datum Hgt 56 FT.
ILS/LOC III 0.82°E (2027)	IEME	109.350 MHz	H24	524949.74N 0012122.96W		(RWY 27)
ILS/GP	IEME	331.850 MHz	H24	524956.50N 0011847.13W		3° ILS Ref Datum Hgt 54 FT.
VOR/DME 0.76°E (2027) 0.6°E (2023)	HON	83Y 113.650 MHz	H24	522124.04N 0013949.41W	435 FT	VOR/DME DOC: 60 NM/50,000 FT (85 NM/50,000 FT in Sector R179-239 and 100 NM/50,000 FT in Sector R314-001).
VOR/DME 0.48°E (2027) 0.50°E (2023)	POL	58X 112.100 MHz	H24	534437.60N 0020611.83W	1438 FT	VOR/DME DOC: 115 NM/50,000 FT (150 NM/50,000 FT in Sector R075-015). Due to terrain, coverage at low level is reduced in Sector R280-335.
NDB (L) 0.88°E (2027)	EME	353.500 kHz	H24	524957.69N 0011140.43W		Range 20 NM.
NDB (L) 0.79°E (2027)	EMW	393.000 kHz	H24	524943.19N 0012715.98W		Range 10 NM.
ILS/DME	IEMW	30Y 109.350 MHz	H24	524957.99N 0011940.24W	322 FT	(RWY 09) On AD. Freq paired with ILS I-EMW and I-EME. Zero range indicated at THR of Runway 09 and 27.
ILS/DME	IEME	30Y 109.350 MHz	H24	524957.99N 0011940.24W	322 FT	(RWY 27) On AD. Freq paired with ILS I-EMW and I-EME. Zero range indicated at THR of Runway 09 and 27.
VOR/DME 0.96°E (2027) 0.8°E (2024)	DTY	111X 116.400 MHz	H24	521048.51N 0010649.64W	600 FT	RNAV substitution only. VOR DOC: 45 NM/50,000 FT (55 NM/50,000 FT in Sector R009-089). DME DOC: 60 NM/50,000 FT (75 NM/50,000 FT in Sector R284-344).
VOR/DME 0.69°E (2027) 0.4°E (2025)	TNT	104X 115.700 MHz	H24	530314.23N 0014011.90W	994 FT	RNAV substitution only. VOR DOC: 20 NM/50,000 FT (40 NM/50,000 FT in Sector R100-205). DME DOC: 80 NM/50,000 FT (100 NM/50,000 FT in Sector R300-000).

EGNX AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Use by aircraft not able to communicate with ATC by radio is subject to prior permission.
b) Use governed by regulations applicable to East Midlands CTR.
c) Jet aircraft failing to meet certification levels appropriate to Chapter 3 will not be permitted to land or take-off between 2300-0700 (2200-0600) except in special circumstances. Dispensation to do so within strict guidelines must be sought from ATC.
d) Use of East Midlands Airport is subject to Standard Conditions of Use, which can be requested from the Finance Section. Tel: +44(0)1332-852975 or by e-mail: finance@eastmidlandsairport.com.
e) All flights, except General Aviation and military flights, are subject to the prior approval of the Managing Director, East Midlands Airport Ltd and prior notification to Airport Co-ordination Ltd, who act as an agent for the Airport. Requests for ad-hoc slot allocations should be made to ACL during working hours Mon - Fri 0830-1700 by e-mail: lonacxh@acl-uk.org; or Tel: +44(0)161-493 1850, Fax: +44(0)161-493 1853, or at all other times to Airfield Operations: +44(0)1332-852 973. OCS account holders can add, change and cancel slots at any time on the online co-ordination portal: https://www.online-coordination.com/default.aspx?AspxAutoDetectCookieSupport=1.
f) All visiting aircraft must pre-book a designated handling agent prior to landing at EMA.

g) Planned Diversion Procedure - All operators are advised that before filing East Midlands as an alternate, they are required to have made arrangements for ground handling, maintenance and aircraft recovery. This arrangement is subject to the agreement of the Airport Management. Nothing in this procedure shall however prevent an aircraft that has declared an emergency from landing.

2 GROUND MOVEMENT

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

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

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

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

g) Runway intersections M and S are not available for aircraft larger than Code C (maximum span 36 M).
h) Aircraft ground movement modelling for Code F and above, is available on request to ops.safety@eastmidlandsairport.com.
i) When using Runway 27, Taxiway S is normally used for departures. Landing traffic should not plan to vacate the runway at Taxiway S without first requesting permission from ATC.
j) Aircraft up to max Beech King Air (B350) only can use code B Taxilane MA.
k) During taxiing, pilots should be expected to encounter a wide range of differing aircraft types and sizes which may be difficult to visually acquire during periods of poor visibility or at night. Aircrew remain responsible for wingtip separation and, if in any doubt, should stop, hold position and request marshaller assistance. Pilots should exercise caution when taxiing on A in the vicinity of runway intersections H, M, S and W due to the possible presence of other aircraft holding at these intersections for departure.
l) Long wheelbase code E/F aircraft should use caution when entering/exiting the runway at all exits due to pavement width constraints.
m) All departing B747 operations on the East and West aprons are to use minimum break away power when first moving away. Additionally, due to jet blast, all arriving and departing B747s shall use the minimum thrust necessary when taxiing in the East and West aprons.
n) Taxiway C is restricted to Code C operations. Code D aircraft using stands 20 (B767-300W) and 24 (B757-200W) must be towed on and towed off via Q.
o) East apron entrance/exit V is restricted to maximum span of 68.4 M and maximum length of 76.25 M (B747-8).
p) Due to taxiway limitations, use of the airfield by the following long wheelbase aircraft is strictly PPR: A340-600, A350-1000, A380-800, B777-300. Requests should be made to ops.safety@eastmidlandsairport.com.

3 CAT II/IIIB OPERATIONS

a) Runway 27, subject to serviceability of the facility, is suitable for Category II/IIIb operations by operators whose minima have been accepted by the Civil Aviation Authority.
b) During Category II/IIIb operations, special ATC procedures (Low Visibility Procedures) will be applied. Pilots will be informed by ATIS broadcast or by RTF when these procedures are in operation.
c) Holding Points Sierra 1 and 2, Whiskey 1 and 2, Mike 1 and 2 and Hotel 1 and 2 are closed when Low Visibility Procedures are in force.
d) All Runway 27 departures will be via Holding Point Alpha 2 only, and all landing aircraft must only vacate the runway via Holding Point Golf 2.
e) Low Visibility Procedures Runway 09

   i. During periods of low visibility, to protect departing aircraft, 'Low Visibility Procedures' may be in force. Arriving aircraft are limited to CAT I or LTS CAT I approaches only. Pilots will be informed via ATIS broadcast or by RTF when these procedures are in operation.
   ii. During Low Visibility Procedures all departures will be via Holding Point Golf 2 only and all landing aircraft must vacate via Holding Point Alpha 2.

f) When visibility drops below 350 M, Airfield Operations 'lead vehicles' are available on request.

4 WARNINGS

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

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

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

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

i. ILS - Sunday 0900-1300 (0800-1200).
ii. M511 - 2nd Tuesday of the month 0930-1330 (0830-1230).
iii. EME - 4th Monday of the month 0930-1230 (0830-1130).
iv. EMW - 3rd Monday of the month 0930-1230 (0830-1130).
v. FFM - 4th Thursday of the month 0930-1200 (0830-1100).
vi. DME - 2nd Wednesday of the month 0930-1130 (0830-1030).

5 HELICOPTER OPERATIONS

a) IFR.

i. Arrival Procedures

1. Following an IFR approach to Runway 09/27 ground or air taxi to parking areas as instructed by ATC. Helicopters which can ground taxi, will normally follow the taxiway to their assigned parking area.

ii. Departure procedures

1. Proceed via the taxiway system for a departure on Runway 09/27 as directed by ATC.

b) VFR.

i. Arrival Procedures

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

ii. Departure Procedures

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

c) Special VFR Procedure

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

d) Helicopter Movements to/from Donington Park

i. All helicopters operating into and from Donington Park Racing Circuit shall use only areas defined and promulgated by the owners of the site and their permission to operate shall have first been obtained by the aircraft commander.

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

6 USE OF RUNWAYS

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

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

7 TRAINING

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

EGNX AD 2.21 NOISE ABATEMENT PROCEDURES

1 NOISE

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

2 GENERAL

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

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

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

i. Take-off to 1500 FT QNH:

Power – Normal take-off.

Speed – V2 + 10 KT (+).

Flaps – Set as appropriate.

ii. 1500 FT to 3000 FT QNH:

Power – Reduced to climb thrust.

Speed – V2 + 10 KT (+).

Flaps – Maintain previous setting.

Note: *V2 + 10 KT (+) indicates that V2 + 10 may be exceeded where pitch angle or specific aircraft characteristics are possible limiting factors.*

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

viii. All turbo-jet, turbo-fan aircraft and aircraft in excess of a gross weight of 17000 KG, departing 'Southbound' from Runway 09 shall, as soon as practical after passing the end of the runway, track 096° MAG to 2.0 NM before turning right in accordance with the departure SID or issued clearance.

ix. 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.

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

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

5 PREFERRED RUNWAY USAGE

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

6 ILS APPROACHES

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

7 CONTINUOUS DESCENT APPROACHES

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

Note: *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 6000 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 REVERSE THRUST

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

9 VISUAL CIRCUITS

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

10 TRAINING FLIGHTS

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

11 ENGINE RUNNING

a) Engine running of aircraft will not be approved between 2300-0600 (2200-0500), unless an aircraft is urgently required to provide an operational service. For further information contact the Airfield Operations Duty Manager on Tel: 07542-383390.
b) Static ground running of aircraft engines above idle power is not permitted for Code D, E or F aircraft having more than two engines.

12 AUXILIARY POWER UNITS (APU)S

a) Use of APU shall be limited as much as possible.
b) APU may be used:

i. 5 minutes after 'On Blocks';
ii. 30 minutes before Estimated Time of Departure (ETD).

Requests for operational extensions, e.g. aircraft maintenance, may be approved by the duty Airfield Safety and Compliance Officer on Tel: 07880-787543.

13 OPERATION RESTRICTIONS

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

14 NIGHT NOISE LIMITS

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

Definition	Limit (dB(A))
Aircraft with a QC of 4, 8 or 16	See paragraph 13
Aircraft with a MTOW of 300 tonnes or greater	92
Aircraft with a MTOW greater than 100 tonnes but less than 300 tonnes	87
Aircraft with a MTOW of 100 tonnes or less	81

b) QC = quota count (as defined in the UK AIP Supplement)
c) Any aircraft shall, after take-off, be operated in such a way that it will not cause more noise than these limits when measured at any noise monitoring terminal at any of the sites in the table below:

Site	Elevation above aerodrome	Latitude	Longitude
Site 1: Weston-on-Trent	39 M	525040N	0012459W
Site 2: Wilson	47 M	524922N	0012352W
Site 3: Sutton Bonington	43 M	524941N	0011455W

d) The limits shall be adjusted in accordance with the following table to take account of the location of the terminal and its ground elevation relative to the aerodrome elevation

Site	Adjustment dBA
Site 1: Weston-on-Trent	Minus 2.5
Site 2: Wilson	Plus 3.9
Site 3: Sutton Bonington – TNT/POL	Minus 1.9
Site 3: Sutton Bonington – DTY	Minus 2

e) Aircraft that exceed a maximum noise limit will be subject to a penalty as stated in the airport fees and charges document.

EGNX AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR INBOUND AIRCRAFT

a) Standard Arrival Routes (STARs).

i. Standard Arrival routes for aircraft inbound from the UK ATS Route Network will be routed via the Standard Terminal Arrival Routes (STARs) detailed at AD 2-EGNX-7-1 to 7-4.
ii. Where STARs are designated as RNAV1 Only, Non-RNAV 1 aircraft shall file the via the existing route structure as featured in the Standard Route Document (SRD). Aircraft should not proceed beyond ROKUP or PIGOT without ATC clearance.

b) Aircraft inbound from the UK ATS Route Network will be cleared into the CTR/CTA without having to request a specific entry clearance.
c) Initial Approach Procedures for aircraft to proceed from holding area PIGOT and ROKUP are detailed at AD 2-EGNX-7-10 to 7-11.

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

d) Inbound Procedure other than on the UK ATS Route Network.

i. Aircraft wishing to enter the East Midlands CTR/CTA direct from the London Flight Information Region are required to obtain permission at least 10 minutes before reaching the Zone or Area boundary, when they will be advised of the route to be followed consistent with the current traffic situation.

e) Holding patterns are as follows:

Midlands NDB(L) EME	Holding axis 270° M inbound, turning left, maximum holding speed 210 KT, minimum holding level, 3000 FT ALT.
Midlands NDB EMW	Holding axis 090° M inbound, turning right, maximum holding speed 210 KT, minimum holding level, 3000 FT ALT.
PIGOT	Terminal Holding Fix is established at PIGOT as detailed on the appropriate STAR charts.
ROKUP	Terminal Holding Fix is established at ROKUP as detailed on the appropriate STAR charts.

f) Minimum Runway Occupancy Requirements

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

g) Approach with Radar Control

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

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

h) Approach without Radar Control

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

2 PROCEDURES FOR OUTBOUND AIRCRAFT

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

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

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

Note: *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 5000 FT vectoring altitude, 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 1.2 KM either side of the route centre-line. For avoidance of doubt, the depicted route and LS may include curved sections representing turns.*

3 RADIO COMMUNICATIONS FAILURE PROCEDURE

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

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

4 VFR AND SPECIAL VFR FLIGHT

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

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

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

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

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

5 VISUAL REFERENCE POINTS (VRP)

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

6 FREQUENCY MONITORING CODE (FMC)

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

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

b) Selection of code 4572 does not imply receipt of an ATC service. Pilots of aircraft displaying the code are not expected to contact ATC under normal circumstances, remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of controlled airspace.

c) Whilst squawking 4572, pilots should be aware that East Midlands Radar may make blind transmissions in order to ascertain a particular aircraft's intentions/route.

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

7 ENTRY/EXIT LANES

a) Conditions of Use

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

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

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

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

EGNX AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGNX AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGNX-2-1
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO
AD 2.EGNX-2-2
CONTROL ZONE and CONTROL AREA CHART - ENTRY/EXIT LANES and VRPS
AD 2.EGNX-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGNX-5-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) SAPCO (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGNX-6-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) TRENT (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGNX-6-2
STANDARD DEPARTURE CHART - INSTRUMENT (SID) POLE HILL - ICAO
AD 2.EGNX-6-3
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) AMPIT 2E DOLOP 1E MAKUX 1E MALUD 1E WAL 2E - ICAO
AD 2.EGNX-7-1
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) BEGAM 1E CROFT 1E LIBSO 1E VEGUS 1E - ICAO
AD 2.EGNX-7-2
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) POL 1E - ICAO
AD 2.EGNX-7-3
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) DTY 1E HEMEL 1E - ICAO
AD 2.EGNX-7-4
STANDARD INSTRUMENT ARRIVAL CODING TABLES AMPIT 2E DOLOP 1E MAKUX 1E
AD 2.EGNX-7-5
STANDARD INSTRUMENT ARRIVAL CODING TABLES MALUD 1E WAL 2E BEGAM 1E
AD 2.EGNX-7-6
STANDARD INSTRUMENT ARRIVAL CODING TABLES CROFT 1E LIBSO 1E VEGUS 1E
AD 2.EGNX-7-7
STANDARD INSTRUMENT ARRIVAL CODING TABLES POL 1E DTY 1E HEMEL 1E
AD 2.EGNX-7-8
RNAV HOLD CODING TABLES ROKUP PIGOT
AD 2.EGNX-7-9
INITIAL APPROACH PROCEDURES ILS/DME RWY 09 via PIGOT/ROKUP (RNAV SUBSTITUTION ONLY)
AD 2.EGNX-7-10
INITIAL APPROACH PROCEDURES ILS/DME RWY 27 via PIGOT/ROKUP (RNAV SUBSTITUTION ONLY)
AD 2.EGNX-7-11
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) Z RWY 09 - ICAO

AD 2.EGNX-8-1
INSTRUMENT APPROACH CHART ILS/NDB(L) Y RWY 09 - ICAO
AD 2.EGNX-8-2
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) Z RWY 09 - ICAO
AD 2.EGNX-8-3
INSTRUMENT APPROACH CHART LOC/NDB(L) Y RWY 09 - ICAO
AD 2.EGNX-8-4
INSTRUMENT APPROACH CHART NDB(L)/DME Z RWY 09 - ICAO
AD 2.EGNX-8-5
INSTRUMENT APPROACH CHART NDB(L) Y RWY 09 - ICAO
AD 2.EGNX-8-6
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) Z RWY 27 - ICAO
AD 2.EGNX-8-7
INSTRUMENT APPROACH CHART ILS/NDB(L) Y RWY 27 - ICAO
AD 2.EGNX-8-8
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) Z RWY 27 - ICAO
AD 2.EGNX-8-9
INSTRUMENT APPROACH CHART LOC/NDB(L) Y RWY 27 - ICAO
AD 2.EGNX-8-10
INSTRUMENT APPROACH CHART NDB(L)/DME Z RWY 27 - ICAO
AD 2.EGNX-8-11
INSTRUMENT APPROACH CHART NDB(L) Y RWY 27 - ICAO
AD 2.EGNX-8-12

EGNX AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

AERODROME CHART - ICAO

ARP 524952N 0011940W

AD ELEV 306FT

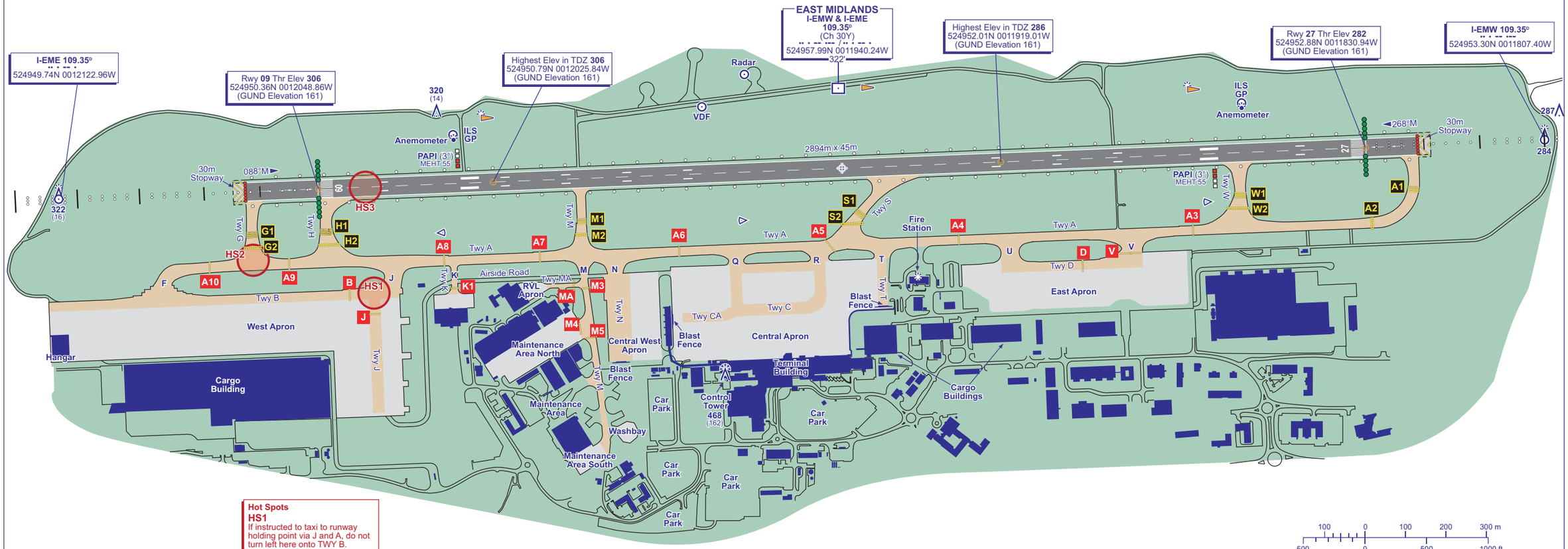
EAST MIDLANDS
EGNX

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

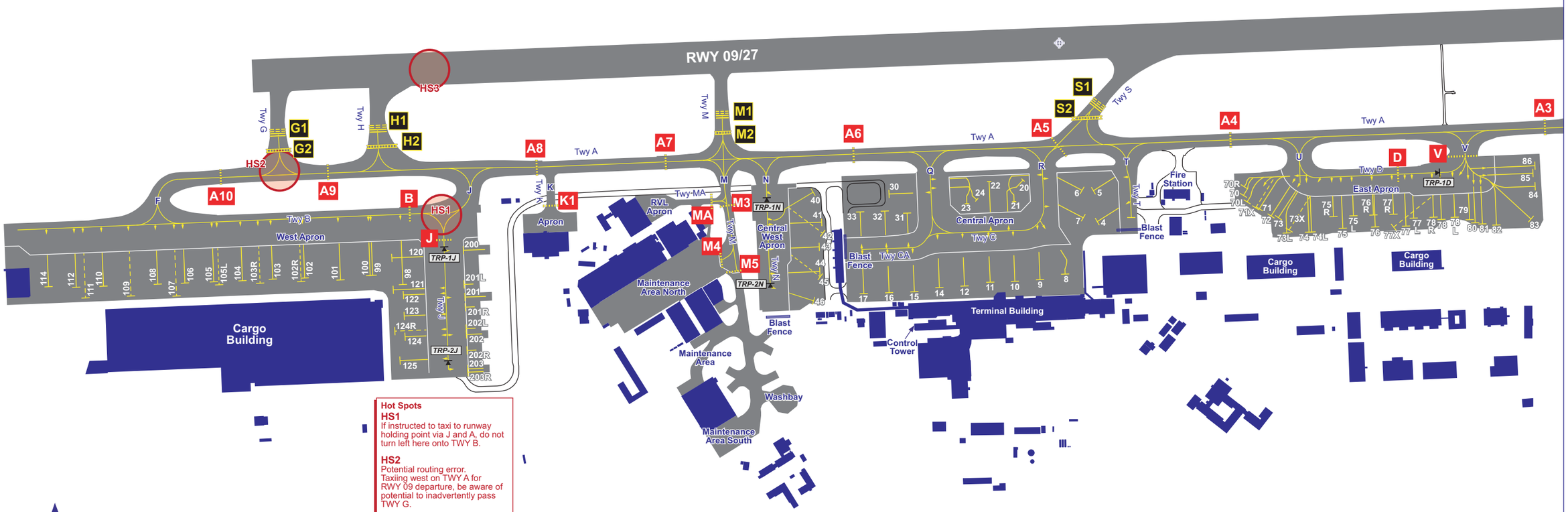
EAST MIDLANDS
EGNX

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

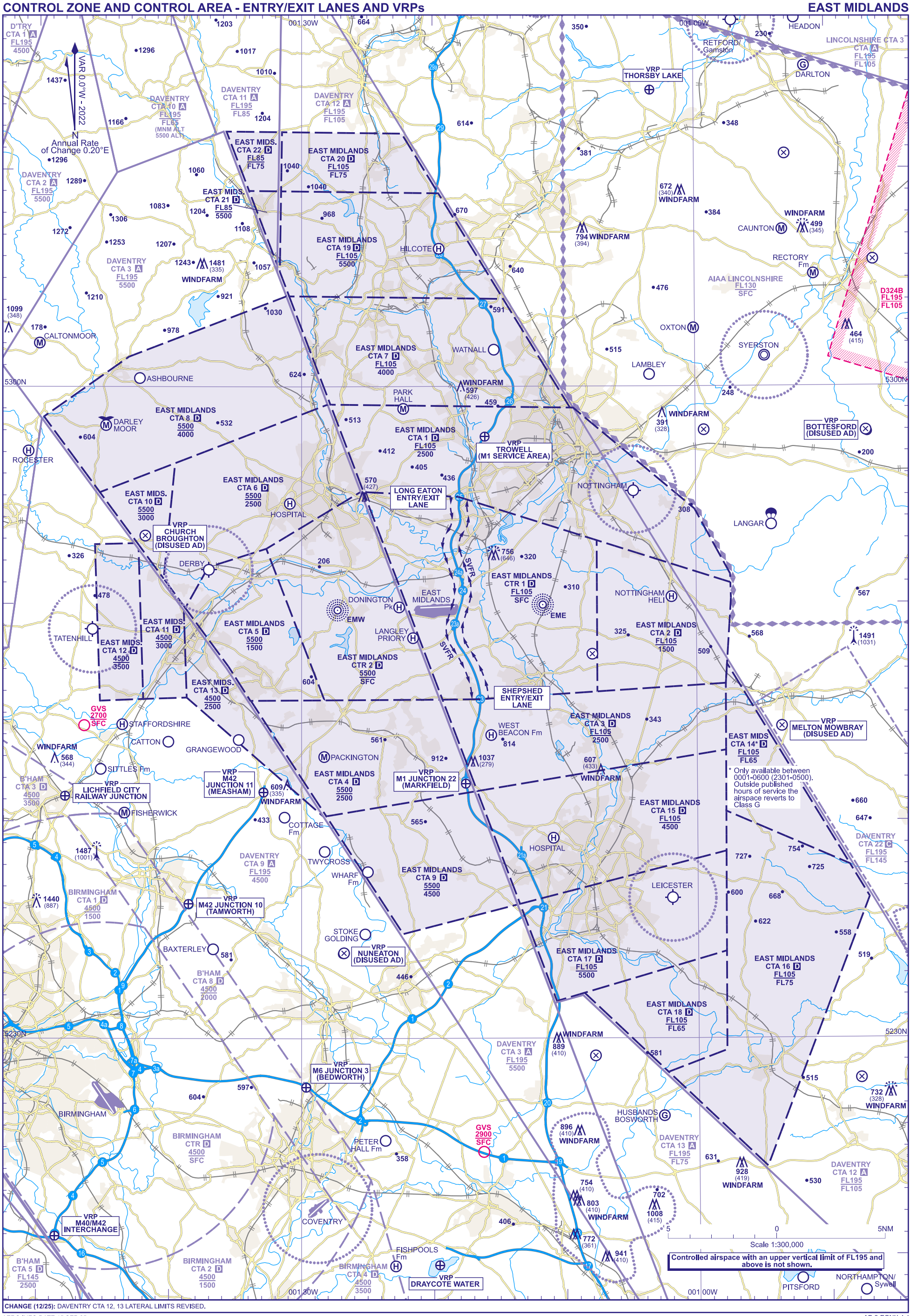
COM		
ATIS	122.680	EAST MIDLANDS INFO
TWR	124.005	EAST MIDLANDS TOWER
	121.905 (GMC)	EAST MIDLANDS GROUND
	121.600	EAST MIDLANDS FIRE
LIGHTING		
TWY	Green C/L with blue edge on corners. Turn-offs amber and green C/L with blue edge lights. Taxi holding positions.	

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 (12/25): DAVENTRY CTA 12, 13 LATERAL LIMITS REVISED.

AERO INFO DATE 15 SEP 25

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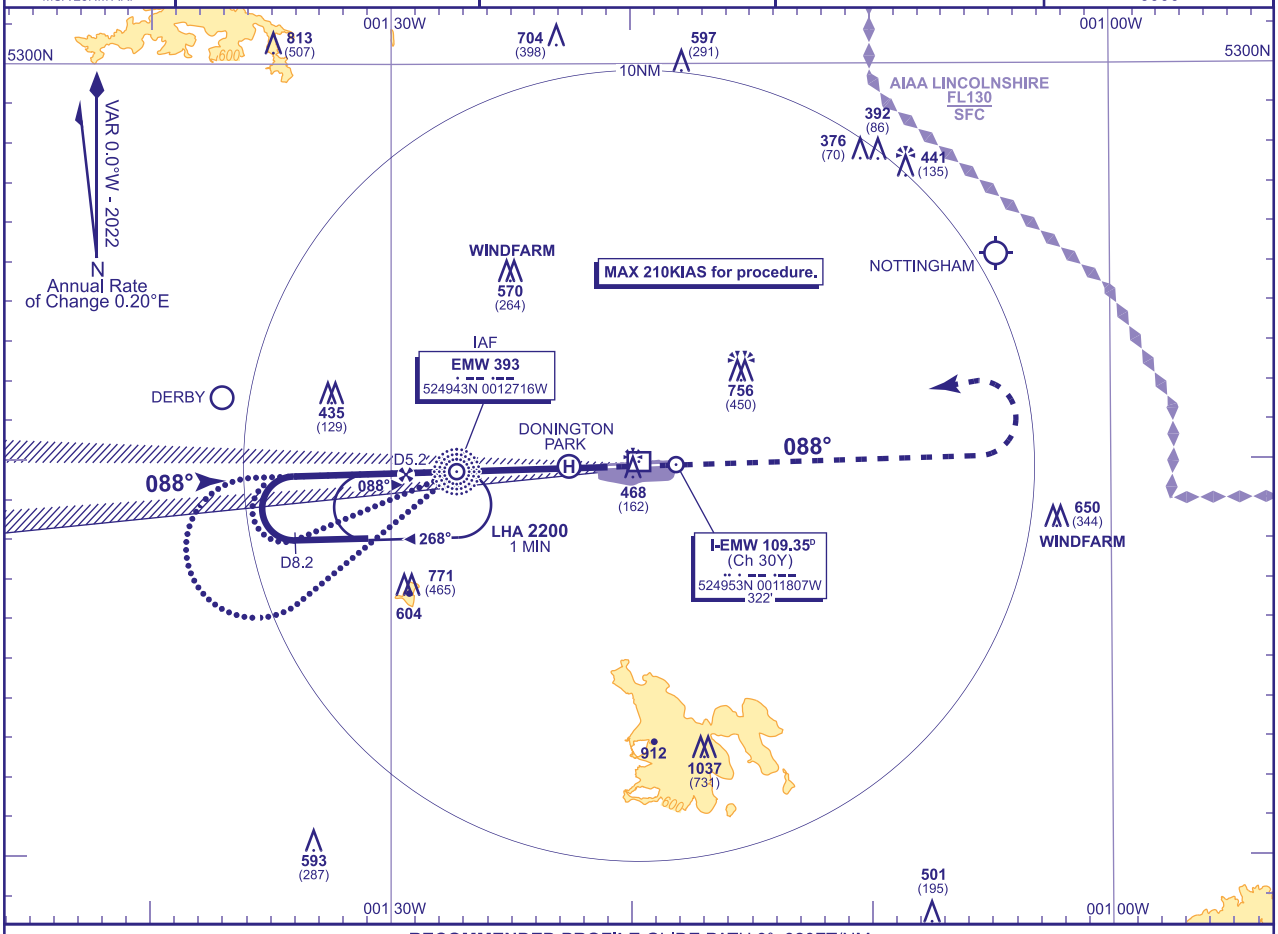
INSTRUMENT APPROACH CHART - ICAO

EAST MIDLANDS
ILS/DME/NDB(L) Z
RWY 09
(ACFT CAT A,B,C,D)

MSA 25NM ARP

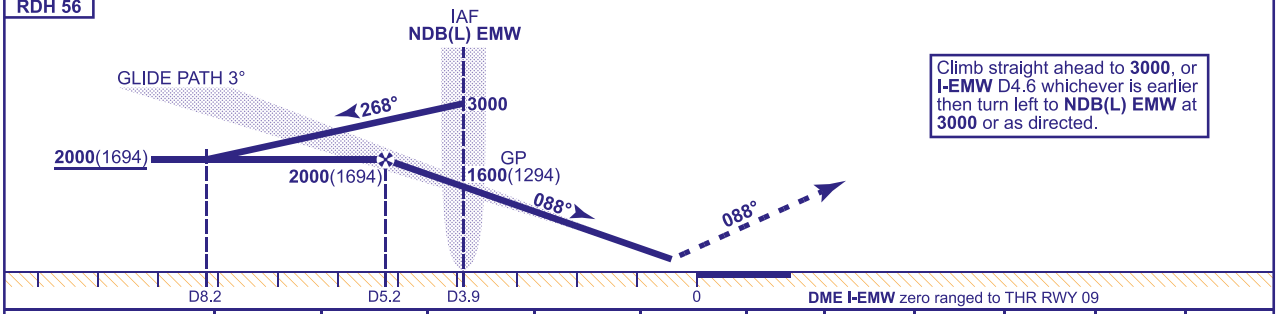
RAD	126.180, 134.180	EAST MIDLANDS RADAR	AD ELEVATION	306
	120.130	EAST MIDLANDS DIRECTOR	THR ELEVATION	306
TWR	124.005	EAST MIDLANDS TOWER	OBSTACLE ELEVATION	
	121.905	EAST MIDLANDS GROUND	1037 AMSL (731) (ABOVE THR)	
ATIS	122.680	EAST MIDLANDS INFORMATION	BEARINGS ARE MAGNETIC	TRANSITION ALTITUDE 6000



RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

DME I-EMW	5	4	3	2	1
ALT(HGT)	1960(1654)	1640(1334)	1320(1014)	1000(694)	680(374)

RDH 56



Climb straight ahead to **3000**, or **I-EMW** D4.6 whichever is earlier then turn left to **NDB(L) EMW** at **3000** or as directed.

Aircraft Category		A	B	C	D
OCA (OCH)	CAT I	462(156)	472(166)	484(178)	498(192)
VM(C)OCA (OCH AAL)	Total Area	770(464)	800(494)	1160(854)	1160(854)

Rate of descent						
G/S KT	160	140	120	100	80
FT/MIN	850	740	640	530	420

ALTERNATIVE PROCEDURE
From overhead NDB(L) EMW **not below 3000**(2694) fly outbound on NDB(L) EMW QDR 248° (CAT A,B); NDB(L) EMW QDR 231° (CAT C,D), descending to **not below 2000**(1694). At I-EMW DME 8.2 baseturn right to intercept LOC. Once established on the LOC descend on the GP from the FAP (nominal I-EMW D5.2) to DH.

NOTE **1** Lowest altitude to commence procedure from hold is **3000**.
2 Aircraft will normally be required to hold not lower than **3000**.

CHANGE (12/25): CHART TITLE REVISED.

AERO INFO DATE 22 SEP 25

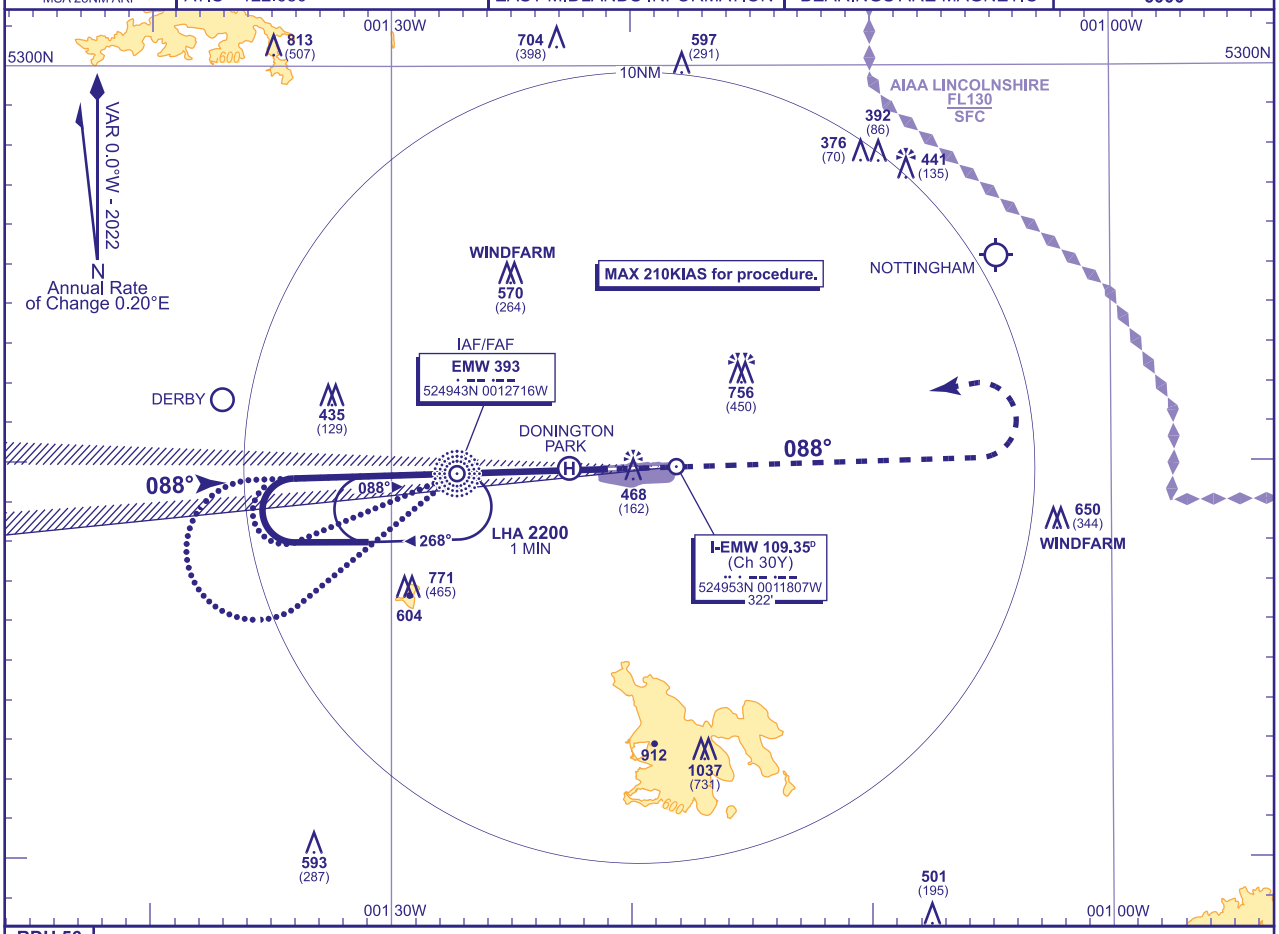
I

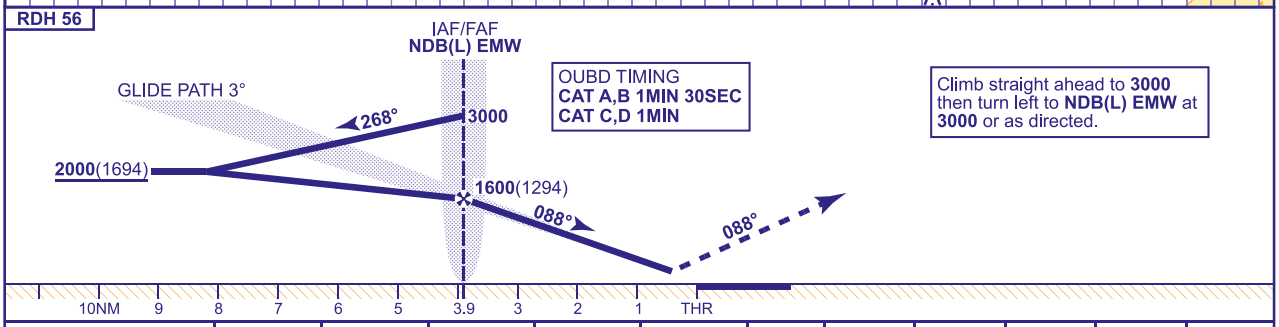
INSTRUMENT APPROACH CHART - ICAO

EAST MIDLANDS
ILS/NDB(L) Y
RWY 09
(ACFT CAT A,B,C,D)

MSA 25NM ARP	RAD	126.180, 134.180	EAST MIDLANDS RADAR	AD ELEVATION	306
		120.130	EAST MIDLANDS DIRECTOR	THR ELEVATION	306
	TWR	124.005	EAST MIDLANDS TOWER	OBSTACLE ELEVATION	
		121.905	EAST MIDLANDS GROUND	1037 AMSL (731) (ABOVE THR)	
	ATIS	122.680	EAST MIDLANDS INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000**





Aircraft Category		A	B	C	D
OCA (OCH)	CAT I	462(156)	472(166)	484(178)	498(192)
VM(C)OCA (OCH AAL)	Total Area	770(464)	800(494)	1160(854)	1160(854)

Rate of descent						
G/S KT	160	140	120	100	80
FT/MIN	850	740	640	530	420

ALTERNATIVE PROCEDURE
Notify ATC. Fly outbound leg of baseturn on NDB(L) EMW QDR 248° for 1MIN 45SEC (CAT A,B), NDB(L) EMW QDR 231° for 1MIN 15SEC (CAT C,D) descending to not below **2000**(1694), then turn right to establish on the LOC. MAX 210KIAS.

NOTE
1 Aircraft unable to receive DME I-EMW notify ATC.
2 Lowest altitude to commence procedure from hold is **3000**.
3 Aircraft will normally be required to hold not lower than **3000**.

CHANGE (12/25): CHART TITLE REVISED.

AERO INFO DATE 22 SEP 25

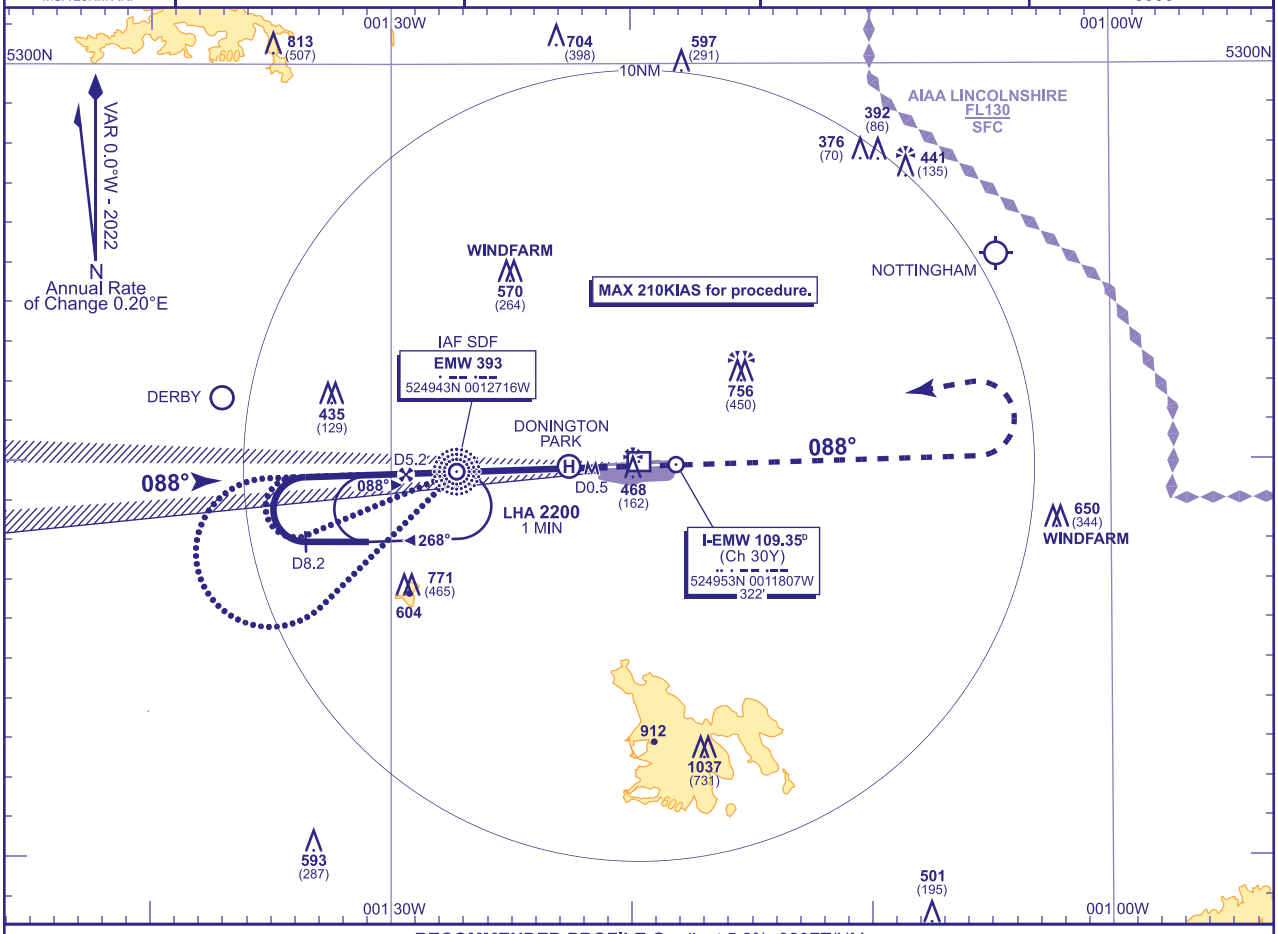
INSTRUMENT APPROACH CHART - ICAO

EAST MIDLANDS
LOC/DME/NDB(L) Z
RWY 09
(ACFT CAT A,B,C,D)

MSA 25NM ARP

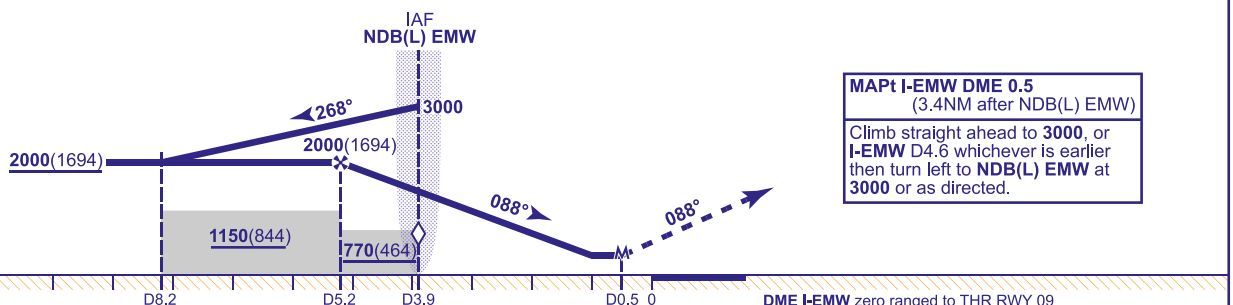
RAD	126.180, 134.180	EAST MIDLANDS RADAR	AD ELEVATION	306
	120.130	EAST MIDLANDS DIRECTOR	THR ELEVATION	306
TWR	124.005	EAST MIDLANDS TOWER	OBSTACLE ELEVATION	
	121.905	EAST MIDLANDS GROUND	1037 AMSL (731) (ABOVE THR)	
ATIS	122.680	EAST MIDLANDS INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE 6000



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-EMW	5	4	3.9 (SDF)	3	2	1
ALT (HGT)	**1960**(1654)	**1640**(1334)	**1600**(1294)	**1320**(1014)	**1000**(694)	**680**(374)



MAPt I-EMW DME 0.5
(3.4NM after NDB(L) EMW)

Climb straight ahead to **3000**, or **I-EMW** D4.6 whichever is earlier then turn left to **NDB(L) EMW** at **3000** or as directed.

Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**650**(344)	**650**(344)	**650**(344)	**650**(344)
VM(C)OCA (OCH AAL)	Total Area	**770**(464)	**800**(494)	**1160**(854)	**1160**(854)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	640	530	420

ALTERNATIVE PROCEDURE
From overhead NDB(L) EMW **not below 3000**(2694) fly outbound on NDB(L) EMW QDR 248° (CAT A,B); NDB(L) EMW QDR 231° (CAT C,D), descending to **not below 2000**(1694). At I-EMW DME 8.2 baseturn right to intercept LOC. Once established on the LOC continue as for main procedure.

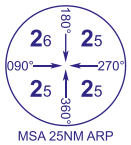
NOTE **1** Lowest altitude to commence procedure from hold is **3000**.
2 Aircraft will normally be required to hold not lower than **3000**.

CHANGE (12/25): CHART TITLE REVISED.

AERO INFO DATE 22 SEP 25
AD 2-EGNX-8-3

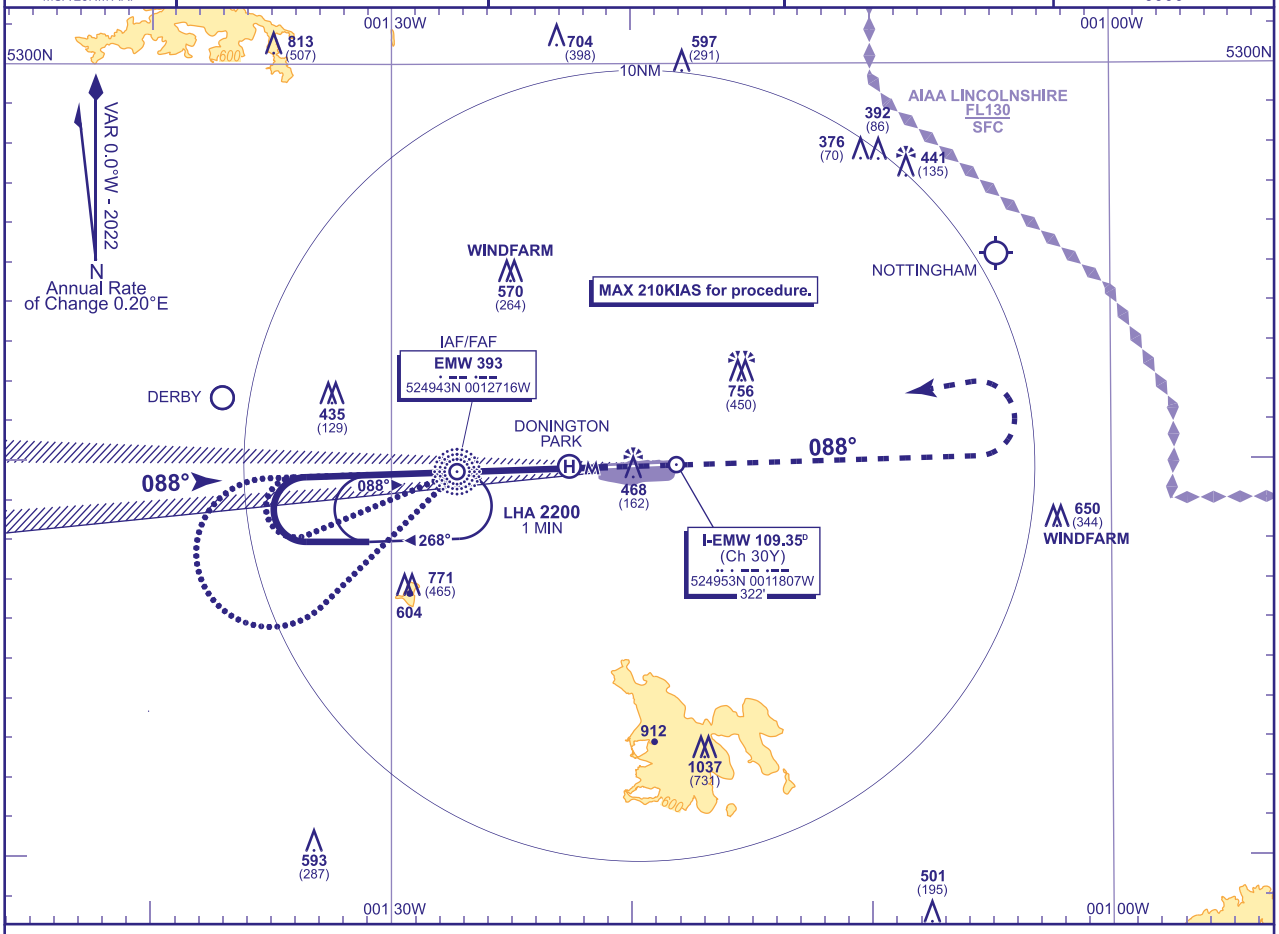
INSTRUMENT APPROACH CHART - ICAO

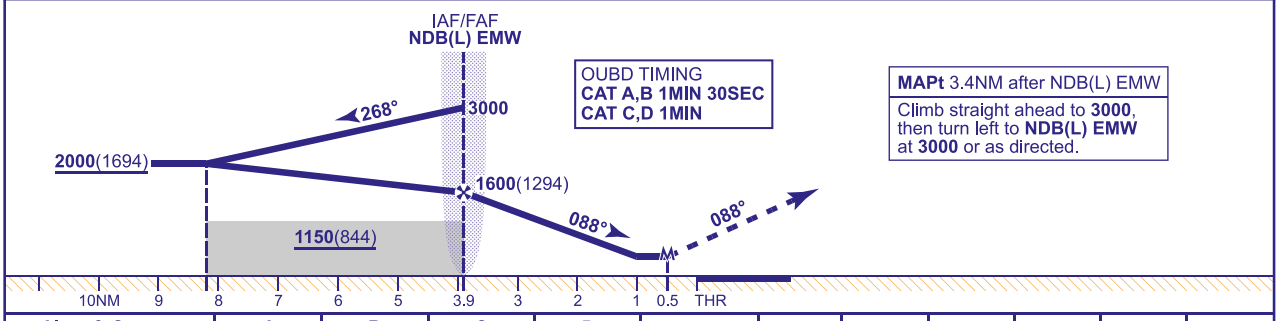
EAST MIDLANDS
LOC/NDB(L) Y
RWY 09
(ACFT CAT A,B,C,D)



MSA 25NM ARP

RAD	126.180, 134.180	EAST MIDLANDS RADAR	AD ELEVATION	306	TRANSITION ALTITUDE 6000
	120.130	EAST MIDLANDS DIRECTOR	THR ELEVATION	306	
TWR	124.005	EAST MIDLANDS TOWER	OBSTACLE ELEVATION 1037 AMSL (731) (ABOVE THR)		
	121.905	EAST MIDLANDS GROUND			
ATIS	122.680	EAST MIDLANDS INFORMATION	BEARINGS ARE MAGNETIC		





Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	670(364)	670(364)	670(364)	670(364)		FT/MIN	850	740	640	530	420
VM(C)OCA (OCH AAL)	Total Area	770(464)	800(494)	1160(854)	1160(854)	NDB(L) EMW to MAPt (3.4NM)	MIN:SEC	1:17	1:28	1:42	2:03	2:34

ALTERNATIVE PROCEDURE
Notify ATC. Fly outbound leg of baseturn on NDB(L) EMW QDR 248° for 1MIN 45SEC (CAT A,B), NDB(L) QDR 231° for 1MIN 15SEC (CAT C,D) descending to not below **2000**(1694), then turn right to establish on the LOC. MAX 210KIAS.

NOTE
1 Aircraft unable to receive DME I-EMW notify ATC.
2 Lowest altitude to commence procedure from hold is **3000**.
3 Aircraft will normally be required to hold not lower than **3000**.

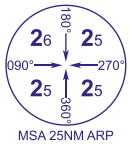
CHANGE (12/25): CHART TITLE REVISED.

AERO INFO DATE 22 SEP 25
AD 2-EGNX-8-4

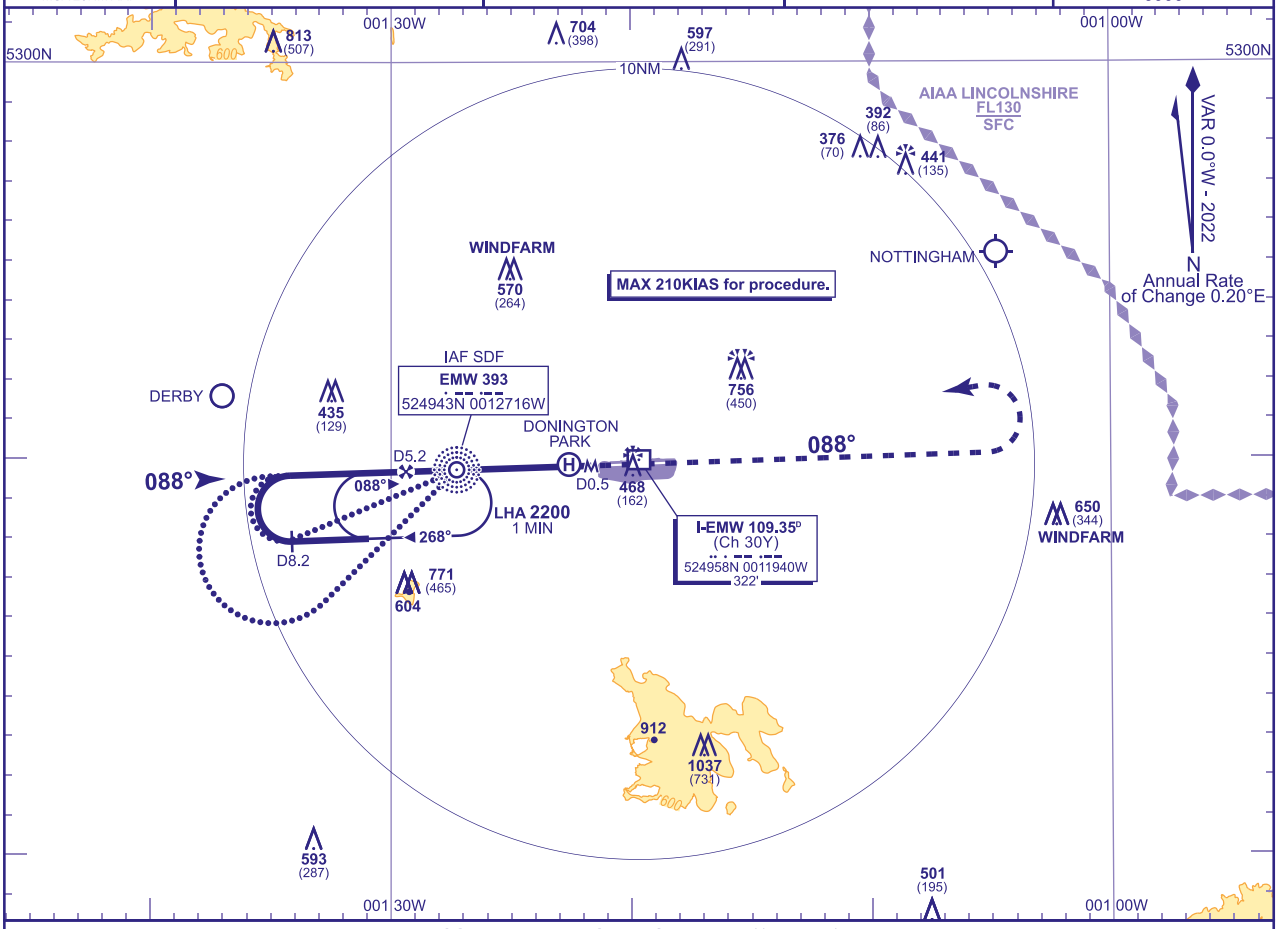
INSTRUMENT APPROACH CHART - ICAO

EAST MIDLANDS NDB(L)/DME Z RWY 09

(ACFT CAT A,B,C,D)

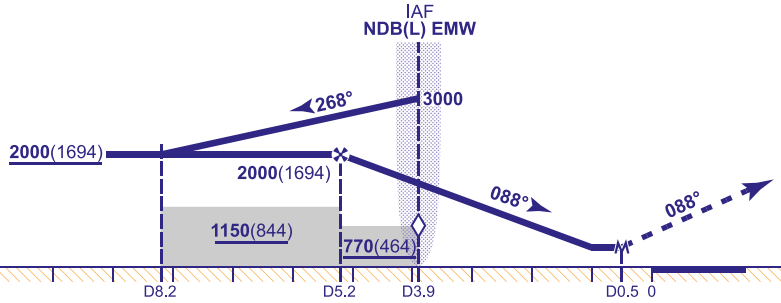


RAD	126.180, 134.180	EAST MIDLANDS RADAR	AD ELEVATION	306	TRANSITION ALTITUDE 6000
	120.130	EAST MIDLANDS DIRECTOR	THR ELEVATION	306	
TWR	124.005	EAST MIDLANDS TOWER	OBSTACLE ELEVATION 1037 AMSL (731) (ABOVE THR)		
	121.905	EAST MIDLANDS GROUND			
ATIS	122.680	EAST MIDLANDS INFORMATION	BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-EMW	5	4	3.9 (SDF)	3	2
ALT(HGT)	**1960**(1654)	**1640**(1334)	**1600**(1294)	**1320**(1014)	**1000**(694)



MAPt I-EMW DME 0.5
(3.4NM after NDB(L) EMW)

Climb straight ahead to **3000**, or **I-EMW** D3.2 whichever is earlier then turn left to **NDB(L) EMW** at **3000** or as directed.

DME I-EMW zero ranged to THR RWY 09

Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**650**(344)	**650**(344)	**650**(344)	**650**(344)
VM(C)OCA (OCH AAL)	Total Area	**770**(464)	**800**(494)	**1160**(854)	**1160**(854)

Rate of descent						
G/S KT	160	140	120	100	80
FT/MIN	850	740	640	530	420

ALTERNATIVE PROCEDURE
From overhead NDB(L) EMW **not below 3000**(2694) fly outbound on NDB(L) EMW QDR 248° (CAT A,B); NDB(L) EMW QDR 231° (CAT C,D), descending to **not below 2000**(1694). At I-EMW DME 8.2 baseturn right to intercept the FAT. Once established on the FAT continue as for main procedure.

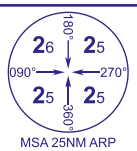
NOTE 1 Lowest altitude to commence procedure from hold is **3000**.
2 Aircraft will normally be required to hold not lower than **3000.**

CHANGE (12/25): CHART TITLE REVISED.

AERO INFO DATE 22 SEP 25

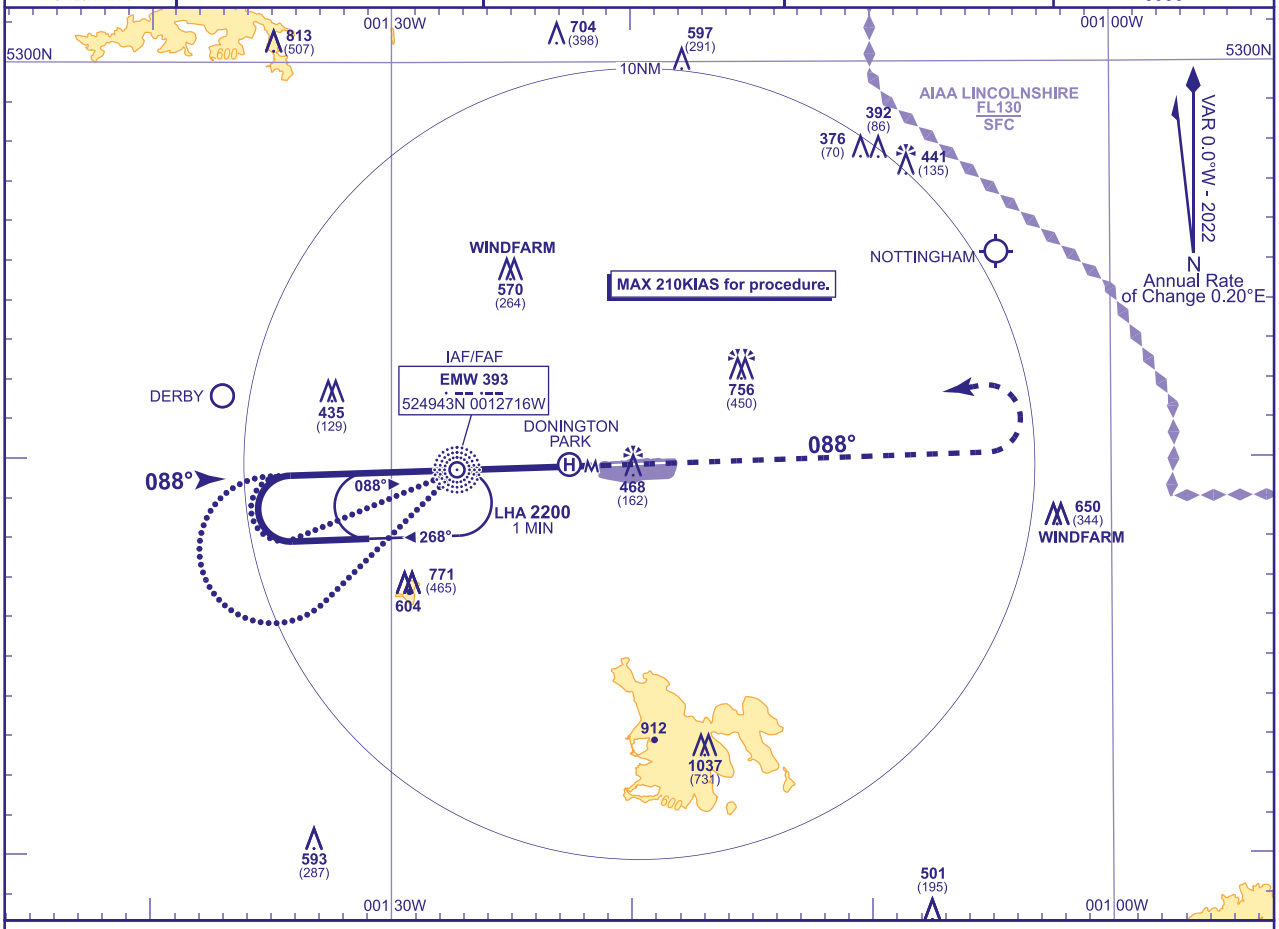
INSTRUMENT APPROACH CHART - ICAO

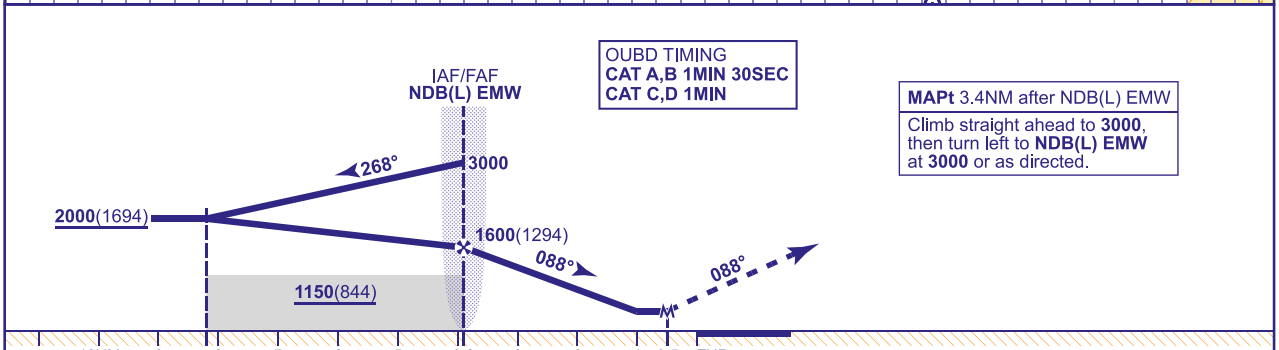
EAST MIDLANDS
NDB(L) Y
RWY 09
(ACFT CAT A,B,C,D)



MSA 25NM ARP

RAD	126.180, 134.180	EAST MIDLANDS RADAR	AD ELEVATION	**306**	TRANSITION ALTITUDE **6000**
	120.130	EAST MIDLANDS DIRECTOR	THR ELEVATION	**306**	
TWR	124.005	EAST MIDLANDS TOWER	OBSTACLE ELEVATION **1037 AMSL** (731) (ABOVE THR)		
	121.905	EAST MIDLANDS GROUND			
ATIS	122.680	EAST MIDLANDS INFORMATION	BEARINGS ARE MAGNETIC		





Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	720(414)	720(414)	720(414)	720(414)		FT/MIN	850	740	640	530	420
VM(C)OCA (OCH AAL)	Total Area	770(464)	800(494)	1160(854)	1160(854)	NDB(L) EMW to MAPt (3.4NM)	MIN:SEC	1:17	1:28	1:42	2:03	2:34

ALTERNATIVE PROCEDURE
Notify ATC. Fly outbound leg of baseturn on NDB(L) EMW QDR 248° for 1MIN 45SEC (CAT A,B), NDB(L) EMW 231° for 1MIN 15SEC (CAT C,D) descending to not below **2000**(1694), then turn right to establish on the FAT. MAX 210KIAS.

NOTE **1** Aircraft unable to receive DME I-EMW notify ATC.
2 Lowest altitude to commence procedure from hold is **3000**.
3 Aircraft will normally be required to hold not lower than **3000**.

CHANGE (12/25): CHART TITLE REVISED.

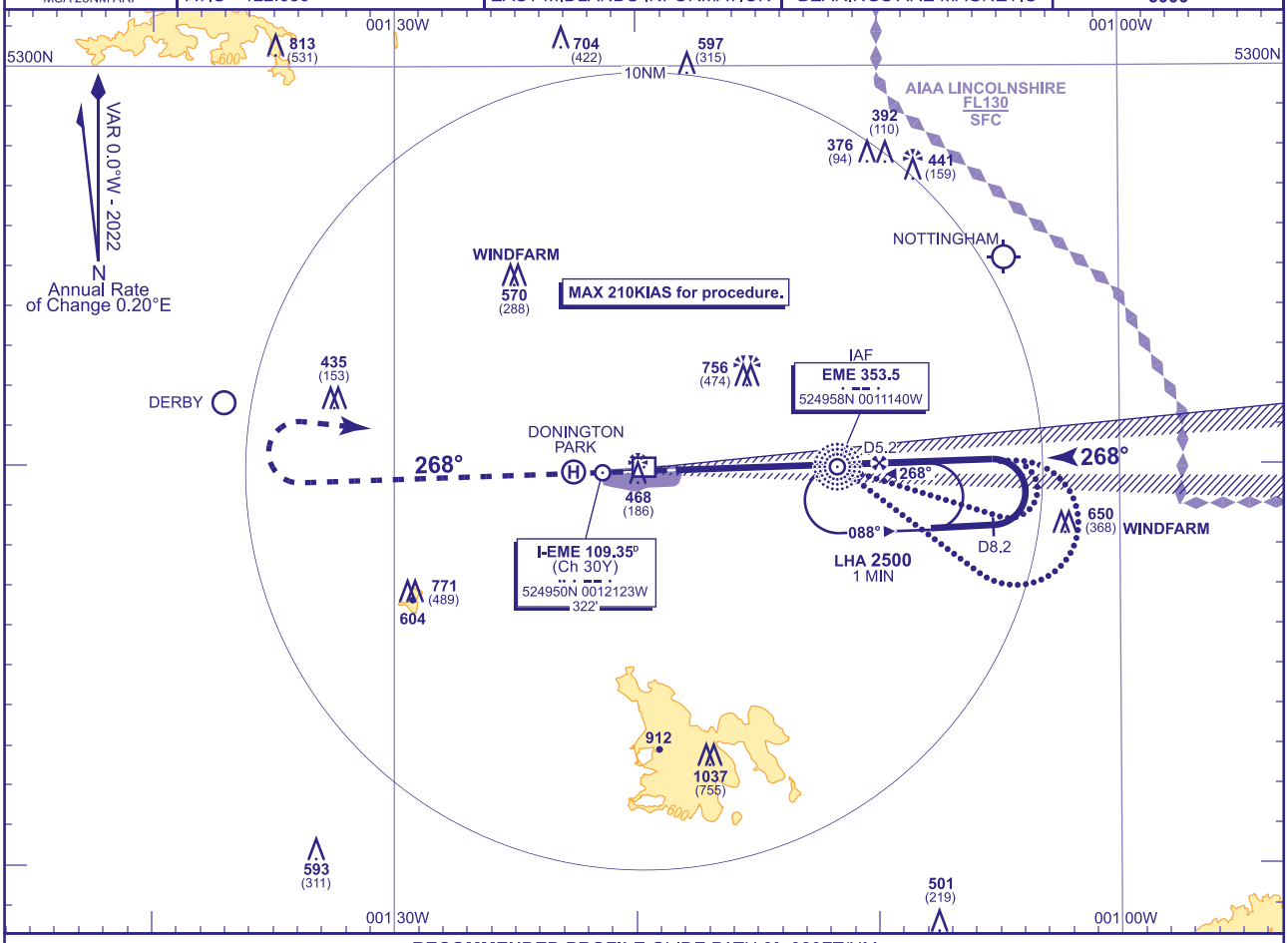
AERO INFO DATE 22 SEP 25 AD 2-EGNX-8-6

INSTRUMENT APPROACH CHART - ICAO

EAST MIDLANDS ILS/DME/NDB(L) Z RWY 27
(ACFT CAT A,B,C,D)

MSA 25NM ARP: 26 (180°–090°), 25 (090°–180°), 25 (270°–360°), 25 (360°–270°)

RAD	126.180, 134.180	EAST MIDLANDS RADAR	AD ELEVATION	306
	120.130	EAST MIDLANDS DIRECTOR	THR ELEVATION	282
TWR	124.005	EAST MIDLANDS TOWER	OBSTACLE ELEVATION	1037 AMSL (755) (ABOVE THR)
	121.905	EAST MIDLANDS GROUND		
ATIS	122.680	EAST MIDLANDS INFORMATION	BEARINGS ARE MAGNETIC	TRANSITION ALTITUDE 6000

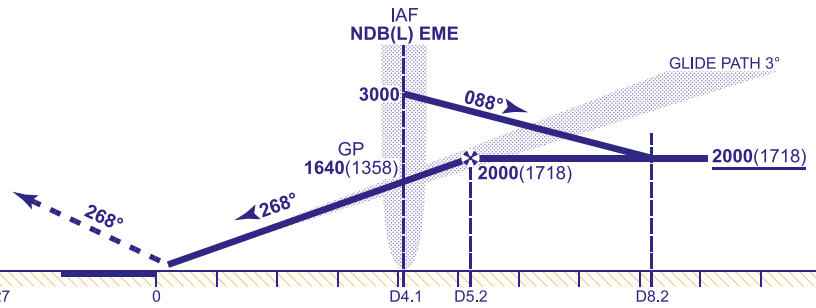


RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

DME I-EME	5	4	3	2	1
ALT(HGT)	1930(1648)	1610(1328)	1290(1008)	970(688)	650(368)

RDH 54

Climb straight ahead to **3000**, or **I-EME** D8.8 whichever is earlier then turn right to **NDB(L) EME** at **3000** or as directed.



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	CAT I	437(155)	448(166)	460(178)	473(191)		FT/MIN	850	740	640	530	420
	CAT II	340(58)	351(69)	363(81)	382(100)							
VM(C)OCA (OCH AAL)	Total Area	770(464)	800(494)	1160(854)	1160(854)							

ALTERNATIVE PROCEDURE
From overhead NDB(L) EME **not below 3000**(2718) fly outbound on NDB(L) EME QDR 109° (CAT A,B); NDB(L) EME QDR 126° (CAT C,D), descending to **not below 2000**(1718). At I-EME DME 8.2 baseturn left to intercept LOC. Once established on the LOC descend on the GP from the FAP (nominal I-EME D5.2) to DH.

NOTE **1** Lowest altitude to commence procedure from hold is **3000**.
2 Aircraft will normally be required to hold not lower than **3000**.

CHANGE (12/25): CHART TITLE REVISED.

AERO INFO DATE 22 SEP 25

AD 2-EGNX-8-7

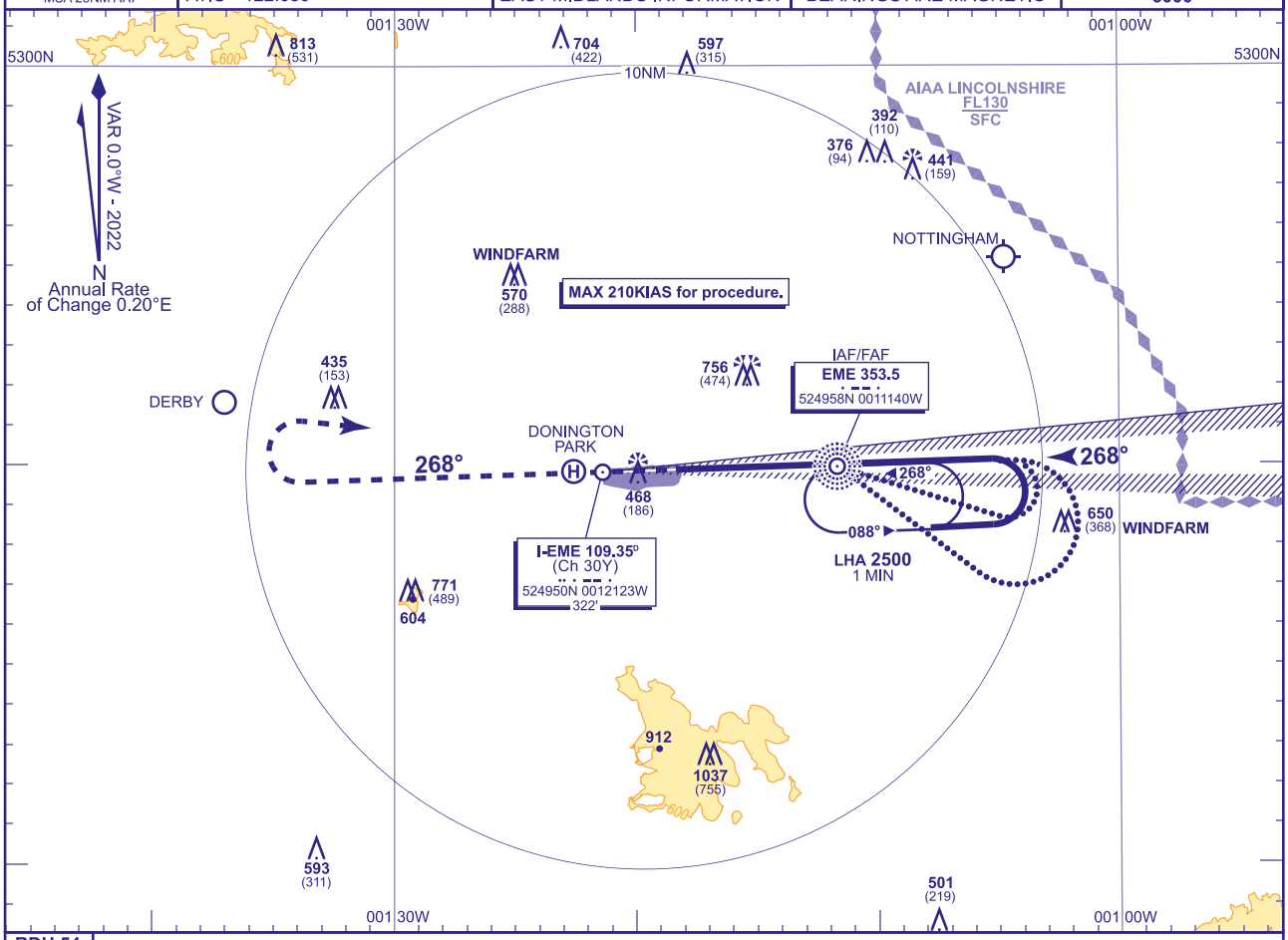
INSTRUMENT APPROACH CHART - ICAO

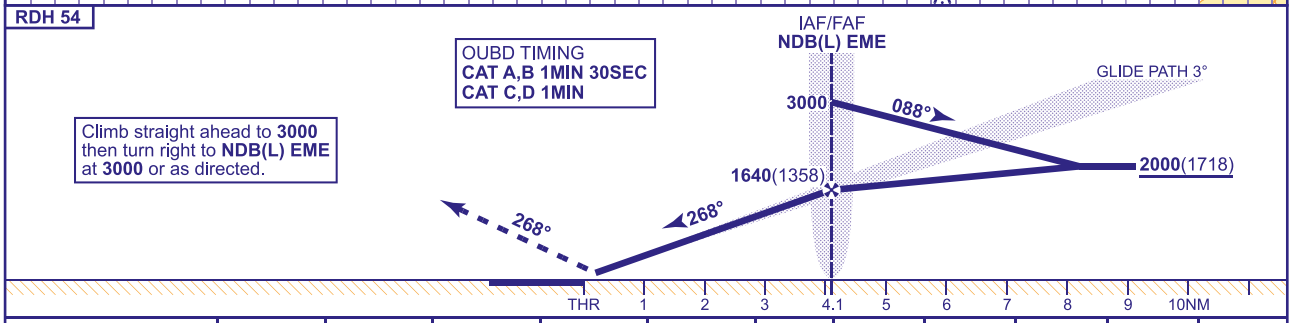
EAST MIDLANDS
ILS/NDB(L) Y
RWY 27
(ACFT CAT A,B,C,D)

RAD	126.180, 134.180	EAST MIDLANDS RADAR	AD ELEVATION	306
	120.130	EAST MIDLANDS DIRECTOR	THR ELEVATION	282
TWR	124.005	EAST MIDLANDS TOWER	OBSTACLE ELEVATION	1037 AMSL (755) (ABOVE THR)
	121.905	EAST MIDLANDS GROUND		
ATIS	122.680	EAST MIDLANDS INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000**

MSA 25NM ARP





Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	CAT I	437(155)	448(166)	460(178)	473(191)		FT/MIN	850	740	640	530	420
	CAT II	340(58)	351(69)	363(81)	382(100)							
VM(C)OCA (OCH AAL)	Total Area	770(464)	800(494)	1160(854)	1160(854)							

ALTERNATIVE PROCEDURE
Notify ATC. Fly outbound leg of baseturn on NDB(L) EME QDR 109° for 1MIN 45SEC (CAT A,B), NDB(L) EME QDR 126° for 1MIN 15SEC (CAT C,D) descending to not below **2000**(1718), then turn left to establish on the LOC. MAX 210KIAS.

NOTE **1** Aircraft unable to receive DME I-EME notify ATC.
2 Lowest altitude to commence procedure from hold is **3000**.
3 Aircraft will normally be required to hold not lower than **3000**.

CHANGE (12/25): CHART TITLE REVISED.

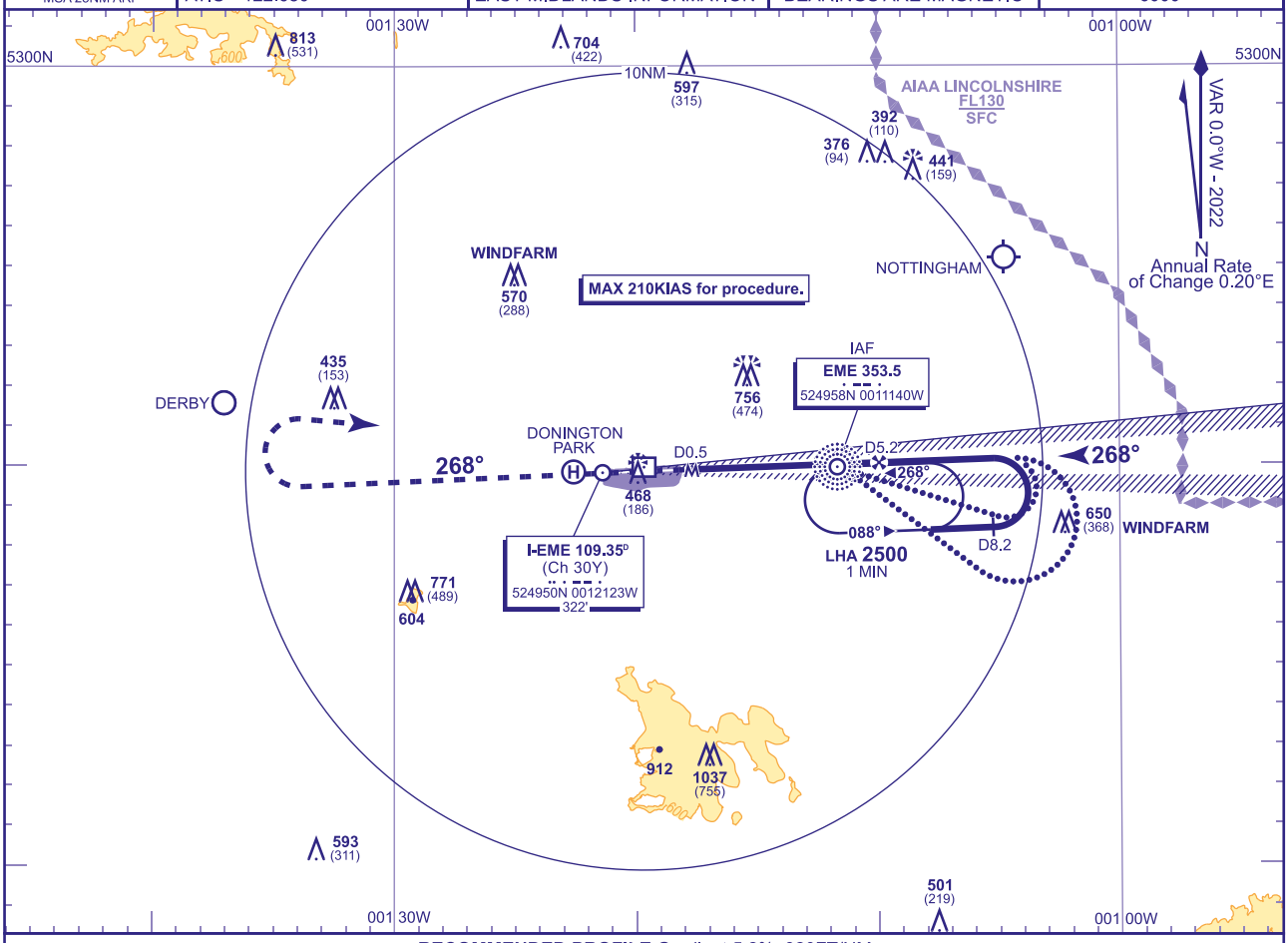
AERO INFO DATE 22 SEP 25

INSTRUMENT APPROACH CHART - ICAO

EAST MIDLANDS
LOC/DME/NDB(L) Z
RWY 27
(ACFT CAT A,B,C,D)

MSA 25NM ARP

RAD	126.180, 134.180	EAST MIDLANDS RADAR	AD ELEVATION	306	
	120.130	EAST MIDLANDS DIRECTOR	THR ELEVATION	282	
TWR	124.005	EAST MIDLANDS TOWER	OBSTACLE ELEVATION	1037 AMSL (755) (ABOVE THR)	
	121.905	EAST MIDLANDS GROUND			
ATIS	122.680	EAST MIDLANDS INFORMATION	BEARINGS ARE MAGNETIC		TRANSITION ALTITUDE 6000

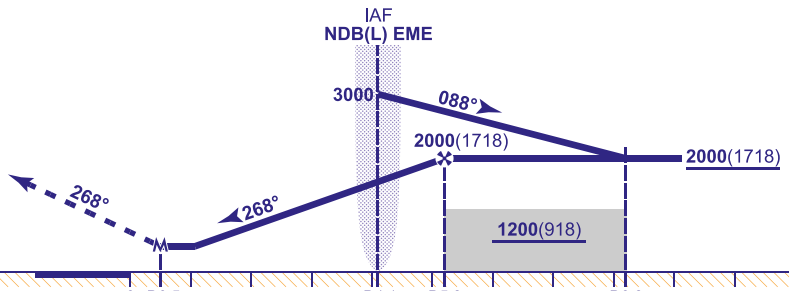


RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-EME	5	4	3	2	1
ALT(HGT)	**1930**(1648)	**1610**(1328)	**1290**(1008)	**970**(688)	**650**(368)

MAPt I-EME DME 0.5
(3.6NM after NDB(L) EME)

Climb straight ahead to **3000**, or **I-EME** D8.8 whichever is earlier then turn right to **NDB(L) EME** at **3000** or as directed.



Aircraft Category		**A**	**B**	**C**	**D**
OCA (OCH)	**Procedure**	**600**(318)	**600**(318)	**600**(318)	**600**(318)
VM(C)OCA (OCH AAL)	**Total Area**	**770**(464)	**800**(494)	**1160**(854)	**1160**(854)

Rate of descent	**G/S KT**	160	140	120	100	80
	FT/MIN	850	740	640	530	420

ALTERNATIVE PROCEDURE
From overhead NDB(L) EME **not below 3000**(2718) fly outbound on NDB(L) EME QDR 109° (CAT A,B); NDB(L) EME QDR 126° (CAT C,D), descending to **not below 2000**(1718). At I-EME DME 8.2 baseturn left to intercept LOC. Once established on the LOC continue as for main procedure.

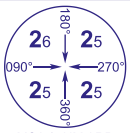
NOTE 1 Lowest altitude to commence procedure from hold is **3000**.
2 Aircraft will normally be required to hold not lower than **3000**.

CHANGE (12/25): CHART TITLE REVISED.

AERO INFO DATE 22 SEP 25

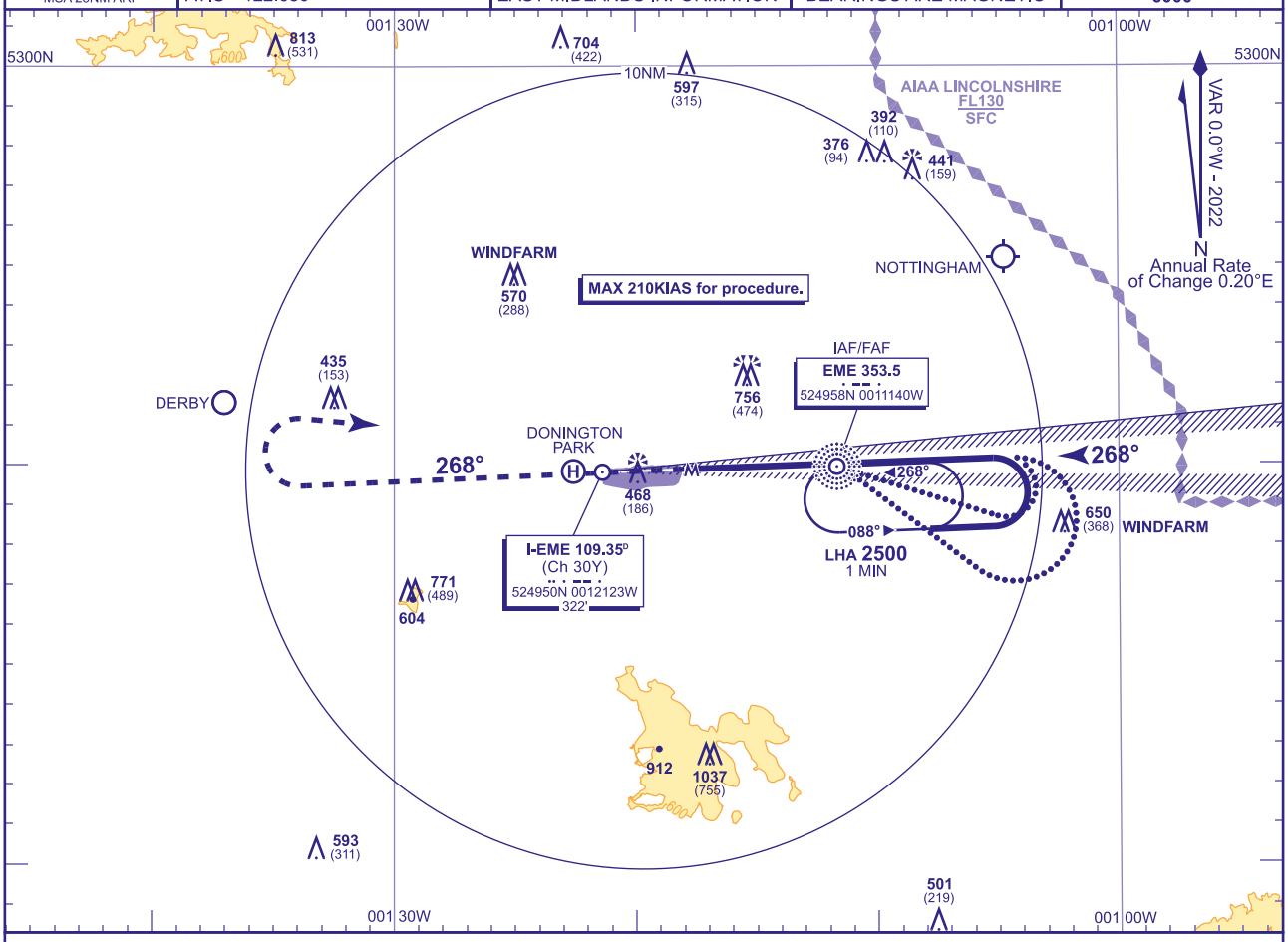
INSTRUMENT APPROACH CHART - ICAO

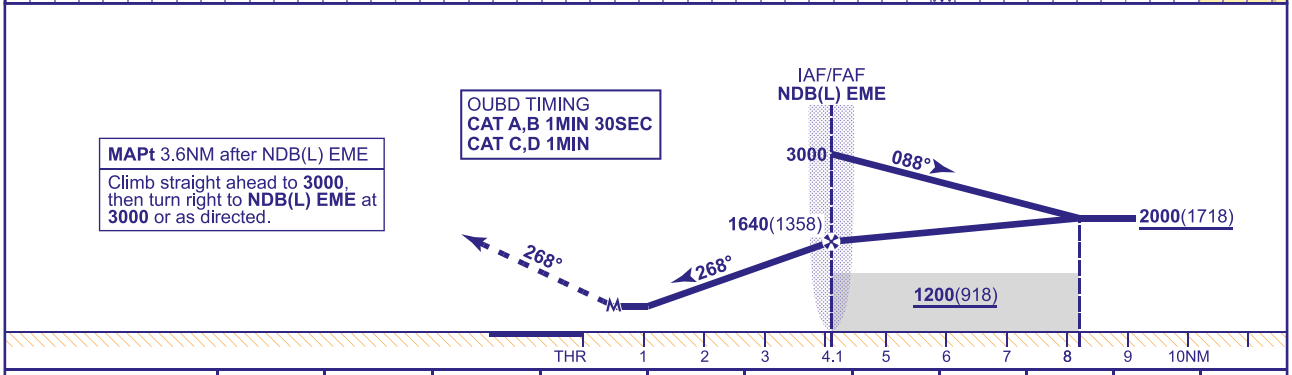
EAST MIDLANDS
LOC/NDB(L) Y
RWY 27
(ACFT CAT A,B,C,D)



MSA 25NM ARP

RAD	126.180, 134.180	EAST MIDLANDS RADAR	AD ELEVATION	306	TRANSITION ALTITUDE 6000
	120.130	EAST MIDLANDS DIRECTOR	THR ELEVATION	282	
TWR	124.005	EAST MIDLANDS TOWER	OBSTACLE ELEVATION 1037 AMSL (755) (ABOVE THR)		
	121.905	EAST MIDLANDS GROUND			
ATIS	122.680	EAST MIDLANDS INFORMATION	BEARINGS ARE MAGNETIC		





MAPt 3.6NM after NDB(L) EME

Climb straight ahead to **3000**, then turn right to **NDB(L) EME** at **3000** or as directed.

OUBD TIMING
CAT A,B 1MIN 30SEC
CAT C,D 1MIN

Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**700**(418)	**700**(418)	**700**(418)	**700**(418)
VM(C)OCA (OCH AAL)	Total Area	**770**(464)	**800**(494)	**1160**(854)	**1160**(854)

Rate of descent						
	G/S KT	160	140	120	100	80
	FT/MIN	850	740	640	530	420
NDB(L) EME to MAPT	MIN:SEC	1:22	1:34	1:49	2:11	2:44

ALTERNATIVE PROCEDURE
Notify ATC. Fly outbound leg of baseturn on NDB(L) EME QDR 109° for 1MIN 45SEC (CAT A,B), NDB(L) EME QDR 126° for 1MIN 15SEC (CAT C,D) descending to not below **2000**(1718), then turn left to establish on the LOC. MAX 210KIAS.

NOTE **1** Aircraft unable to receive DME I-EME notify ATC.
2 Lowest altitude to commence procedure from hold is **3000**.
3 Aircraft will normally be required to hold not lower than **3000**.

CHANGE (12/25): CHART TITLE REVISED.

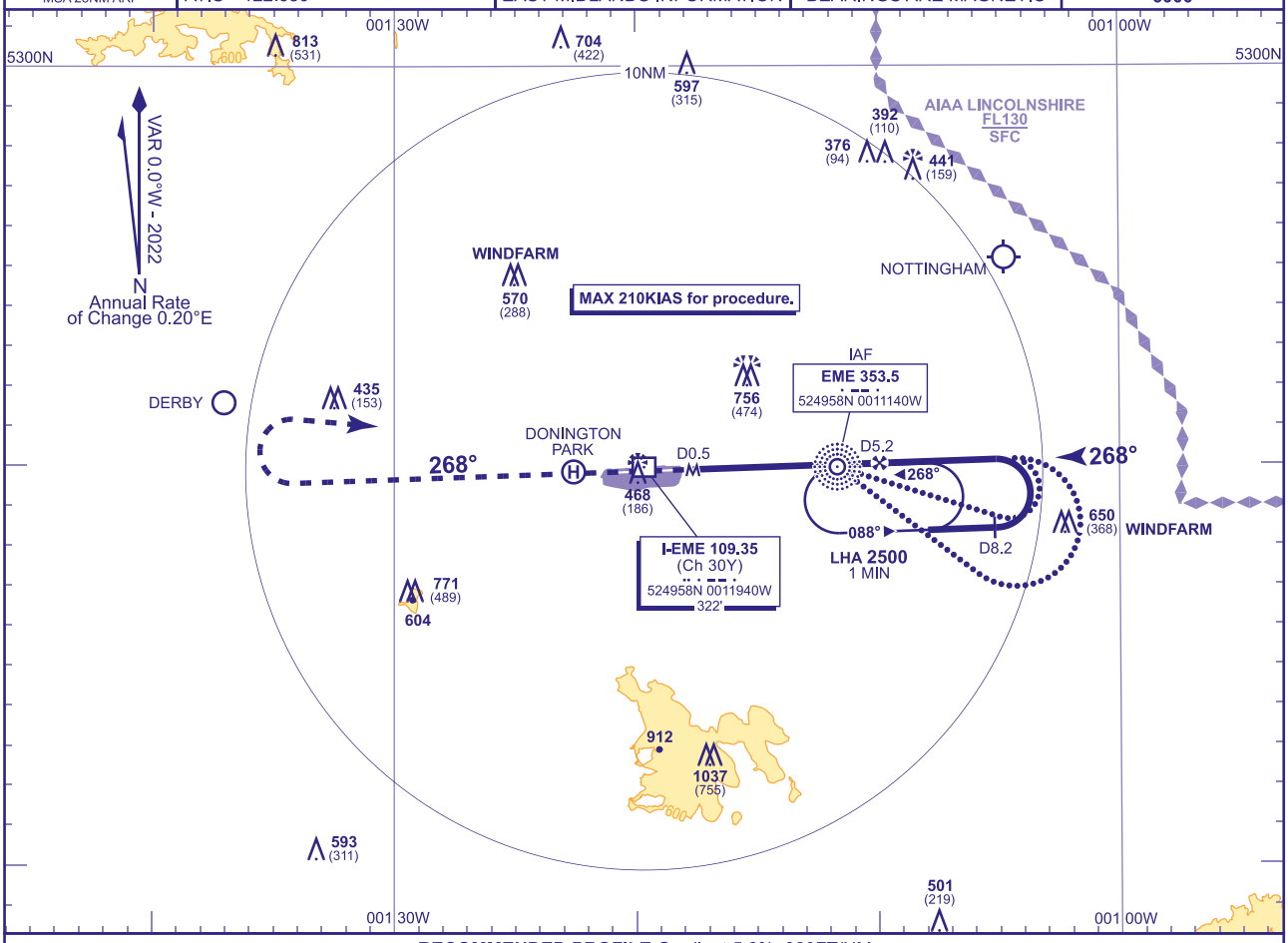
AERO INFO DATE 23 SEP 25 AD 2-EGNX-8-10

INSTRUMENT APPROACH CHART - ICAO

EAST MIDLANDS NDB(L)/DME Z RWY 27
(ACFT CAT A,B,C,D)

MSA 25NM ARP

RAD	126.180, 134.180	EAST MIDLANDS RADAR	AD ELEVATION	306	TRANSITION ALTITUDE 6000
	120.130	EAST MIDLANDS DIRECTOR	THR ELEVATION	282	
TWR	124.005	EAST MIDLANDS TOWER	OBSTACLE ELEVATION 1037 AMSL (755) (ABOVE THR)		
	121.905	EAST MIDLANDS GROUND			
ATIS	122.680	EAST MIDLANDS INFORMATION	BEARINGS ARE MAGNETIC		

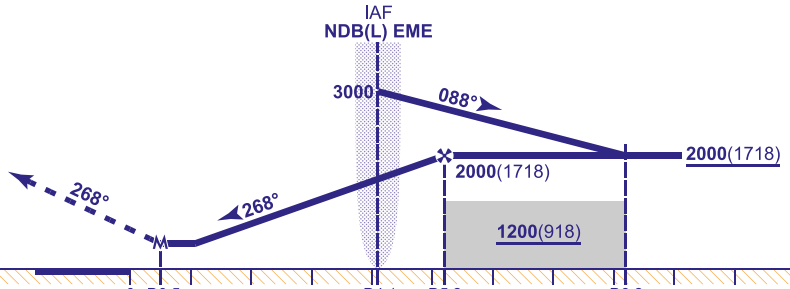


RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-EME	5	4	3	2	1
ALT(HGT)	**1930**(1648)	**1610**(1328)	**1290**(1008)	**970**(688)	**650**(368)

MAPt I-EME DME 0.5
(3.6NM after NDB(L) EME

Climb straight ahead to **3000**, or **I-EME** D8.8 whichever is earlier then turn right to **NDB(L) EME** 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**	**610**(328)	**610**(328)	**610**(328)	**610**(328)		**FT/MIN**	850	740	640	530	420
VM(C)OCA (OCH AAL)	**Total Area**	**770**(464)	**800**(494)	**1160**(854)	**1160**(854)							

ALTERNATIVE PROCEDURE
From overhead NDB(L) EME **not below 3000**(2718) fly outbound on NDB(L) EME QDR 109° (CAT A,B); NDB(L) EME QDR 126° (CAT C,D), descending to **not below 2000**(1718). At I-EME DME 8.2 baseturn left to establish on the FAT. Once established continue as for main procedure.

NOTE 1 Lowest altitude to commence procedure from hold is **3000**.
2 Aircraft will normally be required to hold not lower than **3000.**

CHANGE (12/25): CHART TITLES REVISED.

AERO INFO DATE 22 SEP 25

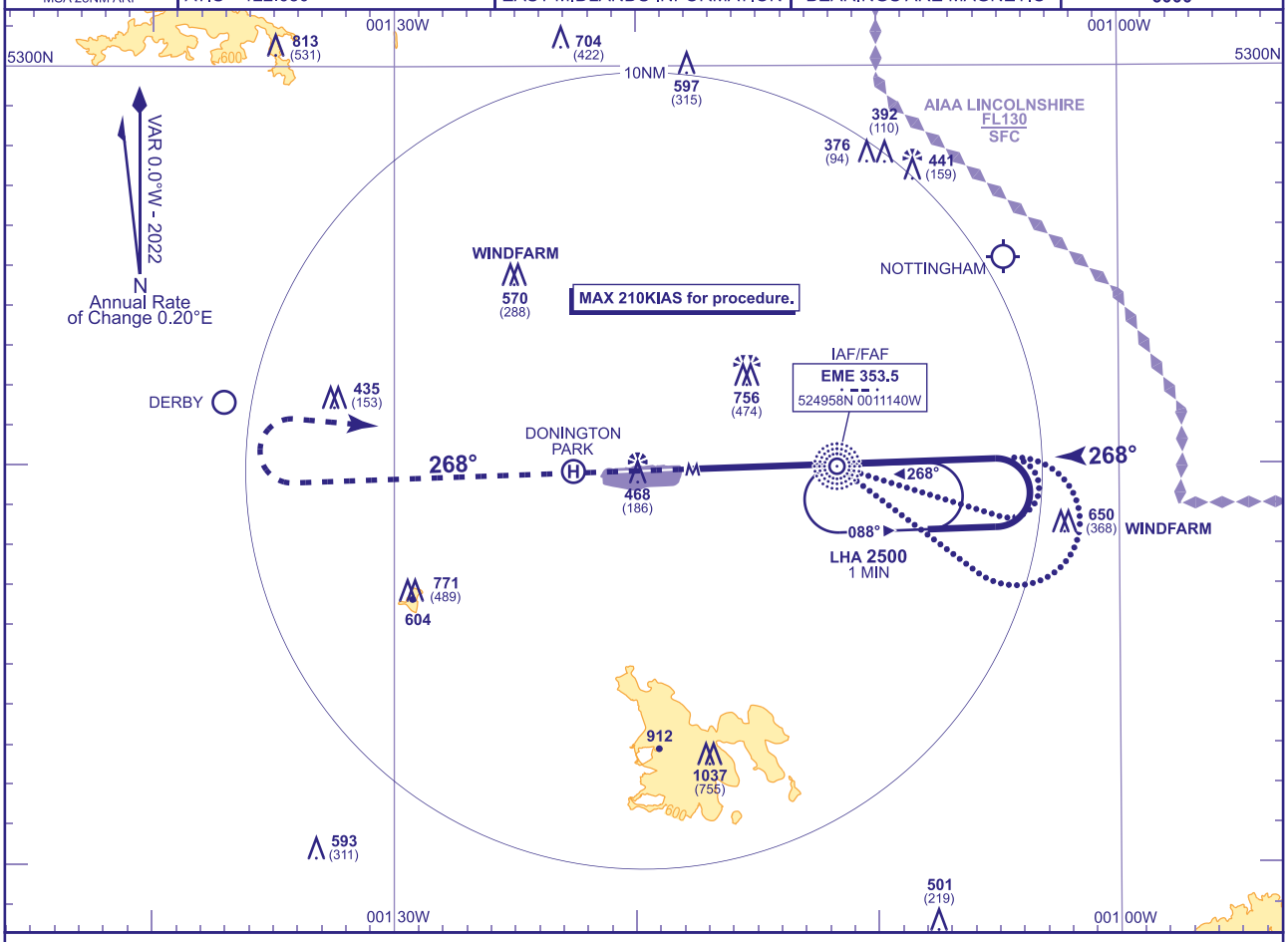
AD 2-EGNX-8-11

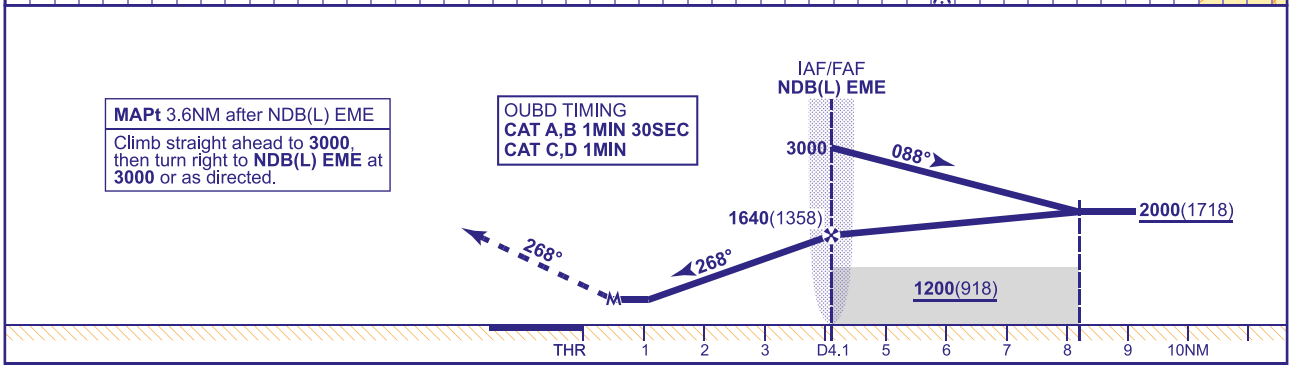
INSTRUMENT APPROACH CHART - ICAO

EAST MIDLANDS
NDB(L) Y
RWY 27
(ACFT CAT A,B,C,D)

MSA 25NM ARP	RAD	126.180, 134.180	EAST MIDLANDS RADAR	AD ELEVATION	**306**
		120.130	EAST MIDLANDS DIRECTOR	THR ELEVATION	**282**
	TWR	124.005	EAST MIDLANDS TOWER	OBSTACLE ELEVATION **1037 AMSL** (755) (ABOVE THR)	
		121.905	EAST MIDLANDS GROUND		
	ATIS	122.680	EAST MIDLANDS INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000**





Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	Procedure	**720**(438)	**720**(438)	**720**(438)	**720**(438)		FT/MIN	850	740	640	530	420
VM(C)OCA (OCH AAL)	Total Area	**770**(464)	**800**(494)	**1160**(854)	**1160**(854)	NDB(L) EME to MAPT	MIN:SEC	1:22	1:34	1:49	2:11	2:44

ALTERNATIVE PROCEDURE
Notify ATC. Fly outbound leg of baseturn on NDB(L) EME QDR 109° for 1MIN 45SEC (CAT A,B), NDB(L) EME QDR 126° for 1MIN 15SEC (CAT C,D) descending to not below **2000**(1718) then turn left to establish on FAT. MAX 210KIAS.

NOTE
1 Aircraft unable to receive DME I-EME notify ATC.
2 Lowest altitude to commence procedure from hold is **3000**.
3 Aircraft will normally be required to hold not lower than **3000**.

CHANGE (12/25): CHART TITLE REVISED.

AERO INFO DATE 22 SEP 25

EGPH — EDINBURGH

EGPH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGPH — EDINBURGH

EGPH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

EGPH AD 2.3 OPERATIONAL HOURS

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

EGPH AD 2.4 HANDLING SERVICES AND FACILITIES

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

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

EGPH AD 2.5 PASSENGER FACILITIES

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

EGPH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

EGPH AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	EAST APRON Surface: Concrete PCR 776/R/D/W/U GA APRON Surface: Concrete PCR 741/R/D/W/U MAIN APRON Surface: Concrete PCR 700/R/C/W/U NORTH APRON Surface: Block paving PCR 448/F/C/X/U SOUTHEAST APRON Surface: Concrete PCR 1178/R/C/W/U TURNHOUSE APRON Surface: Concrete PCR 741/R/D/W/U

2	Taxiway width, surface and strength	Taxiway A1-A8 AND A16-D1: 23 M Surface: Concrete PCR 1178/R/C/W/U Taxiway ALPHA A8-A16: 23 M Surface: Asphalt PCR 577/F/A/W/U Taxiway ALPHA V+W LOOPS: 21 M Surface: Concrete PCR 1178/R/C/W/U Taxiway ECHO: 36 M Surface: Concrete PCR 1178/R/C/W/U Taxiway FOXTROT: 36 M Surface: Concrete PCR 1178/R/C/W/U Taxiway GOLF: 36 M Surface: Concrete PCR 1360/R/D/W/U Taxiway HOTEL: 36 M Surface: Concrete PCR 741/R/D/W/U Taxiway LIMA: 23 M Surface: Concrete PCR 1360/R/D/W/U Taxiway MIKE M3-E APRON: 46 M Surface: Asphalt PCR 448/F/C/X/U Taxiway MIKE TWY M1-M2: 23 M Surface: Asphalt PCR 629/F/B/X/U Taxiway MIKE TWY M2-M3: 46 M Surface: Asphalt PCR 629/F/B/X/U Taxiway PAPA: 21 M Surface: Asphalt PCR 337/F/A/W/U Taxiway QUEBEC: 18 M Surface: Asphalt PCR 448/F/C/X/U Taxiway SIERRA: 36 M Surface: Concrete PCR 776/R/D/W/U
3	Altimeter checkpoint location and elevation	Passenger Terminal Stands 97 FT North Apron 103 FT
4	VOR checkpoints	
5	INS checkpoints	Aircraft Ground Movement/Parking/Docking Chart.
6	Remarks	

EGPH AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Arriving and departing crew whom are unfamiliar with EGPH should notify ATC prior to taxiing. Apart from the GA Apron, nose-in parking in operation on all aprons. All nose-in stands have stand number, yellow centre-line and Stand Entry Guidance System. Stand Entry Guidance is provided by AGNIS/Stop Arrow (painted on the apron) or Safedock Docking Guidance System. Flight crew should be familiar with the guidance available and have an understanding on how they operate. Marshalling service is provided for the GA Apron and Stands 21, 23, 28, 99, 101, 308, 309, 310, 310L, 310R, 311, 311L, 311R, 312, 312L, 313, 314, 315, 316, 317 and 317A.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 06/24: Runway designation, runway centre-line and threshold markings. Touchdown zone and fixed distance markings. Runway edge markings and displaced threshold arrows. Taxiway light(s): Green centre-line lighting with blue edge lights on sharp curves, red stop bars at holding points. Runway exits have alternate green/yellow centre-line lights to the CAT II/III stop bars. Runway guard lights on accesses to runway.
3	Stop bars and runway guard lights (if any)	Illuminated red stop bars are provided where appropriate.
4	Other runway protection measures	Aircraft parked on the GA Apron may start engines and taxi from a nose out position. Flight and ground crew must ensure that roadways etc are protected against any jet blast/prop wash.
5	Remarks	Aircrew are to note that the Stand Entry Guidance (SEG) on all SEG equipped stands is activated by an apron level timer device, operated by airline/handling agent staff. Pilots should not turn off the taxilane centre-line unless the Stand Entry Guidance is illuminated with aircraft type, or a marshaller has signalled clearance to proceed. Pilots should note that failure to adhere to this instruction may lead to a negative "On Time Performance" figure. On stand taxi speed should not exceed 5 KT. All operators must ensure that their engineering staff and/or handling agents have suitable, serviceable equipment on station to push and/or tow aircraft which they might operate. Obstacle markings and snow edge markings are provided where necessary. Three WDIs serve Runway 06/24: 555650.75N 0032221.86W (LGTD) - 555634.84N 0032306.76W (LGTD) - 555710.67N 0032120.95W (LGTD). If an aircraft has been repositioned to face out on any stand, it must be either repositioned to nose-in on stand or towed out to the taxiway centre-line before starting engines. Flight crews should be aware that chart providers may not highlight taxilanes on their published aerodrome chart and taxiways on their published parking/ docking chart. When transiting to/from the allocated parking position, aircraft will transit both taxiways and taxilanes.

EGPH AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGPH18669) 24/APPROACH 06/ TAKE-OFF	TREE	555748.96N 0032009.82W	186 FT	78 FT	No	
(EGPH21240) 24/APPROACH 06/ TAKE-OFF	TREE	555738.99N 0032035.40W	154 FT	54 FT	No	
(EGPH19777) 24/APPROACH 06/ TAKE-OFF	POLE	555729.45N 0032105.46W	128 FT	17 FT	No	
(EGPH21003) 06/APPROACH 24/ TAKE-OFF	TREE	555622.53N 0032358.53W	172 FT	48 FT	No	

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**
(EGPH19098) 06/APPROACH 24/ TAKE-OFF	TREE	555511.10N 0032704.10W	349 FT	61 FT	No	

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGPH17386)	BRIDGE TOWER	560037.22N 0032432.49W	663 FT	670 FT	Yes Red	
(EGPH17387)	BRIDGE TOWER	560017.39N 0032444.99W	690 FT	697 FT	Yes Red	
(EGPH17388)	BRIDGE TOWER	555957.56N 0032457.50W	663 FT	670 FT	Yes Red	
(EGPH18543)	BRIDGE TOWER	555949.07N 0032414.85W	522 FT	529 FT	Yes Red	
TAYLOR WIMPEY CRANE	CRANE	555851N 0032257W	265 FT	99 FT	Yes Steady Red	North of Airfield at Queensferry.
DALMENY TANK FARM	CRANE	555836N 0032218W	326 FT	164 FT	Yes Red	End estimated June 2026.
MAYBURY ROAD CRANE	CRANE	555728N 0031828W	306 FT	164 FT	Yes Red	Maybury Road, Edinburgh.
BARRATT WEST CRAIGS	CRANE	555651N 0031915W	362 FT	164 FT	Yes Red	Craigs Road Edinburgh. End estimated July 2026.
WEST CRAIGS	CRANE	555650.7N 0031906.7W	332 FT	126 FT	Yes Steady Red	End estimated June 2026.
	CRANE	555648N 0031911W	309 FT	118 FT	Yes Red	Craigs Road Edinburgh. End estimated November 2027.
CALA TURNHOUSE ROAD	CRANE	555640N 0031936W	298 FT	131 FT	Yes Red	Turnhouse Road. End estimated December 2027.
EDINBURGH PARK	CRANE	555542N 0031842W	272 FT	99 FT	Yes Red	Edinburgh Park, Edinburgh. End estimated June 2026.

EGPH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE ABERDEEN
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE ABERDEEN 24 hours.
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self-briefing/Telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs and METARs. English.
7	Charts and other information available for briefing or consultation	
8	Supplementary equipment available for providing information	
9	ATS units provided with information	EDINBURGH
10	Additional information (limitation of service, etc.)	

EGPH AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
06	058.85°	2558 x 45 M	RWY surface: Asphalt, Grooved PCN 68/R/B/W/T	555641.99N 0032313.90W 173.5 FT	THR 110.1 FT TDZ 110.1 FT	
24	238.88°	2558 x 45 M	RWY surface: Asphalt, Grooved PCN 68/R/B/W/T	555717.66N 0032128.66W 173.4 FT	THR 99.8 FT TDZ 100.0 FT	

SWY 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 45 M	60 x 150 M	2798 x 280 M				RWY 06 Runway 06 threshold is inset 214 M. Paved shoulders extend 8 M beyond each side of runway.
60 x 45 M	448 x 150 M	2798 x 280 M				RWY 24 Runway 24 threshold is inset 211 M. Paved shoulders extend 8 M beyond each side of runway.

EGPH AD 2.13 DECLARED DISTANCES

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

EGPH AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
06	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. First barrette of ALS removed. 870 M Light intensity high	Green Light intensity high With green wingbars	PAPI Left/3° 56 FT 425 M	White Light intensity high 870 M	Colour coded centre-line 15 M spacing	Bi-directional edge 46 M gauge	Red	60 M beyond runway end lights Red	
24	Coded centre-line with five crossbars. Supplementry lighting inner 300 M. 914 M Light intensity high	Green Light intensity high With green wingbars	PAPI Left/3° 59 FT 380 M	White Light intensity high 900 M	Colour coded centre-line 15 M spacing	Bi-directional edge 46 M gauge	Red	60 M beyond runway end lights Red	

EGPH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	Anemometer: 555652.26N 0032256.91W (LGTD) - 555715.14N 0032149.44W (LGTD).
3	TWY edge and centre line lighting	CL: All taxiways are equipped with green centre-line lighting. All aircraft stand taxiways are equipped with green centre-line lighting.
4	Secondary power supply/switch-over time	Yes.
5	Remarks	Apron floodlighting for all apron areas. Obstacle lighting.

EGPH AD 2.16 HELICOPTER LANDING AREA

INTENTIONALLY BLANK

EGPH AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
EDINBURGH CTR A circle, 10 NM radius, centred at 555700N 0032221W	Upper limit: 6000 FT ALT Lower limit: SFC	D	EDINBURGH APPROACH English	6000 FT		
EDINBURGH ATZ A circle, 2.5 NM radius, centred at 555700N 0032221W on longest notified runway (06/24)	Upper limit: 2000 FT AGL Lower limit: SFC	D	EDINBURGH APPROACH English	6000 FT		

EGPH AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	EDINBURGH APPROACH	121.205 Also a CTR Channel. DOC 40 NM/ 10,000 FT.			H24	ATZ hours coincident with Approach hours. VDF 555639.82N 0032252.81W VDF can be changed to 118.705 or 121.500 MHz O/R.
TWR	EDINBURGH GROUND	121.755			Mon-Fri 0600-2200 (0500-2100); Sat, Sun 0600-2200 (0500-2100).	Outside operating hours contact TOWER 118.705 MHz. VDF 555639.82N 0032252.81W VDF can be changed to 118.705 or 121.500 MHz O/R.
		121.980 as directed by ATC.			Mon-Fri 0600-2200 (0500-2100); Sat, Sun 0600-2200 (0500-2100).	
	EDINBURGH TOWER	118.705 DOC 25 NM/ 10,000 FT.			H24	
		121.500			O/R	
RADAR	EDINBURGH RADAR	121.205 DOC 40 NM/ 10,000 FT.			H24 Subject to NOTAM	VDF 555639.82N 0032252.81W VDF can be changed to 118.705 or 121.500 MHz O/R.
		128.980 DOC 40 NM/ 10,000 FT. As directed by ATC.			H24 Subject to NOTAM	
ATIS	EDINBURGH INFORMATION	131.355 DOC 60 NM/ 20,000 FT.			H24	Also available by telephone: 0131-348 4823.
OTHER	EDINBURGH FIRE	121.600 Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGPH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC III 0.24°W (2027)	IVG	108.900 MHz	HO	555725.58N 0032105.28W		(RWY 06) The Localiser is not to be used below 3000 FT agl outside 17 NM.
ILS/GP	IVG	329.300 MHz	HO	555652.51N 0032259.39W		3° ILS Ref Datum Hgt 54 FT. Certified for extended range to 15 NM. Not for use below 2200 FT at this range. May not maintain full scale fly up indications when left of localiser centre-line and below glidepath.
ILS/LOC III 0.25°W (2027)	ITH	108.900 MHz	HO	555629.22N 0032351.54W		(RWY 24) The Localiser is not to be used below 3000 FT agl outside 17 NM.
ILS/GP	ITH	329.300 MHz	HO	555716.69N 0032148.96W		3° ILS Ref Datum Hgt 50 FT. Certified for extended range to 15 NM. Not for use below 2200 FT at this range.

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 0.66°W (2027) 1.0°W (2022)	GOW	101X 115.400 MHz	H24 Hours of operation for aerodrome purposes: HO	555213.81N 0042644.60W	46 FT	GOW VOR DOC: 25 NM/25,000 FT (45 NM/25,000 FT Sector R051-091). Due to terrain, coverage at low level is reduced in Sectors R346-026 and R181-201.
VOR/DME 0.71°W (2027) 0.9°W (2025)	TRN	122X 117.500 MHz	H24	551848.28N 0044701.91W	586 FT	VOR DOC: 20 NM/50,000 FT, 30 NM/ 50,000 FT in Sector R056-106 and 45 NM/50,000 FT in Sector R356-056. DME DOC: 100 NM/50,000 FT (60 NM/50,000 FT in Sector R076-226 and 200 NM/50,000 FT in Sector R271-001). Due to terrain effects bearing errors of greater than 4 may occur in Sector R171-181. In addition coverage at low level is reduced in Sector R066-106.
DME	IVG	26X 108.900 MHz	HO	555706.24N 0032222.75W	120 FT	(RWY 06) On AD. DME freq paired with ILS I-VG and I-TH. Zero range is indicated at THR of Runway 06 and 24.
DME	ITH	26X 108.900 MHz	HO	555706.24N 0032222.75W	120 FT	(RWY 24) On AD. DME freq paired with ILS I-VG and I-TH. Zero range is indicated at THR of Runway 06 and 24.
NDB (L) 0.21°W (2027)	EDN	341.000 kHz	H24	555842.55N 0031707.63W		Range 35 NM.
NDB (L) 0.29°W (2027)	UW	368.000 kHz	H24	555418.55N 0033009.05W		Range 25 NM.

EGPH AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Use governed by regulations applicable to Edinburgh CTR.
b) All flights, except General Aviation and Military flights, are subject to the prior approval of the Chief Executive Officer, Edinburgh Airport Ltd (EAL) 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 email: lonacxh@acl-uk.org; or Tel: +44 (0)161-493 1850, Fax: +44 (0)161-493 1853, or at all other times to EAL Airside Operations on Tel: +44 (0)131-344 3139. 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) Fixed-wing and rotary aircraft using Edinburgh Airport do so in accordance with the Conditions of Use document available on request from Edinburgh Airport Ltd. Tel: +44 (0)844 481 8989 or www.edinburghairport.com/cou
d) Use by aircraft not able to communicate with ATC by radio is subject to prior permission from ATC.
e) A handling agent (an EAL licensed airline operator or handling agent based at Edinburgh) is a requirement for all flights including general aviation, cargo, military and helicopter movements. All operators, including executive and private general aviation, must make prior arrangements with a handling agent for the ground handling of all flights. Due to limited parking space all aircraft are PPR with their handling agent.
f) Pilots of international arriving or departing General Aviation aircraft are responsible for presenting their passengers to the UK Border Agency. Transport to and from the control authority facilities will be provided by the handling agent.
g) Airline operators are requested to note that stand availability is extremely limited, particularly at night and for large wide-bodied aircraft.
h) The use of the airport is also subject to the limitations imposed by the night noise limitations.
i) It is a requirement that every airline using Edinburgh Airport must have local orders compatible with the EAL 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 airport. EAL will act as the co-ordinating body throughout the recovery operation and has only very limited equipment which might be used to salvage disabled aircraft.
j) Aircrew can request ATC departure clearance from EOBT-25. Departing aircraft on first contact with Edinburgh ATC must state aircraft type, stand number and the code letter of the latest ATIS received.
k) Crews should be in receipt of departure clearance prior to requesting push and start.

l) ATC departure clearance by Data Clearance Link (DCL) is available at Edinburgh for suitably equipped aircraft. DCL must be compliant with ARINC 623-2 and Eurocae ED 85-A. DCL is available as follows: **Winter** - All flights from EOBT-25 minutes. **Summer** - Flights with EOBT between 0500Z and 0700Z, EOBT-22 minutes otherwise from EOBT-25 minutes. DCL clearances may not be issued if requested later than EOBT+15 minutes.
Successful clearances must be accepted within 5 minutes of receipt or a '**REVERT TO VOICE**' message will be received. If any data errors are detected by the system or the controller, a '**REVERT TO VOICE**' message will be received.
If the attempt to obtain a clearance is unsuccessful the aircraft should revert to voice RTF.

m) Crews should request start up clearance only when fully ready to push. This should include doors and hatches closed, steps or air bridge removed, tug attached and communications established with ground crew with confirmation that they are ready. To prevent back of stand vehicle traffic congestion, anti-collision beacons should only be switched on once start clearance has been obtained. Where a push-back is to take place with no headset communication between ground crew and aircraft commander, ATC must be advised of this prior to push-back clearance being requested.

n) Aircraft commanders should not request taxi clearance until all ground crew have vacated the taxilane.

o) When on airside external areas, Flight crew and Cabin Crew are required to wear a fully fastened high visibility jacket or tabard.

2 GROUND MOVEMENT

a) Arriving and departing crew whom are unfamiliar with EGPH should notify ATC prior to taxiing. All stands are nose-in/push-back. Aircraft on the GA Apron may be turned to face nose out. Aircraft parked on the GA Apron may start engines and taxi from a nose out position. Flight and ground crew must ensure that roadways etc are protected against any jet blast/prop wash. Pilots requiring services on Apron areas, including Customs and Immigration, must ensure that a suitable tow-bar is available.

b) General Aviation (GA) aircraft requiring UK Border Agency clearance may be initially directed to the passenger apron. Passengers will be taken to the main passenger terminal for UK Border Agency clearance by their handling agent. When all necessary formalities have been completed, aircraft will be required to reposition to an alternate parking location. GA aircraft not requiring UK Border Agency inspection may taxi directly to their allocated parking area.

c) Aircrews are advised that there is a short section of parallel taxiway incorporating Lima 1 to Lima 2 and Mike 1 to Mike 2 to enable ATC to pass aircraft. Aircraft must remain on the yellow centre-lines to maintain the required minimum wing-tip clearances and should ensure that they understand the routeing given by ATC, particularly at night when both taxiway centre-lines and associated curves are illuminated. The taxiways are clearly delineated by internally illuminated signs and painted ground markings where it has not been possible to provide signs.

d) At all times, aircrew are responsible for their wingtip separation and, if in any doubt, should stop, hold position and request marshaller assistance. At either end of the Taxiway Alpha, passing places (V and W loops) have been provided to allow aircraft to hold and/or pass aircraft holding on the Taxiway Alpha. Aircraft may pass other aircraft at these locations only when both aircraft concerned have a wingspan of less than 36 M.

e) Airlines/Aircraft Operators should be aware that stand availability prior to operational first wave is extremely limited and aircraft arriving off schedule prior to first wave are likely to either hold or be allocated any aircraft compliant stand, including non-contact, as they become free.

3 CAT II/III OPERATIONS

a) Runway 06 and 24, subject to serviceability of the required facilities, are suitable for Category II/III operations by operators whose minima have been accepted by the Civil Aviation Authority.

b) During Category II and III operations special ATC procedures (ATC low visibility procedures) will be applied. Pilots will be informed by RTF when these procedures are in operation.

c) Departing Aircraft: Aircraft must not obstruct the Fire Service access road to Runway 06/24 between Holds A10 and A11.

d) Arriving Aircraft: Pilots should delay the call 'Runway vacated' until the aircraft is established on Taxiway Alpha and past the coded taxiway centre-line.

e) No intersection departures from Bravo and Charlie.

4 WARNINGS

a) Pilots are warned that there is a large bird population around the aerodrome and to expect the possibility of increased bird activity in the lower airspace, together with visible evidence of deterrent activity in the form of shell crackers being fired.

b) Steel plate in place on Echo Taxiway, 15 metres south of E2 and 10 metres West of the Echo Taxiway centreline.

5 HELICOPTER OPERATIONS

a) All helicopter arrivals and departures are via Runway 06/24.

b) Arrivals - ATC shall direct traffic to the designated parking area and thereafter will advise on hover/taxiing requirements.

c) Departures – As directed by ATC.

6 USE OF RUNWAYS

a) The declared distances promulgated for the Bravo and Charlie taxiway intersections are taken at the intersection of the downwind edge of the specified taxiway with the runway centre-line. An appropriate adjustment for a line up allowance must additionally be made by aircrew.

b) Minimum Runway Occupancy Times

i. Departures

1. On receipt of line up clearance, pilots should, commensurate with safety and standard operating procedures, line up on the runway without delay.

2. Whenever possible, cockpit checks should be completed prior to line up and any checks requiring completion whilst on the runway should be kept to the minimum required. Pilots should ensure that they are able to commence the take off roll as soon as clearance is issued.
3. Pilots not able to comply with these requirements should notify ATC as soon as possible once transferred to the Edinburgh Tower frequency.

ii. Arrivals

1. Pilots are reminded that rapid exit from the runway will enable ATC to apply minimum spacing on final approach to achieve maximum runway utilisation and will minimise the risk of 'go-arounds'.
2. Standard Taxi Routes - After landing pilots must follow the appropriate Standard Taxi Route to the clearance limit specified in the table below. ATC Instruction will not normally be given for aircraft vacating at A1, B1 and D1.

Runway Exit Used	Clearance Limit	Via
A1	A8	TWY A
B1	A12	TWY B and TWY A
C1	As Instructed by ATC (Normally A15 or A16)	TWY C and TWY A
D1	A18	TWY D and TWY A

c) Code E/F aircraft must vacate the runway at the end (via A1 or D1) unless escorted by "follow-me" vehicle.

7 TRAINING

a) Flight Training and/or test flying is permitted subject to prior liaison with, and the agreement of EGPH ATC.

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

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

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

5 RADIO COMMUNICATIONS FAILURE PROCEDURES

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

a) When complete communication failure occurs in the aircraft before ETA or before EAT when this has been received and acknowledged, the aircraft will:

    i. Fly to the appropriate holding point;
    ii. hold at the last assigned level until the last acknowledged ETA plus 10 minutes or EAT when this has been given;
    iii. then commence descent for landing in accordance with the procedure detailed on the Instrument Approach charts and effect a landing within 30 minutes (or later if able to land visually).

b) If complete radio communication failure occurs after an aircraft has reported to ATC on reaching the holding point, the aircraft will:

    i. Maintain the last assigned holding level at the appropriate holding point until:

        1. ATA over holding point plus 10 minutes or 10 minutes after the last acknowledged communication with ATC, whichever is the later; or
        2. EAT when this has been received and acknowledged;

ii. then commence descent for landing in accordance with the procedure detailed on the Instrument Approach charts and effect a landing within 30 minutes (or later if able to land visually).

c) In the event of complete radio failure in an aircraft which has been cleared for an IFR inter-aerodrome flight within the Scottish TMA the pilot will adopt the appropriate procedure as follows, depending upon the phase of flight:

i. If the aircraft is receiving a radar service and is within the ATCSMAC of the destination aerodrome, the pilot will adopt the appropriate loss of communication procedure for the runway-in-use as detailed in the ATCSMAC information at AD 2-EGPH-5-1. Landing must be effected within 30 minutes (or later if able to land visually);
ii. If the aircraft is **either** not receiving a radar service or is receiving a radar service but has not yet arrived within the ATCSMAC of the destination aerodrome, the pilot will proceed to the appropriate holding point at the destination aerodrome at the last assigned level or 4000 FT whichever is higher. He will then adopt the procedures in paragraph's 5a or 5b.

d) The route and altitude to be used when leaving the CTR/CTA in accordance with the procedures at ENR 1.1, subsection 3 are shown in the table; the route to be followed is dependent on the position of the aircraft at the time the decision to leave the CTR is made.

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

6 PROCEDURES FOR OUTBOUND AIRCRAFT

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

7 SPEED LIMIT

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

8 VFR FLIGHTS

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

9 SPECIAL VFR CLEARANCE

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

10 VISUAL REFERENCE POINTS (VRP)

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

11 GLIDING OPERATIONS KIRKNEWTON

a) Gliding operations - Edinburgh CTR

i. Gliding operations are carried out at RAF Kirknewton by 661 Volunteer Gliding Squadron (VGS). Activity is co-ordinated with ATC and gliders can be expected in the agreed Delegated Gliding Area.
ii. The RAF Kirknewton Delegated Gliding Area (DGA) is defined by the lateral limits:

1. 555320N 0032415W – 555338N 0032053W (Ravelrig Road rail bridge between Balerno & Dalmahoy) – 555121N 0032048W (Western corner of Threipmuir Reservoir) – 554959N 0032545W (Eastern corner of Harperigg Reservoir) – 555211N 0032601W thence clockwise by an arc of a circle radius 1.3 NM centred on 555213N 0032401W to 555320N 0032415W.

2. Up to 2500 FT AMSL, this is known as DGA-circuit.
3. Up to 3700 FT AMSL, this is known as DGA-soaring.

iii. ATC may tactically manage traffic to avoid the area if appropriate.
iv. ATC will advise other aircraft of gliding activity as appropriate.

12 ENTRY/EXIT LANES

a) To permit aircraft to operate to and from Edinburgh Airport in IMC but not under IFR the following entry/exit lanes have been established for use, under the conditions stated, as follows:

i.

1. a lane 3 NM wide, known as the Polmont Lane, with centre-line the M9 Motorway extending from Grangemouth (near the western boundary of the Edinburgh Control Zone) eastwards, via the Polmont Roundabout, Linlithgow Loch and Philpstoun to a point at which it joins the Edinburgh Aerodrome Traffic Zone;
2. a lane 3 NM wide, known as the Kelty Lane, with centre-line the M90 Motorway extending from Kelty (near the northern boundary of the Edinburgh Control Zone) southwards to M90 Junc 1B, then with the centre-line the A9000 across the Forth Road Bridge to M90 Junc 1, then with the centre-line the M90 Motorway to a point at which it joins the Edinburgh Aerodrome Traffic Zone;

ii. use of the lanes is subject to clearance being obtained from ATC Edinburgh, irrespective of prevailing weather conditions. This clearance is to be obtained by non-radio equipped aircraft before take-off and by radio equipped aircraft before entering the lane;
iii. aircraft using the lanes must remain clear of cloud and in sight of the ground or water, not above 2000 FT (Edinburgh QNH), and in flight visibility of not less than 3 KM;
iv. an aircraft using a lane shall keep the centre-line on its left, unless otherwise instructed by ATC for separation purposes. In these circumstances ATC will pass traffic information to the aircraft concerned;
v. pilots of aircraft are responsible for maintaining adequate clearance from the ground or other obstacles.

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

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

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

14 FREQUENCY MONITORING CODE (FMC)

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

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

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

EGPH AD 2.23 ADDITIONAL INFORMATION

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

EGPH AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGPH-2-1
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO
AD 2.EGPH-2-2
AERODROME CHART CODE E AIRCRAFT GROUND MOVEMENT - ICAO
AD 2.EGPH-2-3
CONTROL ZONE and CONTROL AREA CHART - ENTRY/EXIT LANES and VRPS
AD 2.EGPH-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGPH-5-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) GOSAM (Jet aircraft only) - ICAO
AD 2.EGPH-6-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) TALLA - ICAO
AD 2.EGPH-6-2
STANDARD DEPARTURE CHART - INSTRUMENT (SID) GRICE - ICAO
AD 2.EGPH-6-3
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) PTH 1G - ICAO
AD 2.EGPH-7-1
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) INPIP 1E - ICAO
AD 2.EGPH-7-2
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) AGPED 1E - ICAO
AD 2.EGPH-7-3
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) GIRVA 1E - ICAO
AD 2.EGPH-7-4
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) TUNSO 1E - ICAO
AD 2.EGPH-7-5
STANDARD INSTRUMENT ARRIVAL CODING TABLES PTH 1G INPIP 1E AGPED 1E GIRVA 1E TUNSO 1E
AD 2.EGPH-7-6
RNAV HOLD CODING TABLE STIRA TARTN
AD 2.EGPH-7-7
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 06 - ICAO
AD 2.EGPH-8-1
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 06 - ICAO
AD 2.EGPH-8-2
INSTRUMENT APPROACH CHART NDB/DME RWY 06 - ICAO
AD 2.EGPH-8-3
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 24 - ICAO
AD 2.EGPH-8-4
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 24 - ICAO
AD 2.EGPH-8-5
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 24 - ICAO
AD 2.EGPH-8-6

EGPH AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

AERODROME CHART - ICAO

ARP 555700N 0032221W

AD ELEV 112FT

EDINBURGH
EGPH

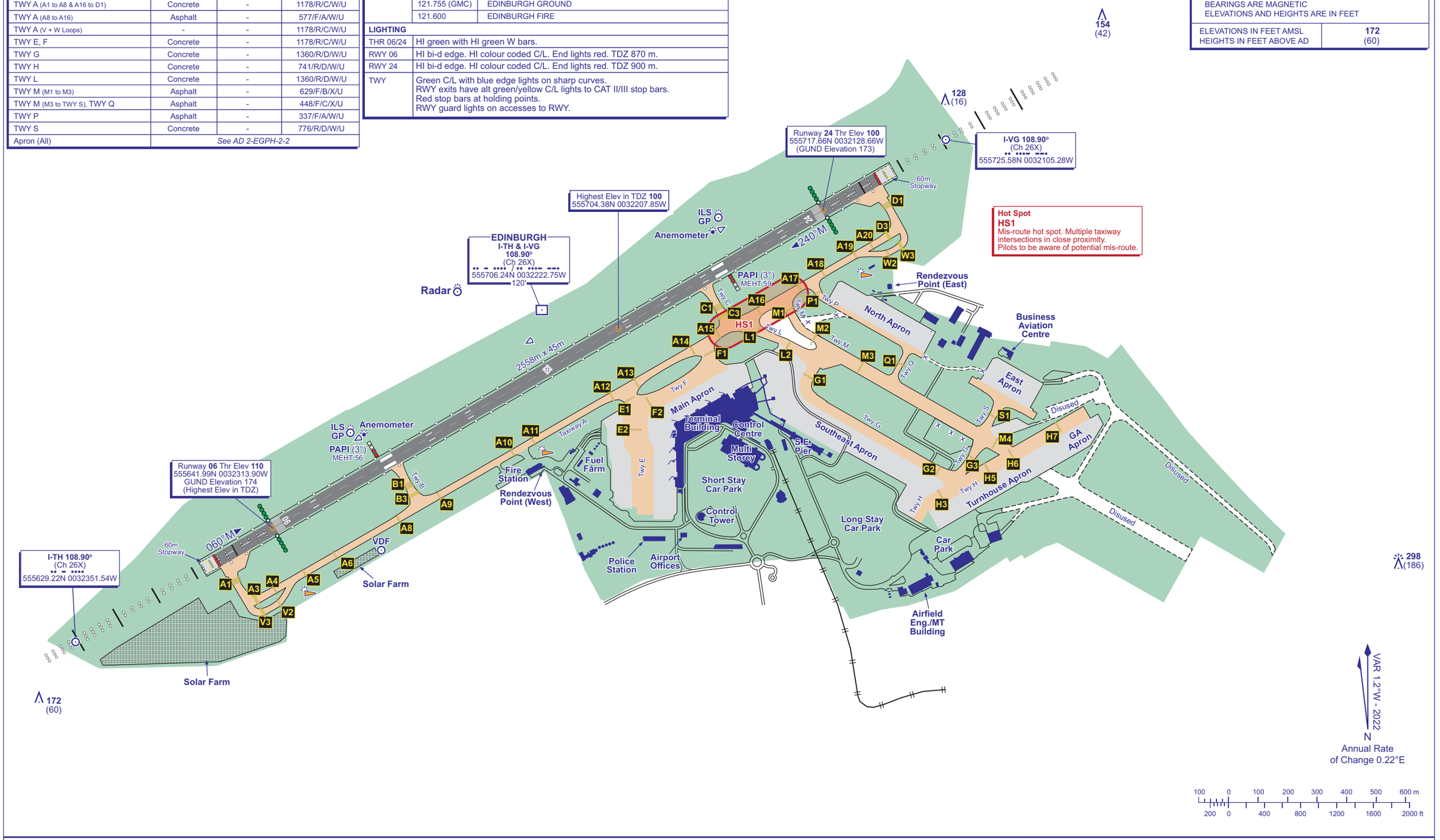
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	**SURFACE**	**PCN**	**PCR**
RWY 06/24	Grooved Asphalt	68/R/B/W/T	-
TWY A (A1 to A8 & A16 to D1)	Concrete	-	1178/R/C/W/U
TWY A (A8 to A16)	Asphalt	-	577/F/A/W/U
TWY A (V + W Loops)	-	-	1178/R/C/W/U
TWY E, F	Concrete	-	1178/R/C/W/U
TWY G	Concrete	-	1360/R/D/W/U
TWY H	Concrete	-	741/R/D/W/U
TWY L	Concrete	-	1360/R/D/W/U
TWY M (M1 to M3)	Asphalt	-	629/F/B/X/U
TWY M (M3 to TWY S), TWY Q	Asphalt	-	448/F/C/X/U
TWY P	Asphalt	-	337/F/A/W/U
TWY S	Concrete	-	776/R/D/W/U
Apron (All)	*See AD 2-EGPH-2-2*		

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 (12/25): PCR VALUES.

AERO INFO DATE 04 SEP 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

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

Oversteer Area Markings

WARNING
Aircraft to remain on taxilane centreline until guidance is illuminated or marshaller has indicated to proceed.

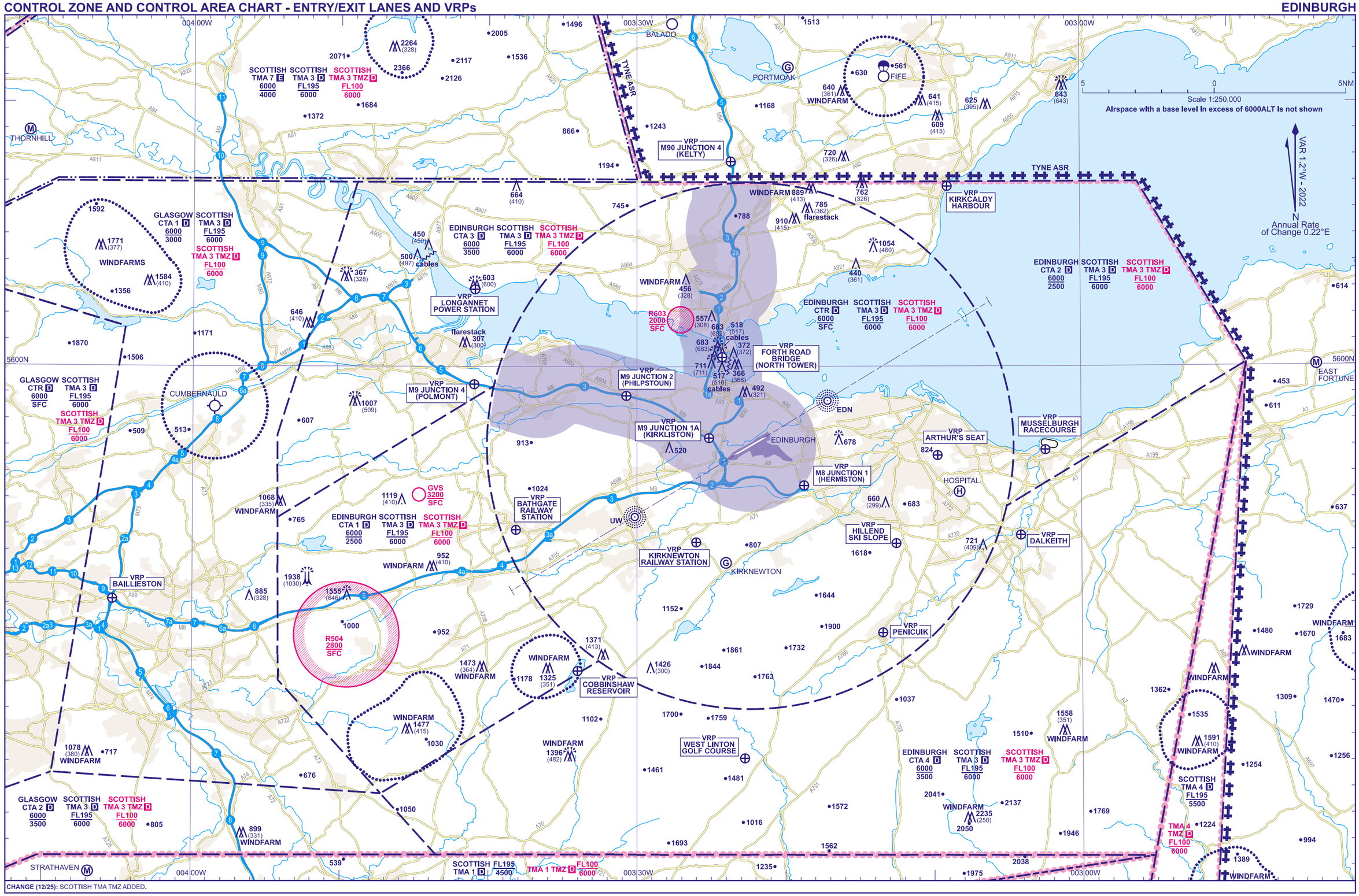
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS				
RWY / TWY / APRON	**SURFACE**	**PCN**	**PCR**	**ELEV**
Main Apron	Concrete	-	700/R/C/W/U	97 ft amsl
North Apron	Block Paving	-	448/F/C/X/U	103 ft amsl
East Apron	Concrete	-	776/R/D/W/U	-
Southeast Apron	Concrete	-	1178/R/C/W/U	-
Turnhouse Apron	Concrete	-	741/R/D/W/U	-
GA Apron	Concrete	-	741/R/D/W/U	-
RWY (All)	*See AD 2-EGPH-2-1*			
TWY (All)				

CHANGE (12/25): PCR VALUES.

AERO INFO DATE 08 SEP 25

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

EDINBURGH



CHANGE (12/25): SCOTTISH TMA TMZ ADDED.

AERO INFO DATE 16 SEP 25

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EGTR — ELSTREE

EGTR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGTR — ELSTREE

EGTR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 513921N Long: 0001933W Mid point of Runway 08/26
2	Direction and distance from city	2.6 NM E of Watford.
3	Elevation / Reference temperature / Mean Low Temperature	332 FT / 20 °C / -
4	Geoid undulation at AD ELEV PSN	151 FT
5	Magnetic Variation / Annual Change	1.26°E (2027) / 0.17°E
6	AD Administration Address Telephone Telefax E-mail address	ALDENHAM AVIATION LTD. Elstree Aerodrome, Borehamwood, Hertfordshire, WD6 3AR. 020-8953 7480 020-8207 3691 tower@londonelstree.com
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	

EGTR AD 2.3 OPERATIONAL HOURS

1	AD Administration	0900-2000 (0800-1900); or SS, 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	AFIS 0900-2000 (0800-1900) or SS, whichever is earlier.
8	Fuelling	By arrangement.
9	Handling	
10	Security	
11	De-icing	
12	Remarks	Mandatory PPR and pilot brief available at http:// www.londonelstreeaerodrome.com.

EGTR AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL
3	Fuelling facilities/capacity	
4	De-icing facilities	
5	Hangar space for visiting aircraft	
6	Repair facilities for visiting aircraft	
7	Remarks	

EGTR AD 2.5 PASSENGER FACILITIES

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EGTR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category Special: Only available by arrangement after 1700 (1600) or SS, whichever is earlier.
2	Rescue equipment	
3	Capability for removal of disabled aircraft	
4	Remarks	

EGTR AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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EGTR 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: 513918.32N 0001927.03W (LGTD), 513925.68N 0001920.78W.

EGTR AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas					
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**	**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**	**5**	**6**
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In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGTR1161)	TREE	513841.39N 0001746.26W	560 FT		No	
(EGTR2135)	BUILDING	513828.63N 0002000.25W	528 FT		No	
(EGTR1150)	TREE	513814.42N 0001950.50W	551 FT		No	
(EGTR2134)	MAST	513808.19N 0001955.55W	705 FT		No	

EGTR AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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EGAB — ENNISKILLEN/ST ANGELO

EGAB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGAB — ENNISKILLEN/ST ANGELO

EGAB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 542355N Long: 0073907W Mid-point of Runway 14/32.
2	Direction and distance from city	3 NM N of Enniskillen.
3	Elevation / Reference temperature / Mean Low Temperature	159 FT / 16 °C / -
4	Geoid undulation at AD ELEV PSN	189 FT
5	Magnetic Variation / Annual Change	1.70°W (2027) / 0.21°E
6	AD Administration Address Telephone E-mail address	ENNISKILLEN AIRPORT LTD Enniskillen Airport, 62 Killadeas Road, Trory, Enniskillen, Co-Fermanagh, BT94 2FH. 028-6632 9000 info@enniskillen-airport.co.uk
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	

EGAB AD 2.3 OPERATIONAL HOURS

1	AD Administration	0900-1600 (0800-1600) and by arrangement.
2	Customs and immigration	On request.
3	Health and sanitation	
4	AIS Briefing Office	As AD Hours
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	As AD Hours
7	ATS	As AD hours. 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	PPR by telephone.

EGAB AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL
3	Fuelling facilities/capacity	AVGAS overground tank/bowser. AVTUR overground tank.
4	De-icing facilities	
5	Hangar space for visiting aircraft	Yes
6	Repair facilities for visiting aircraft	Yes
7	Remarks	

EGAB AD 2.5 PASSENGER FACILITIES

1	Hotels	In Enniskillen.
2	Restaurants	Cafe on aerodrome.
3	Transportation	Taxi and car hire available.
4	Medical facilities	Hospital 1 mile south of aerodrome.
5	Bank and Post Office	In Enniskillen.
6	Tourist Office	In Enniskillen.
7	Remarks	

EGAB 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	RFF Category 2 appliance.
3	Capability for removal of disabled aircraft	Yes
4	Remarks	

EGAB AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	
2	Clearance priorities	
3	Remarks	Latest information from: ATC 028-6632 9000.

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

1	Apron surface and strength	MAIN APRON Surface: Asphalt PCN 9/R/C/X/T
2	Taxiway width, surface and strength	Taxiway MAIN TWY: 8 M Surface: Asphalt PCN 9/R/C/X/T
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGAB AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	
2	Runway and taxiway markings and lighting	Runway marking aid(s): 14/32: Centre-line
3	Stop bars and runway guard lights (if any)	
4	Other runway protection measures	
5	Remarks	Two WDI: 542339.44N 0073849.73W; 542410.70N 0073923.62W.

EGAB 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**
(EGAB6809) 32/APPROACH	TREE	542334.75N 0073833.45W	238 FT		No	
(EGAB6808) 32/APPROACH	TREE	542334.00N 0073833.05W	238 FT		No	
(EGAB6798) 32/APPROACH	TREE	542329.99N 0073834.48W	249 FT		No	
(EGAB6800) 32/APPROACH	TREE	542329.95N 0073832.59W	243 FT		No	
(EGAB2515) 32/APPROACH	CHURCH TOWER	542329.90N 0073838.30W	267 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**
(EGAB2700)	GORSE	542222.52N 0073418.58W	645 FT		No	

EGAB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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EGAB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	**2**	**3**	**4**	**5**	**6**	**7**
14	139.67°	1220 x 30 M	RWY surface: Asphalt PCN 9/R/C/X/T	542409.16N 0073926.44W 189.3 FT	THR 154.3 FT	
32	319.68°	1220 x 30 M	RWY surface: Asphalt PCN 9/R/C/X/T	542344.71N 0073850.87W 189.3 FT	THR 154.3 FT	

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	**9**	**10**	**11**	**12**	**13**	**14**
		1340 x 86 M				RWY 14 Threshold displaced by 99 M including a starter extension of 99 x 20 M. Starter extension hard shoulder width 13 M.
		1340 x 86 M				RWY 32 Threshold displaced by 328 M including a starter extension of 99 x 20 M. Starter extension hard shoulder width 5 M.

EGAB AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	**2**	**3**	**4**	**5**	**6**
14	1199 M	1199 M	1199 M	1220 M	Declared distances include a starter extension of 99 x 20 M.
32	1199 M	1199 M	1199 M	992 M	Declared distances include a starter extension of 99 x 20 M.

EGAB AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
14		Light intensity high Green wingbar	PAPI Left/3.5° 25 FT			56 M spacing White Light intensity high	Red Light intensity high		EDGE: Runway edge lights are displaced 7 M from the runway edge on shoulder of the hard surface.
32		Light intensity high Green wingbar	PAPI Left/4.5° 25 FT			56 M spacing White Light intensity high	Red Light intensity high		EDGE: Runway edge lights are displaced 7 M from the runway edge on shoulder of the hard surface.

EGAB 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: 542343.91N 0073839.45W.
3	TWY edge and centre line lighting	
4	Secondary power supply/switch-over time	
5	Remarks	

EGAB 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	4 helipads in front of Control Tower.

EGAB 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
ENNISKILLEN/ST ANGELO ATZ A circle, 2 NM radius, centred at 542355N 0073907W on longest notified runway (14/ 32).	Upper limit: 2000 FT AGL Lower limit: SFC	G	ENNISKILLEN RADIO English	3000 FT		

EGAB 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	ENNISKILLEN RADIO	123.205 A/G frequency.			0900-1600 (0800-1600). Out of hours by arrangement.	ATZ hours coincident with A/G hours.

EGAB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGAB AD 2.20 LOCAL AERODROME REGULATIONS

1 AERODROME REGULATIONS

a) Aerodrome not available to aircraft unable to communicate by radio unless the pilot has received prior permission.

2 GROUND MOVEMENT

a) Taxiways C and D only available to aircraft with a wingspan of less than 12 m.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) HT cables 27 ft aal running east-west, 0.18 nm from Runway 14 threshold.
High ground and trees either side of the runway.
b) High ground and trees to the west of the Aerodrome.
c) Aircraft landing on Runway 14 may experience crosswinds from the southwest.
d) Operating aircraft should be aware of a right of way road crossing situated 110 m north of the Runway 32 threshold. The crossing is available H24 and is controlled by airport staff during operational hours only.

5 HELICOPTER OPERATIONS

a) Helicopter training takes place on the grass parallel to Runway 14/32.
b) Helicopter movements will also occur to/from Runway 14/32.
c) Helicopter circuits are to be flown parallel to the runway in use at 800 ft.
d) Helicopters must obtain specific permission to cross Runway 14/32.

6 USE OF RUNWAYS

Not applicable

7 TRAINING

Not applicable

EGAB AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

EGAB AD 2.22 FLIGHT PROCEDURES

a) Circuit directions: Runway 14 - right hand; Runway 32 - left hand. Circuit height 1000 ft agl. Helicopter and microlight circuit height 800 ft agl.

b) Low Level circuits are permitted, but only for the purposes of practising bad weather flying.
c) The Turn Out after take-off, Touch and Go, Overshoot or Turn On to final approach should not be below 300 ft.
d) Non-standard procedures required for training purposes will only be permitted when the traffic situation allows.

EGAB AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGAB AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGAB-2-1

EGAB AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

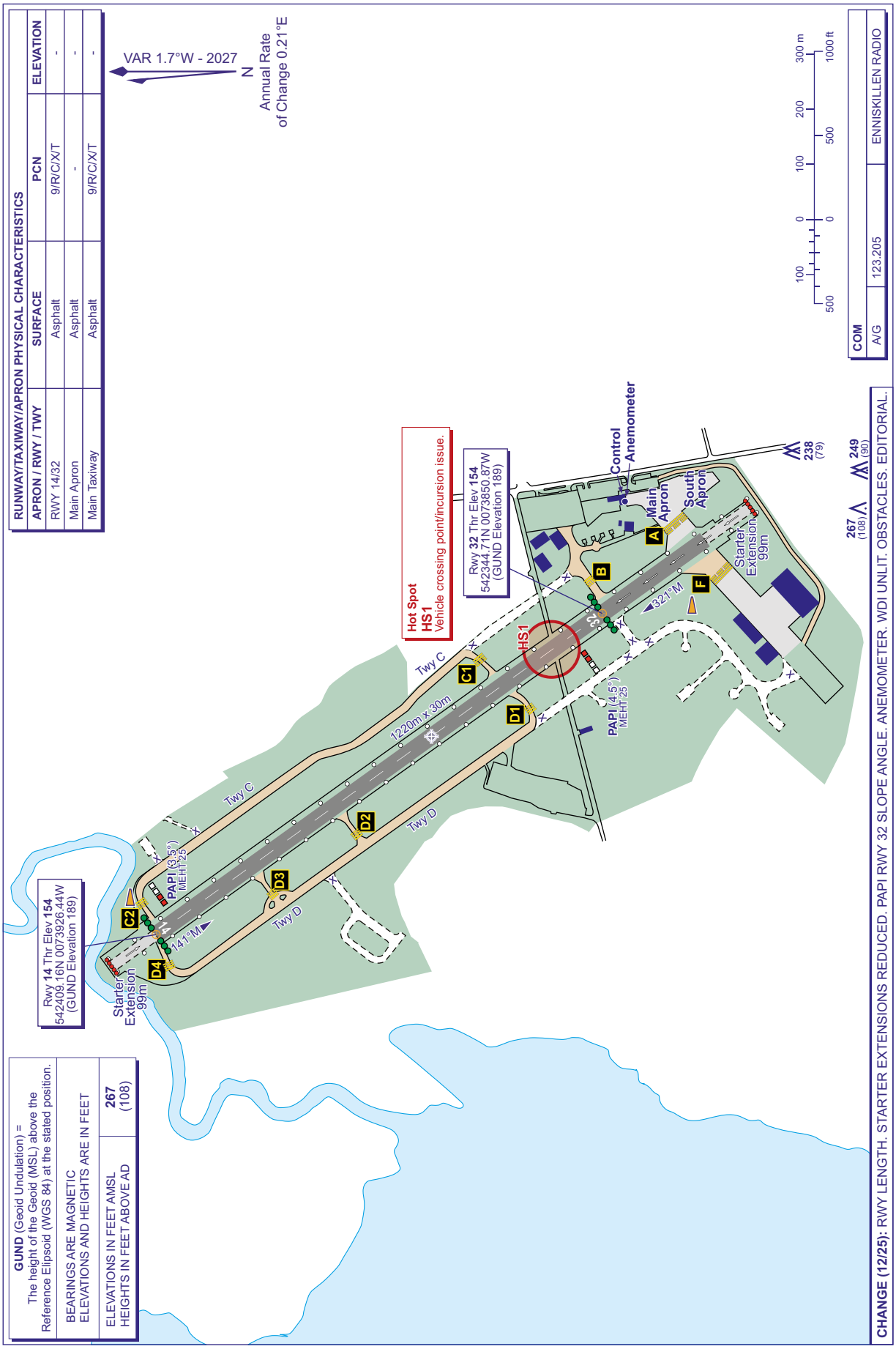
Not applicable

ENNISKILLEN/ST ANGELO EGAB

AD ELEV 159FT

ARP 542354N 0073904W

AERODROME CHART - ICAO



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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
24		Light intensity low	APAPI Left/4° 20 FT			Light intensity low	Red		EDGE: The last 3 runway edge lights are cautionary yellow. END: End lights are visible only for the last 150 M of LDA.

EGTF AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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

EGTF AD 2.16 HELICOPTER LANDING AREA

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EGTF AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

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

EGTF AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

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

EGTF AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGTF AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

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

2 GROUND MOVEMENT

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

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

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

5 HELICOPTER OPERATIONS

a) Approaches by helicopters should normally be made to the grass to the south of the runway. Subject to traffic, including taxiing aircraft, approaches may also be made to the grass to the north of the runway. Helicopters making an approach to the grass to the north of Runway 24 must avoid overflying the buildings in the north east corner of the airfield.
b) Helicopters which require an approach to the runway must state their intentions on first contact with Fairoaks Radio.
c) When Runway 24 is in use helicopters must not operate north of the Runway 24 final approach track until they have passed the runway threshold.

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

1	Apron surface and strength	BRAVO APRON Surface: Concrete PCR 524/R/B/X/U EAST APRON Surface: Concrete PCR 310/R/C/W/U JULIET APRON Surface: Concrete PCR 524/R/B/X/U NORTH APRON Surface: Concrete PCR 556/R/D/X/U SOUTH ONE APRON Surface: Asphalt PCR 132/F/D/W/U SOUTH TWO APRON Surface: Concrete PCR 317/R/D/X/U WEST ONE APRON Surface: Concrete PCR 556/R/D/X/U WEST THREE APRON Surface: Concrete PCR 317/R/D/X/U WEST TWO APRON Surface: Concrete PCR 317/R/D/X/U
2	Taxiway width, surface and strength	Taxiway ALPHA: 15 M Surface: Concrete and asphalt PCR 448/F/C/W/U Taxiway BRAVO: 15 M Surface: Asphalt PCR 507/F/D/W/U Taxiway C NORTH OF 06/24: 15 M Surface: Asphalt PCR 507/F/D/W/U Taxiway DELTA: 15 M Surface: Asphalt PCR 507/F/D/W/U Taxiway ECHO: 15 M Surface: Asphalt PCR 507/F/D/W/U Taxiway FOXTROT: 15 M Surface: Asphalt PCR 507/F/D/W/U Taxiway JULIET: 15 M Surface: Concrete PCR 524/R/B/X/U Taxiway WHISKEY: 15 M Surface: Asphalt PCR 132/F/D/W/U

		Taxiway YANKEE: 15 M Surface: Asphalt PCR 326/F/D/W/U Taxiway ZULU: 15 M Surface: Asphalt PCR 326/F/D/W/U
3	Altimeter checkpoint location and elevation	North Apron - 213 FT East Apron - 224 FT South Apron One - 224 FT South Apron Two - 221 FT West One Apron - 212 FT West Two Apron - 217 FT West Three Apron - 217 FT Bravo Apron - 207 FT Juliet Apron - 211 FT
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	Portion of disused taxiway between Taxiway Zulu and South 1 Apron (as shown on AIP AD 2-EGLF-2-1) may be promulgated as available by NOTAM. This would be an extension of existing Taxiway Yankee.

EGLF AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	
2	Runway and taxiway markings and lighting	Runway marking aid(s): 06/24: Runway designation, displaced landing thresholds, runway centre-line, runway edge, abbreviated touchdown zone, aiming point. Continuous yellow lines mark the runway entry/exit routes. 06 starter extension has a turn pad marking suitable for aircraft up to and including BBJ2 size. Runway light(s): Threshold – HI green, Runway edge – HI colour coded red (pre threshold)/ white/yellow (caution zone), Stop End – HI red. Taxiway light(s): Runway guard lights (permanently in operation) at all taxiway/runway intersections, colour coded green/yellow centre-line lights within ILS sensitive area at A1, B1, F3, W and Y. Green centre-line lights on taxiways Alpha, Bravo, Delta, Juliet, West 1 and North Aprons. Blue edge lights on remaining taxiways including Bravo between B3 and B4.
3	Stop bars and runway guard lights (if any)	At all holding points
4	Other runway protection measures	
5	Remarks	Runway and taxiway lighting is LED. Wind direction indicators (LGTD): 511650.89N 0004558.68W; 511630.41N 0004701.85W.

EGLF 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**
(EGLF16842) 24/APPROACH 06/ TAKE-OFF	TREE	511747.34N 0004246.13W	433 FT	68 FT	No	
(EGLF15659) 24/APPROACH	BUILDING OBS LIGHT	511705.83N 0004524.27W	323 FT	98 FT	Yes Red	
(EGLF15635) 24/APPROACH 06/ TAKE-OFF	FLAGPOLE	511655.59N 0004512.58W	296 FT	45 FT	No	
(EGLF15626) 24/APPROACH	WDI	511650.89N 0004558.68W	243 FT	27 FT	Yes Red	
(EGLF18106) 06/APPROACH 24/ TAKE-OFF	TREE	511611.14N 0004751.54W	293 FT	75 FT	No	
(EGLF14405) 06/APPROACH 24/ TAKE-OFF	TREE	511610.84N 0004803.04W	310 FT	54 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**
(EGLF18282) 06/APPROACH	TREE	511607.57N 0004736.17W	285 FT	77 FT	No	
(EGLF18109) 06/APPROACH 24/ TAKE-OFF	TREE	511605.21N 0004810.93W	325 FT	88 FT	No	
(EGLF15087) 06/APPROACH 24/ TAKE-OFF	TREE	511604.16N 0004801.22W	306 FT	21 FT	No	
(EGLF16671) 06/APPROACH 24/ TAKE-OFF	TREE	511603.97N 0004802.04W	307 FT	23 FT	No	
(EGLF18263) 06/APPROACH 24/ TAKE-OFF	TREE	511600.03N 0004802.00W	318 FT	88 FT	No	
(EGLF17537) 06/APPROACH 24/ TAKE-OFF	TREE	511559.95N 0004757.70W	308 FT	20 FT	No	
(EGLF16007) 06/APPROACH	TREE	511557.57N 0004914.49W	409 FT	86 FT	No	
(EGLF18333) 06/APPROACH	TREE	511555.29N 0004754.21W	340 FT	93 FT	No	
(EGLF15885) 06/APPROACH 24/ TAKE-OFF	TREE	511552.85N 0004912.99W	397 FT	77 FT	No	
(EGLF16012) 06/APPROACH 24/ TAKE-OFF	TREE	511549.34N 0004914.84W	400 FT	81 FT	No	
(EGLF15905) 06/APPROACH 24/ TAKE-OFF	TREE	511547.07N 0004825.73W	355 FT	35 FT	No	
(EGLF18311) 06/APPROACH	TREE	511540.92N 0004824.81W	408 FT	104 FT	No	
(EGLF16092) 06/APPROACH 24/ TAKE-OFF	BUILDING FLAGPOLE	511536.43N 0004909.29W	406 FT	34 FT	No	
(EGLF16035) 06/APPROACH 24/ TAKE-OFF	TREE	511515.09N 0004933.52W	459 FT	71 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**
(EGLF16883)	MAST	512124.67N 0004321.30W	765 FT	350 FT	Yes Red	
(EGLF16882)	MAST	511909.94N 0004656.23W	443 FT	110 FT	No	
(EGLF16170)	BUILDING PINNACLE	511749.74N 0004458.41W	420 FT	123 FT	No	
(EGLF16384)	CLOCKTOWER	511513.58N 0004528.95W	473 FT	117 FT	No	
(EGLF16133)	TREE	511503.94N 0004903.71W	575 FT	135 FT	No	
(EGLF16130)	TREE	511457.63N 0004824.20W	518 FT	86 FT	No	
(EGLF15911)	MAST	511445.51N 0004920.32W	686 FT	135 FT	Yes Red	
(EGLF16767)	TREE	511428.54N 0004818.69W	662 FT	79 FT	No	
(EGLF16560)	MAST	511411.51N 0004900.85W	716 FT	107 FT	Yes Red	
(EGLF16558)	WATERTOWER MAST	511408.89N 0004853.76W	722 FT	116 FT	No	
(EGLF16565)	MAST	511403.59N 0004914.57W	770 FT	179 FT	No	

EGLF 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.
6	Flight documentation Language(s) used	Charts. Abbreviated plain language text. TAFs/METARs. English
7	Charts and other information available for briefing or consultation	AIRMET Southern Region; METFORM 215 (via Farnborough Airport Ops).
8	Supplementary equipment available for providing information	Briefing terminal in Farnborough Airport Ops (not accessible via ATC).
9	ATS units provided with information	FARNBOROUGH
10	Additional information (limitation of service, etc.)	MET information not available outside aerodrome operating hours. ATIS 128.405 Aerodrome hours only.

EGLF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
06	062.02°	2440 x 45 M	RWY surface: Concrete and asphalt, Other preparation PCR 448/F/C/W/U SWY surface: Concrete and asphalt PCR 448/F/C/W/U	511622.19N 0004706.76W 151.0 FT	THR 224.6 FT TDZ 224.6 FT	
24	242.03°	2440 x 45 M	RWY surface: Concrete and asphalt, Other preparation PCR 448/F/C/W/U SWY surface: Concrete and asphalt PCR 448/F/C/W/U	511641.36N 0004609.22W 151.0 FT	THR 218.6 FT TDZ 218.6 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
590 x 45 M	60 x 150 M	2560 x 280 M				RWY 06 Threshold displaced by 540 M. Runway 06 has a starter extension of 150 x 30 M. The turning circle at the extremity of the starter extension has a radius of 20 M.
377 x 45 M	60 x 150 M	2560 x 280 M				RWY 24 Threshold displaced by 640 M. Stopways Take-off only.

EGLF AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
06	2000 M	2060 M	2590 M	1800 M	
24	2063 M	2123 M	2440 M	1800 M	
06	1809 M	1869 M	2398 M		Take-off from intersection Taxiway Foxtrot One.

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
24	1828 M	1888 M	2205 M		Take-off from intersection Taxiway Bravo.

EGLF AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
06	Coded centre-line with five crossbars. 900 M Light intensity high	Green Light intensity high With elevated wingbars	PAPI Left/3.5° 51 FT 308.2 M			HI bi-directional with a LI omni-directional component every 60 M	Red Light intensity high		EDGE: Starter extension has blue edge lights. Runway 06 has 600 M yellow caution zone lighting at the upwind end. END: Starter extension has blue end lights. Lights are LED.
24	Coded centre-line with five crossbars. 900 M Light intensity high	Green Light intensity high With elevated wingbars	PAPI Left/3.5° 51 FT 275.66 M			HI bi-directional with a LI omni-directional component every 60 M	Red Light intensity high		EDGE: Runway 24 has 600 M yellow 'caution zone' lighting at the upwind end. Lights are LED.

EGLF 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: Centre of central grass area, obstruction light; Runway 06/24 thresholds and threshold anemometers adjacent to ILS glidepath antennae. Runway 06: 511631.54N 0004655.20W (LGTD); Runway 24: 511641.55N 0004625.76W (LGTD).
3	TWY edge and centre line lighting	CL: Colour coded green/yellow centre-line lights within ILS sensitive area at A1, B1, F3, W and Y. Green centre-line lights on taxiways Alpha, Bravo, Delta, Juliet, West 1 and North Aprons. EDGE: Blue edge lights. Lights are LED.
4	Secondary power supply/switch-over time	Yes, 1 Second.
5	Remarks	

EGLF AD 2.16 HELICOPTER LANDING AREA

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EGLF 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
FARNBOROUGH CTR 1 512112N 0004247W thence anti-clockwise by the arc of a circle radius 12 NM centred on 512812N 0002713W to 512103N 0004236W - 512035N 0003959W - 511520N 0003639W - 511035N 0005054W - 511705N 0005508W - 512112N 0004247W	Upper limit: 3500 FT ALT Lower limit: SFC	D	FARNBOROUGH RADAR English	6000 FT		Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900). VFR/SVFR transit of Farnborough CTR 1 & 2 to be requested on Farnborough Radar frequency 133.440 MHz. A portion of the Blackbushe ATZ is within the CTR, and operates as a Blackbushe Local Flying Area (LFA). Aircraft operate within this not above 2000 FT AMSL when in communication with Blackbushe information on 122.305 MHz. 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.
FARNBOROUGH CTR 2 512035N 0003959W - 512013N 0003800W - 511520N 0003639W - 512035N 0003959W	Upper limit: 2500 FT ALT Lower limit: SFC	D	FARNBOROUGH RADAR English	6000 FT		Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900). VFR/SVFR transit of Farnborough CTR 1 & 2 to be requested on Farnborough Radar frequency 133.440 MHz. 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.
FARNBOROUGH ATZ 511758N 0004954W - 511801N 0004919W - 511806N 0004829W - 511812N 0004723W - 511817N 0004705W - 511851N 0004551W - 511856N 0004537W thence clockwise by the arc of a circle radius 2.5 NM centred on 511631N 0004639W to 511758N 0004954W	Upper limit: 2000 FT AGL Lower limit: SFC	G	FARNBOROUGH RADAR English	6000 FT		Mon-Fri 0645-2215 (0545-2115); Sat, Sun and PH 0745-2015 (0645-1915). The northern boundary of the ATZ is formed by the northern extremity of the M3 motorway. During the Notified Hours of Farnborough CTR 1 the ATZ lies within CTR 1 and is Class D airspace. The Farnborough ATZ is active for 15 minutes before and after the CTR promulgated hours. Warning – Pilots must not enter the Farnborough ATZ when active without prior permission.

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/DME	IFNB	52Y 111.550 MHz	Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900).	511640.95N 0004625.13W	238 FT	(RWY 24) On AD. Freq paired with ILS I-FNB. Zero range is indicated at THR of Runway 24.
ILS/DME	IFRG	52Y 111.550 MHz	Mon-Fri 0700-2200 (0600-2100); Sat, Sun and PH 0800-2000 (0700-1900).	511630.47N 0004655.87W	239 FT	(RWY 06) On AD. Freq paired with ILS I-FRG. Zero range is indicated at THR of Runway 06.

EGLF AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Use of the handling agent (Farnborough Airport Ops) is normally mandatory. If permission is granted to use the airport without use of the handling agent, while airside the aircraft commander is responsible for the safety of his/her 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 safety and that of passengers. The commander/crew member escorting passengers is responsible for ensuring that a total ban on smoking whilst airside is strictly observed.
b) Conditions of use are available from Farnborough Airport Ops when requesting PPR.
c) The use of this airport by scheduled passenger services, inclusive tour charter flying and bulk freight flights is prohibited.
d) Operators should be aware that movements are restricted at weekends and Bank Holidays and in particular that surcharges will apply on these days in addition to landing fees (with a minimum charge applicable).
e) All aircraft will be charged an emissions levy. Contact Farnborough Airport Ops on +44 (0)1252-379002 for full details.
f) Aircraft are prohibited from departing and arriving outside the operational hours notified at EGLF AD 2.3 paragraph 1, and at any time on the 25 and 26 December.
g) Due to the operating restrictions in (f) above, inbound aircraft will be required to be at or below 4000 FT AMSL, and within 12 track miles to touchdown for the landing runway, by the relevant airport closure time minus 5 minutes. Approaches outside this criteria will not be accepted by the Aerodrome Authority.
h) All aircraft departing Farnborough must be airborne no later than the relevant aerodrome closure time. Should an aircraft intend to depart with less than 10 minutes prior to the aerodrome closing time, ATC will contact the pilot to advise of the time restriction. Aircraft requesting start up for departure less than 5 minutes prior to the aerodrome closing time will be declined by ATC. Aircraft requesting taxi for departure less than 3 minutes prior to the aerodrome closing time will be declined by ATC. Aircraft positioned on the East Apron for a Runway 24 departure may be issued start clearance provided there remains 3 minutes before the aerodrome closure and taxi clearance with 2 minutes before the aerodrome closure.
i) Flight plans naming Farnborough as the destination must not be filed until PPR is approved. Flight plans naming Farnborough as an alternate do not guarantee acceptance of diversion or granting of PPR. For short notice movements, including diversions, contact Farnborough Airport Operations on OPS channel 131.865. NOTAMs will be issued to notify when Farnborough is unavailable as an alternate.
j) Operators wishing to operate from Farnborough are required to ensure that Supplementary Flight Plan Information (Field 19 of the Flight Plan form) is submitted to Eurocontrol Integrated Flight Planning System (IFPS) for out of hours retrieval. See UK AIP ENR 1.10 Paragraphs 3.6.4 and 3.5 for details.
k) All departures from Farnborough filing FPLs to leave the IFPZ must utilise the re-addressing function available via IFPS (See IFPS Users Manual, Chapter 15).
l) West 2, West 3 and East Aprons are not available to aircraft that require to use a licensed aerodrome.
m) For environmental reasons, an instrument approach at Farnborough for the purpose of landing at an adjacent aerodrome without an instrument approach procedure is not available.
n) Only aircraft that are 8.33 kHz compliant will be accepted.
o) Engine start utilising cross bleed air is not available on the following aprons/ramps:

   i. Hangar 1 - 10 Ramp;
   ii. Tower 4 - 6 Ramp;
   iii. Terminal Ramp (except for aircraft parked on Terminal Grass).

2 GROUND MOVEMENT

a) Arriving aircraft, including helicopters, must follow ATC instructions and report marshaller in sight. All pilots are to be familiar with the Aerodrome Chart - ICAO AD 2-EGLF-2-1.

b) Parking locations referred to as Ramps by ATC delineate location. Tower and Hangar Ramps are determined by the Hangar number the Ramp is outside/opposite and are referred to over the R/T as Tower x or Hangar x (where x is a number between 1 and 10 according to the aircraft parking/docking chart at AD 2-EGLF-2-2).
c) All aircraft parking in front of the terminal building will be marshalled nose in. All handling services will be carried out in this position. When ready for departure, all aircraft will be pushed back from the terminal to allow self manoeuvre for departure. Engine start-up will not be approved until push back is complete. Pilots must not call ATC for engine start until the push back crew have confirmed it is safe to do so.
d) In all parking positions, prior to starting engines, pilots must request approval from ATC. When calling for start, ramp position must be passed to ATC.
e) Pilots are to notify ATC prior to start-up if ground marshalling assistance is required for departure.
f) Aircraft taxiing from any ramp/apron must use minimum power until established on the taxiway centreline.
g) Due to the number of personnel and vehicles operating on the North Apron and West 1 Apron, pilots are to operate at minimum taxiing speed when approaching or transiting these areas.
h) Jet aircraft under power not permitted to use West 2 and West 3 Aprons.
i) Taxiway Yankee between South 1 Apron and South 2 Apron is not available to aircraft.
j) Runway stop-bars are active during operational hours. Standard stop-bar procedures apply.
k) Compass swing procedures are permitted at the designated site only, located on South 2 Apron. Aircraft requesting to reposition to the Compass Swing Base must receive a suitable clearance from ATC.

3 CAT II/III OPERATIONS

a) Farnborough is not equipped for Cat II/III operations, however Low Visibility Procedures are used to protect Cat I operations.
b) Low visibility procedures will commence when the met visibility/IRVR is 1500 M or below and/or cloud ceiling is 200 FT or below. Pilots of arriving aircraft should delay their 'runway vacated' call until they are clear of the coded taxiway centre-line lights.
c) During low visibility operations except where the aircraft operator has a lower state authorised take-off minima, the Aerodrome Authority cannot approve public transport departures in RVR conditions of less than 400 M. Operators of non public transport aircraft are advised that there is no runway centre-line lighting and that a departure in RVR conditions of less than 400 M is at the pilot's discretion.

4 WARNINGS

a) Danger Areas EGD132, EGD133A and EGD133B are within 3 NM of the Eastern aerodrome boundary. On approach to Runway 24, the 3.5° GP is mandatory both for noise abatement purposes and to ensure safe clearance above Danger Areas EGD133A and EGD133B.
b) Traffic carrying out instrument approaches to Runway 27 at Odiham will pass approximately 2.5 NM South of Farnborough aerodrome at 2000 FT QNH or lower.
c) Turns onto base leg for Runway 06 will be given in close proximity to the edge of Controlled Airspace and intense Gliding Activity (operating outside of controlled airspace). Crews should respond to ATC turn instructions without delay, maintaining an expeditious rate of turn.
d) Low level turbulence and windshear may be encountered when the wind is from 190° to 240° at 15 KT or more within 0.5 NM from touchdown on Runway 24 (from crossing the main road to crossing Runway 24 threshold markings).
e) Aircraft under tow at night may not be displaying Nav/Anti-collision lights.
f) Where the taxiway width is less than the paved surface width, the portions outside the taxiway markings are not maintained and should not be used by aircraft.
g) Bird scaring takes place regularly including the use of pyrotechnics. Large birds including geese and heron are often seen on the aerodrome.
h) Oakhanger High Intensity Radio Transmission Area (HIRTA) is situated 8 NM south west of Farnborough.
i) Fairoaks Airport is situated 9 NM north east of Farnborough; Fairoaks departures may trigger TCAS warnings for Runway 24 instrument approach traffic.
j) Although Taxiway C has the appearance of a rapid exit turn-off, it is not configured as such, and pilots are reminded of the need for an acute left turn at the end of Taxiway C to access Taxiway B and North Apron.
k) Below FL 65 aircraft arriving/departing via the ATS route network can expect to operate within Class E airspace between ASLAP and 3 NM west of HAZEL/within 7.5 NM of GWC. ATC will not provide notification to pilots of entry to or exit from Class E airspace when the aircraft is transitioning from a higher classification of airspace.

5 HELICOPTER OPERATIONS

a) Rotors running refuelling is not permitted.

6 USE OF RUNWAYS

a) Runway 06/24 restrictions:

   i. Practice engine failures after take-off are not permitted on Runway 06.

b) Runway Occupancy

   i. **Departures**. Whenever possible, cockpit checks should be completed prior to entering the runway and any checks requiring completion on the runway should be kept to a minimum. Pilots unable to comply with this requirement must inform ATC prior to lining up for departure.

7 TRAINING

a) The use of the aerodrome for training is generally restricted to home based aircraft; however, instrument training approaches by non-jet/ turboprop fixed wing aircraft with a MTWA not exceeding 5700 KG may be accepted Mon-Fri 1000-1600 (0900-1500), subject to the

EGCL — FENLAND

EGCL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGCL — FENLAND

EGCL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 524422N Long: 0000148W Mid point of Runway 18/36
2	Direction and distance from city	6 NM SE of Spalding.
3	Elevation / Reference temperature / Mean Low Temperature	6 FT / 19 °C / -
4	Geoid undulation at AD ELEV PSN	151 FT
5	Magnetic Variation / Annual Change	1.28°E (2027) / 0.18°E
6	AD Administration	FENLAND AERO CLUB (LICENSING) LTD.
	Address	Fenland Aerodrome, Jekylls Bank, Holbeach S t. Johns, Spalding, Lincolnshire, PE12 8RQ.
	Telephone	01406-540330 (Club House and ATC - Weekends only) 01406-540461 (Flying School)
	Telefax	01406-540461 (Flying School)
	E-mail address	facsecretary@fenlandairfield.co.uk
	Web address	www.fenlandairfield.co.uk
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	

EGCL AD 2.3 OPERATIONAL HOURS

1	AD Administration	Tue-Sun 0900-1700 (0800-1600) or SS, 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.
8	Fuelling	As AD hours.
9	Handling	
10	Security	
11	De-icing	
12	Remarks	Non Radio aircraft require PPR. Mondays, aerodrome not licensed, but self service AVGAS 100LL fuel available. Grass cutting could be taking place.

EGCL AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	Jet A1, AVGAS 100LL W80, W100, S80, S100.
3	Fuelling facilities/capacity	
4	De-icing facilities	
5	Hangar space for visiting aircraft	
6	Repair facilities for visiting aircraft	
7	Remarks	AVTUR Jet A1 available by prior arrangement only.

EGCL AD 2.5 PASSENGER FACILITIES

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EGCL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category Special.
2	Rescue equipment	
3	Capability for removal of disabled aircraft	
4	Remarks	Only provided on Sat & Sun.

EGCL AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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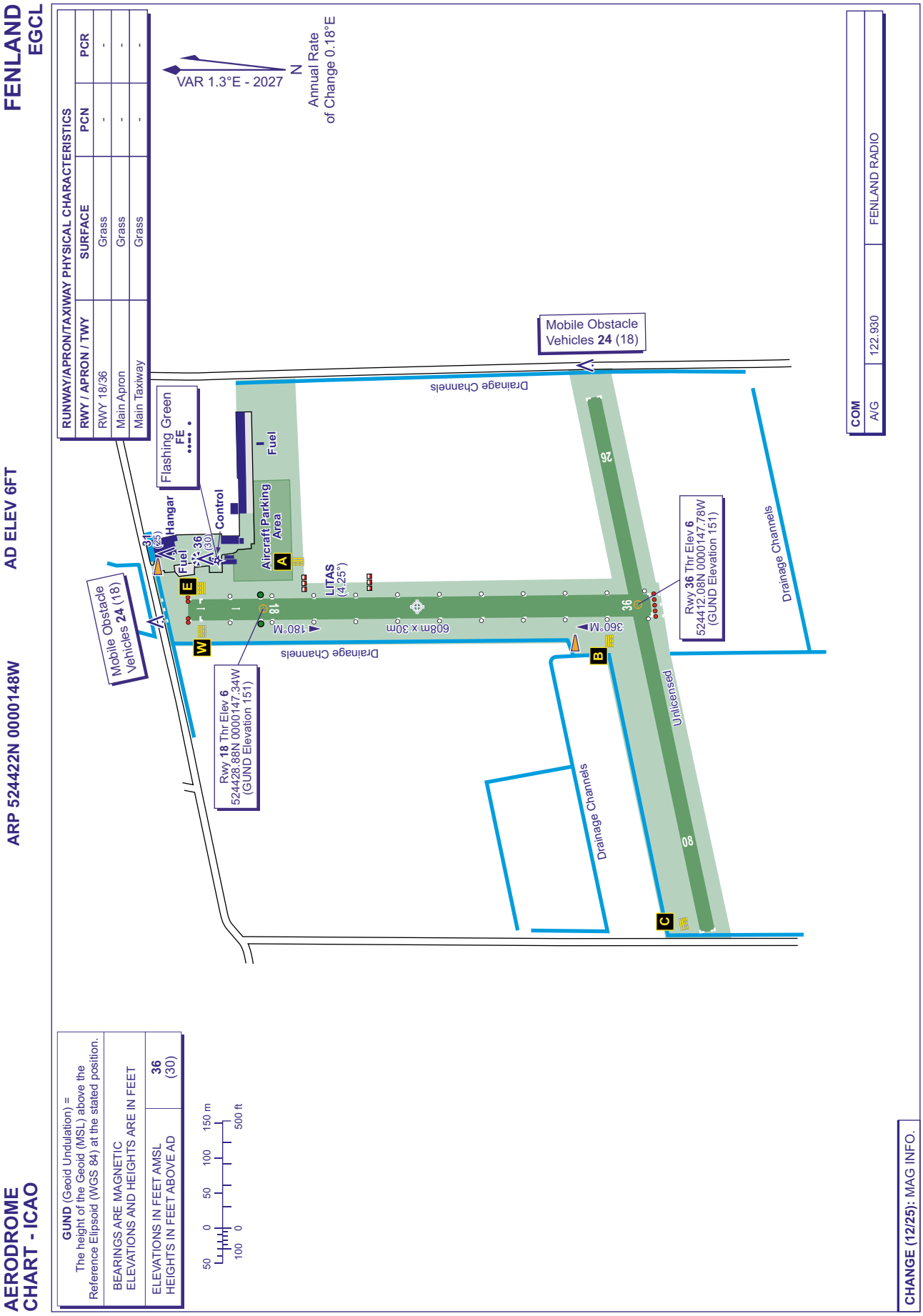
EGCL AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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: 524414.93N 0000151.10W, 524433.61N 0000144.65W.

EGCL 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**
(EGCL2003) 18/APPROACH 36/ TAKE-OFF	HV PYLON	524523.85N 0000124.68W	104 FT		No	
(EGCL2107) 18/APPROACH 36/ TAKE-OFF	MOBILE OBST	524433.44N 0000148.10W	24 FT		No	
(EGCL2113) 26/APPROACH 08/ TAKE-OFF	MOBILE OBST	524413.69N 0000130.12W	24 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**
(EGCL2057)	BUILDING	524432.87N 0000143.11W	31 FT		No	
(EGCL2059)	BUILDING AERIAL	524430.84N 0000143.69W	36 FT		No	
(EGCL2005)	MAST	524338.12N 0000230.26W	91 FT		Yes Red	



AERO INFO DATE 10 SEP 25

AD 2-EGCL-2-1

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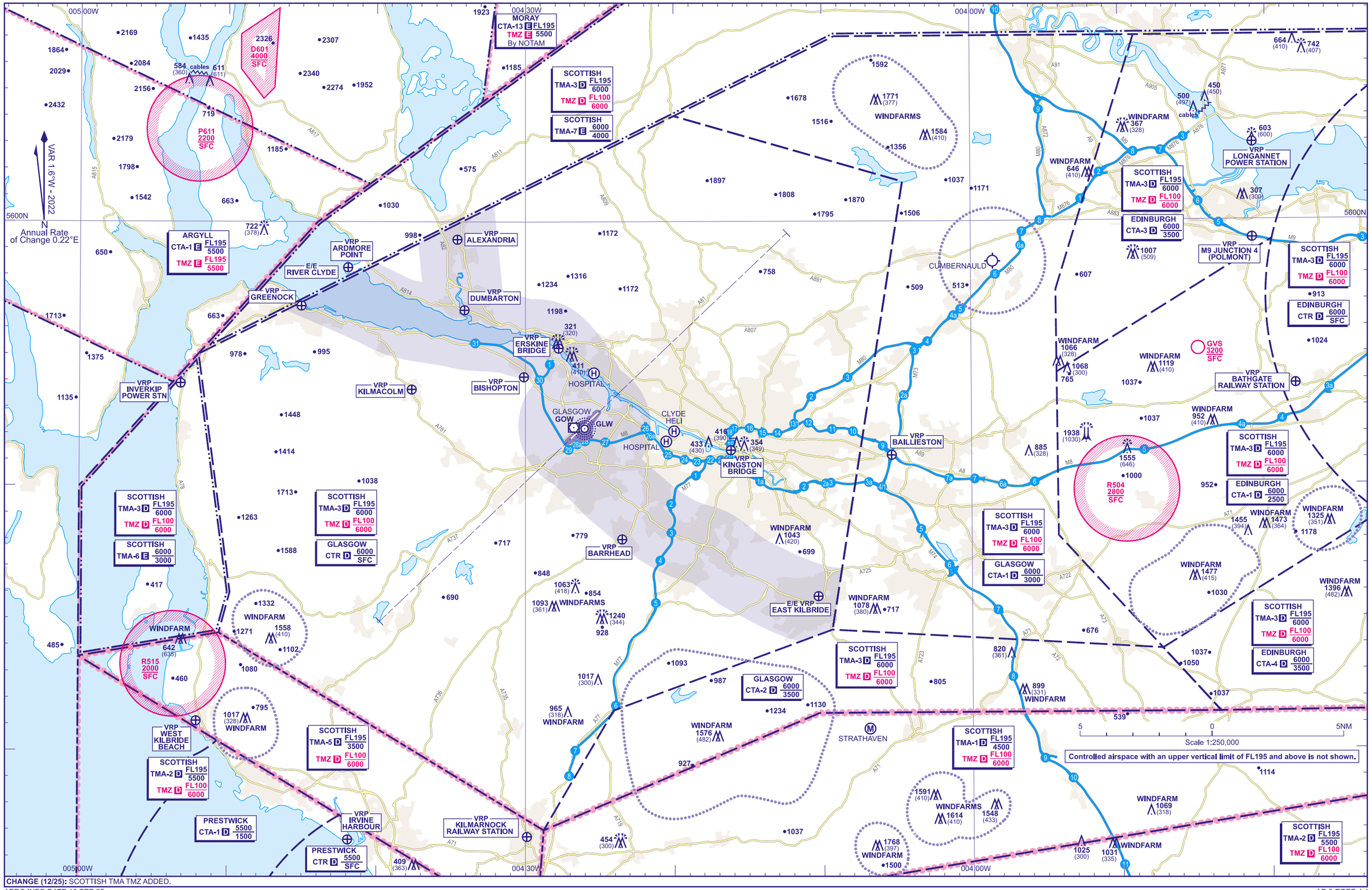
CONTROL ZONE AND CONTROL AREA CHART - ENTRY/EXIT LANES AND VRPs

GLASGOW



CHANGE (12/25): SCOTTISH TMA TMZ ADDED.

AERO INFO DATE 16 SEP 25

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3 CAT II/III OPERATIONS

a) CAT II/III Operations not available.
b) **Low Visibility Procedures (LVPs)**

i. LVPs in force when visibility 1639 M or less;
ii. Visibility 800 M or less - operations restricted to one aircraft movement at a time;
iii. Visibility 400 M or less - all airfield operations cease until visibility increases above 400 M.

4 WARNINGS

a) Restricted Area EGR311, 5 NM north of the AD.
b) Complex CAS in the vicinity, including:

- Liverpool CTR, North of ATZ;
- Manchester CTA 2500 FT to 3500 FT North of Hawarden;
- PEPZE CTA 3000 FT - FL 195.

Note: *Aircraft must remain clear of CAS unless in receipt of a positive instruction to enter.*
c) The reinforcing steel within the concrete pavement of Runway 04/22 may cause compass deviation on stationary aircraft.
d) Westerly and Easterly surface winds of greater than 15 KT may lead to turbulence from factory buildings.
e) Runway 22 strip end is infringed on the left hand side by a frangible garden fence to a distance of 34 M.
f) High Ground to 1848 FT AMSL between 5 NM and 10 NM Southwest of the AD.
g) Hangar infringes the southern transitional surface to Runway 04/22 by 7.94 M. It is fitted with an obstruction light.
h) Yellow centre-line guidance on turn pad 04 is for Beluga operations only. All other traffic should self-position within the confines of the turn pad provided with blue edge lighting.
i) Yellow centre-line guidance on turn pad 22 is for Beluga operations only. All other traffic should self-position and use the Take-off from intersection with Taxiways C and N as per AD 2.13.
j) Model aircraft flying site on southern boundary of ATZ (Kinnerton 530817.1N 0025829.7W). Occasional activity Mon-Sun SFC to 400 FT AGL.

5 HELICOPTER OPERATIONS

a) Helicopter FATO ‘H’ is available for helicopters up to ‘d’ value not exceeding 16 M, during daylight hours only.
b) Aiming point on Taxiway J is available ONLY for helicopters approved by the aerodrome management in accordance with locally agreed procedures.

6 USE OF RUNWAYS

Not applicable

7 TRAINING

a) VFR and IFR training for based and non-based operators available during published operational hours. Contact ATC for details.
b) Glide approaches are not permitted to Runway 04 from right-hand circuit.
c) Traffic on left hand circuit Runway 04/right hand circuit Runway 22 will operate in close proximity to Liverpool CTR.

EGNR AD 2.21 NOISE ABATEMENT PROCEDURES

The following procedures may be departed from only to the extent necessary for avoiding immediate danger and for complying with ATC instructions.

a) Aircraft should avoid overflying built up areas and dwellings and minimize noise nuisance as far as possible, fly neighbourly and comply with their aircraft specific noise abatement techniques.
b) Jet and multi-engine turbo-prop aircraft must not join the Final Approach Track at a height of less than 1000 FT QFE.
c) All departures, including visual circuit traffic, turning left from Runway 22 must climb straight ahead to I-HDN or I-HWD D1.5 or until passing the A55 road (Junction 36) before turning on track.
d) Helicopters are to avoid overflying the village of Broughton (1 NM southwest of the airport) and the factory buildings that are situated northwest and southeast of Runway 04/22 below 1000 FT QFE.
e) Circuit height: piston engine or single-engine turbo-prop fixed wing 1000 FT; Jet or multi-engine turbo prop aircraft 1500 FT; Helicopters 800 FT.

EGNR AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR AIRCRAFT INBOUND TO HAWARDEN FROM THE AIRWAYS SYSTEM

a) In order to provide improved ATC handling of Airways flights inbound to Hawarden, a system of Standard Inbound Routes is established. In some case these are coincident with Standard Arrival Routes (STARs) to Liverpool Airport in which case the appropriate STAR Designators will be used (See AD 2-EGGP-7).

Approach from	Via	Route	Descent Planning Information (Note)
SE	N601	LESTA - TNT - NANTI - KEGUN (EGGP LESTA 1L STAR)	FL 200 by LESTA FL 100 by NANTI
	T420	ELVOS - TNT - NANTI - KEGUN (EGGP ELVOS 1L STAR)	FL 200 by 25 NM before TNT FL 100 by NANTI
	Y53	PEDIG - NANTI - KEGUN	
S	P16	PEPZE - MONTY - GODPA - KEGUN (EGGP PEPZE 1L STAR)	FL 180 BY PEPZE
	N864	AVTIC - OSWEZ - MONTY - GODPA - KEGUN	
W	L975/UL975	LYNAS - WAL - KEGUN	FL 240 by NATKO FL 130 by ROLEX
	Q36	ABGEP - ALAVA - MALUD - WAL - KEGUN	FL 130 by ALAVA
	Q37	BAVUD - DONAX - MALUD - WAL - KEGUN	FL 130 by DONAX
NW	L10	IOM - WAL - KEGUN	FL 230 by KELLY
	Q38	MAKUX - SOSIM - PENIL - WAL - KEGUN	FL 230 by SOSIM
N	L612	CROFT - WAL - KEGUN	FL 200 10 NM before LAKEY
NE	POL	POL - WAL - KEGUN	
E	L975	DESIG - WAL - KEGUN	FL 290 by VEGUS FL 170 by UPTON

Note: *For planning purposes only, pilots within the ATS Route Structure should plan for possible descent to the levels indicated. Holding at KEGUN as published in AD 2-EGGP-7.* ***Actual descent clearance will be as directed by ATC****.*

i. **Holding**
ii. **Loss of Communications**

1. Follow the appropriate loss of communications procedures detailed at ENR 1.1.3 to KEGUN. Descend at KEGUN to leave controlled airspace and proceed to NDB(L) HAW and carry out an appropriate instrument approach procedure in accordance with the standard loss of communications procedures.

b) Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace. See ENR 1.5.
c) Circuit directions variable. Circuit heights: Fixed-wing piston 1000 FT QFE, Jet 1500 FT QFE, Helicopters 800 FT QFE.
d) Standard Terminal Arrival Routes (STAR) refer to AD 2-EGGP-7.
e) Pilots are to advise POB on first contact with ATC.

2 PROCEDURES FOR AIRCRAFT DEPARTING HAWARDEN TO JOIN THE AIRWAYS SYSTEM

All Airways departures will be issued with a standard outbound clearance referred as a REXAM 5 or WAL 4 departure as follows:

a) REXAM 5 Runway 22 — join controlled airspace on track REXAM climbing to 5000 FT ALT. If no contact with Scottish Control by REXAM, take up a right hand orbit at REXAM and re-contact Hawarden on previous frequency;
b) REXAM 5 Runway 04 — after departure, immediate right turn remaining outside the Manchester CTA, join controlled airspace on track REXAM climbing to 4000 FT ALT, on crossing the WAL 167R, climb to 5000 FT. If no contact with Scottish Control by REXAM, take up a right hand orbit at REXAM and re-contact Hawarden on previous frequency;
c) WAL 4 Runway 04: Turn immediately left on track WAL, climb to altitude 4000 FT. If no contact with Scottish Control, take up a right hand orbit at WAL and re-contact previous ATC agency;
d) WAL 4 Runway 22: Turn immediately right on track WAL, climb to altitude 4000 FT. If no contact with Scottish Control, take up a right hand orbit at WAL and re-contact previous ATC agency.

Note 1: *The transition altitude for this procedure is 5000 FT due to the proximity of the Manchester TMA. Aircrew should ensure that autopilots and FMC's are set accordingly.*

Note 2: *Scottish Control Frequency 128.055 MHz.*

3 RADIO MANDATORY ZONE (RMZ)

For flight within the RMZ aircraft commanders must comply with one of the following:

a) Establish satisfactory two-way RTF communication with and pass pertinent flight details to Hawarden Radar (120.055 MHz) prior to entering the RMZ. Maintain two-way communication with Hawarden Radar whilst operating inside the RMZ, unless otherwise instructed.

EGHC 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**
(EGHC1321) 25/APPROACH	CHIMNEY	500633.64N 0053901.37W	622 FT	26 FT	No	
(EGHC1132) 16/APPROACH 34/ TAKE-OFF	AERIAL	500624.79N 0054020.32W	422 FT	36 FT	No	
(EGHC1140) 16/APPROACH 34/ TAKE-OFF	TREE	500624.54N 0054019.63W	428 FT	42 FT	No	
(EGHC1139) 16/APPROACH 34/ TAKE-OFF	TREE	500623.62N 0054019.56W	410 FT	23 FT	No	
(EGHC1134) 16/APPROACH 34/ TAKE-OFF	TREE	500623.60N 0054020.07W	408 FT	21 FT	No	
(EGHC1148) 16/APPROACH 34/ TAKE-OFF	HEDGE	500623.11N 0054018.65W	394 FT	6 FT	No	
(EGHC1162) 02/TAKE-OFF	TREE	500622.98N 0054016.69W	403 FT	13 FT	No	
(EGHC1109) 16/APPROACH 34/ TAKE-OFF	ROAD	500622.97N 0054023.15W	399 FT	16 FT	No	
(EGHC1159) 02/TAKE-OFF	ROAD	500622.82N 0054017.08W	404 FT	16 FT	No	
(EGHC1334) 25/APPROACH	TREE	500622.23N 0053953.85W	449 FT	33 FT	No	
(EGHC1165) 20/APPROACH 02/ TAKE-OFF	ROAD	500622.10N 0054016.28W	404 FT	16 FT	No	
(EGHC1095) 16/APPROACH 34/ TAKE-OFF	POLE	500621.49N 0054024.49W	396 FT	15 FT	No	
(EGHC1294) 25/APPROACH	TREE	500620.68N 0053952.83W	451 FT	30 FT	No	
(EGHC1297) 25/APPROACH 07/ TAKE-OFF	TREE	500619.98N 0053951.38W	459 FT	35 FT	No	
(EGHC1295) 25/APPROACH	BUILDING	500619.87N 0053952.55W	445 FT	23 FT	No	
(EGHC1207) 25/APPROACH 07/ TAKE-OFF	ROAD	500615.06N 0054009.48W	409 FT	16 FT	No	
(EGHC1055) 11/APPROACH 29/ TAKE-OFF	ROAD	500610.66N 0054032.19W	400 FT	16 FT	No	
(EGHC1047) 11/APPROACH 29/ TAKE-OFF	ROAD	500610.16N 0054032.69W	399 FT	16 FT	No	
(EGHC1041) 29/TAKE-OFF	ROAD	500609.55N 0054034.13W	397 FT	16 FT	No	
(EGHC1010) 07/APPROACH 25/ TAKE-OFF	ROAD	500604.62N 0054045.21W	366 FT	16 FT	No	
(EGHC1227) 11/TAKE-OFF	BUILDING	500603.01N 0054005.67W	406 FT	10 FT	No	
(EGHC1251) 11/TAKE-OFF	POLE	500602.75N 0054002.91W	419 FT	19 FT	No	
(EGHC1070) 02/APPROACH 20/ TAKE-OFF	TREE	500602.16N 0054029.55W	401 FT	32 FT	No	
(EGHC1069) 02/APPROACH 20/ TAKE-OFF	TREE	500601.44N 0054029.50W	402 FT	36 FT	No	
(EGHC1255) 34/APPROACH	ROAD	500555.30N 0054001.74W	407 FT	16 FT	No	
(EGHC1232) 34/APPROACH 16/ TAKE-OFF	ROAD	500554.44N 0054004.60W	403 FT	16 FT	No	
(EGHC1213) 34/APPROACH	ROAD	500554.08N 0054007.31W	395 FT	16 FT	No	
(EGHC1218) 34/APPROACH	POLE	500547.82N 0054006.03W	415 FT	24 FT	No	
(EGHC1316) 11/TAKE-OFF	NATURAL_HIGHPOINT	500546.10N 0053919.06W	605 FT	0 FT	No	

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGHC1305)	MAST	500826.25N 0053951.91W	834 FT	179 FT	Yes Solid Red	
(EGHC1304)	BUILDING	500728.82N 0053948.64W	561 FT	10 FT	No	
(EGHC1279)	MAST	500710.27N 0054003.88W	555 FT	51 FT	No	
(EGHC1256)	CHIMNEY	500708.28N 0054007.26W	546 FT	29 FT	No	
(EGHC1335)	MAST	500704.21N 0054010.77W	558 FT	43 FT	No	
(EGHC1329)	MAST	500703.81N 0053848.33W	726 FT	78 FT	Yes Solid Red	
(EGHC1319)	CHIMNEY	500703.46N 0053915.42W	581 FT	50 FT	No	
(EGHC1325)	TREE	500655.51N 0053854.10W	611 FT	27 FT	No	
(EGHC1317)	BUILDING	500646.01N 0053922.80W	517 FT	30 FT	No	
(EGHC1312)	BUILDING	500645.64N 0053931.71W	510 FT	36 FT	No	
(EGHC1321) 25/APPROACH	CHIMNEY	500633.64N 0053901.37W	622 FT	26 FT	No	
(EGHC1330)	TRIG	500624.28N 0053843.37W	740 FT	3 FT	No	
(EGHC1328)	NATURAL_HIGHPOINT	500623.90N 0053846.53W	732 FT	0 FT	No	
(EGHC1327)	NATURAL_HIGHPOINT	500623.13N 0053849.56W	722 FT	0 FT	No	
(EGHC1326)	NATURAL_HIGHPOINT	500622.62N 0053851.23W	704 FT	0 FT	No	
(EGHC1309)	BUILDING	500615.76N 0053934.02W	515 FT	30 FT	No	
(EGHC1331)	NATURAL_HIGHPOINT	500612.83N 0053837.29W	627 FT	0 FT	No	
(EGHC1306)	POLE	500609.66N 0053940.15W	499 FT	35 FT	No	
(EGHC1315)	NATURAL_HIGHPOINT	500609.05N 0053921.37W	568 FT	0 FT	No	
(EGHC1311)	NATURAL_HIGHPOINT	500608.55N 0053929.22W	519 FT	0 FT	No	
(EGHC1324)	NATURAL_HIGHPOINT	500604.78N 0053850.94W	572 FT	0 FT	No	
(EGHC1308)	NATURAL_HIGHPOINT	500544.77N 0053932.11W	529 FT	0 FT	No	
(EGHC1313)	NATURAL_HIGHPOINT	500544.62N 0053927.03W	626 FT	0 FT	No	
(EGHC1029)	RESERVOIR COVER	500710.73N 0054041.76W	524 FT	0 FT	No	
(EGHC1024)	NATURAL_HIGHPOINT	500710.68N 0054046.47W	517 FT	0 FT	No	
(EGHC1300)	BUILDING	500725.21N 0053953.08W	549 FT	33 FT	No	
(EGHC1320)	CHIMNEY	500724.55N 0053905.83W	655 FT	39 FT	No	
(EGHC1322)	BUILDING	500722.72N 0053902.37W	643 FT	12 FT	No	
(EGHC1318)	CHIMNEY	500721.39N 0053921.68W	632 FT	52 FT	No	
(EGHC1323)	WIND TURBINE	500711.10N 0053900.63W	709 FT	112 FT	No	

EGHC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE EXETER
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER 9 hours
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self-briefing/telephone/internet.
6	Flight documentation Language(s) used	METARs and TAFs. English.
7	Charts and other information available for briefing or consultation	
8	Supplementary equipment available for providing information	ATIS 122.830 MHz.
9	ATS units provided with information	LAND'S END
10	Additional information (limitation of service, etc.)	Routine observations made at H+20 and H+50 during AD hours.

EGHC 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	019.64°	483 x 19 M	RWY surface: Grass	500604.05N 0054027.36W 174.3 FT	THR 379.5 FT	RWY 02 1:338 Up RWY 20 -1:338 Down
20	199.64°	483 x 19 M	RWY surface: Grass	500617.61N 0054019.84W 174.3 FT	THR 381.8 FT	RWY 02 1:338 Up RWY 20 -1:338 Down
07	064.73°	693 x 18 M	RWY surface: Asphalt	500605.28N 0054043.04W 174.3 FT	THR 357.2 FT	RWY 07 1:66 Up RWY 25 -1:66 Down
25	244.74°	693 x 18 M	RWY surface: Asphalt	500613.98N 0054014.37W 174.3 FT	THR 389.0 FT	RWY 07 1:66 Up RWY 25 -1:66 Down
11	112.73°	478 x 18 M	RWY surface: Grass	500609.00N 0054028.28W 174.3 FT	THR 384.7 FT	RWY 11 -1:141 Down RWY 29 1:141 Up
29	292.73°	478 x 18 M	RWY surface: Grass	500603.77N 0054008.87W 174.3 FT	THR 395.3 FT	RWY 11 -1:141 Down RWY 29 1:141 Up
16	158.22°	784 x 18 M	RWY surface: Asphalt	500618.48N 0054019.52W 174.3 FT	THR 382.6 FT	RWY 16 1:1170 Up RWY 34 -1:1170 Down
34	338.22°	784 x 18 M	RWY surface: Asphalt	500557.94N 0054006.77W 174.2 FT	THR 385.7 FT	RWY 16 1:1170 Up RWY 34 -1:1170 Down

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
		543 x 60 M				RWY 02 Threshold displaced by 12 M.
		543 x 60 M				RWY 20 Threshold displaced by 27 M.
		753 x 60 M				RWY 07

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
		753 x 60 M				RWY 25 Threshold displaced by 63 M.
		538 x 60 M				RWY 11 Threshold displaced by 60 M.
		538 x 60 M				RWY 29 Runway 29 is for take-off only.
		844 x 140 M				RWY 16 Threshold displaced by 101 M. 17.5 M starter strip.
	60 x 150 M	844 x 140 M				RWY 34

EGHC AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
16	784 M	784 M	784 M	683 M	
34	724 M	784 M	724 M	724 M	
07	693 M	693 M	693 M	693 M	
25	693 M	693 M	693 M	630 M	
02	483 M	483 M	483 M	471 M	
20	483 M	483 M	483 M	456 M	
11	478 M	478 M	478 M	418 M	
29	478 M	478 M	478 M		Not licensed for landing.

EGHC 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	RTIL Strobes either side of landing threshold.	Green	APAPI /3.5° 30 FT 88 M			Elevated omni-directional Light intensity high	Stop End Red		
25	RTIL Strobes either side of landing threshold.	Green wingbars	APAPI /4.5° 30 FT 135 M			Elevated omni-directional Light intensity high	Stop End Red		
16	RTIL Strobes either side of landing threshold.	Green wingbars	APAPI /3.5° 30 FT 128 M			Elevated omni-directional Light intensity high	Stop End Red		
34	RTIL Strobes either side of landing threshold.	Green	APAPI /3.5° 30 FT 120 M			Elevated omni-directional Light intensity high	Stop End Red		

AERODROME CHART - ICAO

ARP 500610N 0054014W

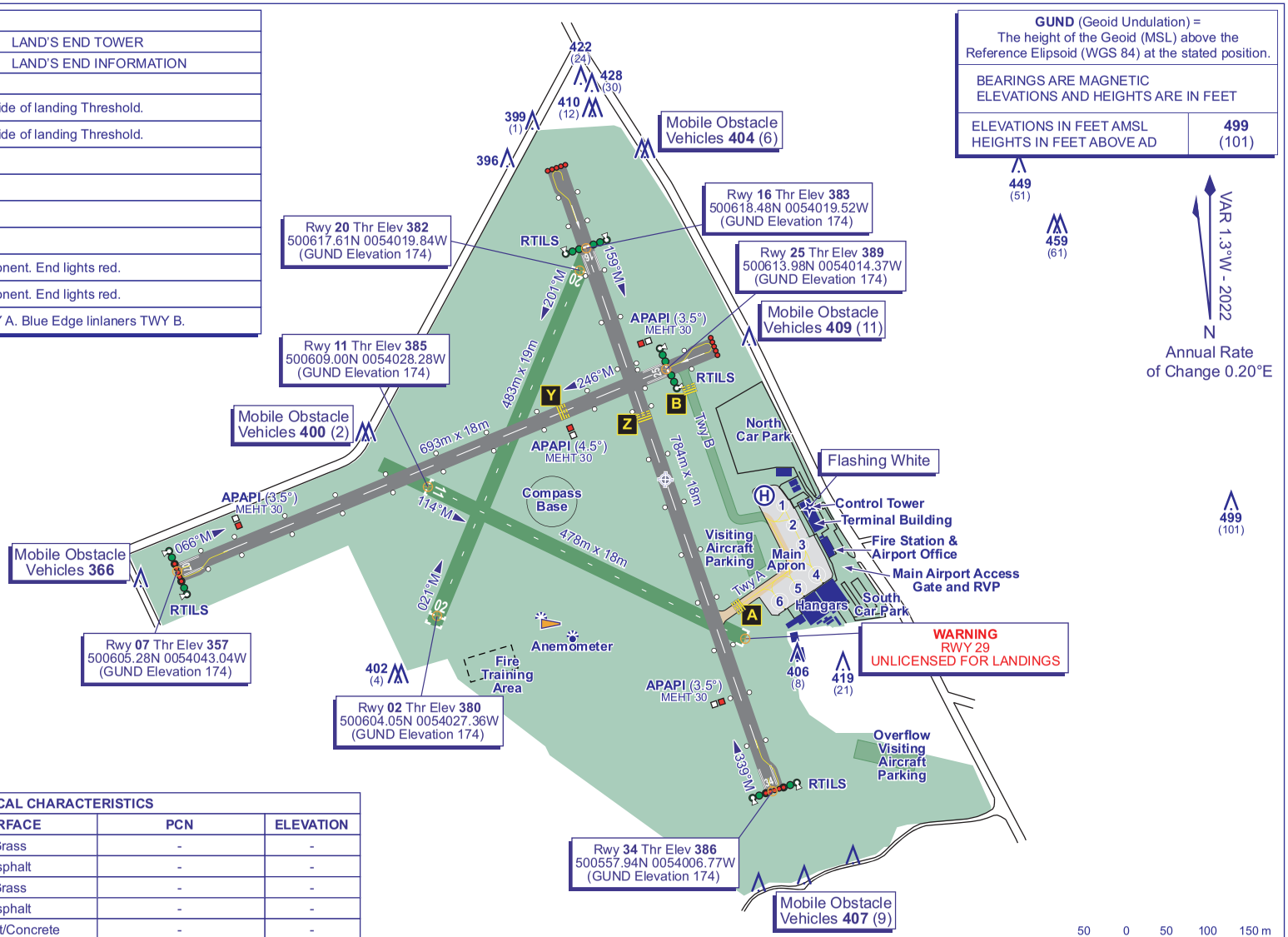
AD ELEV 398FT

LAND'S END
EGHC

AERO INFO DATE 22 SEP 25

COM		
TWR	120.255	LAND'S END TOWER
ATIS	122.830	LAND'S END INFORMATION

LIGHTING	
APCH 07/25	RTIL Strobes either side of landing Threshold.
APCH 16/34	RTIL Strobes either side of landing Threshold.
THR 07	HI Green.
THR 25	HI Green W bars.
THR 16	HI Green W bars.
THR 34	HI Green.
RWY 07/25	HI elev omni-d component. End lights red.
RWY 16/34	HI elev omni-d component. End lights red.
TWY	Blue Edge lights TWY A. Blue Edge linlaners TWY B.



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	PCN	ELEVATION
RWY 02/20	Grass	-	-
RWY 07/25	Asphalt	-	-
RWY 11/29	Grass	-	-
RWY 16/34	Asphalt	-	-
Main Apron	Asphalt/Concrete	-	-
TWY A	Asphalt	-	-
TWY B	Grass Matting	-	-

CHANGE (12/25): OBSTACLES. AD BOUNDARY. COMPASS BASE.

I

LAND'S END EGHC

AD ELEV 398FT

ARP 500610N 0054014W

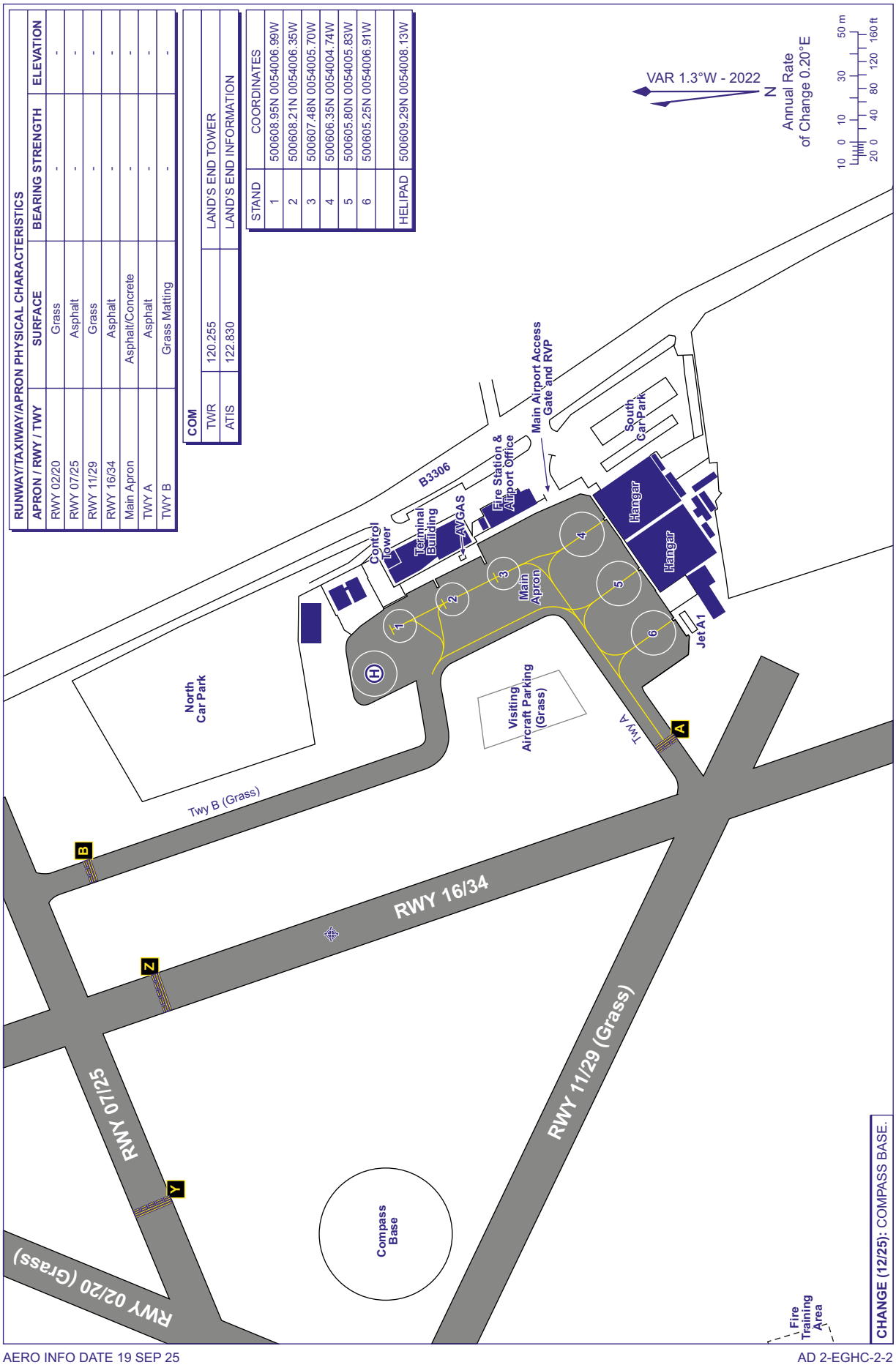
AIRCRAFT PARKING/DOCKING CHART - ICAO

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	BEARING STRENGTH	ELEVATION
RWY 02/20	Grass	-	-
RWY 07/25	Asphalt	-	-
RWY 11/29	Grass	-	-
RWY 16/34	Asphalt	-	-
Main Apron	Asphalt/Concrete	-	-
TWY A	Asphalt	-	-
TWY B	Grass Matting	-	-

COM	
TWR	120.255
ATIS	122.830

LAND'S END TOWER
LAND'S END INFORMATION

STAND	COORDINATES
1	500608.95N 0054006.99W
2	500608.21N 0054006.35W
3	500607.48N 0054005.70W
4	500606.35N 0054004.74W
5	500605.80N 0054005.83W
6	500605.25N 0054006.91W
HELIPAD	500609.29N 0054008.13W



AERO INFO DATE 19 SEP 25

AD 2-EGHC-2-2

EGHF — LEE-ON-SOLENT

EGHF AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGHF — LEE-ON-SOLENT

EGHF AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 504856N Long: 0011224W Midpoint of Runway 05/23.
2	Direction and distance from city	5.2 NM W of Portsmouth
3	Elevation / Reference temperature / Mean Low Temperature	33 FT / 21 °C / -
4	Geoid undulation at AD ELEV PSN	151 FT
5	Magnetic Variation / Annual Change	1.03°E (2027) / 0.17°E
6	AD Administration	REGIONAL & CITY AIRPORTS LTD
	Address	Control Tower (Top Floor), Solent Airport Daedalus, Lee-on-the-Solent, Hampshire, PO13 9FZ.
	Telephone	01329-824748 (Operations) 01329-824751 (Finance)
	E-mail address	ops@solentairport.co.uk finance@solentairport.co.uk
	Web address	www.solentairport.co.uk
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	

EGHF AD 2.3 OPERATIONAL HOURS

1	AD Administration	0900-SS (0800-1700).
2	Customs and immigration	By arrangement through Aerodrome Operations.
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	See AD 2.18.
8	Fuelling	By Airport Authority. See website for details.
9	Handling	As AD hours.
10	Security	
11	De-icing	
12	Remarks	PPR mandatory for visiting aircraft. Out of hours indemnity agreements required for movements after published hours.

EGHF AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL
3	Fuelling facilities/capacity	Overground tanks located on Taxiway Echo. AVTUR JET A-1 tank 30,000 lt, mobile bowser 9,000 lt. AVGAS tank 20,000 lt, mobile bowser 2,000 lt.
4	De-icing facilities	
5	Hangar space for visiting aircraft	Limited hangarage by prior arrangement.
6	Repair facilities for visiting aircraft	Third party maintenance companies. See website for details.
7	Remarks	Mandatory handling as specified in fees and charges on website.

EGHF AD 2.5 PASSENGER FACILITIES

1	Hotels	Various in the vicinity of the aerodrome.
2	Restaurants	Cafe @zero5 located at the control tower.
3	Transportation	Taxis available on request.
4	Medical facilities	Airport Authority first aiders.
5	Bank and Post Office	Nearest in town.
6	Tourist Office	
7	Remarks	Corporate lounge with WIFI.

EGHF AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A2 RFF Category 3 accepted under remission.
2	Rescue equipment	2 x Isuzu D-Max TACR 3, 700 L water, 42 L foam ICAO-B 3%.
3	Capability for removal of disabled aircraft	In the event of an aircraft incident, light aircraft can usually be removed using aerodrome authority resources. Large aircraft shall be removed using outside contractors in conjunction with aerodrome staff.
4	Remarks	

EGHF AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

1	Apron surface and strength	APRON Surface: Asphalt PCN 11/F/B/Y/U
2	Taxiway width, surface and strength	Taxiway A: 12 M Surface: Asphalt PCN 11/F/B/Y/U Taxiway B: 12 M Surface: Asphalt PCN 11/F/B/Y/U Taxiway C: 12 M Surface: Asphalt PCN 11/F/B/Y/U Taxiway D: 12 M Surface: Asphalt PCN 11/F/B/Y/U Taxiway E: 12 M Surface: Asphalt PCN 11/F/B/Y/U Taxiway F: 40 M Surface: Asphalt PCN 9/F/C/Y/T
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

AERODROME CHART - ICAO

ARP 504856N 0011224W

AD ELEV 33FT

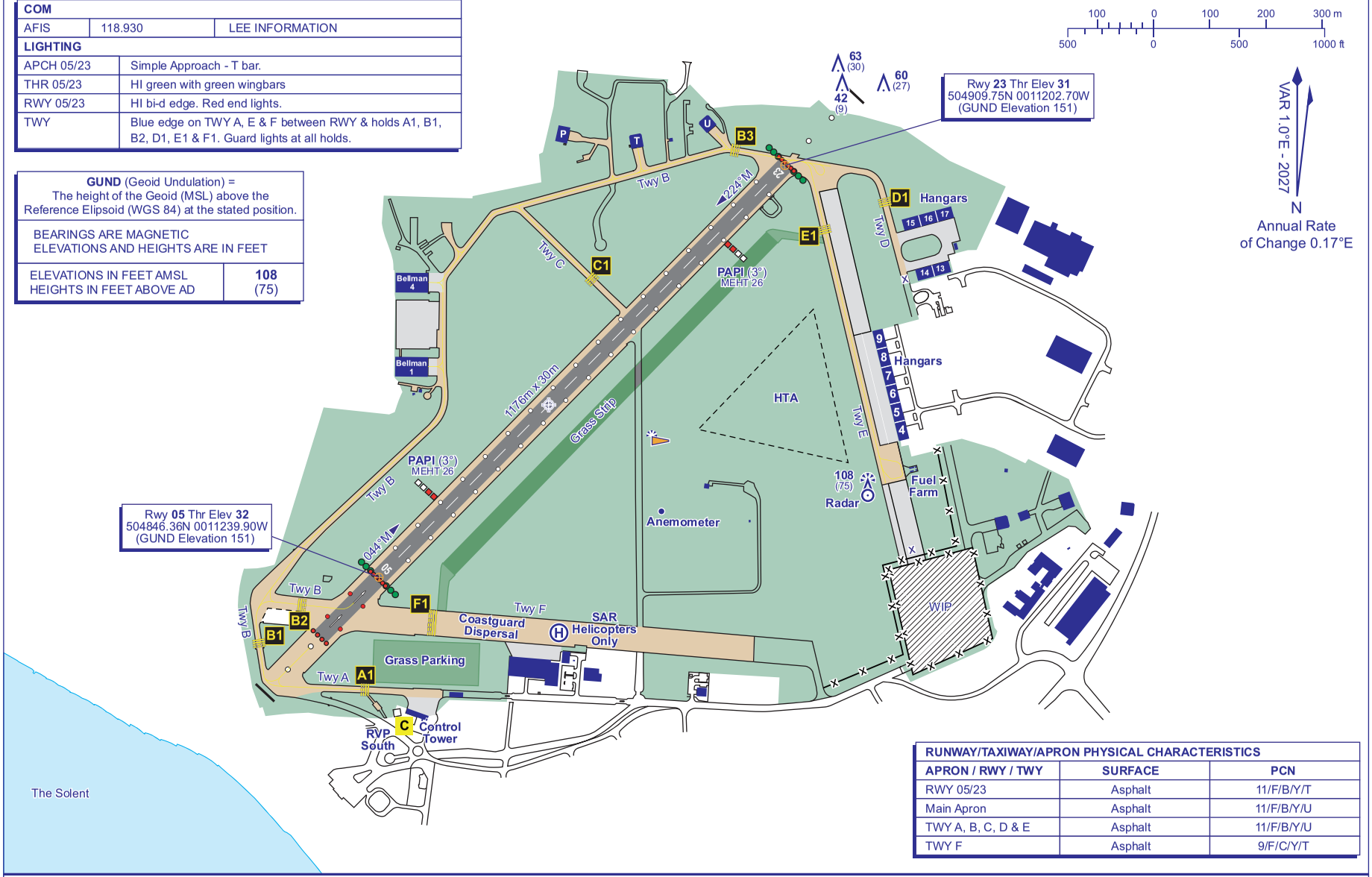
LEE-ON-SOLENT
EGHF

COM		
AFIS	118.930	LEE INFORMATION
LIGHTING		
APCH 05/23	Simple Approach - T bar.	
THR 05/23	HI green with green wingbars	
RWY 05/23	HI bi-d edge. Red end lights.	
TWY	Blue edge on TWY A, E & F between RWY & holds A1, B1, B2, D1, E1 & F1. Guard lights at all holds.	

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	108
HEIGHTS IN FEET ABOVE AD	(75)



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	**SURFACE**	**PCN**
RWY 05/23	Asphalt	11/F/B/Y/T
Main Apron	Asphalt	11/F/B/Y/U
TWY A, B, C, D & E	Asphalt	11/F/B/Y/U
TWY F	Asphalt	9/F/C/Y/T

CHANGE (12/25): MAG INFO. RWY HEADINGS. EDITORIAL.

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EGBG — LEICESTER

EGBG AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGBG — LEICESTER

EGBG AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 523628N Long: 0010155W Mid-point of Runway 10/28
2	Direction and distance from city	4 NM ESE of Leicester.
3	Elevation / Reference temperature / Mean Low Temperature	469 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	-
5	Magnetic Variation / Annual Change	0.95°E (2027) / 0.18°E
6	AD Administration Address Telephone Telefax	LEICESTER AERO CLUB LTD. Leicester Aerodrome, Gartree Road, Leicester, LE2 2FG. 0116-2592360 0116-2592712
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	

EGBG AD 2.3 OPERATIONAL HOURS

1	AD Administration	0800-1700 (0700-1600); and by arrangement.
2	Customs and immigration	By prior arrangement through Leicestershire Aero Club.
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	As AD hours. See also AD 2.18.
8	Fuelling	As AD hours.
9	Handling	
10	Security	
11	De-icing	
12	Remarks	This aerodrome is PPR.

EGBG AD 2.4 HANDLING SERVICES AND FACILITIES

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

EGBG AD 2.5 PASSENGER FACILITIES

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EGBG AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

EGBG AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

1	Apron surface and strength	AIRCRAFT PARK Surface: Asphalt
2	Taxiway width, surface and strength	
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGBG AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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EGBG AD 2.10 AERODROME OBSTACLES

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EGBG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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EGBG AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

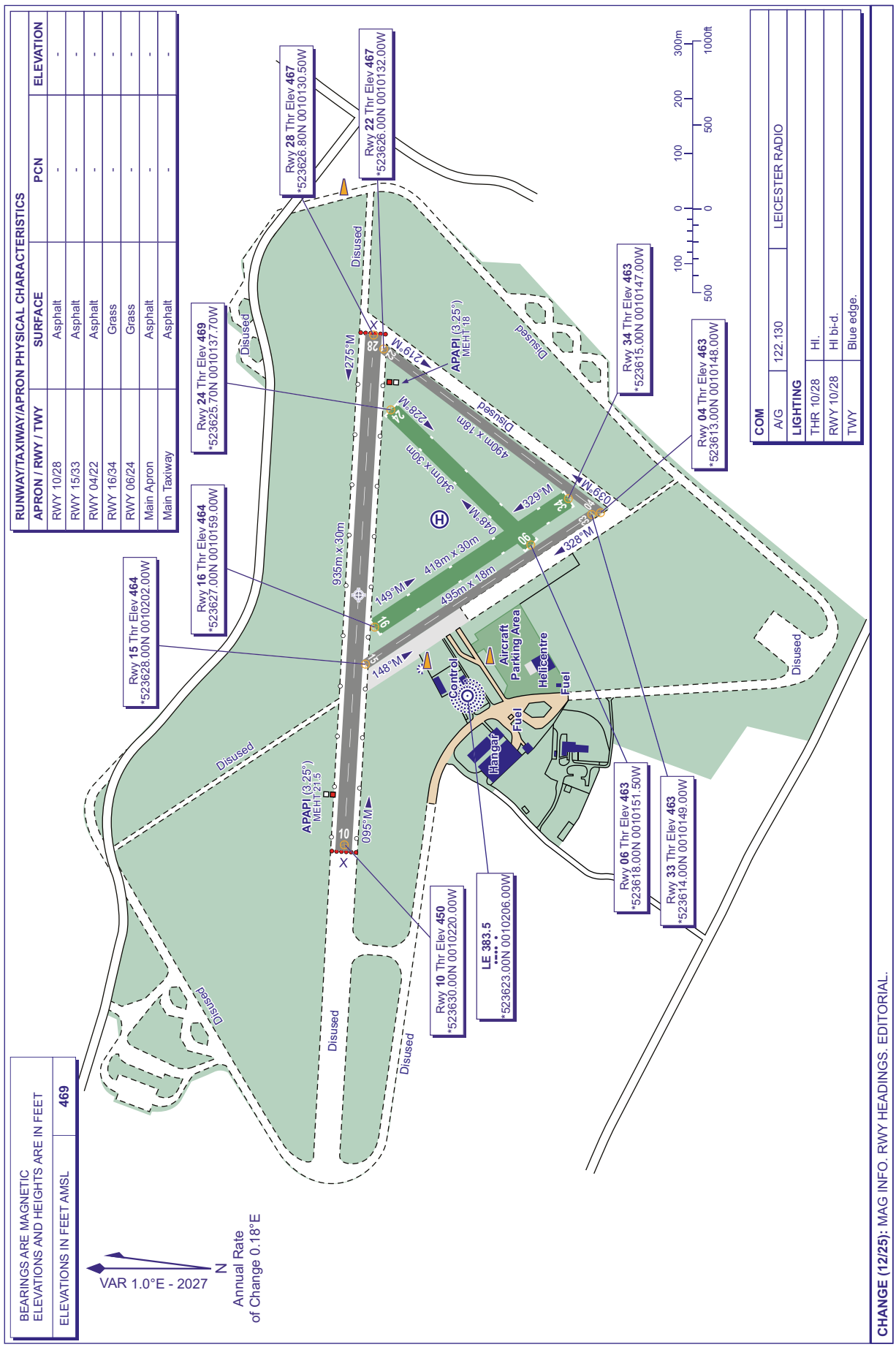
Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
04	039.80°	490 x 18 M	RWY surface: Asphalt	523613.00N 0010148.00W	THR 463.0 FT	
22	219.80°	490 x 18 M	RWY surface: Asphalt	523626.00N 0010132.00W	THR 467.0 FT	
06	049.20°	340 x 30 M	RWY surface: Grass	523618.00N 0010151.50W	THR 463.0 FT	
24	229.20°	340 x 30 M	RWY surface: Grass	523625.70N 0010137.70W	THR 469.0 FT	
10	096.20°	935 x 30 M	RWY surface: Asphalt	523630.00N 0010220.00W	THR 450.0 FT	
28	276.20°	935 x 30 M	RWY surface: Asphalt	523626.80N 0010130.50W	THR 467.0 FT	

LEICESTER EGBG

AERODROME CHART - ICAO

ARP 523628N 0010155W

AD ELEV 469FT



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EGET AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
01	764 M	764 M	764 M	735 M	
19	764 M	764 M	764 M	764 M	

EGET 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 RAI at 500 M, 1000 M, 1500 M. Light intensity medium	Light intensity low Green wingbars	APAPI Left/4° 18 FT			Elevated omni-directional White Light intensity low	Red		
19		Light intensity low Green	APAPI Left/4° 18 FT			Elevated omni-directional White Light intensity low	Red		

EGET 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: 601132.71N 0011440.55W (LGTD).
3	TWY edge and centre line lighting	
4	Secondary power supply/switch-over time	
5	Remarks	

EGET AD 2.16 HELICOPTER LANDING AREA

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EGET 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
LERWICK/TINGWALL ATZ A circle, 2 NM radius, centred at 601131N 0011437W on longest notified runway (01/ 19)	Upper limit: 2000 FT AGL Lower limit: SFC	G	TINGWALL INFORMATION English			

EGET 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	TINGWALL INFORMATION	125.305 DOC 20 NM/5000 FT.			Mon-Fri: 0900-1700 (0800-1600) and by arrangement; Mon (Feb-Oct): 0730-1700 (0630-1600) and by arrangement; Sat (May-Oct): (1000-1230) Summer only and by arrangement.	
OTHER	TINGWALL FIRE	121.605			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGET AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGET AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Use of Aerodrome is subject to Terms and Conditions of Use. Pilots intending to use Lerwick/Tingwall aerodrome must familiarise themselves and abide by the Terms and Conditions of use. Terms and Conditions can be found on Tingwall Airport website.
b) Prior Permission Required. Contact the Duty AFISO for further information.
c) Pilots must contact Tingwall Information to request engine start up.

2 GROUND MOVEMENT

Not applicable

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) Tingwall Airport has an ATZ, but all airspace is uncontrolled. Tingwall Airport is PPR, with a Flight Information Service only. Strong winds and turbulence may be expected at Tingwall Airport.
b) Pilots are advised to exercise caution with regards to wind shear emanating from the aerodrome and neighbouring buildings immediately to the west of the threshold on Runway 01, or on take-off from Runway 19. This is most evident when wind directions are approximately 220 degrees through 350 degrees.
c) Birds, including geese, gulls and corvids are common. The Visual Control Room has restricted visibility from approximately 210 degrees through 300 degrees, as such, FISOs may be unaware of any bird activity in this zone.
d) Five large wind turbines are sited to the southeast of Tingwall Airport, on Burradale Hill.
e) Hill of Linkster, 2300 M northwest of ARP at 276 FT AMSL.
f) Hill of Griesta, 1300 M southwest of Runway 01 Threshold at 368 FT AMSL.
g) Ward of Laxfirth, 1600 M northeast of Runway 19 Threshold at 317 FT AMSL.
h) Hill of Herrislea, 1700 M east and parallel to runway at 447 FT AMSL.

5 HELICOPTER OPERATIONS

Not applicable

6 USE OF RUNWAYS

a) Where the surface wind is at 90° to the runway, Runway 19 shall be reported as the runway in use (due to the enhanced Visual Control Room visibility).

7 TRAINING

Not applicable

EGET AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

EGET AD 2.22 FLIGHT PROCEDURES

Not applicable

EGET AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGET AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGET-2-1

EGET AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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AERODROME CHART - ICAO

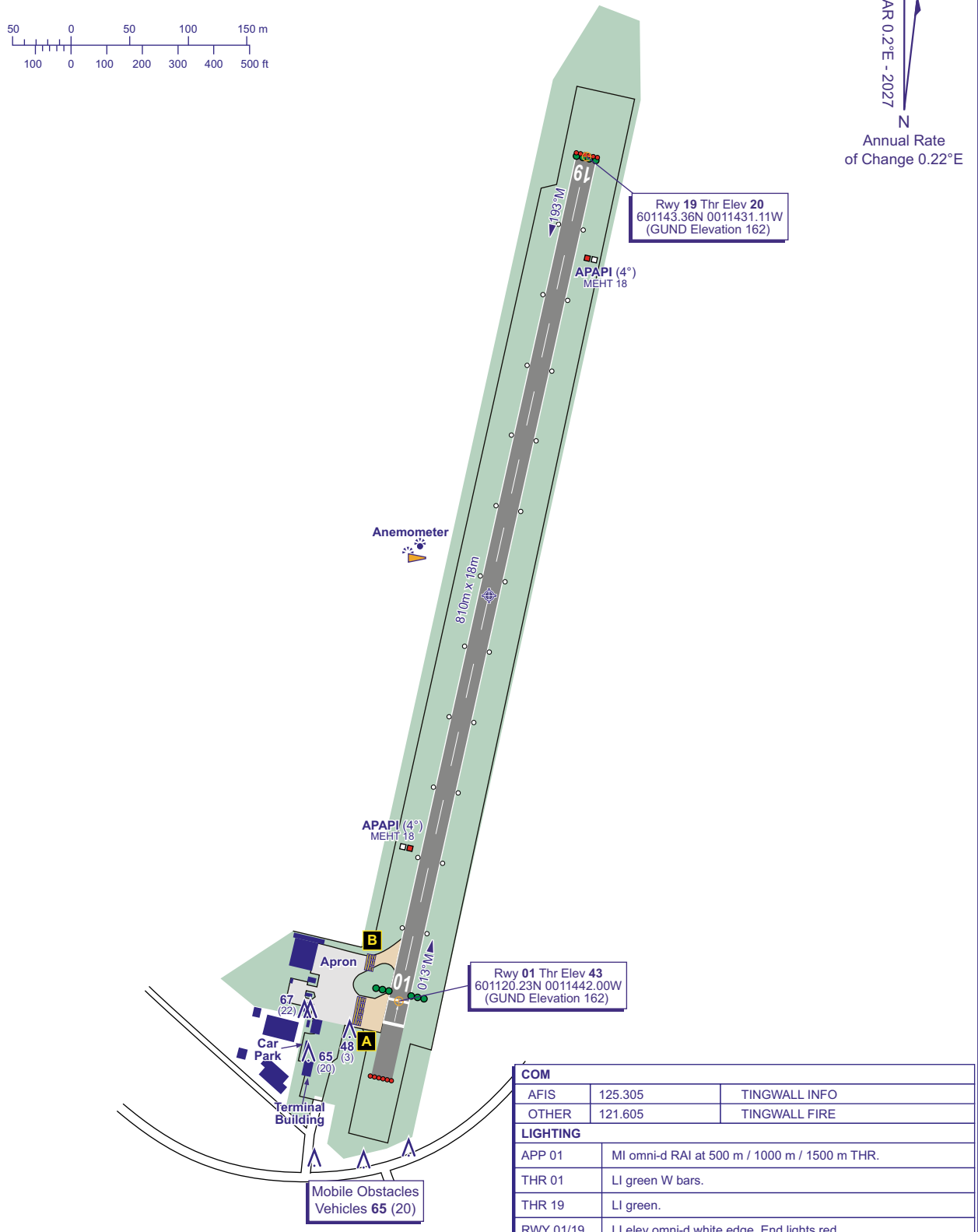
ARP 601131N 0011437W

AD ELEV 45FT

LERWICK/TINGWALL
EGET

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	**67** (22)

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	BEARING STRENGTH	ELEVATION
RWY 01/19	Asphalt	-	-
Main Apron	Asphalt	-	-
Main Taxiway	Asphalt	-	-



COM		
AFIS	125.305	TINGWALL INFO
OTHER	121.605	TINGWALL FIRE

LIGHTING	
APP 01	MI omni-d RAI at 500 m / 1000 m / 1500 m THR.
THR 01	LI green W bars.
THR 19	LI green.
RWY 01/19	LI elev omni-d white edge. End lights red.

CHANGE (12/25): TINGWALL RADIO A/G FREQUENCY REMOVED.

AERO INFO DATE 10 SEP 25

AD 2-EGET-2-1

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EGKK — LONDON GATWICK

EGKK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGKK — LONDON GATWICK

EGKK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 510853N Long: 0001125W Mid point of Runway 08R/26L.
2	Direction and distance from city	2.7 NM N of Crawley. 24.7 NM S of London.
3	Elevation / Reference temperature / Mean Low Temperature	203 FT / 20 °C / -
4	Geoid undulation at AD ELEV PSN	149 FT
5	Magnetic Variation / Annual Change	0.53°E (2022) / 0.19°E
6	AD Administration Address Telephone	GATWICK AIRPORT LIMITED. London (Gatwick) Airport, West Sussex RH6 0NP 0344-892 0322 (Gatwick Airport Ltd) 01293-601031 (ATC)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Telephone calls to ATC operational areas may be recorded.

EGKK AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	Refer to AD 2.20 item 1.

EGKK AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Full. Nearest railway siding: Crawley New Yard, approx 1 NM.
2	Fuel and oil types	AVTUR JET A-1 Various, by arrangement with maintenance or service provider.
3	Fuelling facilities/capacity	Hydrant refuelling. Very limited bowser capacity. De-fuelling facilities subject to arrangement with fuel company.
4	De-icing facilities	By arrangement with handling agent.
5	Hangar space for visiting aircraft	Yes. By arrangement with local companies.
6	Repair facilities for visiting aircraft	Maintenance and repair by arrangement with local operators.
7	Remarks	Oxygen and related servicing by arrangement with local companies. Operators are to make prior arrangements with one of the handling agents for ground handling of all flights.

EGKK AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels linked to the north and south terminals.
2	Restaurants	Restaurants and bars.
3	Transportation	Trains, coaches, buses, taxis and hire cars. Nearest railway station, Gatwick Airport (South Terminal).
4	Medical facilities	Limited first aid treatment available.

5	Bank and Post Office	Bureau de Change.
6	Tourist Office	
7	Remarks	

EGKK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A10 H24
2	Rescue equipment	High access vehicle.
3	Capability for removal of disabled aircraft	Gatwick Airport Limited does not have the capability to recover disabled aircraft therefore, airlines must have a confirmed contract in place with an aircraft recovery/salvage contractor for aircraft recovery. Aircraft recovery arrangements must be submitted to Gatwick Airport Limited via airsidecompliance@gatwickairport.com. The Aerodrome Operations Manager is the initial point of contact during an incident: 07803-120115/aom@gatwickairport.com.
4	Remarks	

EGKK AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical and Chemical de-icing/anti-icing equipment including: Sweeper/Blowers, Sprayers of de-icing/anti-icing fluid, Tractors equipped with Ploughs and Brushes, Snow Cutters, Granular Spreaders.
2	Clearance priorities	Duty runway and associated taxiways, aircraft stands and apron areas. Other areas.
3	Remarks	Annual Snow Plan available from the Aerodrome Operator on request. De-icing/anti-icing of aircraft movement areas carried out as required using potassium acetate fluids (KAC). Under certain circumstances during adverse weather the Airport Disruption Cell may be established. See also AD 1.2.2.

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

1	Apron surface and strength	PARKING STANDS Surface: Concrete and Concrete Block Paving. PCN: Concrete 89/R/C/W/T and Concrete Block Paving 100/F/C/W/T
2	Taxiway width, surface and strength	Taxiway ECHO ROMEO: 23 M Surface: Asphalt PCN 50/F/C/W/T Taxiway OTHER (ASPHALT): 23 M Surface: Asphalt PCN 100/F/C/W/T Taxiway OTHER (CONCRETE): 23 M Surface: Concrete PCN 89/R/C/W/T Taxiway TANGO: 23 M Surface: Concrete and asphalt PCN 55/R/C/W/T Taxiway VICTOR: 23 M Surface: Concrete PCN 59/R/D/W/T Taxiway WHISKEY: 23 M Surface: Concrete PCN 59/R/D/W/T Taxiway YANKEE: 23 M Surface: Concrete and asphalt PCN 55/R/C/W/T
3	Altimeter checkpoint location and elevation	Apron 192 FT

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

EGKK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

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

EGKK AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGKK3244) 26R/APPROACH	BUILDING AERIAL	510920.70N 0000944.60W	326 FT	130 FT	No	
(EGKK3254) 08L/TAKE-OFF	BUILDING	510917.97N 0000946.60W	276 FT	78 FT	No	Concorde House, South Terminal.
(EGKK8088) 08L/TAKE-OFF	TREE	510916.75N 0000934.04W	264 FT	68 FT	No	
(EGKK8091) 26L/APPROACH	TREE	510916.46N 0000932.69W	259 FT	64 FT	No	
(EGKK3210) 08L/TAKE-OFF	BUILDING CHIMNEY	510915.69N 0000944.73W	241 FT	47 FT	No	
(EGKK8077) 08L/TAKE-OFF	TREE	510915.53N 0000941.22W	247 FT	55 FT	No	
(EGKK8073) 26L/APPROACH	TREE	510915.16N 0000940.58W	248 FT	55 FT	No	
(EGKK3435) 08L/TAKE-OFF	PLANE TAIL	510914.37N 0000951.76W	231 FT	34 FT	No	Pier 1 Stands 2-5, South Terminal.
(EGKK8055) 08R/TAKE-OFF	TREE	510910.91N 0000941.44W	228 FT	40 FT	No	
(EGKK8164) 08R/TAKE-OFF	TREE	510909.94N 0000917.13W	258 FT	58 FT	No	
(EGKK8162) 08R/TAKE-OFF	TREE	510907.57N 0000926.77W	252 FT	56 FT	No	
(EGKK7992) 08R/TAKE-OFF	TREE	510906.93N 0000927.01W	254 FT	57 FT	No	
(EGKK8022) 08R/TAKE-OFF	TREE	510906.02N 0000941.69W	223 FT	30 FT	No	
(EGKK8000) 08R/TAKE-OFF	TREE	510905.07N 0000926.54W	257 FT	58 FT	No	
(EGKK1140) 08R/TAKE-OFF	FFM 26	510903.80N 0000946.09W	214 FT	15 FT	No	
(EGKK8001) 08R/TAKE-OFF	TREE	510903.76N 0000940.58W	227 FT	28 FT	No	
(EGKK8196) 26L/APPROACH	TREE	510902.19N 0000929.08W	264 FT	65 FT	No	
(EGKK7938) 26L/APPROACH	TREE	510901.73N 0000926.99W	267 FT	67 FT	No	

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGKK8192) 26L/APPROACH	TREE	510901.64N 0000925.98W	271 FT	70 FT	No	
(EGKK7956) 26L/APPROACH	TREE	510901.21N 0000940.88W	245 FT	47 FT	No	
(EGKK7605) 26L/APPROACH	TREE	510900.69N 0000923.21W	277 FT	73 FT	No	
(EGKK8287) 26R/TAKE-OFF	BUSH	510850.37N 0001254.53W	236 FT	11 FT	No	
(EGKK8285) 08L/APPROACH	TREE	510849.92N 0001256.25W	236 FT	38 FT	No	
(EGKK3754) 26R/TAKE-OFF	TOP OF BANK	510849.33N 0001254.32W	227 FT		No	
(EGKK8281) 08L/APPROACH	TREE	510848.81N 0001256.23W	234 FT	36 FT	No	
(EGKK2207) 26R/TAKE-OFF	OBS LIGHT	510848.80N 0001254.27W	227 FT	4 FT	Yes Red	
(EGKK8274) 26R/TAKE-OFF	TREE	510847.47N 0001255.96W	234 FT	37 FT	No	
(EGKK2026) 26R/TAKE-OFF	FENCE	510846.37N 0001254.87W	206 FT	8 FT	No	
(EGKK7781) 26R/TAKE-OFF	TREE	510845.99N 0001316.27W	252 FT	43 FT	No	
(EGKK5955) 26R/TAKE-OFF	TREE	510844.78N 0001319.93W	246 FT	39 FT	No	
(EGKK7796) 08R/APPROACH	TREE	510842.85N 0001436.51W	387 FT	76 FT	No	
(EGKK8254) 26L/TAKE-OFF	TREE	510842.53N 0001255.75W	225 FT	29 FT	No	
(EGKK8252) 26L/TAKE-OFF	TREE	510842.19N 0001254.49W	215 FT	19 FT	No	
(EGKK5936) 26R/TAKE-OFF	TREE	510840.27N 0001348.84W	290 FT	71 FT	No	
(EGKK7814) 08R/APPROACH	TREE	510838.84N 0001454.32W	407 FT	49 FT	No	
(EGKK4802) 08R/APPROACH	TREE	510838.21N 0001513.49W	434 FT	95 FT	No	
(EGKK8221) 08R/APPROACH	TREE	510835.92N 0001250.10W	234 FT	33 FT	No	
(EGKK8215) 08R/APPROACH	TREE	510835.36N 0001249.13W	237 FT	36 FT	No	
(EGKK3601) 26L/TAKE-OFF	TREE	510834.02N 0001430.31W	364 FT	98 FT	No	
(EGKK7718) 26R/TAKE-OFF	TREE	510832.68N 0001435.42W	376 FT	95 FT	No	
(EGKK7728) 26L/TAKE-OFF	TREE	510832.41N 0001354.33W	310 FT	85 FT	No	
(EGKK7729) 08R/APPROACH	TREE	510831.76N 0001355.40W	313 FT	88 FT	No	
(EGKK7730) 26L/TAKE-OFF	TREE	510831.33N 0001355.02W	311 FT	87 FT	No	
(EGKK7441) 26L/TAKE-OFF	TREE	510831.29N 0001447.40W	385 FT	61 FT	No	
(EGKK7720) 08R/APPROACH	TREE	510831.18N 0001434.10W	373 FT	97 FT	No	
(EGKK7439) 08R/APPROACH	TREE	510831.03N 0001451.65W	392 FT	55 FT	No	
(EGKK7721) 26L/TAKE-OFF	TREE	510830.57N 0001430.87W	361 FT	97 FT	No	
(EGKK4793) 26L/TAKE-OFF	TREE	510830.44N 0001531.25W	440 FT	77 FT	No	
(EGKK7723) 26R/TAKE-OFF	TREE	510826.39N 0001455.34W	395 FT	67 FT	No	

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGKK2406) 08R/APPROACH	TREE	510826.02N 0001328.04W	300 FT	89 FT	No	
(EGKK2496) 08R/APPROACH	TREE	510825.78N 0001329.57W	298 FT	87 FT	No	
(EGKK4726) 26R/TAKE-OFF	TREE	510825.48N 0001522.72W	432 FT	59 FT	No	
(EGKK7437) 26L/TAKE-OFF	TREE	510824.23N 0001530.18W	441 FT	62 FT	No	
(EGKK4868) 26L/TAKE-OFF	TREE	510821.46N 0001539.18W	447 FT	65 FT	No	
(EGKK4631) 26L/TAKE-OFF	TREE	510819.46N 0001500.94W	401 FT	77 FT	No	

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGKK5650)	TREE	511037.51N 0001339.22W	403 FT	97 FT	No	
(EGKK5116)	TREE	511035.90N 0002219.72W	1027 FT	81 FT	No	
(EGKK5098)	TOWER FLAGPOLE	511034.88N 0002216.72W	1027 FT	63 FT	No	
(EGKK5377)	TREE	511001.72N 0001424.27W	449 FT	106 FT	No	
(EGKK4554)	MAST	510759.49N 0001410.18W	419 FT	110 FT	No	
(EGKK6231)	BLDG MAST	510659.03N 0001055.13W	389 FT	154 FT	Yes Red	
(EGKK4243)	MAST	510630.42N 0001246.13W	408 FT	127 FT	No	

EGKK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE HEATHROW
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE HEATHROW 30 hours
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self briefing/telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text.TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	
8	Supplementary equipment available for providing information	
9	ATS units provided with information	LONDON GATWICK
10	Additional information (limitation of service, etc.)	26R TDZ IRVR is 470 M downwind of the threshold.

EGKK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
08L	077.63°	2561 x 45 M	RWY surface: Asphalt, Grooved PCN 100/F/C/W/T	510851.04N 0001229.17W 148.6 FT	THR 194.8 FT	08L: 0.04% Down 26R: 0.04% Up
26R	257.65°	2561 x 45 M	RWY surface: Asphalt, Grooved PCN 100/F/C/W/T	510903.69N 0001057.40W 148.5 FT	THR 194.8 FT	08L: 0.04% Down 26R: 0.04% Up
08R	077.63°	3317 x 45 M	RWY surface: Asphalt, Grooved PCN 100/F/C/W/T SWY surface: Asphalt, Grooved PCN 100/F/C/W/T	510845.12N 0001224.52W 148.6 FT	THR 196.2 FT TDZ 196.2 FT	08R: 0.06% Down 26L: 0.06% Up
26L	257.65°	3317 x 45 M	RWY surface: Asphalt, Grooved PCN 100/F/C/W/T SWY surface: Asphalt, Grooved PCN 100/F/C/W/T	510902.42N 0001019.00W 148.5 FT	THR 195.9 FT TDZ 196.0 FT	08R: 0.06% Down 26L: 0.06% Up

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
	479 x 150 M	2681 x 150 M	90 x 90 M 240 x 90 M			RWY 08L Runway 08L is a non-instrument runway. Landing threshold displaced by 321 M. Paved shoulders extend 7.5 M beyond each side of Runway 08L/26R. A maximum weight limit of 562,000 KG applies to landings and take-offs on Runways 08R/26L and 08L/26R.
	142 x 150 M	2681 x 150 M	90 x 90 M 240 x 90 M			RWY 26R Runway 26R is a non-instrument runway. Landing threshold displaced by 415 M. Paved shoulders extend 7.5 M beyond each side of Runway 08L/26R. A maximum weight limit of 562,000 KG applies to landings and take-offs on Runways 08R/26L and 08L/26R.
74 x 45 M	152 x 150 M	3437 x 280 M	90 x 90 M 240 x 90 M			RWY 08R Runway 08R is an instrument runway. Landing threshold displaced 395 M. Paved shoulders extend 15 M beyond each side of Runway 08R/26L. A maximum weight limit of 562,000 KG applies to landings and take-offs on Runways 08R/26L and 08L/26R.

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

EGKK AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
08R	3159 M	3311 M	3233 M	2765 M	
26L	3255 M	3399 M	3317 M	2830 M	
08R	2937 M	3088 M	3011 M		Take-off from intersection with Hold Hotel 1.
08R	2772 M	2924 M	2846 M		Take-off from intersection with Hold Golf 1.
26L	3146 M	3290 M	3208 M		Take-off from intersection with Hold Alpha 1.
26L	2891 M	3035 M	2953 M		Take-off from intersection with Hold Bravo 1.
26L	2460 M	2604 M	2521 M		Take-off from intersection with Hold Charlie 1.
08L	2561 M	3040 M	2561 M	2241 M	
26R	2515 M	2657 M	2515 M	2146 M	

EGKK AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
08L	Centreline with one crossbar. 420 M Light intensity high	Green Light intensity high With green wingbars. Runway Threshold Identification Lights (RTILS) - 2 synchronised flashing white lights, one at each end of the THR bar. Visible in the approach sector only.	PAPI /3° 65 FT 405 M			HI flush bi-directional 60 M spacing, with LI omni-directional component	Red		

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME 1.20°E (2027) 1.0°E (2024)	MID	87X 114.000 MHz	H24	510314.23N 0003730.01W	233 FT	VOR DOC: 20 NM/50,000 FT (35 NM/ 50,000 FT in Sector R354-164). DME DOC: 60 NM/50,000 FT (100 NM/ 50,000 FT in Sector R239-359).
VOR/DME 1.44°E (2027) 1.4°E (2025)	MAY	126X 117.900 MHz	H24	510101.86N 0000658.04E	384 FT	VOR DOC: 20 NM/25,000 FT (30 NM/ 25,000 FT in Sector R259-329 and 35 NM/25,000 FT in the Sector R059-094). DME DOC: 40 NM/25,000 FT (60 NM/ 25,000 FT in Sector R104-164). Due to terrain, coverage at low level is reduced in Sector R314-039.

EGKK AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Use governed by regulations applicable to Gatwick CTR.
b) Departing aircraft are to call Gatwick Delivery for clearance 15 minutes before start up to allow for departure data to be processed. If Delivery is closed, the ATIS will state which frequency to contact for clearance and start.
c) Aircraft requiring to depart from Hold Mike 1 must advise Gatwick Delivery before start up.
d) Surface wind data is available for both ends of the duty runway. Normally, only the Touchdown surface wind will be passed. Stop end surface wind information is available on request. When the surface wind is between 300 degrees and 030 degrees and the average speed is 8 KT or less, ATC may use instant wind if the validity of the wind data displayed to them is in doubt. This is due to the sensitivity of the anemometer system and how the 2-minute average is calculated.
e) All flights operating at London Gatwick Airport are subject to prior approval of the Chief Executive Officer, Gatwick Airport Ltd (GAL), and require a slot allocated by Airport Coordination Ltd (ACL).
f) Flights for aerobatic, recreational, commemorative, charity and record breaking purposes will not be permitted to use the airport, except with the prior approval of the Chief Executive Officer.
g) Planned Diversion Procedure – Airline and other operators are advised that before selecting Gatwick as an alternate, prior arrangements for ground handling should have been agreed with one of the nominated handling agents.
h) The use of this airport for training purposes is prohibited. The deliberate simulation of engine failure is not permitted whilst on approach to or departure from the airport.
i) This Airport may be used by Executive and Private Aircraft (General Aviation) subject to the following conditions:

i. Requests for ad-hoc slot allocations should be made to ACL during working hours 0830-1700 (0730-1600) Monday to Friday (excluding public holidays) by e-mail: lonacxh@acl-uk.org; or Tel: 0208-564 0605, or at all other times to GAL Flow Planning Tel: 01293-503089/221 or e-mail: flow.planners@gatwickairport.com (or to their nominated handling agent who will obtain prior permission from Airport Coordination Ltd or GAL Flow Planning). Online Coordination System (OCS) account holders can add, change and cancel slots at any time on the online coordination portal: https://www.online-coordination.com/.

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

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

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

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

j) Fixed-wing and rotary aircraft using London Gatwick Airport do so in accordance with the Gatwick Conditions of Use document. A copy of the document is available on the London Gatwick Airport website: www.gatwickairport.com/company/about-us/regulation.html

k) Nothing in the paragraphs above shall, however, prevent an aircraft that has declared an emergency from landing.

l) Fixed Electrical Ground Power must be used when available. Use of aircraft Auxiliary Power Units (APUs) and Ground Power Units (GPUs) are strictly controlled to minimise environmental impact. APUs must be shut down after arrival and only restarted before departure according to the timescales described in detail in published Gatwick Airport Directives and Notices, a summary of which is detailed below. Regular audits take place to ensure compliance with the regulations. Dispensation to use GPUs must be requested from GAL Airfield Operations Tel: +44(0)1293 503090.

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

† Exceptions to these restrictions are:

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

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

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

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

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

2 GROUND MOVEMENT

a) General

i. Ground Movement Control (GMC) is in continuous operation and all surface movement of aircraft, vehicles and personnel on the Manoeuvring Area is subject to ATC authority.

ii. Directions issued by ATC should be followed specifically. RTF transmissions must be brief, concise and kept to the minimum number.

iii. Within the Manoeuvring Area, pilots will be cleared to proceed under general direction from GMC and they are reminded of the extreme importance of maintaining a careful lookout at all times. ATC instructions will normally specify the taxi route to be followed. Three Hot Spots (HS) where heightened attention is necessary are included on charts AD EGKK-2.

1. HS1 Foxtrot Romeo RET: When exiting Runway 26L at FR aircraft do not have to call for clearance to cross Runway 26R onto Taxiway Juliet.
2. HS2 Delta RET: Possible routing error - traffic vacating Runway 08R at Delta be aware of potential confusion between Taxiways Romeo and Quebec.
3. HS3 Taxiway Juliet: Potential Routing error - pilots taxiing eastbound on Taxiway Juliet be aware the taxiway deviates to the north at this point.

iv. Departing aircraft on first contact with Gatwick ATC must state aircraft type, stand number and the code letter of the latest ATIS received and maintain a listening watch on the appropriate frequency.

v. **It is the aircraft Commander's responsibility not to accept an ATC clearance into an area not approved for his type of aircraft.**

vi. Pilots of departing aircraft are reminded to contact Gatwick Delivery for clearance 15 minutes before start up to allow for departure data to be processed.

vii. Pre-departure clearance by datalink is available for suitably equipped aircraft. Pilots requesting pre-departure clearance by datalink must when entering the stand number ensure that:

1. Stand designators are entered as appropriate (eg. 141L, 562, 34R);
2. Ensure the stand number is entered with at least 2 figures (eg. 05).

viii. Taxiway Mike is available as an entry point to Runway 26L. Taxiway Mike can not be used as an exit point from Runway 08R.

ix. Flight crew are reminded of the extreme importance of maintaining a careful lookout at all times and are at all times responsible for wing tip clearance. The taxiway lighting system is an aid to pilots when operating on the manoeuvring area during darkness or in poor visibility. Notwithstanding the taxiway lighting system, pilots continue to remain responsible for wing tip clearance.

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	
20250605183	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	
2025031882	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**
2025082186	CRANE	512832N 0002537W	203 FT	125 FT	Yes Steady red	Heathrow Airport Security Control Post 12 WIP, Eastchurch Road, TW6 2RX. Crane will only operate when Runway 09L/27R is closed.
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.
2025081263	EXCAVATOR	512748N 0002553W	93 FT	14 FT	Yes Yellow obstacle light only	Heathrow Airport Fenceline Installation Area 35a, Proximity of Eastern Tug Road (South East of Airfield). No Operations in Safeguarding / LVP.
(EGLL3659)	RADAR AERIAL	512737.69N 0002622.62W	220 FT	142 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**
(EGLL18982)	MAST LIGHTNING CONDUCTOR	512732.14N 0002514.14W	227 FT	150 FT	Yes Red	
(EGLL6192)	PYLON	512730.18N 0003221.32W	227 FT	170 FT	No	
(EGLL19369)	BUILDING	512656.87N 0002425.02W	216 FT	147 FT	No	
(EGLL6429)	PYLON	512652.26N 0003137.32W	225 FT	170 FT	No	
(EGLL6896)	CHURCH	512649.92N 0002431.67W	235 FT	166 FT	No	
2022021746	CRANE	512630.00N 0002455.00W	226 FT	167 FT	Yes Steady red	
(EGLL19459)	TREE	512626.15N 0003447.73W	374 FT	98 FT	No	
(EGLL19466)	TREE	512624.41N 0003524.21W	385 FT	122 FT	No	
(EGLL19452)	TREE	512617.94N 0003446.51W	370 FT	109 FT	No	
2023031646	CRANE	512610N 0003032W	438 FT	392 FT	Yes Steady red	Former Renshaw, Industrial Estate, Staines-upon-Thames, TW18 4UQ.
2020012282	CRANE	512609.97N 0003018.92W	421 FT		Yes Steady red	
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 HEATHROW
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE HEATHROW 30 Hours
4	Trend forecast Interval of issuance	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	

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
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 76.2 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

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
09R	3351 M	3351 M	3351 M		Take-off from intersection with N8
09R	2853 M	2853 M	2853 M		Take-off from intersection with S7
09R	2852 M	2852 M	2852 M		Take-off from intersection with N7
09R	2325 M	2325 M	2325 M		Take-off from intersection with N6
09R	2244 M	2244 M	2244 M		Take-off from intersection with S6
09R	1704 M	1704 M	1704 M		Take-off from intersection with N5W
27L	3536 M	3536 M	3536 M		Take-off from intersection with N2E
27L	3380 M	3380 M	3380 M		Take-off from intersection with N2W
27L	3224 M	3224 M	3224 M		Take-off from intersection with N3
27L	3212 M	3212 M	3212 M		Take-off from intersection with S3
27L	2702 M	2702 M	2702 M		Take-off from intersection with N4E
27L	2606 M	2606 M	2606 M		Take-off from intersection with S4W
27L	2589 M	2589 M	2589 M		Take-off from intersection with S4E
27L	2441 M	2441 M	2441 M		Take-off from intersection with N4W
27L	2222 M	2222 M	2222 M		Take-off from intersection with S5E
27L	2091 M	2091 M	2091 M		Take-off from intersection with N5E
27L	2081 M	2081 M	2081 M		Take-off from intersection with S5W

EGLL AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
09L	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. 860 M Light intensity high	Green Light intensity high With HI wingbars	PAPI /3° 66 FT 417 M	900 M	Bi-directional colour coded 15 M spacing 3901 M length Light intensity high	Bi-directional 60 M spacing 3901 M length White Light intensity high	Red		EDGE: On full length departures, the first 300 M of edge lights are red due to displaced threshold.
27R	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. 905 M Light intensity high	Green Light intensity high With HI wingbars	PAPI /3° 73 FT 469 M	901 M	Bi-directional colour coded 15 M spacing 3884 M length Light intensity high	Bi-directional 60 M spacing 3884 M length White Light intensity high	Red		
09R	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. 939 M Light intensity high	Green Light intensity high With HI wingbars	PAPI /3° 65 FT 420 M	899 M	Bi-directional colour coded 15 M spacing 3660 M length Light intensity high	Bi-directional 60 M spacing 3660 M length White Light intensity high	Red		EDGE: On full length departures, the first 300 M of edge lights are red due to displaced threshold.
27L	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. 922 M Light intensity high	Green Light intensity high With HI wingbars	PAPI /3° 65 FT 420 M	901 M	Bi-directional colour coded 15 M spacing 3660 M length Light intensity high	Bi-directional 60 M spacing 3660 M length White Light intensity high	Red		

EGLL AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	Anemometer: 09L: 512842.70N 0002848.27W (LGTD) - 27R: 512843.28N 0002619.54W (LGTD) - 09R: 512749.15N 0002839.36W (LGTD) - 27L: 512749.69N 0002621.49W (LGTD).
3	TWY edge and centre line lighting	CL: Green centre-line lights with selective switching on all taxiway routes.
4	Secondary power supply/switch-over time	Yes - CAT I/II/III. 1 second.
5	Remarks	Apron floodlighting. Obstacle lighting.

EGLL AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	TLOF: 512744.27N 0002704.97W
2	TLOF and/or FATO elevation	TLOF: 75.4 FT
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	TLOF: 18 M sided triangular aiming point.
4	True BRG of FATO	FATO: DIR 27: 269.48°
5	Declared distance available	
6	APP and FATO lighting	FATO: DIR 27: Lighting: Aiming point No approach lighting. Helicopter aiming point is lit with 6 heliport low intensity omni-directional inset white lights.
7	RMK	Refer to AD 2.20 paragraph 5 for Helicopter Operations at Heathrow and AD 2-EGLL-4-1 for the Helicopter Crossing Operations chart. Refer to AD 2.22 paragraph 10 for VFR/Special VFR helicopter flights in the London CTR and paragraph 12 for Helicopter Routes in the London CTR.

EGLL AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
LONDON CTR 513611N 0004133W - 513611N 0001253W thence clockwise by the arc of a circle radius 12 NM centred on 512812N 0002713W to 512013N 0001255W - 512013N 0003800W - 512103N 0004236W thence clockwise by the arc of a circle radius 12 NM centred on 512812N 0002713W to 513611N 0004133W	Upper limit: 2500 FT ALT Lower limit: SFC	D	HEATHROW RADAR English	6000 FT		See EGLL AD2.22, Flight Procedures, item 8 for details of Local Flying Areas. Hours: See AD 2.18. To operate UAS above 400 FT AGL within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
LONDON CTR TMZ 513611N 0004133W following the line of latitude to - 513611N 0001253W thence clockwise by the arc of a circle radius 12 NM centred on 512812N 0002713W to 512013N 0001255W following the line of latitude to - 512013N 0003800W - 512103N 0004236W thence clockwise by the arc of a circle radius 12 NM centred on 512812N 0002713W to 513611N 0004133W	Upper limit: 2500 FT ALT Lower limit: SFC	D	HEATHROW RADAR English	6000 FT		Procedures applicable to flights within the Transponder Mandatory Zone are detailed in GEN 1.5 paragraph 5.3 and EGLL AD 2.22.

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 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 1.24°E (2027)	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 1.24°E (2027)	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 1.22°E (2027)	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 1.22°E (2027)	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 1.24°E (2027) 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 1.22°E (2027) 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 1.09°E (2027)	WOD	352.000 kHz	H24	512710.02N 0005243.68W		Range 25 NM.
VOR/DME 0.98°E (2027) 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 1.15°E (2027)	BUR	421.000 kHz	HO	513108.44N 0004037.89W		RNAV Substitution Only. DOC: 15 NM except for Sector 340-020 where DOC is 30 NM.
NDB 1.20°E (2027)	CHT	277.000 kHz	HO	513723.32N 0003106.87W		Range 25 NM.
NDB 1.27°E (2027)	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.

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/DME	IAA	40X 110.300 MHz	HO	512843.84N 0002732.51W	99 FT	(RWY 09L) On AD. DME freq paired with ILS I-AA and I-RR. Zero range is indicated at THR of Runway 09L and 27R.
VOR/DME 1.39°E (2027) 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 1.41°E (2027) 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 1.58°E (2027) 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 1.20°E (2027) 1.0°E (2024)	MID	87X 114.000 MHz	H24	510314.23N 0003730.01W	233 FT	VOR DOC: 20 NM/50,000 FT (35 NM/50,000 FT in Sector R354-164). DME DOC: 60 NM/50,000 FT (100 NM/50,000 FT in Sector R239-359).
VOR/DME 1.44°E (2027) 1.4°E (2025)	MAY	126X 117.900 MHz	H24	510101.86N 0000658.04E	384 FT	VOR DOC: 20 NM/25,000 FT (30 NM/25,000 FT in Sector R259-329 and 35 NM/25,000 FT in the Sector R059-094). DME DOC: 40 NM/25,000 FT (60 NM/25,000 FT in Sector R104-164). Due to terrain, coverage at low level is reduced in Sector R314-039.
VOR/DME 1.18°E (2027) 0.7°E (2023)	BNN	84Y 113.750 MHz	H24	514334.19N 0003259.10W	558 FT	VOR DOC: 20 NM/50,000 FT (30 NM/50,000 FT in Sector R329°-084° and 40 NM/50,000 FT in Sector R084°-119°). DME DOC: 60 NM/50,000 FT.

EGLL AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Use governed by regulations applicable to the London CTR.
b) The following conditions and procedures apply to single-engined and light twin-engined aircraft not fully equipped with radio apparatus (including ILS receiver) as specified at GEN 1.5 but carrying at least the VHF RTF frequencies to permit communication with London (Heathrow) Airport Approach/Director/Radar, Tower and Ground Movement Control:

   i. The flight must be made on a VFR or Special VFR clearance under the weather conditions and along the routes specified in the EGLL AD 2.22, paragraph 12.
   ii. The first VHF RTF communication with Approach Control must include the words 'Customs required' if the flight is an international one.

c) An operator which has not operated a scheduled service or a series charter service from Heathrow prior to 1 November 1992 shall only be permitted to commence a scheduled service or a series charter service from Heathrow to a destination which was not served from the airport by any operator in the twelve months prior to 1 November 1992 if any jet aircraft to be used meets the requirements ICAO Annex 16, Chapter 3.
d) When applying for permission to commence a service falling within the terms of this Condition, documents attesting that jet aircraft comply with Chapter 3 Noise certification standards must be produced. If these documents are not produced the aircraft will be regarded as a non Chapter 3 aircraft.

e) All flights are at all times subject to PPR within the terms of the Heathrow Rule 1 Traffic Distribution Rules 1991. The filing of a flight plan with NATS or receipt of an ATC clearance does not constitute permission to use London Heathrow.

f) Availability: H24, subject to the approval of the Director of Operations, Heathrow Airport Ltd, and the acceptance of the flight by the coordinator (Airport Co-ordination Ltd). For the purposes of this paragraph, Scheduled Flights shall mean: commercial passenger flights; commercial all-cargo flights; positioning flights to operate a planned commercial service or to undergo essential maintenance; ambulance flights; other non-commercial flights operated in support of commercial operations including but, not limited to, air tests, training flights, technical stops. Subject to paragraph (g), the airport may not be used by aircraft other than those engaged on Scheduled Flights unless:

i. prior written permission and a clearance number for each flight is obtained from the Director of Operations, Heathrow Airport Limited; and
ii. a slot has been obtained in advance of each movement from the airport co-ordinator.

Applications for prior permission must be made in writing not more than 10 days and not less than 24 hours before the proposed flight to the Director of Operations, The Compass Centre, Nelson Road, Heathrow Airport, Tel: 020-8757 4470. Once permission has been granted to an operator for a particular operation, permission will be deemed granted on subsequent occasions provided there is no material difference in the type of operation (in such cases a further application for prior permission must be made as above) and provided that the Director of Operations shall not have revoked the permission, which he shall be able to do in his absolute discretion.

Applications for a slot must be made not less than 24 hours before the proposed flight, and should be addressed to the Manager, Airport Co-ordination LTD, by Tel: 020-8564 0613, Fax: 020-8564 0690, available during office hours; or by email: LONACXH@acl-uk.org.

Both applications must include the following information.

i. Aircraft owner/operator;
ii. Aircraft type and registration;
iii. Origin and/or destination;
iv. ETA and ETD;
v. Number of passengers;
vi. A handling agent (Airline Operator or Handling Agent based at Heathrow) is a requirement for all flights including general aviation and helicopter movements;
vii. Purpose of flight.

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

g) For the purposes of this paragraph (g), 'General or Business Aviation' shall mean any air traffic not falling into any of the following categories:

i. Scheduled Flights (as defined in paragraph (f));
ii. Air-Taxi Services which shall mean: non-scheduled air transport operations for hire or reward in the case of passenger air transport operations where the seating capacity of the aircraft used exceeds 10;
iii. Official Flights which shall mean: any traffic engaged on the King’s flight or on flights operated primarily for the purpose of the transport of Government Ministers or visiting Heads of State or dignitaries from abroad.

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

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

Those who fail to comply with (g) (i), (ii), or (iii), are liable to be prohibited from operating thereafter, unless the Director of Operations, Heathrow Airport Limited is satisfied that the movement amounted to an emergency or other circumstances beyond the control of the operator or the commander of the aircraft.

Applications for prior permission must be made in writing not more than 10 days and not less than 24 hours before the proposed flight to the Director of Operations, The Compass Centre, Nelson Road, Heathrow Airport, Tel: 020-8757 4470. Once permission has been granted to an operator for a particular operation, permission will be deemed granted on subsequent occasions provided there is no material difference in the type of operation (in such cases a further application for prior permission must be made as above) and provided that the Director of Operations shall not have revoked the permission, which he shall be able to do in his absolute discretion.

Applications for a slot must be made not less than 24 hours before the proposed flight, and should be addressed to the Manager, Airport Co-ordination LTD, by Tel: 020-8564 0613, Fax: 020-8564 0690, available during office hours; or by email: LONACXH@acl-uk.org.

i. Aircraft owner/operator;
ii. Aircraft type and registration;
iii. Origin and/or destination;
iv. ETA and ETD;
v. Number of passengers;
vi. A handling agent (Airline Operator or Handling Agent based at Heathrow) is a requirement for all flights including general aviation and helicopter movements;
vii. Purpose of flight.

Flights for recreational, commemorative, charity and record breaking purposes, light twin engined private aircraft and all light single engined aircraft will not be permitted to use the airport. 'Light aircraft' shall be defined as any aircraft that has a maximum gross take-off weight of 12,500 lb (5,670 KG) or less.

h) Diversion Procedure – Airlines and other operators are advised to avoid filing London Heathrow as an alternate. However, where this is unavoidable, they are required to have made arrangements for ground handling with an airline from the appropriate terminal. It should be noted that during the night, ground handling facilities are very limited without prior arrangement. Nothing in this procedure shall, however, prevent an aircraft that has declared an emergency from landing.
i) The operation of the Antonov An225 is subject to prior approval of the Airside Operations AfDM, Tel: 0208-745 7373.
j) Fixed-wing and rotary aircraft using London Heathrow Airport do so in accordance with the Heathrow Conditions of Use document. A copy of the document is available at www.heathrowairport.com.
k) In order to provide a stable and deliverable schedule during times of disruption Heathrow Airport Ltd, in agreement with the AOC and Airline Operators (AOs), has developed the following mechanisms to assist with both short term and longer-term disruption. These interventions aim to minimise the impact of disruption to passengers and the local community, whilst providing participating airlines with the ability to pre-tactically cancel flights in advance of expected disruption and thus minimise the risk of tactical cancellations. Interventions are managed on behalf of Heathrow Airport by the Aircraft Operations Duty Manager (AODM). The AODM is available H24 via tel +44(0)208-757 3501.

i. Level One intervention – tactical tools and methodologies used to minimise the impact of short term capacity issues. These are applied under BAU conditions;
ii. Level Two intervention – When inclement weather is forecast the AODM, in conjunction with ATC, will assess the risk to the normal operations of the airfield. If disruption is expected the AODM will convene a conference call with the top 23 airlines (in terms of ATMs) where it may be agreed that airlines are required to make a pre-tactical reduction in their schedules. Heathrow may also decide not to accept diversions during a period of disruption, and ad-hoc slots may be suspended. All outcomes will be communicated via NOTAM. Airport Coordination Limited (ACL) is responsible for monitoring the utilisation of slots and applying the “use it or lose it” (80:20) rule as required under the European Union Regulation 95/93 amended by 794/2004. ACL will review each activation of the Demand v Capacity process on a case by case basis. ACL will look favourably on those air carriers that comply with the request by the airport to cancel in advance of predicted disruption following the issuing of a NOTAM and will provide alleviation for 80:20. ACL will review cancellations that occur in the same way it would for any other disruption, which may lead to further alleviations.
iii. Level Three intervention – if inclement weather is forecast for a more prolonged period (generally in excess of 24 hours) or if the airport has experience a loss of critical resource, systems or infrastructure and disruption is expected to last for greater than 24 hours the Head of Operations would instigate Heathrow Airport Demand and Capacity Balancing (HADACAB). A conference call is held with the top 50 airlines (in terms of ATMs) and under the Terms and Conditions of use of Heathrow a schedule reduction is mandated. Such reductions are also considered for 80:20 alleviation. Generally, a Level Three Intervention is preceded by a Level Two intervention.
iv. Level Four intervention – in the event of the loss of a significant asset or processing agent (including staff) resulting in disruption that is expected to last for a prolonged period (such as loss of terminal, loss of runway) then the Head of Operations would instigate Heathrow Airport Demand and Capacity Balancing (HADACAB). A conference call is held with all airlines and under the Terms and Conditions of use of Heathrow a schedule reduction is mandated. Such reductions are also considered for 80:20 alleviation. A Level Four intervention may not necessarily be preceded by a Level Two or Three intervention.

2 GROUND MOVEMENT

a) **General**

i. Ground Movement Control (GMC) is in continuous operation and all surface movement of aircraft, vehicles and personnel on the Manoeuvring Area is subject to ATC authority. Some vehicles are permitted to operate on taxiways without being under positive control from ATC. These vehicles are said to be ‘free ranging’ and must give way to aircraft at all times, maintaining a listening watch on the relevant GMC frequency.
ii. Directions issued by ATC should be followed specifically. RTF transmissions must be brief, concise and kept to the minimum number.
iii. Within the Movement Area, pilots will be cleared to and from the aircraft stands under general direction from GMC. Pilots are reminded of the extreme importance of maintaining a careful lookout at all times.
iv. Pilots are to use the minimum power necessary when manoeuvring on the taxiway system. This is of particular importance when manoeuvring in the apron cul-de-sacs, where jet blast can affect adjacent stands.
v. Flight crew are reminded of the extreme importance of maintaining a careful lookout at all times and are at all times responsible for wing tip clearance. The taxiway lighting system is an aid to pilots when they are operating on the manoeuvring area during darkness or in poor visibility. Notwithstanding the taxiway lighting system, pilots continue to remain responsible for wing tip clearance.
vi. In promulgated holding areas, ATC may require aircraft to pass each other. Avoidance of other aircraft is the responsibility of the flight crew involved. If doubt exists as to whether other aircraft can be safely overtaken, aircraft must stop, advise ATC, and request ATC for alternative instructions.
vii. Heathrow Airport is equipped with an advanced surface movement radar utilising Mode-S.

1. Aircraft operators intending to use London Heathrow Airport should ensure that Mode S transponders are able to operate when the aircraft is on the ground.
2. Flight crew should select XPDR, or equivalent, AUTO if available, and the assigned code:

a) From the request to push back or taxi, whichever is earlier;
b) After landing, continuously until the aircraft is parked on stand.

After parking the Mode A code 2000 must be set before selecting OFF or STDBY.

3. Flight crew of aircraft equipped with Mode S having an aircraft identification feature should also set the aircraft identification. This setting is the aircraft identification specified in Item 7 of the ICAO ATC Flight Plan. The aircraft identification should be entered from the request for push back or taxi, whichever is earlier, through the FMS or the Transponder Control Panel.

viii. Pilots are required to inform Heathrow Delivery if the aircraft livery conflicts with the aircraft callsign.
ix. For the safety of ground personnel, flight crews are requested not to flash or illuminate nose gear lights whilst on stand without prior warning to ground crew.

b) **Manoeuvring Area**

i. The manoeuvring area designation system is illustrated on page AD 2-EGLL-2-1. The taxiway designation system uses alphabetical letters to identify main taxiways. Stub taxiways that connect main taxiways are designated as 'Link'. The runway holding areas have named reporting points. Entrance/exits for the runways have alpha/numeric designations'.
ii. The Manoeuvring Area is equipped with the following forms of taxiway guidance:

1. Yellow painted taxiway centre-lines;
2. Yellow painted holding position lines at the approach to runways;
3. Yellow painted special holding position lines related to runway protection in CAT II/III;
4. Green taxiway centre-line lights and red stopbars controlled from the Tower;

(aa) During the hours of darkness or reduced visibility. Aircraft may be requested to ‘follow the greens’, in addition to being given a verbal clearance limit. This means aircraft should follow the green centre-line lights, until either the verbal clearance limit or a red stop bar is reached. Aircraft should not proceed past a verbal clearance limit without ATC approval, even if no red stop bar exists.

(bb) During daylight hours red stop bar lights will be illuminated at each runway entry point. Aircraft must not proceed past until the stop bar is extinguished and ATC permission is received. No green centre-line lights are provided during daylight hours.

5. An illuminated red stopbar means STOP. Aircraft must not proceed until the stopbar is extinguished and ATC permission is received;
6. Runway Guard Lights: Pairs of alternately flashing ground mounted yellow lights at each side of the taxiways, where they connect with a runway, operate H24.

iii. Ground movement of large aircraft:

1. A380 aircraft – taxiway routes available to the A380 are shown on chart AD 2-EGLL-2-3, marked in yellow. In addition, B747-800 aircraft are permitted to use taxiway Sierra west of S6 and Link 41. Reduced ‘taxiway centre-line to object clearance’ of 49 M applies on the following taxiways: Bravo between Foxtrot and Link 11; Echo between Bravo and Link 36; Whiskey between Sierra and Tango; Sierra between SY6 and Tango. Reduced clearance of 47.5 M to an airside road to the east of Taxiway Alpha at MORRA. Pilots are to ensure that aircraft remain on the taxiway centre-line at all times, it is recommended that judgemental steering is used at all times when manoeuvring on the taxiways. Pilots are to use minimum power when manoeuvring in Terminal 4.
2. Pilots of Code E aircraft must exercise caution when using Taxiway Sierra between Reporting Point SY6 and Taxiway Z as wing tip clearances to the south are minimal.
3. All B747/400 aircraft on Taxiway Zulu must be under tow.
4. Aircraft Code E and above - it is recommended that flight crews use judgemental steering at all times when manoeuvring on the taxiways. These aircraft are not permitted to use the following route; Eastbound on Taxiway Sierra at NESSY - turning right onto Link 41 to face west and vice-versa.

iv. Code E taxiway-taxiway separation of 80 M is not met as follows: Taxiways Alpha-Bravo between Hotel and AY5.
v. Code E taxiway to stand, or taxiway to object separation of 43.5 M is not met to the east of Taxiway Foxtrot between F1 and Taxiway Golf (42.5 - 43 M), and to the south of Taxiway Sierra between SY6 and Taxiway Z (37 M).
vi. Code F taxiway to stand, or taxiway to object separation of 51 M is not met to the south of Taxiway Bravo (N) between stands 336 and 357 (49 M).
vii. Taxiway Yankee between HANLI and Taxiway Alpha is restricted to aircraft with a maximum size of Code C.
viii. Link 56 restricted to aircraft with a maximum size Code D.

c) **Engine Ground Running**

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

i. **Operations at Terminal 4**

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

ii. **Operations at Terminal 5**

Between 2330 (2230) and 0600 (0500):

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

iii. **Hierarchy of power sources**

The following hierarchy of power sources must be followed:

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

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

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

   Cargo Area stands 601-609 and 614-616;

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

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

v. Restrictions on the use of APUs are:

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

† Exemptions to these restrictions are:

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

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

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

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

e) **Start-up Procedures**

i. General

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

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

1. TOBT/TSAT

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

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

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

2. Start Request - Heathrow Delivery

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

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

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

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

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

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

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

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

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

3. Pushback Request - Heathrow Ground

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

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

4. Remote Holding Request

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

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

5. Aircraft De-icing Requirements.

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

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

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

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

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

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

6. Coordination with Eurocontrol NM.

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

The following system-to-system messages are used:

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

- Flight Plan Messages;
- Flight Data Messages.

Messages sent by Airport to the NMOC for arrival flights:

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

Messages sent by Airport to the NMOC for departure flights:

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

The basic Eurocontrol NM procedures continue to apply.

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

iii. Clearance Delivery

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

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

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

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

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

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

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

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

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

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

iv. RVR below 400 M

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

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

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

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

f) **Push-back procedure**

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

g) **Departures – Minimum Runway Occupancy Time**

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

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

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

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

h) **Intersection Departures**

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

i) **Reduced Engine Taxi**

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

aa. By any aircraft that is required to cross an active arrival runway;

bb. By any aircraft exiting T and turning west onto S, Link 44 and Link 42 due to jet blast;

cc. By B777 variants in G and H due to jet blast;

ii. Pilots who intend to execute Reduced Engine Taxi on departure **MUST** report their intention to Heathrow Delivery on first contact by data link or if not possible by RT. This is essential for safety and operational reasons.

In the apron areas minimum engine power shall be used as far as possible, and use of reverse thrust for manoeuvring to and from a stand is not permitted.

iii. Any aircraft with a CTOT should plan Reduced Engine Taxi to be ready for departure at CTOT - 5 minutes. This is essential for ATC sequencing.

3 CAT II/III OPERATIONS

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

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

4 WARNINGS

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

5 HELICOPTER OPERATIONS

a) General

i. Normal Flight Priority (defined in CAP 493 Manual of Air Traffic Services) helicopter arrivals, departures and overflights of Heathrow are only permitted on a VFR clearance provided that the Heathrow reported visibility is 5 KM or greater and the reported cloud ceiling 1500 FT or greater.
ii. Special VFR helicopter overflights, along with arrivals and departures via H9 south of Heathrow, are permitted provided that the Heathrow reported visibility is 2 KM or greater and cloud ceiling 600 FT or greater. SVFR helicopter overflights, arrivals and departures are normally restricted to High Flight Priority (A-E) helicopters.
iii. Helicopter operations at Heathrow commence and terminate at Sipson to the north and Bedfont or Feltham to the south. Helicopters must hold at these points unless instructed otherwise by ATC. See chart AD 2-EGLL-4-1.
iv. Whilst holding at Sipson or Feltham, helicopters are separated for both ATC and wake turbulence purposes from fixed wing aircraft landing on, departing from, or executing missed approaches to all runways.
v. When the meteorological conditions exist for VFR flight (detailed in (i)), helicopters approaching the airfield from the south will be held at Bedfont. These helicopters will be separated for wake turbulence but pilots must remain in visual contact with aircraft on approach to 27L. Pilots are warned that missed approach aircraft will turn left at 1000 FT AAL.
vi. When the meteorological conditions do not exist for VFR flight (detailed in (i)), helicopters may require IFR separation and will be held at Feltham to the south. Integration of this traffic will require an increased gap in the IFR arrival stream and the helicopter may incur a significant delay.

vii. Helicopters are not to cross Heathrow below altitude 800 FT.
viii. There are occasions when the departure runway is required for landing traffic. This will also incur extra delay as the helicopter crossing procedures cannot be carried out with aircraft inbound to both runways simultaneously.

b) Crossing procedures Runways 27L/R

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

c) Crossing procedures Runways 09L/R

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

d) Landing and Departing Procedures.

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

e) Loss of Communications Procedures

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

ii. For helicopters overflying or landing at London Heathrow Airport.

1. Between Sipson and Bedfont:

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

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

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

   aa **Proceed to hold at Bedfont**;

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

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

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

6 USE OF RUNWAYS

a) Preferential Runway System

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

b) Runway Vacation Guidelines

i. Arrivals – Minimum Runway Occupancy Time

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

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

iii. A380 should plan to vacate at:

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

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

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

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

c) Aircraft Separation

i. Departures - Wake Turbulence Separation

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

ii. In certain weather conditions 2.5 NM spacing may be applied on final approach. The conditions when this spacing may be utilised are:

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

7 TRAINING

Not applicable

EGLL AD 2.21 NOISE ABATEMENT PROCEDURES

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

Whereas:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(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		600 FT			
▲ Cookham	SU 898 857 513345N 0004222W	Bridge over River Thames north of Cookham	2000 FT	800 FT	H		
∆ Pumpkin Hill	SU 943 845 513310.04N 0003831.21W	Golf Course west of Farnham Common				1500 FT	
∆ Stoke Poges	SU 990 835 513233.01N 0003423.36W	War memorial in Stoke Poges Village					
∆ 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	1500 FT	700 FT	H		
∆ Gutteridge	TQ 097 845 513254N 0002507W	A40, south of Northolt Aerodrome Runway Intersection			H		Note 3 Note 4
∆ Target	TQ 125 839 513234.71N 0002240.08W	Target Roundabout A40		650 FT		1200 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

EGSS AD 2.21 NOISE ABATEMENT PROCEDURES

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

Whereas:

(1) The Civil Aviation (Designation of Aerodromes) Order 1981 (a) provides that Stansted Airport – London is a designated aerodrome for the purpose of Section 78 of the Civil Aviation Act 1982 (b);

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

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

1. This notice may be cited as the Stansted Airport – London (Noise Abatement Requirements) Notice 2022 and shall come into force on 01 April 2022.
2. The Stansted Airport – London (Noise Abatement Requirements) Notice 2007 (d) is revoked.

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

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

    2. Subject to sub-paragraphs (4) and (5), any aircraft shall, after take-off, be operated in such a way that it will not cause more than 89 dBA Lmax by day 0700-2300 (0600-2200) as measured at any noise monitoring terminal at any of the sites in the table below. Any exceedance of the daytime noise limit will incur a charge as detailed in the Airport Fees and Charges document.

Site	OS Co-ordinates	Elevation above aerodrome	Latitude	Longitude
Site 11: Chickney Hall Villas, Broxted	TL 5743 2767	-15 M	*515531N	0001718E
Site 10: Goodacres, Broxted	TL 5760 2696	9 M	*515508N	0001725E
Site 8: Anglian Water, Broxted	TL 5775 2651	-16 M	*515453N	0001732E
Site 9: Moor End Farm, Broxted	TL 5822 2600	-16 M	*515436N	0001756E
Site 3: Howe Green School, Great Hallingbury	TL 5106 1874	-21 M	*515048N	0001130E
Site 4: Thames Water, Bishop's Stortford	TL 5012 1963	-36 M	*515118N	0001042E
Site 5: Woolcott Restaurant, Great Hallingbury	TL 5033 1892	-26 M	*515055N	0001052E
Site 6: Morley, Woodside Green	TL 5153 1860	-26 M	*515043N	0001154E

    3. Subject to sub-paragraphs (4) and (5), any aircraft shall, after take-off, be operated in such a way that it will not cause more than 84 dBA Lmax by night between 2300-0700 (2200-0600) as measured at any noise monitoring terminal at any of the sites in sub-paragraph (2). Any exceedance of the nighttime noise limit will incur a charge as detailed in the Airport Fees and Charges document.

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

Site	Adjustment dBA
Site 11: Chickney Hall Villas, Broxted	minus 1.3
Site 10: Goodacres, Broxted	plus 0.2
Site 8: Anglian Water, Broxted	minus 0.6
Site 9: Moor End Farm, Broxted	minus 0.8
Site 3: Howe Green School, Great Hallingbury	minus 1.0
Site 4: Thames Water, Bishop's Stortford	minus 1.4
Site 5: Woolcott Restaurant, Great Hallingbury	minus 1.4
Site 6: Morley, Woodside Green	minus 1.1

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

        - 0.4 dB for a tailwind of up to 1 KT
        - 0.8 dB for a tailwind exceeding 1 KT but not exceeding 2 KT

- 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.

6. Where the aircraft is a jet aircraft, after passing the point referred to in sub-paragraph (1), it shall:

   a) Between 0600-2330 (0500-2230) maintain a gradient of climb of not less than 4% to an altitude of not less than 4000 FT, unless it has been cleared via Barkway, in which case it shall maintain a gradient of climb of not less than 4% to an altitude of not less than 3000 FT.
   b) Between 2330-0600 (2230-0500) maintain a gradient of climb of not less than 4% to an altitude of not less than 4000 FT.

   The aircraft shall be operated in such a way that progressively reducing noise levels at points on the ground under the flight path beyond that point are achieved.

7. This paragraph applies to aircraft other than any propeller driven aircraft whose MTWA does not exceed 5700 KG:

   a) With the exception of those aircraft mentioned in sub-paragraph (b), any aircraft which takes off from any runway specified in the first column of the following table, the aircraft shall follow the Noise Preferential Routeing Procedure specified in the third column of the table which relates to the ATC clearance previously given to the aircraft and specified in the second column of the table, whether flying in IMC or VMC. Aircraft persistently flying outside of the Noise Preferential Route maybe subject to a charge as detailed in the Airport Fees and Charges document.
   b) Where any aircraft has taken off on a VFR flight plan, it shall follow the applicable Noise Preferential Routeing Procedure before turning onto the intended track.

Take-off Runway	ATC Clearance	Procedure
04	Via Barkway	Straight ahead to I SED DME 2 (BKY VOR RDL 116) then turn left onto BKY VOR RDL 099 by BKY DME 7 to BKY VOR.
	Via Clacton	Straight ahead to I SED DME 1 (BKY VOR RDL 122) then turn right onto BKY VOR RDL 114 to intercept CLN VOR RDL 265 to CLN VOR.
	Via Detling	Straight ahead to I SED DME 0.8 (BKY VOR RDL 123) then turn right onto LAM VOR RDL 024 to LAM DME 9.

Take-off Runway	ATC Clearance	Procedure
22	Via Barkway	Straight ahead to I SX DME 3.1 (BKY VOR RDL 156) then turn right onto BKY VOR RDL 169 by BKY DME 8.
	Via Clacton	Straight ahead to I SX DME 1.2 (BKY VOR RDL 144) then turn left to intercept CLN VOR RDL 265 by CLN DME 33 (XIGAR) to CLN VOR. ***Note:*** *(Aircraft operating at speeds below 195 KT should turn no further east than 140° MAG to intercept CLN VOR R265).*
	Via Detling	Straight ahead to I SX DME 1.2 (BKY VOR RDL 144) then turn left onto DET VOR RDL 333 (BKY VOR RDL 153) to DET VOR.

8. RNP1 SIDs are available only to aircraft which are GNSS equipped and approved in accordance with the requirements of JAA TGL-10 or equivalent and where the operator has been approved by their State of Registry for RNP1 operations. If the above criteria is met, an aircraft commander may request to depart on the CLN2E SID when on Runway 22, instead of the CLN9R, and may request the DET2D SID when on Runway 04, instead of the DET2S.

9. Where the aircraft is departing the aerodrome it shall, commensurate with its ATC clearance, minimise noise disturbance by the use of continuous climb where practicable.

10. Aircraft shall maintain as high an altitude as practicable, shall avoid flying over Bishop's Stortford and shall avoid flying over Sawbridgeworth and Stansted Mountfitchet at an altitude of less than 2500 FT and shall avoid flying over St Elizabeth's Home (*514949N 0000523E) at an altitude of less than 4000 FT (Stansted QNH).

11. Where the aircraft is approaching the aerodrome to land on Runway 22 it shall, commensurate with its ATC clearance, minimise noise disturbance by the use of continuous descent and low power, low drag operating procedures (referred to in Detailed Procedures for descent clearance in AD 2.22). Where the use of these procedures is not practicable, the aircraft shall maintain as high an altitude as possible. In addition, when descending on initial approach, including the closing heading, and on intermediate and final approach, thrust reductions should be achieved where possible by 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.

12. All aircraft approaching Runway 22 or Runway 04 shall:

   a) If using the ILS in IMC or VMC not descend below 2000 FT (Stansted QNH) before intercepting the glidepath nor thereafter fly below the glidepath;

b) If flying without assistance from the ILS shall not join the final approach to either runway at a height of less than 1500 FT AAL (unless they are propeller-driven aircraft whose MTWA does not exceed 5700 KG when the minimum height shall be 1000 FT AAL) and thereafter 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. All aircraft which are to land at Stansted Airport – London between 2330-0600 (2230-0500) shall not descend below 3000 FT (Stansted QNH) until:

a) In the case of aircraft other than a relevant propeller driven aircraft, it is established on final approach and is less than 10 NM from touchdown.
b) If a relevant propeller driven aircraft, it is established on final approach and thereafter must fly below the approach path indicated by the PAPI.

14. Where the aircraft is flying on visual circuits of the aerodrome for missed approach purposes, it shall:

a) Not descend below 2000 FT (Stansted QNH) on the downwind leg;
b) Avoid flying over Great Dunmow or Takeley;
c) As far as possible commence its final approach to the aerodrome after visual circuit at a distance of 3 NM from the landing threshold and at a height of 1000 FT AAL so as to avoid flying over Thaxted if making its final approach to Runway 22, and to avoid flying over Sawbridgeworth if making its final approach to Runway 04.

15. Without prejudice to the provisions of sub-paragraphs (1)-(14), 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.

16. The requirements set out in sub-paragraphs (1)-(15) 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);

'relevant propeller driven aircraft' means a propeller driven aircraft whose MTWA does not exceed 25000 KG and which has ATC clearance to make a visual approach for the purpose of landing at Stansted Airport – London;

other abbreviations used are defined in GEN 2.2 of the United Kingdom Aeronautical Information Publication (Air Pilot).

Ian Elston
Deputy Director
Airspace, Noise & Resilience Division
Department for Transport

01 February 2022

a) S.I. 1981/651.
b) 1982 c.16.
c) S.I. 1978/1303.
d) The Stansted Airport - London (Noise Abatement Requirements) Notice 2007 signed by M Capstick on 16 October 2007.
e) 1972 c.6 as amended by S.I 2002/262.

Notes

(These notes are not part of the notice)

1. The Noise Preferential Routeing Procedures specified in the notice are compatible with normal ATC requirements. The use of the routeings specified is supplementary to noise abatement take-off techniques as used by piston-engined, turbo-prop, turbo-jet and turbofan 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) of that Act. Such breaches would, however, run the risk of financial penalties under Section 78 (A).

3. Noise from ground running of aircraft engines is controlled in accordance with instructions issued by Stansted Airport Limited.

4. 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 2330-0600 (2230-0500).

5. 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 to the United Kingdom Aeronautical Information Publication.

6. 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 6000 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.

7. 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 notes 8 and 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.

8. Aircraft which have attained an altitude of 4000 FT (Stansted 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. This applies:

a) Between 2330-0600 (2230-0500) to all take-offs, and;
b) Between 0600-2330 (0500-2230) to all take-offs other than those cleared via Barkway.

9. Between 0600-2330 (0500-2230) aircraft which have taken off cleared via Barkway and which have attained an altitude of 3000 FT (Stansted 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.

EGSS AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR INBOUND AIRCRAFT UNDER IFR

a) Inbound via the ATS Route Network

i. The Standard Arrival Routes (STAR) for aircraft inbound to London Stansted are shown at AD 2-EGSS-7-STAR Charts.
ii. The Terminal Holding facilities at LOREL and at ABBOT are shared with arrivals to both London Stansted and Cambridge airports. Additionally, the ABBOT holding facility will continue to be used for RNAV-5 arrivals into London Luton.
iii. Aircraft may be vectored off the routes for separation purposes. When separation has been achieved ATC will give an approximate track to resume the STAR via the appropriate VOR radial or fix.

b) Inbound other than via the ATS Route Network

i. Aircraft wishing to enter the London Stansted CTR/CTA direct from the London Flight Information Region are required to obtain ATC clearance at least 10 minutes before reaching the CTR or CTA boundary, when they will be advised of the route to be followed consistent with the current traffic situation.
ii. Except where required by the Instrument Approach Procedures, inbound aircraft to London Stansted, whether in VMC or IMC, should comply with the Noise Abatement procedures for arriving aircraft as detailed in Section AD 2.21.

c) Approach Procedures - with Radar Control

i. When inbound traffic is being sequenced by Radar, the Approach procedure will be flown under directions from the appropriate Radar Controller, and will consist of that part of the approach between the holding pattern and the Final Approach Track.
ii. Once the 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 communications failure in the aircraft or at the Radar Unit
iii. Headings and Flight Levels/Altitudes to leave the holding facility will be passed by ATC. When holding is not necessary, radar vectors may be given prior to the aircraft reaching the holding pattern and descent clearance will include an estimate of track distance to touchdown.
iv. Procedures specific to Runway 22 arrivals via LOREL and ABBOT STARs.
Further distance information will be given between initial descent clearance and intercept heading to the ILS. On receipt of descent clearance the pilot will descend at the rate he judges will be best suited to the achievement of continuous descent, the object being to join the glidepath at the appropriate height for the distance without recourse to level flight.
v. Pilots should typically expect the following speed restrictions to be enforced: 220 KT from the holding facility during the intermediate approach phase; thereafter, and until established on final approach, the highest possible speed within the band 160-180 KT; when established on the ILS and thereafter until 4DME, 165 KT with a tolerance of +/- 5 KT.

These speeds are applied for ATC separation and runway capacity purposes and are mandatory. In the event of a new (non-speed related) ATC clearance being issued (eg an instruction to descend on ILS), pilots are not absolved from a requirement to maintain a previously allocated speed. All speed restrictions are to be flown as accurately as possible. Aircraft unable to conform to these speeds should inform ATC and state what speeds will be used. In the interests of accurate spacing, pilots are requested to comply with speed adjustments as promptly as feasible within their own operational constraints, advising ATC if circumstances necessitate a change of speed for aircraft performance reasons.
vi. The spacing provided between aircraft will be designed to achieve the maximum runway utilisation within the parameters of safe separation minima (including vortex effect) and runway occupancy. It is important to the validity of the separation provided that runway occupancy time is kept to a minimum consistent with the prevailing conditions.

vii. In the event of radar failure, new instructions will be issued to each aircraft under radar control and the procedures as defined for Approach without radar control, will be put into effect.
viii. In the event of radio communications failure at the Radar Unit, pilots should contact Aerodrome Control for further instructions.

d) Approach Procedures without Radar Control

When inbound traffic is not being sequenced by Radar, aircraft will be cleared from the Holding Fix to carry out the appropriate Instrument Approach procedure detailed at AD 2-EGSS-7-Initial Approach Procedures Charts.

e) RNP Z IAPs and RNP Y IAPs during Reduced Distance Operations:
See AD 2.20 Section 6 (i) for further information.

2 PROCEDURES FOR OUTBOUND AIRCRAFT

a) Standard Instrument Departure Procedures are detailed at AD 2-EGSS-6-1 to AD 2-EGSS-6-9.
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) Flights via the ATS Route Network to Luton are to file a BKY SID as far as BKY and route BKY-BUSTA-EGGW.
e) The RNP1 SIDs, CLN1E and DET1D, can only be requested by an operator that has been approved by their State of Registry for RNP1 operations available only to aircraft which are GNSS equipped and approved in accordance with the requirements of JAA TGL-10 or equivalent.

3 RADIO COMMUNICATIONS FAILURE PROCEDURES

In the event of complete radio communication failure in an aircraft, the pilot is to adopt the appropriate procedures notified in ENR 1.1.3, with the exceptions described below:

a) Aircraft inbound to London Stansted or Cambridge via LOREL † or ABBOT ‡

i. When complete communication failure occurs in the aircraft before ETA, or before EAT, when this has been received and acknowledged the aircraft will:

1. continue to the appropriate holding point LOREL † or ABBOT ‡ as detailed at AD 2-EGSS-7-1 to 7-15;
2. hold until the last acknowledged ETA plus 10 minutes, or EAT when this has been given;
3. then commence descent for landing in accordance with the approach procedure for the runway in use and effect a landing within 30 minutes (or later if able to continue visually).

ii. If complete radio failure occurs after an aircraft has reported to ATC on reaching the holding point the aircraft will:

1. Maintain the last assigned level at LOREL † or ABBOT ‡ until:

aa ATA over the holding point plus 10 minutes or 10 minutes after the last acknowledged communication with ATC whichever is the later; or

bb EAT when this has been received and acknowledged.

2. then commence descent for landing in accordance with the approach procedure for the runway in use and effect a landing within 30 minutes (or later if able to continue visually).

iii. Radio failure during a Radar Directed Initial Approach to London Stansted

If complete radio failure occurs after clearance to descend to an altitude has been given during a radar directed initial approach, the following procedure should be adopted:

1. continue visually or by means of an appropriate final approach aid;
2. if not possible, maintain 3000 FT ALT or last assigned altitude if higher and proceed to BKY VOR, then;
3. hold at BKY VOR for 5 minutes (Holding axis 270° MAG inbound track (BKY RDL 090°), turning left at the facility, Max IAS 220 KT), then;
4. descend in the holding pattern if necessary to 3000 FT ALT, then;
5. leave BKY VOR on RDL 197 (Runway 04) or RDL 070 (Runway 22) to join the Initial Approach Procedure detailed at AD 2-EGSS-7-Initial Approach Procedures Charts;
6. in the event of a missed approach, follow the Missed Approach Procedure to BKY VOR and adopt the basic radio failure procedure detailed at ENR 1.1.3

iv. The route and level to be used when leaving Controlled Airspace in accordance with the procedures given at ENR 1.1.3 is as follows:

Position at time of decision	Route
ABBOT	Turn right onto track 360°M at last assigned level.
LOREL	Turn left onto BPK VOR RDL 030° at last assigned level.
BKY VOR	BKY VOR RDL 360° at 3000 FT ALT.

b) Outbound Aircraft

i. All outbound traffic except those operating on NUGBO 1R/1S: Comply with the route and altitude limitations detailed in the allocated Standard Instrument Departure Procedures listed at AD 2-EGSS-6 or ATC clearance and commence climb to flight planned level after the last position at which an altitude is specified.
ii. Outbound traffic operating on NUGBO 1R/1S: 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 Procedures listed at AD 2-EGSS-6-1/6-2, then route via M183 to SILVA; at SILVA, commence climb to flight planned level.

4 SPECIAL VFR FLIGHT

a) Clearance may be requested for Special VFR flight within the London Stansted CTR and will be given whenever the traffic situation permits. Special VFR flights are subject to the general conditions laid down at ENR 1.4

Note: *Pilots holding a Private Pilot's Licence (Aeroplanes) are reminded of the flight visibility requirements for Special VFR flight laid down in Schedule 7 of the Air Navigation Order 2009 and the related notification at ENR 1-4, para 2.4.*

b) Aircraft may be subject to radar vectoring whilst within the CTR if, due to the traffic situation, ATC considers it necessary. Pilots are reminded that they must at all times when operating on a Special VFR Clearance, remain clear of cloud and in sight of the surface and in flight conditions which will enable them to determine their flight path and remain clear of obstacles. 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 of the London TMA or London Luton airspace.
d) In order to reduce conflict with IFR flights, Special VFR arriving and departing flights will normally be cleared not above 1500 FT ALT via the following routes.

i. Audley End Railway Station VRP via M11 Motorway;
ii. Canfield A120/B1256 INTERCHANGE VRP;
iii. Puckeridge A10/A120 INTERCHANGE VRP via north side of A120 trunk road, **avoiding Bishop's Stortford;**
iv. Nuthampsted AD VRP.

5 VFR FLIGHTS

a) VFR flights inbound to London Stansted or transitting the Stansted CTR/CTA should contact Stansted Radar at least five minutes prior to the CTR/CTA boundary and must not enter the CTR/CTA unless clearance has been given.
b) VFR flights will be given routeing instructions and/or altitude restrictions in order to integrate VFR flights with other traffic. Clearance may be subject to delay or re-routeing. Pilots should anticipate clearance with reference to the Stansted VRPs.
c) In order to reduce conflict with IFR flights, VFR arriving and departing flights will normally be cleared not above 2000 FT ALT via the routes detailed in paragraph 4 d.
d) Pilots are reminded of the Stansted Transponder Mandatory Zones and of the close proximity of busy minor aerodromes.

6 VISUAL REFERENCE POINTS (VRP)

a) VRPs have been established to facilitate the routes detailed in paragraphs 4d and 5b and to enable pilots of transit flights to plan alternative routes around the CTR/CTA when traffic conditions require.
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.

7 HELICOPTERS

a) Helicopters inbound to or overflying London Stansted Airport may be required to hold at the following additional VRPs within the aerodrome boundary for integration with arriving and departing flights:

- **From the north:**

  North end of Hangar 12 VRP †.
- **From the south:**

  Diamond Hangar (Hangar 8) VRP.
- **From/to the west:**

  Helicopters arriving/departing via the Puckeridge A10/A120 INTERCHANGE VRP are to route to Hazelend Wood VRP avoiding overflying the built-up areas, of Birchanger, Stansted Mountfitchet and Bishop's Stortford.

  † See AD 2.20, Section 5 and AD 2-EGSS-4-1.

b) Helicopters positioning from the VRPs to the runway shall maintain at least 500 FT AGL until aligned with the let down point.

8 TRANSPONDER MANDATORY ZONE ACCESS

a) Suitably equipped aircraft may access a Stansted TMZ without ATC approval although such traffic is strongly recommended to afford itself of either a UK Flight Information Service or make use of an appropriate Monitoring Code (see ENR 1.6, para 2.2.5) if available.
b) The pilot of an aircraft that wishes to operate in a Stansted TMZ without serviceable transponder equipment as defined in GEN 1.5 para 5.3 may be granted access to the TMZ subject to specific ATC approval. This approval may be obtained from Farnborough Radar on frequency 132.800 during their hours of operation 0800-2000 (0700-1900) or from Stansted Radar on frequency 120.625, at other times.

9 FIXED WING, GLIDING, HANG-GLIDING, PARAGLIDING AND MICROLIGHT ACTIVITY - STANSTED CTR/CTA

a) Microlight and fixed wing activity takes place during daylight hours at Audley End. The Audley End Operating Area is delineated by reference to the eastern and southern boundaries of an easily identified forest area defined as the airspace from the surface to 1500 FT AMSL including that portion of the Stansted CTR contained within the following positions:
520009N 0001341E (CTR boundary) then clockwise to 515937N 0001351E - 515926N 0001347E - 515920N 0001329E - 515919N 0001225E (CTR boundary).
b) Intense gliding activity within the Andrewsfield ATZ, a circle, 2 NM radius centred at 515342N 0002657E. Refer to AD 2 EGSL for more details.
c) Microlight activity takes place during daylight hours at Hunsdon Aerodrome and part of the Stansted CTR up to altitude 1000 FT within the area defined by straight lines joining successively the following points:
514927N 0000226E - 515001N 0000415E - 514929N 0000537E - 514705N 0000357E - 514706N 0000157E - 514654N 0000123E - 514824N 0000051W - 514905N 0000030W - 514917N 0000127W - 515041N 0000039W - 514927N 0000226E.

10 FREQUENCY MONITORING CODE (FMC)

a) Due to the high number of controlled airspace infringements, pilots operating in the vicinity of, but intending to remain outside Stansted controlled airspace within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Stansted Radar frequency, 120.625 MHz, are expected to select SSR code 7013.

514111N 0001345W - 514459N 0000624W -
520311N 0000141W - 521109N 0000102W -
521104N 0003242E - 520226N 0004040E -
515246N 0004658E - 513630N 0001545E -
514111N 0001345W.

b) Selection of 7013 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 Stansted controlled airspace at all times.
c) Whilst squawking 7013, pilots should be aware that Stansted Radar may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
d) Pilots operating at adjacent aerodromes such as Cambridge, Duxford, Andrewsfield and Stapleford are to select the most appropriate frequency to their location and Rules of the Air.
e) When a pilot ceases to maintain a listening watch, code 7013 shall be deselected.

EGSS AD 2.23 ADDITIONAL INFORMATION

a) Mode S Barometric Pressure Setting Data

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

EGSS AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGSS-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGSS-2-2
A380 GROUND MOVEMENT CHART - ICAO
AD 2.EGSS-2-3
AIRCRAFT DE-ICING PADS - ICAO
AD 2.EGSS-2-4
CONTROL ZONE and CONTROL AREA CHART - ENTRY/EXIT LANES and VRPS - TRANSPONDER MANDATORY ZONES
AD 2.EGSS-4-1
HELICOPTER VFR ARRIVAL/DEPARTURE ROUTES

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AD 2.EGSS-4-3
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGSS-5-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 22 UTAVA 1R NUGBO 1R BKY 6R - ICAO
AD 2.EGSS-6-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 04 UTAVA 1S NUGBO 1S BKY 3S - ICAO
AD 2.EGSS-6-2
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 04/22 CLN 5S 9R - ICAO
AD 2.EGSS-6-3
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 04/22 DET 2S 2R - ICAO
AD 2.EGSS-6-4
RNP1 STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 22 CLN 2E - ICAO
AD 2.EGSS-6-5
RNP1 STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 04 DET 2D – ICAO
AD 2.EGSS-6-6
STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 22 CLN 2E
AD 2.EGSS-6-7
STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 04 DET 2D
AD 2.EGSS-6-8
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) TELTU 1L - ICAO
AD 2.EGSS-7-1
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) LISTO 1L - ICAO
AD 2.EGSS-7-2
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) BKY 1X BPK 1X - ICAO
AD 2.EGSS-7-3
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) BANVA 1L ABBOT 1Z - ICAO
AD 2.EGSS-7-4
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) FINMA 1L SILVA 1L - ICAO
AD 2.EGSS-7-5
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) AVANT 1L - ICAO
AD 2.EGSS-7-6
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) SIRIC 1L - ICAO
AD 2.EGSS-7-7
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) LOGAN 2A DET 2A - ICAO
AD 2.EGSS-7-8
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) MEGEL 1A RINIS 1A TOSVA 1A XAMAN 1A - ICAO
AD 2.EGSS-7-9
STANDARD INSTRUMENT ARRIVAL CODING TABLES TELTU 1L LISTO 1L BKY 1X BPK 1X
AD 2.EGSS-7-10
STANDARD INSTRUMENT ARRIVAL CODING TABLES BANVA 1L ABBOT 1Z FINMA 1L
AD 2.EGSS-7-11
STANDARD INSTRUMENT ARRIVAL CODING TABLES SILVA 1L AVANT 1L SIRIC 1L
AD 2.EGSS-7-12
STANDARD INSTRUMENT ARRIVAL CODING TABLES LOGAN 2A DET 2A MEGEL 1A RINIS 1A
AD 2.EGSS-7-13
STANDARD INSTRUMENT ARRIVAL CODING TABLES TOSVA 1A XAMAN 1A
AD 2.EGSS-7-14
RNAV HOLD CODING TABLES ABBOT ADLOG BOMBO HON LAPRA LOGAN LOREL
AD 2.EGSS-7-15
RNAV HOLD CODING TABLES UNDUG VATON
AD 2.EGSS-7-16
INITIAL APPROACH PROCEDURES ILS RWY 04 Without Radar Control
AD 2.EGSS-7-17
INITIAL APPROACH PROCEDURES ILS RWY 22 Without Radar Control
AD 2.EGSS-7-18
INSTRUMENT APPROACH CHART ILS/DME RWY 04 - ICAO
AD 2.EGSS-8-1
INSTRUMENT APPROACH CHART LOC/DME RWY 04 - ICAO
AD 2.EGSS-8-2
INSTRUMENT APPROACH CHART RNP Z RWY 04 - ICAO
AD 2.EGSS-8-3
INSTRUMENT APPROACH CHART RNP Y RWY 04C - ICAO

AD 2.EGSS-8-4
INSTRUMENT APPROACH CHART ILS/DME RWY 22 - ICAO
AD 2.EGSS-8-5
INSTRUMENT APPROACH CHART LOC/DME RWY 22 - ICAO
AD 2.EGSS-8-6
INSTRUMENT APPROACH CHART RNP Z RWY 22 - ICAO
AD 2.EGSS-8-7
INSTRUMENT APPROACH CHART RNP Y RWY 22C - ICAO
AD 2.EGSS-8-8
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP Z RWY 04, RNP Y RWY 04C
AD 2.EGSS-8-9
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP Z RWY 22, RNP Y RWY 22C
AD 2.EGSS-8-10

EGSS AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

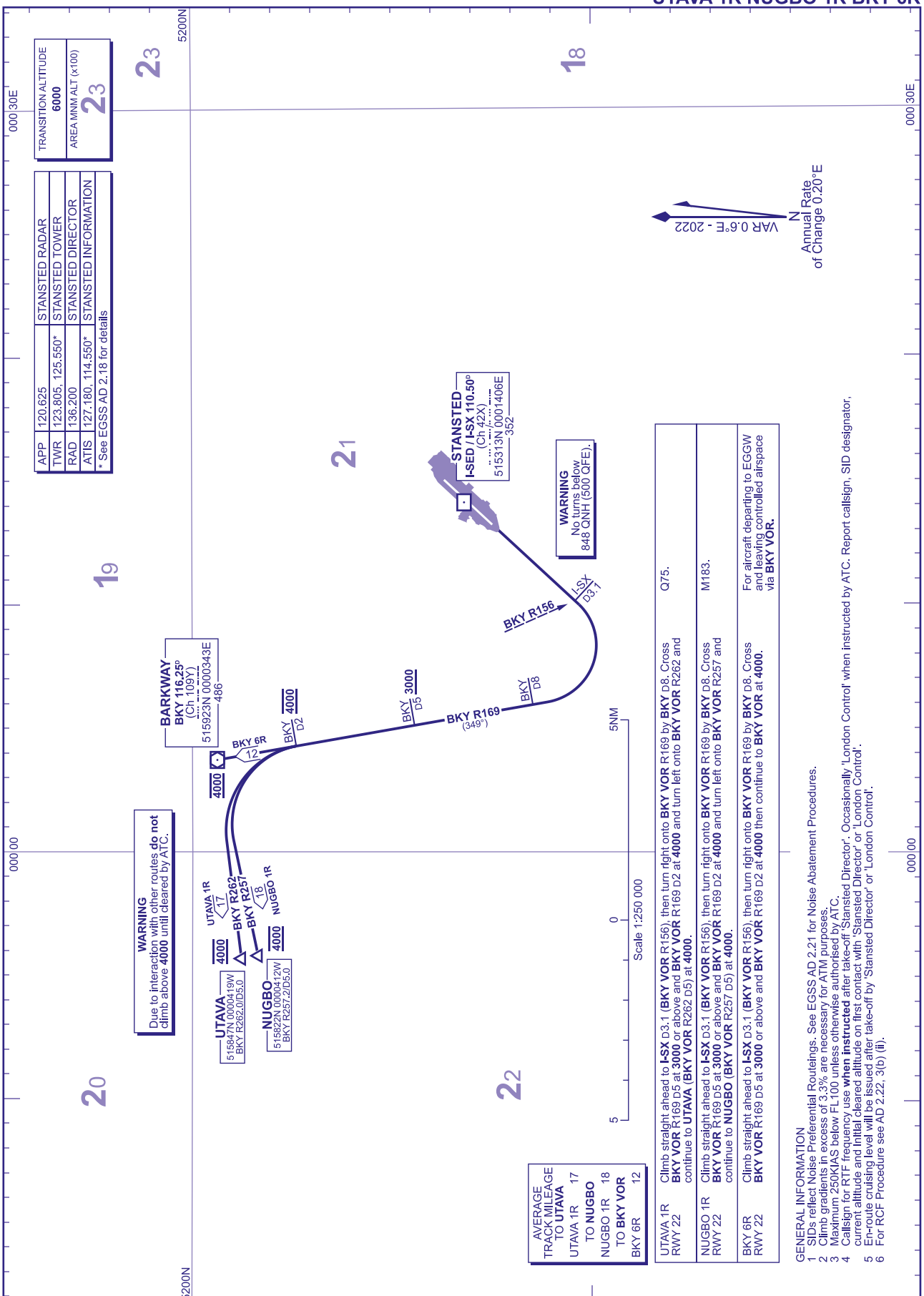
Not applicable

INTENTIONALLY BLANK

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON STANSTED
RWY 22
UTAVA 1R NUGBO 1R BKY 6R



CHANGE (12/25): BKY 6R DESIGNATOR. CHART TITLE. STANSTED DME ELEVATION. SPECIFICATION CHANGE.

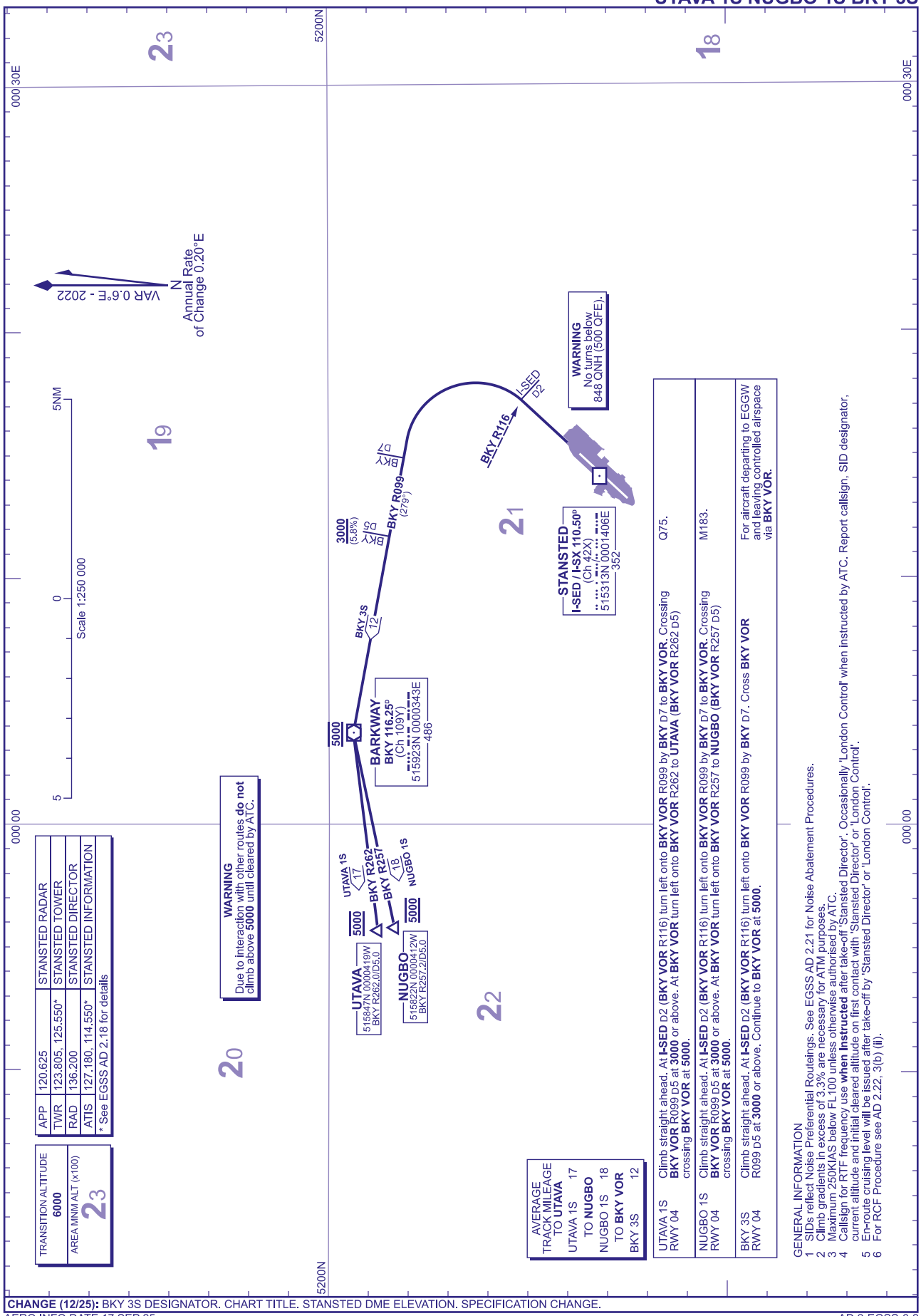
AERO INFO DATE 17 SEP 25

AD 2-EGSS-6-1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON STANSTED
RWY 04
UTAVA 1S NUGBO 1S BKY 3S



CHANGE (12/25): BKY 3S DESIGNATOR. CHART TITLE. STANSTED DME ELEVATION. SPECIFICATION CHANGE.

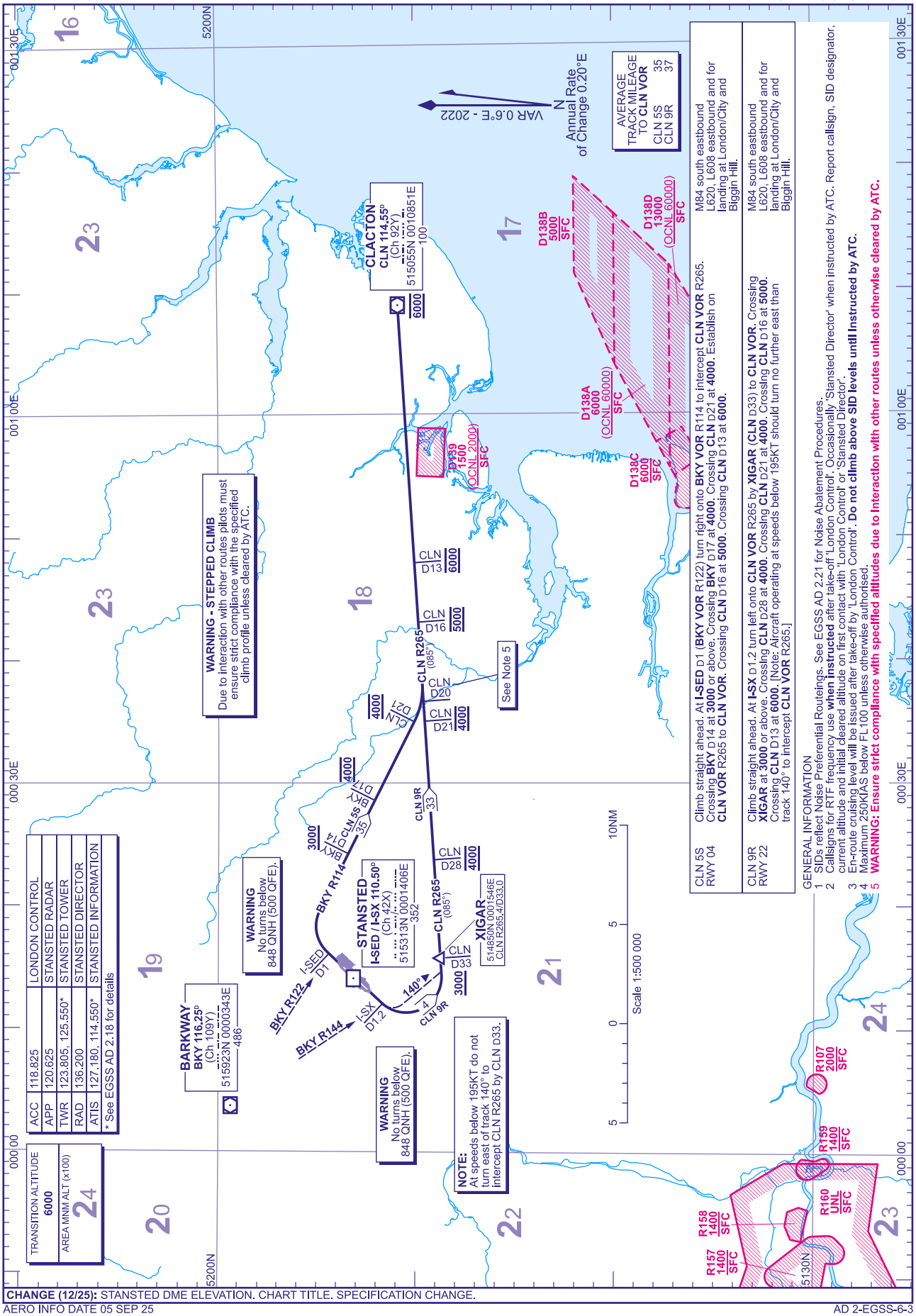
AERO INFO DATE 17 SEP 25

AD 2-EGSS-6-2

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON STANSTED
RWY 04/22
CLN 5S CLN 9R



CHANGE (12/25): STANSTED DME ELEVATION. CHART TITLE. SPECIFICATION CHANGE.

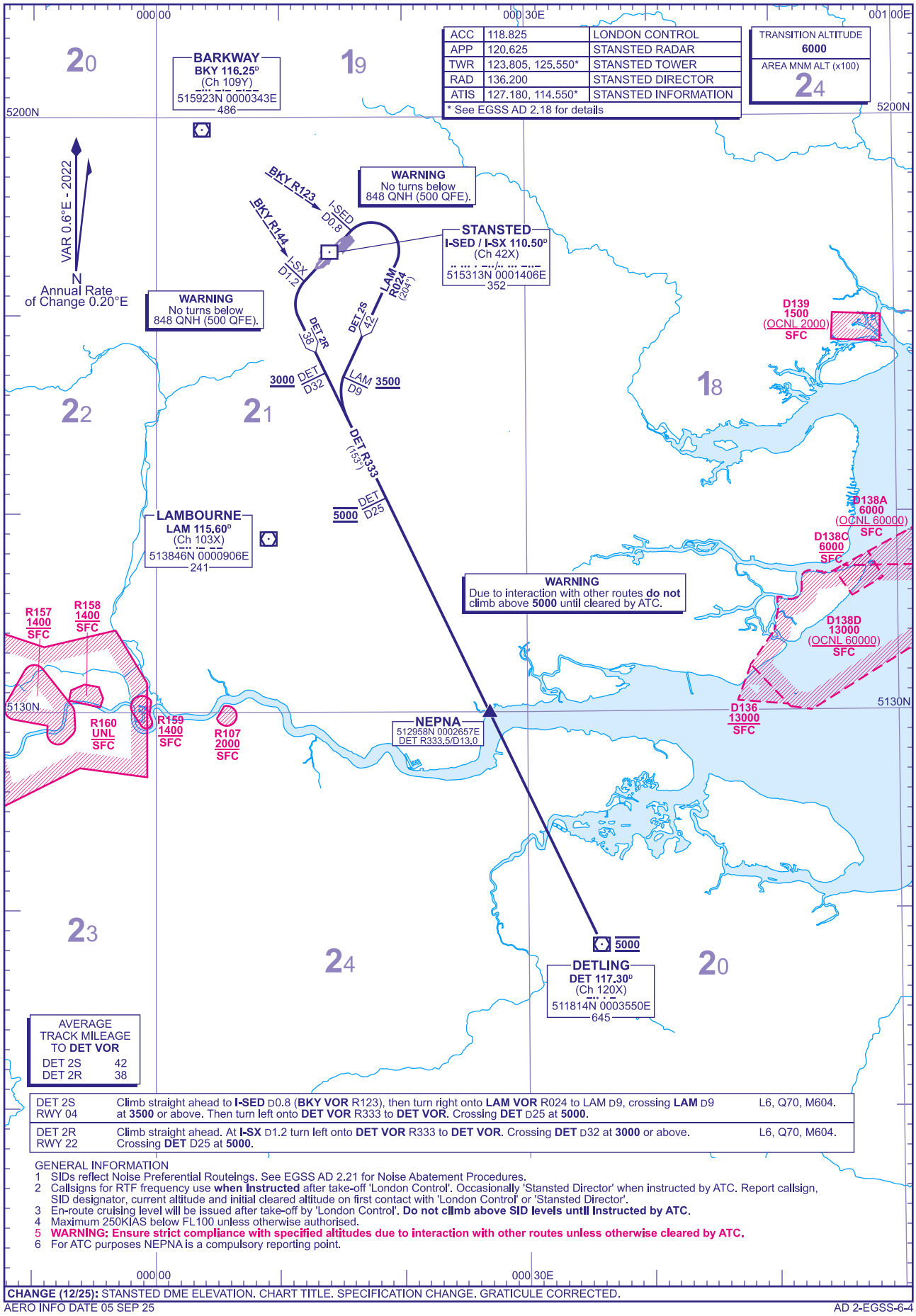
AERO INFO DATE 05 SEP 25

AD 2-EGSS-6-3

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON STANSTED
RWY 04/22
DET 2S DET 2R



AVERAGE TRACK MILEAGE TO DET VOR	
DET 2S	42
DET 2R	38

DET 2S RWY 04	Climb straight ahead to **I-SED** D0.8 (**BKY VOR** R123), then turn right onto **LAM VOR** R024 to LAM D9, crossing **LAM** D9 at **3500** or above. Then turn left onto **DET VOR** R333 to **DET VOR**. Crossing **DET** D25 at **5000**.	L6, Q70, M604.
DET 2R RWY 22	Climb straight ahead. At **I-SX** D1.2 turn left onto **DET VOR** R333 to **DET VOR**. Crossing **DET** D32 at **3000** or above. Crossing **DET** D25 at **5000**.	L6, Q70, M604.

GENERAL INFORMATION
1 SIDs reflect Noise Preferential Routeings. See EGSS AD 2.21 for Noise Abatement Procedures.
2 Callsigns for RTF frequency use **when instructed** after take-off 'London Control'. Occasionally 'Stansted Director' when instructed by ATC. Report callsign, SID designator, current altitude and initial cleared altitude on first contact with 'London Control' or 'Stansted Director'.
3 En-route cruising level will be issued after take-off by 'London Control'. **Do not climb above SID levels until instructed by ATC.**
4 Maximum 250KIAS below FL100 unless otherwise authorised.
5 **WARNING: Ensure strict compliance with specified altitudes due to interaction with other routes unless otherwise cleared by ATC.**
6 For ATC purposes NEPNA is a compulsory reporting point.

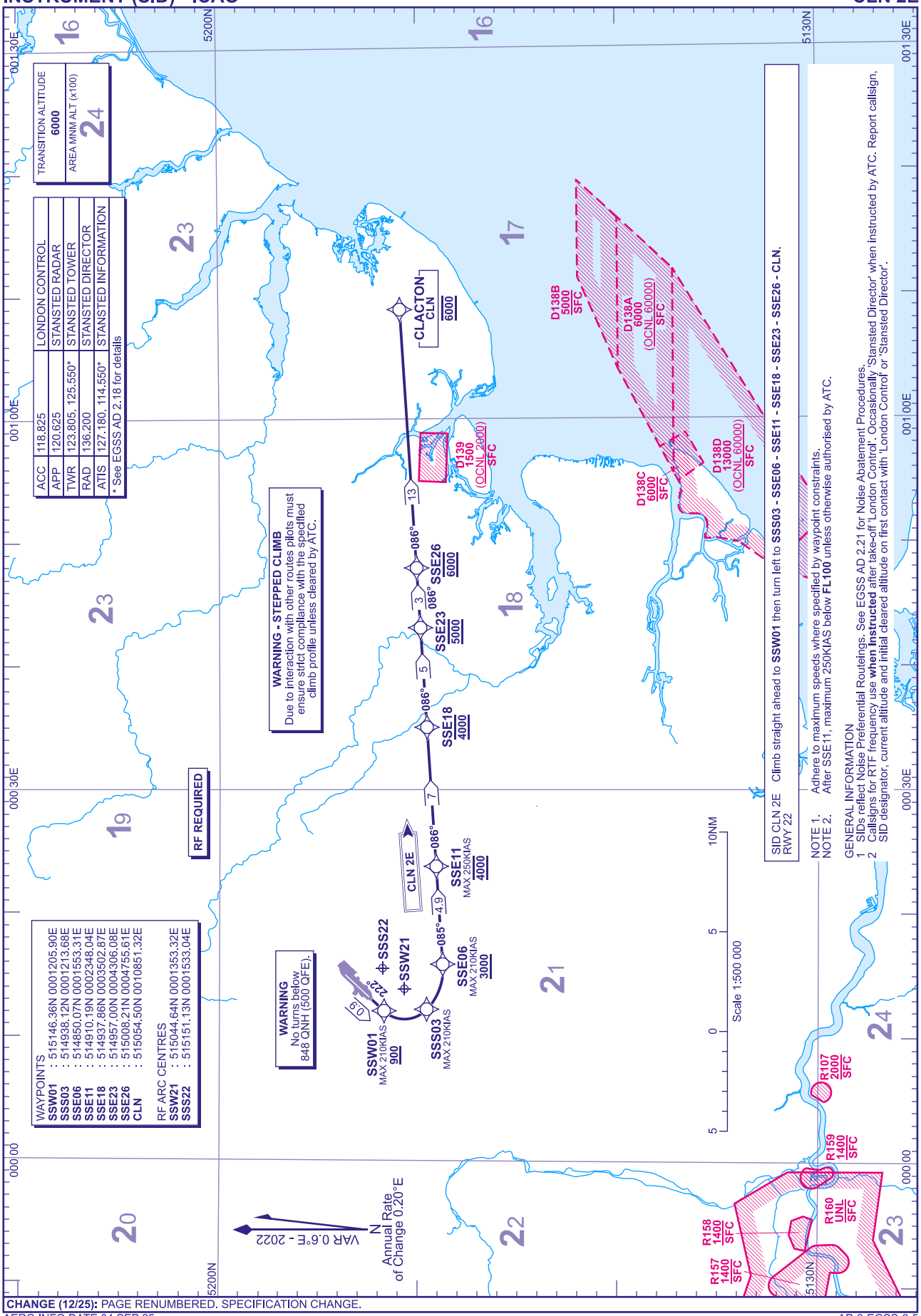
CHANGE (12/25): STANSTED DME ELEVATION. CHART TITLE. SPECIFICATION CHANGE. GRATICULE CORRECTED.

AERO INFO DATE 05 SEP 25

RNP1 STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON STANSTED
RWY 22
CLN 2E



CHANGE (12/25): PAGE RENUMBERED. SPECIFICATION CHANGE.

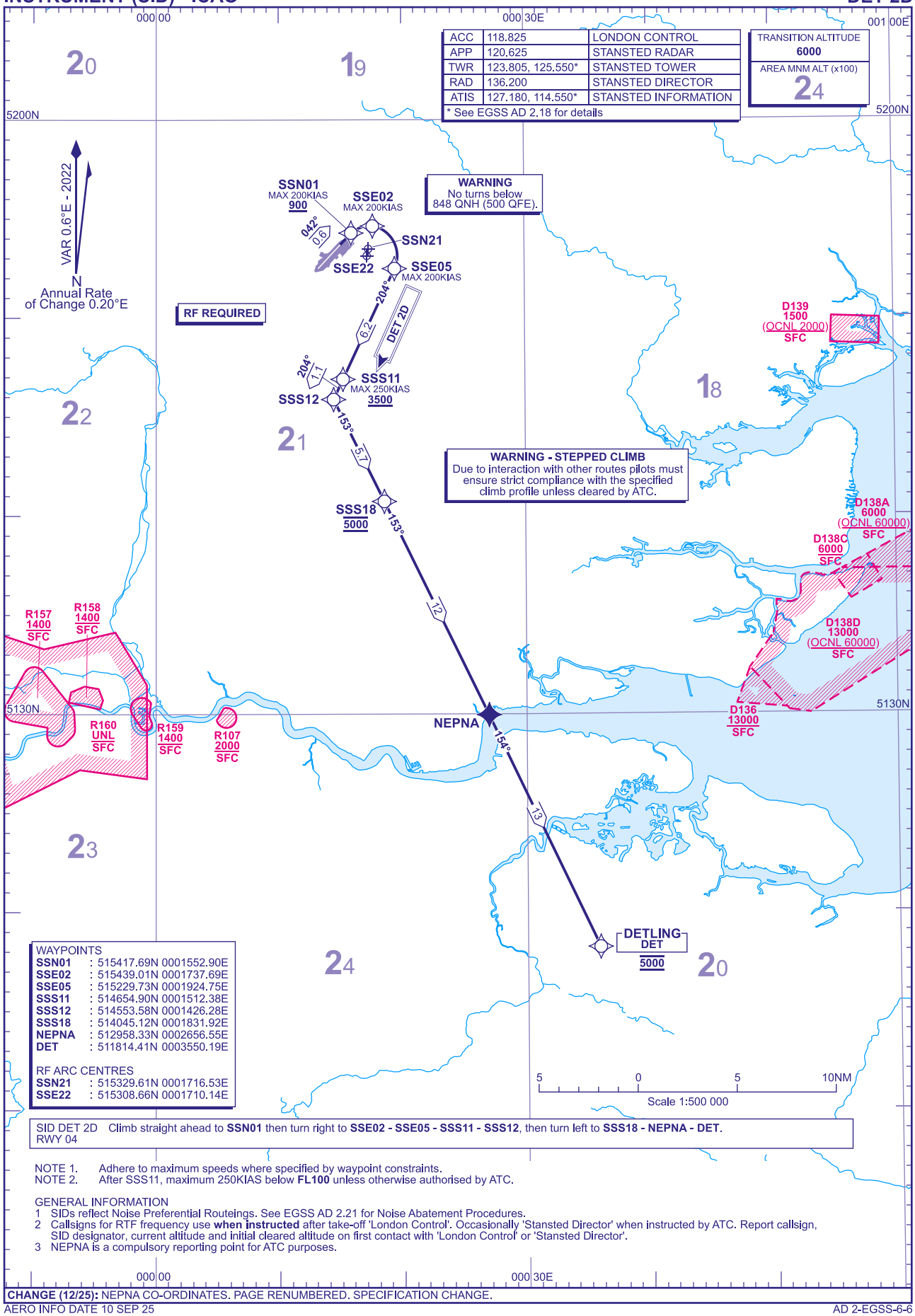
AERO INFO DATE 04 SEP 25

AD 2-EGSS-6-5

RNP1 STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON STANSTED
RWY 04
DET 2D



SID DET 2D RWY 04 Climb straight ahead to **SSN01** then turn right to **SSE02 - SSE05 - SSS11 - SSS12**, then turn left to **SSS18 - NEPNA - DET**.

NOTE 1. Adhere to maximum speeds where specified by waypoint constraints.
NOTE 2. After SSS11, maximum 250KIAS below **FL100** unless otherwise authorised by ATC.

GENERAL INFORMATION
1 SIDs reflect Noise Preferential Routeings. See EGSS AD 2.21 for Noise Abatement Procedures.
2 Callsigns for RTF frequency use **when instructed** after take-off 'London Control'. Occasionally 'Stansted Director' when instructed by ATC. Report callsign, SID designator, current altitude and initial cleared altitude on first contact with 'London Control' or 'Stansted Director'.
3 NEPNA is a compulsory reporting point for ATC purposes.

CHANGE (12/25): NEPNA CO-ORDINATES. PAGE RENUMBERED. SPECIFICATION CHANGE.

AERO INFO DATE 10 SEP 25

Standard Instrument Departure Coding Tables

LONDON STANSTED Runway 22 CLN 2E

Designator	Sequence Number	Path Termi-nator	Waypoint Name	Co-ordinates	Arc Centre Name	Arc Centre Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
CLN2E	001	CF	SSW01	515146.36N 0001205.90E	-	-	N	222° (222.9°)	0.6	0.9	-	+900	-210	RNP1
CLN2E	002	RF	SSS03	514938.12N 0001213.68E	SSW21	515044.64N 0001353.32E	N	-	0.6	-	LEFT	-	-210	RNP1
CLN2E	003	RF	SSE06	514850.07N 0001553.31E	SSS22	515151.13N 0001533.04E	N	-	0.6	-	LEFT	+3000	-210	RNP1
CLN2E	004	TF	SSE11	514910.19N 0002348.04E	-	-	N	085° (086.0°)	0.6	4.9	-	4000	-250	RNP1
CLN2E	005	TF	SSE18	514937.86N 0003502.87E	-	-	N	086° (086.3°)	0.6	7.0	-	4000	-	RNP1
CLN2E	006	TF	SSE23	514957.00N 0004306.08E	-	-	N	086° (086.3°)	0.6	5.0	-	5000	-	RNP1
CLN2E	007	TF	SSE26	515008.21N 0004755.61E	-	-	N	086° (086.4°)	0.6	3.0	-	6000	-	RNP1
CLN2E	008	TF	CLN	515054.50N 0010851.32E	-	-	N	086° (086.5°)	0.6	13.0	-	6000	-	RNP1

CHANGE (12/25): PAGE RENUMBERED. SPECIFICATION CHANGE.
AERO INFO DATE 10 SEP 25

Standard Instrument Departure Coding Tables

LONDON STANSTED Runway 04 DET 2D

Designator	Sequence Number	Path Termi-nator	Waypoint Name	Co-ordinates	Arc Centre Name	Arc Centre Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
DET2D	001	CF	SSN01	515417.69N 0001552.90E	-	-	N	042° (042.9°)	0.6	0.6	-	+900	-200	RNP1
DET2D	002	RF	SSE02	515439.01N 0001737.69E	SSN21	515329.61N 0001716.53E	N	-	0.6	-	RIGHT	-	-200	RNP1
DET2D	003	RF	SSE05	515229.73N 0001924.75E	SSE22	515308.66N 0001710.14E	N	-	0.6	-	RIGHT	-	-200	RNP1
DET2D	004	TF	SSS11	514654.90N 0001512.38E	-	-	N	204° (205.1°)	0.6	6.2	-	+3500	-250	RNP1
DET2D	005	TF	SSS12	514553.58N 0001426.28E	-	-	N	204° (205.0°)	0.6	1.1	LEFT	-	-	RNP1
DET2D	006	TF	SSS18	514045.12N 0001831.92E	-	-	N	153° (153.7°)	0.6	5.7	-	5000	-	RNP1
DET2D	007	TF	NEPNA	512958.33N 0002656.55E	-	-	N	153° (153.7°)	0.6	12.0	-	-	-	RNP1
DET2D	008	TF	DET	511814.41N 0003550.19E	-	-	N	154° (154.5°)	0.6	13.0	-	5000	-	RNP1

CHANGE (12/25): NEPNA CO-ORDINATES. PAGE RENUMBERED. SPECIFICATION CHANGE.
AERO INFO DATE 11 SEP 25

EGCC — MANCHESTER

EGCC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGCC — MANCHESTER

EGCC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 532113N Long: 0021630W Mid point of Runway 05L/23R.
2	Direction and distance from city	7.5 NM SW of Manchester.
3	Elevation / Reference temperature / Mean Low Temperature	257 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	167 FT
5	Magnetic Variation / Annual Change	0.45°E (2027) / 0.19°E
6	AD Administration Address Telephone Telefax	MANCHESTER AIRPORT PLC Manchester Airport, Manchester M90 1QX 0161-209 2835 (ATC) 0161-489 3331 (Airfield Operations Duty Manager) 0808-169 7030 (Manchester Airport PLC - General Enquiries) 0161-493 1850 (Airport Co-ordination Ltd - PPR Mon-Fri; 0900-1700) 0161-489 8373 (Airfield Operations Duty Manager)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	All telephone calls to ATC will be recorded.

EGCC AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24
2	Customs and immigration	H24
3	Health and sanitation	H24 (Port Health)
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	H24 See also AD 2.18.
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	H24
12	Remarks	Refer to AD 2.20 item 1.

EGCC AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	HILOs 15 and 18.6 M and 9 M conveyor belts. 9 ton fork lift. Nearest railway siding: Heald Green 1.3 NM.
2	Fuel and oil types	AVTUR JET A-1 (anti-icing additive not included). W80, W100 and W120, 98, 390, 500.
3	Fuelling facilities/capacity	Hydrants at all pier stands for AVTUR JET A-1. No over-wing fuelling.
4	De-icing facilities	Contact: Swissport, Menzies, Aero Mag 2000 MAN Ltd.
5	Hangar space for visiting aircraft	Limited. Signature Flight Support.
6	Repair facilities for visiting aircraft	By arrangement with Signature Flight Support.

7	Remarks	Oxygen and related servicing, by arrangement with handling agent. A nominated handling agent is mandatory for all visiting aircraft. Signature Flight Support – Tel: 0161-436 6666. Fax: 0161-436 3450. E-mail: man@signatureflight.co.uk. VHF Company Frequency 131.615 MHz (Northside facility). Other handling agents based at Manchester are: Menzies – Swissport – dnata – Star Handling Ltd - DHL - Jet 2 - Weston Aviation - T25.

EGCC AD 2.5 PASSENGER FACILITIES

1	Hotels	6
2	Restaurants	Restaurants in all Terminals.
3	Transportation	Buses, trains, taxis and car hire. Nearest railway station: Airport.
4	Medical facilities	Medical Response H24 - First aid only.
5	Bank and Post Office	Post office Terminal 1. Bureau de Change.
6	Tourist Office	
7	Remarks	

EGCC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A10
2	Rescue equipment	
3	Capability for removal of disabled aircraft	170,000 KG. Contact 0161-489 3331 (Airfield Operations Duty Manager).
4	Remarks	

EGCC AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical anti-icing.
2	Clearance priorities	During snowfall, aerodrome may be SNOCLO and Runway 05R/23L may not be cleared and available.
3	Remarks	Latest information from Snow State/Clearance Programme Tel: 0161-489 3331 (Airfield Operations Duty Manager).

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

1	Apron surface and strength	APRON 1 Surface: Concrete PCN 56/R/C/W/T APRON 2 Surface: Concrete PCN 97/R/B/W/T
2	Taxiway width, surface and strength	Taxiway ALPHA: 23 M Surface: Concrete and asphalt PCN 66/F/C/W/T PCN between Alpha-Echo and Bravo: 46 F/C/W/T Taxiway OTHER TAXIWAYS: 23 M Surface: Concrete and asphalt PCN 95/R/C/W/T Taxiway SIERRA: 23 M Surface: Concrete and asphalt PCN 79/R/C/W/T Taxiway TANGO: 23 M Surface: Concrete and asphalt PCN 79/R/C/W/T

		Taxiway UNIFORM: 23 M Surface: Concrete and asphalt PCN 79/R/C/W/T Taxiway VICTOR: 23 M Surface: Concrete and asphalt PCN 79/R/C/W/T Taxiway VICTOR ALPHA: 23 M Surface: Concrete and asphalt PCN 79/R/C/W/T Taxiway VICTOR BRAVO: 23 M Surface: Concrete and asphalt PCN 79/R/C/W/T Taxiway VICTOR CHARLIE: 23 M Surface: Concrete and asphalt PCN 79/R/C/W/T Taxiway VICTOR DELTA: 23 M Surface: Concrete and asphalt PCN 79/R/C/W/T Taxiway WHISKEY: 23 M Surface: Concrete and asphalt PCN 79/R/C/W/T Taxiway YANKEE: 23 M Surface: Concrete and asphalt PCN 79/R/C/W/T
3	Altimeter checkpoint location and elevation	Pier A: 240 - 243 FT AMSL. Pier B: 233 - 236 FT AMSL. Pier C: 228 - 232 FT AMSL. Western Apron 221 - 231 FT AMSL. Apron 238 FT AMSL.
4	VOR checkpoints	
5	INS checkpoints	See Aircraft Ground Movement/Parking/Docking Chart.
6	Remarks	Taxiway November-Charlie may be used for aircraft parking. In darkness or if Low Visibility Procedures are in force a ‘Follow-Me’ vehicle will be provided.

EGCC 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	Terminal 1 comprises Stands 1-12, 15, 21-29, 31 and 32. Stand 12 has additional centre-lines designated 12L and 12R. Aircraft docking on all Terminal 1 stands (except Stands 12L and 21) is by Safedock. Aircraft docking on Stands 12L and 21 is by Marshaller's instructions. Terminal 2 has a frontage serving Stands 301-310. Stands 301, 303, 305, 307, 309 and 310 have a single centreline. Stands 302, 304, 306 and 308 have two centrelines. The main widebody centre-line is designated by the stand number only. The subsidiary is designated Left. For example: Stand 306 and 306L. Terminal 2 Pier 1 serves Stands 101, 103, 105, 107, 109, 111, 113, 113L and 113R on the western side, and Stands 104, 106, 106R, 108, 110, 110L, 112, 112R, 114, 116 and 116L on the eastern side. Stands 113, 113L, 113R, 114, 116 and 116L are remote, without an airbridge. Aircraft docking on all Pier 1 stands is by Safedock. Terminal 2, Pier 2 serves Stands 203L, 203, 205, 207, 207R, 209L, 209, 211, 213 and 213R on the western side and Stands 204, 206, 206L, 208, 210L, 212, 214, 214L and 215 on the eastern side. Aircraft docking on all Pier 2 stands is by Safedock. Terminal 3 comprises pier served Stands 16-18, 41-44 and 47-55, and remote Stands 57 and 58. Stands 44 and 55 have additional centre-lines designated 44L, 44R, 55L and 55R. Aircrews are to note that Stands 44L, 44R, 55L and 55R are demarked by alternate yellow/white dashed painted centre-lines. Aircraft docking on all Terminal 3 stands is by Safedock (except Stands 44, 44L, 44R, 57 and 58). Aircraft docking on Stands 44, 44L, 44R, 57 and 58 is by Marshaller's instructions. Remote Stands 61, 74, 80 and 231 have additional centrelines designated Left and Right. Stands 62, 70-73, 81, 233, 901-919 and 925-929 have a single centreline. Aircraft docking on Stands 901-919 and 925-929 is by Safedock. Aircraft docking on all other remote stands is by Marshaller. Aircrew are to note that all Stand Entry Guidance Systems are activated by their ground handling agent. Pilots must not enter an aircraft stand unless the Stand Entry Guidance has been activated and the correct aircraft type is displayed, or a Manchester Airport Marshaller has signalled clearance to proceed. In the event of there being no activated SEG upon approach to a stand, flight crews must hold position on the taxiway and advise GMC. Flight crews must not attempt to self-park.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 05L/23R: Runway designation. Runway threshold, runway centre-line, edge, TDZ and fixed distances. Runway width is designated by side stripe markings. 05R/23L: Runway designation. Runway threshold, runway centre-line, edge, TDZ and fixed distances. Runway width is designated by side stripe markings. Turning circle has unlit painted yellow centre-line and inset blue edge lighting beyond runway edges. Taxiway light(s): Green centreline with blue edge on sharp curves, red stop bars at holding positions. Runway exits have alternate green/yellow centreline lights to the edge of the Localiser Sensitive Area. Runway Holding Position. Runway Guard Lights. Taxiway November-Charlie has a painted centreline only – during Sunset to Sunrise this taxiway only to be used with a Follow-Me service. Taxiways Zulu, November-Alpha and November-Bravo have three centrelines comprising a central centreline painted yellow for use by aircraft up to and including ICAO Code E (Taxiways Zulu and November-Alpha) or ICAO Code F (Taxiway November-Bravo), and dual colour-coded centrelines designated 'Blue' and 'Orange' for use by aircraft up to and including ICAO Code C. Pilots are to follow the relevant centreline as instructed by ATC.
3	Stop bars and runway guard lights (if any)	Stopbars at runway entrance points are in operation H24.
4	Other runway protection measures	

EGCC 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
05L	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. 914 M Light intensity high	Green Light intensity high With flush HI Green wingbars	PAPI Right/3° 62 FT 325 M from displaced threshold	900 M	Colour coded 15 M spacing Light intensity high	Bi-directional Flush fitted 60 M spacing Light intensity high	Red		
23R	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. 914 M Light intensity high	Green Light intensity high With flush HI Green wingbars	PAPI Left/3° 60 FT 357 M from displaced threshold	900 M	Colour coded 15 M spacing Light intensity high	Bi-directional Flush fitted 60 M spacing Light intensity high	Red		
05R	Coded centre-line with five crossbars. 900 M Light intensity high	Green With flush HI green wingbars	PAPI Left/3° 66 FT 437 M		Colour coded 30 M spacing Light intensity high	Bi-directional Flush fitted Full length 61 M spacing White Light intensity high	Red wingbars only		
23L	Coded centre-line with five crossbars. 900 M Light intensity high	Green Light intensity high With flush HI green wingbars	PAPI Left/3° 75 FT 561 M from displaced threshold		Colour coded 30 M spacing Light intensity high	Bi-directional Flush fitted Full length 61 M spacing White Light intensity high	Red		

EGCC 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: 23R - 532130.48N 0021544.16W (LGTD), 23L - 532043.10N 0021648.99W (LGTD), 05L - 532054.33N 0021659.67W (LGTD), 05R - 531959.29N 0021819.60W.
3	TWY edge and centre line lighting	CL: Yes, except Taxiway November-Charlie. EDGE: Yes, except Taxiway November-Charlie. Blue edge lighting provided on selected taxiways.
4	Secondary power supply/switch-over time	Yes/1 second.
5	Remarks	Obstacle lighting. Apron Floodlighting.

EGCC AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	
2	TLOF and/or FATO elevation	
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	
4	True BRG of FATO	
5	Declared distance available	

6	APP and FATO lighting	
7	RMK	See AD 2.20, paragraph 5.

EGCC AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
MANCHESTER CTR 533430N 0020400W - 532730N 0015400W - 531616N 0020131W - 531055N 0022207W - 531050N 0022814W - 531255N 0023000W - 532141N 0023000W - 532638N 0022258W - 533430N 0020400W	Upper limit: 3500 FT ALT Lower limit: SFC	D	MANCHESTER RADAR English	5000 FT		To operate UAS above 400 FT AGL within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity.
MANCHESTER ATZ A circle, 2.5 NM radius, centred at 532113N 0021630W on longest notified runway (05L/23R)	Upper limit: 2000 FT AGL Lower limit: SFC	D	MANCHESTER RADAR English	5000 FT		

EGCC AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	MANCHESTER DIRECTOR	121.355 DOC 25 NM/ 10,000 FT.			As Directed by ATC	ATZ hours coincident with Approach hours.
	MANCHESTER RADAR	118.580 DOC 40 NM/ 15,000 FT.			H24	
		135.005 DOC 40 NM/ 15,000 FT.			As Directed by ATC	
TWR	MANCHESTER DELIVERY	121.705 Departing aircraft are to make initial call on 121.705 MHz to 'Manchester Delivery' or 'Manchester Ground' as appropriate.			0630-2200 (0530-2100).	
	MANCHESTER GROUND	121.855 DOC 5 NM/GND.			0630-2200 (0530-2100).	
	MANCHESTER TOWER	118.630 DOC 25 NM/ 10,000 FT.			H24	
		119.405 DOC 25 NM/ 10,000 FT.			H24	
TWR	MANCHESTER GROUND	121.705 Departing aircraft are to make initial call on 121.705 MHz to 'Manchester Delivery' or 'Manchester Ground' as appropriate.			2200-0630 (2100-0530).	

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
ATIS ARR	MANCHESTER INFORMATION	113.550 DOC 60 NM/ 20,000 FT. Broadcast on Manchester VOR.			H24	
		128.180 DOC 60 NM/ 20,000 FT.			H24	
ATIS DEP	MANCHESTER DEPARTURE INFORMATION	121.980 DOC 5 NM/GND.			H24	Also available by telephone: 0161-209 2860. ATIS broadcast does not include NOTAM information and should not be solely relied upon for flight planning purposes.
OTHER	MANCHESTER FIRE	121.600 Non-ATS frequency.			Available when Fire vehicle on the ground attending aircraft in an emergency.	

EGCC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC III 0.46°E (2027)	IMM	109.500 MHz	HO	532149.89N 0021514.48W		(RWY 05L)
ILS/GP	IMM	332.600 MHz	HO	532053.81N 0021700.07W		3° ILS Ref Datum Hgt 57 FT.
ILS/LOC I 0.46°E (2027)	IMC	111.550 MHz	HO	532105.47N 0021612.88W		(RWY 05R)
ILS/GP	IMC	332.750 MHz	HO	531958.46N 0021820.71W		3° ILS Ref Datum Hgt 50 FT.
ILS/LOC III 0.45°E (2027)	INN	109.500 MHz	HO	532026.53N 0021806.96W		(RWY 23R) False Localiser Capture may be experienced when approaching RWY 23R from the North and South.
ILS/GP	INN	332.600 MHz	HO	532131.24N 0021542.66W		3° ILS Ref Datum Hgt 55 FT.
DME	IMC	52Y 111.550 MHz	HO	531958.58N 0021820.74W	200 FT	
DME	IMM	32X 109.500 MHz	HO	532111.40N 0021623.01W	264 FT	(RWY 05L) Range 15 NM. Zero range indicated at THR of runway in use. DME freq paired with ILS I-MM and I-NN.
DME	INN	32X 109.500 MHz	HO	532111.40N 0021623.01W	264 FT	(RWY 23R) Range 15 NM. Zero range indicated at THR of runway in use. DME freq paired with ILS I-MM and I-NN.
VOR/DME 0.46°E (2027) 0.3°E (2025)	MCT	82Y 113.550 MHz	H24 Hours of operation for aerodrome purposes: HO	532125.29N 0021544.24W	280 FT	VOR DOC: 20 NM/50,000 FT (25 NM/ 50,000 FT in Sector R250-355). DME DOC: 90 NM/50,000 FT.

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME 0.69°E (2027) 0.4°E (2025)	TNT	104X 115.700 MHz	H24	530314.23N 0014011.90W	994 FT	RNAV substitution only. VOR DOC: 20 NM/50,000 FT (40 NM/ 50,000 FT in Sector R100-205). DME DOC: 80 NM/50,000 FT (100 NM/ 50,000 FT in Sector R300-000).

EGCC AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Use governed by regulations applicable to Manchester CTR.
b) All aircraft inbound to Manchester are to report aircraft type, latest ATIS received and cleared level on first contact with Manchester Approach.
c) All flights are at all times subject to PPR. The filing of a flight plan with NATS Ltd does not constitute permission to use Manchester Aerodrome.
d) Available H24, subject to the procedure and requirements listed at paragraph (f).
e) Subject to paragraph g Operators of General and Business Aviation aircraft may only operate it they obtain permission to do so from the aerodrome operator in advance of each movement.
f) Applications for prior permission and runway slots should be addressed as follows:

i. All requests for slots during office hours (0900-1700 (0800-1600)) are to be directed to Airport Co-ordination Ltd (ACL) Tel: 0161-493 1850/1851/1852, E-mail: manchester@acl-uk.org, SITA: LONACXH;
ii. Slots outside office hours can be requested from Manchester Airport Plc, Airfield Operations, Tel: 0161-489 3657.

These applications must include the following information:

1. Aircraft Owner/Operator;
2. aircraft type and registration;
3. flight number (if applicable);
4. Requested time of arrival and departure at Manchester;
5. Nominated handling agent at Manchester.

g) Diversion Procedure — All operators are advised that before filing Manchester as an alternate, they are required to have made arrangements for ground handling; this arrangement is subject to the agreement of the Airport Management. Nothing in this procedure shall, however, prevent an aircraft that has declared an emergency from landing.
h) Fixed Electrical Ground Power must be used wherever available and serviceable. Use of GPU and APU should be limited to minimise environmental impact.
i) Due to aerodrome capacity and associated works in progress, operators of aircraft with wingspan greater than 36 M (ICAO Code D, E and F) scheduled to arrive between 0300 (0200) and 0800 (0700) are advised to plan for arrival in accordance with scheduled in blocks time (SIBT). Aircraft estimated to arrive before SIBT may be subject to extended air and ground holding delays.

2 GROUND MOVEMENT

a) All surface movement of aircraft, vehicles and persons on the Manoeuvring area is subject to ATC authority.
b) Start-Up Procedures.

i. ATC are responsible for clearance delivery.
ii. Pilots are requested to call Manchester Delivery for ATC clearance (stating aircraft type, stand number and code letter of latest ATIS received) at least 10 minutes, but not more than 15 minutes before start-up to allow for departure data to be processed.
iii. Start up and push-back clearance is given by Ground Movement Control. **Start-up approval does not imply approval to push-back**.
iv. Pilots are required to inform Clearance Delivery when ready to start. Aircrew shall include their cleared departure SID in this call.
v. When requesting start-up or push-back pilots should give the full call sign, type and stand number. Aircraft must be ready in all respects to start and if necessary push-back before calling on the appropriate frequency. **Pilots should only request push-back when they are actually ready to do so**.
vi. When requesting push-back clearance, pilots are to inform ATC if headset communication with ground crew is not established. Push back clearance must not be requested until the ground crew has confirmed to the flight deck that the aircraft is closed up and the tug is manned and fully ready to move.
vii. If within 30 minutes of a previously issued CTOT the flight is unable to comply with that CTOT, the pilot should advise Manchester Delivery as soon as possible.
viii. Pilots are advised that delays in excess of 10 minutes can be expected at the Holding Point during busy morning and evening periods. Sufficient time should be allowed for start, push-back and taxi to take account of such a delay especially if to comply with an CTOT.

c) **Manchester Delivery.**

i. Manchester Delivery will be responsible for passing ATC clearance to aircraft prior to start-up. **Push-back approval will only be given on the GMC frequency;**
ii. Pre-departure clearance by datalink is available at Manchester for suitably equipped aircraft. For further information contact ATC Operations, Tel: +44-(0)161-209 2825.

d) **Ground Movement Control (GMC)** will be responsible for:

i. the surface movement of all aircraft on the manoeuvring area excluding the runway(s) in use;
ii. issuing start-up and push-back/taxi clearance within the apron areas;
iii. the control of arriving aircraft after they leave the runway(s) in use, except in the case of landing on Runway 05R when aircraft will be transferred to Manchester Tower on 118.630 MHz for crossing Runway 05L;
iv. Communicating allocated parking stand number.

e) **Push-back Procedures**.

i. All aircraft making requests for taxiing or towing clearance on the GMC frequency should state their location in the initial call.
ii. Aircraft requesting push-back must be in direct communication with the tug crew, via a headset person. Aircraft must inform ATC if they have no direct communication with a headset person.
iii. Aircraft will not be permitted to reverse off pier-served stands under their own power. Aircraft may be permitted to reverse off remote stands at the discretion of the aerodrome authority. Permission must be obtained from the Airfield Operations Duty Manager (ext. 3331) via ATC prior to manoeuvre.
iv. Aircraft that require to depart from T1 on Runway 23L for performance reasons must inform Manchester Delivery prior to requesting push-back.

f) **Push and Park Procedures**.

i. A policy is in force at Manchester where flights subject to en-route ATC delays may request, or may be required, to push off stand and re-position at a remote location awaiting CTOT.
ii. Airlines must co-ordinate push and park requests via Handling Agent, who must liaise with Airfield Control (telephone (0)161 489 3695).
iii. Requests to push and park are to be made on the Clearance Delivery frequency.
iv. ATC clearance for push and park manoeuvre will be given on the GMC frequency to the tug crew and not to the flight deck crew. Flight deck crew should monitor GMC frequency and note the instructions given.
v. Remote locations for push and park are limited and subject to the conditions stated in the Manchester Airport Aerodrome Manual.
vi. When in position at the remote location flight crew must monitor Clearance Delivery frequency.
vii. Aircraft may taxi away from a remote parking location with caution and using minimum power.

g) **Push and Hold Procedures**.

i. A policy is in force at Manchester where flights subject to en-route ATC delays may request, or may be required, to push off stand and re-position at a remote location awaiting CTOT.
ii. Airlines must co-ordinate push and hold requests via Handling Agent, who must liaise with Airfield Control (telephone (0)161-489 3695).
iii. Requests to push and hold are to be made on the Clearance Delivery frequency.
iv. ATC clearance for push and hold manoeuvre will be given on the GMC frequency to the flight deck crew. Flight deck crew should monitor GMC frequency and note the instructions given.
v. Remote locations for push and hold are limited and subject to the conditions stated in the Manchester Airport Aerodrome Manual.
vi. When in position at the remote location flight crew must monitor Clearance Delivery frequency.
vii. Aircraft may taxi away from a remote parking location with caution and using minimum power.

h) **Ground Movement Restrictions**.

i. Vehicular traffic operating on apron roadways to the rear of aircraft stands, parallel to taxi-lanes. Distance from taxi-lane centre-line to roadway varies between 34 M and 38.5 M for Code E taxi-lanes, the closest being alongside Taxiways J, L and R. There are also several roadway crossings of taxi-lanes (vehicular traffic on these roadways is not under ATC control but is required to give way to aircraft. Pilots should be aware of the proximity of road traffic whilst manoeuvring around the apron taxi-lanes).
ii. Taxiway November-Charlie will be used during peak movement rates. In darkness or if Low Visibility Procedures are in force a 'Follow-Me' service will be provided.
iii. Taxiway Golf, east of Stand 55 is restricted to aircraft with a maximum wingspan of 36 M.
iv. AN-124 aircraft will be provided with wing-tip escort vehicles on taxiways northside of Runway 05L/23R.
v. Pilots of long wheelbase aircraft such as B777-300 and A350-1000 should exercise caution when negotiating taxiway curves and intersections as main-gear to pavement edge clearance may be limited.
vi. A380 aircraft – Taxiway routes available to A380 are shown on aerodrome chart AD 2-EGCC-2-3, marked in yellow. Reduced taxiway centre-line to object clearance of 49 M applies along Taxiways Alpha and Juliet (between J1 and J4).
vii. Taxiways November-Alpha Blue, November-Alpha Orange, November-Bravo Blue, November-Bravo Orange, Zulu-Blue and Zulu-Orange are restricted to aircraft with maximum wingspan of 36 M or less.

i) **Ground Manoeuvring Restrictions**.

i. ATC instructions will normally specify the taxi route to be followed. This does not necessarily guarantee clearance from other aircraft, vehicles and obstructions on the manoeuvring area.
ii. Pilots are reminded of the need to exercise caution on wingtip clearances from other aircraft when manoeuvring in close proximity on the ground. Particular care should be taken in the runway holding areas and at runway crossing points.

iii. B777, A340-600 and A380 aircraft are prohibited from using Taxiway Lima.
iv. Pilots are reminded not to cross red stop bars unless authorised to do so by ATC.
v. It is the Commander's responsibility not to accept an ATC clearance into an area not approved for the type of aircraft.

j) **Aircraft Blast Warnings**.

i. Jet aircraft are to engage minimum power when using Taxiways Alpha, Bravo and Papa (vicinity of holding position P1) due to the proximity of light aircraft operations in this area.
ii. Aircraft using Taxiways Lima, November-Alpha and November-Bravo are to use minimum power.
iii. Minimum power to be used by outbound aircraft using Taxiway November-Delta between holding position ND2 and abeam Stand 32 (Pier C).

k) **General Apron Safety**.

i. The wearing of high visibility clothing by all employed on the apron areas, including flight crew and flight attendants is mandatory.

l) **Operational Towing**.

i. It may not be recommended by aircraft manufacturers to conduct ‘operational towing’. Operational towing is described as manoeuvring an aircraft under tow (with or without tow bar) that contains passengers, cargo or fuel. Airline operators shall satisfy themselves that operational towing can be conducted on their aircraft and ensure any restrictions to undertake towing manoeuvres are communicated to the relevant ground handling agent and Manchester Airport. It remains the airline operator’s responsibility to assess the risks posed to its aircraft associated with any push-back or towing procedures.

m) **De-icing**.

i. Manchester has three remote de-icing pads:

1. Taxiway November-Charlie between Taxiways November-Delta and Echo, controlled by Maverick, which can accommodate up to a maximum 1 x B757 aircraft.
2. Taxiway Bravo between Intermediate Holding Positions B4 and B5, controlled by Iceman, which can accommodate up to a maximum 1 x B757 aircraft.
3. Taxiway Juliet between Intermediate Holding Position J2 and Runway Holding Position J1, controlled by Goose, which can accommodate 1 x Code E aircraft.

ii. Aircraft intending to use the remote de-icing pad will inform delivery on frequency 121.705 MHz when they request start-up.
iii. De-icing of aircraft is performed with engines running.
iv. Propeller aircraft are de-iced on the apron ramp. De-icing is performed with engines switched off.
v. The ATC frequency 121.855 MHz has to be monitored during de-icing on Taxiway November-Charlie and Taxiway Bravo.
vi. Due to its proximity to the runway, the ATC frequency 118.630 MHz has to be monitored during de-icing on Taxiway Juliet.

n) **Surface Movement Radar.**

i. Manchester Airport is equipped with an advanced surface movement radar utilising Mode-S.
ii. Aircraft operators intending to use Manchester Airport should ensure that Mode-S transponders are able to operate when the aircraft is on the ground.
iii. Flight crew should select XPNDR or the equivalent according to specific installation, AUTO if available, not OFF or STDBY, and the assigned Mode-A code:

1. From the request for push back or taxi, whichever is earlier.
2. After landing, continuously until the aircraft is fully parked on stand.

iv. After parking the Mode-A code 2000 must be set before selecting OFF or STD BY.
v. Flight crew of aircraft equipped with Mode-S having an aircraft identification feature should also set the aircraft identification. This setting is the aircraft identification specified in Item 7 of the ICAO ATC Flight Plan. The aircraft identification should be entered from the request for pushback or taxi, whichever is earlier, through the FMS or the Transponder Control Panel.

3 CAT II/III OPERATIONS

a) Runways 05L and 23R, subject to serviceability of the required facilities are suitable for Category II and III operations. However due to terrain profile, 05L Category II approaches may only be made by aircraft in ICAO Category A and B (VAT no greater than 120 KT) and when the ILS status is Category III.
b) During Category ll and lll operations, special ATC procedures (ATC Low Visibility Procedures) will be applied. Pilots will be informed when these procedures are in operation by Arrival and Departure ATIS or by RTF.
c) Departing Aircraft: ATC will require departing aircraft to use the following runway holding points:

Runway 05L - Alpha 1, Alpha-Golf 1, Alpha Foxtrot 1.
Runway 23R - Juliet 1, Mike 1.

d) Arriving Aircraft: All appropriate runway exits will be illuminated, and pilots should select the first convenient exit. Pilots are to delay the call 'runway vacated' until the aircraft has completely passed the end of the green/yellow colour coded taxiway centre-line lights. These lights denote the extent of the ILS Localizer sensitive area. Surface Movement Radar (SMR) is available to monitor pilot ‘runway vacated’ reports.

e) Taxiways lit stopbar block-to-block aircraft separation in operation at or below IRVR 200 M.
f) When Low Visibility Procedures are in force a much reduced landing rate can be expected due to the requirement for increased spacing between arriving aircraft. In addition to the prevailing weather conditions such factors as equipment serviceability may also have an effect on actual landing rates. For information and planning purposes, the approximate landing rates that can be expected are:

IRVR (m)	Approximate Landing Rate
Between 1000 and 600	20
Between 600 and 400	12
Less than 400	10

4 WARNINGS

a) Flocks of up to 100 racing pigeons may be encountered flying across the airfield below 100 FT during the racing season, April - September.
b) Pilots of aircraft equipped with radio altimeters are warned that such altimeters may show large height fluctuations when approaching to land on Runway 05L due to the aircraft flying over the Bollin Valley at the south western end of the runway.
c) 4 high visibility bright lights from golf driving range. 1500 M left of threshold of Runway 23R. (SS-2130 (SS-2030)).
d) Pilots are warned, when landing on Runway 23R in strong north westerly winds, of the possibility of turbulence and large windshear effects.
e) For wildlife hazard management purposes, a bird scaring laser is deployed and utilised by the Airside Operations team.

5 HELICOPTER OPERATIONS

a) All rotary-wing aircraft will be treated as fixed wing operations and will be instructed to land and take-off on a runway. Aircraft unable to ground-taxi will be escorted by an Airfield Operations vehicle whilst in the hover.

6 USE OF RUNWAYS

a) General operating principles for two runway segregated operations. The two runways at Manchester are 390 M apart and staggered by 1850 M in order to comply with ICAO rules for Simultaneous Operations on parallel or near-parallel Instrument Runways (SOIR). Therefore in normal operations arrivals can operate independently on one runway whilst departures use the other.

   i. Dual runway segregated operations are normally in force during the following periods in Summer: Mon-Fri (0615-2000), Sat (0615-1600) Sun (0615-0930) and (1300-2000). At all other times, single runway, mixed-mode operations are in force using Runway 05L/23R.
   ii. Pilots requiring use of Runway 05R/23L for aircraft performance reasons outside dual runway segregated hours should advise ATC at the earliest opportunity. Efforts will be made to make Runway 05R/23L available, however, some delay may be experienced. Returning this runway to service may take in excess of 30 minutes and it should not be assumed to be available as a diversion alternate to Runway 05L/23R.
   iii. Due to local planning constraints, Runway 05R/23L is not normally available between the hours of 2200-0600 (2100-0500) daily.

   Note: *Pilots are required to read back all ATC 'hold short' instructions.*

b) Pilots should note that Runway 05L/23R has a convex 'hump-backed' profile, the highest point of which is abeam Link Hotel-Zulu. This characteristic has these significant operational implications:

   i. When lined up for take-off the full length of the runway surface may not be visible from the flight deck.
   ii. When landing on Runway 23R, the apex of the runway lies 700 M into the TDZ. Should the aircraft still be flared beyond this point the runway surface will be falling away at a significant rate, with the risk of a late touchdown.

c) Special runway utilisation procedures are detailed at GEN 3.3.
d) Minimum Runway Occupancy Time.

   i. Departures:

      1. Whenever possible, cockpit checks should be completed prior to line up and any checks requiring completion whilst on the runway should be kept to the minimum required. Pilots should ensure that they are able to commence the take-off roll immediately after take-off clearance is issued.
      2. Wake Vortex Departures: The following Links are considered by ATC to be the same departure points for the purposes of Vortex Wake separation:

Runway 23R –	Links Juliet and Mike;	Runway 05L –	Links Alpha and Alpha Golf;
Runway 23L –	Links Tango, Victor Alpha and Victor Bravo, or Links Victor Alpha, Victor Bravo and Uniform, or Links Victor Bravo and Uniform.	Runway 05R –	Links Whiskey and Yankee.

      When in receipt of a line-up clearance, the pilot must inform ATC **before** entering the runway if greater wake vortex separation will be required behind the preceding aircraft. Failure to do so may result in additional delay.

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 147° 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 297° MAG towards XOBRO to intercept WAL VOR R079.	4000 FT		Via ASMIM	At MCT DME 2, turn left onto track 297° 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
23R	Via LISTO †	At MCT DME 2 turn left onto track 160° MAG to establish on HON VOR R337.	5000 FT	23L	Via LISTO †	At MCT DME 3.2 turn left onto track 153° MAG to establish on HON VOR R337.	5000 FT
	Via EKLAD or KUXEM	At MCT DME 3 turn right onto track 272° MAG to intercept MCT VOR R253.	3000 FT		Via EKLAD or KUXEM	At MCT DME 3.2 turn right onto track 282° MAG to intercept MCT VOR R253.	3000 FT
	Via Pole Hill VOR	At MCT DME 3 turn right onto track 342° MAG towards XUMAT. At MCT DME 8 turn right onto POL VOR R218.	4000 FT		Via Pole Hill VOR	At MCT DME 3.2 turn right onto track 342° MAG towards XUMAT. At MCT DME 8 turn right onto POL VOR R218.	4000 FT
	Via SONEX	At MCT DME 3 turn right onto track 342° MAG towards XUMAT. At MCT DME 8 turn right onto WAL VOR R079.	4000 FT		Via SONEX	At MCT DME 3.2 turn right onto track 342° MAG towards XUMAT. At MCT DME 8 turn right onto WAL VOR R079.	4000 FT
	Via SANBA	At MCT DME 3 turn right onto track 272° MAG. At MCT DME 5 turn left to TABLY to intercept HON VOR R332.	5000 FT		Via SANBA	At MCT DME 3.2 turn right onto track 282° MAG. At MCT DME 5 turn left to TABLY to intercept HON VOR R332.	5000 FT

† LISTO SIDs only available to:

(aa) Non-Jet aircraft; and

(bb) The following jet aircraft.

All aircraft up to 35,000 KG MTOW, plus Bae 146 (Avro RJ series), Embraer E135, E145, Bombardier CRJ1, CRJ2, CRJ7, CRJ9, BD700 Global Express and Gulfstream 5.

iv. Unless otherwise required by ATC, Runway 23R/23L shall be used for all movements when there is a head wind component and when a tail wind component is not greater than 5 KT on either runway or at 2000 FT.

v. Link Alpha should be used for all jet aircraft and all large propeller-driven aircraft departing from Runway 05L. However, between the hours 0600-2330 (0500-2230) any aircraft may depart from Links AG, AF and B subject to operational requirements by ATC/

pilots. Between the hours 2330-0600 (2230-0500), all jet aircraft and large propeller-driven aircraft shall depart from the most westerly link available.

vi. Every aircraft using the airport shall, after take-off, be operated in the quietest possible manner. Aircraft exceeding the following noise levels will be subject to a penalty as detailed in the airport conditions of use.

Period (local time)	Max level dB(A)
0600 to 0700	82
0700 to 2300	90
2300 to 2330	82
2330 to 0600	81

vii. These levels shall be recorded at any of the noise monitoring sites as listed in the table below:

Runway	Site	Latitude	Longitude
23R	Site 2: Broad Oak Farm	531916.74N	0022031.94W
23R	Site 3: Mobberley School	531907.73N	0021853.62W
23L	Site 21: Parkgate Industrial Estate	531851.89N	0022115.14W
23L	Site 22: Pavement Lane	531839.28N	0022017.16W
05L	Site 6: Together Trust	532301.36N	0021248.60W
05L	Site 7: Cheadle Catholic School	532234.36N	0021236.72W
05R	Site 14: Daisy Bank	532218.54N	0021420.05W

3 AIRCRAFT NOISE QUOTA SYSTEM

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

4 NIGHT FLIGHTS

a) In the interests of noise abatement, certain restrictions are imposed on night jet flights at this airport; operators concerned are advised to obtain details from the Airfield Operations Duty Manager. The full night noise policy can be found on our website: www.manchesterairport.co.uk/community/environmental-management.

b) Night Jet Restrictions/Allocations

i. Runway 23L/05R will not normally be used between 2200-0600 (2100-0500) except when Runway 23R/05L is closed for maintenance.
ii. Manchester Airport operates a night Jet Policy restricting operations of certain types of aircraft during the periods of 2300-0700 (2200-0600).
iii. The penalty scheme will be administered by a panel set up under the auspices of the Scheduling Committee which includes members of the Airlines Operators Committee and the Airport Authority.
iv. Records of night infringements for this purpose will be available to the co-ordinators at the IATA scheduling conferences for summer seasons.
v. Between the hours of 2300-0700 (2200-0600), visual approaches will not be permitted. Aircraft shall be positioned, by radar, to join the final approach at a distance of not less than 7 NM from touchdown. This restriction does not apply to non-jet aircraft whose MTWA is 5700 KG or below.

c) Operational Restrictions

i. Between 2300-0659 (2200-0559) QC16 and QC8 aircraft will not be allowed to arrive or depart, except in case of emergency or where exempt.
ii. Between 2330-0559 (2230-0459) QC4 aircraft will not be allowed to arrive or depart, except in case of emergency or where exempt.

d) Manchester Airport has strict limits on the numbers of aircraft movements each operational season between the hours of 2330-0600 (2230-0500). To maintain compliance within these limits any arriving aircraft with a scheduled time of 0615 (0515) or later will not be allowed to land until after 0600 (0500), and as such will be subject to airborne holding until a landing time can be achieved of after 0600 (0500).

Departing aircraft with a scheduled time of 0555 (0455) will not be permitted to take-off before 0600 (0500).

5 CONTINUOUS DESCENT APPROACHES

Jet and turbo-prop aircraft approaching Manchester Airport are expected to minimise noise disturbance by the use of low power, low drag continuous descent approach procedures. 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 5000 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.

6 ENGINE TESTING

ATC will approve idle ground engine runs. A safety man must be positioned behind the aircraft to warn road traffic. Engine testing above ground idle is subject to the permission of the Airfield Operations Duty Manager and maybe subject to operational restrictions. For further information, please contact the Airport Authority. All engine tests above idle must commence in the Engine Test Bay. Times of operation are 0600-2200 (0500-2100) Monday to Friday and 0730–2200 (0630–2100) Saturday and Sunday. Engine testing on the open airfield will only be allowed for

Chapter 3 aircraft between Mon-Fri 0900-1700 (0800-1600); Sat-Sun 0730-2200 (0630-2100). Chapter 4 and 14 aircraft 0600-2200 (0500-2100). Propeller driven aircraft are to be classified as Chapter 3.

7 TRAINING FLIGHTS

Training flights by all aircraft shall be subject to the approval of the Airfield Operations Duty Manager.

EGCC AD 2.22 FLIGHT PROCEDURES

1 RADIO COMMUNICATIONS FAILURE PROCEDURE

a) In the event of complete communication failure in an aircraft, the pilot will adopt the appropriate procedures notified at ENR 1.1, Section 3.4.

Note: *No visual signals available at Manchester.*

2 PROCEDURES FOR INBOUND AIRCRAFT

a) **Standard Terminal Arrival Routes (STARs)**

i. Standard Arrival routes for aircraft inbound from the airways system will be routed via the Standard Terminal Arrival Routes (STARs) detailed at AD 2-EGCC-7 charts and summarized below.
ii. Where STARs are designated as RNAV1 Only, Non-RNAV 1 aircraft should file the via the existing route structure as featured in the SRD. Non-RNAV1 aircraft should not proceed beyond DAYNE / ROSUN or MIRSI (as appropriate) without ATC clearance.

b) **Clearance to enter the CTR**

i. Aircraft flying the Airways System will be cleared into the CTR without having to request a specific entry clearance.
ii. Aircraft wishing to enter the CTR or TMA under IFR direct from the London FIR must observe the normal procedure for joining Airways at one of the following Reporting Points:

Pole Hill VOR, Wallasey VOR and Whitegate NDB.

iii. Aircraft unable to comply with these procedures because they are not equipped for flight on Airways may, traffic and weather conditions permitting, be cleared to proceed to Manchester or Barton, in accordance with the procedures described at paragraph 5.

c) **Type of Approach**

i. All inbound IFR aircraft will be radar vectored to an ILS approach unless otherwise informed by ATIS/Approach Radar.
ii. Inbound IFR aircraft on STARS must not proceed beyond the end point of the STAR without specific ATC clearance. Inbound holding can be expected during busy periods.

d) **Holding**

i. From the Holding Point aircraft will be directed by Radar Traffic Director to Final Approach.

e) **Approach Procedures under Radar Control to Manchester Airport**

i. When inbound traffic is being sequenced by Radar, that part of the approach between the holding fix and the Final Approach Track (FAT) will be flown under directions from the Radar Controller. Once the aircraft is under Approach Radar Control, changes of heading or 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. When cleared to descend, aircraft should descend at a rate of at least 500 FT per minute.

f) **Detailed Procedures**

i. Pilots should typically expect the following speed restrictions to be enforced: 220 KT from the holding facility during the intermediate approach phase; thereafter, and until established on final approach, the highest possible speed within the band 160-180 KT; when established on the ILS and thereafter until 4DME, 165 KT with a tolerance of +/- 5 KT. These speeds are applied for ATC separation and runway capacity purposes and are mandatory. In the event of a new (non-speed related) ATC clearance being issued (e.g. an instruction to descend on ILS), pilots are not absolved from a requirement to maintain a previously allocated speed. All speed restrictions are to be flown as accurately as possible. Aircraft unable to conform to these speeds should inform ATC and state what speeds will be used. In the interests of accurate spacing, pilots are requested to comply with speed adjustments as promptly as feasible within their own operational constraints, advising ATC if circumstances necessitate a change of speed for aircraft performance reasons. The spacing provided between aircraft will be designed to achieve the maximum runway utilisation within the parameters of safe separation minima (including vortex effect) and runway occupancy. It is important to the validity of the separation provided that runway occupancy time is kept to a minimum consistent with the prevailing conditions.
ii. When cleared to descend aircraft should descend at a rate of at least 500 FT per minute (whilst above the transition altitude). ATC will advise pilots of an estimate of the track distance to run to touchdown when clearance to descend below the Transition Altitude is given. Further information on the distance from touchdown will be given between this descent clearance and the instruction to turn onto the intercept heading to the ILS Localizer. **Pilots are reminded that due to the high ground east of the Airport, descent below 3000 FT QNH will be in accordance with AD 2-EGCC-5-1**.

g) **Radar Vectoring Procedure for Runway 23R/23L - Manchester Airport ONLY**

i. Speed Limit Point. When Runway 23R/23L is in operation, all traffic inbound to Manchester from the south and southeast at FL 140 or below should be flown at 210 KT (IAS) or less when north of an arc drawn 17 DME from the Trent VOR in sector 300° MAG to 350° MAG unless otherwise authorised by ATC.
ii. IFR traffic entering the Manchester TMA from Controlled Airspace will be cleared initially to not less than 3500 FT QNH, except that descending IFR traffic entering the airspace between the TMA boundary and the boundary of the Radar Vectoring Area (RVA) intercepted between the extended centre-line of Runway 23R/23L and a line drawn 170° MAG from Manchester VOR, will be cleared initially to not less than 4000 FT QNH.
iii. ATC will not clear aircraft for descent below 3500 FT QNH, or 4000 FT QNH as appropriate, until within the RVA.
iv. In certain weather conditions, and perhaps for reasons of safety, pilots may not be able to comply with the speed limits quoted. In such circumstances, they should advise ATC immediately, stating the minimum speed acceptable.

h) **Approach Procedures Without Radar Control**

i. Not available at Manchester.

3 PROCEDURES FOR OUTBOUND AIRCRAFT

a) Speed Limit

i. A speed limit of 250 KT applies to all departures whilst flying below FL 100 unless previously removed by ATC.
ii. In certain weather conditions and perhaps for other reasons of safety, pilots may not be able to comply with the speed limit. When such circumstances are anticipated, the pilot should inform ATC when requesting start-up clearance, stating the minimum speed acceptable. In this event, pilots will be informed before take-off of any higher speed limitation. Similarly, should such circumstances arise during flight, the pilot should immediately advise ATC, stating the minimum speed acceptable.

b) Allocation of Cruising Levels

i. When a re-clearance of Altitude/Flight Level is issued after take-off by ATC, it is the responsibility of the pilot to comply with at least the minimum altitudes shown in the SID procedure during the climb to the new assigned Altitude/Flight Level.
ii. Exceptionally, when ATC issue a re-clearance below the final SID altitude pilots must not climb above this revised altitude until further clearance is received. Aircraft on certain SIDs will be required to ‘confidence check’ the departure routing.

c) Communications

i. To reduce flight-deck workload immediately after take-off from Manchester Airport, the appropriate 'Scottish Control' frequency to be used is detailed on the SID Chart. This will enable pilots to pre-select the frequency on an alternative communications channel. **It is essential that the frequency change is not made until instructed to do so by 'Manchester Tower' and the instruction has been acknowledged by the pilot. Due to interaction with go-arounds all departures can expect to stay on Tower frequency until passing 2500 FT.** When the aircraft is not operating on a SID clearance the appropriate 'Scottish Control' frequency to be used, when instructed, will be included in the ATC clearance message.

d) Radio Failure Procedure

i. In the event of complete radio communication failure in an outbound aircraft, the pilot will adopt the appropriate procedure notified at ENR 1.1, Section 3.4.
ii. For the purpose of radio failure, climb to flight-planned level should be commenced after the last position shown in column 4 of the SIDs where an altitude is specified.

4 PROCEDURES FOR FLIGHTS BETWEEN MANCHESTER AND LIVERPOOL

a) IFR flights between Manchester and Liverpool Airports will normally be cleared via the appropriate EKLAD or ASMIM (dependent on runway in use) Standard Instrument Departure.

5 VFR AND SPECIAL VFR FLIGHTS

a) Special VFR clearance for flights within the Control Zone may be requested and may be given in accordance with rules applicable to Class D airspace.
b) The use of Special VFR clearances is intended to be confined to light aircraft below 5700 KG MTWA which cannot comply with full IFR requirements.
c) VFR clearance in the Control Zone will be given for flights operating in VMC. Routeing instructions and/or altitude restrictions may be specified in order to integrate VFR flights with other traffic. Pilots are reminded of the requirement to remain in VMC at all times and to comply with the relevant parts of SERA and the Rules of the Air Regulations 2015, and must advise ATC if at any time they are unable to comply with the clearance instructions issued.
d) Aircraft operating VFR or Special VFR in the Manchester CTR inbound to Barton (EGCB) 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.

6 VFR AND SPECIAL VFR ROUTES TO/FROM MANCHESTER AIRPORT

a) In order to integrate VFR and Special VFR flights to/from Manchester Airport with the normal flow of IFR traffic, a number of Standard Routes are established along which ATC VFR and Special VFR clearances will be issued subject to the conditions specified above. These routes are defined by prominent ground features (eg Motorways) and are detailed below.
b) In order to reduce RTF congestion of Clearance Delivery frequencies, the standard outbound Visual Routes are allocated Route Designators. Pilots are to ensure that they are familiar with the route alignment and altitude restrictions prior to departure.

Standard Outbound Visual Routes

Exit Point	Runway	Route Designator	Route	Maximum Altitude (QNH)	Remarks
Thelwall Viaduct VRP	05L/05R	Thelwall 2 Visual	Cross M56 Motorway. Route north of M56 and leave the CTR via Thelwall Viaduct VRP.	1300 FT	a) Avoid overflying Lymm. b) Inbound traffic operates south of M56 for RWY 05L and 05R.
Macclesfield South VRP	23R/23L	Macclesfield 1 Visual	Left turn towards Alderley Edge Hill VRP. Route west then south of Alderley Edge Hill and join the Macclesfield Entry/Exit Lane at Prestbury Station. Keep the railway line on the left and leave the CTR via Macclesfield South VRP	2500 FT (Notes 1, 2 and 6)	a) Maximum altitudes 1500 FT between Manchester and the northern edge of Macclesfield, 2500 FT south of the northern edge of Macclesfield to the CTR Boundary. b) **Warning:** High ground to the east of the Entry/Exit Lane. c) Aircraft may be routed direct from Manchester to Prestbury Station, or via disused Woodford aerodrome. d) Aircraft must not leave the confines of the Entry/Exit Lane without prior co-ordination with ATC. e) **Caution:** Alderley Edge 650 FT AMSL.

Standard Inbound Visual Routes

Entry Point	Runway	Route Designator	Route	Maximum Altitude (QNH)	Remarks
Stretton (Disused AD) VRP	05L/05R	Stretton 1 Visual	From Stretton (Disused AD) VRP, route via M56 Motorway, keeping the Motorway on the left. Join left base Runway 05L.	1300 FT	a) Outbound traffic operates north of M56. b) Aircraft may be held at Stretton (Disused AD) VRP or Rostherne VRP.

Entry Point	Runway	Route Designator	Route	Maximum Altitude (QNH)	Remarks
Macclesfield South VRP	23R/23L	Macclesfield 1 Visual	From CTR Boundary east of Macclesfield VRP, route via the Macclesfield Entry/Exit Lane (keeping railway line on left) to disused Woodford Aerodrome. Join left base for Runway 23R/ 23L.	2500 FT (Notes 1, and 5)	a) Maximum altitudes 2500 FT between CTR Boundary and the northern edge of Macclesfield, 1500 FT north of Macclesfield. b) Aircraft may be held at Hilltop VRP, which is defined as the open area 1 NM North West of the disused Woodford aerodrome factory. Pilots must hold by visual reference to ensure that the holding pattern does not deviate to the north, which would come into conflict with Runway 23R final instrument approach, particularly in a southerly wind. c) When Runway 23L is in use as the landing runway, Hilltop VRP will not be used. VFR inbound aircraft can expect to hold overhead disused Woodford aerodrome. d) Pilots should contact Manchester Radar initially on 118.580 MHz. e) **Warning:** High ground to the east of the Entry/Exit Lane. f) Aircraft must not leave the confines of the Entry/Exit Lane without prior co-ordination with ATC. g) Aircraft experiencing a radio failure **inbound** to Manchester whilst in the Macclesfield Entry/Exit Lane, or holding at Hilltop, are to carry out the Radio Communication Failure procedure detailed at ENR 1-2-2, paragraph 2.9 ***Note:*** *No visual signals available at Manchester.*

7 EGR323 NORTH WEST TRANSIT CORRIDOR

a) The EGR323 North West Transit Corridor lies immediately to the west of the Manchester CTR and beneath Manchester CTA airspace. EGR323 procedures are described at ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS.

8 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating outside the Manchester CTR/CTA within the airspace bounded by the following coordinates:

533723N 0023744W - 534459N 0020433W -
533650N 0015216W - 532510N 0014456W -
530412N 0015647W - 530253N 0023751W -
533723N 0023744W

are encouraged to select SSR code 7366 (7367 for student solo pilots) and maintain a listening watch on Manchester Radar, frequency 118.580 MHz.

b) Whilst squawking 7366/7367, pilots should be aware that Manchester Radar may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
c) Selection of SSR code 7366/7367 does not imply the provision of an ATC service. Pilots of aircraft displaying the code are not expected to contact ATC under normal circumstances; they are to remain responsible for their own navigation, separation, terrain clearance and are expected to remain clear of the Manchester CTR/CTA at all times.
d) When a pilot ceases to maintain a listening watch, SSR code 7366/7367 shall be deselected.

9 VISUAL REFERENCE POINTS (VRP)

a) Remain to the east of Burtonwood Services/M56 Junction 11 VRPs to remain clear of Liverpool CTR.
b) Remain to the west of Stretton (Disused AD)/Thelwall Viaduct VRPs to remain clear of Manchester CTR.
c) Remain to the west of Winsford Flash VRP to avoid over flying Winsford.
d) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

EGCC AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGCC AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGCC-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGCC-2-2
AERODROME CHART A380 GROUND MOVEMENT - ICAO
AD 2.EGCC-2-3
AIRCRAFT GROUND MOVEMENT - REMOTE DE-ICING AREAS LOCATION CHART - ICAO
AD 2.EGCC-2-4
CONTROL ZONE and CONTROL AREA CHART
AD 2.EGCC-3-1
NOISE PREFERENTIAL ROUTEINGS
AD 2.EGCC-3-2
CONTROL ZONE and CONTROL AREA CHART - ENTRY/EXIT LANES and VRPS
AD 2.EGCC-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGCC-5-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) ASMIM 1S 1Z/KUXEM 1R 1Y/EKLAD 1R 1Y - ICAO
AD 2.EGCC-6-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) LISTO 2S 2Z - ICAO
AD 2.EGCC-6-2
STANDARD DEPARTURE CHART - INSTRUMENT (SID) (RESTRICTED USE) LISTO 2R 2Y - ICAO
AD 2.EGCC-6-3
STANDARD DEPARTURE CHART - INSTRUMENT (SID) POL 5R 4S 1Y 1Z - ICAO
AD 2.EGCC-6-4
STANDARD DEPARTURE CHART - INSTRUMENT (SID) SONEX 1R 1Y/DESIG 1S 1Z - ICAO
AD 2.EGCC-6-5
STANDARD DEPARTURE CHART - INSTRUMENT (SID) (JET AIRCRAFT ONLY) SANBA 1R 1Y - ICAO
AD 2.EGCC-6-6
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) LAKEY 1M SETEL 1M TILNI 1M - ICAO
AD 2.EGCC-7-1
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) LIBSO 1M OTBED 1M - ICAO
AD 2.EGCC-7-2
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) MAKUX 1M MALUD 1M AXCIS 1M PENIL 1M - ICAO
AD 2.EGCC-7-3
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) ELVOS 1M LESTA 1M - ICAO
AD 2.EGCC-7-4
STANDARD INSTRUMENT ARRIVAL CODING TABLES LAKEY 1M SETEL 1M TILNI 1M LIBSO 1M
AD 2.EGCC-7-5
STANDARD INSTRUMENT ARRIVAL CODING TABLES OTBED 1M MAKUX 1M MALUD 1M AXCIS 1M
AD 2.EGCC-7-6
STANDARD INSTRUMENT ARRIVAL CODING TABLES PENIL 1M ELVOS 1M LESTA 1M
AD 2.EGCC-7-7
RNAV HOLD CODING TABLES DAYNE MIRSI ROSUN
AD 2.EGCC-7-8
INSTRUMENT APPROACH CHART ILS/DME (I-MC) RWY 05R - ICAO
AD 2.EGCC-8-1
INSTRUMENT APPROACH CHART ILS/DME (MCT) RWY 05R - ICAO
AD 2.EGCC-8-2
INSTRUMENT APPROACH CHART LOC/DME (I-MC) RWY 05R - ICAO
AD 2.EGCC-8-3
INSTRUMENT APPROACH CHART VOR/DME RWY 05R - ICAO
AD 2.EGCC-8-4
INSTRUMENT APPROACH CHART ILS/DME (I-MM) RWY 05L - ICAO

AD 2.EGCC-8-5
INSTRUMENT APPROACH CHART ILS/DME (MCT) RWY 05L - ICAO
AD 2.EGCC-8-6
INSTRUMENT APPROACH CHART LOC/DME RWY 05L - ICAO
AD 2.EGCC-8-7
INSTRUMENT APPROACH CHART VOR/DME RWY 05L - ICAO
AD 2.EGCC-8-8
INSTRUMENT APPROACH CHART ILS/DME (I-NN) RWY 23R - ICAO
AD 2.EGCC-8-9
INSTRUMENT APPROACH CHART ILS/DME (MCT) RWY 23R - ICAO
AD 2.EGCC-8-10
INSTRUMENT APPROACH CHART LOC/DME RWY 23R - ICAO
AD 2.EGCC-8-11
INSTRUMENT APPROACH CHART VOR/DME RWY 23R - ICAO
AD 2.EGCC-8-12
INSTRUMENT APPROACH CHART VOR/DME RWY 23L - ICAO
AD 2.EGCC-8-13
INSTRUMENT APPROACH CHART RNP RWY 23L - ICAO
AD 2.EGCC-8-14
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 23L
AD 2.EGCC-8-15

EGCC AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

INTENTIONALLY BLANK

AERODROME CHART - ICAO

532113N 0021630W

ELEV 257FT

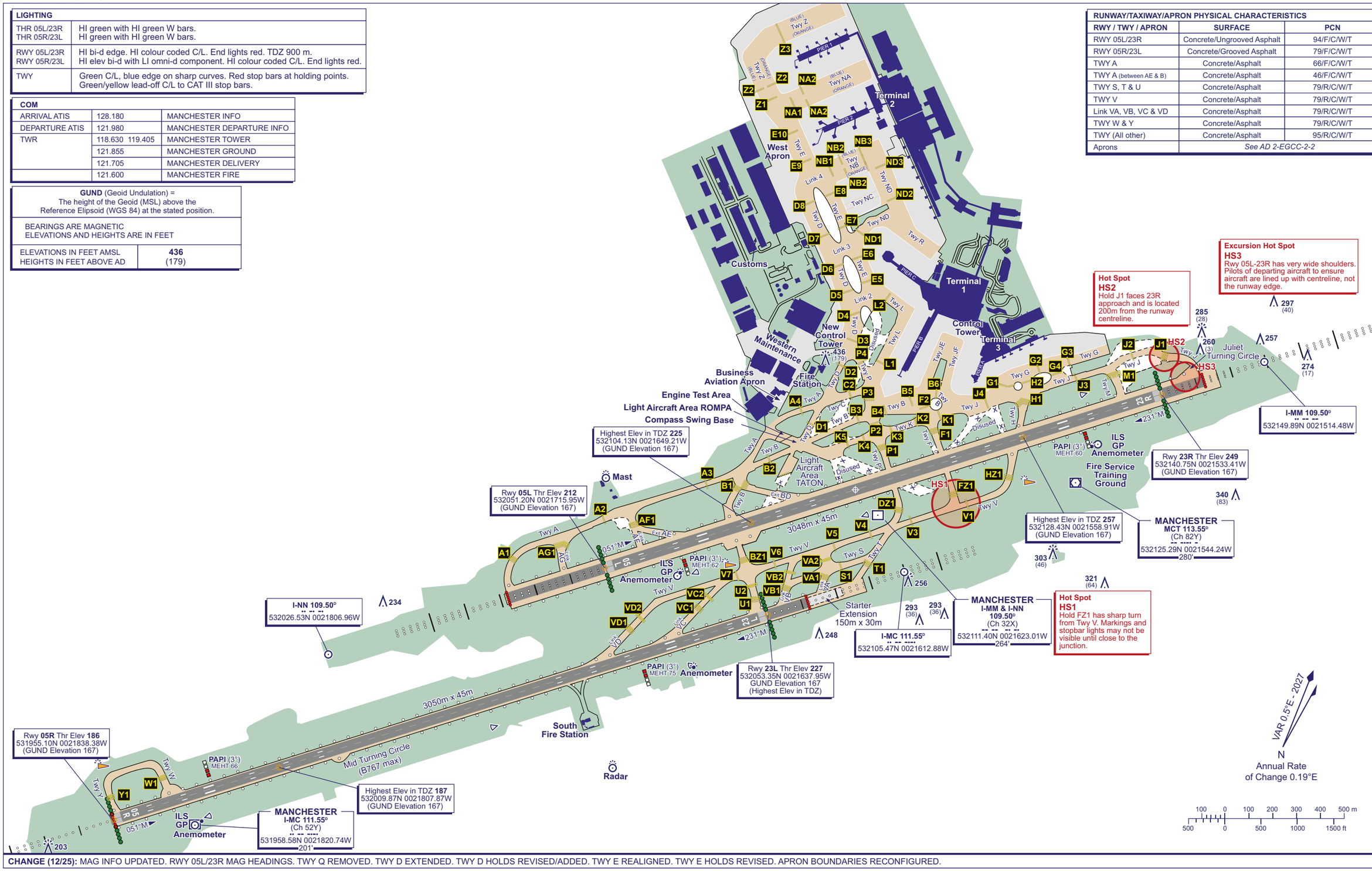
MANCHESTER
EGCC

LIGHTING	
THR 05L/23R THR 05R/23L	HI green with HI green W bars. HI green with HI green W bars.
RWY 05L/23R RWY 05R/23L	HI bi-d edge. HI colour coded C/L. End lights red. TDZ 900 m. HI elev bi-d with LI omni-d component. HI colour coded C/L. End lights red.
TWY	Green C/L, blue edge on sharp curves. Red stop bars at holding points. Green/yellow lead-off C/L to CAT III stop bars.

COM		
ARRIVAL ATIS	128.180	MANCHESTER INFO
DEPARTURE ATIS	121.980	MANCHESTER DEPARTURE INFO
TWR	118.630 119.405	MANCHESTER TOWER
	121.855	MANCHESTER GROUND
	121.705	MANCHESTER DELIVERY
	121.600	MANCHESTER FIRE

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	**436** (179)

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
RWY / TWY / APRON	**SURFACE**	**PCN**
RWY 05L/23R	Concrete/Ungrooved Asphalt	94/F/C/W/T
RWY 05R/23L	Concrete/Grooved Asphalt	79/F/C/W/T
TWY A	Concrete/Asphalt	66/F/C/W/T
TWY A (between AE & B)	Concrete/Asphalt	46/F/C/W/T
TWY S, T & U	Concrete/Asphalt	79/R/C/W/T
TWY V	Concrete/Asphalt	79/R/C/W/T
Link VA, VB, VC & VD	Concrete/Asphalt	79/R/C/W/T
TWY W & Y	Concrete/Asphalt	79/R/C/W/T
TWY (All other)	Concrete/Asphalt	95/R/C/W/T
Aprons	*See AD 2-EGCC-2-2*	



CHANGE (12/25): MAG INFO UPDATED. RWY 05L/23R MAG HEADINGS. TWY Q REMOVED. TWY D EXTENDED. TWY D HOLDS REVISED/ADDED. TWY E REALIGNED. TWY E HOLDS REVISED. APRON BOUNDARIES RECONFIGURED.

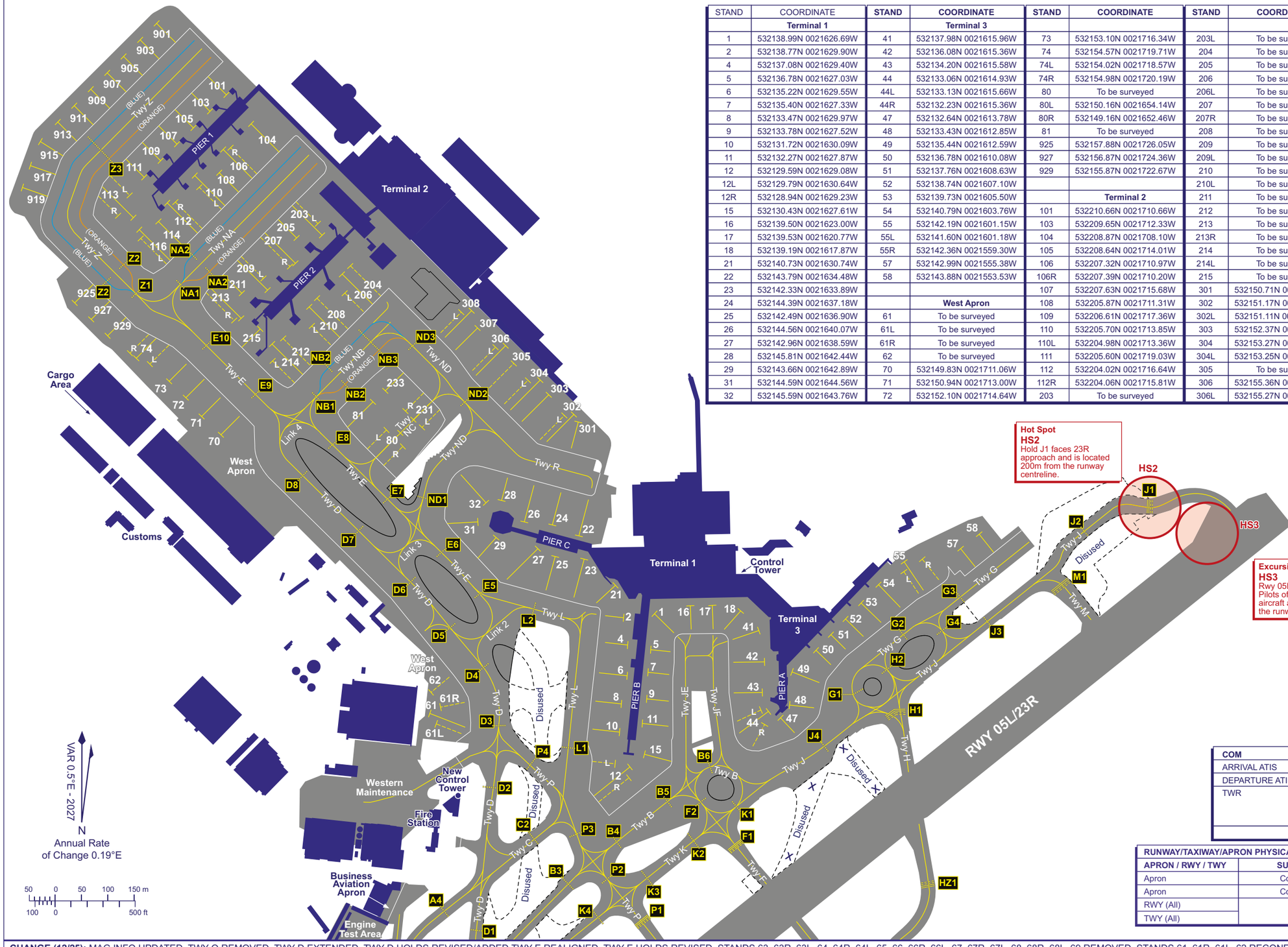
AERO INFO DATE 09 SEP 25

AIRCRAFT PARKING/DOCKING CHART - ICAO

532113N 0021630W

ELEV 257FT

MANCHESTER
EGCC



STAND	COORDINATE	STAND	COORDINATE	STAND	COORDINATE	STAND	COORDINATE	STAND	COORDINATE
	Terminal 1		**Terminal 3**						
1	532138.99N 0021626.69W	41	532137.98N 0021615.96W	73	532153.10N 0021716.34W	203L	To be surveyed	307	532156.42N 0021644.86W
2	532138.77N 0021629.90W	42	532136.08N 0021615.36W	74	532154.57N 0021719.71W	204	To be surveyed	308	532157.47N 0021645.56W
4	532137.08N 0021629.40W	43	532134.20N 0021615.58W	74L	532154.02N 0021718.57W	205	To be surveyed	308L	532157.40N 0021646.61W
5	532136.78N 0021627.03W	44	532133.06N 0021614.93W	74R	532154.98N 0021720.19W	206	To be surveyed		
6	532135.22N 0021629.55W	44L	532133.13N 0021615.66W	80	To be surveyed	206L	To be surveyed		**Terminal 2 Remote**
7	532135.40N 0021627.33W	44R	532132.23N 0021615.36W	80L	532150.16N 0021654.14W	207	To be surveyed	231	532150.82N 0021651.40W
8	532133.47N 0021629.97W	47	532132.64N 0021613.78W	80R	532149.16N 0021652.46W	207R	To be surveyed	231L	532150.34N 0021650.49W
9	532133.78N 0021627.52W	48	532133.43N 0021612.85W	81	To be surveyed	208	To be surveyed	231R	532151.33N 0021652.19W
10	532131.72N 0021630.09W	49	532135.44N 0021612.59W	925	532157.88N 0021726.05W	209	To be surveyed	233	To be surveyed
11	532132.27N 0021627.87W	50	532136.78N 0021610.08W	927	532156.87N 0021724.36W	209L	To be surveyed	113L	532204.46N 0021720.47W
12	532129.59N 0021629.08W	51	532137.76N 0021608.63W	929	532155.87N 0021722.67W	210	To be surveyed	113	532203.09N 0021720.09W
12L	532129.79N 0021630.64W	52	532138.74N 0021607.10W			210L	To be surveyed	113R	532203.22N 0021721.66W
12R	532128.94N 0021629.23W	53	532139.73N 0021605.50W		**Terminal 2**	211	To be surveyed	114	532202.85N 0021717.46W
15	532130.43N 0021627.61W	54	532140.79N 0021603.76W	101	532210.66N 0021710.66W	212	To be surveyed	116L	532201.84N 0021719.31W
16	532139.50N 0021623.00W	55	532142.19N 0021601.15W	103	532209.65N 0021712.33W	213	To be surveyed	116	532202.36N 0021719.45W
17	532139.53N 0021620.77W	55L	532141.60N 0021601.18W	104	532208.87N 0021708.10W	213R	To be surveyed	901	532214.99N 0021717.84W
18	532139.19N 0021617.87W	55R	532142.36N 0021559.30W	105	532208.64N 0021714.01W	214	To be surveyed	903	532213.98N 0021719.52W
21	532140.73N 0021630.74W	57	532142.99N 0021555.38W	106	532207.32N 0021710.97W	214L	To be surveyed	905	532212.97N 0021721.19W
22	532143.79N 0021634.48W	58	532143.88N 0021553.53W	106R	532207.39N 0021710.20W	215	To be surveyed	907	532211.96N 0021722.87W
23	532142.33N 0021633.89W			107	532207.63N 0021715.68W	301	532150.71N 0021634.59W	909	532210.95N 0021724.54W
24	532144.39N 0021637.18W		**West Apron**	108	532205.87N 0021711.31W	302	532151.17N 0021635.06W	911	532209.93N 0021726.22W
25	532142.49N 0021636.90W	61	To be surveyed	109	532206.61N 0021717.36W	302L	532151.11N 0021636.03W	913	532208.92N 0021727.89W
26	532144.56N 0021640.07W	61L	To be surveyed	110	532205.70N 0021713.85W	303	532152.37N 0021637.63W	915	532207.73N 0021729.65W
27	532142.96N 0021638.59W	61R	To be surveyed	110L	532204.98N 0021713.36W	304	532153.27N 0021638.50W	917	532206.25N 0021730.65W
28	532145.81N 0021642.44W	62	To be surveyed	111	532205.60N 0021719.03W	304L	532153.25N 0021639.75W	919	532204.91N 0021731.45W
29	532143.66N 0021642.89W	70	532149.83N 0021711.06W	112	532204.02N 0021716.64W	305	To be surveyed		
31	532144.59N 0021644.56W	71	532150.94N 0021713.00W	112R	532204.06N 0021715.81W	306	532155.36N 0021642.03W		
32	532145.59N 0021643.76W	72	532152.10N 0021714.64W	203	To be surveyed	306L	532155.27N 0021643.04W		

Hot Spot
HS2
Hold J1 faces 23R approach and is located 200m from the runway centreline.

Excursion Hot Spot
HS3
Rwy 05L-23R has very wide shoulders. Pilots of departing aircraft to ensure aircraft are lined up with centreline, not the runway edge.

COM		
ARRIVAL ATIS	128.180	MANCHESTER INFO
DEPARTURE ATIS	121.980	MANCHESTER DEPARTURE INFO
TWR	118.630 119.405	MANCHESTER TOWER
	121.855	MANCHESTER GROUND
	121.705	MANCHESTER DELIVERY
	121.600	MANCHESTER FIRE

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	**SURFACE**	**PCN**	**ELEVATION**
Apron	Concrete	56/R/C/W/T	-
Apron	Concrete	97/R/B/W/T	-
RWY (All)	*See AD 2-EGCC-2-1*		
TWY (All)			

CHANGE (12/25): MAG INFO UPDATED. TWY Q REMOVED. TWY D EXTENDED. TWY D HOLDS REVISED/ADDED.TWY E REALIGNED. TWY E HOLDS REVISED. STANDS 63, 63R, 63L, 64, 64R, 64L, 65, 66, 66R, 66L, 67, 67R, 67L, 68, 68R, 68L, 69 REMOVED. STANDS 61, 61R, 61L, 62 RECONFIGURED. APRON BOUNDARIES RECONFIGURED.

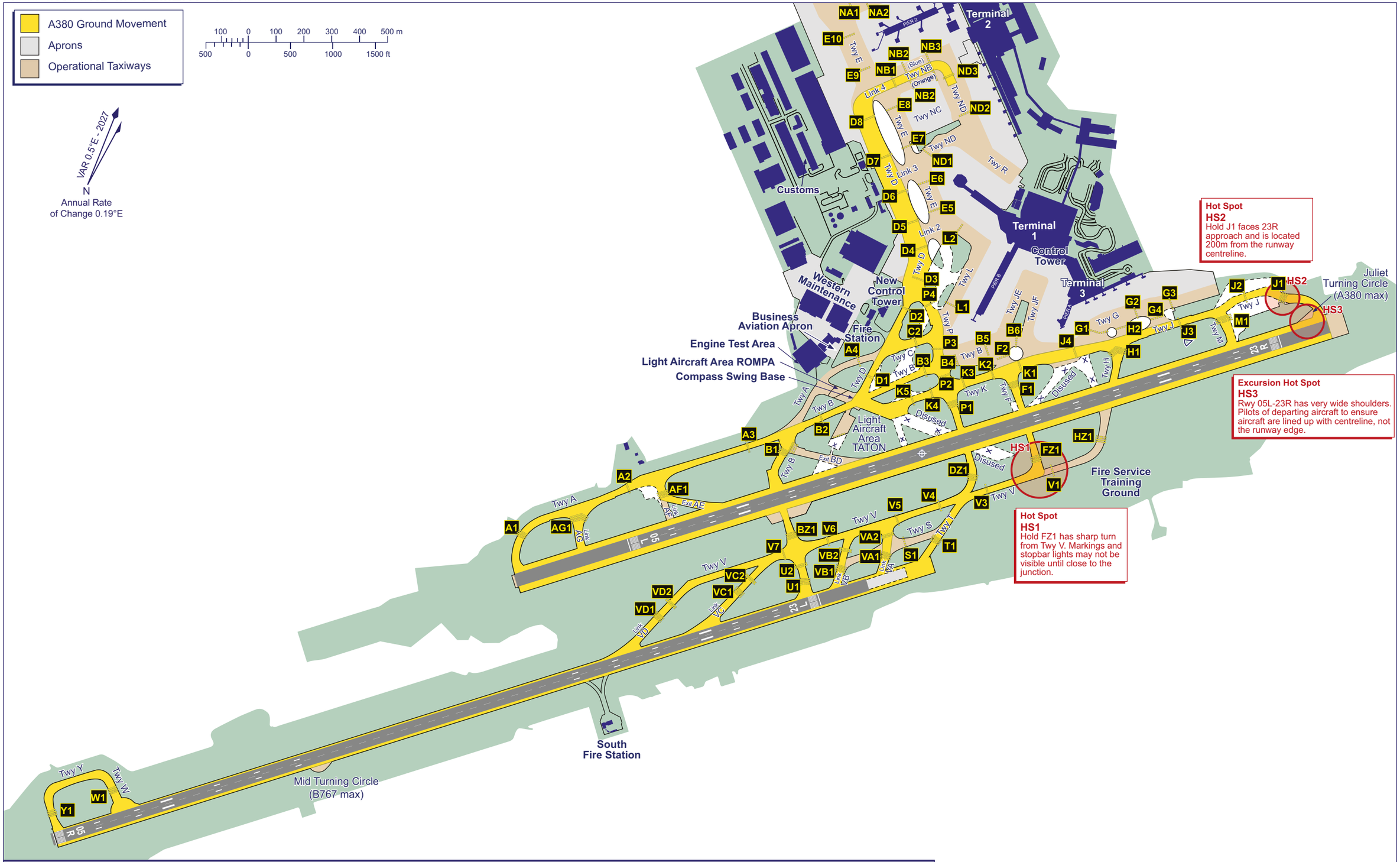
AERO INFO DATE 09 SEP 25

AERODROME CHART
A380 GROUND MOVEMENT - ICAO

532113N 0021630W

ELEV 257FT

MANCHESTER
EGCC



CHANGE (12/25): MAG INFO UPDATED. TWY Q REMOVED. TWY D EXTENDED. TWY D HOLDS REVISED/ADDED. TWY E REALIGNED. TWY E HOLDS REVISED. APRON BOUNDARIES RECONFIGURED. A380 ROUTE EXTENDED.

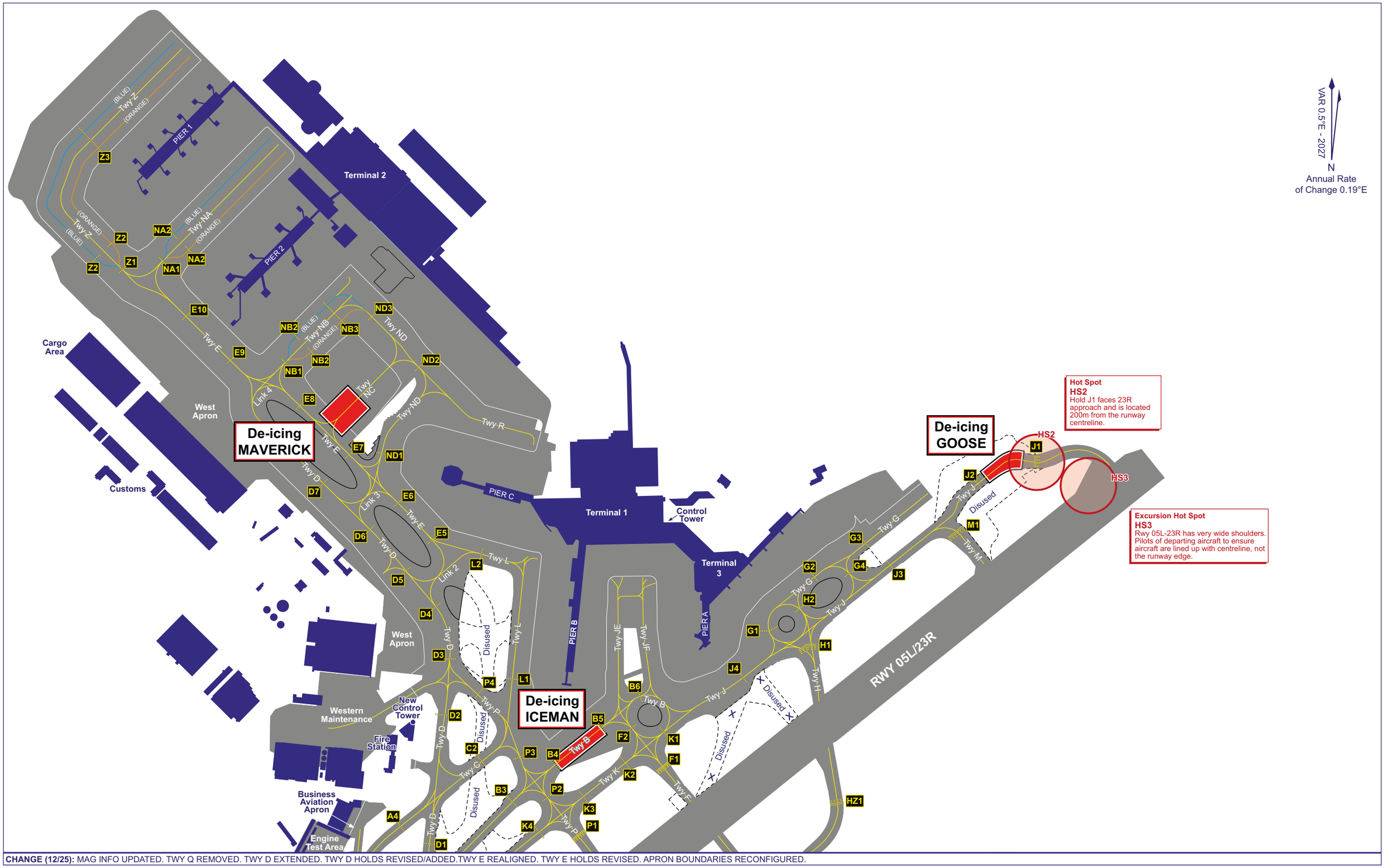
AERO INFO DATE 19 SEP 25

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

532113N 0021630W

ELEV 257FT

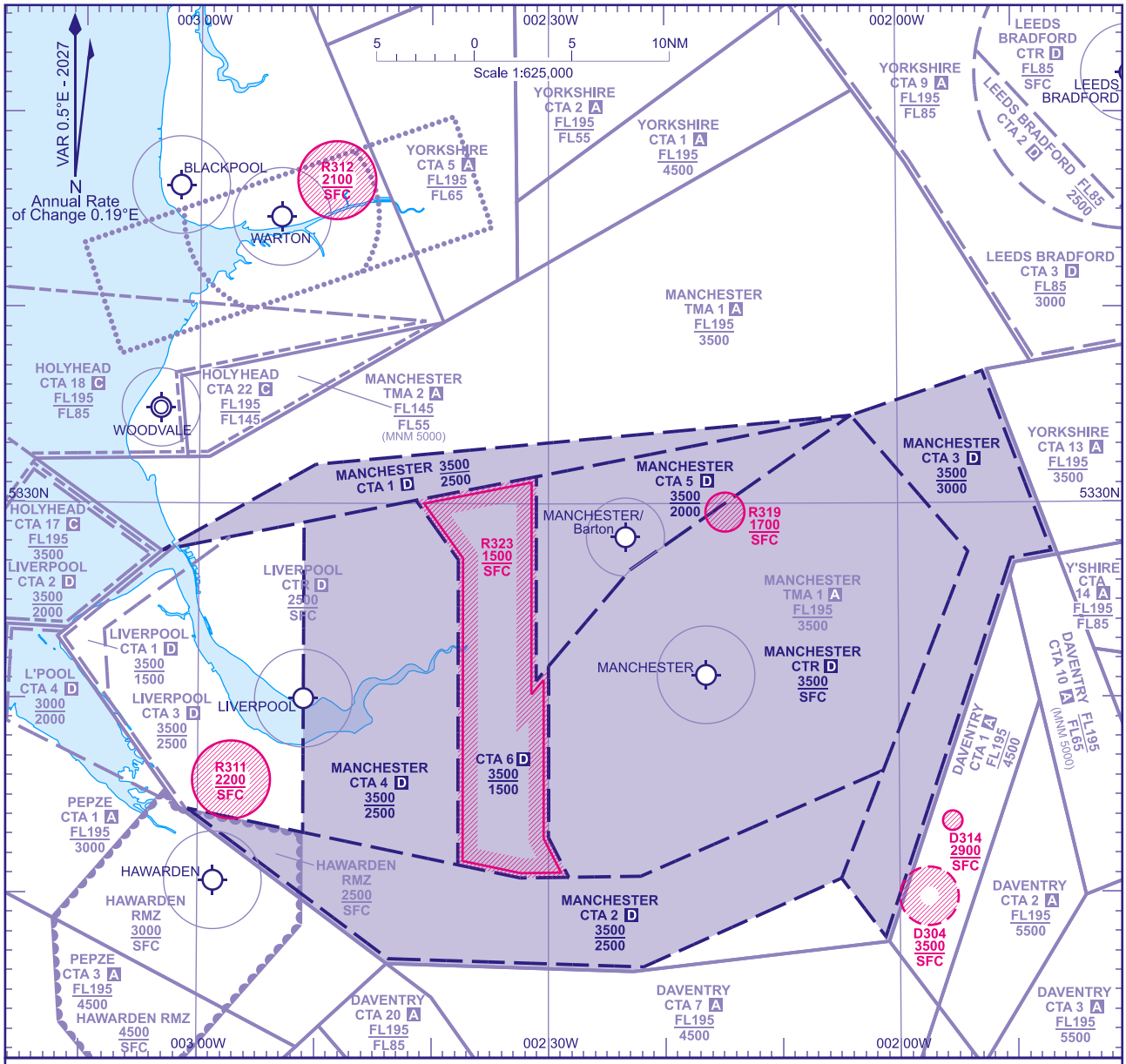
MANCHESTER
EGCC



CHANGE (12/25): MAG INFO UPDATED. TWY Q REMOVED. TWY D EXTENDED. TWY D HOLDS REVISED/ADDED.TWY E REALIGNED. TWY E HOLDS REVISED. APRON BOUNDARIES RECONFIGURED.

AERO INFO DATE 16 SEP 25

CONTROL ZONE AND CONTROL AREA — MANCHESTER



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

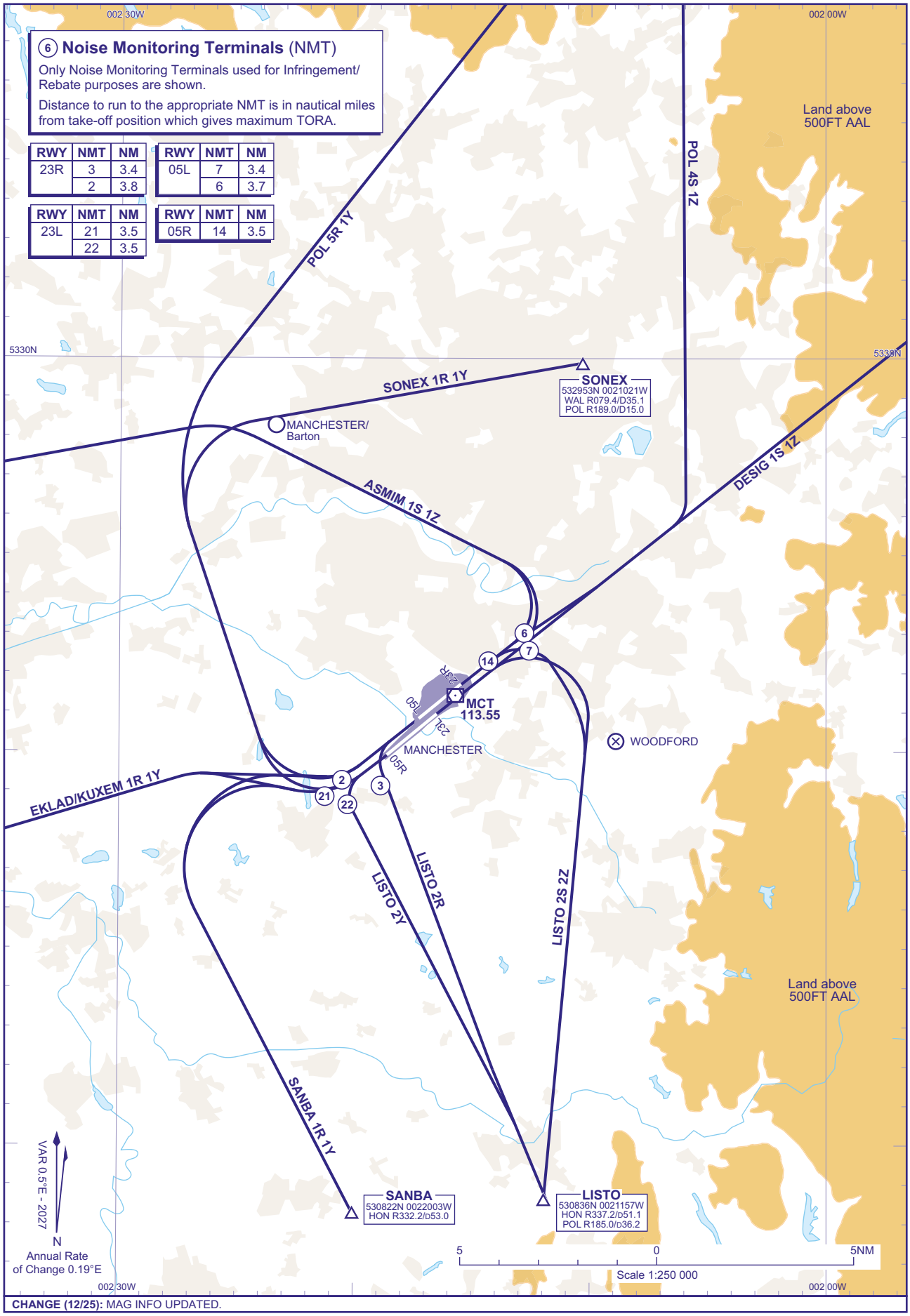
LATERAL LIMITS
Detailed description of FIR, UIR, CTA and TMA see ENR 2.1. Detailed description of air traffic services airspace organized at the aerodrome see AD 2.17.

CHANGE (12/25): MAG INFO UPDATED.

AERO INFO DATE 15 SEP 25

AD 2-EGCC-3-1

NOISE PREFERENTIAL ROUTEINGS — MANCHESTER

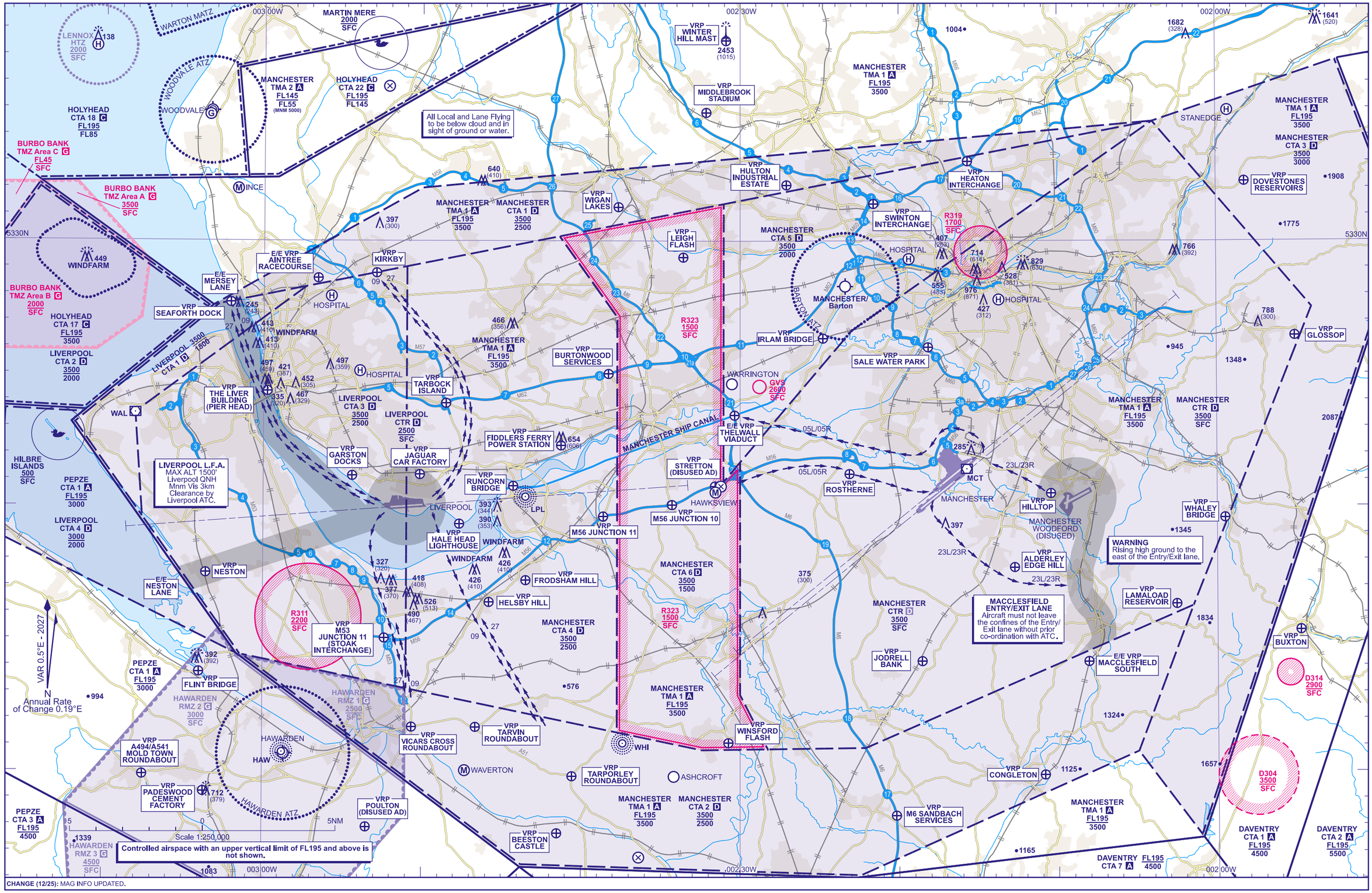


CHANGE (12/25): MAG INFO UPDATED.

AERO INFO DATE 15 SEP 25

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

MANCHESTER



CHANGE (12/25): MAG INFO UPDATED.

AERO INFO DATE 15 SEP 25

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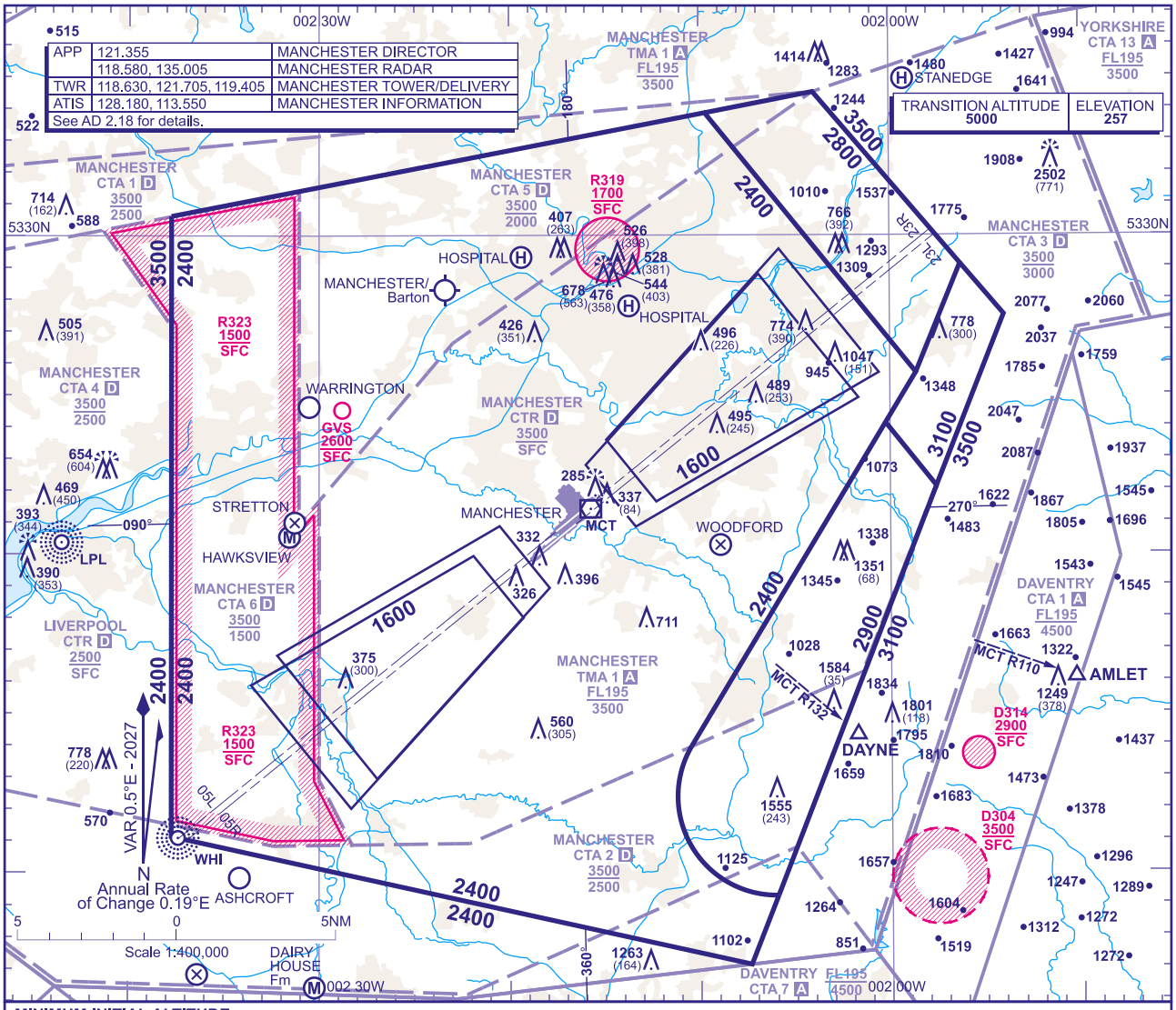
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 2502
HEIGHTS IN FEET AGL (771)

MANCHESTER



MINIMUM INITIAL ALTITUDE

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

a) **2400** in the sector defined by the lateral limits; 533037N 0023746W - 533351N 0020941W - 532541N 0015838W - 531358N 0021029W - thence anti-clockwise by an arc of a circle radius 3.1NM centred on 531222N 0020603W to 530916N 0020558W - 530706N 0020723W - 531108N 0023744W - 533037N 0023746W.

b) **2800** in the sector defined by the lateral limits; 533351N 0020941W - 533430N 0020400W - 532906N 0015617W - 532541N 0015838W - 533351N 0020941W.

c) **2900** in the sector defined by the lateral limits; 532406N 0020014W - 532207N 0015735W - 530916N 0020558W thence clockwise by an arc of a circle radius 3.1NM centred on 531222N 0020603W to 531358N 0021029W - 532406N 0020014W.

d) **3100** in the sector defined by the lateral limits; 532406N 0020014W - 532541N 0015838W - 532906N 0015617W - 532730N 0015400W - 532207N 0015735W - 532406N 0020014W.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

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

a) within 5NM of the aircraft*, and

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

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

LOSS OF COMMUNICATION PROCEDURES

Initial Approach

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **FL60**, or last assigned level if higher, to **DAYNE** hold via **AMLET** or **ROSUN** hold via **BURNI**, as appropriate to the final approach chart†.

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **DAYNE** hold via **AMLET** or **ROSUN** hold via **BURNI**, as appropriate to the final approach chart†.

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

GENERAL INFORMATION

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

CHANGE (12/25): MAG INFO UPDATED.

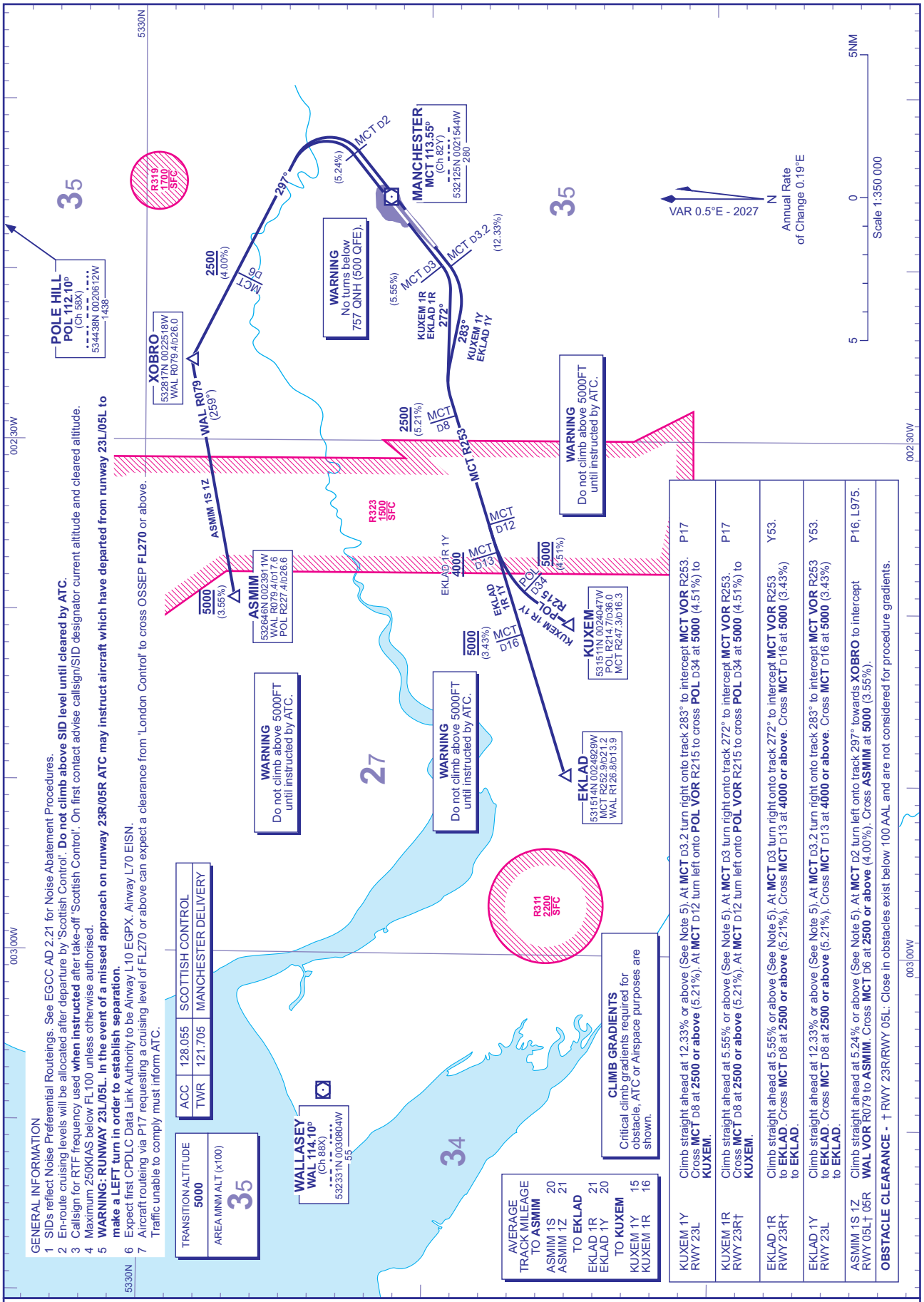
AERO INFO DATE 15 SEP 25

INTENTIONALLY BLANK

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

MANCHESTER
ASMIM 1S 1Z/KUXEM 1R 1Y/EKLAD 1R 1Y



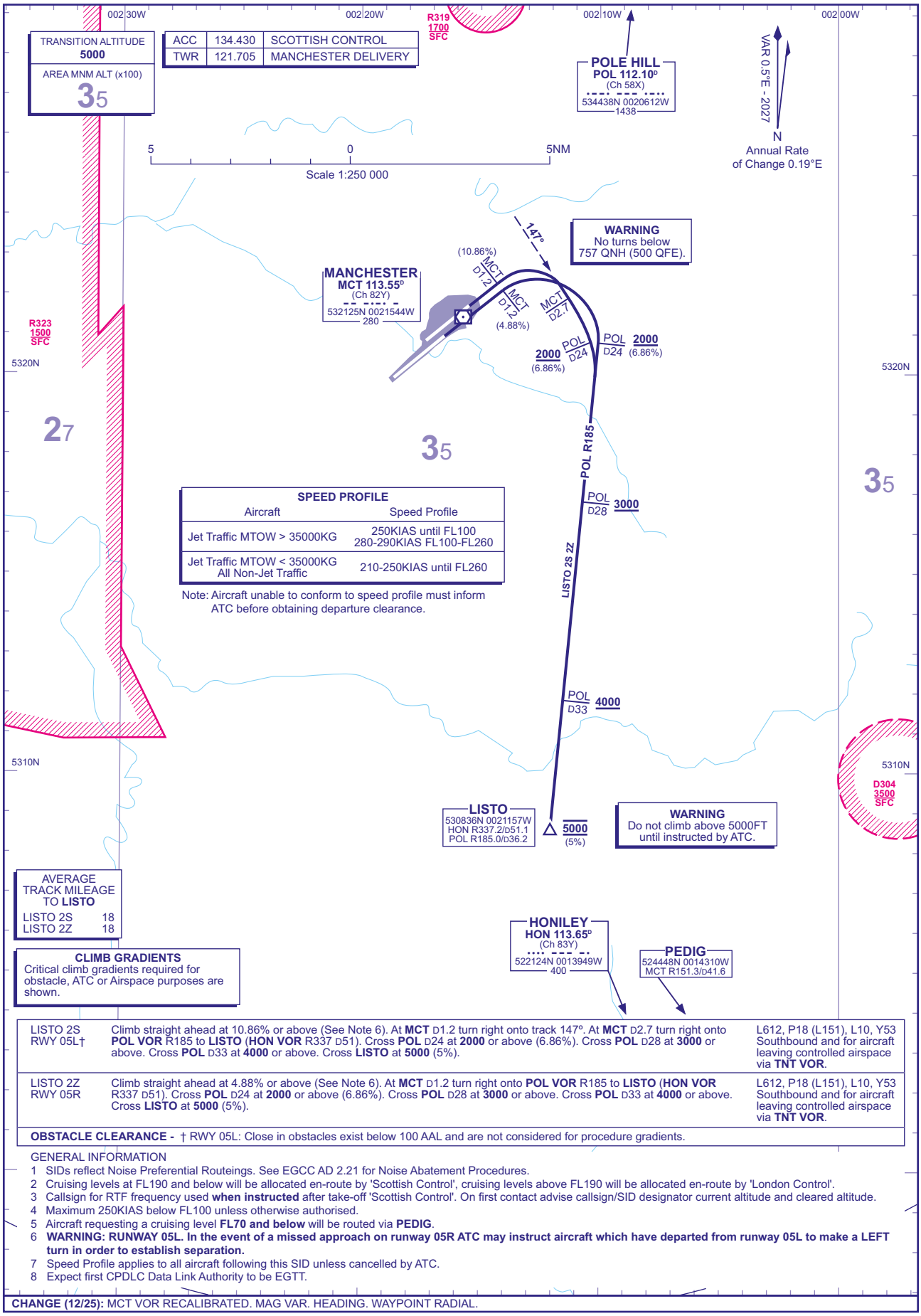
AERO INFO DATE 16 SEP 25

AD 2-EGCC-6-1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

MANCHESTER LISTO 2S 2Z



LISTO 2S RWY 05L†	Climb straight ahead at 10.86% or above (See Note 6). At **MCT** D1.2 turn right onto track 147°. At **MCT** D2.7 turn right onto **POL VOR** R185 to **LISTO** (**HON VOR** R337 D51). Cross **POL** D24 at **2000** or above (6.86%). Cross **POL** D28 at **3000** or above. Cross **POL** D33 at **4000** or above. Cross **LISTO** at **5000** (5%).	L612, P18 (L151), L10, Y53 Southbound and for aircraft leaving controlled airspace via **TNT VOR**.
LISTO 2Z RWY 05R	Climb straight ahead at 4.88% or above (See Note 6). At **MCT** D1.2 turn right onto **POL VOR** R185 to **LISTO** (**HON VOR** R337 D51). Cross **POL** D24 at **2000** or above (6.86%). Cross **POL** D28 at **3000** or above. Cross **POL** D33 at **4000** or above. Cross **LISTO** at **5000** (5%).	L612, P18 (L151), L10, Y53 Southbound and for aircraft leaving controlled airspace via **TNT VOR**.

OBSTACLE CLEARANCE - † RWY 05L: Close in obstacles exist below 100 AAL and are not considered for procedure gradients.

GENERAL INFORMATION

1 SIDs reflect Noise Preferential Routeings. See EGCC AD 2.21 for Noise Abatement Procedures.
2 Cruising levels at FL190 and below will be allocated en-route by 'Scottish Control', cruising levels above FL190 will be allocated en-route by 'London Control'.
3 Callsign for RTF frequency used **when instructed** after take-off 'Scottish Control'. On first contact advise callsign/SID designator current altitude and cleared altitude.
4 Maximum 250KIAS below FL100 unless otherwise authorised.
5 Aircraft requesting a cruising level **FL70 and below** will be routed via **PEDIG**.
6 **WARNING: RUNWAY 05L. In the event of a missed approach on runway 05R ATC may instruct aircraft which have departed from runway 05L to make a LEFT turn in order to establish separation.**
7 Speed Profile applies to all aircraft following this SID unless cancelled by ATC.
8 Expect first CPDLC Data Link Authority to be EGTT.

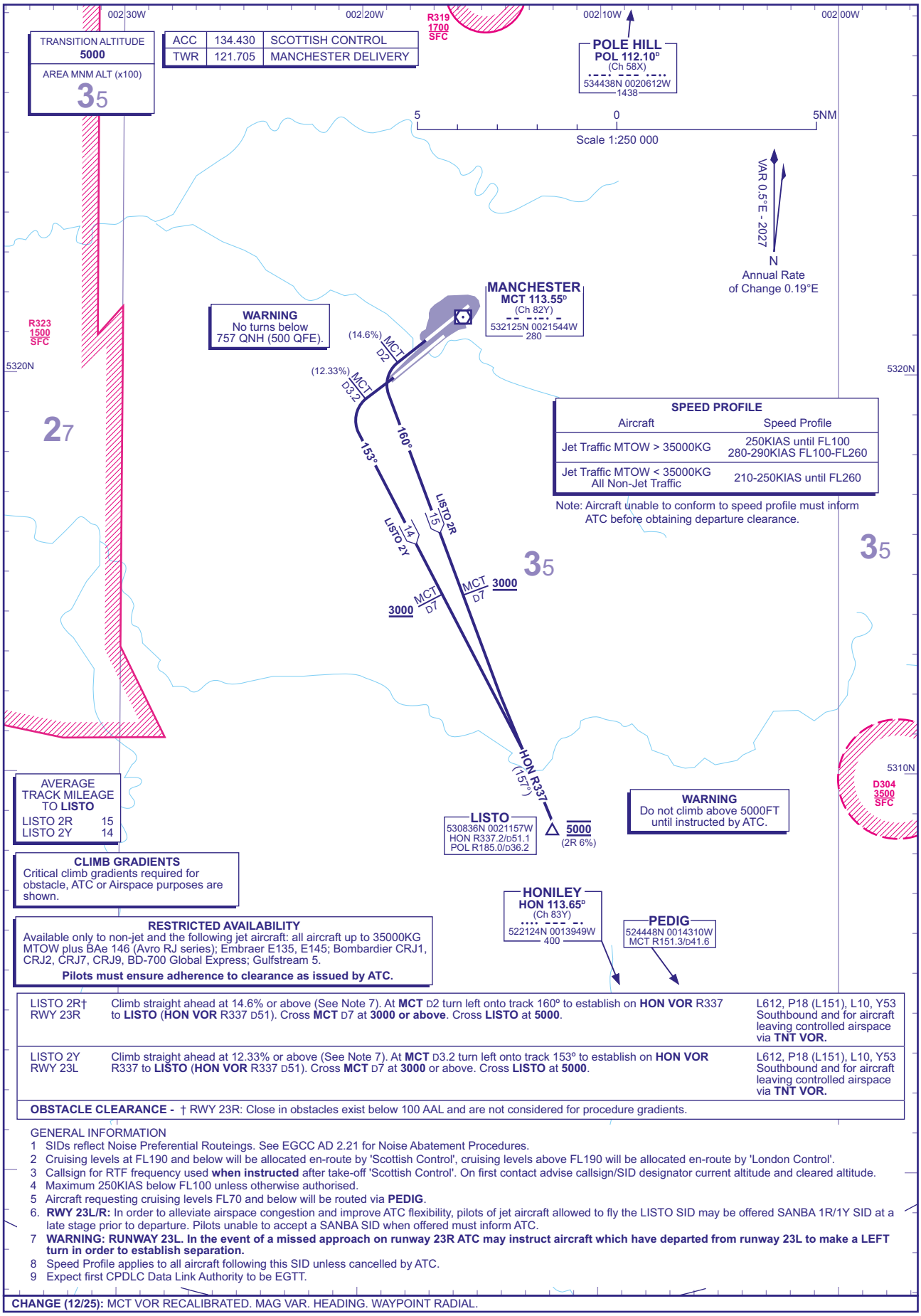
CHANGE (12/25): MCT VOR RECALIBRATED. MAG VAR. HEADING. WAYPOINT RADIAL.

AERO INFO DATE 16 SEP 25

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

MANCHESTER (RESTRICTED USE) LISTO 2R 2Y



LISTO 2R† RWY 23R	Climb straight ahead at 14.6% or above (See Note 7). At **MCT** D2 turn left onto track 160° to establish on **HON VOR** R337 to **LISTO** (**HON VOR** R337 D51). Cross **MCT** D7 at **3000 or above**. Cross **LISTO** at **5000**.	L612, P18 (L151), L10, Y53 Southbound and for aircraft leaving controlled airspace via **TNT VOR.**
LISTO 2Y RWY 23L	Climb straight ahead at 12.33% or above (See Note 7). At **MCT** D3.2 turn left onto track 153° to establish on **HON VOR** R337 to **LISTO** (**HON VOR** R337 D51). Cross **MCT** D7 at **3000** or above. Cross **LISTO** at **5000**.	L612, P18 (L151), L10, Y53 Southbound and for aircraft leaving controlled airspace via **TNT VOR.**

OBSTACLE CLEARANCE - † RWY 23R: Close in obstacles exist below 100 AAL and are not considered for procedure gradients.

GENERAL INFORMATION

1 SIDs reflect Noise Preferential Routeings. See EGCC AD 2.21 for Noise Abatement Procedures.
2 Cruising levels at FL190 and below will be allocated en-route by 'Scottish Control', cruising levels above FL190 will be allocated en-route by 'London Control'.
3 Callsign for RTF frequency used **when instructed** after take-off 'Scottish Control'. On first contact advise callsign/SID designator current altitude and cleared altitude.
4 Maximum 250KIAS below FL100 unless otherwise authorised.
5 Aircraft requesting cruising levels FL70 and below will be routed via **PEDIG**.
6. **RWY 23L/R:** In order to alleviate airspace congestion and improve ATC flexibility, pilots of jet aircraft allowed to fly the LISTO SID may be offered SANBA 1R/1Y SID at a late stage prior to departure. Pilots unable to accept a SANBA SID when offered must inform ATC.
7 **WARNING: RUNWAY 23L. In the event of a missed approach on runway 23R ATC may instruct aircraft which have departed from runway 23L to make a LEFT turn in order to establish separation.**
8 Speed Profile applies to all aircraft following this SID unless cancelled by ATC.
9 Expect first CPDLC Data Link Authority to be EGTT.

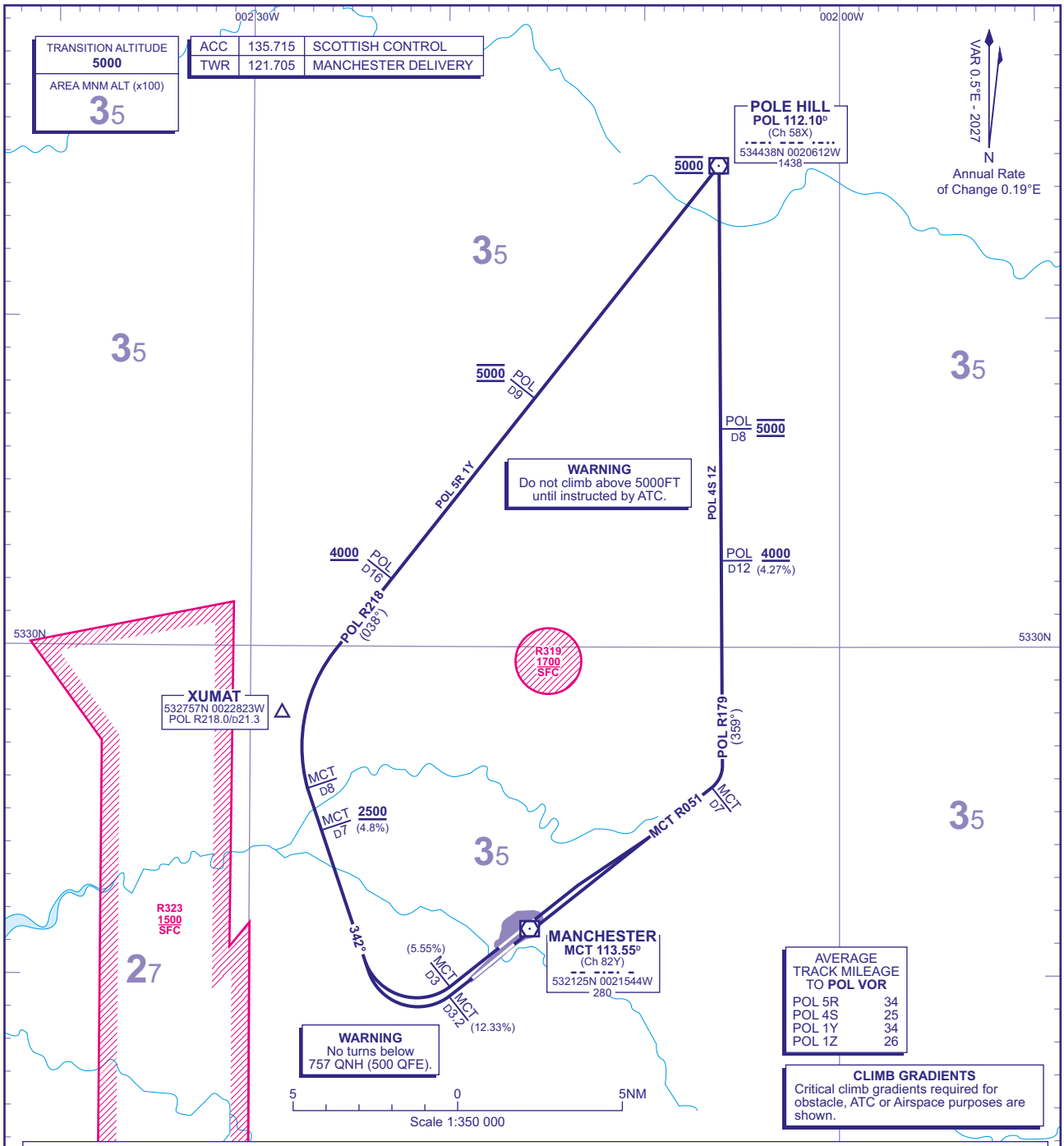
CHANGE (12/25): MCT VOR RECALIBRATED. MAG VAR. HEADING. WAYPOINT RADIAL.

AERO INFO DATE 16 SEP 25

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

MANCHESTER
POL 5R 4S 1Y 1Z



POL 5R RWY 23R†	Climb straight ahead at 5.55% or above (See Note 5). At **MCT** D3 turn right onto track 342° towards **XUMAT**. Cross **MCT** D7 at **2500 or above** (4.8%). At **MCT** D8 turn right to intercept **POL VOR** R218 (038°) to **POL VOR**. Cross **POL** D16 at **4000 or above**. Cross **POL** D9 at **5000**. Cross **POL VOR** at **5000**.	N57, N601, P18, P17/UP17 Northbound and for aircraft leaving controlled airspace.
POL 1Y RWY 23L	Climb straight ahead at 12.33% or above (See Note 5). At **MCT** D3.2 turn right onto track 342° towards **XUMAT**. Cross **MCT** D7 at **2500 or above** (4.8%). At **MCT** D8 turn right to intercept **POL VOR** R218 (038°) to **POL VOR**. Cross **POL** D16 at **4000 or above**. Cross **POL** D9 at **5000**. Cross **POL VOR** at **5000**.	N57, N601, P18, P17/UP17 Northbound and for aircraft leaving controlled airspace.
POL 4S RWY 05L†	Climb straight ahead. At not below **757** ALT (**500** AAL), but not before DER, adjust track onto **MCT VOR** R051 (See Note 5). At **MCT** D7 turn left to intercept **POL VOR** R179 (359°) to **POL VOR**. Cross **POL** D12 at **4000 or above** (4.27%). Cross **POL** D8 at **5000**. Cross **POL VOR** at **5000**.	N57, N601, P18, P17/UP17 Northbound and for aircraft leaving controlled airspace.
POL 1Z RWY 05R	Climb straight ahead on **MCT VOR** R051 (See Note 5). At **MCT** D7 turn left to intercept **POL VOR** R179 (359°) to **POL VOR**. Cross **POL** D12 at **4000 or above**. Cross **POL** D8 at **5000**. Cross **POL VOR** at **5000**.	N57, N601, P18, P17/UP17 Northbound and for aircraft leaving controlled airspace.
OBSTACLE CLEARANCE - † RWY 23R/RWY 05L: Close in obstacles exist below 100 AAL and are not considered for procedure gradients.		

GENERAL INFORMATION

1 SIDs reflect Noise Preferential Routeings. See EGCC AD 2.21 for Noise Abatement Procedures.
2 En-route cruising levels will be allocated after departure by 'Scottish Control'. **Do not climb above SID level until cleared by ATC.**.
3 Callsign for RTF frequency used **when instructed** after take-off 'Scottish Control'. On first contact advise callsign/SID designator current altitude and cleared altitude.
4 Maximum 250KIAS below FL100 unless otherwise authorised.
5 **WARNING: RUNWAY 23L/05L. In the event of a missed approach on runway 23R/05R ATC may instruct aircraft which have departed from runway 23L/05L to make a LEFT turn in order to establish separation.**
6 Expect first CPDLC Data Link Authority to be EGPX.

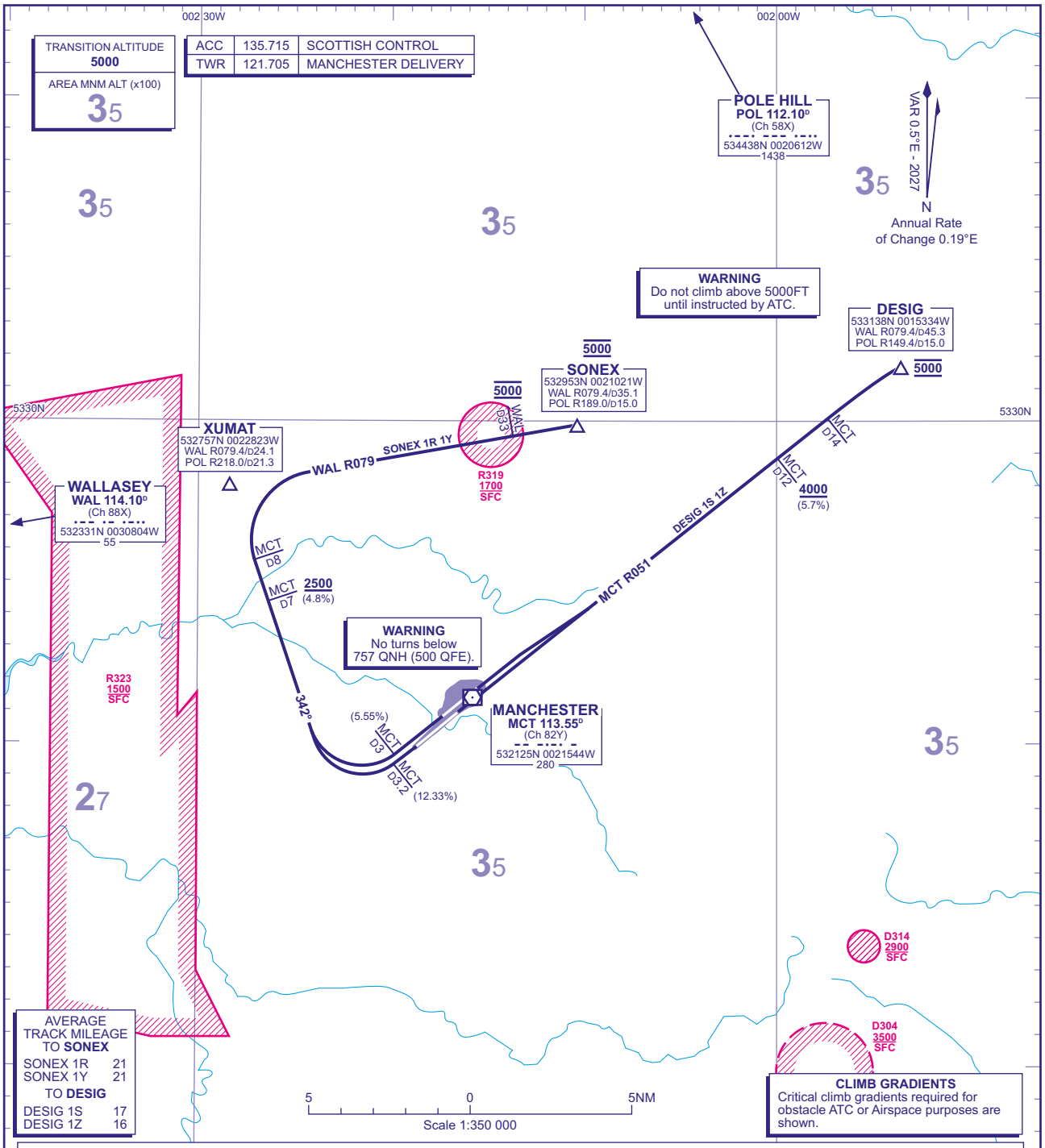
CHANGE (12/25): MCT VOR RECALIBRATED. MAG VAR. HEADING.

AERO INFO DATE 16 SEP 25

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

MANCHESTER
SONEX 1R 1Y/DESIG 1S 1Z



SONEX 1R RWY 23R†	Climb straight ahead at 5.55% or above (See Note 5). At **MCT** D3 turn right onto track 342° towards **XUMAT**. Cross **MCT** D7 at **2500 or above** (4.8%). At **MCT** D8 turn right onto **WAL VOR** R079 to **SONEX**. Cross **WAL** D33 at **5000**. Cross **SONEX** at **5000**.	L975.
SONEX 1Y RWY 23L	Climb straight ahead at 12.33% or above (See Note 5). At **MCT** D3.2 turn right onto track 342° towards **XUMAT**. Cross **MCT** D7 at **2500 or above** (4.8%). At **MCT** D8 turn right onto **WAL VOR** R079 to **SONEX**. Cross **WAL** D33 at **5000**. Cross **SONEX** at **5000**.	L975.
DESIG 1S RWY 05L†	Climb straight ahead. At **not below 757** ALT (**500** AAL), but not before DER, adjust track onto **MCT VOR** R051 (See Note 5). Cross **MCT** D12 at **4000 or above** (5.7%). At **MCT** D14 turn right to intercept **WAL VOR** R079 to **DESIG**. Cross **DESIG** at **5000**.	L603.
DESIG 1Z RWY 05R	Climb straight ahead on **MCT VOR** R051 (See Note 5). Cross **MCT** D12 at **4000 or above** (5.7%). At **MCT** D14 turn right to intercept **WAL VOR** R079 to **DESIG**. Cross **DESIG** at **5000**.	L603.
OBSTACLE CLEARANCE - † RWY 23R/RWY 05L: Close in obstacles exist below 100 AAL and are not considered for procedure gradients.		

GENERAL INFORMATION

1 SIDs reflect Noise Preferential Routeings. See EGCC AD 2.21 for Noise Abatement Procedures.
2 En-route cruising levels will be allocated after departure by 'Scottish Control'. **Do not climb above SID level until cleared by ATC**.
3 Callsign for RTF frequency used **when instructed** after take-off 'Scottish Control'. On first contact advise callsign/SID designator current altitude and cleared altitude.
4 Maximum 250KIAS below FL100 unless otherwise authorised.
5 **WARNING: RUNWAY 23L/05L. In the event of a missed approach on runway 23R/05R ATC may instruct aircraft which have departed from runway 23L/05L to make a LEFT turn in order to establish separation.**
6 Expect first CPDLC Data Link Authority to be EGTT.

CHANGE (12/25): MCT VOR RECALIBRATED. MAG VAR. HEADING.

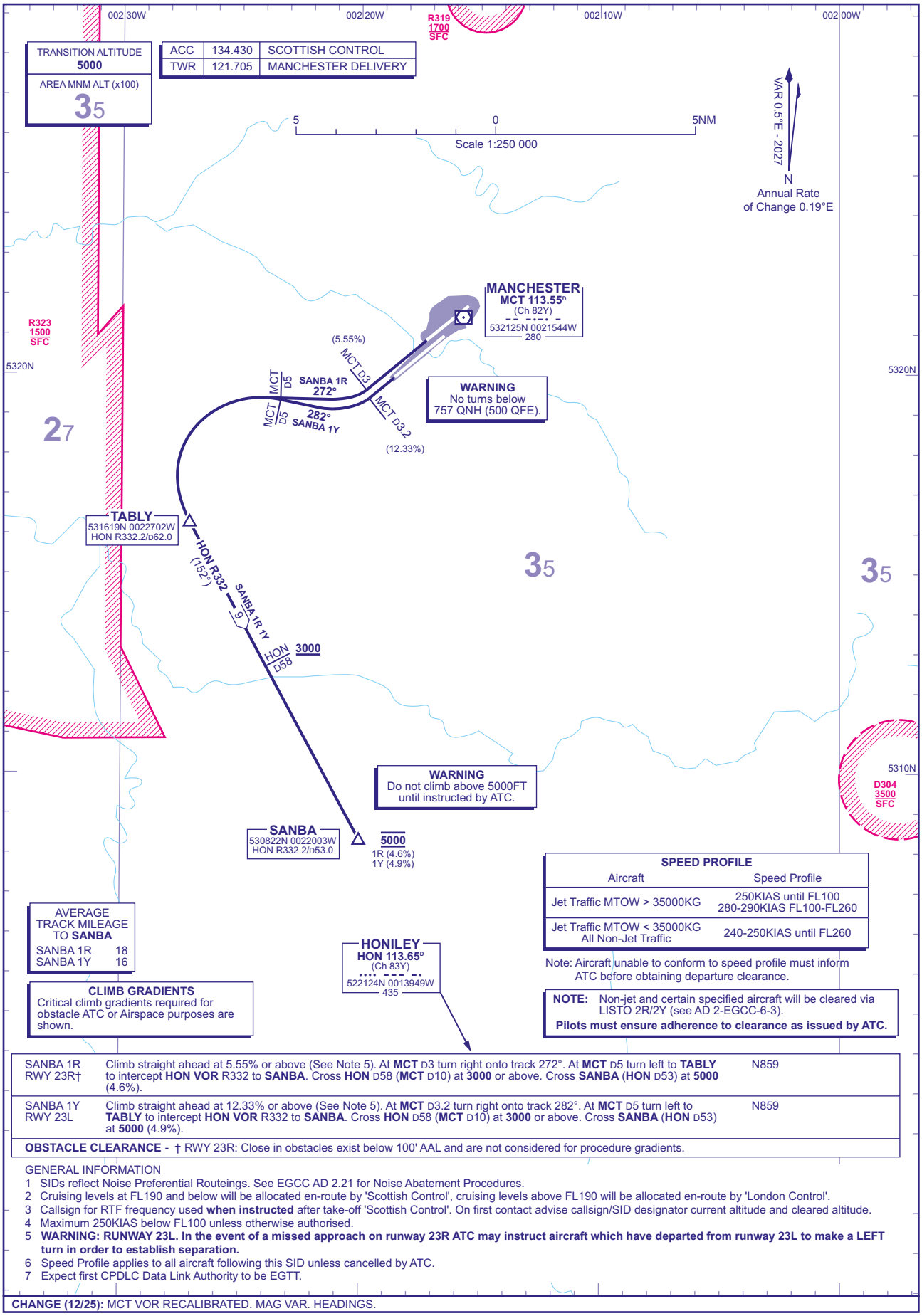
AERO INFO DATE 16 SEP 25

AD 2-EGCC-6-5

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

MANCHESTER
(JET AIRCRAFT ONLY) **SANBA 1R 1Y**



SANBA 1R RWY 23R†	Climb straight ahead at 5.55% or above (See Note 5). At **MCT** D3 turn right onto track 272°. At **MCT** D5 turn left to **TABLY** to intercept **HON VOR** R332 to **SANBA**. Cross **HON** D58 (**MCT** D10) at **3000** or above. Cross **SANBA** (**HON** D53) at **5000** (4.6%).	N859
SANBA 1Y RWY 23L	Climb straight ahead at 12.33% or above (See Note 5). At **MCT** D3.2 turn right onto track 282°. At **MCT** D5 turn left to **TABLY** to intercept **HON VOR** R332 to **SANBA**. Cross **HON** D58 (**MCT** D10) at **3000** or above. Cross **SANBA** (**HON** D53) at **5000** (4.9%).	N859
OBSTACLE CLEARANCE - † RWY 23R: Close in obstacles exist below 100' AAL and are not considered for procedure gradients.		

GENERAL INFORMATION
1 SIDs reflect Noise Preferential Routeings. See EGCC AD 2.21 for Noise Abatement Procedures.
2 Cruising levels at FL190 and below will be allocated en-route by 'Scottish Control', cruising levels above FL190 will be allocated en-route by 'London Control'.
3 Callsign for RTF frequency used **when instructed** after take-off 'Scottish Control'. On first contact advise callsign/SID designator current altitude and cleared altitude.
4 Maximum 250KIAS below FL100 unless otherwise authorised.
5 **WARNING: RUNWAY 23L. In the event of a missed approach on runway 23R ATC may instruct aircraft which have departed from runway 23L to make a LEFT turn in order to establish separation.**
6 Speed Profile applies to all aircraft following this SID unless cancelled by ATC.
7 Expect first CPDLC Data Link Authority to be EGTT.

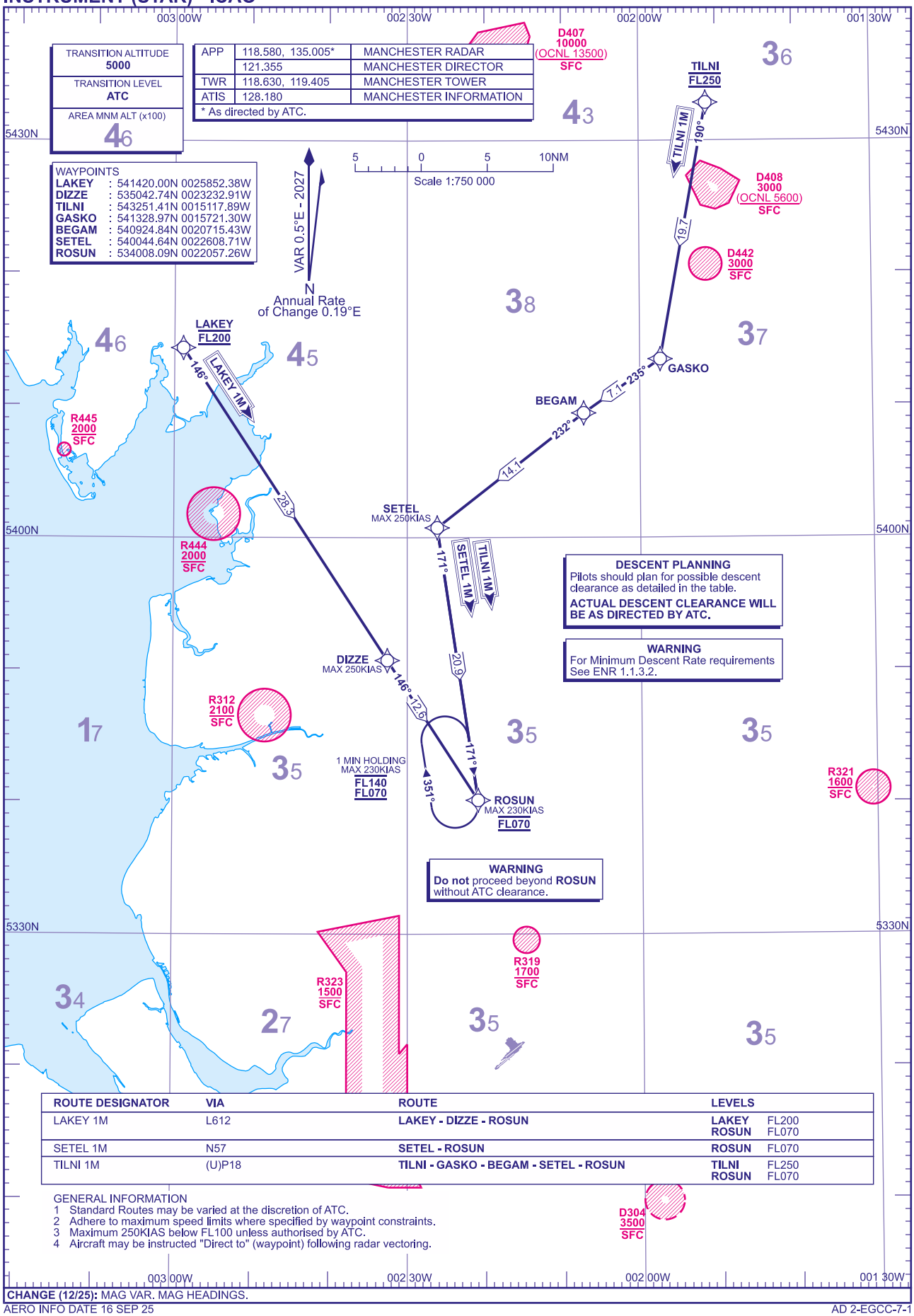
CHANGE (12/25): MCT VOR RECALIBRATED. MAG VAR. HEADINGS.

AERO INFO DATE 16 SEP 25 AD 2-EGCC-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

MANCHESTER
LAKEY 1M SETEL 1M TILNI 1M



ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
LAKEY 1M	L612	LAKEY - DIZZE - ROSUN	LAKEY FL200 ROSUN FL070
SETEL 1M	N57	SETEL - ROSUN	ROSUN FL070
TILNI 1M	(U)P18	TILNI - GASKO - BEGAM - SETEL - ROSUN	TILNI FL250 ROSUN FL070

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.

CHANGE (12/25): MAG VAR. MAG HEADINGS.

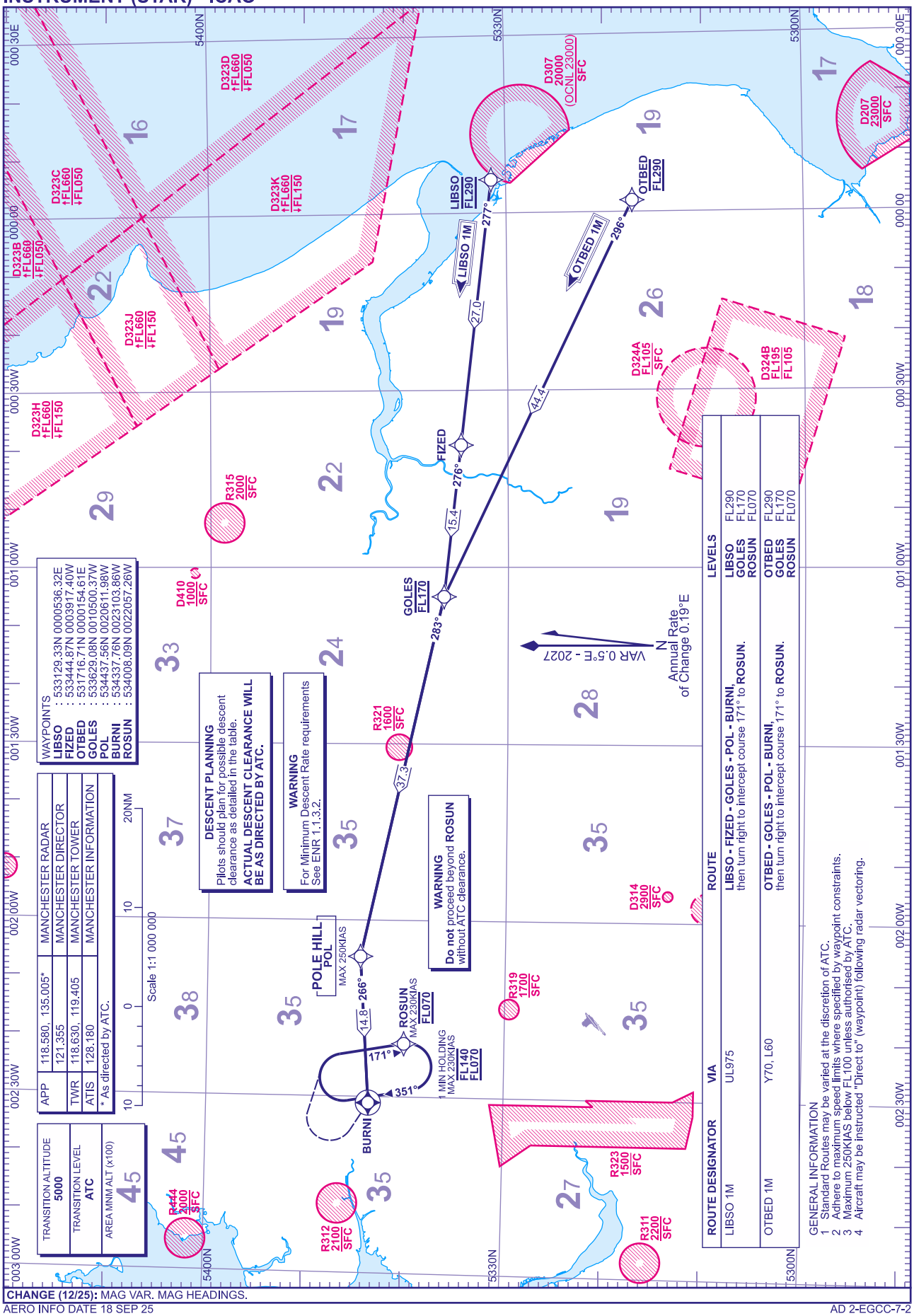
AERO INFO DATE 16 SEP 25

AD 2-EGCC-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

MANCHESTER
LIBSO 1M OTBED 1M



CHANGE (12/25): MAG VAR. MAG HEADINGS.

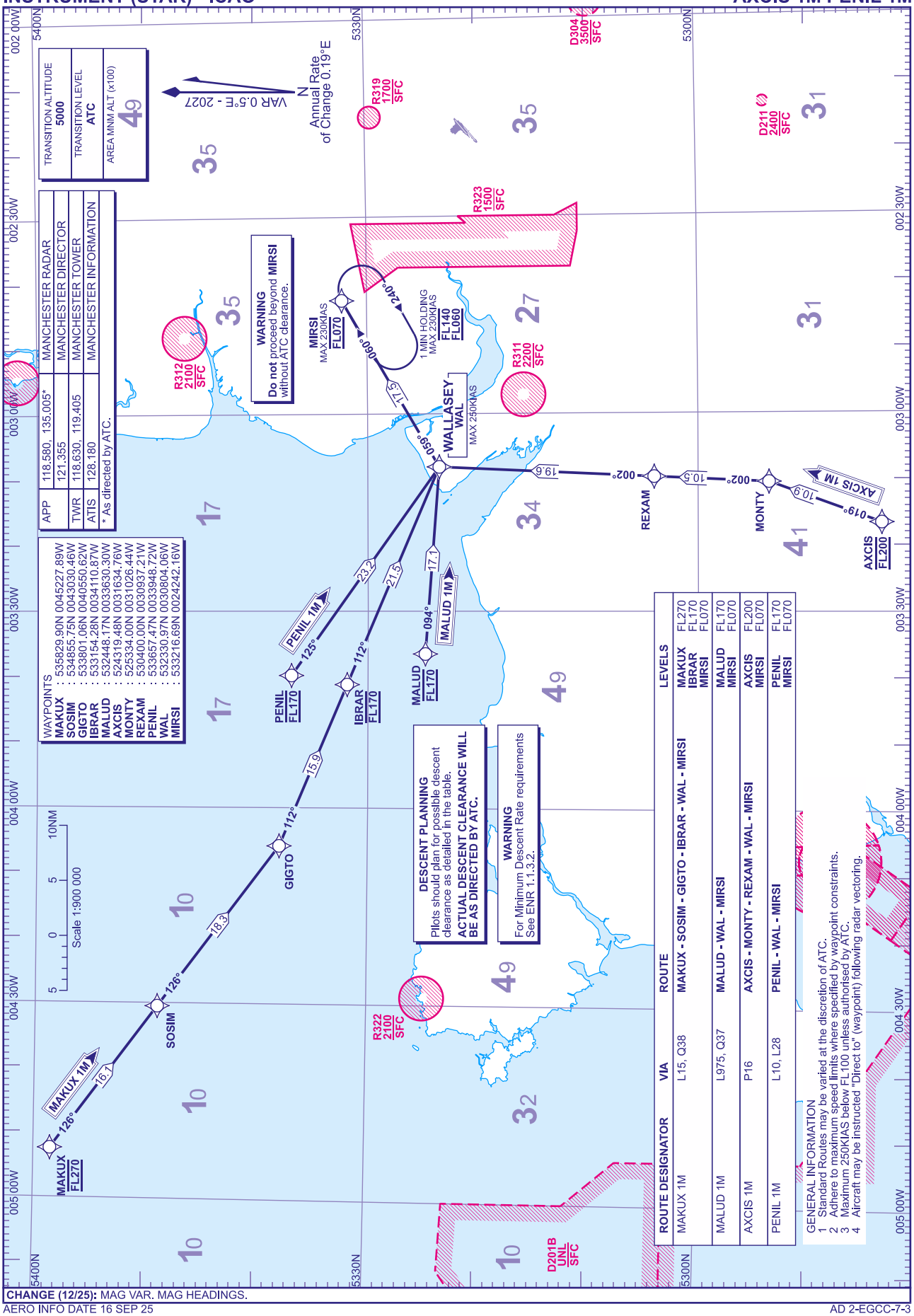
AERO INFO DATE 18 SEP 25

AD 2-EGCC-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

MANCHESTER MAKUX 1M MALUD 1M AXCIS 1M PENIL 1M



CHANGE (12/25): MAG VAR. MAG HEADINGS.

AERO INFO DATE 16 SEP 25

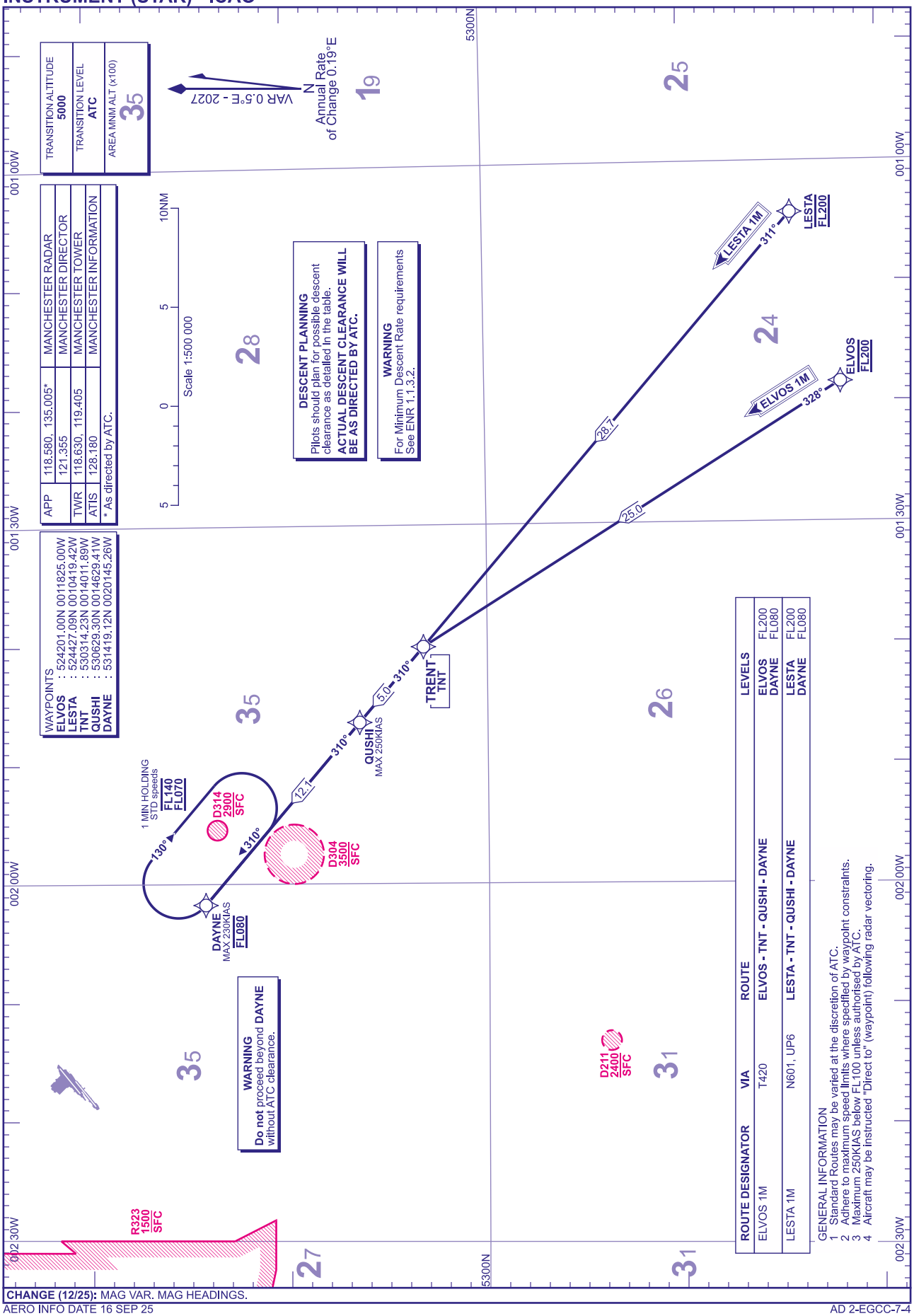
AD 2-EGCC-7-3

I

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

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

MANCHESTER
ELVOS 1M LESTA 1M



CHANGE (12/25): MAG VAR. MAG HEADINGS.
AERO INFO DATE 16 SEP 25

AD 2-EGCC-7-4

Standard Instrument Arrival Coding Tables

MANCHESTER LAKEY 1M

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
LAKEY1M	001	IF	LAKEY	541420.00N 0025852.38W	N	-	-	-	-	FL200	-	RNAV1
LAKEY1M	002	TF	DIZZE	535042.74N 0023232.91W	N	146° (146.6°)	0.5	28.3	-	-	-250	RNAV1
LAKEY1M	003	TF	ROSUN	534008.09N 0022057.26W	N	146° (146.9°)	0.5	12.6	-	FL070	-230	RNAV1

MANCHESTER SETEL 1M

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
SETEL1M	001	IF	SETEL	540044.64N 0022608.71W	N	-	-	-	-	-	-250	RNAV1
SETEL1M	002	TF	ROSUN	534008.09N 0022057.26W	N	171° (171.5°)	0.5	20.9	-	FL070	-230	RNAV1

MANCHESTER TILNI 1M

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
TILNI1M	001	IF	TILNI	543251.41N 0015117.89W	N	-	-	-	-	FL250	-	RNAV1
TILNI1M	002	TF	GASKO	541328.97N 0015721.30W	N	190° (190.4°)	0.5	19.7	RIGHT	-	-	RNAV1
TILNI1M	003	TF	BEGAM	540924.84N 0020715.43W	N	235° (235.0°)	0.5	7.1	-	-	-	RNAV1
TILNI1M	004	TF	SETEL	540044.64N 0022608.71W	N	232° (232.1°)	0.5	14.1	LEFT	-	-250	RNAV1
TILNI1M	005	TF	ROSUN	534008.09N 0022057.26W	N	171° (171.5°)	0.5	20.9	-	FL070	-230	RNAV1

MANCHESTER LIBSO 1M

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
LIBSO1M	001	IF	LIBSO	533129.33N 0000536.32E	N	-	-	-	-	FL290	-	RNAV1
LIBSO1M	002	TF	FIZED	533444.87N 0003917.40W	N	277° (277.3°)	0.5	27.0	-	-	-	RNAV1
LIBSO1M	003	TF	GOLES	533629.08N 0010500.37W	N	276° (276.6°)	0.5	15.4	RIGHT	FL170	-	RNAV1
LIBSO1M	004	TF	POL	534437.60N 0020611.83W	N	283° (283.0°)	0.5	37.3	LEFT	-	-250	RNAV1
LIBSO1M	005	TF	BURNI	534337.76N 0023103.86W	Y	266° (266.3°)	0.5	14.8	RIGHT	-	-	RNAV1
LIBSO1M	006	CF	ROSUN	534008.09N 0022057.26W	N	171° (171.1°)	0.5	-	-	FL070	-230	RNAV1

CHANGE (12/25): MAG VAR. MAG HEADINGS.
AERO INFO DATE 16 SEP 25

Standard Instrument Arrival Coding Tables

MANCHESTER OTBED 1M

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
OTBED1M	001	IF	OTBED	531716.71N 0000154.61E	N	-	-	-	-	FL290	-	RNAV1
OTBED1M	002	TF	GOLES	533629.08N 0010500.37W	N	296° (296.1°)	0.5	44.4	LEFT	FL170	-	RNAV1
OTBED1M	003	TF	POL	534437.60N 0020611.83W	N	283° (283.0°)	0.5	37.3	LEFT	-	-250	RNAV1
OTBED1M	004	TF	BURNI	534337.76N 0023103.86W	Y	266° (266.3°)	0.5	14.8	RIGHT	-	-	RNAV1
OTBED1M	005	CF	ROSUN	534008.09N 0022057.26W	N	171° (171.1°)	0.5	-	-	FL070	-230	RNAV1

MANCHESTER MAKUX 1M

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
MAKUX1M	001	IF	MAKUX	535829.90N 0045227.89W	N	-	-	-	-	FL270	-	RNAV1
MAKUX1M	002	TF	SOSIM	534855.75N 0043030.46W	N	126° (126.3°)	0.5	16.1	-	-	-	RNAV1
MAKUX1M	003	TF	GIGTO	533801.06N 0040550.62W	N	126° (126.6°)	0.5	18.3	LEFT	-	-	RNAV1
MAKUX1M	004	TF	IBRAR	533154.28N 0034110.87W	N	112° (112.4°)	0.5	15.9	-	FL170	-	RNAV1
MAKUX1M	005	TF	WAL	532330.97N 0030804.06W	N	112° (112.8°)	0.5	21.5	LEFT	-	-250	RNAV1
MAKUX1M	006	TF	MIRSI	533216.69N 0024242.16W	N	059° (059.8°)	0.5	17.5	-	FL070	-230	RNAV1

MANCHESTER MALUD 1M

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
MALUD1M	001	IF	MALUD	532448.17N 0033630.30W	N	-	-	-	-	FL170	-	RNAV1
MALUD1M	002	TF	WAL	532330.97N 0030804.06W	N	094° (094.1°)	0.5	17.1	LEFT	-	-250	RNAV1
MALUD1M	003	TF	MIRSI	533216.69N 0024242.16W	N	059° (059.8°)	0.5	17.5	-	FL070	-230	RNAV1

MANCHESTER AXCIS 1M

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
AXCIS1M	001	IF	AXCIS	524319.48N 0031634.76W	N	-	-	-	-	FL200	-	RNAV1
AXCIS1M	002	TF	MONTY	525334.00N 0031026.44W	N	019° (019.9°)	0.5	10.9	LEFT	-	-	RNAV1
AXCIS1M	003	TF	REXAM	530400.00N 0030937.21W	N	002° (002.7°)	0.5	10.5	-	-	-	RNAV1
AXCIS1M	004	TF	WAL	532330.97N 0030804.06W	N	002° (002.7°)	0.5	19.6	RIGHT	-	-250	RNAV1
AXCIS1M	005	TF	MIRSI	533216.69N 0024242.16W	N	059° (059.8°)	0.5	17.5	-	FL070	-230	RNAV1

CHANGE (12/25): MAG VAR. MAG HEADINGS.
AERO INFO DATE 16 SEP 25

Standard Instrument Arrival Coding Tables

MANCHESTER PENIL 1M

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
PENIL1M	001	IF	PENIL	533657.47N 0033948.72W	-	-	-	-	-	FL170	-	RNAV1
PENIL1M	002	TF	WAL	532330.97N 0030804.06W	N	125° (125.2°)	0.5	23.3	LEFT	-	-250	RNAV1
PENIL1M	003	TF	MIRSI	533216.69N 0024242.16W	N	059° (059.8°)	0.5	17.5	-	FL070	-230	RNAV1

MANCHESTER ELVOS 1M

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
ELVOS1M	001	IF	ELVOS	524201.00N 0011825.00W	-	-	-	-	-	FL200	-	RNAV1
ELVOS1M	002	TF	TNT	530314.23N 0014011.90W	N	328° (328.3°)	0.5	25.0	LEFT	-	-	RNAV1
ELVOS1M	003	TF	QUSHI	530629.30N 0014629.41W	N	310° (310.7°)	0.5	5.0	-	-	-250	RNAV1
ELVOS1M	004	TF	DAYNE	531419.12N 0020145.26W	N	310° (310.6°)	0.5	12.1	-	FL080	-230	RNAV1

MANCHESTER LESTA 1M

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
LESTA1M	001	IF	LESTA	524427.09N 0010419.42W	-	-	-	-	-	FL200	-	RNAV1
LESTA1M	002	TF	TNT	530314.23N 0014011.90W	N	311° (311.1°)	0.5	28.7	-	-	-	RNAV1
LESTA1M	003	TF	QUSHI	530629.30N 0014629.41W	N	310° (310.7°)	0.5	5.0	-	-	-250	RNAV1
LESTA1M	004	TF	DAYNE	531419.12N 0020145.26W	N	310° (310.6°)	0.5	12.1	-	FL080	-230	RNAV1

CHANGE (12/25): MAG VAR. MAG HEADINGS.
AERO INFO DATE 16 SEP 25

RNAV Hold Coding Tables

MANCHESTER DAYNE 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
DAYNE	-	-	DAYNE	531419.12N 0020145.26W	Y	310° (310.7°)	0.5	1 MIN	RIGHT	-FL140 +FL070	-230	RNAV1

MANCHESTER MIRSI 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
MIRSI	-	-	MIRSI	533216.69N 0024242.16W	Y	060° (060.6°)	0.5	1 MIN	RIGHT	-FL140 +FL060	-230	RNAV1

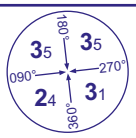
MANCHESTER ROSUN Hold

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
ROSUN	-	-	ROSUN	534008.09N 0022057.26W	Y	171° (171.1°)	0.5	1 MIN	RIGHT	-FL140 +FL070	-230	RNAV1

CHANGE (12/25: MAG VAR. MAG HEADINGS.
AERO INFO DATE 16 SEP 25

INSTRUMENT APPROACH CHART - ICAO

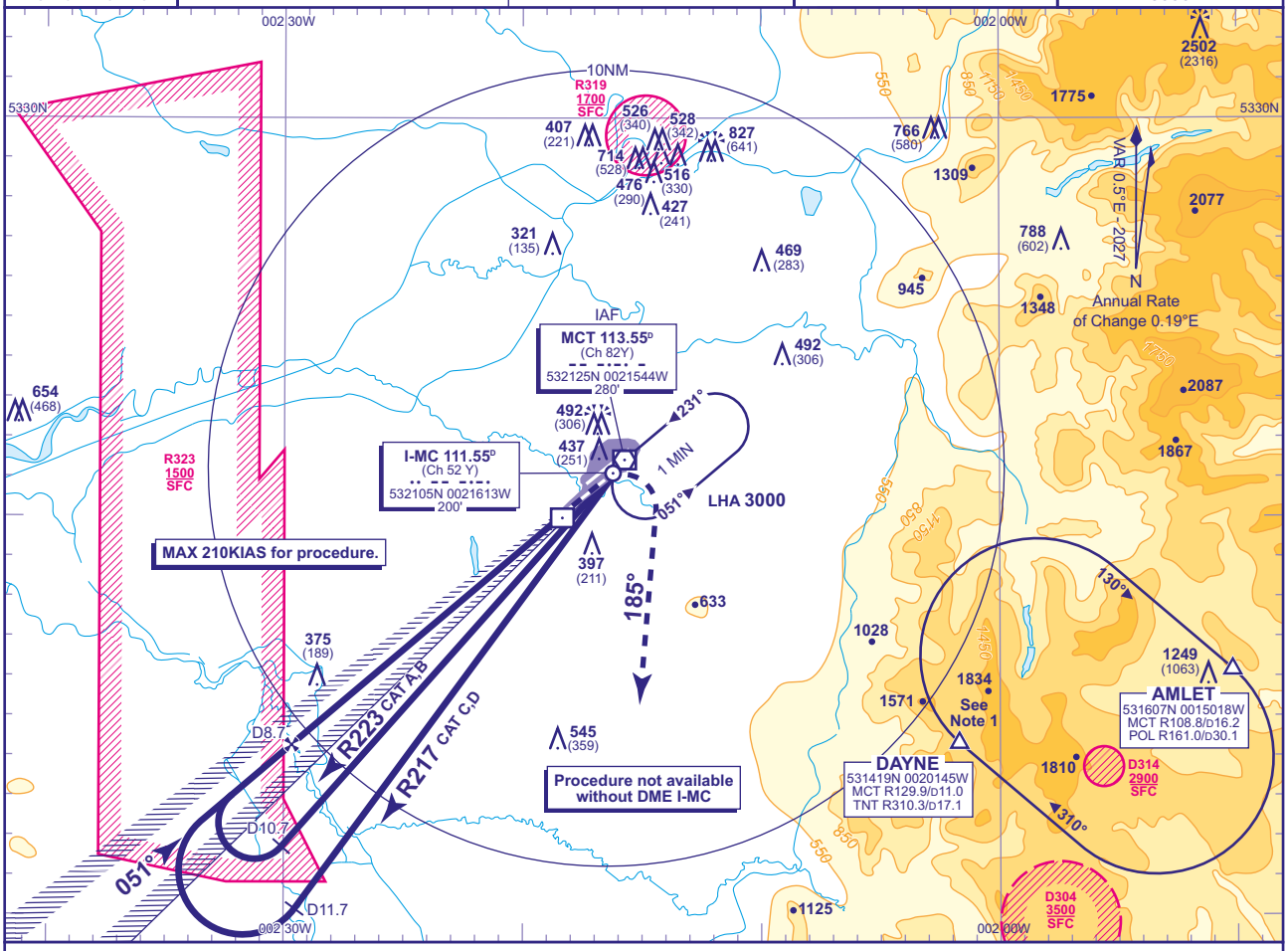
MANCHESTER ILS/DME (I-MC) RWY 05R
(ACFT CAT A,B,C,D)



MSA 25NM VOR MCT

APP	118.580, 135.005	MANCHESTER RADAR		AD ELEVATION	257
	121.355	MANCHESTER DIRECTOR		THR ELEVATION	186
TWR	118.630, 119.405	MANCHESTER TOWER		OBSTACLE ELEVATION	
	121.855, 121.705	MANCHESTER GROUND		2502 AMSL (2316) (ABOVE THR)	
ARRIVAL ATIS	128.180	MANCHESTER INFORMATION		BEARINGS ARE MAGNETIC	

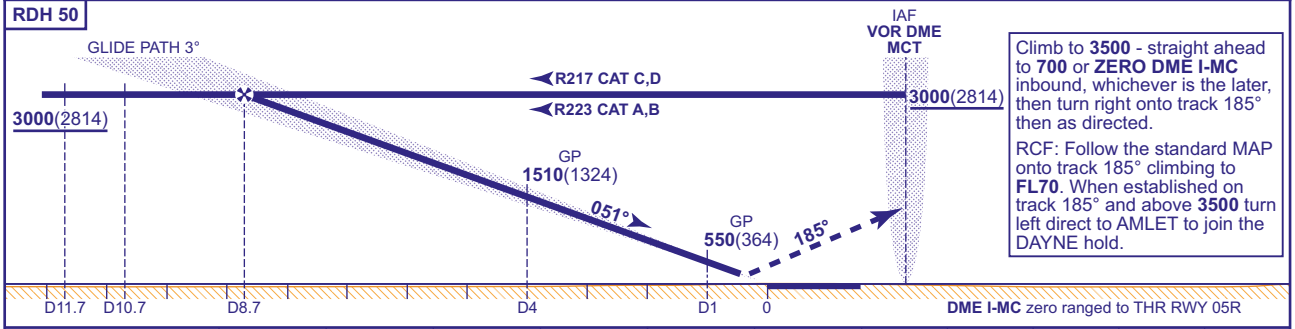
TRANSITION ALTITUDE **5000**



RECOMMENDED PROFILE GLIDEPATH 3°, 320FT/NM

DME I-MC	8	7	6	5	4	3	2	1
ALT(HGT)	**2780**(2594)	**2460**(2274)	**2140**(1954)	**1820**(1634)	**1510**(1324)	**1190**(1004)	**870**(684)	**550**(364)

RDH 50



Climb to **3500** - straight ahead to **700** or **ZERO DME I-MC** inbound, whichever is the later, then turn right onto track 185° then as directed.

RCF: Follow the standard MAP onto track 185° climbing to **FL70**. When established on track 185° and above **3500** turn left direct to AMLET to join the DAYNE hold.

Aircraft Category		A	B	C	D
OCA (OCH)	CAT I	**328**(142)	**338**(152)	**350**(164)	**364**(178)
VM(C)OCA (OCH AAL)	Total Area	**790**(533)	**820**(563)	**1110**(853)	**1110**(853)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	750	640	530	420

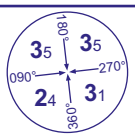
NOTE 1 DAYNE HOLD:- Limiting outbound distance MCT DME 16/TNT DME 14. Minimum holding level is FL70.
2 Procedure restricted to maximum 210KIAS.

CHANGE (12/25): MCT VOR RECALIBRATED. MAG VAR. HEADINGS. WAYPOINT RADIALS.

AERO INFO DATE 10 SEP 25

INSTRUMENT APPROACH CHART - ICAO

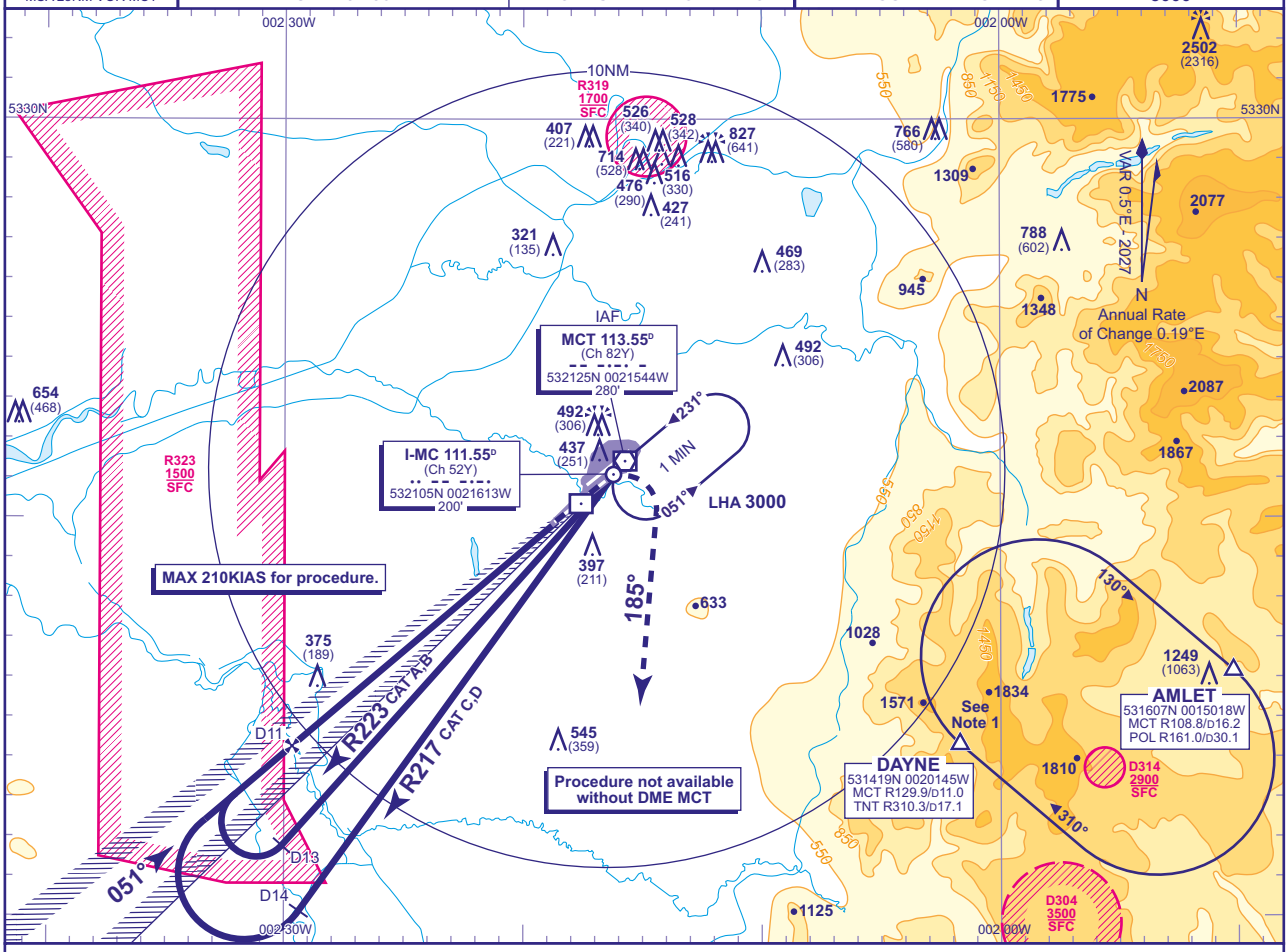
MANCHESTER ILS/DME (MCT) RWY 05R
(ACFT CAT A,B,C,D)



MSA 25NM VOR MCT

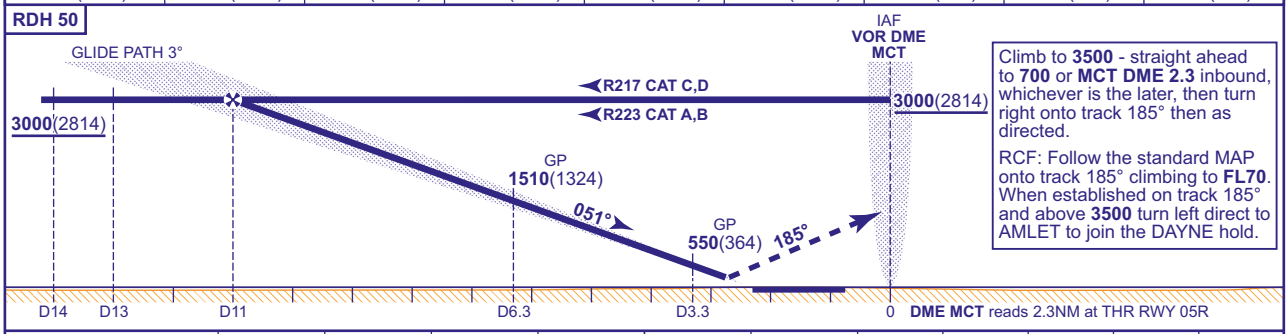
APP	118.580, 135.005	MANCHESTER RADAR		AD ELEVATION	257
	121.355	MANCHESTER DIRECTOR		THR ELEVATION	186
TWR	118.630, 119.405	MANCHESTER TOWER		OBSTACLE ELEVATION	
	121.855, 121.705	MANCHESTER GROUND		2502 AMSL (2316) (ABOVE THR)	
ARRIVAL ATIS	128.180	MANCHESTER INFORMATION		BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **5000**



RECOMMENDED PROFILE GLIDEPATH 3°, 320FT/NM

DME MCT	10	9	8	7	6	5	4	3
ALT(HGT)	**2680**(2494)	**2360**(2174)	**2050**(1864)	**1730**(1544)	**1410**(1224)	**1090**(904)	**780**(594)	**460**(274)



Climb to **3500** - straight ahead to **700** or **MCT DME 2.3** inbound, whichever is the later, then turn right onto track 185° then as directed.

RCF: Follow the standard MAP onto track 185° climbing to **FL70**. When established on track 185° and above **3500** turn left direct to AMLET to join the DAYNE hold.

Aircraft Category		A	B	C	D
OCA (OCH)	CAT I	**328**(142)	**338**(152)	**350**(164)	**364**(178)
VM(C)OCA (OCH AAL)	Total Area	**790**(533)	**820**(563)	**1110**(853)	**1110**(853)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	750	640	530	420

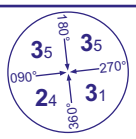
NOTE 1 DAYNE HOLD:- Limiting outbound distance MCT DME 16/TNT DME 14. Minimum holding level is FL70.
2 Procedure restricted to maximum 210KIAS.

CHANGE (12/25): MCT VOR RECALIBRATED. MAG VAR. HEADINGS. WAYPOINT RADIALS.

AERO INFO DATE 10 SEP 25 AD 2-EGCC-8-2

INSTRUMENT APPROACH CHART - ICAO

MANCHESTER LOC/DME (I-MC) RWY 05R
(ACFT CAT A,B,C,D)



MSA 25NM VOR MCT

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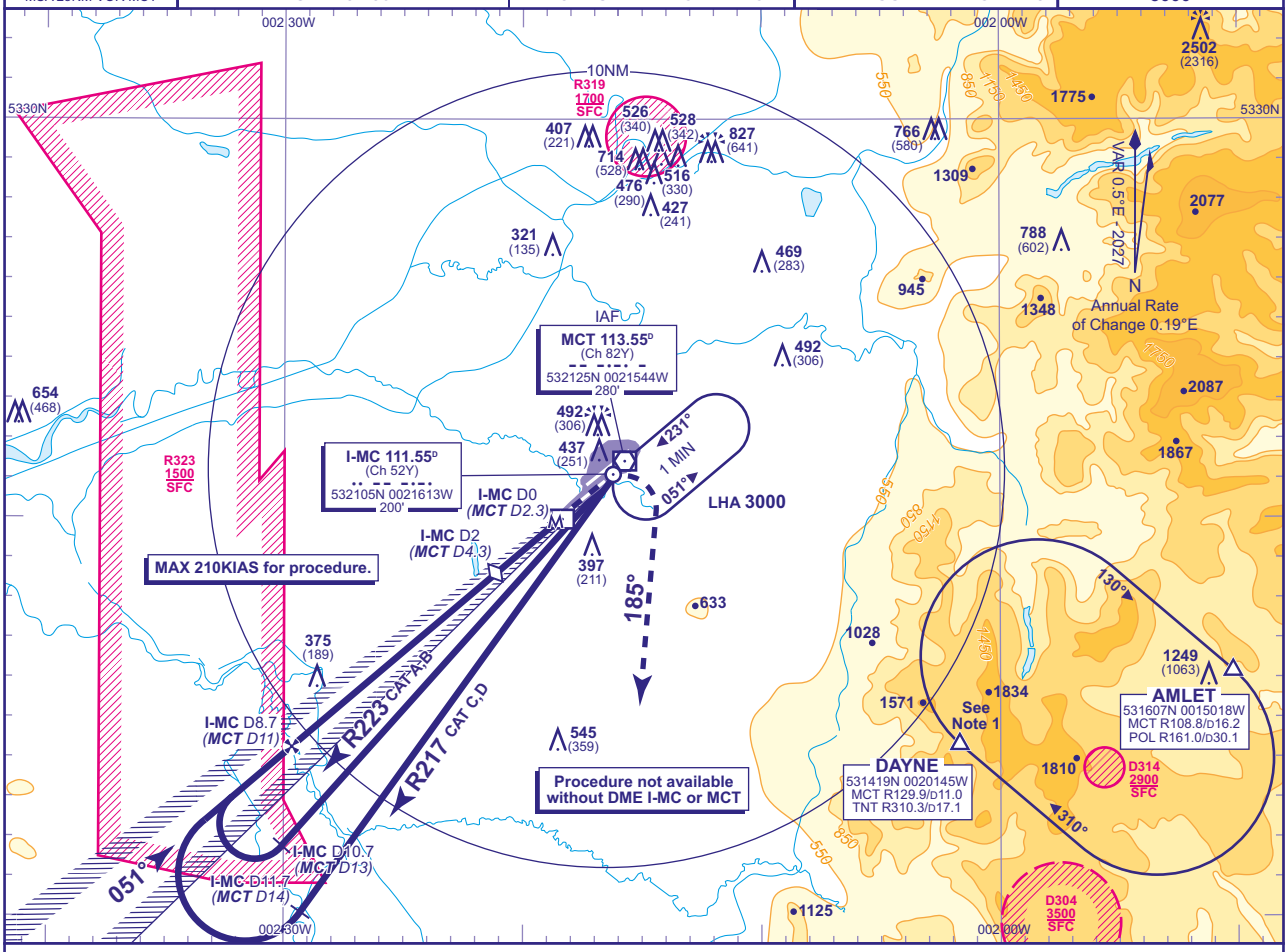
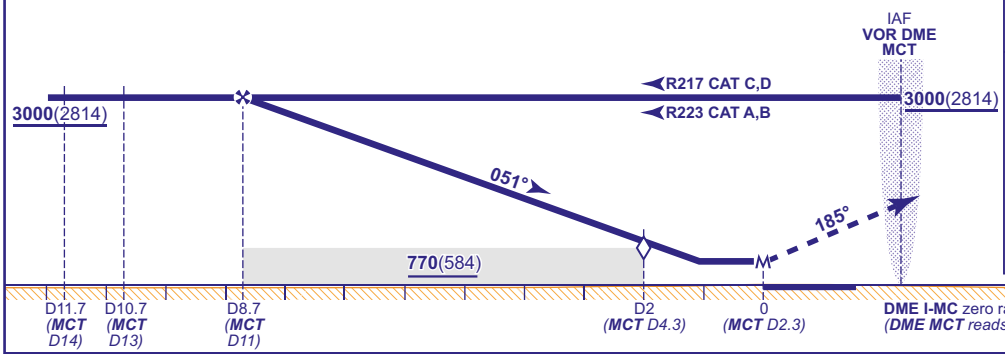
	121.355	MANCHESTER DIRECTOR	THR ELEVATION	186	
TWR	118.630, 119.405	MANCHESTER TOWER	OBSTACLE ELEVATION		
	121.855, 121.705	MANCHESTER GROUND	2502 AMSL (2316) (ABOVE THR)		
ARRIVAL ATIS	128.180	MANCHESTER INFORMATION	BEARINGS ARE MAGNETIC		

TRANSITION ALTITUDE **5000**



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-MC(MCT)	8(10.3)	7(9.3)	6(8.3)	5(7.3)	4(6.3)	3(5.3)	2(4.3)(SDF)	1(3.3)
ALT(HGT)	**2780**(2594)	**2460**(2274)	**2140**(1954)	**1820**(1634)	**1510**(1324)	**1190**(1004)	**870**(684)	**550**(364)



MAPt **I-MC DME ZERO/ MCT DME 2.3**
(THR RWY 05R)

Climb to **3500** - straight ahead to **700** or **ZERO DME I-MC** inbound, whichever is the later, then turn right onto track 185° then as directed.

RCF: Follow the standard MAP onto track 185° climbing to **FL70**. When established on track 185° and above **3500** turn left direct to AMLET to join the DAYNE hold.

DME I-MC zero ranged to THR RWY 05R
(***DME MCT*** *reads 2.3NM at THR RWY 05R)*

Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**530**(344)	**530**(344)	**530**(344)	**530**(344)
VM(C)OCA (OCH AAL)	Total Area	**790**(533)	**820**(563)	**1110**(853)	**1110**(853)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	750	640	530	420

NOTE 1 DAYNE HOLD:- Limiting outbound distance MCT DME 16/TNT DME 14. Minimum holding level is FL70.
2 Procedure restricted to maximum 210KIAS.

CHANGE (12/25): MCT VOR RECALIBRATED. MAG VAR. HEADINGS. WAYPOINT RADIALS.

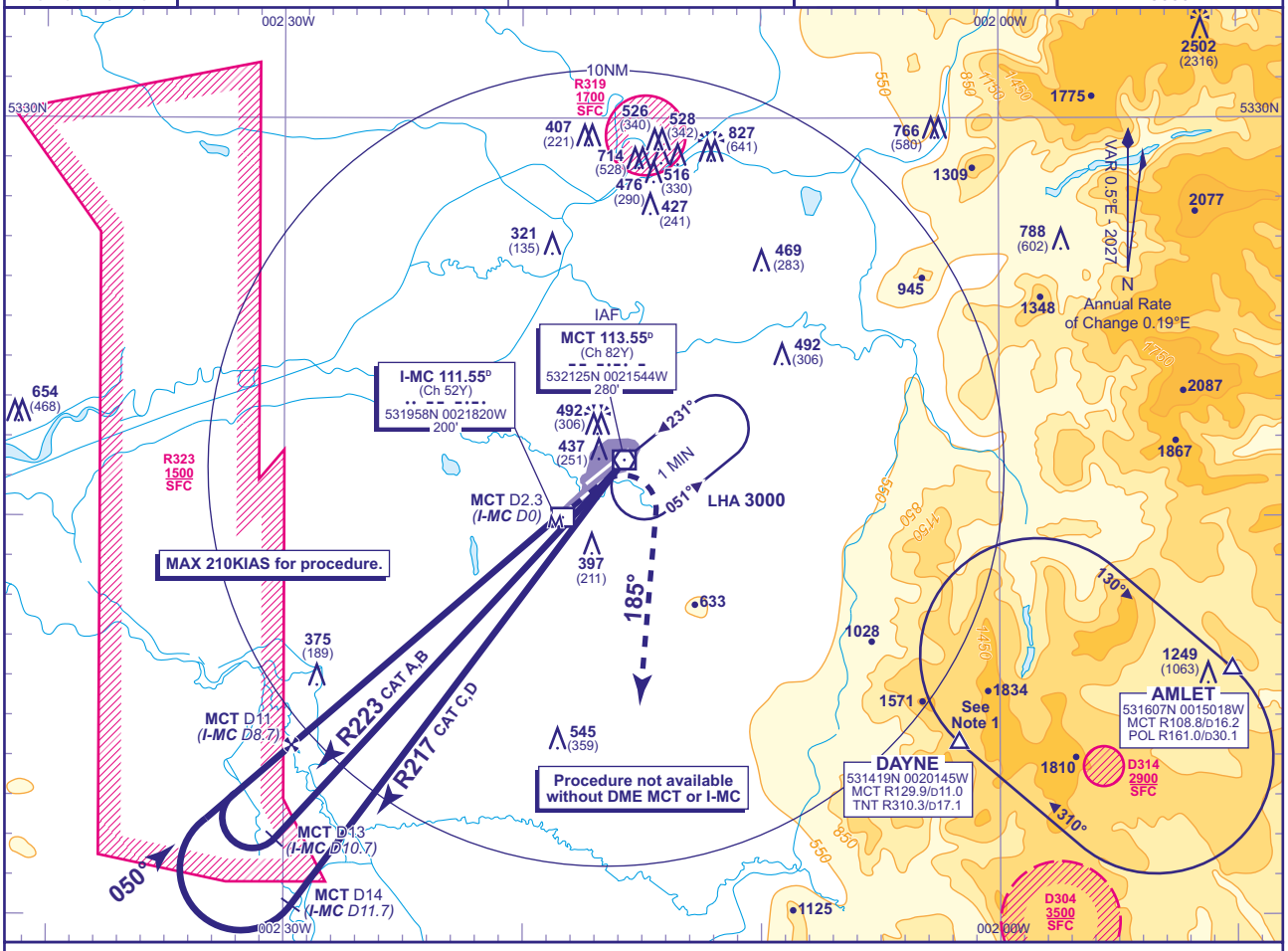
AERO INFO DATE 10 SEP 25

INSTRUMENT APPROACH CHART - ICAO

MANCHESTER VOR/DME RWY 05R
(ACFT CAT A,B,C,D)

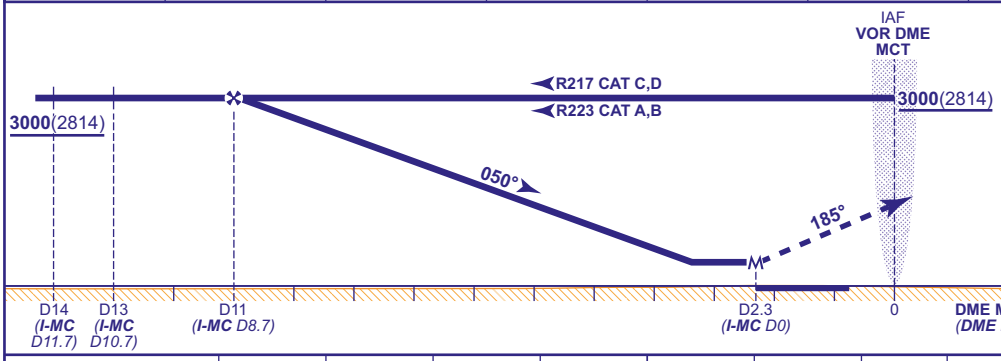
MSA 25NM VOR MCT

APP	118.580, 135.005	MANCHESTER RADAR	AD ELEVATION	257	TRANSITION ALTITUDE 5000
	121.355	MANCHESTER DIRECTOR	THR ELEVATION	186	
TWR	118.630, 119.405	MANCHESTER TOWER	OBSTACLE ELEVATION 2502 AMSL (2316) (ABOVE THR)		
	121.855, 121.705	MANCHESTER GROUND			
ARRIVAL ATIS	128.180	MANCHESTER INFORMATION	BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME MCT(I-MC)	10(7.7)	9(6.7)	8(5.7)	7(4.7)	6(3.7)	5(2.7)	4(1.7)
ALT(HGT)	**2680**(2494)	**2360**(2174)	**2050**(1864)	**1730**(1544)	**1410**(1224)	**1090**(904)	**780**(594)



MAPt **MCT DME 2.3** (THR RWY 05R)/ **I-MC DME ZERO**

Climb to **3500** - straight ahead to **700** then turn right onto track 185° then as directed.

RCF: Follow the standard MAP onto track 185° climbing to **FL70**. When established on track 185° and above **3500** turn left direct to AMLET to join the DAYNE hold.

DME MCT reads 2.3NM *at* THR RWY 05R *(DME I-MC zero ranged to THR RWY 05R)*

Aircraft Category		A	B	C	D
OCA (OCH)	**Procedure**	**770**(584)	**770**(584)	**770**(584)	**770**(584)
VM(C)OCA (OCH AAL)	**Total Area**	**790**(533)	**820**(563)	**1110**(853)	**1110**(853)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	750	640	530	420

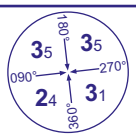
NOTE 1 DAYNE HOLD:- Limiting outbound distance MCT DME 16/TNT DME 14. Minimum holding level is FL70.
2 DME I-MC may be used if MCT DME is not available.
3 Procedure restricted to maximum 210KIAS.
4 FAT offset 0.9° from RWY C/L.

CHANGE (12/25): MCT VOR RECALIBRATED. MAG VAR. HEADINGS. WAYPOINT RADIALS.

AERO INFO DATE 10 SEP 25 AD 2-EGCC-8-4

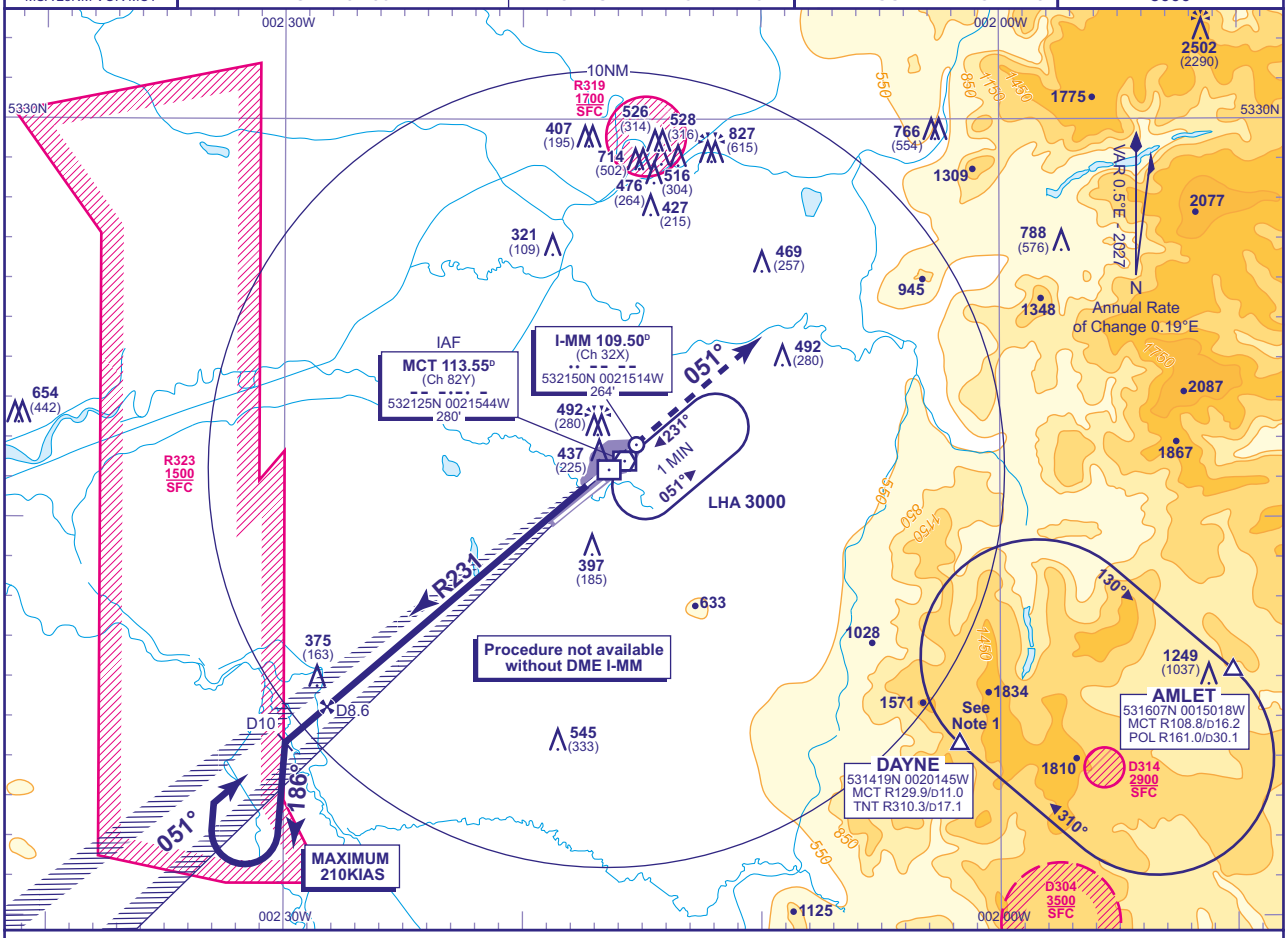
INSTRUMENT APPROACH CHART - ICAO

MANCHESTER ILS/DME (I-MM) RWY 05L
(ACFT CAT A,B,C,D)



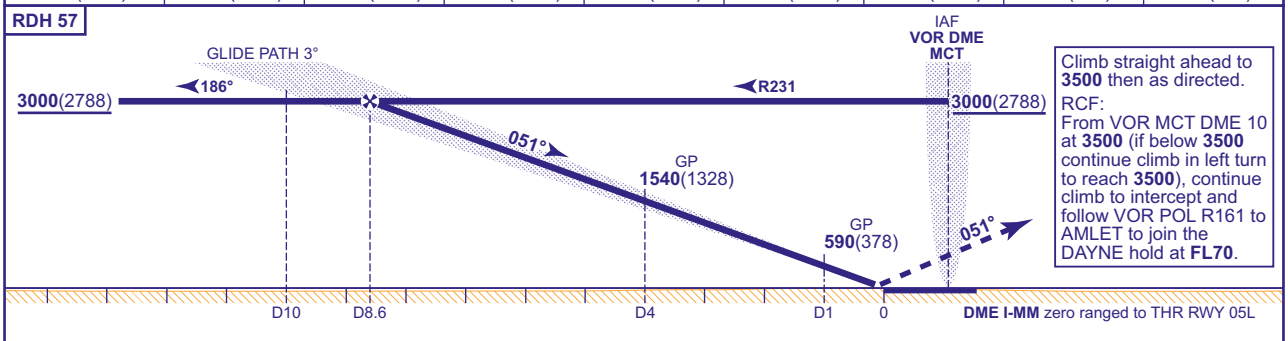
MSA 25NM VOR MCT

APP	118.580, 135.005	MANCHESTER RADAR	AD ELEVATION	257	TRANSITION ALTITUDE 5000
	121.355	MANCHESTER DIRECTOR	THR ELEVATION	212	
TWR	118.630, 119.405	MANCHESTER TOWER	OBSTACLE ELEVATION 2502 AMSL (2290) (ABOVE THR)		
	121.855, 121.705	MANCHESTER GROUND			
ARRIVAL ATIS	128.180	MANCHESTER INFORMATION	BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE GLIDE PATH 3°, 318FT/NM

DME I-MM	8	7	6	5	4	3	2	1
ALT(HGT)	**2810**(2598)	**2490**(2278)	**2170**(1958)	**1860**(1648)	**1540**(1328)	**1220**(1008)	**900**(688)	**590**(378)



Climb straight ahead to **3500** then as directed.
RCF:
From VOR MCT DME 10 at **3500** (if below **3500** continue climb in left turn to reach **3500**), continue climb to intercept and follow VOR POL R161 to AMLET to join the DAYNE hold at **FL70**.

Aircraft Category		A	B	C	D
OCA (OCH)	CAT I	**369**(157)	**380**(168)	**392**(180)	**405**(193)
	CAT II	**277**(65)	**289**(77)		
VM(C)OCA (OCH AAL)	Total Area	**790**(533)	**820**(563)	**1110**(853)	**1110**(853)

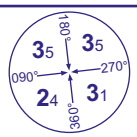
Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	640	530	420

NOTE 1 DAYNE HOLD:- Limiting outbound distance MCT DME 16/TNT DME 14. Minimum holding level is FL70.
2 Procedure turns restricted to maximum 210KIAS.

CHANGE (12/25): MCT VOR RECALIBRATED. MAG VAR. HEADINGS. WAYPOINT RADIALS.

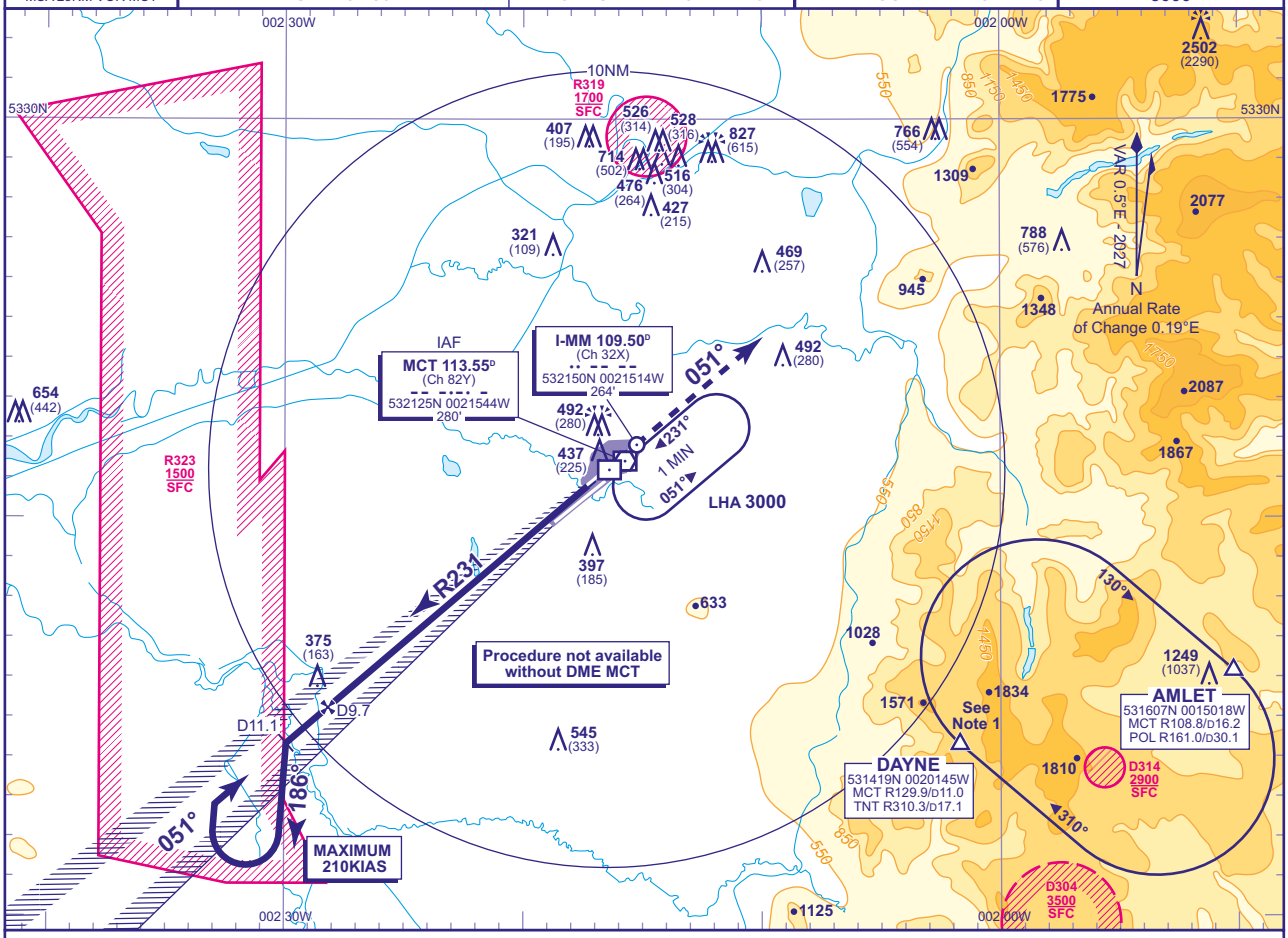
INSTRUMENT APPROACH CHART - ICAO

MANCHESTER ILS/DME (MCT) RWY 05L
(ACFT CAT A,B,C,D)



MSA 25NM VOR MCT

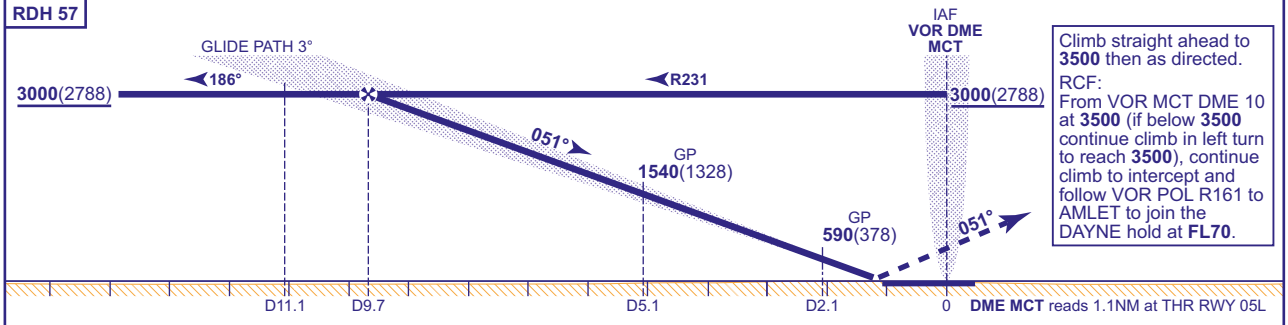
APP	118.580, 135.005	MANCHESTER RADAR	AD ELEVATION	257	TRANSITION ALTITUDE 5000
	121.355	MANCHESTER DIRECTOR	THR ELEVATION	212	
TWR	118.630, 119.405	MANCHESTER TOWER	OBSTACLE ELEVATION 2502 AMSL (2290) (ABOVE THR)		
	121.855, 121.705	MANCHESTER GROUND			
ARRIVAL ATIS	128.180	MANCHESTER INFORMATION	BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE GLIDE PATH 3°, 318FT/NM

DME MCT	9.1	8.1	7.1	6.1	5.1	4.1	3.1	2.1
ALT(HGT)	**2810**(2598)	**2490**(2278)	**2170**(1958)	**1860**(1648)	**1540**(1328)	**1220**(1008)	**900**(688)	**590**(378)

RDH 57



Climb straight ahead to **3500** then as directed.
RCF:
From VOR MCT DME 10 at **3500** (if below **3500** continue climb in left turn to reach **3500**), continue climb to intercept and follow VOR POL R161 to AMLET to join the DAYNE hold at **FL70**.

Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	CAT I	**369**(157)	**380**(168)	**392**(180)	**405**(193)		FT/MIN	850	740	640	530	420
	CAT II	**277**(65)	**289**(77)									
VM(C)OCA (OCH AAL)	Total Area	**790**(533)	**820**(563)	**1110**(853)	**1110**(853)							

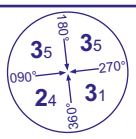
NOTE 1 DAYNE HOLD:- Limiting outbound distance MCT DME 16/TNT DME 14. Minimum holding level is FL70.
2 Procedure turns restricted to maximum 210KIAS.

CHANGE (12/25): MCT VOR RECALIBRATED. MAG VAR. HEADINGS. WAYPOINT RADIALS.

AERO INFO DATE 10 SEP 25 AD 2-EGCC-8-6

INSTRUMENT APPROACH CHART - ICAO

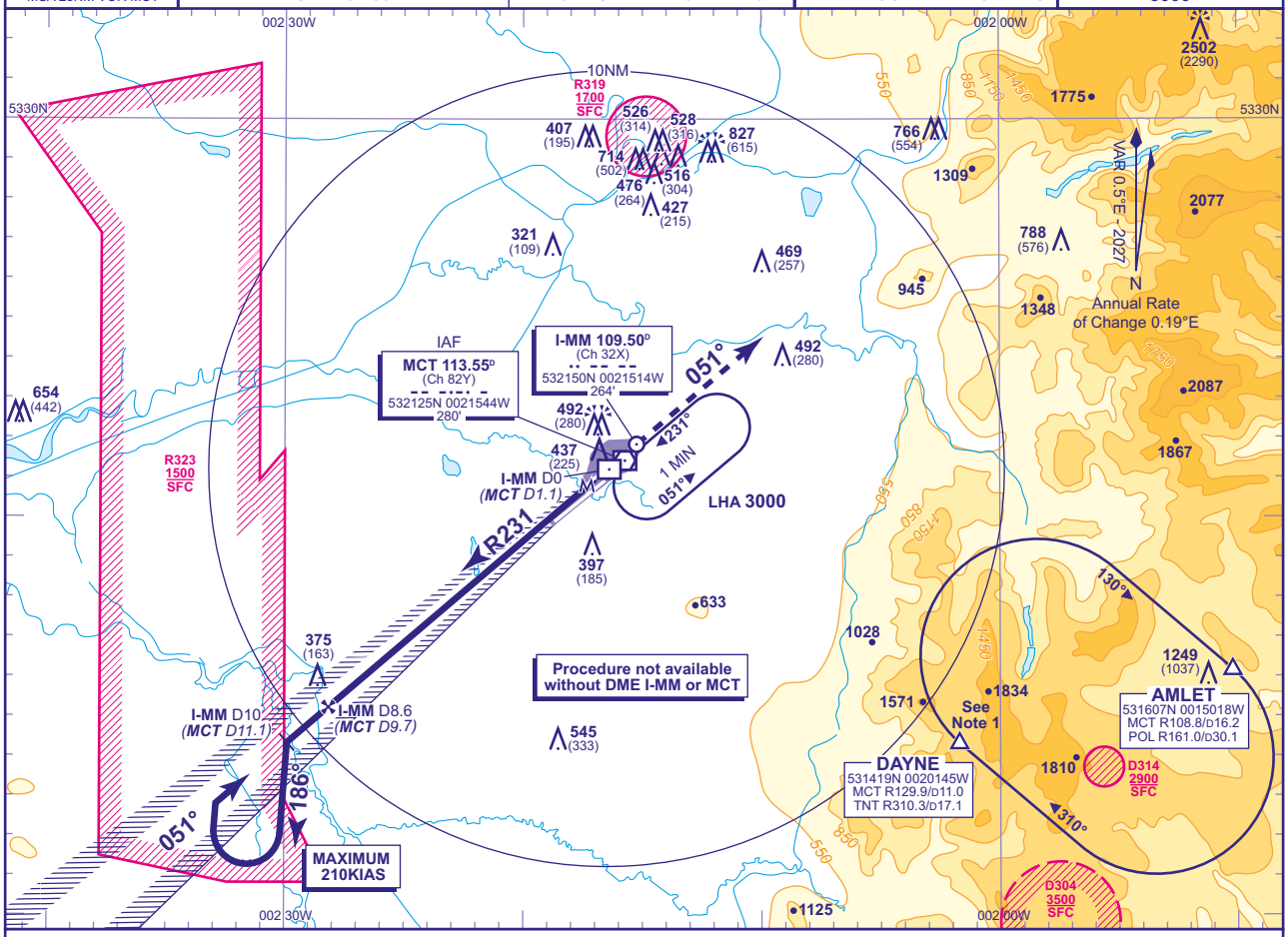
MANCHESTER LOC/DME RWY 05L
(ACFT CAT A,B,C,D)



MSA 25NM VOR MCT

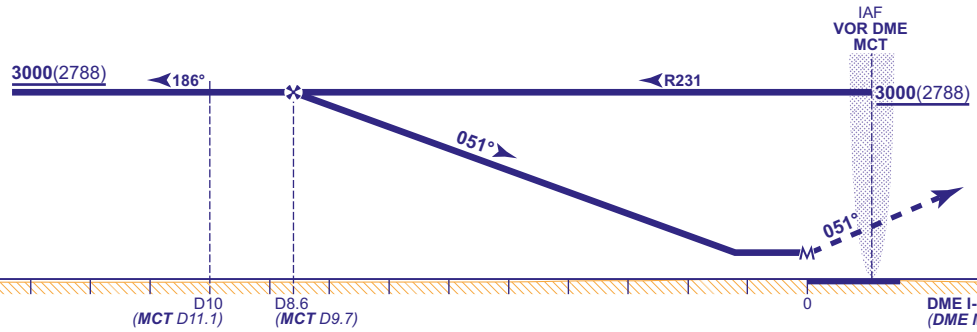
APP	118.580, 135.005	MANCHESTER RADAR	AD ELEVATION	257	
	121.355	MANCHESTER DIRECTOR	THR ELEVATION	212	
TWR	118.630, 119.405	MANCHESTER TOWER	OBSTACLE ELEVATION		
	121.855, 121.705	MANCHESTER GROUND	2502 AMSL (2290) (ABOVE THR)		
ARRIVAL ATIS	128.180	MANCHESTER INFORMATION	BEARINGS ARE MAGNETIC		

TRANSITION ALTITUDE **5000**



RECOMMENDED PROFILE Gradient 5.2%, 318FT/NM

DME I-MM(MCT)	8(9.1)	7(8.1)	6(7.1)	5(6.1)	4(5.1)	3(4.1)	2(3.1)	1(2.1)
ALT(HGT)	**2810**(2598)	**2490**(2278)	**2170**(1958)	**1860**(1648)	**1540**(1328)	**1220**(1008)	**900**(688)	**590**(378)



MAPt I-MM DME ZERO/ MCT DME 1.1
(THR RWY 05L)

Climb straight ahead to **3500** then as directed.
RCF:
From VOR MCT DME 10 at **3500** (if below **3500** continue climb in left turn to reach **3500**), continue climb to intercept and follow VOR POL R161 to AMLET to join the DAYNE hold at **FL70.**

Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**670**(458)	**670**(458)	**670**(458)	**670**(458)
VM(C)OCA (OCH AAL)	Total Area	**790**(533)	**820**(563)	**1110**(853)	**1110**(853)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	640	530	420

NOTE 1 DAYNE HOLD:- Limiting outbound distance MCT DME 16/TNT DME 14. Minimum holding level is FL70.
2 DME MCT may be used if DME I-MM is not available.
3 Procedure turns restricted to maximum 210KIAS.

CHANGE (12/25): MCT VOR RECALIBRATED. MAG VAR. HEADINGS. WAYPOINT RADIALS.

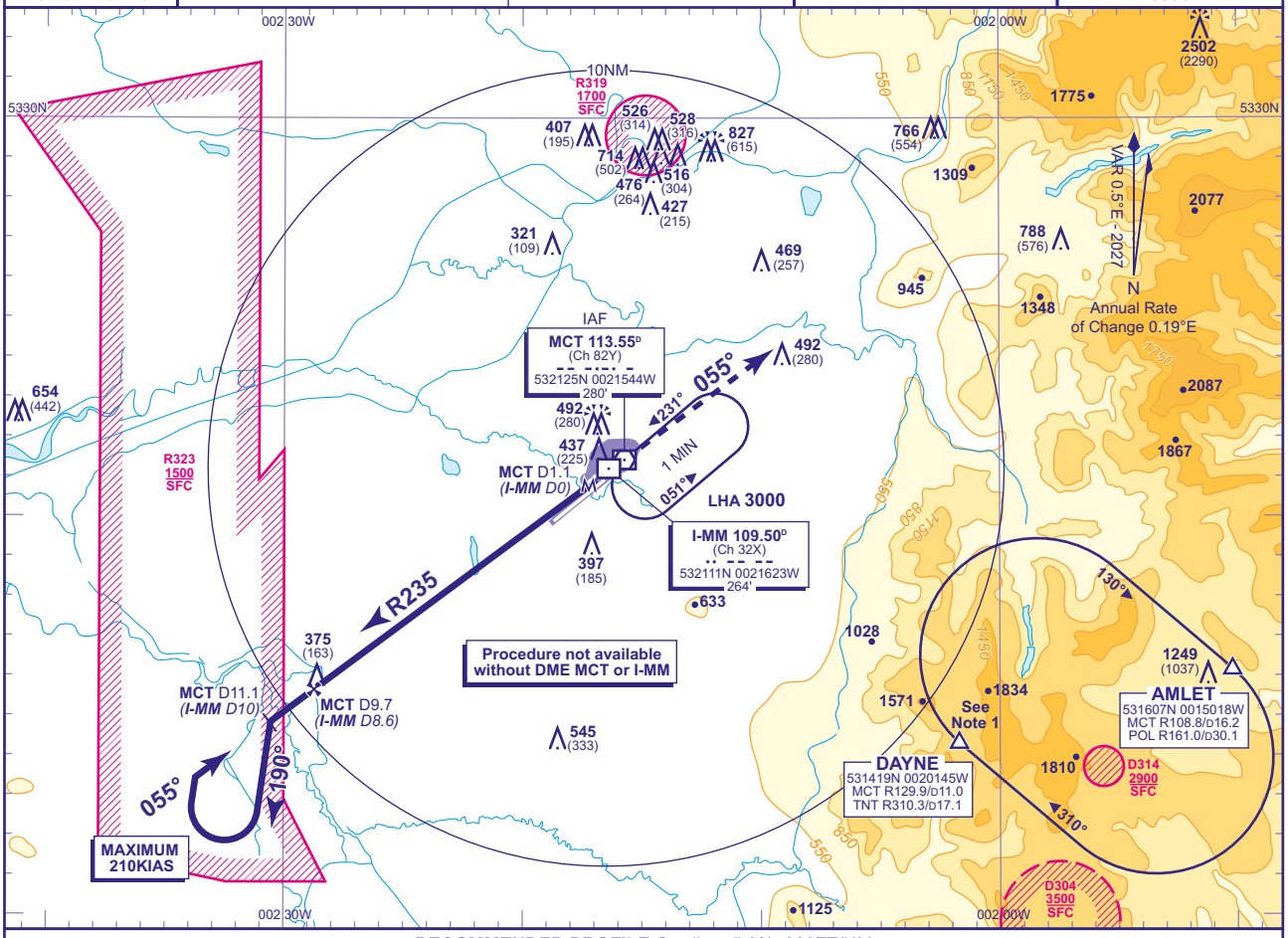
AERO INFO DATE 10 SEP 25

INSTRUMENT APPROACH CHART - ICAO

MANCHESTER VOR/DME RWY 05L
(ACFT CAT A,B,C,D)

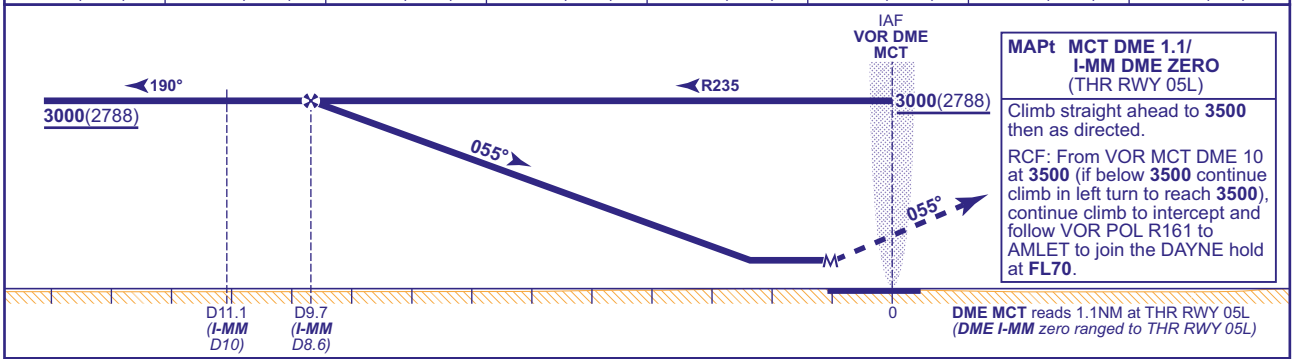
MSA 25NM VOR MCT

APP	118.580, 135.005	MANCHESTER RADAR	AD ELEVATION	257	TRANSITION ALTITUDE 5000
	121.355	MANCHESTER DIRECTOR	THR ELEVATION	212	
TWR	118.630, 119.405	MANCHESTER TOWER	OBSTACLE ELEVATION 2502 AMSL (2290) (ABOVE THR)		
	121.855, 121.705	MANCHESTER GROUND			
ARRIVAL ATIS	128.180	MANCHESTER INFORMATION	BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME MCT(I-MM)	9.1(8)	8.1(7)	7.1(6)	6.1(5)	5.1(4)	4.1(3)	3.1(2)
ALT(HGT)	**2810**(2598)	**2490**(2278)	**2170**(1958)	**1860**(1648)	**1540**(1328)	**1220**(1008)	**900**(688)



MAPt MCT DME 1.1/ I-MM DME ZERO
(THR RWY 05L)

Climb straight ahead to **3500** then as directed.

RCF: From VOR MCT DME 10 at **3500** (if below **3500** continue climb in left turn to reach **3500**), continue climb to intercept and follow VOR POL R161 to AMLET to join the DAYNE hold at **FL70**.

Aircraft Category		A	B	C	D
OCA (OCH)	**Procedure**	**690**(478)	**690**(478)	**690**(478)	**690**(478)
VM(C)OCA (OCH AAL)	**Total Area**	**790**(533)	**820**(563)	**1110**(853)	**1110**(853)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	640	530	420

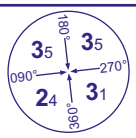
NOTE 1 DAYNE HOLD:- Limiting outbound distance MCT DME 16/TNT DME 14. Minimum holding level is FL70.
2 DME I-MM may be used if DME MCT is not available.
3 FAT offset 4° from RWY C/L and crosses RWY C/L 0.82NM (nominal) before THR RWY 05L.
4 Procedure turns restricted to maximum to 210KIAS.

CHANGE (12/25): MCT VOR RECALIBRATED. MAG VAR. WAYPOINT RADIALS.

AERO INFO DATE 10 SEP 25 AD 2-EGCC-8-8

INSTRUMENT APPROACH CHART - ICAO

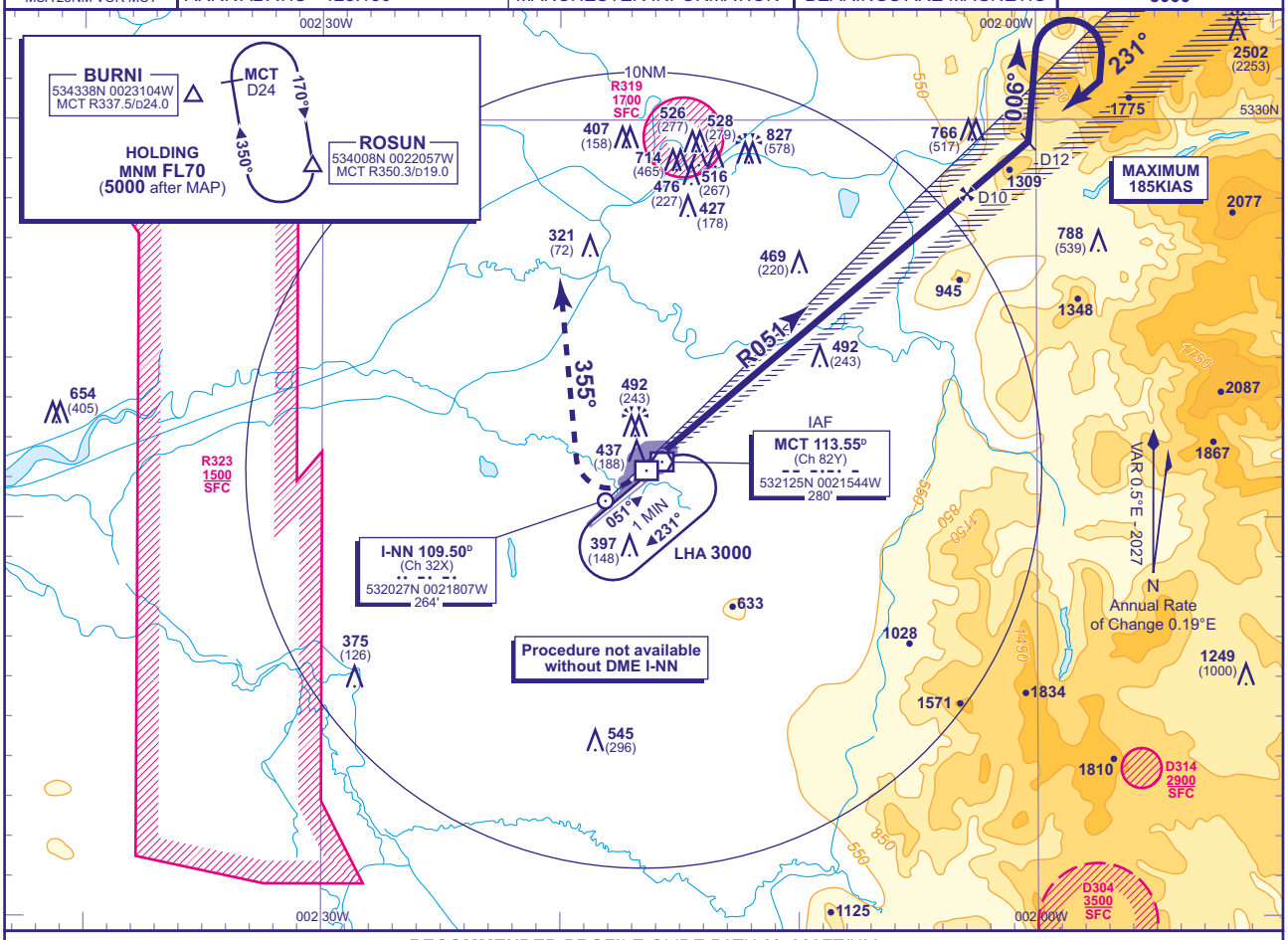
MANCHESTER ILS/DME (I-NN) RWY 23R
(ACFT CAT A,B,C,D)



MSA 25NM VOR MCT

APP	118.580, 135.005	MANCHESTER RADAR	AD ELEVATION	257
	121.355	MANCHESTER DIRECTOR	THR ELEVATION	249
TWR	118.630, 119.405	MANCHESTER TOWER	OBSTACLE ELEVATION	
	121.855, 121.705	MANCHESTER GROUND	2502 AMSL (2253) (ABOVE THR)	
ARRIVAL ATIS	128.180	MANCHESTER INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **5000**



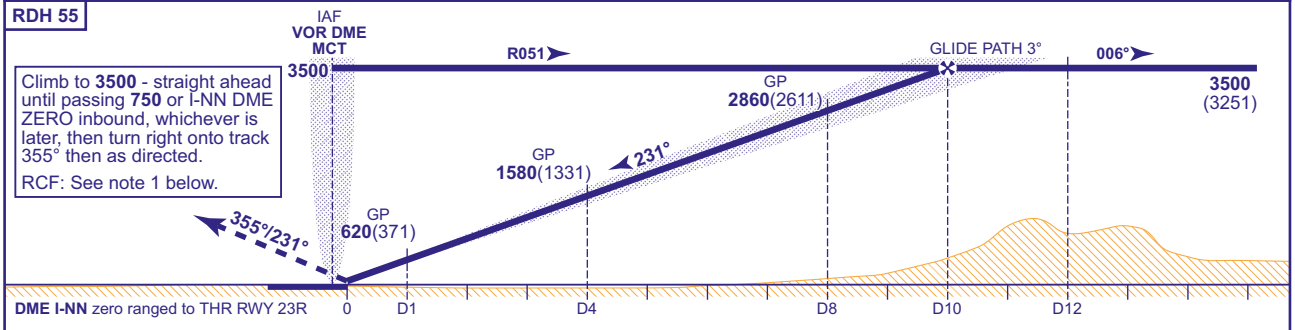
RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

DME I-NN	9	8	7	6	5	4	3	2	1
ALT(HGT)	**3180**(2931)	**2860**(2611)	**2540**(2291)	**2220**(1971)	**1900**(1651)	**1580**(1331)	**1260**(1011)	**940**(691)	**620**(371)

RDH 55

Climb to **3500** - straight ahead until passing **750** or I-NN DME ZERO inbound, whichever is later, then turn right onto track 355° then as directed.

RCF: See note 1 below.



Aircraft Category		A	B	C	D
OCA (OCH)	CAT I	**396**(147)	**409**(160)	**421**(172)	**435**(186)
	CAT II	**306**(57)	**317**(68)	**331**(82)	**351**(102)
VM(C)OCA (OCH AAL)	Total Area	**790**(533)	**820**(563)	**1110**(853)	**1110**(853)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	750	640	530	430

NOTE 1 In the event of RCF follow the standard MAP on to track 355°. At MCT DME 10 turn direct to BURNI (MCT R338/MCT DME 24) climbing to **5000** to enter the ROSUN hold. Aircraft unable to make **3500** before MCT DME 10, commence climbing turn left to **3500** at MCT DME 10. At **3500** or above continue left turn and proceed direct to BURNI.

2 To ensure separation from departing traffic on RWY 23L, aircraft carrying out MAP should expedite the climb through **750**(501) before commencing the right turn onto track 355°.

3 Procedure turns restricted to maximum 185KIAS.

4 False localiser capture may be experienced when approaching RWY 23R from the North and South.

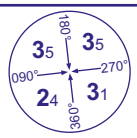
CHANGE (12/25): MCT VOR RECALIBRATED. MAG VAR. HEADINGS. WAYPOINT RADIALS.

AERO INFO DATE 10 SEP 25

AD 2-EGCC-8-9

INSTRUMENT APPROACH CHART - ICAO

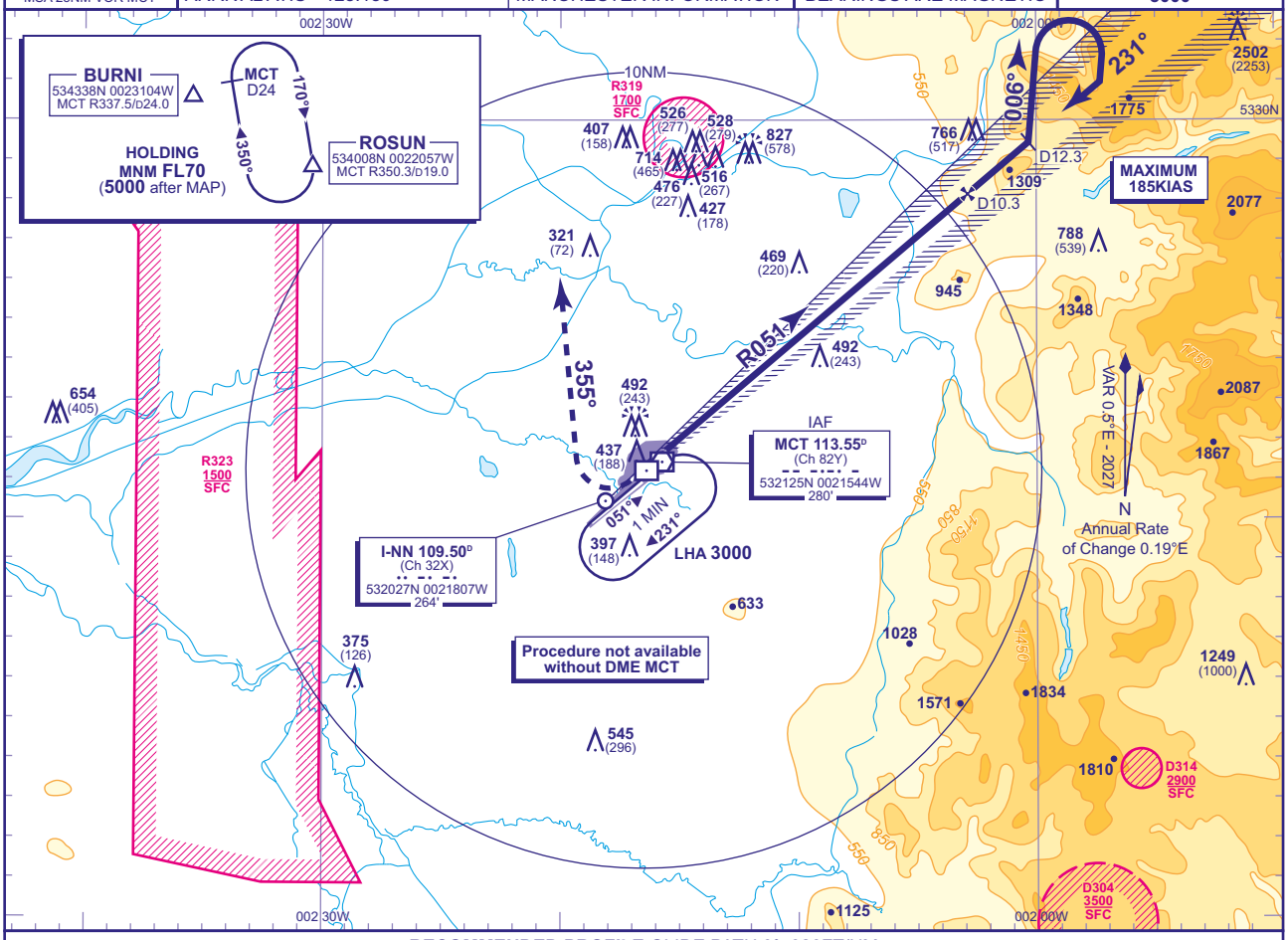
MANCHESTER ILS/DME (MCT) RWY 23R
(ACFT CAT A,B,C,D)



MSA 25NM VOR MCT

APP	118.580, 135.005	MANCHESTER RADAR	AD ELEVATION	257	
	121.355	MANCHESTER DIRECTOR	THR ELEVATION	249	
TWR	118.630, 119.405	MANCHESTER TOWER	OBSTACLE ELEVATION		
	121.855, 121.705	MANCHESTER GROUND	2502 AMSL (2253) (ABOVE THR)		
ARRIVAL ATIS	128.180	MANCHESTER INFORMATION	BEARINGS ARE MAGNETIC		

TRANSITION ALTITUDE **5000**

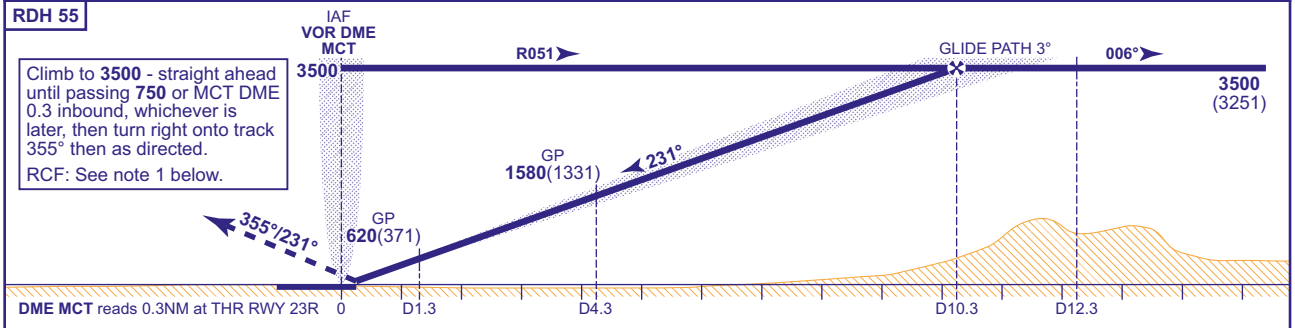


RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

DME MCT	9.3	8.3	7.3	6.3	5.3	4.3	3.3	2.3	1.3
ALT(HGT)	**3180**(2931)	**2860**(2611)	**2540**(2291)	**2220**(1971)	**1900**(1651)	**1580**(1331)	**1260**(1011)	**940**(691)	**620**(371)

RDH 55

Climb to **3500** - straight ahead until passing **750** or MCT DME 0.3 inbound, whichever is later, then turn right onto track 355° then as directed.
RCF: See note 1 below.



Aircraft Category		A	B	C	D
OCA (OCH)	CAT I	**396**(147)	**409**(160)	**421**(172)	**435**(186)
	CAT II	**306**(57)	**317**(68)	**331**(82)	**351**(102)
VM(C)OCA (OCH AAL)	Total Area	**790**(533)	**820**(563)	**1110**(853)	**1110**(853)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	750	640	530	430

NOTE 1 In the event of RCF follow the standard MAP on to track 355°. At MCT DME 10 turn direct to BURNI (MCT R338/MCT DME 24) climbing to **5000** to enter the ROSUN hold. Aircraft unable to make **3500** before MCT DME 10, commence climbing turn left to **3500** at MCT DME 10. At **3500** or above continue left turn and proceed direct to BURNI.
2 To ensure separation from departing traffic on RWY 23L, aircraft carrying out MAP should expedite the climb through **750**(501) before commencing the right turn onto track 355°.
3 Procedure turns restricted to maximum 185KIAS.
4 False localiser capture may be experienced when approaching RWY 23R from the North and South.

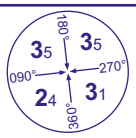
CHANGE (12/25): MCT VOR RECALIBRATED. MAG VAR. HEADINGS. WAYPOINT RADIALS.

AERO INFO DATE 10 SEP 25 AD 2-EGCC-8-10

INSTRUMENT APPROACH CHART - ICAO

MANCHESTER LOC/DME RWY 23R

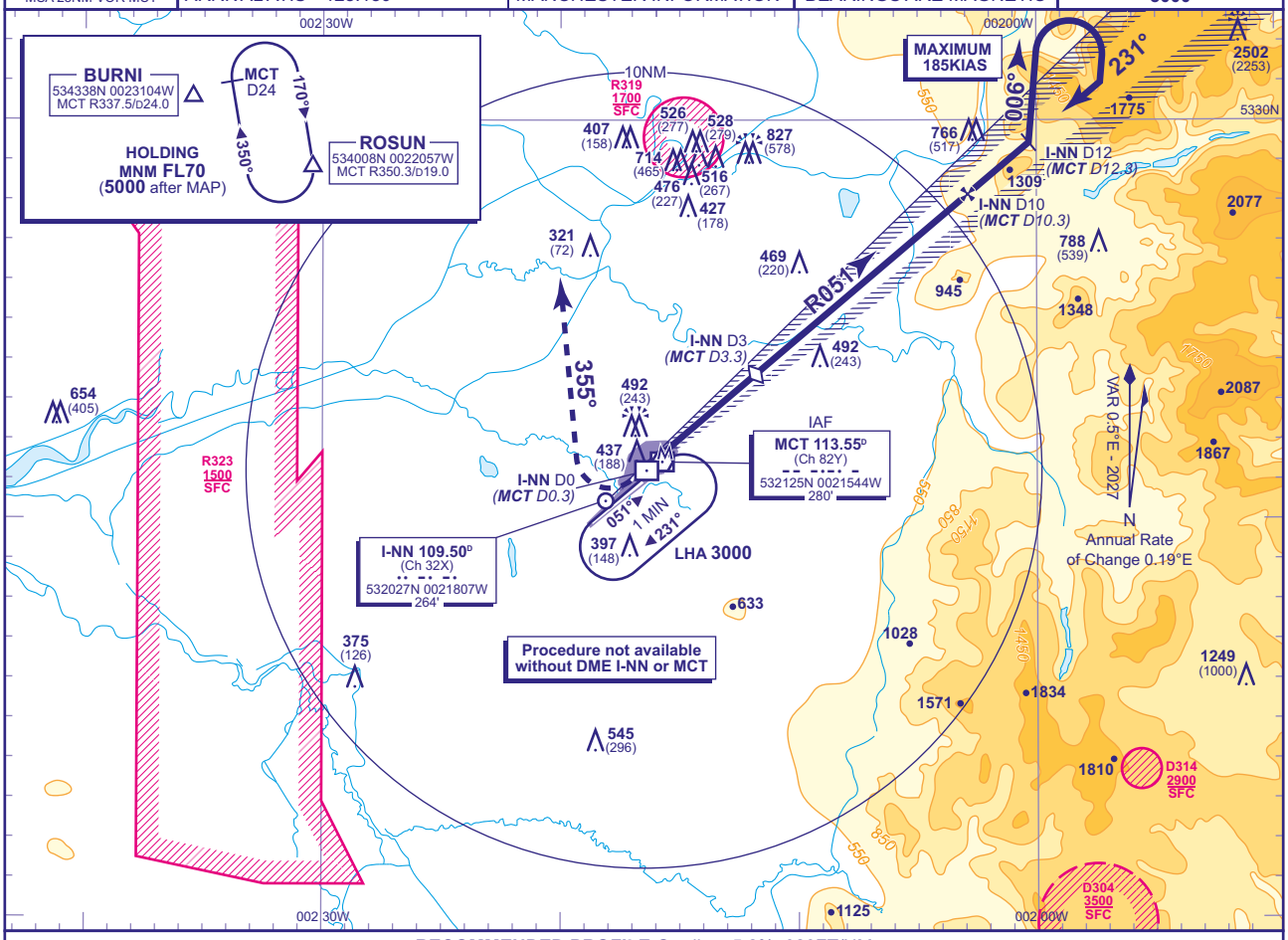
(ACFT CAT A,B,C,D)



MSA 25NM VOR MCT

APP	118.580, 135.005	MANCHESTER RADAR		AD ELEVATION	257
	121.355	MANCHESTER DIRECTOR		THR ELEVATION	249
TWR	118.630, 119.405	MANCHESTER TOWER		OBSTACLE ELEVATION	
	121.855, 121.705	MANCHESTER GROUND		2502 AMSL (2253) (ABOVE THR)	
ARRIVAL ATIS	128.180	MANCHESTER INFORMATION		BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **5000**



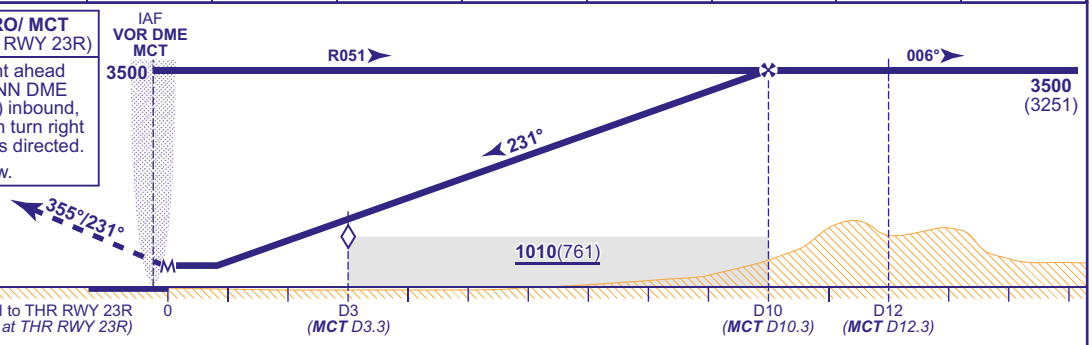
RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-NN(MCT)	9(9.3)	8(8.3)	7(7.3)	6(6.3)	5(5.3)	4(4.3)	3(3.3) **(SDF)**	2(2.3)	1(1.3)
ALT(HGT)	**3180**(2931)	**2860**(2611)	**2540**(2291)	**2220**(1971)	**1900**(1651)	**1580**(1331)	**1260**(1011)	**940**(691)	**620**(371)

MAPt I-NN DME ZERO/ MCT DME 0.3 (THR RWY 23R)

Climb to **3500** - straight ahead until passing **750** or I-NN DME ZERO (MCT DME 0.3) inbound, whichever is later, then turn right onto track 355° then as directed.

RCF: See note 1 below.



Aircraft Category		A	B	C	D
OCA (OCH)	**Procedure**	**640**(391)	**640**(391)	**640**(391)	**640**(391)
VM(C)OCA (OCH AAL)	**Total Area**	**790**(533)	**820**(563)	**1110**(853)	**1110**(853)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	750	640	530	430

NOTE 1 In the event of RCF follow the standard MAP on to track 355°. At MCT DME 10 turn direct to BURNI (MCT R338/MCT DME 24) climbing to **5000** to enter the ROSUN hold. Aircraft unable to make **3500** before MCT DME 10, commence climbing turn left to **3500** at MCT DME 10. At **3500** or above continue left turn and proceed direct to BURNI.

2 DME MCT may be used if DME I-NN is not available.

3 Procedure turns restricted to maximum 185KIAS.

4 False localiser capture may be experienced when approaching RWY 23R from the North and South.

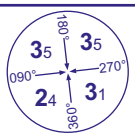
CHANGE (12/25): MCT VOR RECALIBRATED. MAG VAR. HEADINGS. WAYPOINT RADIALS.

AERO INFO DATE 10 SEP 25

AD 2-EGCC-8-11

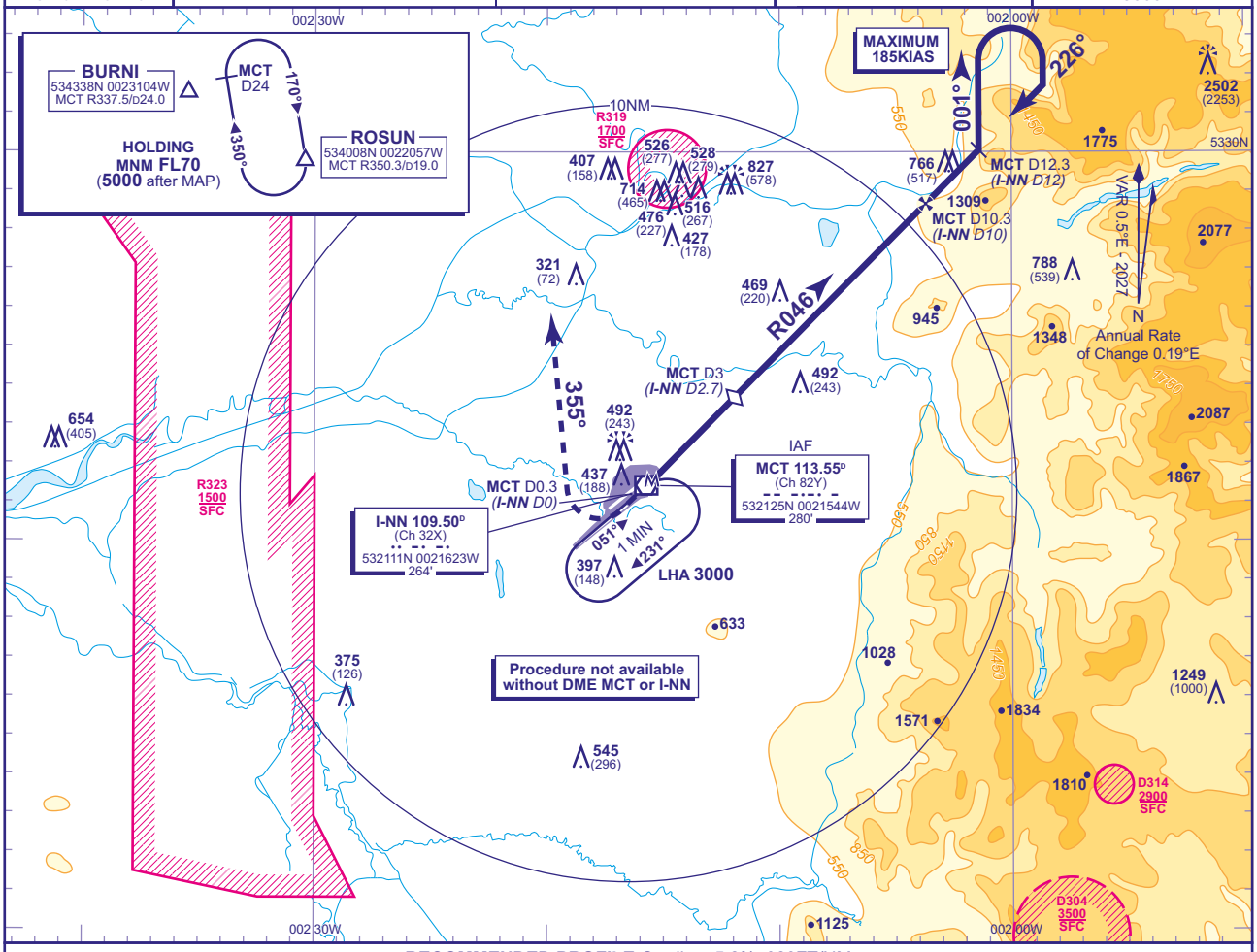
INSTRUMENT APPROACH CHART - ICAO

MANCHESTER VOR/DME RWY 23R
(ACFT CAT A,B,C,D)



MSA 25NM VOR MCT

APP	118.580, 135.005	MANCHESTER RADAR	AD ELEVATION	257	TRANSITION ALTITUDE 5000
	121.355	MANCHESTER DIRECTOR	THR ELEVATION	249	
TWR	118.630, 119.405	MANCHESTER TOWER	OBSTACLE ELEVATION 2502 AMSL (2253) (ABOVE THR)		
	121.855, 121.705	MANCHESTER GROUND			
ARRIVAL ATIS	128.180	MANCHESTER INFORMATION	BEARINGS ARE MAGNETIC		



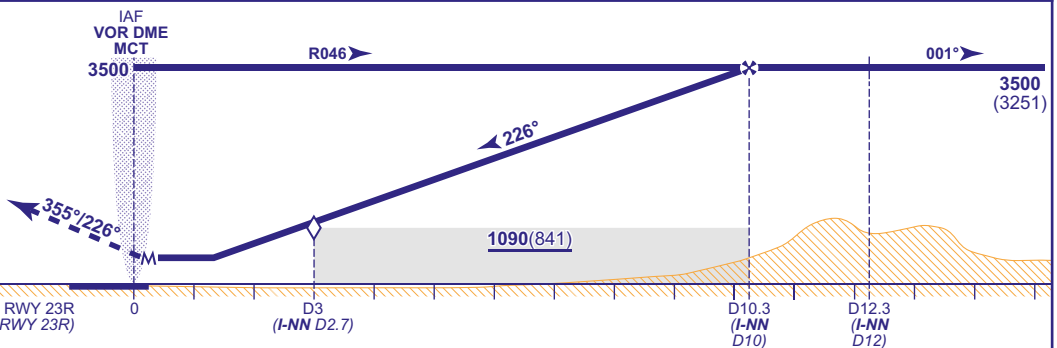
RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME MCT(I-NN)	9(8.7)	8(7.7)	7(6.7)	6(5.7)	5(4.7)	4(3.7)	3(2.7) **(SDF)**	2(1.7)
ALT(HGT)	**3080**(2831)	**2760**(2511)	**2440**(2191)	**2120**(1871)	**1800**(1551)	**1480**(1231)	**1160**(911)	**840**(591)

MAPt MCT DME 0.3/ I-NN DME ZERO (THR RWY 23R)

Climb to **3500** - straight ahead until passing **750** or MCT DME 0.3 (I-NN DME ZERO) inbound, whichever is later, then turn right onto track 355° then as directed.

RCF: See note 1 below.



DME MCT reads 0.3NM at THR RWY 23R
(***DME I-NN*** *zero ranged to THR RWY 23R)*

Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	**Procedure**	**690**(441)	**690**(441)	**690**(441)	**690**(441)		**FT/MIN**	850	750	640	530	430
VM(C)OCA (OCH AAL)	**Total Area**	**790**(533)	**820**(563)	**1110**(853)	**1110**(853)							

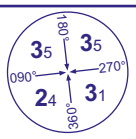
NOTE 1 In the event of RCF follow the standard MAP on to track 355°. At MCT DME 10 turn direct to BURNI (MCT R338/MCT DME 24) climbing to **5000** to enter the ROSUN hold. Aircraft unable to make **3500** before MCT DME 10, commence climbing turn left to **3500** at MCT DME 10. At **3500** or above continue left turn and proceed direct to BURNI.
2 DME I-NN may be used if DME MCT is not available.
3 FAT offset 5° from RWY C/L and crosses RWY C/L 1.3NM before THR RWY 23R.
4 Procedure turns restricted to maximum 185KIAS.

CHANGE (12/25): MCT VOR RECALIBRATED. MAG VAR. HEADINGS. WAYPOINT RADIALS.

AERO INFO DATE 10 SEP 25 AD 2-EGCC-8-12

INSTRUMENT APPROACH CHART - ICAO

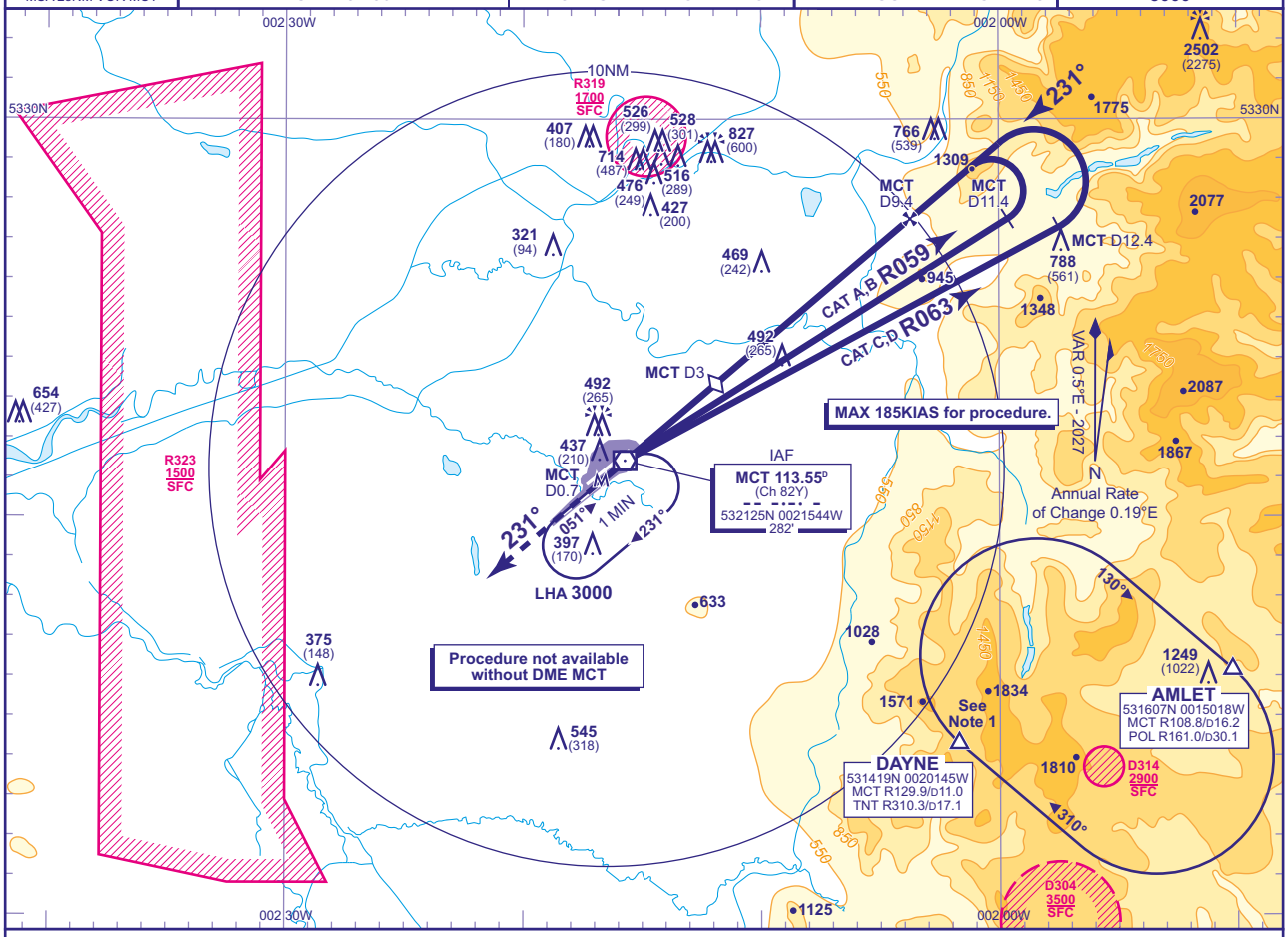
MANCHESTER VOR/DME RWY 23L
(ACFT CAT A,B,C,D)



MSA 25NM VOR MCT

APP	118.580, 135.005	MANCHESTER RADAR		AD ELEVATION	257
	121.355	MANCHESTER DIRECTOR		THR ELEVATION	227
TWR	118.630, 119.405	MANCHESTER TOWER		OBSTACLE ELEVATION	
	121.855, 121.705	MANCHESTER GROUND		2502 AMSL (2275) (ABOVE THR)	
ARRIVAL ATIS	128.180	MANCHESTER INFORMATION		BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **5000**



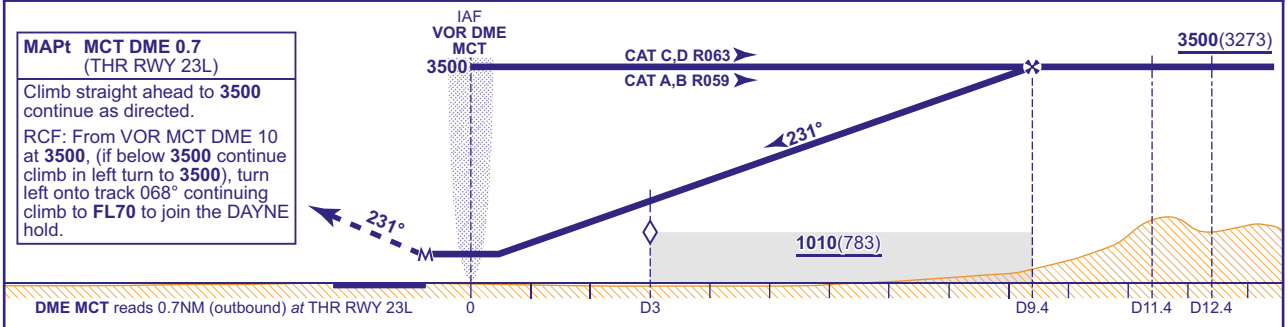
RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME MCT	9	8	7	6	5	4	3(SDF)	2	1
ALT(HGT)	**3370**(3143)	**3050**(2823)	**2730**(2503)	**2420**(2193)	**2100**(1873)	**1780**(1553)	**1460**(1233)	**1140**(913)	**820**(593)

MAPt MCT DME 0.7
(THR RWY 23L)

Climb straight ahead to **3500** continue as directed.

RCF: From VOR MCT DME 10 at **3500**, (if below **3500** continue climb in left turn to **3500**), turn left onto track 068° continuing climb to **FL70** to join the DAYNE hold.



Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**690**(463)	**690**(463)	**690**(463)	**690**(463)
VM(C)OCA (OCH AAL)	Total Area	**790**(533)	**820**(563)	**1110**(853)	**1110**(853)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	750	640	530	430

NOTE 1 DAYNE HOLD:- Limiting outbound distance MCT DME 16/TNT DME 14. Minimum holding level is FL70.
2 Procedure restricted to maximum 185KIAS.

CHANGE (12/25): MCT VOR RECALIBRATED. MAG VAR. WAYPOINT RADIALS.

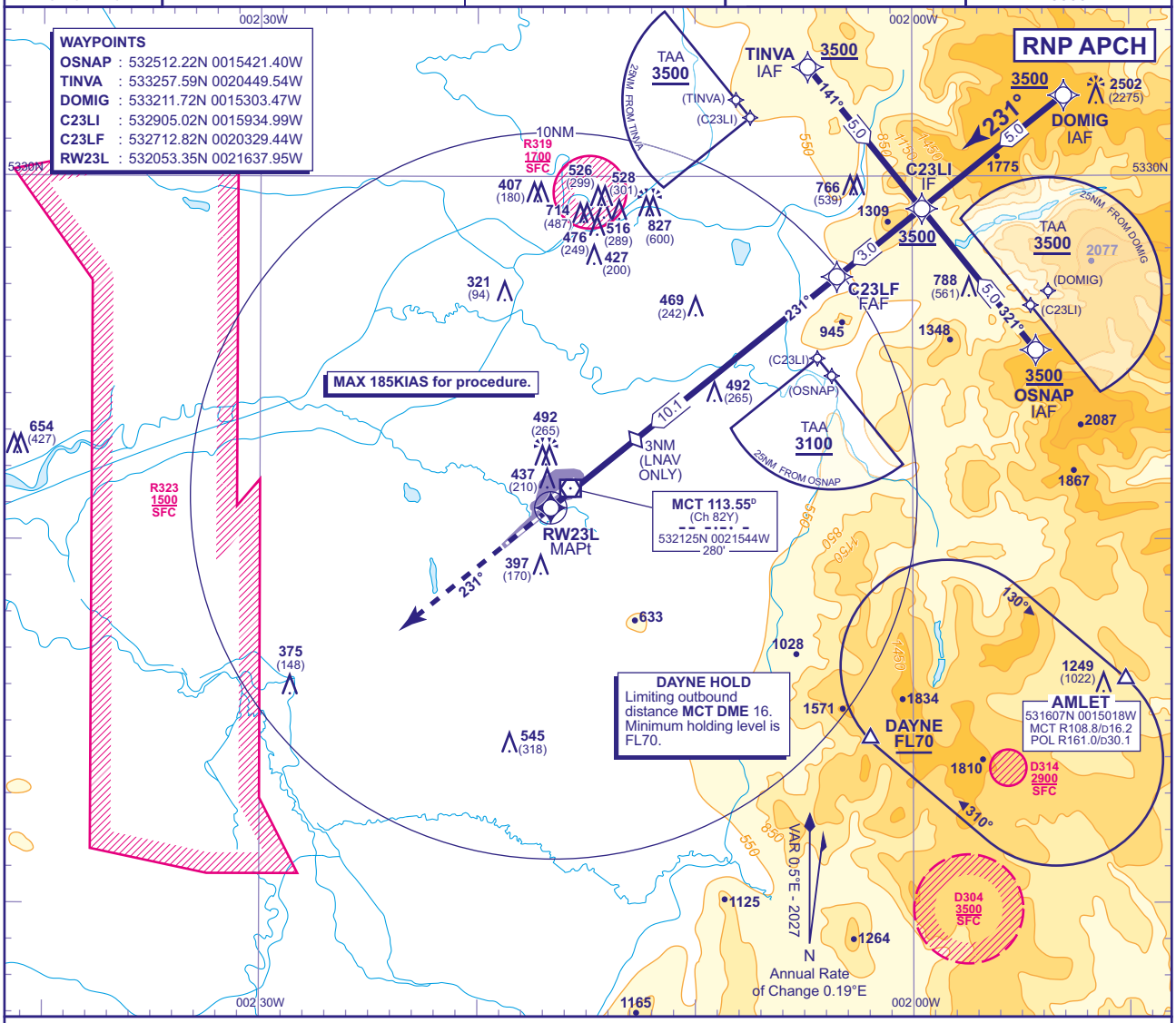
AERO INFO DATE 16 SEP 25

INSTRUMENT APPROACH CHART - ICAO

MANCHESTER
RNP
RWY 23L
(ACFT CAT A,B,C,D)

3.5 MSA 25NM MCT	APP	118.580, 135.005	MANCHESTER RADAR	AD ELEVATION	257
		121.355	MANCHESTER DIRECTOR	THR ELEVATION	227
	TWR	118.630, 119.405	MANCHESTER TOWER	OBSTACLE ELEVATION 2502 AMSL (2275) (ABOVE THR)	
		121.855, 121.705	MANCHESTER GROUND		
	ARRIVAL ATIS	128.180	MANCHESTER INFORMATION	BEARINGS ARE MAGNETIC	

MIN TEMP **-15°C**
TRANSITION ALTITUDE **5000**



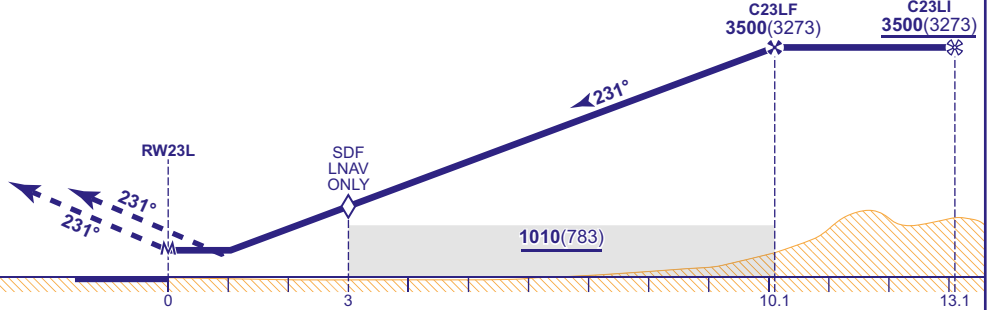
RECOMMENDED PROFILE VNAV VERTICAL PATH ANGLE 3.0°, 318FT/NM. **LNAV** Gradient 5.2%, 320FT/NM

NM to RW23L	10	9	8	7	6	5	4	3(LNAV SDF)	2
ALT(HGT)	**3460**(3233)	**3140**(2913)	**2820**(2593)	**2510**(2283)	**2190**(1963)	**1870**(1643)	**1550**(1323)	**1230**(1003)	**910**(683)

TCH 50

MAPt (LNAV):RW23L
Climb straight ahead to **3500** continue as directed.

RCF: From VOR MCT DME 10 at **3500**, (if below **3500** continue climb in left turn to **3500**) turn left onto track 068° continuing climb to **FL70** to join the DAYNE hold.



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	LNAV/VNAV	**680**(453)	**680**(453)	**680**(453)	**680**(453)		FT/MIN	850	740	640	530	420
	LNAV	**680**(453)	**680**(453)	**680**(453)	**680**(453)							
VM(C)OCA (OCH AAL)	Total Area	**790**(533)	**820**(563)	**1110**(853)	**1110**(853)							

NOTE 1 Pilots should 'Request RNP Approach' on first contact with Manchester Radar.

CHANGE (12/25): MCT VOR RECALIBRATED. MAG VAR. HEADINGS. WAYPOINT RADIALS.

AERO INFO DATE 11 SEP 25 AD 2-EGCC-8-14

Instrument Approach Procedure Coding Tables

Manchester RNP RWY 23L - Instrument Approach Procedure via TINVA

Designator	Sequence Number	Path Term-inator	Waypoint Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R23LR	001	IF	TINVA	-	-	-	3500	185	533257.59N 0020449.54W	IAF
R23LR	002	TF	C23LI	-	141° (141.23°)	RIGHT	3500	185	532905.02N 0015934.99W	IF / 13.1NM
R23LR	003	TF	C23LF	-	231° (231.39°)	-	3500	185	532712.82N 0020329.44W	FAF / 10.1NM
R23LR	004	TF	RW23L	Y	231° (231.25°)	-	-	-	532053.35N 0021637.95W	MAPt
R23LR	005	CA	-	-	231° (231.07°)	-	3500	-	-	-

Manchester RNP RWY 23L - Instrument Approach Procedure via DOMIG

Designator	Sequence Number	Path Term-inator	Waypoint Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R23LC	001	IF	DOMIG	-	-	-	3500	185	533211.72N 0015303.47W	IAF
R23LC	002	TF	C23LI	-	231° (231.39°)	-	3500	185	532905.02N 0015934.99W	IF / 13.1NM
R23LC	003	TF	C23LF	-	231° (231.39°)	-	3500	185	532712.82N 0020329.44W	FAF / 10.1NM
R23LC	004	TF	RW23L	Y	231° (231.25°)	-	-	-	532053.35N 0021637.95W	MAPt
R23LC	005	CA	-	-	231° (231.07°)	-	3500	-	-	-

Manchester RNP RWY 23L - Instrument Approach Procedure via OSNAP

Designator	Sequence Number	Path Term-inator	Waypoint Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R23LL	001	IF	OSNAP	-	-	-	3500	185	532512.22N 0015421.40W	IAF
R23LL	002	TF	C23LI	-	321° (321.26°)	LEFT	3500	185	532905.02N 0015934.99W	IF / 13.1NM
R23LL	003	TF	C23LF	-	231° (231.39°)	-	3500	185	532712.82N 0020329.44W	FAF / 10.1NM
R23LL	004	TF	RW23L	Y	231° (231.25°)	-	-	-	532053.35N 0021637.95W	MAPt
R23LL	005	CA	-	-	231° (231.07°)	-	3500	-	-	-

CHANGE (12/25): MAG VAR. MAG HEADINGS.

AERO INFO DATE 11 SEP 25

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EGCB — MANCHESTER BARTON

EGCB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGCB — MANCHESTER BARTON

EGCB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 532818N Long: 0022323W Mid-point of Runway 08R/26L
2	Direction and distance from city	5 NM W of Manchester.
3	Elevation / Reference temperature / Mean Low Temperature	73 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	168 FT
5	Magnetic Variation / Annual Change	0.40°E (2027) / 0.19°E
6	AD Administration Address Telephone E-mail address Web address	MANCHESTER BARTON AERODROME Barton Aerodrome , Liverpool Road, Eccles, Manchester, M30 7SA. Manchester Heliport, Liverpool Road, Eccles, Manchester, M30 7RU. 0161-789 1362 (Administration and Operations) ops@bartonaerodrome.co.uk http://www.bartonaerodrome.co.uk
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	VFR (See AD 2.22).

EGCB AD 2.3 OPERATIONAL HOURS

1	AD Administration	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.
2	Customs and immigration	By arrangement. Customs: 4 hours notice required inbound/24 hours outbound. Immigration: 24 hours inbound/outbound. CTU (Special Branch): 24 hours inbound/outbound.
3	Health and sanitation	
4	AIS Briefing Office	As AD hours.
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	As AD hours. Website: https://www.egcbatis.co.uk
7	ATS	As AD hours.
8	Fuelling	Mon-Thu 0845-1745 (0745-1645) or SS-15, whichever is earlier; Fri-Sun 0845-1845 (0745-1745) or SS-15, whichever is earlier; and by arrangement.
9	Handling	By arrangement for helicopters using Manchester Heliport facility.
10	Security	
11	De-icing	
12	Remarks	This aerodrome is PPR.

EGCB AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVTUR JET A-1 F-34, AVGAS 100LL Oil: 15/50, 80, Multigrade (W)80, 100, (W)100
3	Fuelling facilities/capacity	Aerodrome Fixed Bowser AVGAS 100LL 28,500 LT. Heliport Fixed Bowser AVTUR JET-A1 18,000 LT. Mobile Bowser AVTUR JET-A1 20,000 LT (Pressurised AVTUR JET-A1 by arrangement).
4	De-icing facilities	
5	Hangar space for visiting aircraft	Limited by prior arrangement.
6	Repair facilities for visiting aircraft	Westair Aircraft Maintenance, Tel: 0161-787 8811.
7	Remarks	

EGCB AD 2.5 PASSENGER FACILITIES

1	Hotels	In vicinity.
2	Restaurants	Cafe/Bar.
3	Transportation	Taxis, Buses. Nearest Railway Station: Eccles: 2.8 miles.
4	Medical facilities	Limited First Aid.
5	Bank and Post Office	Bank within 2.0 miles. Post Office within 1.5 miles.
6	Tourist Office	
7	Remarks	Transport arrangements can be made via aerodrome operations.

EGCB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A1 RFF Category A2 accepted under remission by prior arrangement.
2	Rescue equipment	
3	Capability for removal of disabled aircraft	Limited
4	Remarks	

EGCB AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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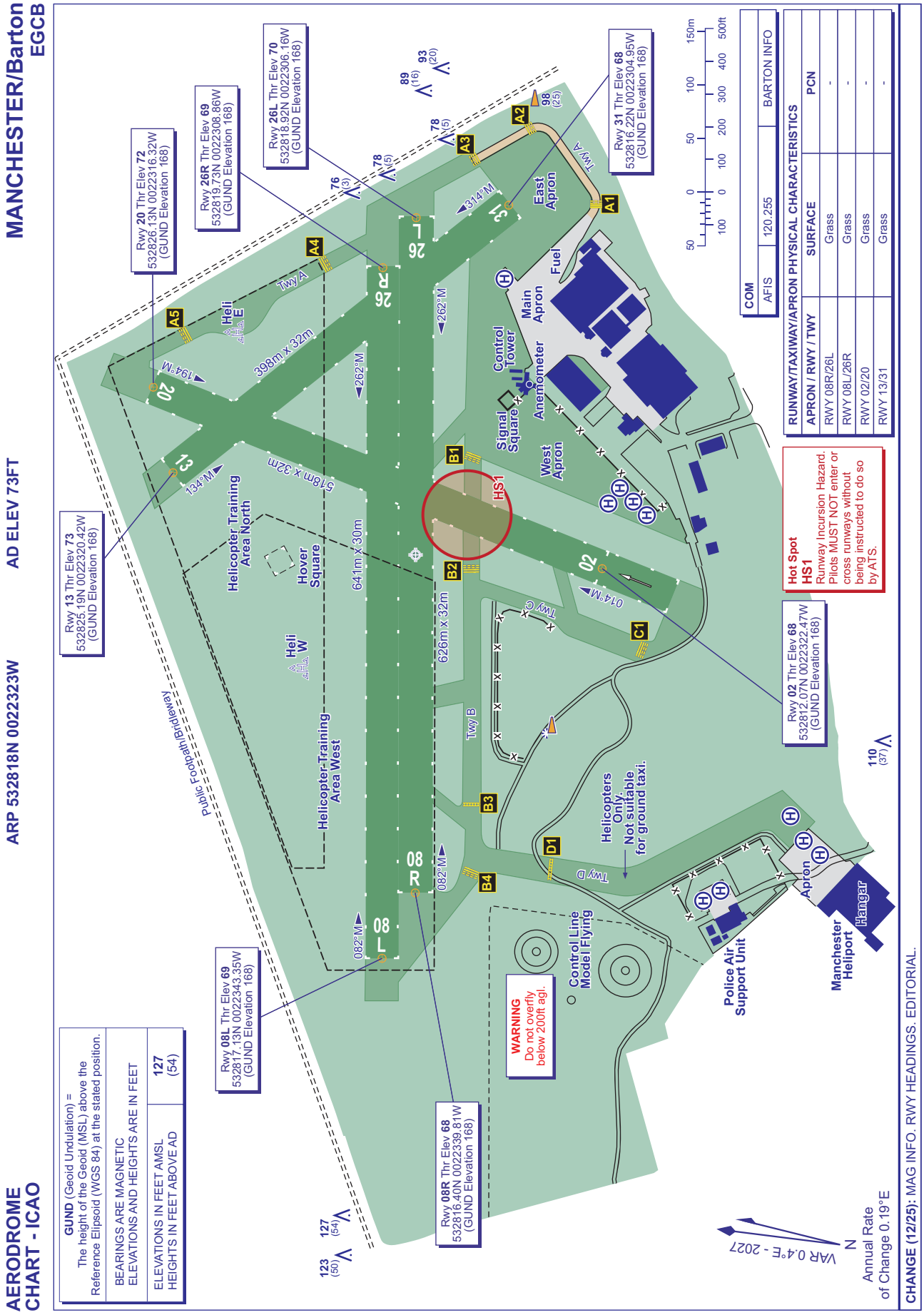
EGCB AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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	Wind direction indicators - 532812.94N 0022330.90W (LGTD); 532815.83N 0022259.73W.

EGCB 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**
(EGCB1258) 20/APPROACH 02/ TAKE-OFF	TREE	532835.62N 0022313.08W	115 FT	42 FT	No	
(EGCB1544) 26L/APPROACH 08R/ TAKE-OFF	TREE	532822.28N 0022245.87W	141 FT	73 FT	No	
(EGCB1467) 26R/APPROACH 08L/ TAKE-OFF	TREE	532822.05N 0022254.48W	116 FT	48 FT	No	
(EGCB1346) 26R/APPROACH 08L/ TAKE-OFF	HEDGE	532820.74N 0022305.30W	76 FT	9 FT	No	
(EGCB1360) 26L/APPROACH 08R/ TAKE-OFF	HEDGE	532819.73N 0022304.18W	78 FT	8 FT	No	



AERO INFO DATE 10 SEP 25

AD 2-EGCB-2-1

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EGNF — NETHERTHORPE

EGNF AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGNF — NETHERTHORPE

EGNF AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 531901N Long: 0011146W Mid Point of Runway 06/24
2	Direction and distance from city	2 NM W by N of Worksop.
3	Elevation / Reference temperature / Mean Low Temperature	248 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	-
5	Magnetic Variation / Annual Change	0.84°E (2027) / 0.18°E
6	AD Administration Address Telephone E-mail address Web address	SHEFFIELD AERO CLUB. Netherthorpe Aerodrome, Thorpe Salvin, Worksop, Nottinghamshire, S80 3JQ 01909-475233 info@sheffieldaeroclub.net https://www.sheffieldaeroclub.net
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	

EGNF AD 2.3 OPERATIONAL HOURS

1	AD Administration	Tue-Sun 0900-1700 (0800-1600) or SS whichever is the earlier; Mon by arrangement only.
2	Customs and immigration	General Aviation Report (GAR) form submission to National Co-ordination Unit (NCU) is required in advance to notify HMRC Border Force and Police. https://www.submit-general-aviation-report.service.gov.uk.
3	Health and sanitation	
4	AIS Briefing Office	Self-briefing in Control Office.
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	As AD Hours. See also AD 2.18
8	Fuelling	Self-service as AD hours. See also AD 2.18.
9	Handling	
10	Security	
11	De-icing	
12	Remarks	This aerodrome is strictly PPR by telephone.

EGNF AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVGAS 100LL.
3	Fuelling facilities/capacity	Self-service, payment by credit card machine.
4	De-icing facilities	
5	Hangar space for visiting aircraft	
6	Repair facilities for visiting aircraft	On airfield licenced engineering facility, Dukeries Aviation Ltd; Tel: 01909-600231.
7	Remarks	

EGNF AD 2.5 PASSENGER FACILITIES

1	Hotels	Travelodge 4 miles from airfield.
2	Restaurants	Café on airfield.
3	Transportation	Taxi services available.
4	Medical facilities	Basic first aid trained Initial Emergency Response personnel on site.
5	Bank and Post Office	
6	Tourist Office	
7	Remarks	

EGNF AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

EGNF AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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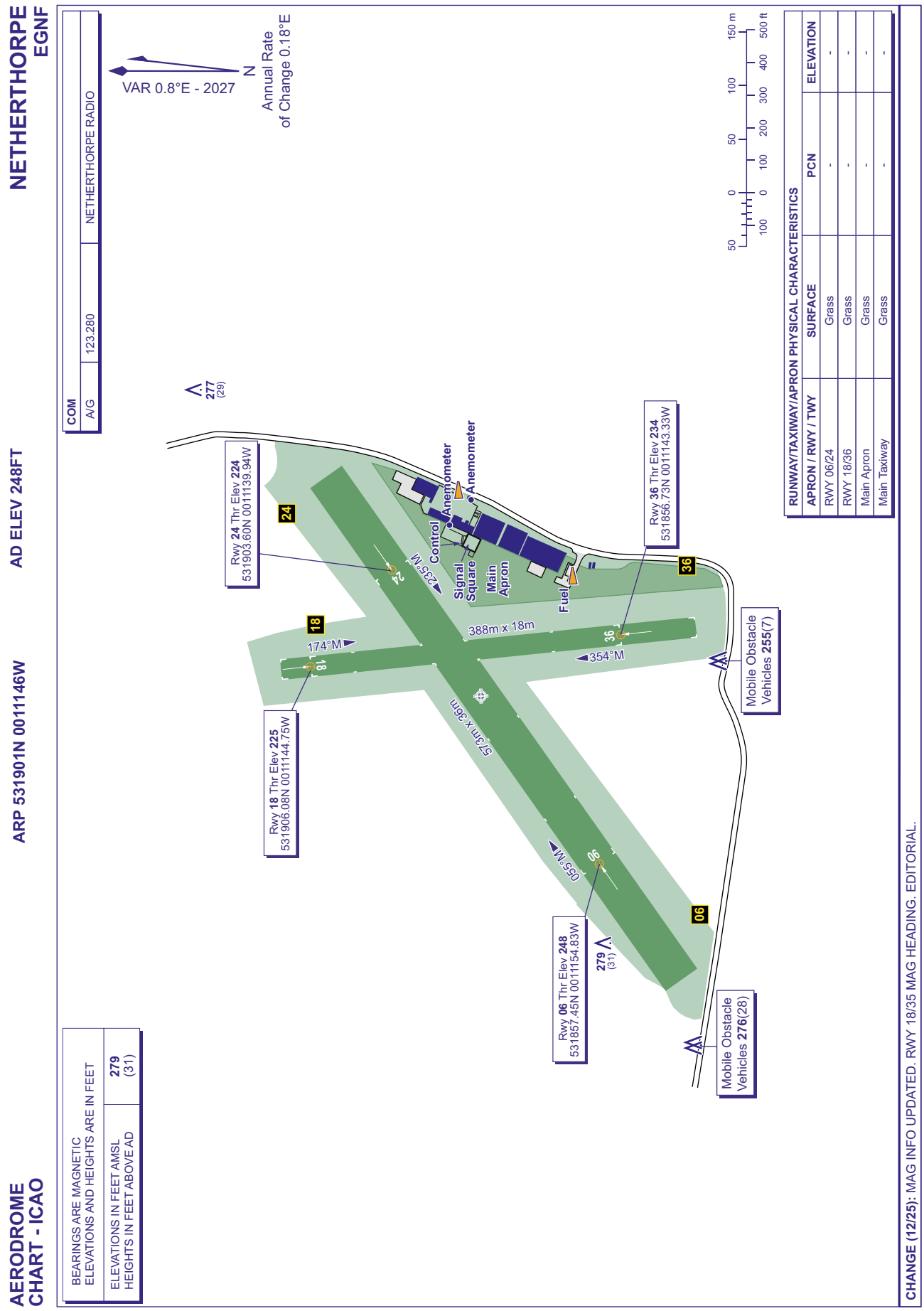
EGNF AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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	WDIs: 531901.56N 0011136.15W - 531858.17N 0011140.54W.

EGNF 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**
(EGNF1593) 18/APPROACH 36/ TAKE-OFF	TREE	531924.28N 0011151.72W	346 FT		No	
(EGNF1637) 24/APPROACH 06/ TAKE-OFF	TREE	531909.28N 0011130.80W	277 FT		No	
(EGNF1546) 06/APPROACH 24/ TAKE-OFF	TREE	531857.16N 0011158.82W	279 FT		No	
(EGNF1320) 06/APPROACH 24/ TAKE-OFF	ROAD 4 8M	531854.49N 0011204.00W	276 FT		No	
(EGNF1325) 06/APPROACH 24/ TAKE-OFF	ROAD 4 8M	531854.02N 0011159.41W	270 FT		No	
(EGNF1330) 36/APPROACH 18/ TAKE-OFF	ROAD 4 8M	531853.62N 0011144.70W	255 FT		No	



AERO INFO DATE 10 SEP 25

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EGSV — OLD BUCKENHAM

EGSV AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGSV — OLD BUCKENHAM

EGSV AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 522951N Long: 0010307E On Runway 07/25
2	Direction and distance from city	12 NM SW of Norwich City.
3	Elevation / Reference temperature / Mean Low Temperature	194 FT / 19 °C / -
4	Geoid undulation at AD ELEV PSN	155 FT
5	Magnetic Variation / Annual Change	1.65°E (2027) / 0.17°E
6	AD Administration Address Telephone Telefax Web address	BUCKENHAM AVIATION CENTRE LTD Old Buckenham Aerodrome, Abbey Road, Old Buckenham, Norfolk, NR17 1PU. 01953-860806 01953-860606 www.oldbuck.com
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	

EGSV AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Fri 0930-1600 (0830-1500).
2	Customs and immigration	As AD hours plus Sat and Sun 0900-1600 (0800-1500). PPR is required.
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	See AD 2.18
8	Fuelling	Available on Request when submitting PPR.
9	Handling	
10	Security	
11	De-icing	
12	Remarks	Aerodrome may be unmanned Mon-Thu.

EGSV AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVGAS 100LL W100/W80.
3	Fuelling facilities/capacity	
4	De-icing facilities	
5	Hangar space for visiting aircraft	
6	Repair facilities for visiting aircraft	
7	Remarks	Electric aircraft charging available - request when submitting PPR.

EGSV AD 2.5 PASSENGER FACILITIES

1	Hotels	
2	Restaurants	Self-service cafe Mon-Wed 1000-1600 (0900-1500). Full cafe Thu-Sun 0900-1700 (0800-1600).
3	Transportation	
4	Medical facilities	
5	Bank and Post Office	
6	Tourist Office	
7	Remarks	

EGSV AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category Special. Thu-Sun 0930-1630 (0830-1530) or SS, whichever is earlier; other times by arrangement.
2	Rescue equipment	
3	Capability for removal of disabled aircraft	
4	Remarks	

EGSV AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

1	Apron surface and strength	
2	Taxiway width, surface and strength	Taxiway 25: Surface: Asphalt
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGSV AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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EGSV AD 2.10 AERODROME OBSTACLES

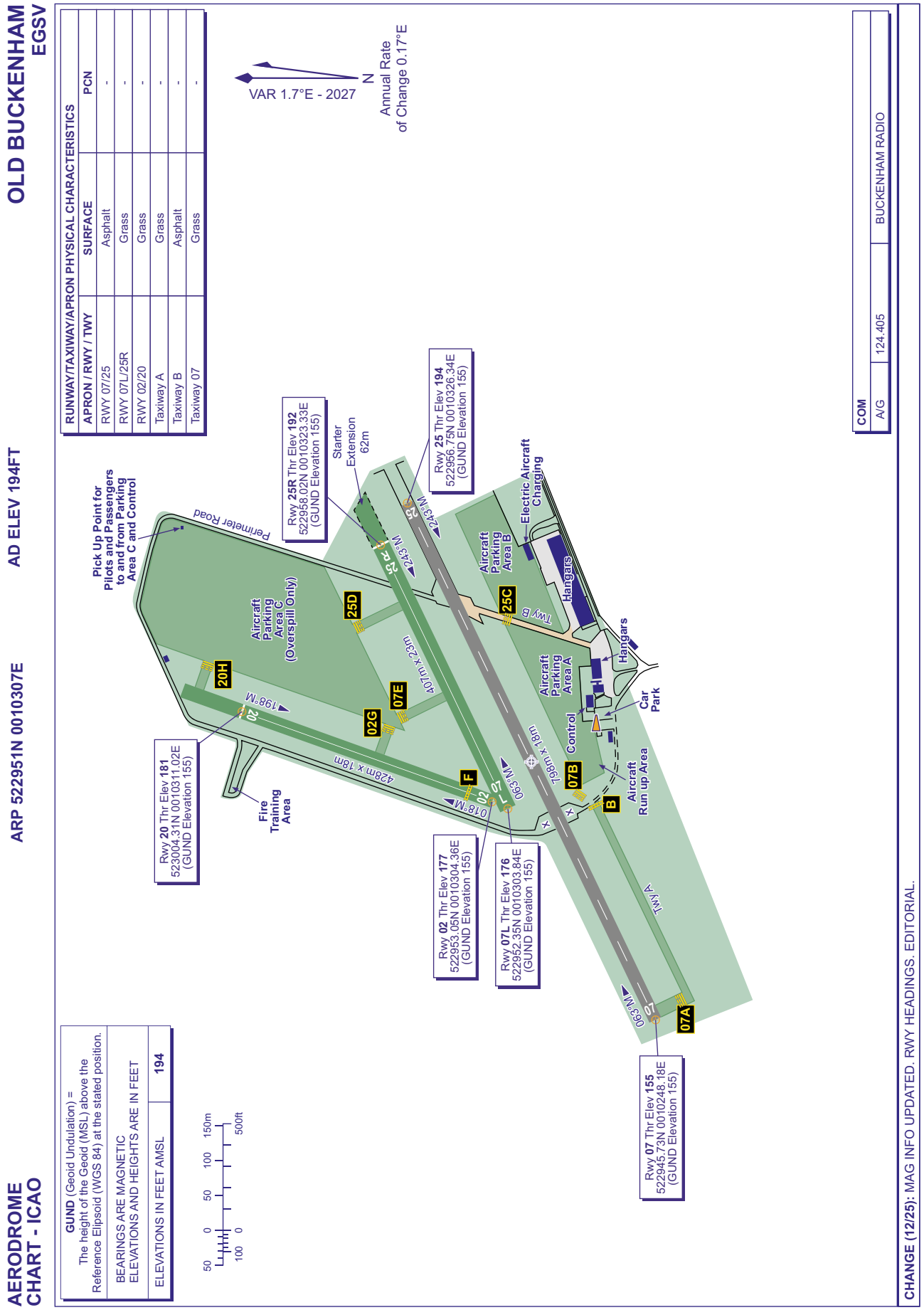
In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGSV2018) 02/TAKE-OFF	BUILDING	523007.75N 0010315.25E	197 FT		No	
(EGSV2017) 20/APPROACH 02/ TAKE-OFF	BUILDING	523007.62N 0010314.79E	196 FT		No	

AERODROME CHART - ICAO

OLD BUCKENHAM EGSV

ARP 522951N 0010307E

AD ELEV 194FT



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	SURFACE	PCN
RWY 07/25	Asphalt	-
RWY 07L/25R	Grass	-
RWY 02/20	Grass	-
Taxiway A	Grass	-
Taxiway B	Asphalt	-
Taxiway 07	Grass	-

COM		
A/G	124.405	BUCKENHAM RADIO

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 — 194

CHANGE (12/25): MAG INFO UPDATED. RWY HEADINGS. EDITORIAL.

AERO INFO DATE 10 SEP 25

AD 2-EGSV-2-1

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		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 1-20 are self park. Parking on other areas of the apron will be marshalled including Stand 25.
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	

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	0.67°W (2027) / 0.20°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.

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
PRESTWICK ATZ A circle, 2.5 NM radius, centred at 553034N 0043540W on longest notified runway (12/30)	Upper limit: 2000 FT AGL Lower limit: SFC	D	PRESTWICK APPROACH English	6000 FT		

EGPK AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	PRESTWICK APPROACH	121.500 Emergency frequency O/R.			H24	ATZ hours coincident with Approach hours.
		129.450 DOC 40 NM/ 19,500 FT.			H24	
TWR	PRESTWICK TOWER	118.150 DOC 25 NM/6,000 FT.			H24	
		121.500 Emergency frequency O/R.			H24	
		127.155 As directed by ATC.			H24	
RADAR	PRESTWICK RADAR	121.500 Emergency frequency O/R.			H24	
		124.630 As directed by ATC.			H24	
		129.450 DOC 40 NM/ 19,500 FT.			H24	
ATIS	PRESTWICK INFORMATION	121.130			H24	
OTHER	PRESTWICK FIRE	121.600 Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGPK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 0.65°W (2027)	IPP	110.300 MHz	H24	553000.19N 0043403.31W		(RWY 12)
ILS/GP	IPP	335.000 MHz	H24	553052.15N 0043621.68W		3° ILS Ref Datum Hgt 53 FT. The quality of the guidance provided does not permit the use of the facility for coupled approaches below 200 FT. Full scale flydown indications may not be maintained when high above the glide path sector. Caution is advised on approach.

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 0.68°W (2027)	IKK	110.300 MHz	H24	553101.73N 0043701.31W		(RWY 30)
ILS/GP	IKK	335.000 MHz	H24	553018.01N 0043440.60W		3.5° ILS Ref Datum Hgt 56 FT. A weak signal may be experienced below the glide path slope at 8 degrees right of the centre-line.
VOR/DME 0.71°W (2027) 0.9°W (2025)	TRN	122X 117.500 MHz	H24	551848.28N 0044701.91W	586 FT	VOR DOC: 20 NM/50,000 FT, 30 NM/ 50,000 FT in Sector R056-106 and 45 NM/50,000 FT in Sector R356-056. DME DOC: 100 NM/50,000 FT (60 NM/50,000 FT in Sector R076-226 and 200 NM/50,000 FT in Sector R271-001). Due to terrain effects bearing errors of greater than 4 may occur in Sector R171-181. In addition coverage at low level is reduced in Sector R066-106.
NDB (L) 0.66°W (2027)	PIK	355.000 kHz	H24	553021.92N 0043438.11W		DOC 30 NM.
ILS/DME	IKK	40X 110.300 MHz	H24	553028.11N 0043538.49W	48 FT	(RWY 30) DOC 25 NM/10,000 FT. Zero range is indicated at THR of Runway 12 and 30.
ILS/DME	IPP	40X 110.300 MHz	H24	553028.11N 0043538.49W	48 FT	(RWY 12) DOC 25 NM/10,000 FT. Zero range is indicated at THR of Runway 12 and 30.

EGPK AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Pilots are to 'book-out' by telephoning ATC.
b) Traffic flow management of inbound, outbound and local aircraft may be applied without notice.
c) Aircraft with tail skids will not be permitted to use the aerodrome without first having been fitted with some form of wheel to prevent surface damage.
d) The wearing of high visibility clothing is mandatory by all personnel working on airside areas.
e) Fixed Electrical Ground Power must be used wherever available and serviceable. Use of GPU and APU should be limited to minimise environmental impact.
f) Pilots of international arriving or departing GA aircraft are responsible for presenting their passengers to UK Border Force. Transport to and from the UK Border should be arranged with the Handling Agent.
g) Aprons A & B are subject to security restrictions and searches.

2 GROUND MOVEMENT

a) Holding positions are indicated at night by a row of red lights across the taxiway. Aircraft are not permitted to proceed on to the runway unless these lights have been extinguished or permission has been given by ATC.
b) To prevent soil erosion by jet blast, an area contiguous with the beginning of Runway 30 has been concreted. This area is not load bearing and aircraft should not be taxied across it during line up for take-off. A hatched area separates this area from the runway.
c) ATC taxiing instructions should be strictly observed.
d) Link November has a reduced width of 16 M and is only available for aircraft up to and including Code B size.
e) Only marked taxiways to be used.
f) The arrangement of the Terminal apron, piers, stand numbers, nose wheel guide lines and alignment bars are shown at AD 2-EGPK-2-2.
g) The taxiway Route to/from Spirit Aero systems and HMS Gannet is via Link Tango.
h) Holding Point M is available to aircraft up to code F. During hours of darkness and low visibility all aircraft must use a follow me vehicle.
i) The first 100 M of paved surface from Runway 30 threshold has been marked to provide 50 M width for large aircraft turning. All turns must be executed in a clockwise direction. Concrete outside the runway edge markings is unfit for the movement of aircraft. Any pilot who may require marshaller assistance is to advise ATC before taxi.
j) Commanders of wide-bodied aircraft are reminded that minimum power only should be applied on Taxiway Juliet, particularly when entering the runway via holding point Juliet.

k) Aircraft that require starting by manual swinging of propellers are only permitted to undertake engine starting as a two person operation. An assistant familiar with manual swinging of propellers must be present in addition to the pilot in command and both persons must carry out the operation in a safe manner.
l) Link R1 is a dual holding point. Aircraft will be held parallel to Runway 30, when instructed by ATC access is via Runway 20.
m) Due to limited line of sight of certain parts of the manoeuvring area, such as Aprons A, B, G & H and the Southwestern section of Taxiway S south of holding point W, ATC may request additional position reports. Pilots should maintain a good lookout in these areas.
n) Taxiway R east of holding point R1 to holding point R2 has reduced separation of 167 M from Runway 12/30 centreline. ATC will hold aircraft at holding point R2 as required in accordance with local procedures.

3 CAT II/III OPERATIONS

Not Applicable

4 WARNINGS

a) Except for light signals, ground signals are not displayed.
b) Aircraft carrying out circuits on Runway 02/20 are warned of rising ground to the Northeast.
c) Pilots are advised that bird numbers have been assessed as ‘severe’ during migratory periods (Oct/Nov and Mar/Apr). During Spring and Autumn, bird concentrations may be present on surrounding agricultural land. Active dispersal methods are employed within the Airport's boundaries. This will be the subject of a NOTAM.
d) Because of the extreme width of the concrete/asphalt surface forming Runway 12/30 (92 M) paved shoulders extend 23 M beyond each side of the runway. In certain conditions (poor visibility and at night) the edge lights may be mistaken for the centre-line (albeit the edge lights are raised and the centre-line lights are flush mounted). Pilots of departing aircraft should exercise extreme caution when lining up on the centre-line of the runway in such circumstances.
e) When visibility is less than 800 M, Low Visibility Procedures will be applied. Pilots will be informed by RTF or ATIS. Pilots are advised that these procedures can cause delays for inbound and outbound traffic.
f) When RVR is less than 600 M, only one aircraft movement is permitted at a time on the manoeuvring area.
g) The maximum reportable RVR value for Runway 30 is 1400 M.
h) Caution Runway Incursion Prevention. Dual runway hold at Runway 02/20. Pilots are to adhere to ATC instructions / information and relevant ground markings at all times. See Aerodrome charts for hotspot location.
i) Grass Cutting - Consequent upon the implementation of the long grass programme relating to the control of birds, the following will be introduced:

   Grass cutting may take place on a daily basis between April and October inclusive within the strip enclosing Runways 12/30 and 02/20.

j) Deer hazard, aircrews to report any sightings to ATC.
k) Low level mechanical turbulence due to terrain and the presence of buildings on short final for all runways can affect the wind, resulting in the reported wind speed sometimes being lower than that experienced by pilots.

5 HELICOPTER OPERATIONS

a) Civil helicopters operating to Prestwick will normally be allocated to Apron G or H. Such helicopters are to operate to/from Aprons G and H by approaching to/from the aiming point marked on Runway 12/30 between Links M and N.
b) Military helicopters may operate directly to and from Apron C, subject to ATC permission.
c) At ATC discretion, the thresholds of Runways 12/30 and 02/20 may also be used as aiming points.
d) Helicopters may ‘air’ or ‘ground’ taxi between the aiming point and the designated parking area, including the military parking circles. Due to the surface condition of Apron C, only marked designated taxiway routes should be used.

6 USE OF RUNWAYS

a) During winter conditions when the runway is contaminated, estimated braking action will be provided in accordance with the CAA Estimated Braking Action Table.

7 TRAINING

a) Aircraft training slots are to be requested from ATC: 01292-511107.
b) The use of the airport for circuit and instrument training purposes is subject to the prior arrangement with ATC operations, Tel: 01292-511107.
c) ATC must be advised of any cancellations. Any training slot delayed by 30 minutes or more will be deemed to have been cancelled and the slot re-negotiated.
d) Failure to cancel a booked slot may result in cancellation charges.
e) The filing of a flight plan for a training slot does not imply acceptance.
f) Asymmetric flight must not be carried out without ATC permission.
g) From 1900-0800 (1800-0700) jet circuit training is not available due to noise abatement. Non jet aircraft may be accepted subject to PPR.
h) No training will be accepted on Tuesdays between 0800-1200 (0700-1100) due to essential airfield maintenance.

EGPK AD 2.21 NOISE ABATEMENT PROCEDURES

1 NOISE PREFERENTIAL PROCEDURES

a) Operators of all aircraft using the airport should ensure that at all times their aircraft conform to the noise abatement techniques laid down for that type of aircraft and that operations are conducted in a manner calculated to cause the least disturbance practicable in areas surrounding the aerodrome.
b) These requirements may at any time be departed from, to the extent necessary, for avoiding immediate danger and for complying with the instructions of ATC.
c) All aircraft using the aerodrome shall maintain as high an altitude as practicable.
d) Aircraft using the ILS in IMC or VMC shall not descend below 2000 FT before intercepting the glidepath unless directed by radar, nor thereafter fly below it. An Aircraft approaching without assistance from ILS or radar shall follow a descent path which will not result in its being lower than the approach path which would be followed by an aircraft using the ILS glidepath.
e) All airline crew training circuits shall be flown at a height of at least 1500 FT AAL. In other respects training aircraft shall comply with the procedures and routeings detailed in this notice together with procedures laid down by GPA Ltd with regard to training circuits.
f) Noise from ground running of aircraft engines is controlled in accordance with instructions issued by GPA Ltd.

2 NOISE PREFERENTIAL ROUTES

a) The Noise Preferential Routes (NPR) specified below are compatible with ATC requirements and shall apply in both IMC and VMC.
b) The tracks are to be flown by all departing jet aircraft and by all other aircraft of more than 12,500 KG MTWA unless otherwise instructed by ATC or unless deviations are required in the interests of safety.

Departure Runway	NPR
12	Climb straight ahead until passing DME I-PP or I-KK 4, or until passing 3000 FT ALT.
30	Climb straight ahead and after passing DME I-PP or I-KK 1.0 turn left onto track not North of 288°M until passing 3000 FT ALT.

c) The following NPR's will apply to circuit training as follows:

Departure Runway	NPR
12	Climb straight ahead until 1500 FT HGT / 1600 FT ALT before turning left or right into the circuit.
30	Climb straight ahead and after passing DME I-PP or I-KK 1.0 turn left onto track 288°M until 1500 FT HGT or 1600 FT ALT before turning left or right into the circuit.

3 VISUAL CIRCUITS

a) Aircraft carrying out right hand visual circuits on Runway 30 should avoid overflying Troon.

EGPK AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR INBOUND AIRCRAFT

a) The Standard Arrival Routes for arrivals from the ATS route system are as follows, and are detailed at AD 2-EGPK-7-1

Approach from	Via	Route
Southeast and South	N601/UN601, UN590	ASLIB - ENIPI - direct TRN For Runway 30 arrivals, tactical routing to SUMIN may be given.
Southwest	P600	BLACA - P600 - TRN

b) Arrival routes from all other directions are as follows:

Approach from	Via	Route
North and Northeast	P600	Direct to TRN or SUMIN REP by Scottish ACC, or transferred to Glasgow Approach for transit of the Glasgow CTR/CTA and/or Scottish TMA.
East	Y96	Tactical routing to TRN or SUMIN by Scottish ACC.
West and Northwest	N562	Routed direct to TRN by Scottish ACC.

AERODROME CHART - ICAO

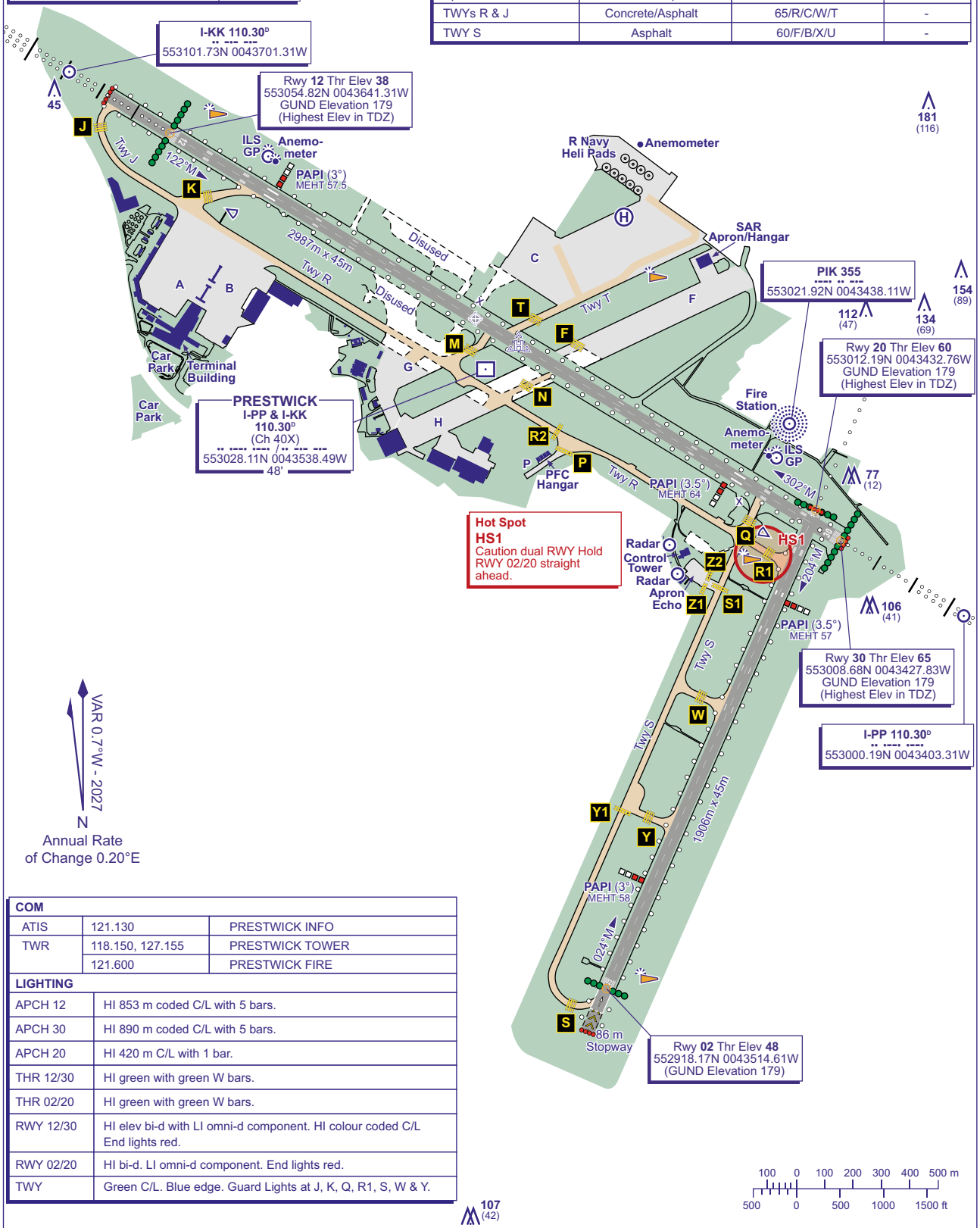
ARP 553034N 0043540W

AD ELEV 65FT

PRESTWICK
EGPK

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	181 (116)

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	PCN	ELEVATION
RWY 12/30	Concrete/Asphalt	90/R/C/W/T	-
RWY 02/20	Asphalt	60/F/C/X/U	-
Aprons A & B	Concrete/Asphalt	100/R/C/W/T	30 ft amsl
Aprons C, F & H	Concrete/Asphalt	50/R/A/X/U	-
Aprons G	Concrete/Asphalt	30/R/B/X/U	-
TWYs R & J	Concrete/Asphalt	65/R/C/W/T	-
TWY S	Asphalt	60/F/B/X/U	-



COM		
ATIS	121.130	PRESTWICK INFO
TWR	118.150, 127.155	PRESTWICK TOWER
	121.600	PRESTWICK FIRE

LIGHTING	
APCH 12	HI 853 m coded C/L with 5 bars.
APCH 30	HI 890 m coded C/L with 5 bars.
APCH 20	HI 420 m C/L with 1 bar.
THR 12/30	HI green with green W bars.
THR 02/20	HI green with green W bars.
RWY 12/30	HI elev bi-d with LI omni-d component. HI colour coded C/L End lights red.
RWY 02/20	HI bi-d. LI omni-d component. End lights red.
TWY	Green C/L. Blue edge. Guard Lights at J, K, Q, R1, S, W & Y.

CHANGE (12/25): MAG INFO UPDATED. RWY MAG HEADINGS. EDITORIAL.

AERO INFO DATE 08 SEP 25

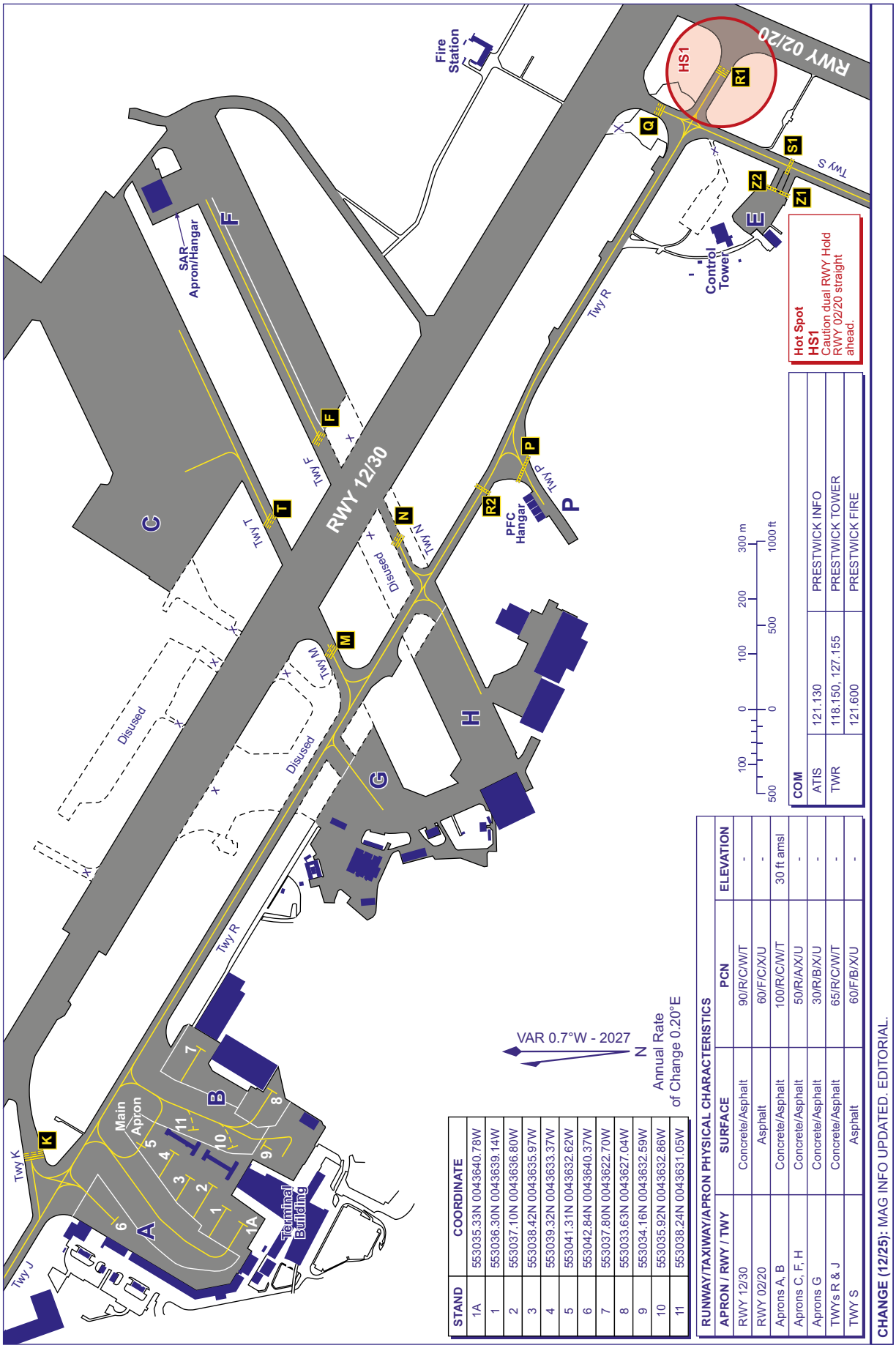
AD 2-EGPK-2-1

PRESTWICK EGPK

AIRCRAFT PARKING/DOCKING CHART - ICAO

AD ELEV 65FT

ARP 553034N 0043540W



STAND	COORDINATE
1A	553035.33N 0043640.78W
1	553036.30N 0043639.14W
2	553037.10N 0043636.80W
3	553038.42N 0043635.97W
4	553039.32N 0043633.37W
5	553041.31N 0043632.62W
6	553042.84N 0043640.37W
7	553037.80N 0043622.70W
8	553033.63N 0043627.04W
9	553034.16N 0043632.59W
10	553035.92N 0043632.86W
11	553038.24N 0043631.05W

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	PCN	ELEVATION
RWY 12/30	Concrete/Asphalt	90/R/C/W/T	-
RWY 02/20	Asphalt	60/F/C/X/U	-
Aprons A, B	Concrete/Asphalt	100/R/C/W/T	30 ft amsl
Aprons C, F, H	Concrete/Asphalt	50/R/A/X/U	-
Aprons G	Concrete/Asphalt	30/R/B/X/U	-
TWYs R & J	Concrete/Asphalt	65/R/C/W/T	-
TWY S	Asphalt	60/F/B/X/U	-

COM		
ATIS	121.130	PRESTWICK INFO
TWR	118.150, 127.155	PRESTWICK TOWER
	121.600	PRESTWICK FIRE

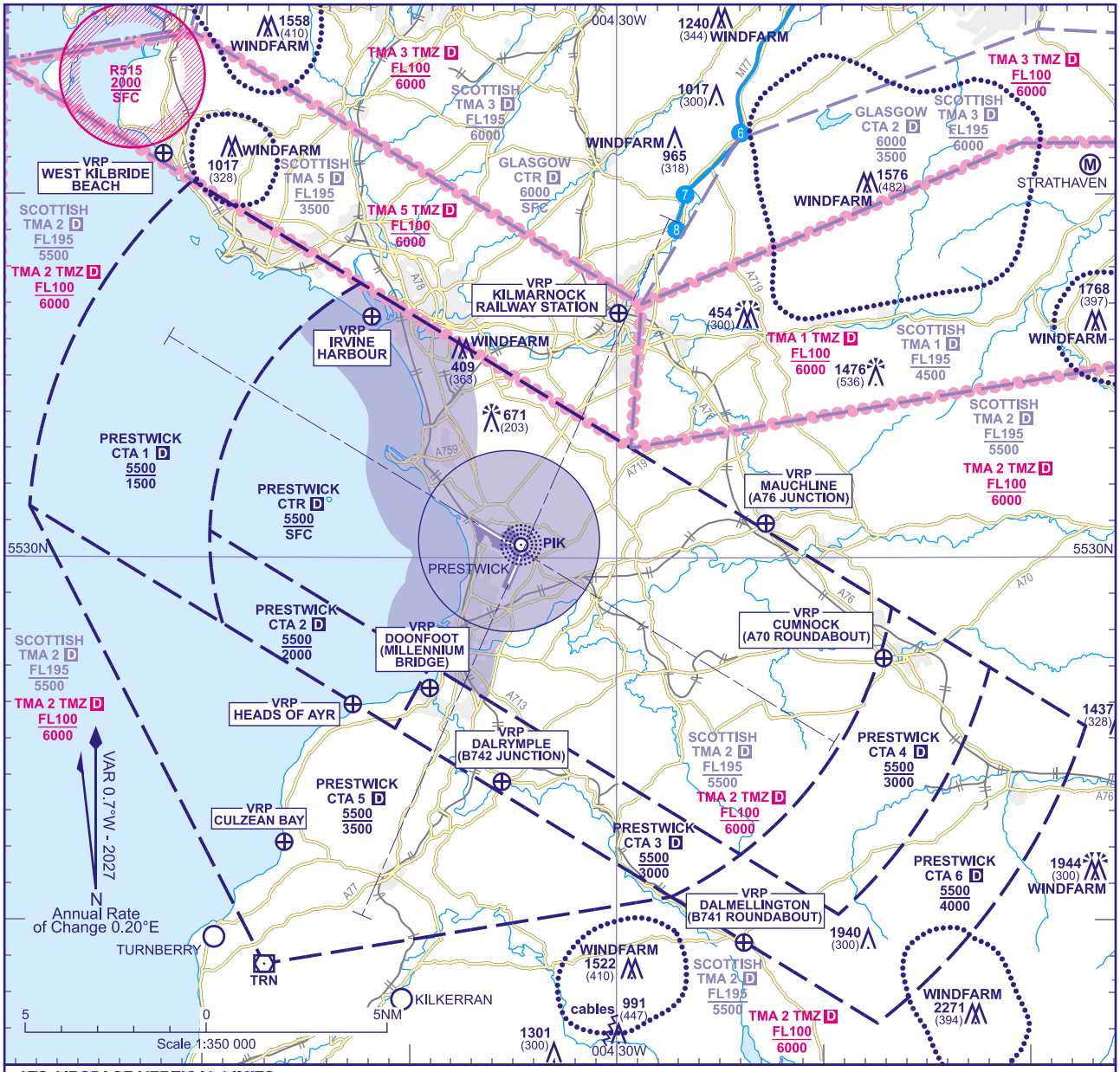
CHANGE (12/25): MAG INFO UPDATED. EDITORIAL.

AERO INFO DATE 08 SEP 25

AD 2-EGPK-2-2

PRESTWICK CONTROL ZONE AND CONTROL AREA

PRESTWICK



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

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

CHANGE (12/25): MAG INFO UPDATED. SCOTTISH TMA TMZ ADDED.

AERO INFO DATE 17 SEP 25

AD 2-EGPK-4-1

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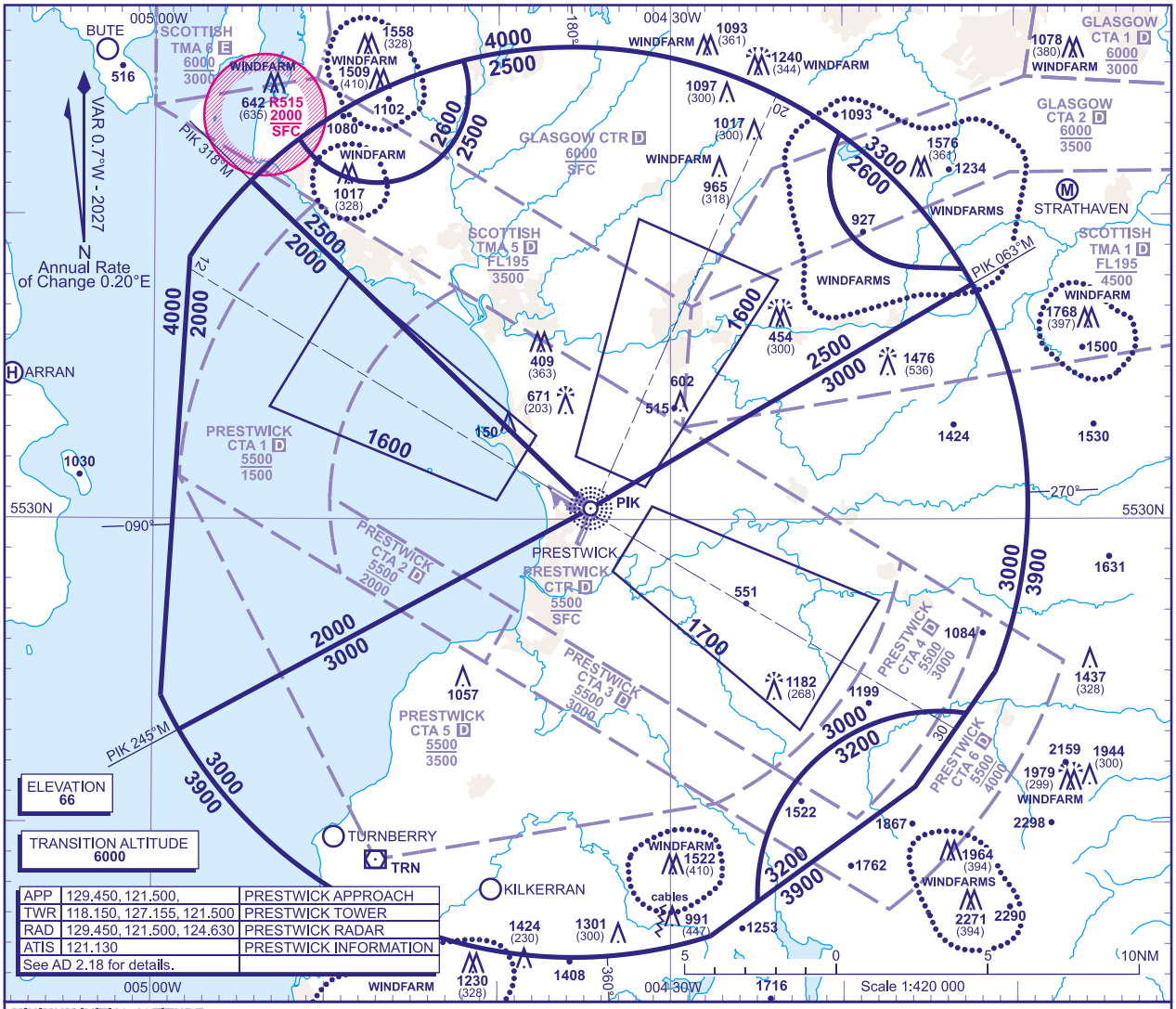
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 2271
HEIGHTS IN FEET AGL (394)

PRESTWICK



APP	129.450, 121.500,	PRESTWICK APPROACH
TWR	118.150, 127.155, 121.500	PRESTWICK TOWER
RAD	129.450, 121.500, 124.630	PRESTWICK RADAR
ATIS	121.130	PRESTWICK INFORMATION
See AD 2.18 for details.		

MINIMUM INITIAL ALTITUDE

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

a) **2000** in the sector defined by the lateral limits; 554107N 0045425W-553022N 0043438W-552303N 0045827W thence clockwise by an arc of a circle radius 15NM centred on 553034N 0043540W to 552411N 0045930W-553837N 0045758W thence clockwise by an arc of a circle radius 15NM centred on 553034N 0043540W to 554107N 0045425W.

b) **2500** in the sector defined by the lateral limits; 554107N 0045425W thence clockwise by an arc of a circle radius 15NM centred on 553034N 0043540W to 554230N 0045137W thence anticlockwise by an arc of a circle radius 3NM centred on 554404N 0044705W to 554505N 0044206W thence clockwise by an arc of a circle radius 15NM centred on 553034N 0043540W to 554241N 0042008W thence anticlockwise by an arc of a circle radius 3NM centred on 554117N 0041526W to 553817N 0041534W-553814N 0041258W thence clockwise by an arc of a circle radius 15NM centred on 553034N 0043540W to 553744N 0041228W-553022N 0043438W-554107N 0045425W.

c) **2600** in the sector defined by the lateral limits; 554505N 0044206W thence clockwise by an arc of a circle radius 3NM centred on 554404N 0044705W to 554230N 0045137W thence clockwise by an arc of a circle radius 15NM centred on 553034N 0043540W to 554505N 0044206W.

d) **2600** in the sector defined by the lateral limits; 554241N 0042008W thence clockwise by an arc of a circle radius 15NM centred on 553034N 0043540W to 553814N 0041258W-553817N 0041534W thence clockwise by an arc of a circle radius 3NM centred on 554117N 0041526W to 554241N 0042008W.

e) **3000** in the sector defined by the lateral limits; 552303N 0045827W-553022N 0043438W-553744N 0041228W thence clockwise by an arc of a circle radius 15NM centred on 553034N 0043540W to 552459N 0041113W-552336N 0041255W thence anticlockwise by an arc of a circle radius 6NM centred on 551741N 0041428W to 551726N 0042457W-551618N 0042742W thence clockwise by an arc of a circle radius 15NM centred on 553034N 0043540W to 552303N 0045827W.

f) **3200** in the sector defined by the lateral limits; 552336N 0041255W to 552112N 0041552W-551726N 0042457W thence clockwise by an arc of a circle radius 6NM centred on 551741N 0041428W to 552336N 0041255W.

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 ILS final approach procedure. If not possible proceed at **4000**, or last assigned level if higher to **PIK NDB**†.

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

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

GENERAL INFORMATION

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

CHANGE (12/25): MAG INFO UPDATED. NE MSA UPDATED. NW MSA UPDATED.

AERO INFO DATE 11 SEP 25

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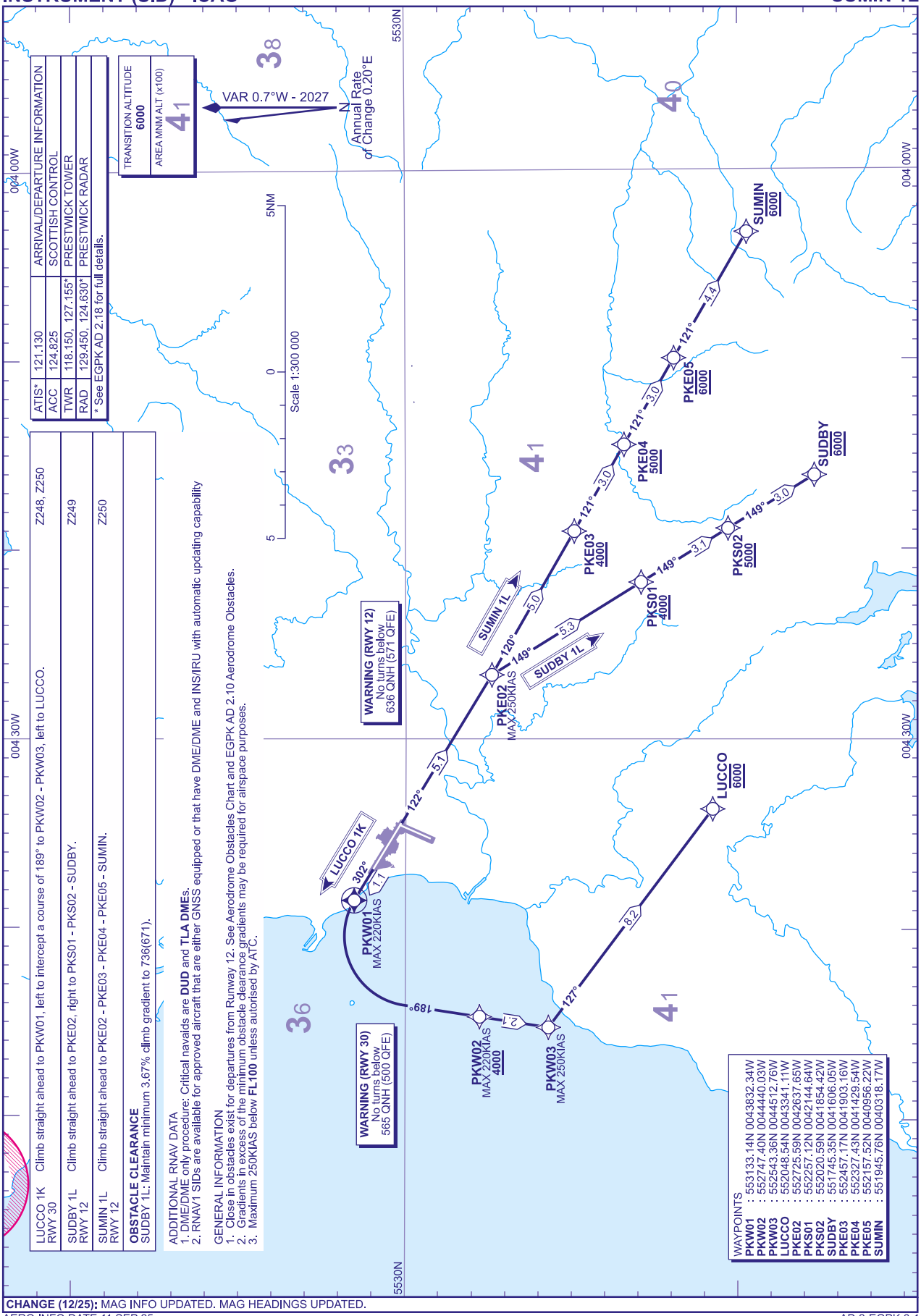
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

PRESTWICK LUCCO 1K SUDBY 1L SUMIN 1L



CHANGE (12/25): MAG INFO UPDATED. MAG HEADINGS UPDATED.

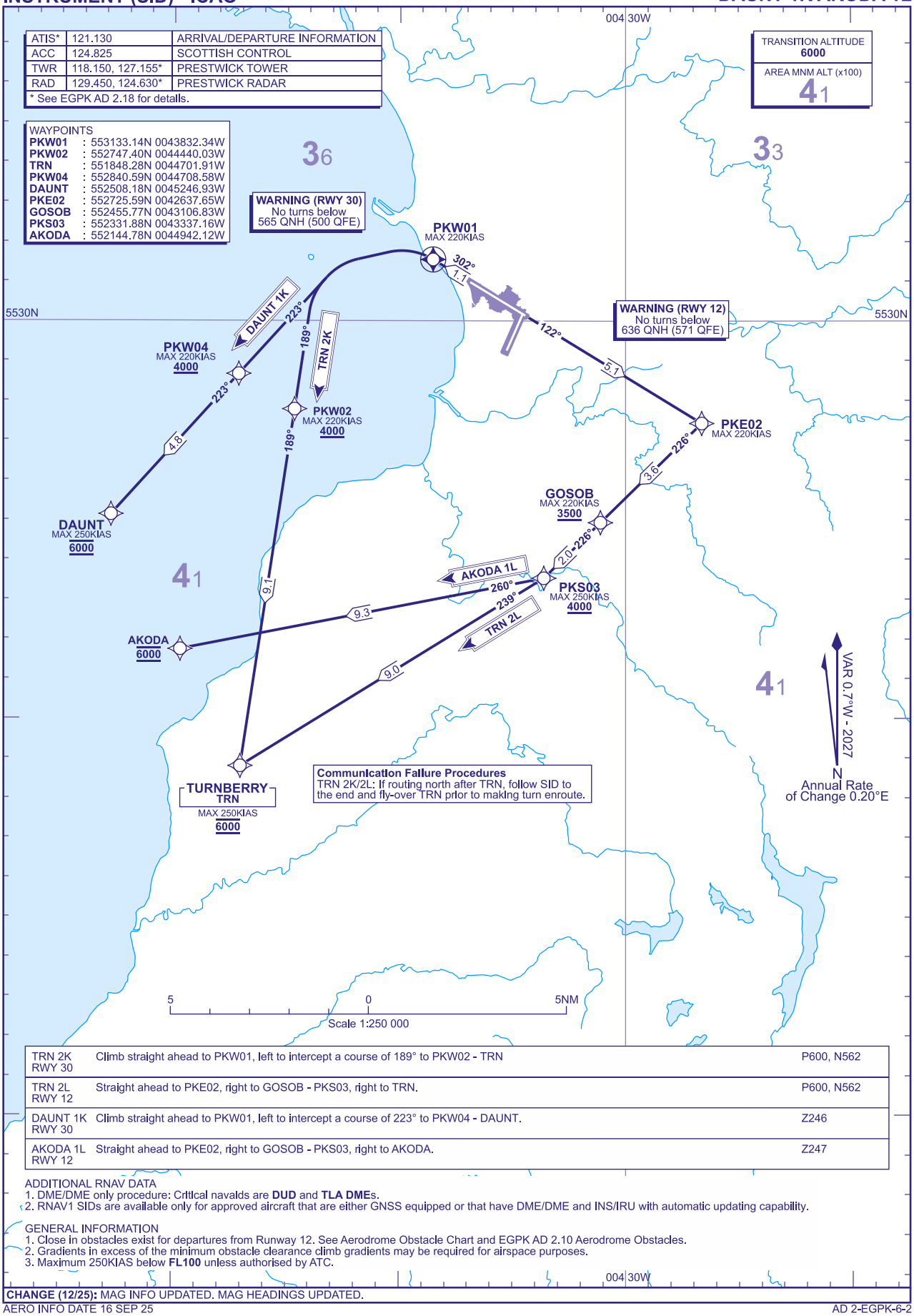
AERO INFO DATE 11 SEP 25

AD 2-EGPK 6-1

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

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

PRESTWICK
TRN 2K 2L
DAUNT 1K AKODA 1L



TRN 2K RWY 30	Climb straight ahead to PKW01, left to intercept a course of 189° to PKW02 - TRN	P600, N562
TRN 2L RWY 12	Straight ahead to PKE02, right to GOSOB - PKS03, right to TRN.	P600, N562
DAUNT 1K RWY 30	Climb straight ahead to PKW01, left to intercept a course of 223° to PKW04 - DAUNT.	Z246
AKODA 1L RWY 12	Straight ahead to PKE02, right to GOSOB - PKS03, right to AKODA.	Z247

ADDITIONAL RNAV DATA
1. DME/DME only procedure: Critical navaids are **DUD** and **TLA DMEs**.
2. RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic updating capability.

GENERAL INFORMATION
1. Close in obstacles exist for departures from Runway 12. See Aerodrome Obstacle Chart and EGPK AD 2.10 Aerodrome Obstacles.
2. Gradients in excess of the minimum obstacle clearance climb gradients may be required for airspace purposes.
3. Maximum 250KIAS below **FL100** unless authorised by ATC.

004 30W

CHANGE (12/25): MAG INFO UPDATED. MAG HEADINGS UPDATED.

AERO INFO DATE 16 SEP 25

AD 2-EGPK-6-2

Standard Instrument Departure Coding Tables

PRESTWICK Runway 30 LUCCO 1K

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
LUCCO1K	001	CA	-	-	-	302° (301.3°)	-0.7	-	-	+565	-	RNAV1
LUCCO1K	002	CF	PKW01	553133.14N 0043832.34W	Y	302° (301.3°)	-0.7	1.1	LEFT	-	-220	RNAV1
LUCCO1K	003	CF	PKW02	552747.40N 0044440.03W	N	189° (188.5°)	-0.7	-	-	+4000	-220	RNAV1
LUCCO1K	004	TF	PKW03	552543.36N 0044512.76W	N	189° (188.5°)	-0.7	2.1	LEFT	-	-250	RNAV1
LUCCO1K	005	TF	LUCCO	552048.54N 0043341.11W	N	127° (126.7°)	-0.7	8.2	-	6000	-	RNAV1

PRESTWICK Runway 12 SUDBY 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
SUDBY1L	001	CF	PKE02	552725.59N 0042637.65W	N	122° (121.4°)	-0.7	5.1	RIGHT	-	-250	RNAV1
SUDBY1L	002	TF	PKS01	552257.12N 0042144.64W	N	149° (148.1°)	-0.7	5.3	-	+4000	-	RNAV1
SUDBY1L	003	TF	PKS02	552020.59N 0041854.42W	N	149° (148.2°)	-0.7	3.1	-	+5000	-	RNAV1
SUDBY1L	004	TF	SUDBY	551745.35N 0041606.05W	N	149° (148.2°)	-0.7	3.1	-	6000	-	RNAV1

PRESTWICK Runway 12 SUMIN 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
SUMIN1L	001	CF	PKE02	552725.59N 0042637.65W	N	122° (121.4°)	-0.7	5.1	-	-	-250	RNAV1
SUMIN1L	002	TF	PKE03	552457.17N 0041903.16W	N	120° (119.8°)	-0.7	5.0	-	+4000	-	RNAV1
SUMIN1L	003	TF	PKE04	552327.43N 0041429.54W	N	121° (119.9°)	-0.7	3.0	-	+5000	-	RNAV1
SUMIN1L	004	TF	PKE05	552157.52N 0040956.22W	N	121° (120.0°)	-0.7	3.0	-	6000	-	RNAV1
SUMIN1L	005	TF	SUMIN	551945.76N 0040318.17W	N	121° (120.1°)	-0.7	4.4	-	6000	-	RNAV1

CHANGE (12/25): MAG VAR UPDATED. MAG HEADINGS UPDATED.
AERO INFO DATE 16 SEP 25

Standard Instrument Departure Coding Tables

PRESTWICK Runway 30 TRN 2K

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
TRN2K	001	CA	-	-	-	302° (301.3°)	-0.7	-	-	+565	-	RNAV1
TRN2K	002	CF	PKW01	553133.14N 0043832.34W	Y	302° (301.3°)	-0.7	1.1	LEFT	-	-220	RNAV1
TRN2K	003	CF	PKW02	552747.40N 0044440.03W	N	189° (188.5°)	-0.7	-	-	+4000	-220	RNAV1
TRN2K	004	TF	TRN	551848.28N 0044701.91W	N	189° (188.5°)	-0.7	9.1	-	6000	-250	RNAV1

PRESTWICK Runway 12 TRN 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
TRN2L	001	CA	-	-	-	122° (121.4°)	-0.7	-	-	+636	-	RNAV1
TRN2L	002	CF	PKE02	552725.59N 0042637.65W	N	122° (121.4°)	-0.7	5.1	RIGHT	-	-220	RNAV1
TRN2L	003	TF	GOSOB	552455.77N 0043106.83W	N	226° (225.6°)	-0.7	3.6	-	+3500	-220	RNAV1
TRN2L	004	TF	PKS03	552331.88N 0043337.16W	N	226° (225.6°)	-0.7	2.0	RIGHT	+4000	-250	RNAV1
TRN2L	005	TF	TRN	551848.28N 0044701.91W	N	239° (238.4°)	-0.7	9.0	-	6000	-	RNAV1

PRESTWICK Runway 30 DAUNT 1K

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
DAUNT1K	001	CA	-	-	-	302° (301.3°)	-0.7	-	-	+565	-	RNAV1
DAUNT1K	002	CF	PKW01	553133.14N 0043832.34W	Y	302° (301.3°)	-0.7	1.1	LEFT	-	-220	RNAV1
DAUNT1K	003	CF	PKW04	552840.59N 0044708.58W	N	223° (222.2°)	-0.7	-	-	+4000	-220	RNAV1
DAUNT1K	004	TF	DAUNT	552508.18N 0045246.93W	N	223° (222.2°)	-0.7	4.8	-	6000	-250	RNAV1

PRESTWICK Runway 12 OKNOB 1L

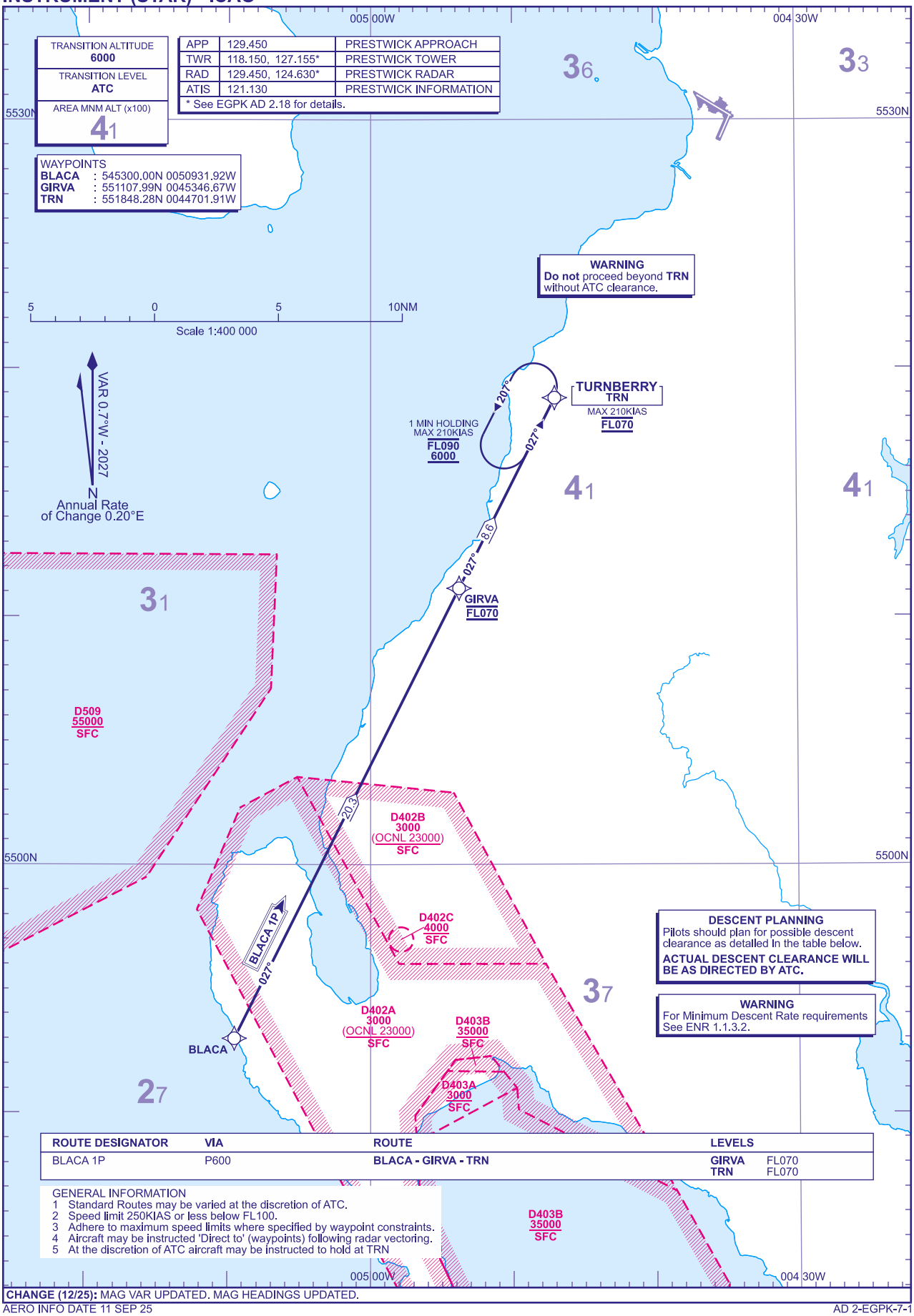
Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
OKNOB1L	001	CA	-	-	-	122° (121.4°)	-0.7	-	-	+636	-	RNAV1
OKNOB1L	002	CF	PKE02	552725.59N 0042637.65W	N	122° (121.4°)	-0.7	5.1	RIGHT	-	-220	RNAV1
OKNOB1L	003	TF	GOSOB	552455.77N 0043106.83W	N	226° (225.6°)	-0.7	3.6	-	+3500	-220	RNAV1
OKNOB1L	004	TF	PKS03	552331.88N 0043337.16W	N	226° (225.6°)	-0.7	2.0	RIGHT	+4000	-250	RNAV1
OKNOB1L	005	TF	AKODA	552144.78N 0044942.12W	N	260° (259.1°)	-0.7	9.4	-	6000	-	RNAV1

CHANGE (12/25): MAG VAR UPDATED. MAG HEADINGS UPDATED.
AERO INFO DATE 11 SEP 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

PRESTWICK BLACA 1P



CHANGE (12/25): MAG VAR UPDATED. MAG HEADINGS UPDATED.

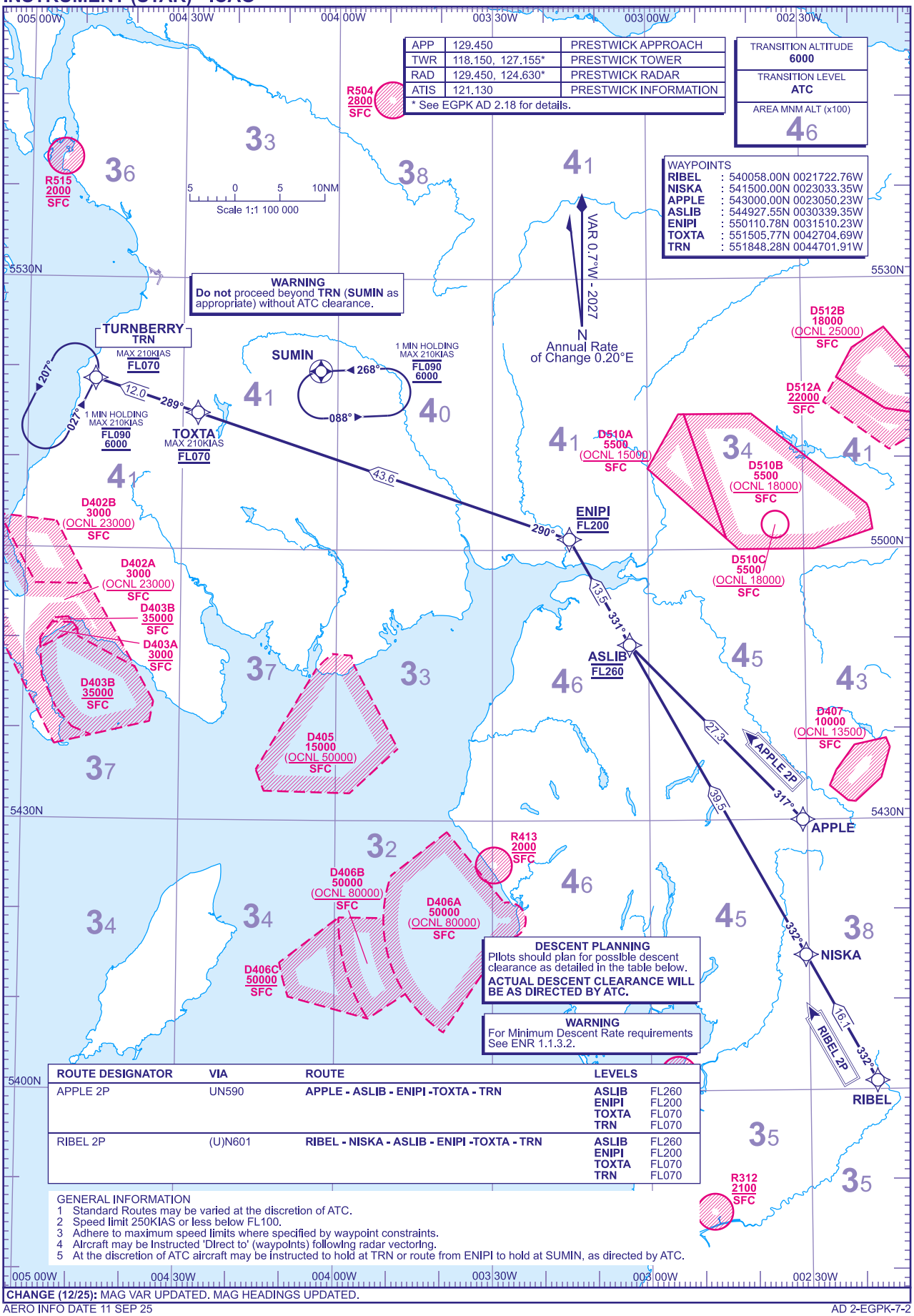
AERO INFO DATE 11 SEP 25

AD 2-EGPK-7-1

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

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

PRESTWICK APPLE 2P RIBEL 2P



ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
APPLE 2P	UN590	APPLE - ASLIB - ENIPI -TOXTA - TRN	ASLIB FL260 ENIPI FL200 TOXTA FL070 TRN FL070
RIBEL 2P	(U)N601	RIBEL - NISKA - ASLIB - ENIPI -TOXTA - TRN	ASLIB FL260 ENIPI FL200 TOXTA FL070 TRN FL070

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Speed limit 250KIAS or less below FL100.
3 Adhere to maximum speed limits where specified by waypoint constraints.
4 Aircraft may be instructed 'Direct to' (waypoints) following radar vectoring.
5 At the discretion of ATC aircraft may be instructed to hold at TRN or route from ENIPI to hold at SUMIN, as directed by ATC.

CHANGE (12/25): MAG VAR UPDATED. MAG HEADINGS UPDATED.

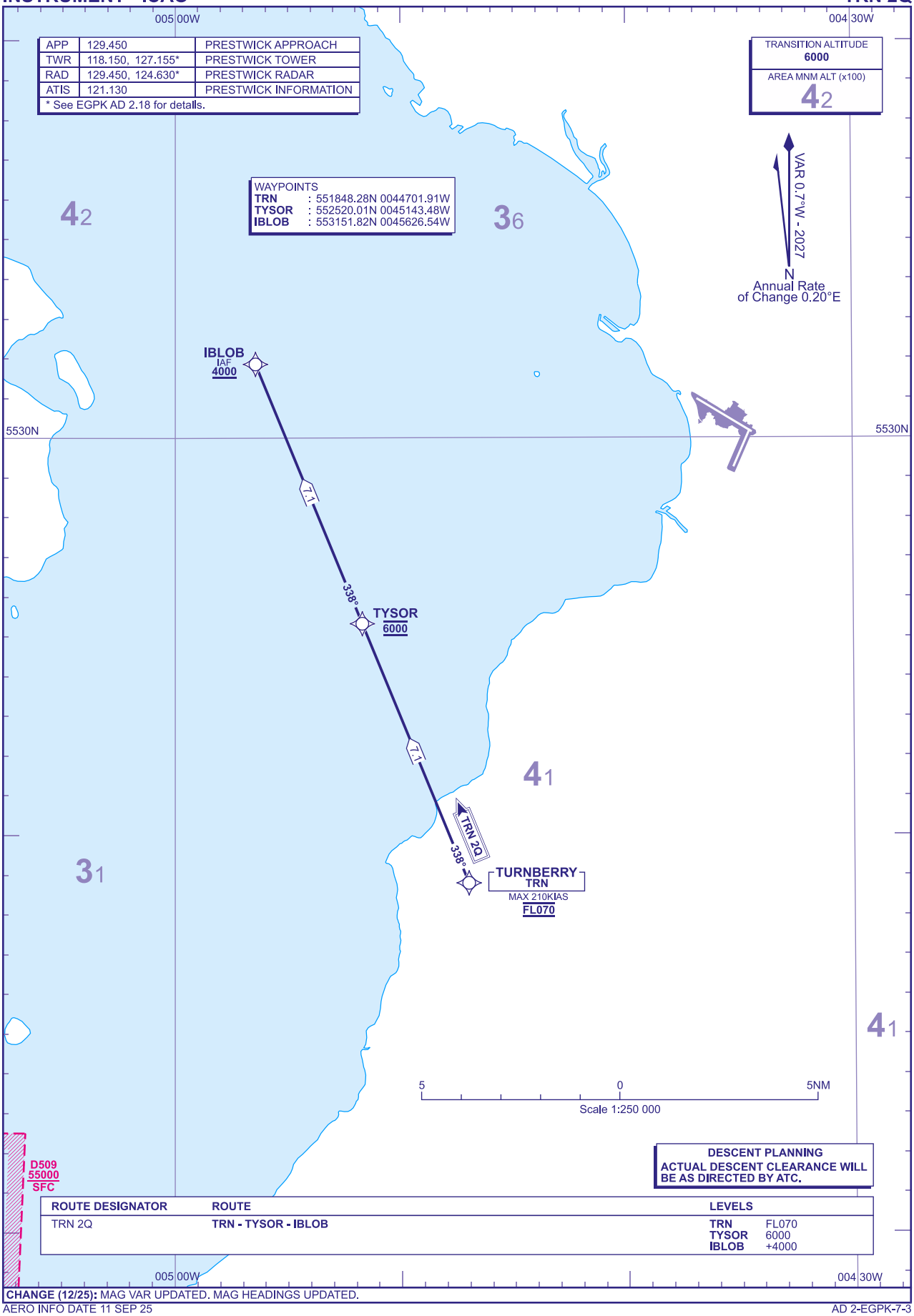
AERO INFO DATE 11 SEP 25

AD 2-EGPK-7-2

RNAV1 (DME/DME or GNSS) APPROACH TRANSITIONS CHART - INSTRUMENT - ICAO

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

PRESTWICK
RWY 12
TRN 2Q



ROUTE DESIGNATOR	ROUTE	LEVELS
TRN 2Q	TRN - TYSOR - IBLOB	TRN FL070 TYSOR 6000 IBLOB +4000

CHANGE (12/25): MAG VAR UPDATED. MAG HEADINGS UPDATED.

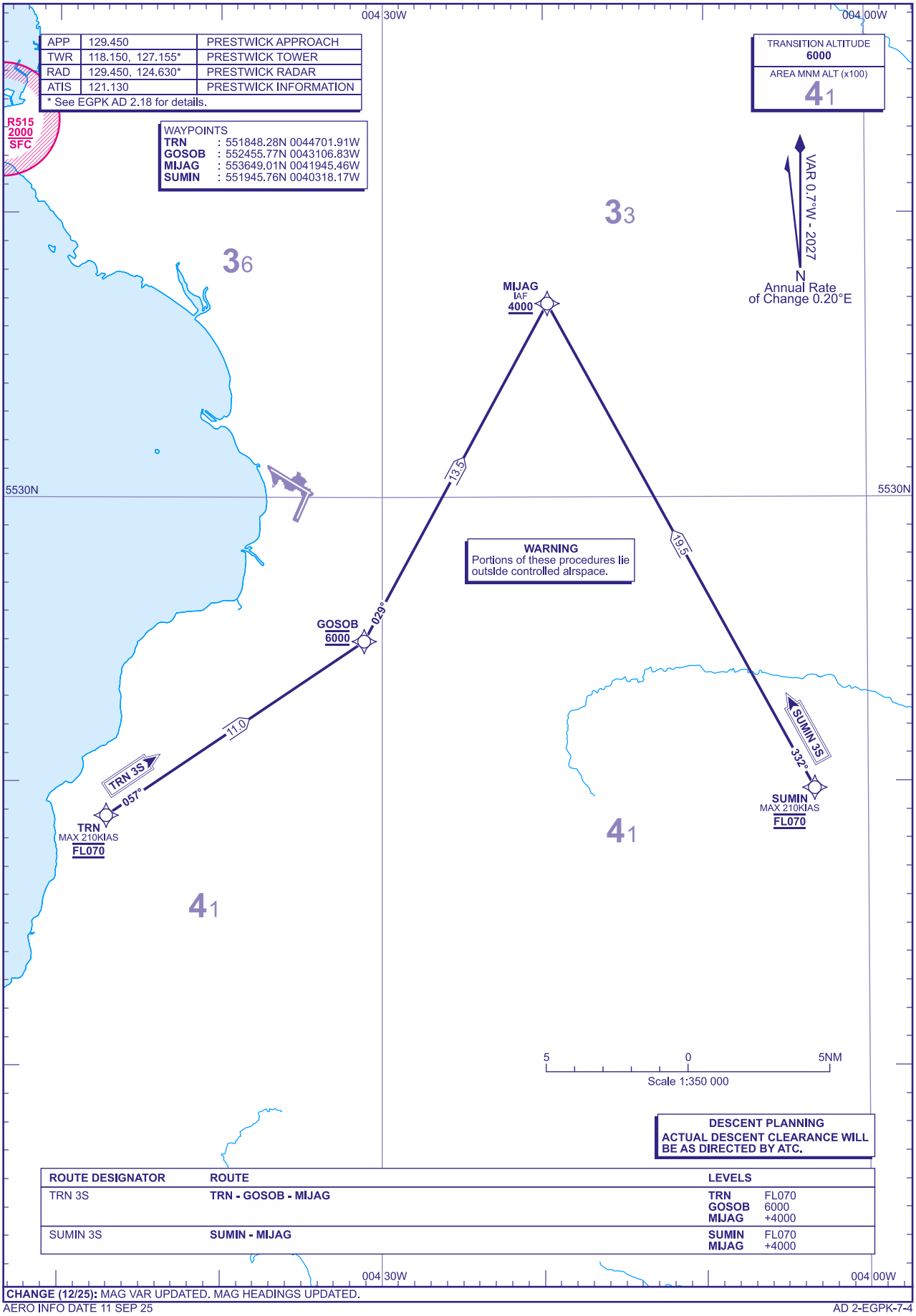
AERO INFO DATE 11 SEP 25

AD 2-EGPK-7-3

RNAV1 (DME/DME or GNSS) APPROACH TRANSITIONS CHART - INSTRUMENT - ICAO

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

PRESTWICK
RWY 20
TRN 3S SUMIN 3S



ROUTE DESIGNATOR	ROUTE	LEVELS
TRN 3S	**TRN - GOSOB - MIJAG**	**TRN** FL070 **GOSOB** 6000 **MIJAG** +4000
SUMIN 3S	**SUMIN - MIJAG**	**SUMIN** FL070 **MIJAG** +4000

CHANGE (12/25): MAG VAR UPDATED. MAG HEADINGS UPDATED.

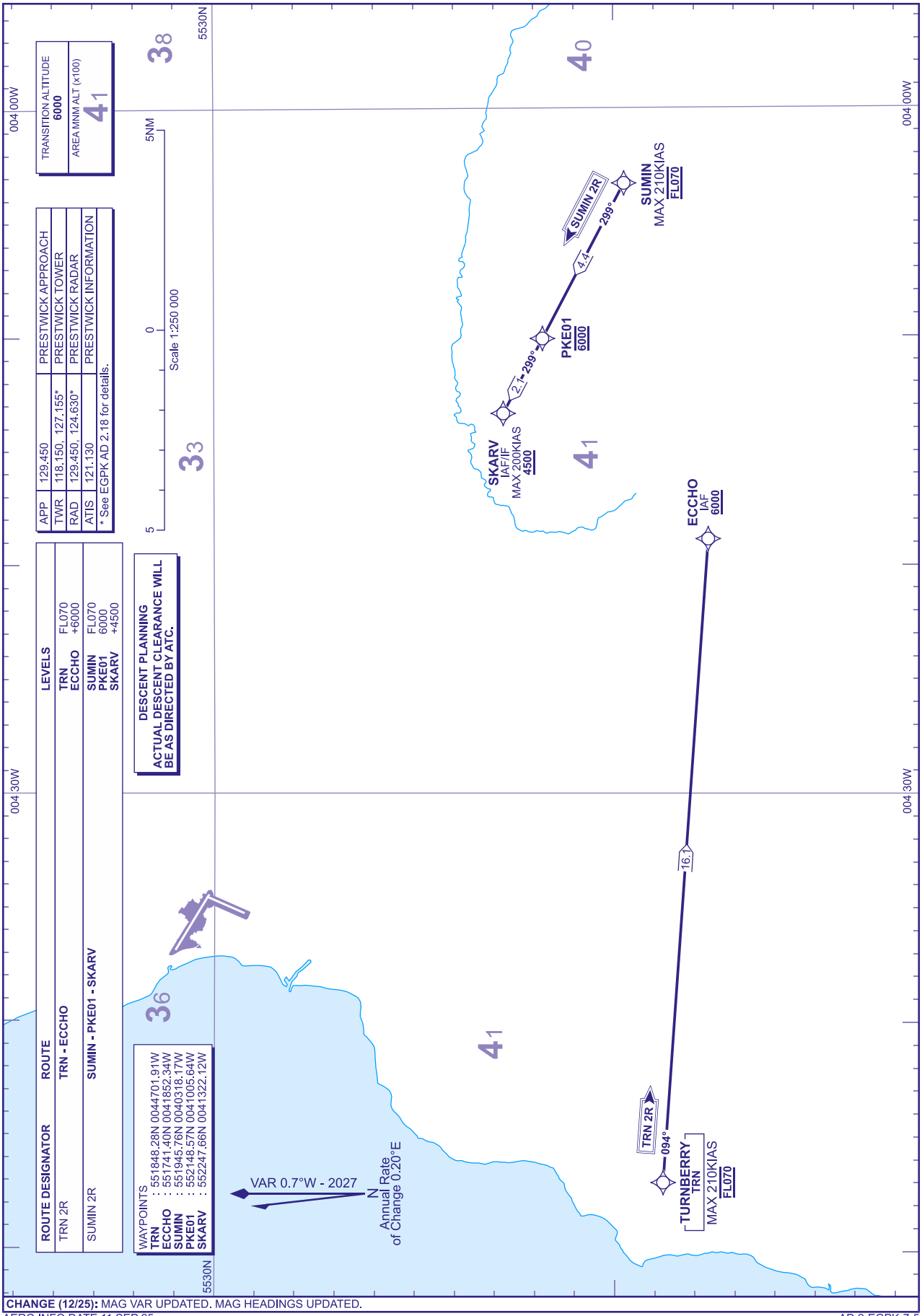
AERO INFO DATE 11 SEP 25

AD 2-EGPK-7-4

RNAV1 (DME/DME or GNSS) APPROACH TRANSITIONS CHART - INSTRUMENT - ICAO

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

PRESTWICK
RWY 30
TRN 2R SUMIN 2R



CHANGE (12/25): MAG VAR UPDATED. MAG HEADINGS UPDATED.

AERO INFO DATE 11 SEP 25

AD 2-EGPK-7-5

Standard Instrument Arrival Coding Tables

PRESTWICK BLACA 1P

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
BLACA1P	001	IF	BLACA	545300.00N 0050931.92W	N	-	-0.7	-	-	-	-	RNAV5
BLACA1P	002	TF	GIRVA	551107.99N 0045346.67W	N	027° (026.4°)	-0.7	20.3	-	FL070	-	RNAV5
BLACA1P	003	TF	TRN	551848.28N 0044701.91W	N	027° (026.6°)	-0.7	8.6	-	FL070	-210	RNAV5

PRESTWICK APPLE 2P

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
APPLE2P	001	IF	APPLE	543000.00N 0023050.23W	N	-	-0.7	-	-	-	-	RNAV5
APPLE2P	002	TF	ASLIB	544927.55N 0030339.35W	N	317° (315.9°)	-0.7	27.3	RIGHT	FL260	-	RNAV5
APPLE2P	003	TF	ENIPI	550110.78N 0031510.23W	N	331° (330.6°)	-0.7	13.5	LEFT	FL200	-	RNAV5
APPLE2P	004	TF	TOXTA	551505.77N 0042704.69W	N	290° (289.2°)	-0.7	43.6	-	FL070	-210	RNAV5
APPLE2P	005	TF	TRN	551848.28N 0044701.91W	N	289° (288.2°)	-0.7	12.0	-	FL070	-210	RNAV5

PRESTWICK RIBEL 2P

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
RIBEL2P	001	IF	RIBEL	540058.00N 0021722.76W	N	-	-0.7	-	-	-	-	RNAV5
RIBEL2P	002	TF	NISKA	541500.00N 0023033.35W	N	332° (331.2°)	-0.7	16.1	-	-	-	RNAV5
RIBEL2P	003	TF	ASLIB	544927.55N 0030339.35W	N	332° (331.0°)	-0.7	39.5	-	FL260	-	RNAV5
RIBEL2P	004	TF	ENIPI	550110.78N 0031510.23W	N	331° (330.6°)	-0.7	13.5	LEFT	FL200	-	RNAV5
RIBEL2P	005	TF	TOXTA	551505.77N 0042704.69W	N	290° (289.2°)	-0.7	43.6	-	FL070	-210	RNAV5
RIBEL2P	006	TF	TRN	551848.28N 0044701.91W	N	289° (288.2°)	-0.7	12.0	-	FL070	-210	RNAV5

CHANGE (12/25): MAG VAR UPDATED. MAG HEADINGS UPDATED.
AERO INFO DATE 11 SEP 25

Transition Coding Tables

PRESTWICK RWY 12 TRN 2Q

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
TRN2Q	001	IF	TRN	551848.28N 0044701.91W	N	-	-0.7	-	-	FL070	-210	RNAV1
TRN2Q	002	TF	TYSOR	552520.01N 0045143.48W	N	338° (337.8°)	-0.7	7.1	-	6000	-	RNAV1
TRN2Q	003	TF	IBLOB	553151.82N 0045626.54W	N	338° (337.7°)	-0.7	7.1	-	4000	-	RNAV1

PRESTWICK RWY 20 TRN 2S

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
TRN2S	001	IF	TRN	551848.28N 0044701.91W	N	-	-0.7	-	-	FL070	-210	RNAV1
TRN2S	002	TF	GOSOB	552455.77N 0043106.83W	N	057° (055.9°)	-0.7	11.0	LEFT	6000	-	RNAV1
TRN2S	003	TF	MIJAG	553649.01N 0041945.46W	N	029° (028.4°)	-0.7	13.6	-	4000	-	RNAV1

PRESTWICK RWY 20 SUMIN 2S

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
SUMIN2S	001	IF	SUMIN	551945.76N 0040318.17W	N		-0.7	-	-	FL070	-210	RNAV1
SUMIN2S	002	TF	MIJAG	553649.01N 0041945.46W	N	332° (331.4°)	-0.7	19.5	-	4000	-	RNAV1

PRESTWICK RWY 30 TRN 2R

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
TRN2R	001	IF	TRN	551848.28N 0044701.91W	N	-	-0.7	-	-	FL070	-210	RNAV1
TRN2R	002	TF	ECCHO	551741.40N 0041852.34W	N	094° (093.8°)	-0.7	16.1	-	6000	-	RNAV1

PRESTWICK RWY 30 SUMIN 2R

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
SUMIN2R	001	IF	SUMIN	551945.76N 0040318.17W	N	-	-0.7	-	-	FL070	-210	RNAV1
SUMIN2R	002	TF	PKE01	552148.57N 0041005.64W	N	299° (297.9°)	-0.7	4.4	-	6000	-	RNAV1
SUMIN2R	003	TF	SKARV	552247.66N 0041322.12W	N	299° (297.9°)	-0.7	2.1	-	4500	-200	RNAV1

CHANGE (12/25): MAG VAR UPDATED. MAG HEADINGS UPDATED.
AERO INFO DATE 11 SEP 25

RNAV Hold Coding Tables

PRESTWICK TRN 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
TRN	-	-	TRN	551848.28N 0044701.91W	Y	027° (026.7°)	-0.7	1 MIN	LEFT	-FL090 +6000	-210	RNAV5

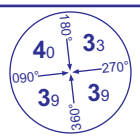
PRESTWICK SUMIN Hold

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
SUMIN	-	-	SUMIN	551945.76N 0040318.17W	Y	268° (267.5°)	-0.7	1 MIN	LEFT	-FL090 +6000	-210	RNAV5

CHANGE (12/25): MAG VAR UPDATED. MAG HEADINGS UPDATED.
AERO INFO DATE 11 SEP 25

INSTRUMENT APPROACH CHART - ICAO

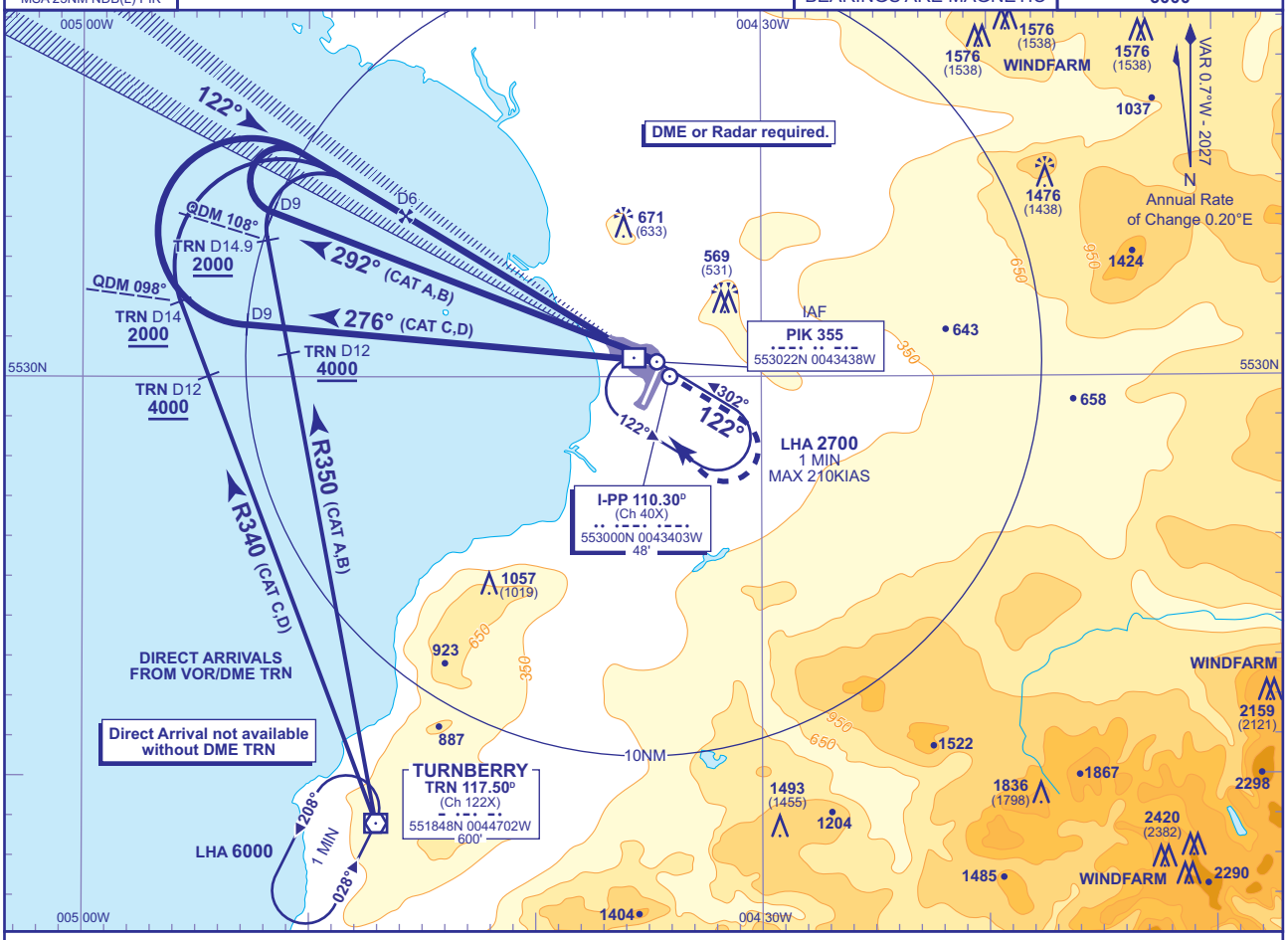
PRESTWICK ILS/DME/NDB(L) RWY 12
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) PIK

APP	129.450	PRESTWICK APPROACH	AD ELEVATION	65
TWR	118.150, 127.155	PRESTWICK TOWER	THR ELEVATION	38
RAD	129.450, 124.630	PRESTWICK RADAR	OBSTACLE ELEVATION **2420 AMSL** (2382) (ABOVE THR)	
ATIS	121.130	PRESTWICK INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000**

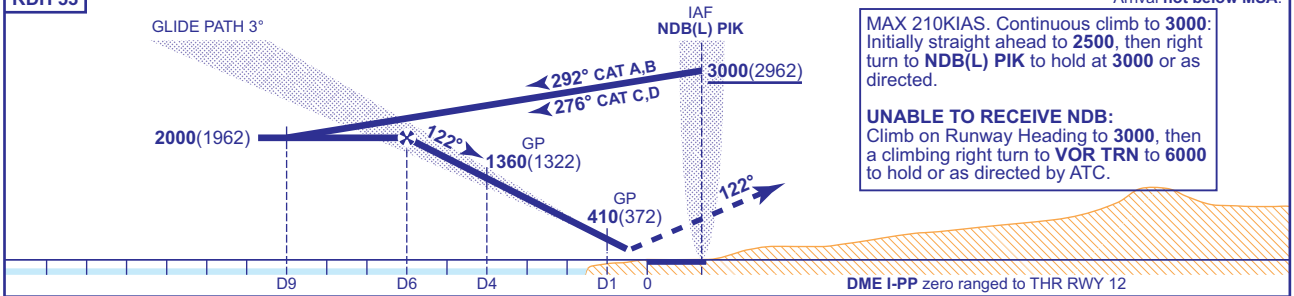


RECOMMENDED PROFILE GLIDE PATH 3°, 318FT/NM

DME I-PP	6	5	4	3	2	1
ALT(HGT)	**2000**(1962)	**1680**(1642)	**1360**(1322)	**1050**(1012)	**730**(692)	**410**(372)

RDH 53

Arrival **not below MSA**.



MAX 210KIAS. Continuous climb to **3000**: Initially straight ahead to **2500**, then right turn to **NDB(L) PIK** to hold at **3000** or as directed.

UNABLE TO RECEIVE NDB:
Climb on Runway Heading to **3000**, then a climbing right turn to **VOR TRN** to **6000** to hold or as directed by ATC.

Aircraft Category		A	B	C	D
OCA (OCH)	NO DME/ DME (CAT I)	**220**(182)	**229**(191)	**239**(201)	**251**(213)
VM(C)OCA (OCH AAL)	Total Area	**800**(735)	**900**(835)	**1100**(1035)	**1100**(1035)
	SW of RWY 12/30	**640**(575)	**710**(645)	**1000**(935)	**1070**(1005)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	640	530	420

AIRCRAFT UNABLE TO RECEIVE DME
In the absence of DME, radar ranges if available will be provided at the following equivalent DME ranges: D9 outbound on Baseturn, approaching FAP at DME 6 and GP checks at DME 4 and DME 1 on Final Approach.

NOTE 1 To expedite the procedure, aircraft captains may, at their discretion and subject to ATC approval, commence the procedure from NDB(L) PIK at **4000** instead of the usual **3000**.
2 Direct arrivals are subject to prior approval from ATC.

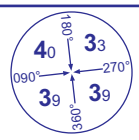
CHANGE (12/25): NE MSA. MAG VAR. MAG HEADINGS.

AERO INFO DATE 09 SEP 25

AD 2-EGPK-8-1

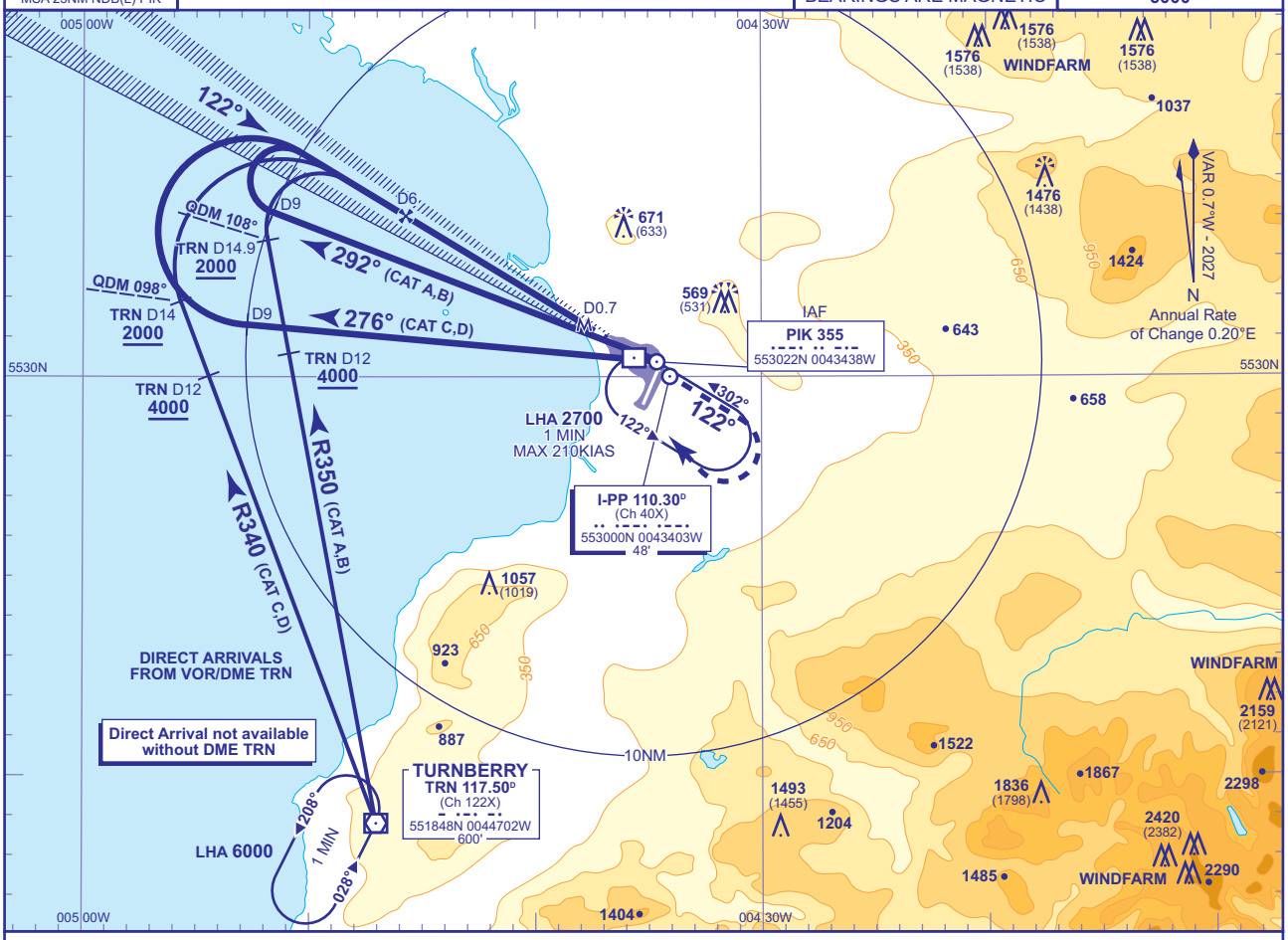
INSTRUMENT APPROACH CHART - ICAO

PRESTWICK
LOC/DME/NDB(L)
RWY 12
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) PIK

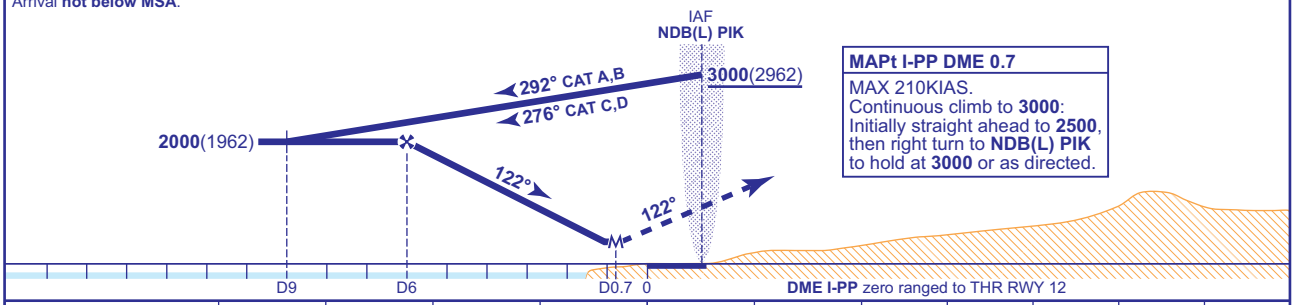
APP	129.450	PRESTWICK APPROACH	AD ELEVATION	65	TRANSITION ALTITUDE 6000
TWR	118.150, 127.155	PRESTWICK TOWER	THR ELEVATION	38	
RAD	129.450, 124.630	PRESTWICK RADAR	OBSTACLE ELEVATION 2420 AMSL (2382) (ABOVE THR)		
ATIS	121.130	PRESTWICK INFORMATION	BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE Gradient 5.24, 320FT/NM

DME I-PP	6	5	4	3	2	1
ALT(HGT)	**2000**(1962)	**1680**(1642)	**1360**(1322)	**1050**(1012)	**730**(692)	**410**(372)

Arrival **not below MSA**.



MAPt I-PP DME 0.7
MAX 210KIAS.
Continuous climb to **3000**:
Initially straight ahead to **2500**,
then right turn to **NDB(L) PIK**
to hold at **3000** or as directed.

Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**370**(332)	**370**(332)	**370**(332)	**370**(332)
VM(C)OCA (OCH AAL)	Total Area	**800**(735)	**900**(835)	**1100**(1035)	**1100**(1035)
	SW of RWY 12/30	**640**(575)	**710**(645)	**1000**(935)	**1070**(1005)

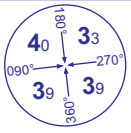
Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	640	530	420

NOTE 1 To expedite the procedure, aircraft captains may, at their discretion and subject to ATC approval, commence the procedure from NDB(L) PIK at **4000** instead of the usual **3000**.
2 Direct arrivals are subject to prior approval from ATC.

CHANGE (12/25): NE MSA. MAG VAR. MAG HEADINGS.

INSTRUMENT APPROACH CHART - ICAO

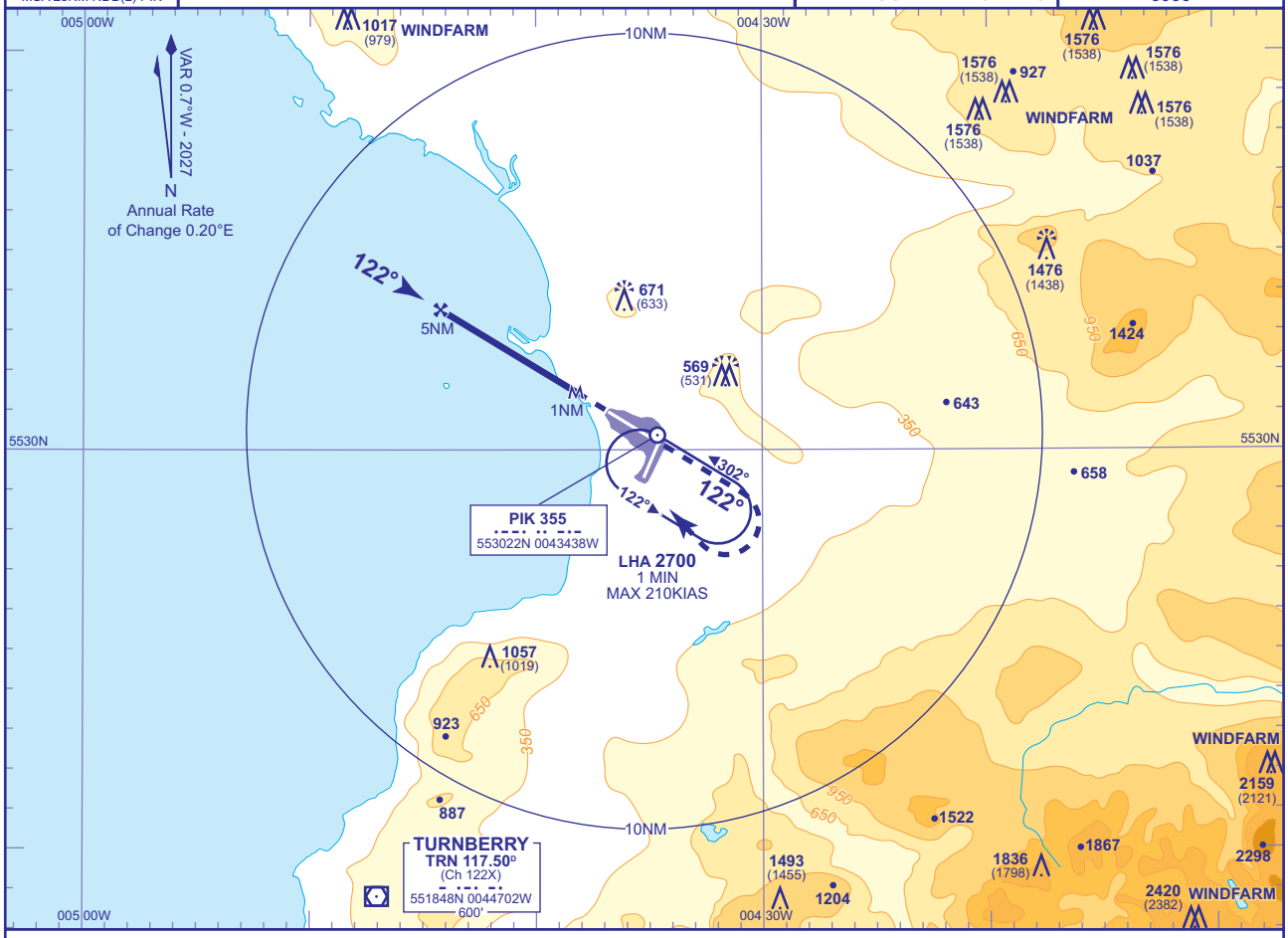
PRESTWICK
SRA RTR 2NM
RWY 12
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) PIK

APP	129.450	PRESTWICK APPROACH	AD ELEVATION	65
TWR	118.150, 127.155	PRESTWICK TOWER	THR ELEVATION	38
RAD	129.450, 124.630	PRESTWICK RADAR	OBSTACLE ELEVATION 2420 AMSL (2382) (ABOVE THR)	
ATIS	121.130	PRESTWICK INFORMATION	BEARINGS ARE MAGNETIC	

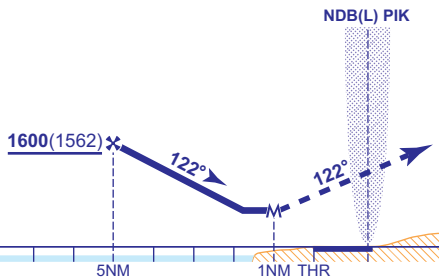
TRANSITION ALTITUDE **6000**



RECOMMENDED PROFILE Gradient 5.14%, 312FT/NM

NM	4.0	3.0	2.0
ALT(HGT)	**1290**(1252)	**980**(942)	**660**(622)

Initial and intermediate approach as directed by radar.



MAPt 1NM after RTR

MAX 210KIAS. Continuous climb to **3000**: Initially straight ahead to **2500**, then right turn to **NDB(L) PIK** to hold at **3000** or as directed.

UNABLE TO RECEIVE NDB:
Climb on Runway Heading to **3000**, then a climbing right turn to **VOR TRN** to **6000** to hold or as directed by ATC.

Aircraft Category		A	B	C	D
OCA (OCH)	**Procedure**	**570**(532)	**570**(532)	**570**(532)	**570**(532)
VM(C)OCA (OCH AAL)	**Total Area**	**800**(735)	**900**(835)	**1100**(1035)	**1100**(1035)
	SW of RWY 12/30	**750**(685)	**870**(805)	**1000**(935)	**1070**(1005)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	830	730	620	520	420
RTR to MAPt (1NM)	MIN:SEC	0:23	0:26	0:30	0:36	0:45

CHANGE (12/25): NE MSA. MAG VAR. MAG HEADINGS.

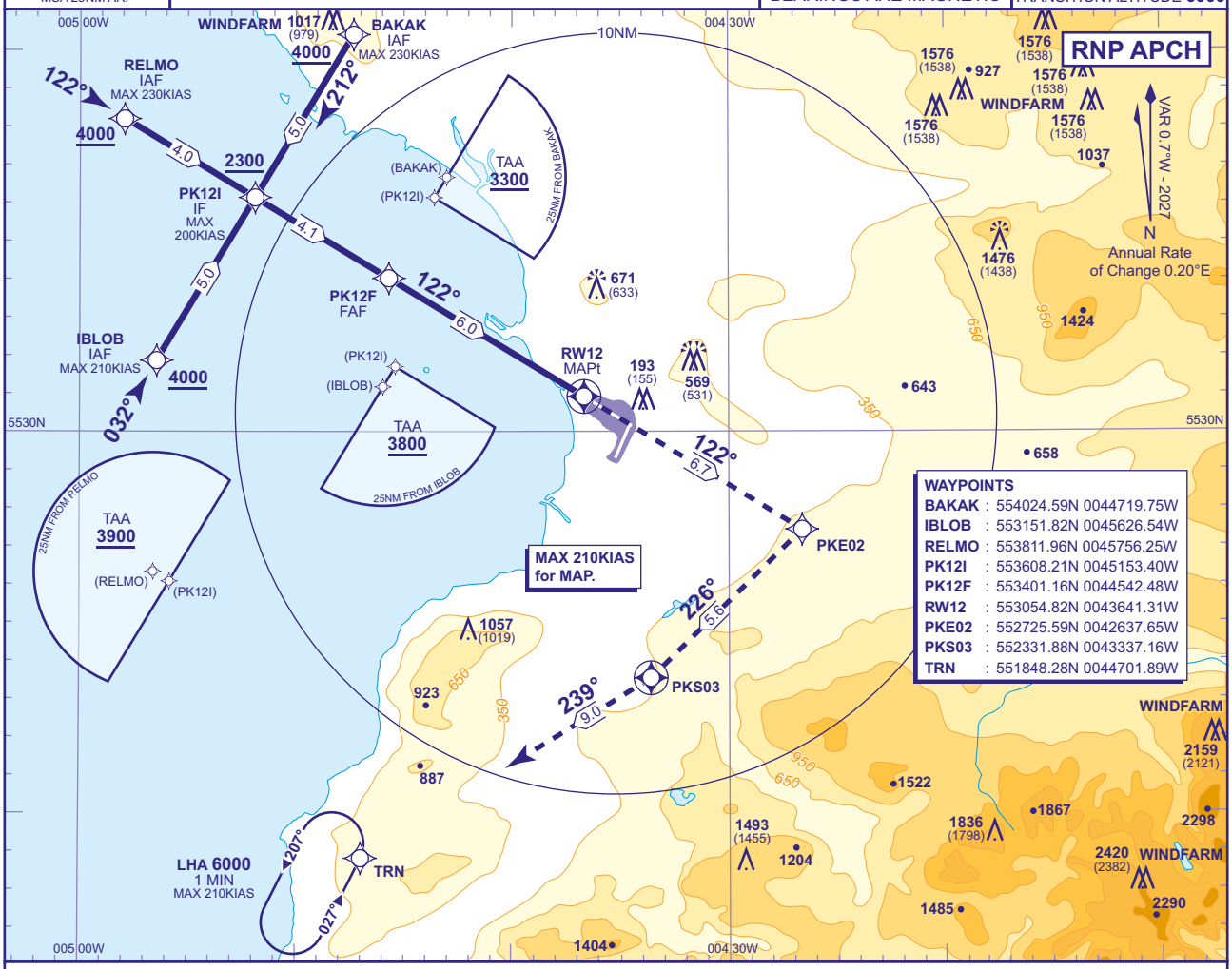
AERO INFO DATE 09 SEP 25

INSTRUMENT APPROACH CHART - ICAO

PRESTWICK
RNP
RWY 12
(ACFT CAT A,B,C,D)

39	APP	129.450	PRESTWICK APPROACH	AD ELEVATION	65
MSA 25NM ARP	TWR	118.150, 127.155	PRESTWICK TOWER	THR ELEVATION	38
	RAD	129.450, 124.630	PRESTWICK RADAR	OBSTACLE ELEVATION 2420 AMSL (2382) (ABOVE THR)	
	ATIS	121.130	PRESTWICK INFORMATION	BEARINGS ARE MAGNETIC	

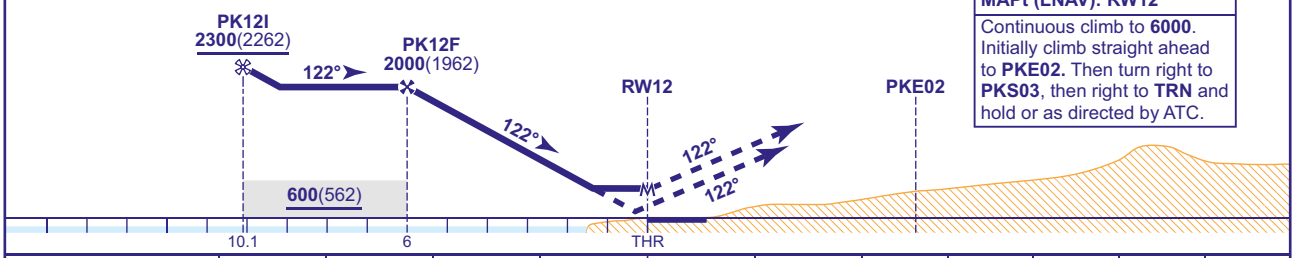
MIN TEMP -15°C
TRANSITION ALTITUDE 6000



RECOMMENDED PROFILE VNAV Vertical Path Angle 3.0°(LNAV 5.24%), 320FT/NM

NM to RW12	5	4	3	2	1
ALT(HGT)	**1680**(1642)	**1360**(1322)	**1050**(1012)	**730**(692)	**410**(372)

TCH 53



MAPt (LNAV): RW12
Continuous climb to **6000**. Initially climb straight ahead to **PKE02.** Then turn right to **PKS03**, then right to **TRN** and hold or as directed by ATC.

Aircraft Category		A	B	C	D
OCA (OCH)	LNAV/VNAV	**340**(302)	**350**(312)	**370**(332)	**400**(362)
	LNAV	**420**(382)	**420**(382)	**420**(382)	**420**(382)
VM(C)OCA (OCH AAL)	Total Area	**750**(685)	**870**(805)	**1070**(1005)	**1070**(1005)
	SW of RWY 12/30	**680**(615)	**810**(745)	**910**(845)	**1070**(1005)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	640	530	420

NOTE Portions of this procedure lie outside controlled airspace.

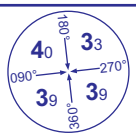
CHANGE (12/25): MAG VAR. MAG HEADINGS.

AERO INFO DATE 12 SEP 25

AD 2-EGPK-8-4

INSTRUMENT APPROACH CHART - ICAO

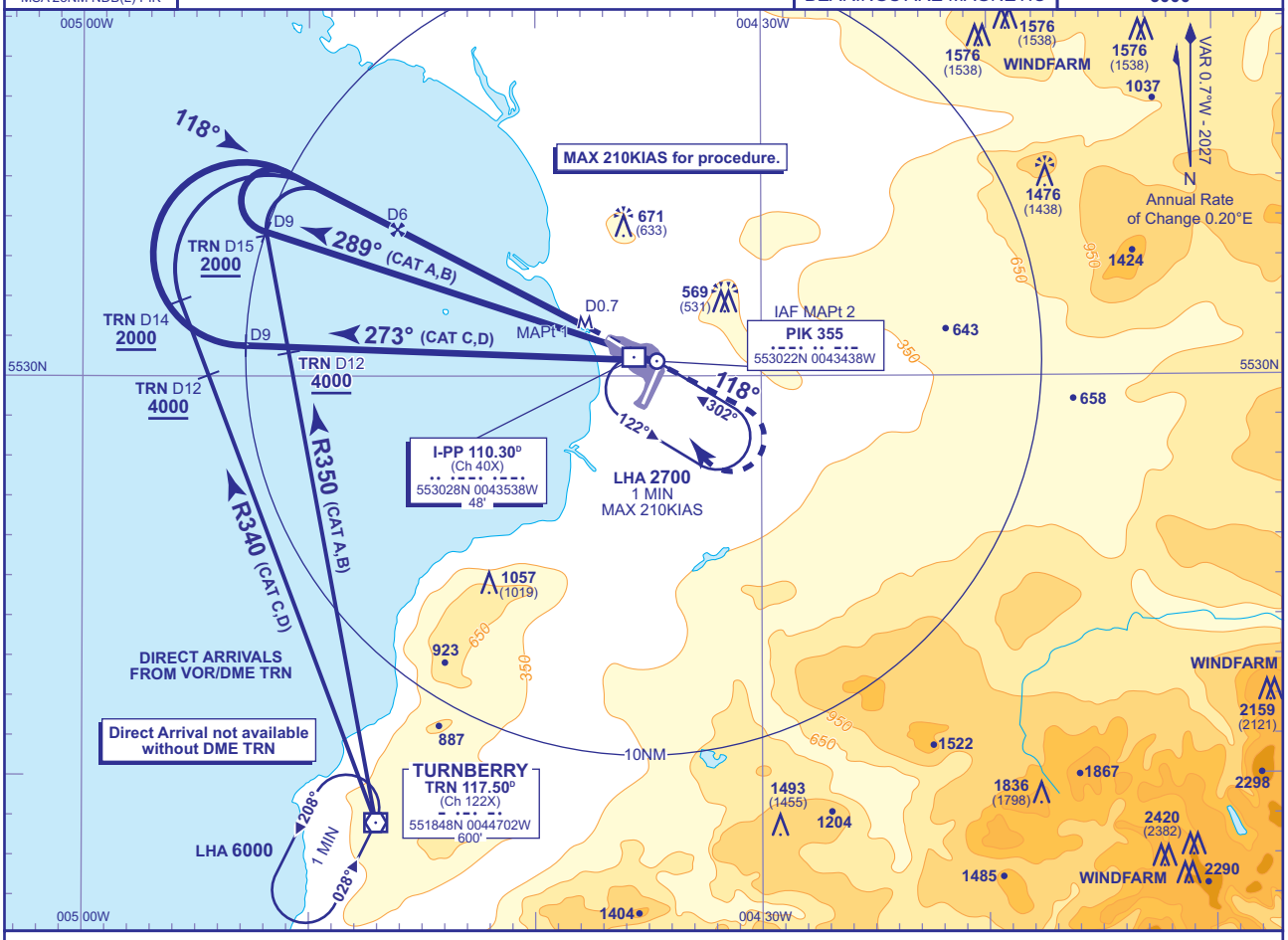
PRESTWICK NDB(L)/DME RWY 12
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) PIK

APP	129.450	PRESTWICK APPROACH	AD ELEVATION	65
TWR	118.150, 127.155	PRESTWICK TOWER	THR ELEVATION	38
RAD	129.450, 124.630	PRESTWICK RADAR	OBSTACLE ELEVATION	2420 AMSL (2382) (ABOVE THR)
ATIS	121.130	PRESTWICK INFORMATION	BEARINGS ARE MAGNETIC	

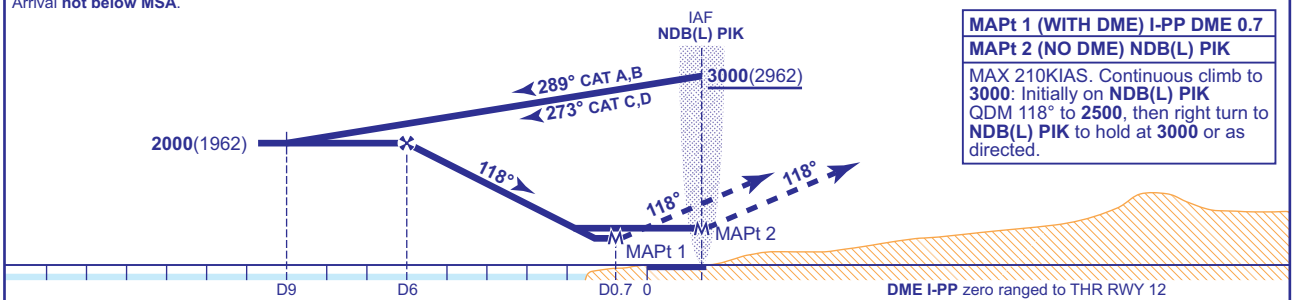
TRANSITION ALTITUDE **6000**



RECOMMENDED PROFILE Gradient 5.24%, 318FT/NM

DME I-PP	6	5	4	3	2
ALT(HGT)	**2000**(1962)	**1680**(1642)	**1360**(1322)	**1050**(1012)	**730**(692)

Arrival **not below MSA**.



MAPt 1 (WITH DME) I-PP DME 0.7
MAPt 2 (NO DME) NDB(L) PIK

MAX 210KIAS. Continuous climb to **3000**: Initially on **NDB(L) PIK** QDM 118° to **2500**, then right turn to **NDB(L) PIK** to hold at **3000** or as directed.

Aircraft Category		A	B	C	D
OCA (OCH)	DME	**450**(412)	**450**(412)	**450**(412)	**450**(412)
	NO DME	**590**(552)	**590**(552)	**590**(552)	**590**(552)
VM(C)OCA (OCH AAL)	Total Area	**800**(735)	**900**(835)	**1100**(1035)	**1100**(1035)
	SW of RWY 12/30	**700**(635)	**810**(745)	**1000**(935)	**1070**(1005)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	640	530	420

AIRCRAFT UNABLE TO RECEIVE DME
Main procedure: Fly outbound leg of racetrack for 3 MIN (CAT A,B) or 2.5 MIN (CAT C,D) prior to inbound turn.

NOTE 1 FAT is offset 3.8° south of RWY C/L and intercepts the extended C/L 0.75NM before the THR RWY 12.
2 To expedite the procedure, aircraft captains may, at their discretion and subject to ATC approval, commence the procedure from NDB(L) PIK at **4000** instead of the usual **3000**.

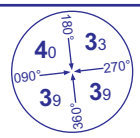
CHANGE (12/25): NE MSA. MAG VAR. MAG HEADINGS.

AERO INFO DATE 09 SEP 25

AD 2-EGPK-8-5

INSTRUMENT APPROACH CHART - ICAO

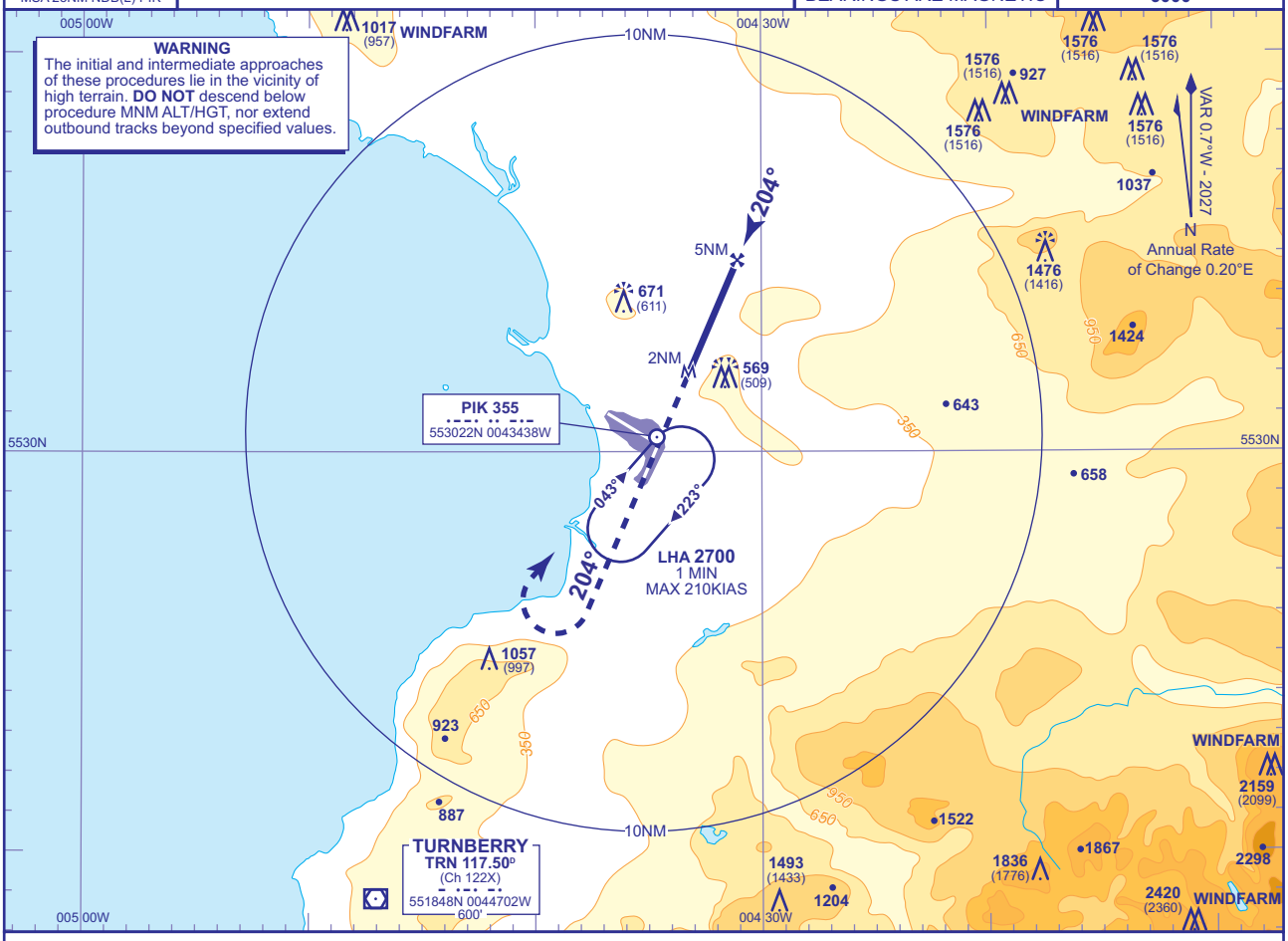
PRESTWICK
SRA RTR 2NM
RWY 20
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) PIK

APP	129.450	PRESTWICK APPROACH	AD ELEVATION **65**
TWR	118.150, 127.155	PRESTWICK TOWER	THR ELEVATION **60**
RAD	129.450, 124.630	PRESTWICK RADAR	OBSTACLE ELEVATION **2420 AMSL** (2360) (ABOVE THR)
ATIS	121.130	PRESTWICK INFORMATION	BEARINGS ARE MAGNETIC

TRANSITION ALTITUDE **6000**



RECOMMENDED PROFILE Gradient 6.39%, 390FT/NM

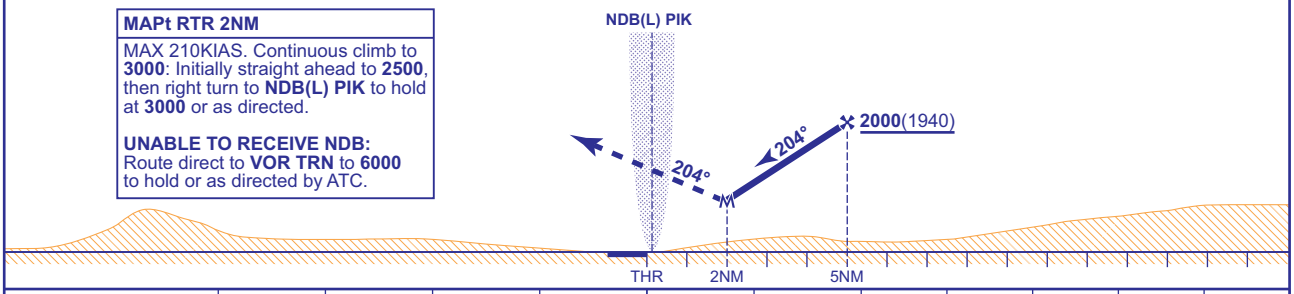
NM	5.0	4.0	3.0	2.0
ALT(HGT)	**2000**(1940)	**1610**(1550)	**1220**(1160)	**840**(780)

Initial and intermediate approach as directed by radar.

MAPt RTR 2NM

MAX 210KIAS. Continuous climb to **3000**: Initially straight ahead to **2500**, then right turn to **NDB(L) PIK** to hold at **3000** or as directed.

UNABLE TO RECEIVE NDB:
Route direct to **VOR TRN** to **6000** to hold or as directed by ATC.



Aircraft Category		A	B	C	D
OCA (OCH)	**Procedure**	**850**(790)	**850**(790)	**850**(790)	**850**(790)
VM(C)OCA (OCH AAL)	**Total Area**	**850**(785)	**900**(835)	**1100**(1035)	**1100**(1035)
	SW of RWY 12/30	**850**(785)	**870**(805)	**1000**(935)	**1070**(1005)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	1030	910	780	650	520

NOTE Portions of this procedure lie outside controlled airspace. Initial and intermediate approach will be conducted under De-confliction Service.

CHANGE (12/25): NE MSA. MAG VAR. MAG HEADINGS.

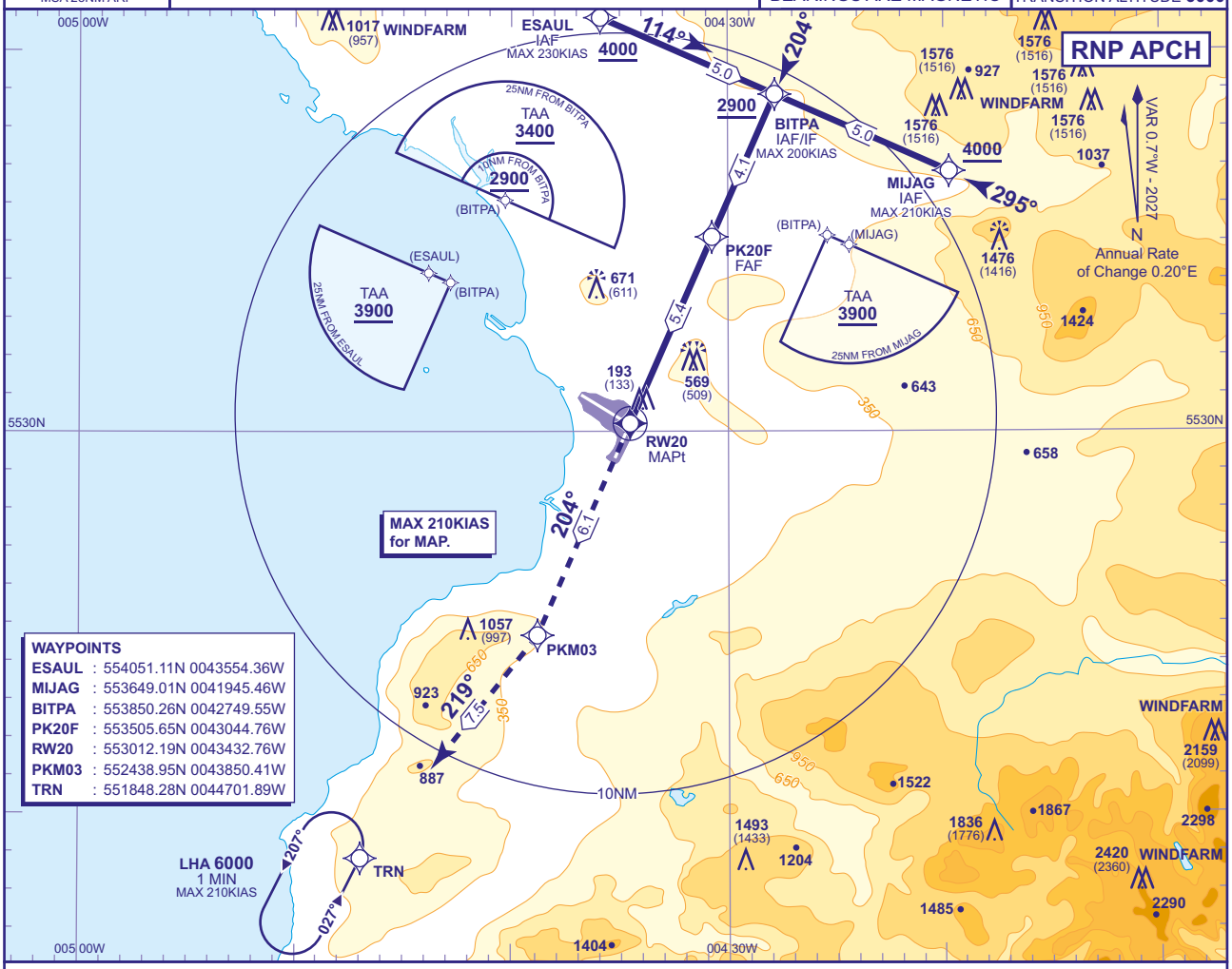
AERO INFO DATE 16 SEP 25 AD 2-EGPK-8-6

INSTRUMENT APPROACH CHART - ICAO

PRESTWICK
RNP
RWY 20
(ACFT CAT A,B,C,D)

3⁹ MSA 25NM ARP	APP	129.450	PRESTWICK APPROACH	AD ELEVATION	65
	TWR	118.150, 127.155	PRESTWICK TOWER	THR ELEVATION	60
	RAD	129.450, 124.630	PRESTWICK RADAR	OBSTACLE ELEVATION 2420 AMSL (2360) (ABOVE THR)	
	ATIS	121.130	PRESTWICK INFORMATION	BEARINGS ARE MAGNETIC	

MIN TEMP -15°C
TRANSITION ALTITUDE 6000

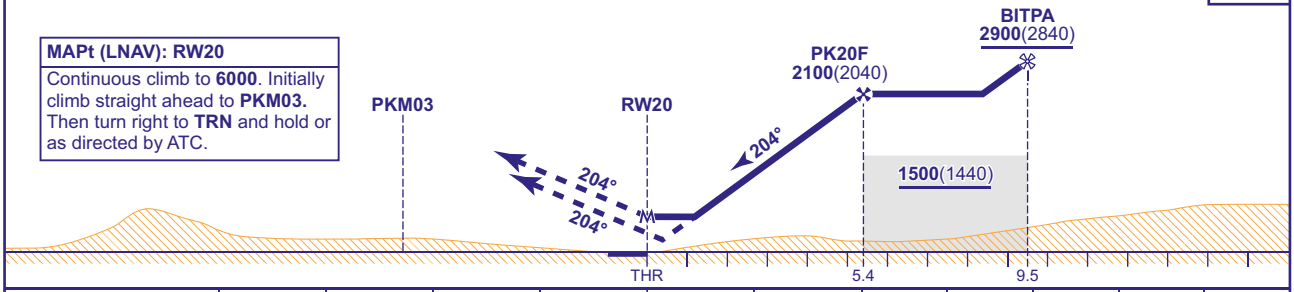


RECOMMENDED PROFILE VNAV Vertical Path Angle 3.5°(LNAV 6.12%), 370FT/NM

NM to RW20	4	3	2	1
ALT(HGT)	**1600**(1540)	**1220**(1160)	**850**(790)	**480**(420)

TCH 50

MAPt (LNAV): RW20
Continuous climb to **6000**. Initially climb straight ahead to **PKM03.** Then turn right to **TRN** and hold or as directed by ATC.



Aircraft Category		A	B	C	D
OCA (OCH)	LNAV/VNAV	**610**(550)	**620**(560)	**640**(580)	**650**(590)
	LNAV	**710**(650)	**710**(650)	**710**(650)	**710**(650)
VM(C)OCA (OCH AAL)	Total Area	**750**(685)	**870**(805)	**1070**(1005)	**1070**(1005)

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

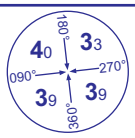
NOTE 1 VPA exceeds 3.5° above 15°C.
2 Portions of this procedure lie outside controlled airspace.

CHANGE (12/25): MIJAG TAA HEIGHT INCREASE. MAG VAR. MAG HEADINGS.

AERO INFO DATE 12 SEP 25

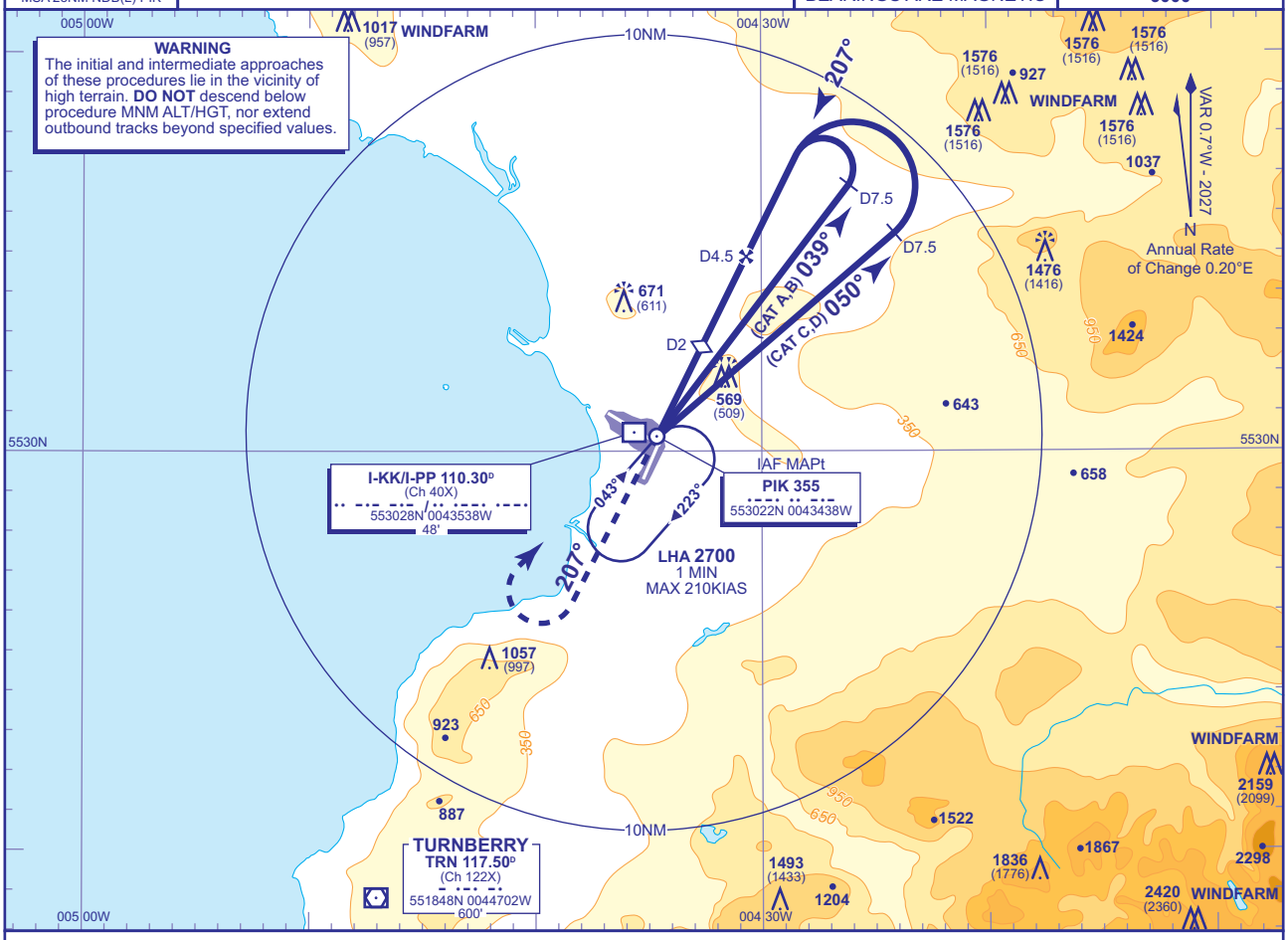
INSTRUMENT APPROACH CHART - ICAO

PRESTWICK NDB(L)/DME RWY 20
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) PIK

APP	129.450	PRESTWICK APPROACH	AD ELEVATION	65	
TWR	118.150, 127.155	PRESTWICK TOWER	THR ELEVATION	60	
RAD	129.450, 124.630	PRESTWICK RADAR	OBSTACLE ELEVATION	2420 AMSL (2360) (ABOVE THR)	
ATIS	121.130	PRESTWICK INFORMATION	BEARINGS ARE MAGNETIC		TRANSITION ALTITUDE 6000

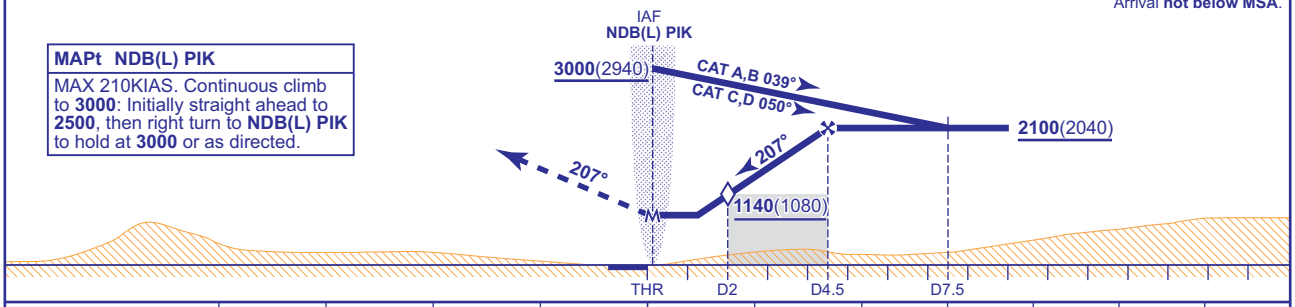


RECOMMENDED PROFILE Gradient 6.3%, 383FT/NM

DME I-KK/I-PP	4	3	2 (SDF)	1
ALT(HGT)	1910(1850)	1530(1470)	1140(1080)	760(700)

Arrival **not below MSA**.

MAPt NDB(L) PIK
MAX 210KIAS. Continuous climb to **3000**: Initially straight ahead to **2500**, then right turn to **NDB(L) PIK** to hold at **3000** or as directed.



Aircraft Category		A	B	C	D
OCA (OCH)	WITH DME	820(760)	820(760)	870(810)	870(810)
	NO DME	1500(1440)	1500(1440)	1500(1440)	1500(1440)
VM(C)OCA (OCH AAL)	Total Area	1500(1435)	1500(1435)	1500(1435)	1500(1435)
	SW of RWY 12/30	1500(1435)	1500(1435)	1500(1435)	1500(1435)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	1020	890	770	640	510

AIRCRAFT UNABLE TO RECEIVE DME
From overhead NDB(L) PIK **not below 3000**(2940) fly outbound on track 039° for 2.5 MIN (CAT A,B); on track 050° for 2 MIN at MAX 185KIAS (CAT C,D) descending to **not below 2100**(2040) then turn left to establish on the FAT. Once established, descend to MDA(H).

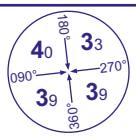
NOTE 1 FAT is offset 2.8° west of RWY CL and intercepts the extended CL 2.4NM (I-PP/I-KK DME 1.7) from the THR RWY 20.
2 Due to siting geometry of NDB(L) PIK and DME I-KK/I-PP, DME 1 occurs nominally 1.6NM before the THR RWY 20. DME arcs become tangential to FAT at short ranges so DME information should not be used after 1 DME.
3 The procedure design Rate of Descent in the final approach exceeds the maximum permissable for straight-in approaches. Published OCA(OCH) are therefore based on VM(C) values.
4 Portions of this procedure lie outside controlled airspace.

CHANGE (12/25): NE MSA. MAG VAR. MAG HEADINGS.

AERO INFO DATE 12 SEP 25 AD 2-EGPK-8-8

INSTRUMENT APPROACH CHART - ICAO

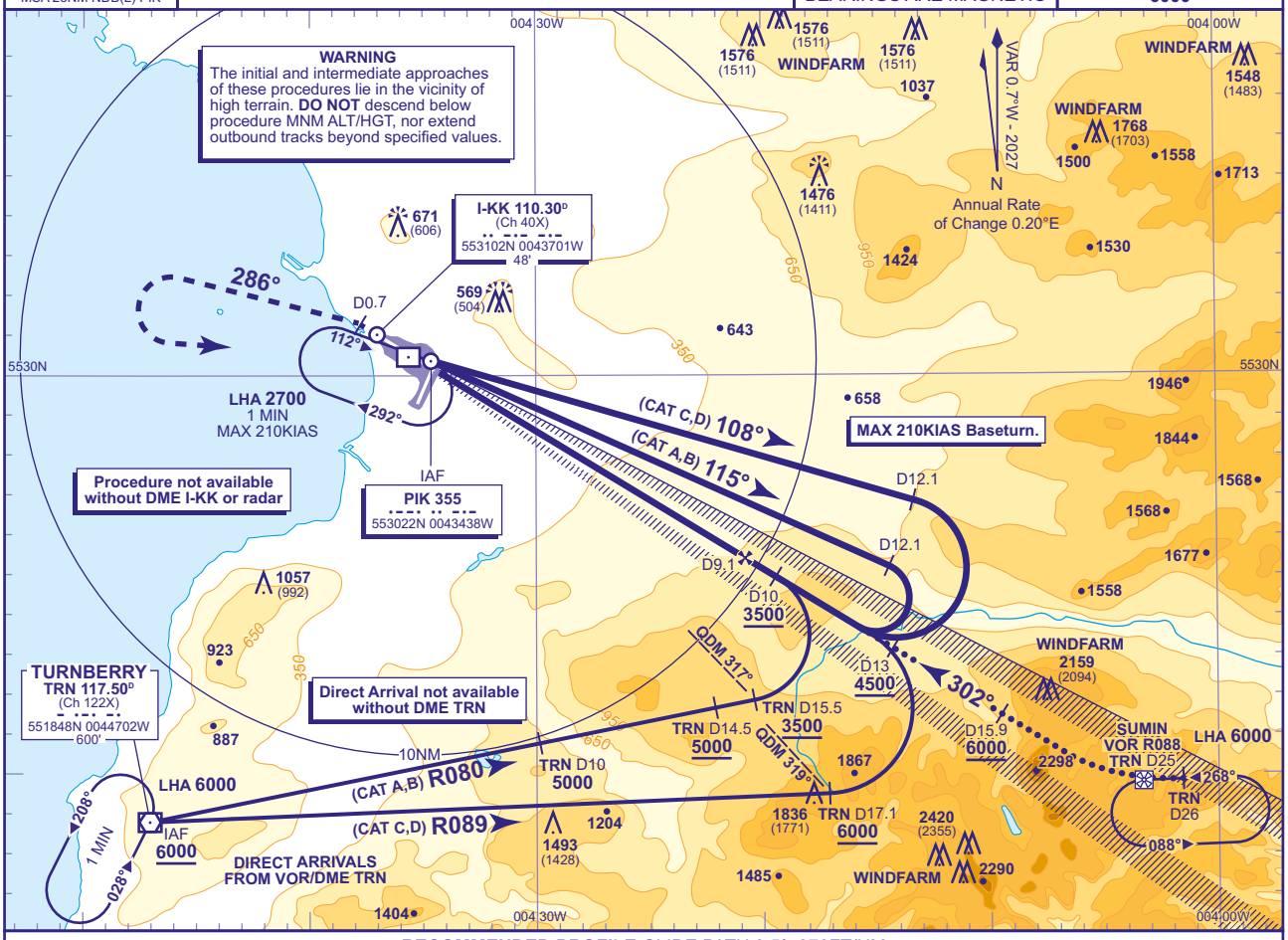
PRESTWICK ILS/DME/NDB(L) RWY 30
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) PIK

APP	129.450	PRESTWICK APPROACH	AD ELEVATION	65	
TWR	118.150, 127.155	PRESTWICK TOWER	THR ELEVATION	65	
RAD	129.450, 124.630	PRESTWICK RADAR	OBSTACLE ELEVATION	2420 AMSL (2355) (ABOVE THR)	
ATIS	121.130	PRESTWICK INFORMATION	BEARINGS ARE MAGNETIC		

TRANSITION ALTITUDE **6000**

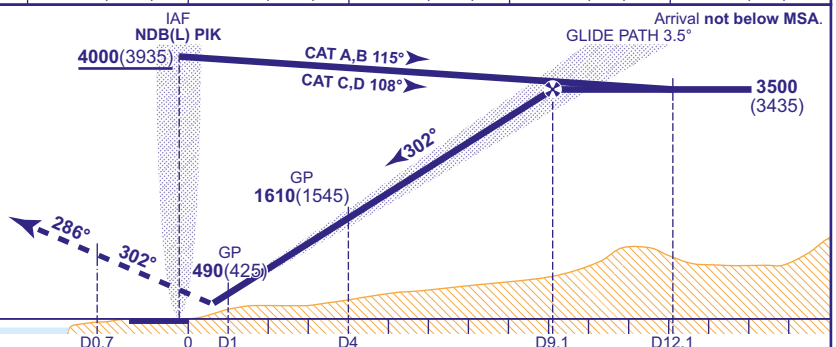


RECOMMENDED PROFILE GLIDE PATH 3.5°, 370FT/NM

DME I-KK	7	6	5	4	3	2	1
ALT(HGT)	**2720**(2655)	**2350**(2285)	**1980**(1915)	**1610**(1545)	**1240**(1175)	**860**(795)	**490**(425)

RDH 56

Continuous climb to **3500.**
Initially, straight ahead to **I-KK** D0.7 outbound, then climbing turn left onto track 286° continuing climb to **2500**, then climbing turn left to **NDB(L) PIK** to hold at **3500** or as directed.



Aircraft Category		A	B	C	D
OCA (OCH)	CAT I	**296**(231)	**309**(244)	**322**(257)	**332**(267)
VM(C)OCA (OCH AAL)	Total Area	**800**(735)	**900**(835)	**1100**(1035)	**1100**(1035)
	SW of RWY 12/30	**640**(575)	**710**(645)	**1000**(935)	**1070**(1005)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	980	860	740	620	490

ALTERNATIVE PROCEDURE Approach SUMIN (IAF) on the inbound track of the SUMIN hold **not below 6000**. At TRN DME 26 turn right to establish on the LOC. Once established, descend from I-KK DME 15.9 following the recommended profile to **3500**(3435). From the nominal FAP (I-KK DME 9.1) **not below 3500**(3435) continue descent on the glide path to DA(H).

NOTES 1 Alternative procedure from SUMIN is based on 6.1% gradient CDA from **6000** to the FAP. To ensure CAS containment aircraft must not descend below the following ALT/HGT: I-KK DME 13 - **4500**(4435) I-KK DME 10 - **3500**(3435).
2 Direct arrivals are subject to prior approval from ATC.
3 Aircraft re-commencing the procedure after a missed approach can start the initial approach at **3500**.

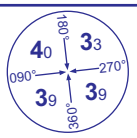
CHANGE (12/25): NE MSA. MAG VAR. MAG HEADINGS.

AERO INFO DATE 09 SEP 25

AD 2-EGPK-8-9

INSTRUMENT APPROACH CHART - ICAO

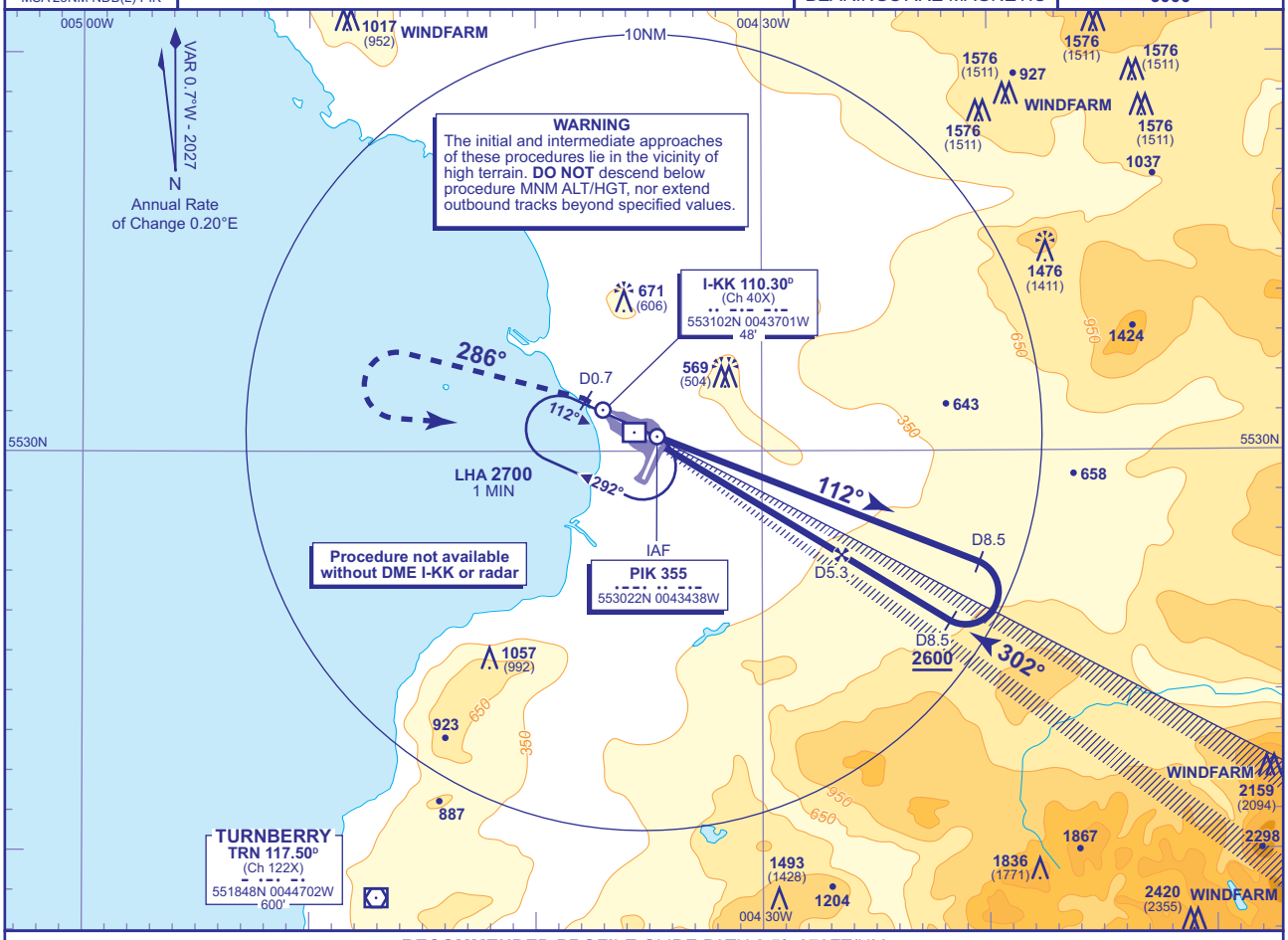
PRESTWICK
ILS/DME/NDB(L)
RWY 30
(ACFT CAT A,B)
SHORT PROCEDURE



MSA 25NM NDB(L) PIK

APP	129.450	PRESTWICK APPROACH	AD ELEVATION	65	
TWR	118.150, 127.155	PRESTWICK TOWER	THR ELEVATION	65	
RAD	129.450, 124.630	PRESTWICK RADAR	OBSTACLE ELEVATION		
ATIS	121.130	PRESTWICK INFORMATION	**2420 AMSL** (2355) (ABOVE THR)		
			BEARINGS ARE MAGNETIC		

TRANSITION ALTITUDE **6000**



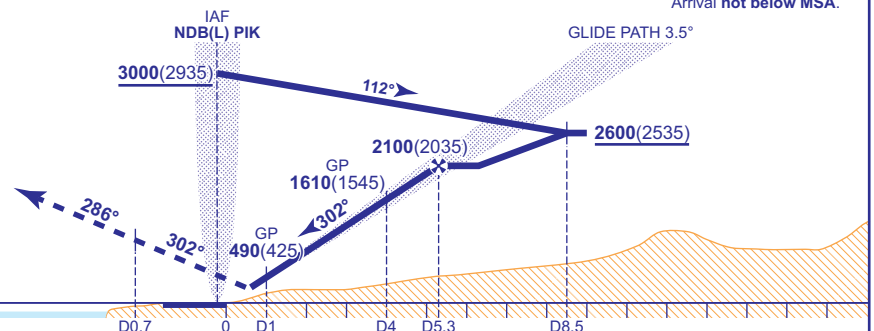
RECOMMENDED PROFILE GLIDE PATH 3.5°, 370FT/NM

DME I-KK	5	4	3	2	1
ALT(HGT)	**1980**(1915)	**1610**(1545)	**1240**(1175)	**860**(795)	**490**(425)

RDH 56

Arrival **not below MSA**.

Continuous climb to **3000.** Initially, straight ahead to **I-KK** D0.7 outbound, then climbing turn left onto track 286° continuing climb to **2500**, then climbing turn left to **NDB(L) PIK** to hold at **3000** or as directed.



Aircraft Category		A	B
OCA (OCH)	**CAT I**	**294**(229)	**307**(242)
VM(C)OCA (OCH AAL)	**Total Area**	**800**(735)	**900**(835)
	SW of RWY 12/30	**640**(575)	**710**(645)

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

NOTE Procedure only available with prior approval from ATC.

CHANGE (12/25): NE MSA. MAG VAR. MAG HEADINGS.

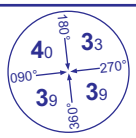
AERO INFO DATE 09 SEP 25

AD 2-EGPK-8-10

INSTRUMENT APPROACH CHART - ICAO

PRESTWICK LOC/DME/NDB(L) RWY 30

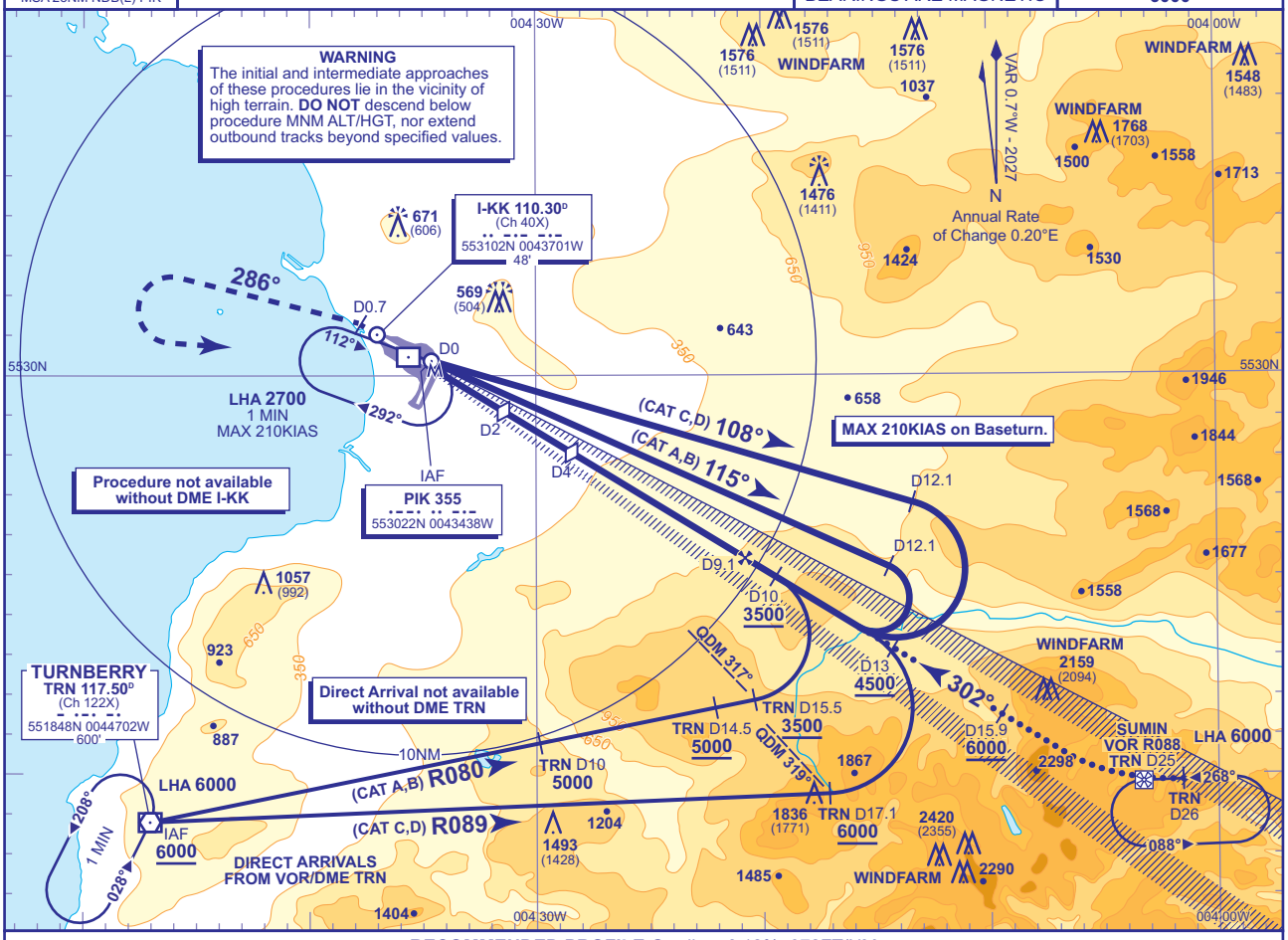
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) PIK

APP	129.450	PRESTWICK APPROACH	AD ELEVATION	65	
TWR	118.150, 127.155	PRESTWICK TOWER	THR ELEVATION	65	
RAD	129.450, 124.630	PRESTWICK RADAR	OBSTACLE ELEVATION	2420 AMSL (2355) (ABOVE THR)	
ATIS	121.130	PRESTWICK INFORMATION	BEARINGS ARE MAGNETIC		

TRANSITION ALTITUDE **6000**

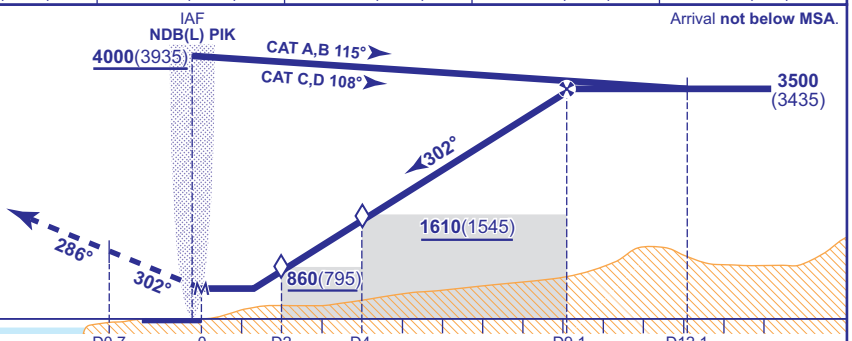


RECOMMENDED PROFILE Gradient 6.12%, 372FT/NM

DME I-KK	7	6	5	4 (SDF)	3	2 (SDF)
ALT(HGT)	**2720**(2665)	**2350**(2285)	**1980**(1915)	**1610**(1545)	**1240**(1175)	**860**(795)

MAPt I-KK DME ZERO
(THR RWY 30)

Continuous climb to **3500**. Initially, straight ahead to **I-KK** D0.7 outbound, the climbing turn left onto track 286° continuing climb to **2500**, then climbing turn left to **NDB(L) PIK** to hold at **3500** or as directed.



Arrival **not below MSA**.

Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**540**(475)	**540**(475)	**540**(475)	**540**(475)
VM(C)OCA (OCH AAL)	Total Area	**800**(735)	**900**(835)	**1100**(1035)	**1100**(1035)
	SW of RWY 12/30	**640**(575)	**710**(645)	**1000**(935)	**1070**(1005)

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

ALTERNATIVE PROCEDURE
Approach SUMIN (IAF) on the inbound track of the SUMIN hold **not below 6000**. At TRN DME 26 turn right to establish on the LOC. Once established, descend from I-KK DME 15.9 following the recommended profile to **3500**(3435). From the nominal FAF (I-KK DME 9.1) **not below 3500**(3435) continue descent following recomended profile to MDA(H).

NOTES 1 Alternative procedure from SUMIN is based on 6.1% gradient CDA from **6000** to the FAF. To ensure CAS containment aircraft must not descend below the following ALT/HGT: I-KK DME 13 - **4500**(4435) I-KK DME 10 - **3500**(3435).

2 Aircraft re-commencing the procedure after a missed approach can start the initial approach at **3500**.

CHANGE (12/25): NE MSA. MAG VAR. MAG HEADINGS.

AERO INFO DATE 09 SEP 25

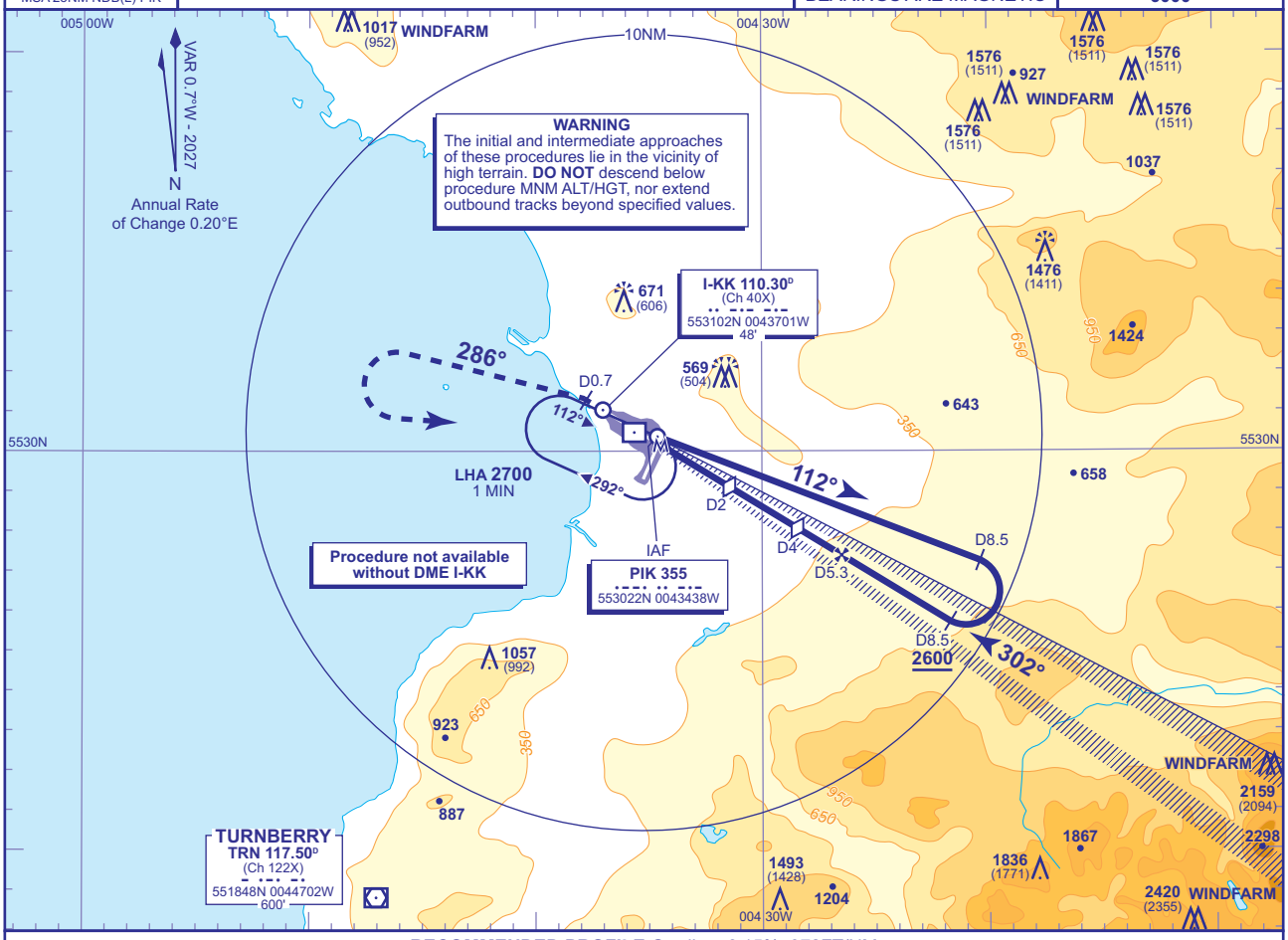
AD 2-EGPK-8-11

INSTRUMENT APPROACH CHART - ICAO

PRESTWICK
LOC/DME/NDB(L)
RWY 30
(ACFT CAT A,B)
SHORT PROCEDURE

MSA 25NM NDB(L) PIK

APP	129.450	PRESTWICK APPROACH	AD ELEVATION	65	TRANSITION ALTITUDE 6000
TWR	118.150, 127.155	PRESTWICK TOWER	THR ELEVATION	65	
RAD	129.450, 124.630	PRESTWICK RADAR	OBSTACLE ELEVATION 2420 AMSL (2355) (ABOVE THR)		
ATIS	121.130	PRESTWICK INFORMATION	BEARINGS ARE MAGNETIC		

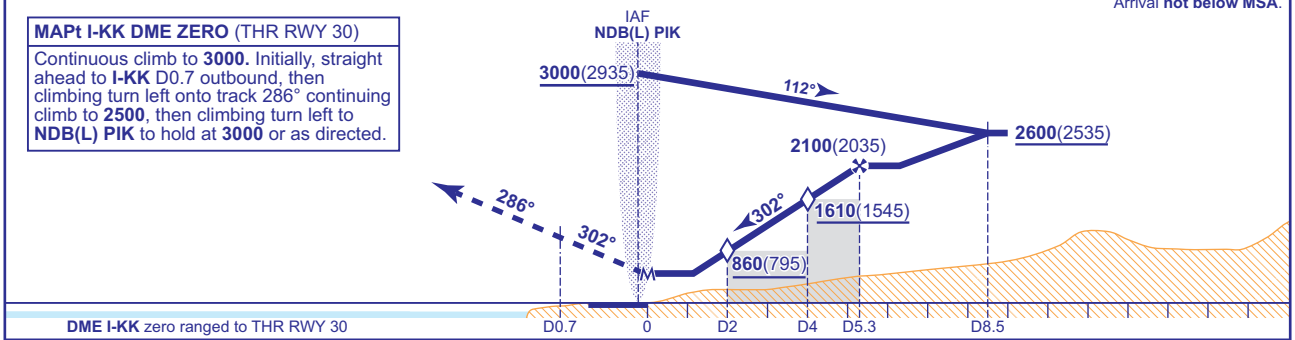


RECOMMENDED PROFILE Gradient 6.15%, 372FT/NM

DME I-KK	5	4 **(SDF)**	3	2 **(SDF)**
ALT(HGT)	**1990**(1925)	**1610**(1545)	**1240**(1175)	**860**(795)

Arrival **not below MSA**.

MAPt I-KK DME ZERO (THR RWY 30)
Continuous climb to **3000.** Initially, straight ahead to **I-KK** D0.7 outbound, then climbing turn left onto track 286° continuing climb to **2500**, then climbing turn left to **NDB(L) PIK** to hold at **3000** or as directed.



Aircraft Category		A	B
OCA (OCH)	**Procedure**	**540**(475)	**540**(475)
VM(C)OCA (OCH AAL)	**Total Area**	**800**(735)	**900**(835)
	SW of RWY 12/30	**640**(575)	**710**(645)

Rate of descent	**G/S KT**	160	140	120	100	80
	FT/MIN	1000	870	750	620	500

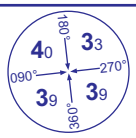
NOTE Procedure only available with prior approval from ATC.

CHANGE (12/25): NE MSA. MAG VAR. MAG HEADINGS.

AERO INFO DATE 09 SEP 25 AD 2-EGPK-8-12

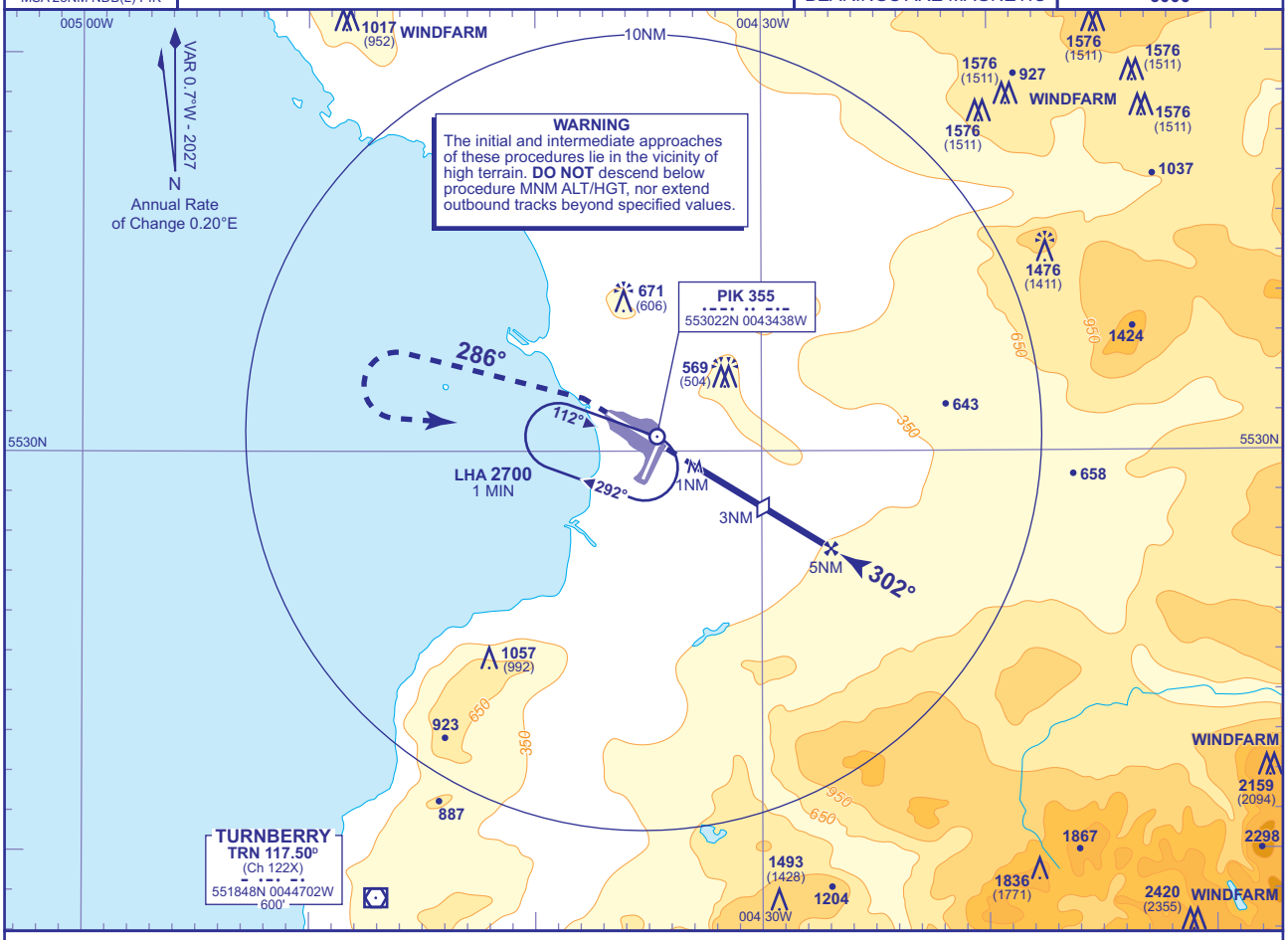
INSTRUMENT APPROACH CHART - ICAO

PRESTWICK
SRA RTR 2NM
RWY 30
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) PIK

APP	129.450	PRESTWICK APPROACH	AD ELEVATION	65	TRANSITION ALTITUDE 6000
TWR	118.150, 127.155	PRESTWICK TOWER	THR ELEVATION	65	
RAD	129.450, 124.630	PRESTWICK RADAR	OBSTACLE ELEVATION 2420 AMSL (2355) (ABOVE THR)		
ATIS	121.130	PRESTWICK INFORMATION	BEARINGS ARE MAGNETIC		



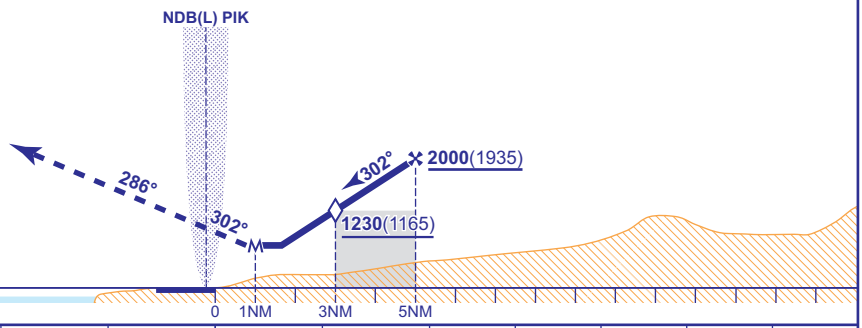
RADAR ADVISORY HEIGHTS Gradient 6.37%, 390FT/NM

NM	5	4	3 (SDF)	2
ALT(HGT)	**2000**(1935)	**1610**(1545)	**1230**(1165)	**840**(775)

Initial and intermediate approach as directed by radar.

MAPt 1NM after RTR

Continuous climb to **3000** Initially, straight ahead to **1300** then climbing turn left onto track 286° continuing to **2500** then climbing turn left to **NDB(L) PIK** to hold at **3000** or as directed.



Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**760**(695)	**760**(695)	**760**(695)	**760**(695)
VM(C)OCA (OCH AAL)	Total Area	**800**(735)	**900**(835)	**1100**(1035)	**1100**(1035)
	SW of RWY 12/30	**760**(695)	**810**(745)	**1070**(1005)	**1070**(1005)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	1030	900	770	640	520

CHANGE (12/25): NE MSA. MAG VAR. MAG HEADINGS.

AERO INFO DATE 09 SEP 25

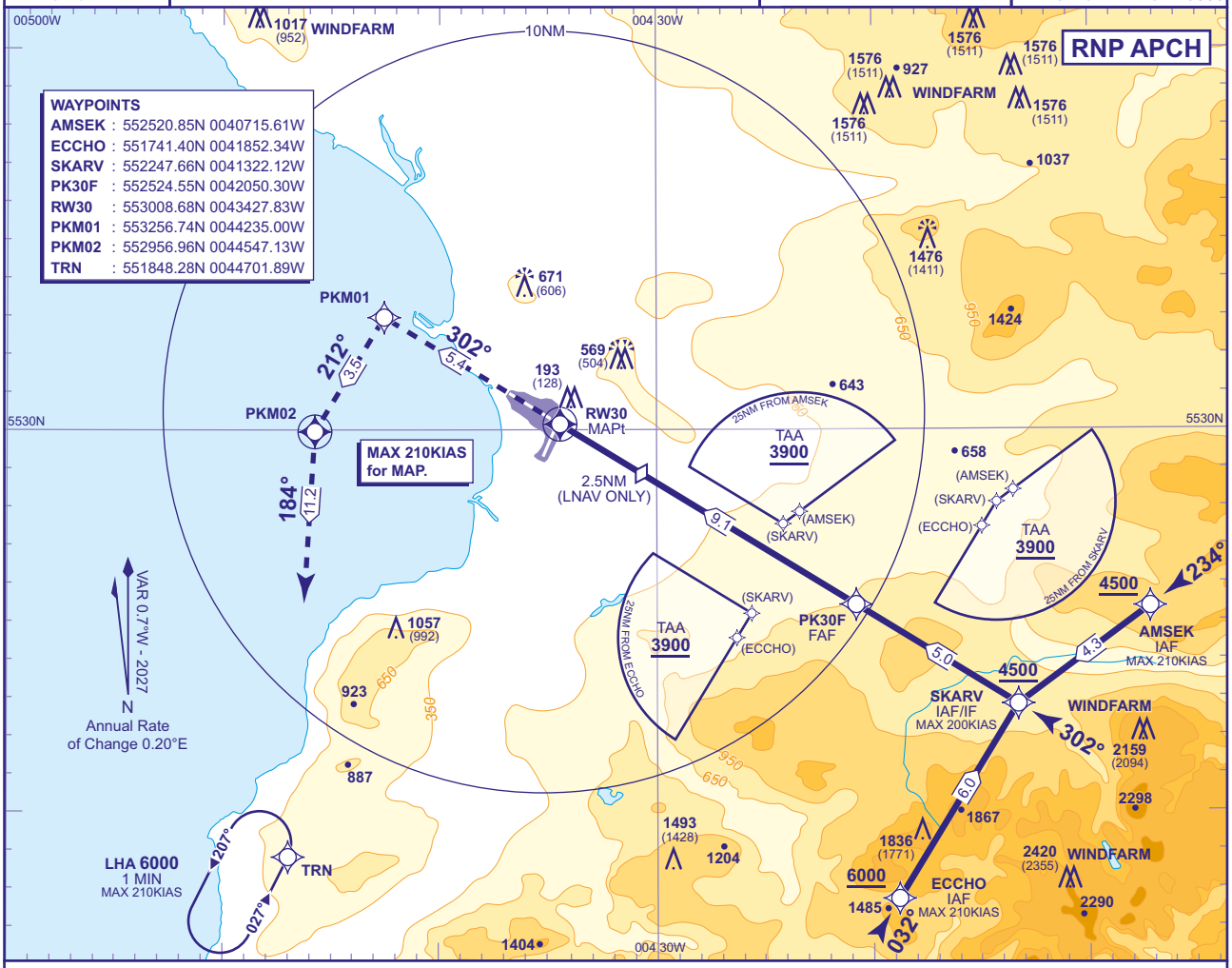
AD 2-EGPK-8-13

INSTRUMENT APPROACH CHART - ICAO

PRESTWICK
RNP
RWY 30
(ACFT CAT A,B,C,D)

39 MSA 25NM ARP	APP	129.450	PRESTWICK APPROACH	AD ELEVATION	65
	TWR	118.150, 127.155	PRESTWICK TOWER	THR ELEVATION	65
	RAD	129.450, 124.630	PRESTWICK RADAR	OBSTACLE ELEVATION 2420 AMSL (2355) (ABOVE THR)	
	ATIS	121.130	PRESTWICK INFORMATION		
				BEARINGS ARE MAGNETIC	

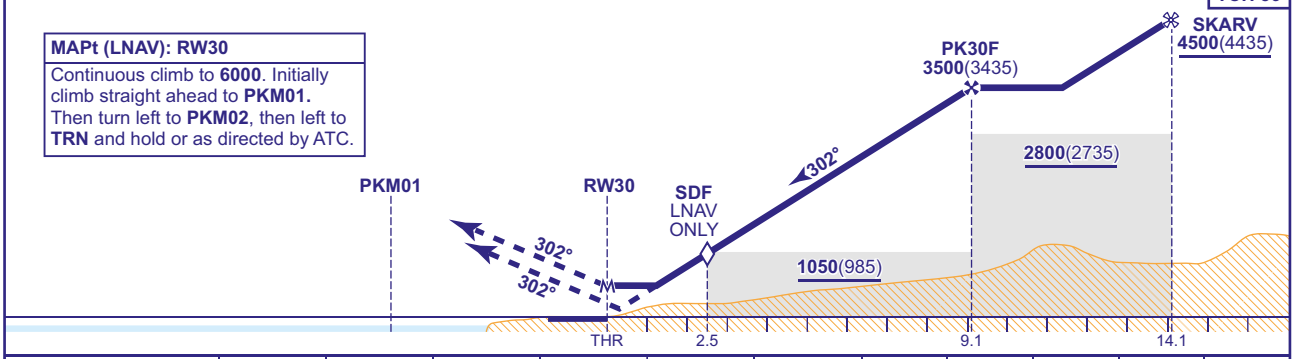
MIN TEMP **-15°C**
TRANSITION ALTITUDE **6000**



RECOMMENDED PROFILE VNAV Vertical Path Angle 3.5°(LNAV 6.12%), 370FT/NM

NM to RW30	8	7	6	5	4	3	2.5 SDF	2	1
ALT(HGT)	**3090**(3025)	**2720**(2655)	**2350**(2285)	**1980**(1915)	**1610**(1545)	**1240**(1175)	**1050**(985)	**860**(795)	**490**(425)

MAPt (LNAV): RW30
Continuous climb to **6000**. Initially climb straight ahead to **PKM01**. Then turn left to **PKM02**, then left to **TRN** and hold or as directed by ATC.



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	LNAV/VNAV	**420**(355)	**420**(355)	**430**(365)	**440**(375)		FT/MIN	990	870	740	620	500
	LNAV	**540**(475)	**540**(475)	**540**(475)	**540**(475)							
VM(C)OCA (OCH AAL)	Total Area	**750**(685)	**870**(805)	**1070**(1005)	**1070**(1005)							
	SW of RWY 12/30	**680**(615)	**810**(745)	**910**(845)	**1070**(1005)							

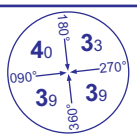
NOTE VPA exceeds 3.5° above 15°C.

CHANGE (12/25): TAA HEIGHT INCREASES. MAG VAR. MAG HEADINGS.

AERO INFO DATE 12 SEP 25

INSTRUMENT APPROACH CHART - ICAO

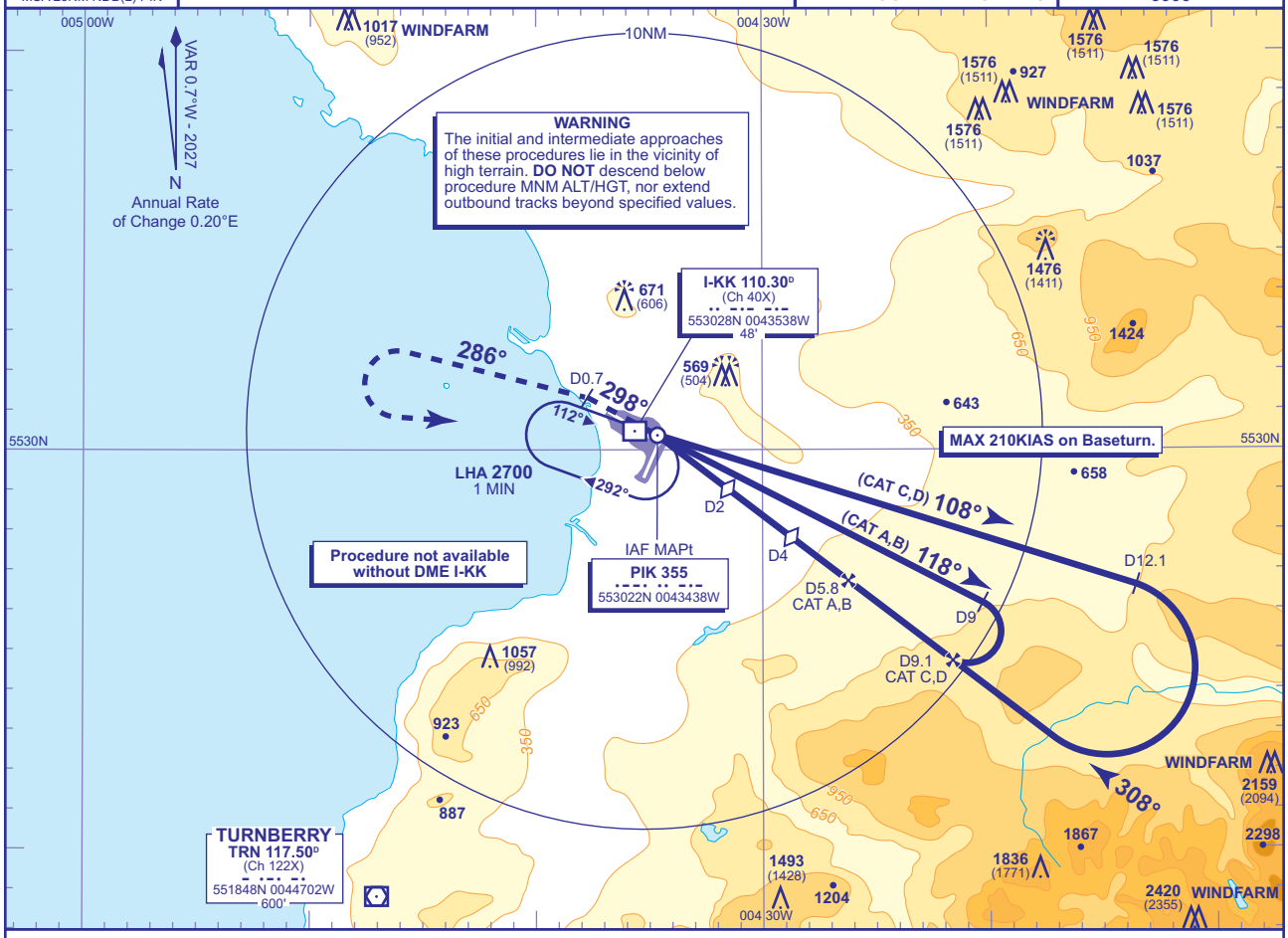
PRESTWICK NDB(L)/DME RWY 30
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) PIK

APP	129.450	PRESTWICK APPROACH	AD ELEVATION	65
TWR	118.150, 127.155	PRESTWICK TOWER	THR ELEVATION	65
RAD	129.450, 124.630	PRESTWICK RADAR	OBSTACLE ELEVATION	2420 AMSL (2355) (ABOVE THR)
ATIS	121.130	PRESTWICK INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000**

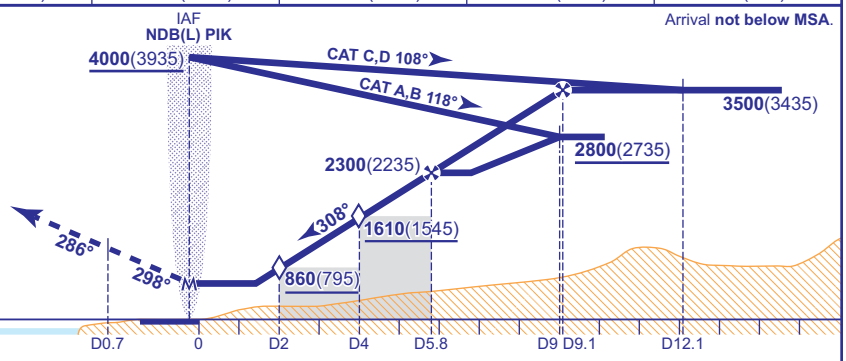


RECOMMENDED PROFILE Gradient 6.11%, 370FT/NM

DME I-KK	7	6	5	4 (SDF)	3	2 (SDF)
ALT(HGT)	**2720**(2655)	**2350**(2285)	**1980**(1915)	**1610**(1545)	**1240**(1175)	**860**(795)

MAPt NDB(L) PIK

Continuous climb to **3500.** Initially, on **NDB(L) PIK** QDM 298° to **I-KK** D0.7 outbound, then climbing turn left onto track 286° continuing climb to **2500**, then climbing turn left to **NDB(L) PIK** to hold at **3500** or as directed.



Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**600**(535)	**600**(535)	**600**(535)	**600**(535)
VM(C)OCA (OCH AAL)	Total Area	**800**(735)	**900**(835)	**1100**(1035)	**1100**(1035)
	SW of RWY 12/30	**700**(635)	**810**(745)	**1000**(935)	**1070**(1005)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	990	860	740	620	490

NOTES
1. FAT offset 5.8° south of extended RWY CL and intercepts the CL 1.1NM before THR.
2. Aircraft re-commencing the procedure after a missed approach can start the initial approach at **3500**.
3. No turns before MAPt.

CHANGE (12/25): NE MSA. MAG VAR. MAG HEADINGS.

AERO INFO DATE 16 SEP 25

Instrument Approach Procedure Coding Tables

Prestwick RNP RWY 12 - Instrument Approach Procedure via IBLOB

Designator	Sequence Number	Path Term-inator	Waypoint Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R12R	001	IF	IBLOB	N	-	-	4000	210	553151.82N 0045626.54W	IAF
R12R	002	TF	PK12I	N	032° (031.1°)	RIGHT	2300	200	553608.21N 0045153.40W	IF / 10.1NM
R12R	003	TF	PK12F	N	122° (121.1°)	-	2000	-	553401.16N 0044542.48W	FAF / 6.0NM
R12R	004	TF	RW12	Y	122° (121.2°)	-	-	-	553054.82N 0043641.31W	MAPt
R12R	005	CF	PKE02	N	122° (121.3°)	RIGHT	-	210	552725.59N 0042637.65W	-
R12R	006	CF	PKS03	Y	226° (225.6°)	RIGHT	-	210	552331.88N 0043337.16W	-
R12R	007	DF	TRN	N	239° (238.4°)	-	6000	210	551848.28N 0044701.89W	HOLD

Prestwick RNP RWY 12 - Instrument Approach Procedure via RELMO

Designator	Sequence Number	Path Term-inator	Waypoint Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R12C	001	IF	RELMO	N	-	-	4000	230	553811.96N 0045756.25W	IAF
R12C	002	TF	PK12I	N	122° (121.0°)	-	2300	200	553608.21N 0045153.40W	IF / 10.1NM
R12C	003	TF	PK12F	N	122° (121.1°)	-	2000	-	553401.16N 0044542.48W	FAF / 6.0NM
R12C	004	TF	RW12	Y	122° (121.2°)	-	-	-	553054.82N 0043641.31W	MAPt
R12C	005	CF	PKE02	N	122° (121.3°)	RIGHT	-	210	552725.59N 0042637.65W	-
R12C	006	CF	PKS03	Y	226° (225.6°)	RIGHT	-	210	552331.88N 0043337.16W	-
R12C	007	DF	TRN	N	239° (238.4°)	-	6000	210	551848.28N 0044701.89W	HOLD

Prestwick RNP RWY 12 - Instrument Approach Procedure via BAKAK

Designator	Sequence Number	Path Term-inator	Waypoint Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R12L	001	IF	BAKAK	N	-	-	4000	230	554024.59N 0044719.75W	IAF
R12L	002	TF	PK12I	N	212° (211.2°)	LEFT	2300	200	553608.21N 0045153.40W	IF / 10.1NM
R12L	003	TF	PK12F	N	122° (121.1°)	-	2000	-	553401.16N 0044542.48W	FAF / 6.0 NM
R12L	004	TF	RW12	Y	122° (121.2°)	-	-	-	553054.82N 0043641.31W	MAPt
R12L	005	CF	PKE02	N	122° (121.3°)	RIGHT	-	210	552725.59N 0042637.65W	-
R12L	006	CF	PKS03	Y	226° (225.6°)	RIGHT	-	210	552331.88N 0043337.16W	-
R12L	007	DF	TRN	N	239° (238.4°)	-	6000	210	551848.28N 0044701.89W	HOLD

CHANGE (12/25): MAG VAR. MAG HEADINGS.

Instrument Approach Procedure Coding Tables

Prestwick RNP RWY 20 - Instrument Approach Procedure via ESAUL

Designator	Sequence Number	Path Term-inator	Waypoint Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R20R	001	IF	ESAUL	N	-	-	4000	230	554051.11N 0043554.36W	IAF
R20R	002	TF	BITPA	N	114° (113.7°)	RIGHT	2900	200	553850.26N 0042749.55W	IF / 9.5NM
R20R	003	TF	PK20F	N	204° (203.8°)	-	2100	-	553505.65N 0043044.76W	FAF / 5.4NM
R20R	004	TF	RW20	Y	204° (203.8°)	-	-	-	553012.19N 0043432.76W	MAPt
R20R	005	CF	PKM03	N	204° (203.7°)	RIGHT	-	210	552438.95N 0043850.41W	-
R20R	006	TF	TRN	N	219° (218.7°)	-	6000	210	551848.28N 0044701.89W	HOLD

Prestwick RNP RWY 20 - Instrument Approach Procedure via BITPA

Designator	Sequence Number	Path Term-inator	Waypoint Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R20C	001	IF	BITPA	N	-	-	2900	200	553850.26N 0042749.55W	IAF / IF / 9.5NM
R20C	002	TF	PK20F	N	204° (203.8°)	-	2100	-	553505.65N 0043044.76W	FAF / 5.4NM
R20C	003	TF	RW20	Y	204° (203.8°)	-	-	-	553012.19N 0043432.76W	MAPt
R20C	004	CF	PKM03	N	204° (203.7°)	RIGHT	-	210	552438.95N 0043850.41W	-
R20C	005	TF	TRN	N	219° (218.7°)	-	6000	210	551848.28N 0044701.89W	HOLD

Prestwick RNP RWY 20 - Instrument Approach Procedure via MIJAG

Designator	Sequence Number	Path Term-inator	Waypoint Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R20L	001	IF	MIJAG	N	-	-	4000	210	553649.01N 0041945.46W	IAF
R20L	002	TF	BITPA	N	295° (293.9°)	LEFT	2900	200	553850.26N 0042749.55W	IF / 9.5NM
R20L	003	TF	PK20F	N	204° (203.8°)	-	2100	-	553505.65N 0043044.76W	FAF / 5.4NM
R20L	004	TF	RW20	Y	204° (203.8°)	-	-	-	553012.19N 0043432.76W	MAPt
R20L	005	CF	PKM03	N	204° (203.7°)	RIGHT	-	210	552438.95N 0043850.41W	-
R20L	006	TF	TRN	N	219° (218.7°)	-	6000	210	551848.28N 0044701.89W	HOLD

CHANGE (12/25): MAG VAR. MAG HEADINGS.

AERO INFO DATE 09 SEP 25

Instrument Approach Procedure Coding Tables

Prestwick RNP RWY 30 - Instrument Approach Procedure via ECCHO

Designator	Sequence Number	Path Term-inator	Waypoint Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R30L	001	IF	ECCHO	N	-	-	6000	210	551741.40N 0041852.34W	IAF
R30L	002	TF	SKARV	N	032° (031.5°)	LEFT	4500	200	552247.66N 0041322.12W	IF / 14.1NM
R30L	003	TF	PK30F	N	302° (301.6°)	-	3500	-	552524.55N 0042050.30W	FAF / 9.1NM
R30L	004	TF	RW30	Y	302° (301.5°)	-	-	-	553008.68N 0043427.83W	MAPt
R30L	005	CF	PKM01	N	302° (301.4°)	LEFT	-	210	553256.74N 0044235.00W	-
R30L	006	CF	PKM02	Y	212° (211.2°)	LEFT	-	210	552956.96N 0044547.13W	-
R30L	007	DF	TRN	N	184° (183.6°)	-	6000	210	551848.28N 0044701.89W	HOLD

Prestwick RNP RWY 30 - Instrument Approach Procedure via SKARV

Designator	Sequence Number	Path Term-inator	Waypoint Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R30C	001	IF	SKARV	N	-	-	4500	200	552247.66N 0041322.12W	IAF/IF / 14.1NM
R30C	002	TF	PK30F	N	302° (301.6°)	-	3500	-	552524.55N 0042050.30W	FAF / 9.1NM
R30C	003	TF	RW30	Y	302° (301.5°)	-	-	-	553008.68N 0043427.83W	MAPt
R30C	004	CF	PKM01	N	302° (301.4°)	LEFT	-	210	553256.74N 0044235.00W	-
R30C	005	CF	PKM02	Y	212° (211.2°)	LEFT	-	210	552956.96N 0044547.13W	-
R30C	006	DF	TRN	N	184° (183.6°)	-	6000	210	551848.28N 0044701.89W	HOLD

Prestwick RNP RWY 30 - Instrument Approach Procedure via AMSEK

Designator	Sequence Number	Path Term-inator	Waypoint Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Remarks and Distance to MAPt
R30R	001	IF	AMSEK	N	-	-	4500	210	552520.85N 0040715.61W	IAF
R30R	002	TF	SKARV	N	234° (233.7°)	RIGHT	4500	200	552247.66N 0041322.12W	IF / 14.1NM
R30R	003	TF	PK30F	N	302° (301.6°)	-	3500	-	552524.55N 0042050.30W	FAF / 9.1NM
R30R	004	TF	RW30	Y	302° (301.5°)	-	-	-	553008.68N 0043427.83W	MAPt
R30R	005	CF	PKM01	N	302° (301.4°)	LEFT	-	210	553256.74N 0044235.00W	-
R30R	006	CF	PKM02	Y	212° (211.2°)	LEFT	-	210	552956.96N 0044547.13W	-
R30R	007	DF	TRN	N	184° (183.6°)	-	6000	210	551848.28N 0044701.89W	HOLD

CHANGE (12/25): MAG VAR. MAG HEADINGS.
AERO INFO DATE 10 SEP 25

EGKR — REDHILL

EGKR AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGKR — REDHILL

EGKR AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 511249N Long: 0000819W Mid point of Runway 07R/25L.
2	Direction and distance from city	1.5 NM SE of Redhill.
3	Elevation / Reference temperature / Mean Low Temperature	222 FT / 20 °C / -
4	Geoid undulation at AD ELEV PSN	149 FT
5	Magnetic Variation / Annual Change	1.35°E (2027) / 0.17°E
6	AD Administration Address Telephone E-mail address	REDHILL AERODROME LTD Terminal Building, Redhill Aerodrome, Surrey, RH1 5YP. 01737-823377 (Administration) Mon-Fri 0900-1700 (0800-1600) 01737-821802 (ATC) 01737-821805 (Fuel) 01737-822947 (ATIS available H24) reception@redhillaerodrome.com (Administration) atc@redhillaerodrome.com (ATC) arffs@redhillaerodrome.com (ARFFS/Fuel)
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	ATC telephone calls are recorded.

EGKR AD 2.3 OPERATIONAL HOURS

1	AD Administration	0900-1700 (0800-1800).
2	Customs and immigration	Available by arrangement. Submit GAR form via www.submit-general-aviation-report.service.gov.uk 4 hours notice required for inbound flights. Flights within the UK Common Travel Area require 24hrs notice to Surrey Police.
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	0845-1715 (0745-1815).
8	Fuelling	0900-1630 (0800-1730); and by arrangement.
9	Handling	
10	Security	
11	De-icing	
12	Remarks	This aerodrome is PPR.

EGKR AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVTUR JET A-1 (with AL48), AVGAS 100LL W80, W100
3	Fuelling facilities/capacity	AVTUR JET A-1 fixed installation 60,000 lt. Bowser 12,000 lt. AVGAS 100LL fixed installation 25,000 lt.
4	De-icing facilities	
5	Hangar space for visiting aircraft	
6	Repair facilities for visiting aircraft	
7	Remarks	

EGKR AD 2.5 PASSENGER FACILITIES

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EGKR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A2 RFFS Category A2/H2.
2	Rescue equipment	
3	Capability for removal of disabled aircraft	
4	Remarks	

EGKR AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

1	Apron surface and strength	
2	Taxiway width, surface and strength	Taxiway A: 10 M Surface: Asphalt Taxiway B: 10 M Surface: Asphalt Taxiway C: 10 M Surface: Asphalt Taxiway C has a width of 10 M, except section marked as unlicensed Runway 06/24, which has a width of 14 M. Taxiway D: 10 M Surface: Asphalt Taxiway E: 10 M Surface: Asphalt Taxiway F: 7.5 M Surface: Concrete Taxiway G: Surface: Grass Taxiway H: 10 M Surface: Asphalt
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGKR AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	
2	Runway and taxiway markings and lighting	Taxiway marking aid(s): Painted centre-line and hold markings on Taxiways A, B, C, D, E, F and H. Taxiway light(s): Runway Guard Lights at Holding Points A1 and B1.

AERODROME CHART - ICAO

ARP 511249N 0000819W

AD ELEV 222FT

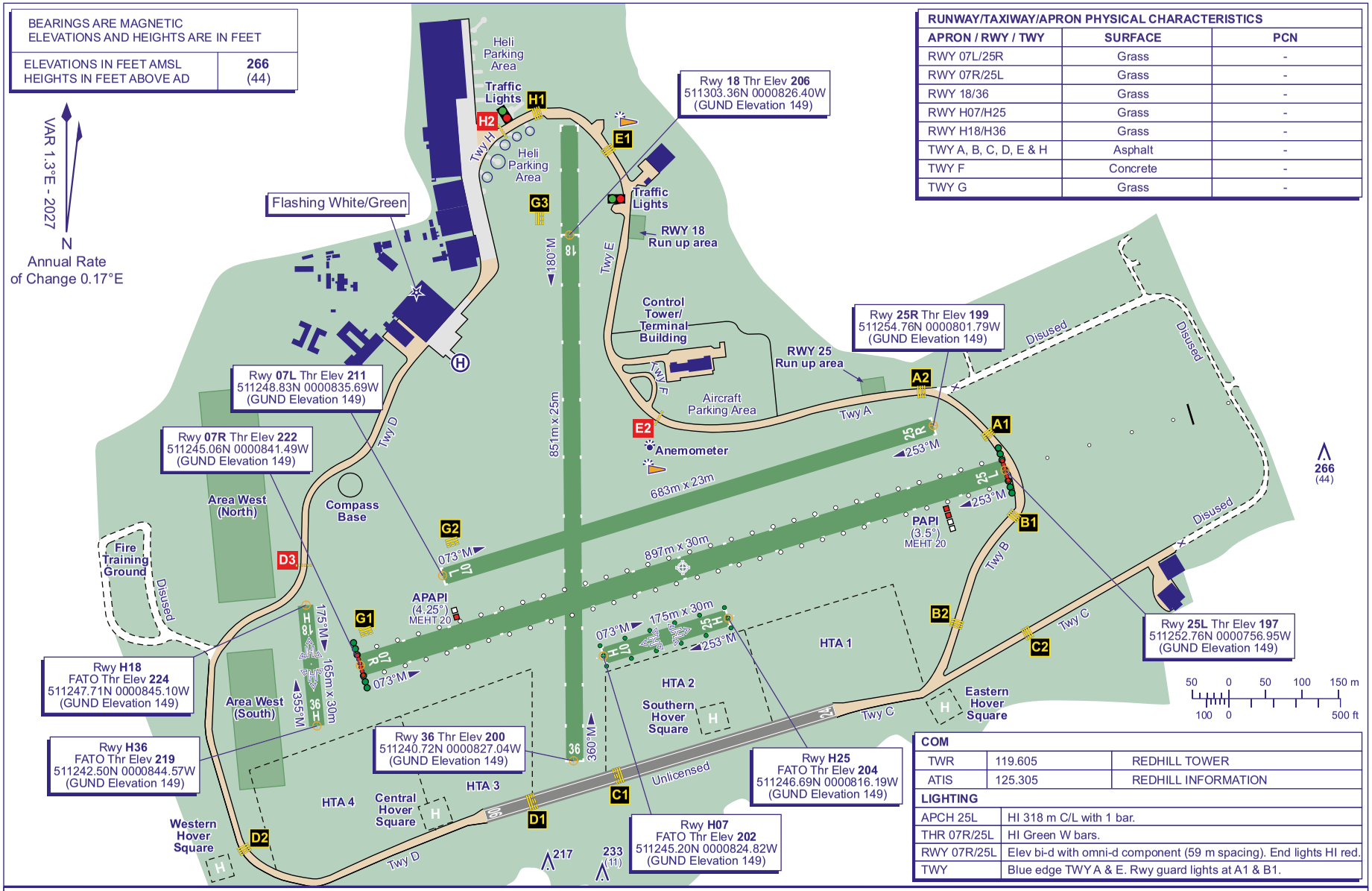
REDHILL
EGKR

AERO INFO DATE 10 SEP 25

BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET	
ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	266 (44)

VAR 1.3°E - 2027
N
Annual Rate of Change 0.17°E

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	SURFACE	PCN
RWY 07L/25R	Grass	-
RWY 07R/25L	Grass	-
RWY 18/36	Grass	-
RWY H07/H25	Grass	-
RWY H18/H36	Grass	-
TWY A, B, C, D, E & H	Asphalt	-
TWY F	Concrete	-
TWY G	Grass	-



COM		
TWR	119.605	REDHILL TOWER
ATIS	125.305	REDHILL INFORMATION
LIGHTING		
APCH 25L	HI 318 m C/L with 1 bar.	
THR 07R/25L	HI Green W bars.	
RWY 07R/25L	Elev bi-d with omni-d component (59 m spacing). End lights HI red.	
TWY	Blue edge TWY A & E. Rwy guard lights at A1 & B1.	

CHANGE (12/25): MAG INFO UPDATED. RWY HEADINGS. EDITORIAL.

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EGCF — SANDTOFT

EGCF AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGCF — SANDTOFT

EGCF AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 533335N Long: 0005130W Mid point of Runway 05/23.
2	Direction and distance from city	7 NM SW of Scunthorpe.
3	Elevation / Reference temperature / Mean Low Temperature	13 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	156 FT
5	Magnetic Variation / Annual Change	0.94°E (2027) / 0.18°E
6	AD Administration Address Telephone	E-PLANE LTD Sandtoft Aerodrome, Belton, Doncaster, DN9 1PN. 01427-872034
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	

EGCF AD 2.3 OPERATIONAL HOURS

1	AD Administration	0900-1700 (0800-1700).
2	Customs and immigration	By arrangement.
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	As AD hours.
8	Fuelling	AVGAS only available on Saturdays and Sundays between 0800-1600 (0700-1500). Available during weekdays only by prior arrangement with Aerodrome Management. Call 07802-902535 for details.
9	Handling	
10	Security	
11	De-icing	
12	Remarks	Aerodrome PPR for non-radio aircraft, and for non-member movements outside ATS hours. Available for aircraft requiring a licenced aerodrome on Saturdays only until further notice. Contact Operator if a licenced aerodrome status is required on other days.

EGCF AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVGAS 100LL W80, W100.
3	Fuelling facilities/capacity	
4	De-icing facilities	
5	Hangar space for visiting aircraft	
6	Repair facilities for visiting aircraft	Comprehensive repair facility for EASA/N/2 certified aircraft up to 5700 kg, CAA Annex 2, and LAA type.
7	Remarks	

EGCF AD 2.5 PASSENGER FACILITIES

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EGCF AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A1 RFF Category A2 available on remission during licensed hours. Saturday and Sunday only. PPR required if services needed Monday to Friday.
2	Rescue equipment	
3	Capability for removal of disabled aircraft	Up to 2730 KG.
4	Remarks	

EGCF AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

1	Apron surface and strength	APRON Surface: Asphalt
2	Taxiway width, surface and strength	
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGCF AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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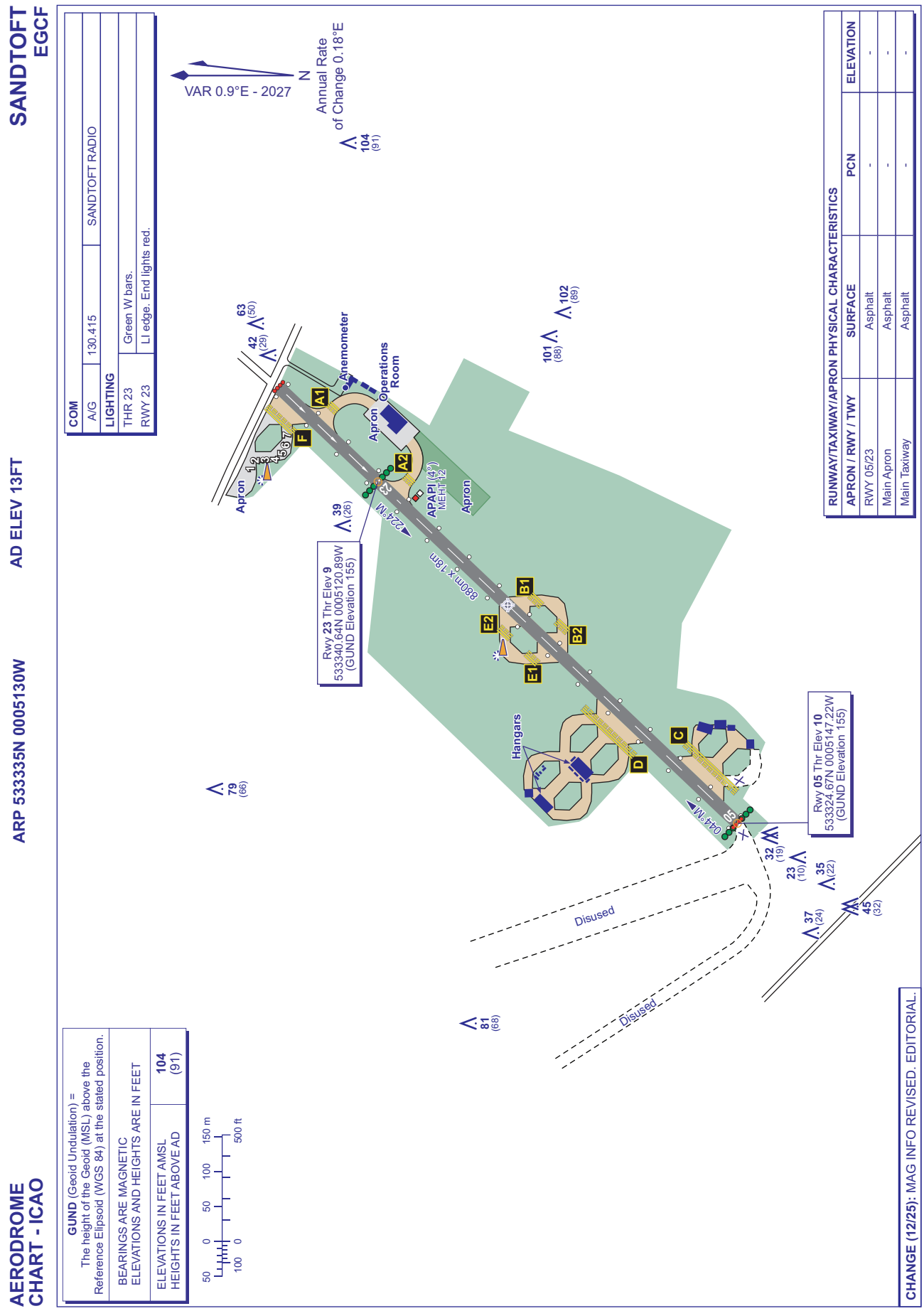
EGCF AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGCF6550) 23/APPROACH 05/ TAKE-OFF	TREE	533345.68N 0005108.79W	63 FT		No	
(EGCF6548) 23/APPROACH 05/ TAKE-OFF	TREE	533345.03N 0005111.12W	42 FT		No	
(EGCF6591) 05/APPROACH 23/ TAKE-OFF	BUSH	533323.06N 0005147.54W	25 FT		No	
(EGCF6592) 05/APPROACH 23/ TAKE-OFF	BUSH	533322.84N 0005148.21W	32 FT		No	
(EGCF6595) 05/APPROACH 23/ TAKE-OFF	HEDGE	533321.59N 0005149.89W	23 FT		No	
(EGCF6611) 05/APPROACH 23/ TAKE-OFF	TREE	533321.09N 0005155.71W	37 FT		No	
(EGCF4057) 05/APPROACH 23/ TAKE-OFF	FLOODLIGHT	533320.32N 0005151.96W	35 FT		No	
(EGCF6306) 05/APPROACH 23/ TAKE-OFF	FLOODLIGHT	533319.70N 0005152.69W	36 FT		No	
(EGCF6054) 05/APPROACH 23/ TAKE-OFF	UTILITY POLE	533319.47N 0005153.28W	38 FT		No	
(EGCF6304) 05/APPROACH 23/ TAKE-OFF	UTILITY POLE	533319.29N 0005153.75W	45 FT		No	



AERO INFO DATE 10 SEP 25

AD 2-EGCF-2-1

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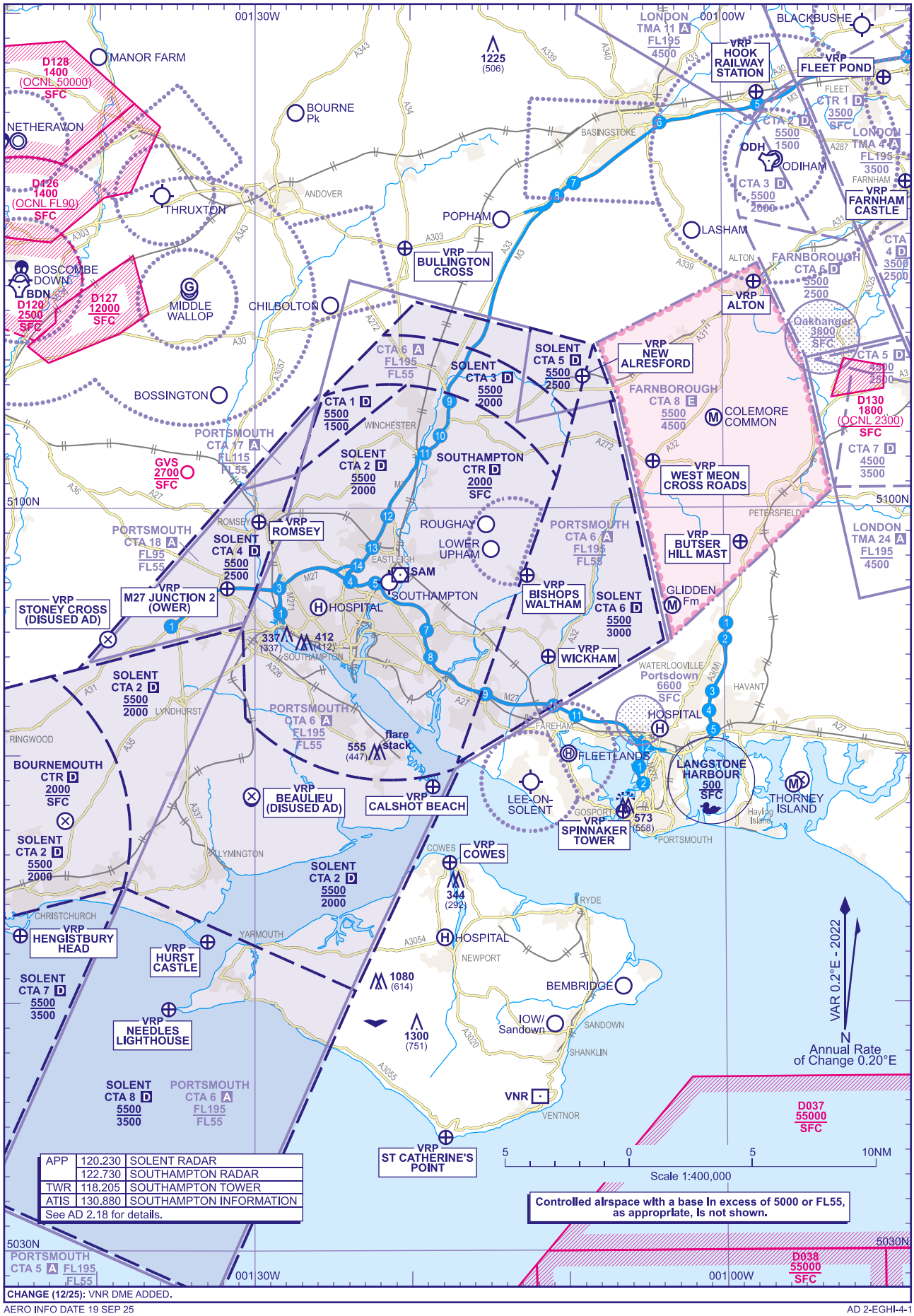
CONTROL ZONE AND CONTROL AREA CHART — SOUTHAMPTON



CHANGE (12/25): VNR DME ADDED.

AERO INFO DATE 19 SEP 25

AD 2-EGHI-4-1

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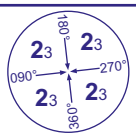
INSTRUMENT APPROACH CHART - ICAO

SOUTHAMPTON RNP RWY 02
(ACFT CAT A,B,C)



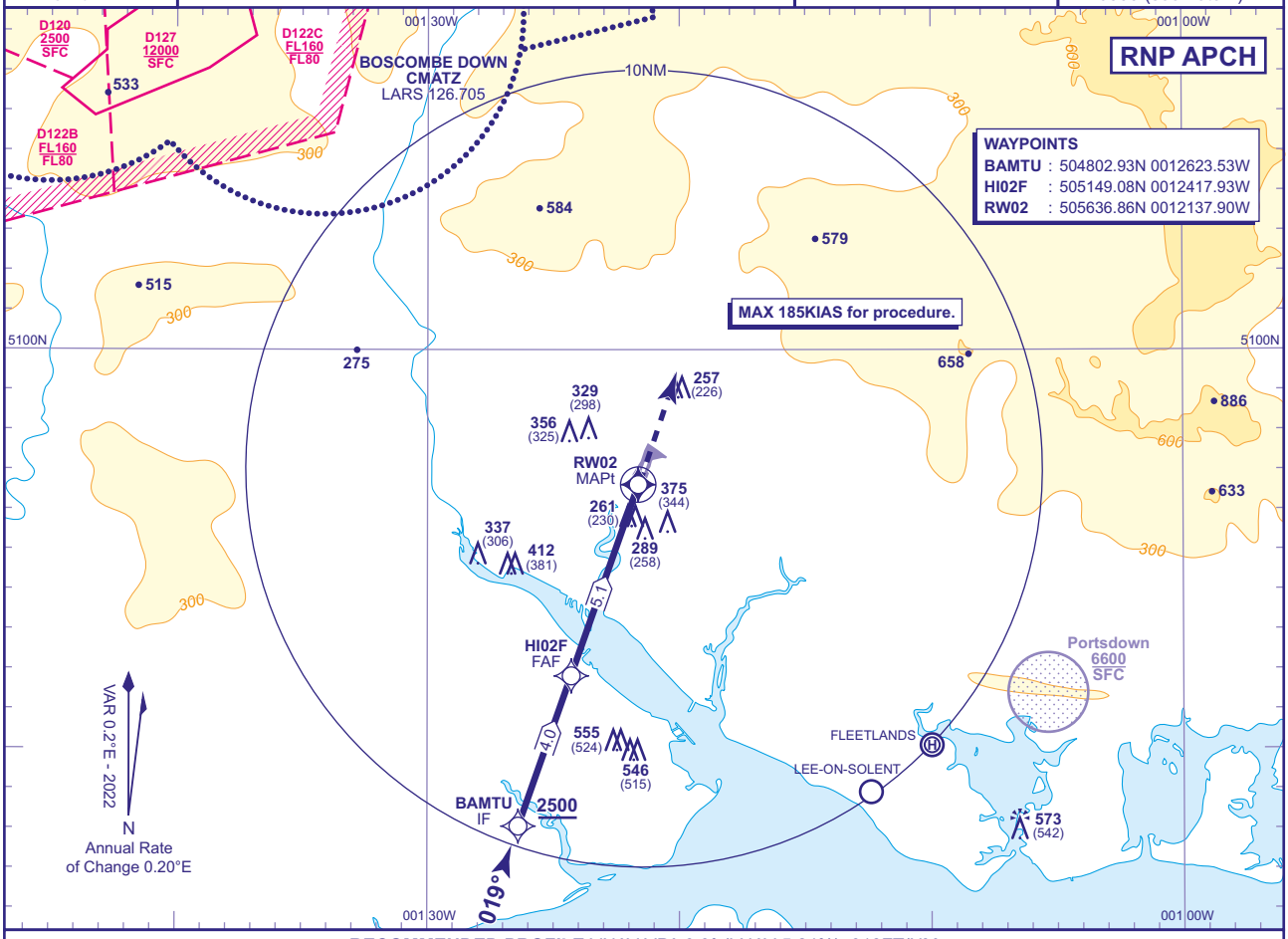
MSA 25NM ARP

APP	120.230	SOLENT RADAR	
	122.730	SOUTHAMPTON RADAR	
TWR	118.205	SOUTHAMPTON TOWER	
ATIS	130.880	SOUTHAMPTON INFORMATION	

AD ELEVATION	44
THR ELEVATION	31
OBSTACLE ELEVATION 648 AMSL (617) (ABOVE THR)	
BEARINGS ARE MAGNETIC	

MIN TEMP -10°C

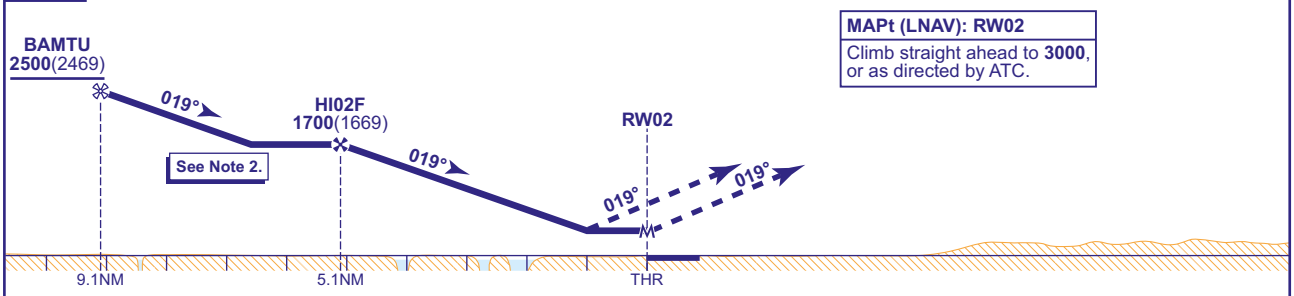
TRANSITION ALTITUDE
6000 (see note 1)



RECOMMENDED PROFILE VNAV VPA 3.0° (LNAV 5.24%), 318FT/NM

NM to RW02	5	4	3	2	1
ALT(HGT)	**1670**(1639)	**1350**(1319)	**1030**(999)	**720**(689)	**400**(369)

TCH 50



MAPt (LNAV): RW02
Climb straight ahead to **3000**, or as directed by ATC.

Aircraft Category		A	B	C
OCA (OCH)	LNAV/VNAV	**510**(479)	**510**(479)	**510**(479)
	LNAV	**530**(499)	**530**(499)	**530**(499)
VM(C)OCA (OCH AAL)	Total Area	**680**(636)	**700**(656)	**890**(846)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	640	530	420

NOTE 1 Outside the Solent CTA notified hours of operation the Transition Altitude is **3000**.
2 A 3° vertical profile from **BAMTU** to the FAF (**HI02F**) is recommended. An excessive rate of descent may result in leaving controlled airspace.

CHANGE (12/25): BOSCOMBE FREQUENCY.

AERO INFO DATE 05 SEP 25

INSTRUMENT APPROACH CHART - ICAO

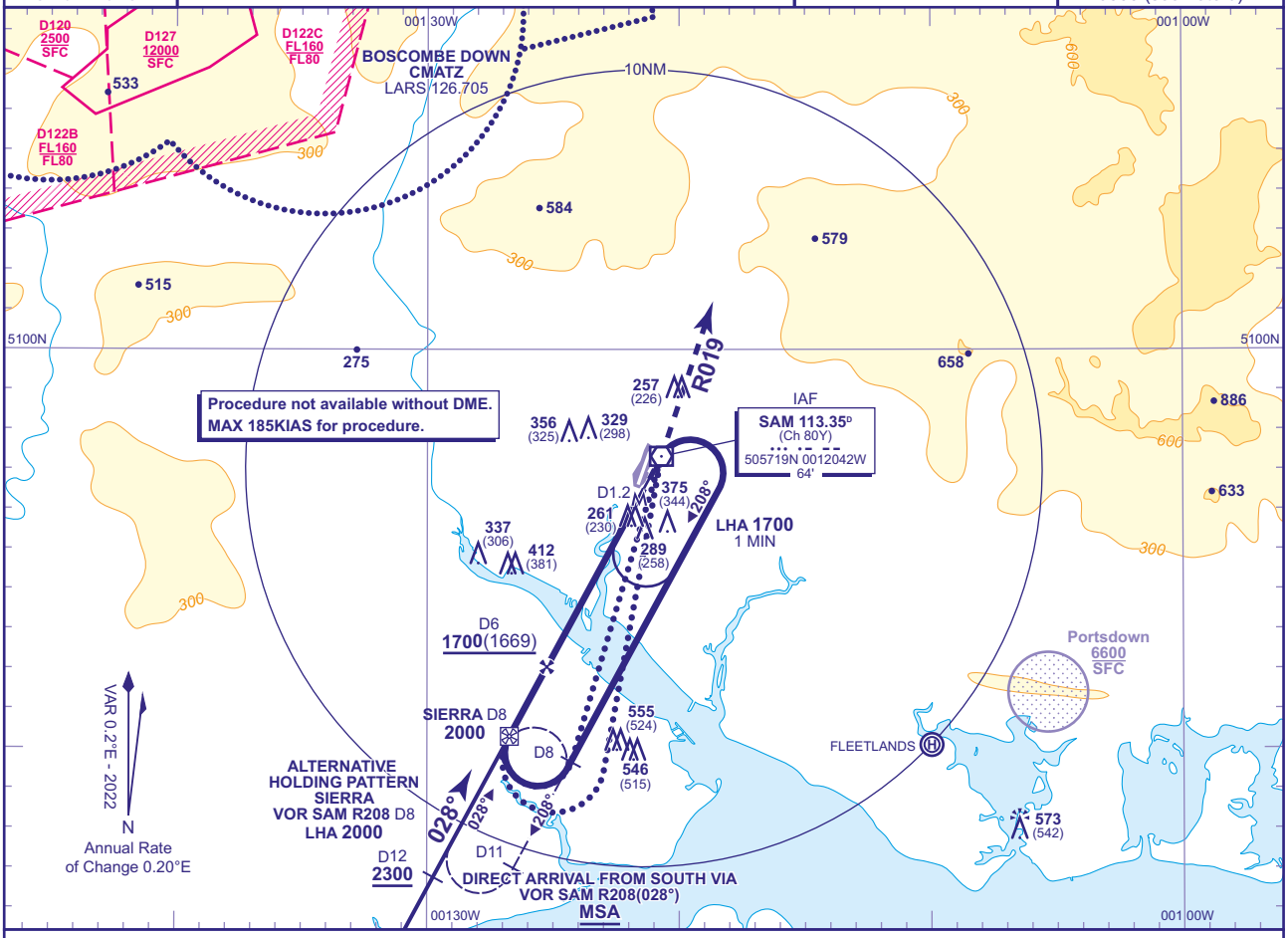
SOUTHAMPTON VOR/DME RWY 02
(ACFT CAT A,B,C)

MSA 25NM VOR SAM

APP	120.230	SOLENT RADAR	
	122.730	SOUTHAMPTON RADAR	
TWR	118.205	SOUTHAMPTON TOWER	
ATIS	130.880	SOUTHAMPTON INFORMATION	

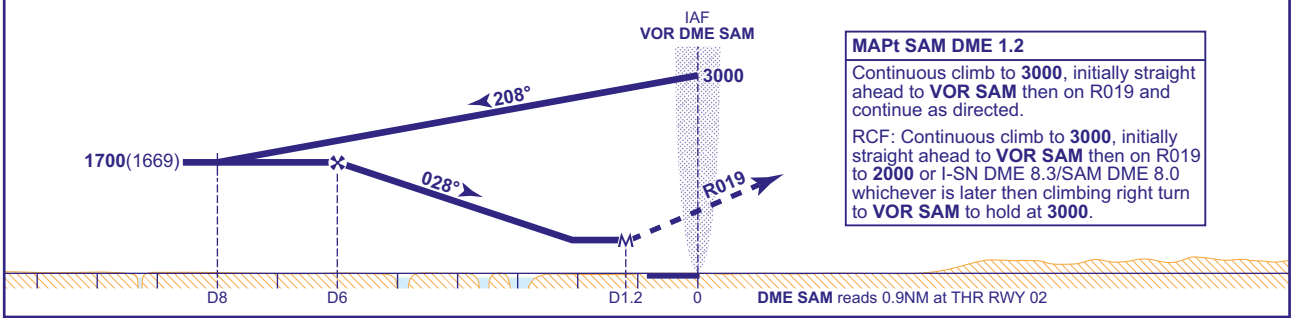
AD ELEVATION	**44**
THR ELEVATION	**31**
OBSTACLE ELEVATION	**648 AMSL** (617) (ABOVE THR)
BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000** (see note 3)



RECOMMENDED PROFILE Gradient 5.24%, 318FT/NM

DME SAM	6	5	4	3
ALT(HGT)	**1700**(1669)	**1380**(1349)	**1060**(1029)	**740**(709)



MAPt SAM DME 1.2

Continuous climb to **3000**, initially straight ahead to **VOR SAM** then on R019 and continue as directed.

RCF: Continuous climb to **3000**, initially straight ahead to **VOR SAM** then on R019 to **2000** or I-SN DME 8.3/SAM DME 8.0 whichever is later then climbing right turn to **VOR SAM** to hold at **3000**.

Aircraft Category		**A**	**B**	**C**
OCA (OCH)	**Procedure**	**570**(539)	**570**(539)	**570**(539)
VM(C)OCA (OCH AAL)	**Total Area**	**680**(636)	**700**(656)	**890**(846)

Rate of descent	**G/S KT**	160	140	120	100	80
	FT/MIN	850	740	640	530	420

ALTERNATIVE BASE TURN PROCEDURE
Arrival to VOR DME SAM (IAF) at **3000** fly outbound on R197 (CAT A,B); R191 (CAT C) descending to **1700**(1669). At SAM DME D8 base turn right onto extended FAT. When established continue as for main procedure.

ALTERNATIVE PROCEDURE FROM HOLDING PATTERN SIERRA
From holding fix SIERRA inbound (VOR SAM R208 DME 8) at **2000**, descend to cross FAF (SAM DME D6) not below **1700**(1669), then continue as for main procedure.

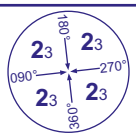
NOTE 1 FAT is offset 10° from RWY C/L and intercepts the extended RWY C/L 1.0NM before the THR.
2 Aircraft will normally be required to hold not lower than **2000**.
3 Outside the Solent CTA notified hours of operation the Transition Altitude is **3000**.

CHANGE (12/25): BOSCOMBE FREQUENCY.

AERO INFO DATE 05 SEP 25 AD 2-EGHI-8-2

INSTRUMENT APPROACH CHART - ICAO

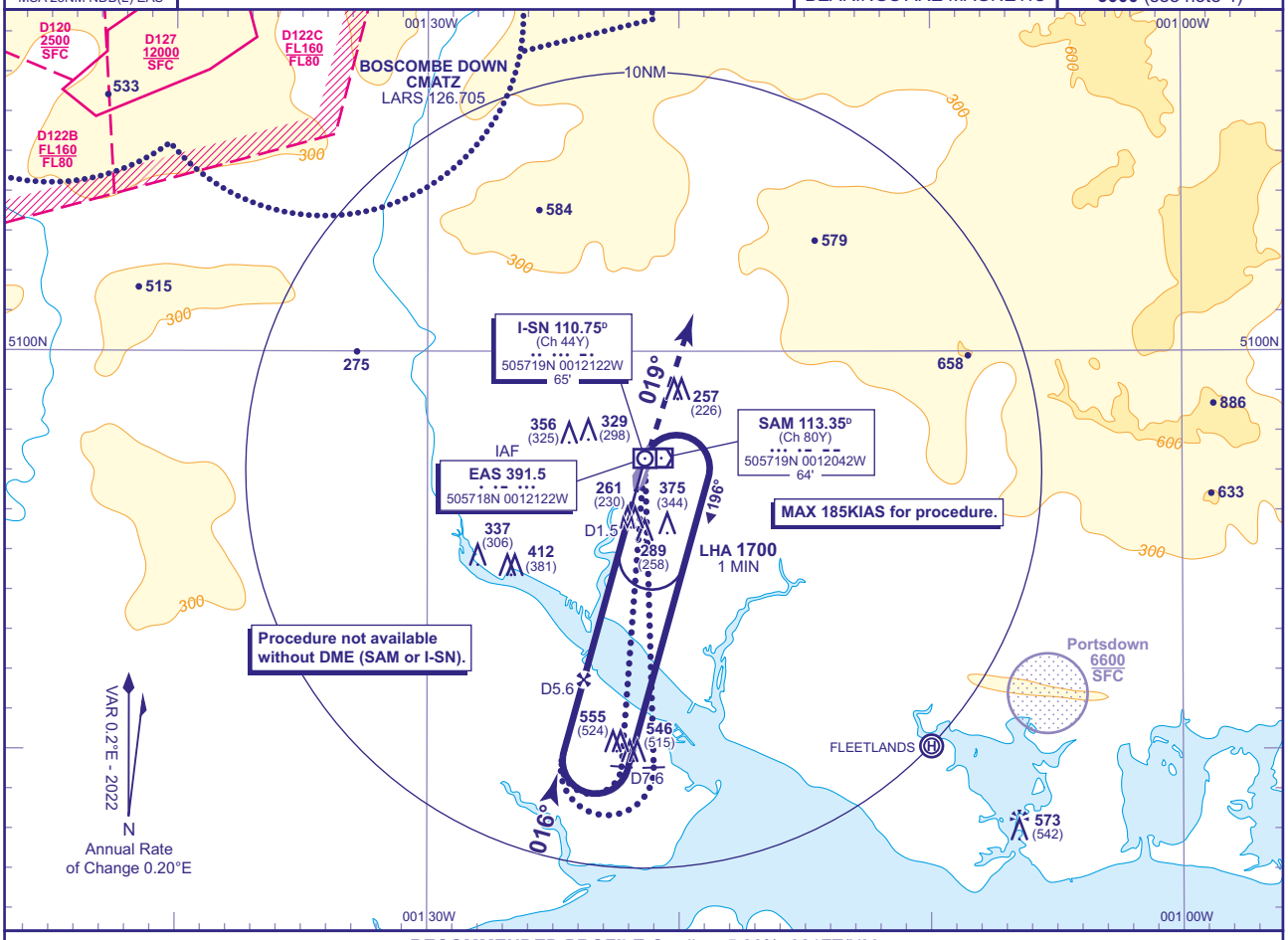
SOUTHAMPTON NDB(L)/DME RWY 02
(ACFT CAT A,B,C)



APP	120.230	SOLENT RADAR	
	122.730	SOUTHAMPTON RADAR	
TWR	118.205	SOUTHAMPTON TOWER	
ATIS	130.880	SOUTHAMPTON INFORMATION	

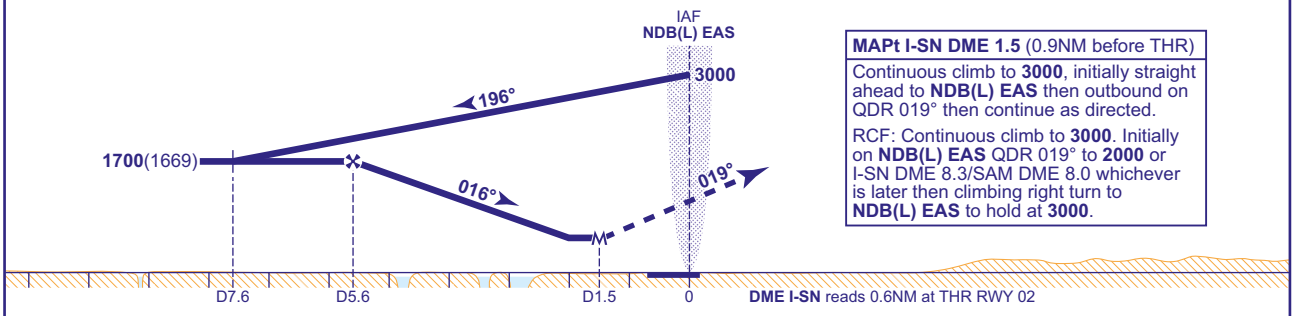
AD ELEVATION	44
THR ELEVATION	31
OBSTACLE ELEVATION	648 AMSL (617) (ABOVE THR)
BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000** (see note 4)



RECOMMENDED PROFILE Gradient 5.28%, 321FT/NM

DME I-SN	5	4	3
ALT(HGT)	**1510**(1479)	**1190**(1159)	**870**(839)



MAPt I-SN DME 1.5 (0.9NM before THR)
Continuous climb to **3000**, initially straight ahead to **NDB(L) EAS** then outbound on QDR 019° then continue as directed.
RCF: Continuous climb to **3000**. Initially on **NDB(L) EAS** QDR 019° to **2000** or I-SN DME 8.3/SAM DME 8.0 whichever is later then climbing right turn to **NDB(L) EAS** to hold at **3000**.

Aircraft Category		A	B	C
OCA (OCH)	**Procedure**	**570**(539)	**570**(539)	**570**(539)
VM(C)OCA (OCH AAL)	**Total Area**	**680**(636)	**700**(656)	**890**(846)

Rate of descent	**G/S KT**	160	140	120	100	80
	FT/MIN	860	750	640	530	430

ALTERNATIVE BASE TURN PROCEDURE
Arrival to NDB(L) EAS (IAF) at **3000** fly outbound on QDR 185° (CAT A,B); QDR 179° (CAT C) descending to **1700**(1669). At I-SN DME D7.6 base turn right onto extended FAT, when established continue as for main procedure.

NOTE 1 Lowest altitude to commence procedure from hold is **2000**.
2 FAT is offset 3° from RWY CL and intersects 0.5NM (I-SN DME 1.1) before THR.
3 Aircraft will normally be required to hold not lower than **2000**.
4 Outside the Solent CTA notified hours of operation the Transition Altitude is **3000**.

CHANGE (12/25): BOSCOMBE FREQUENCY.

AERO INFO DATE 05 SEP 25

AD 2-EGHI-8-3

INSTRUMENT APPROACH CHART - ICAO

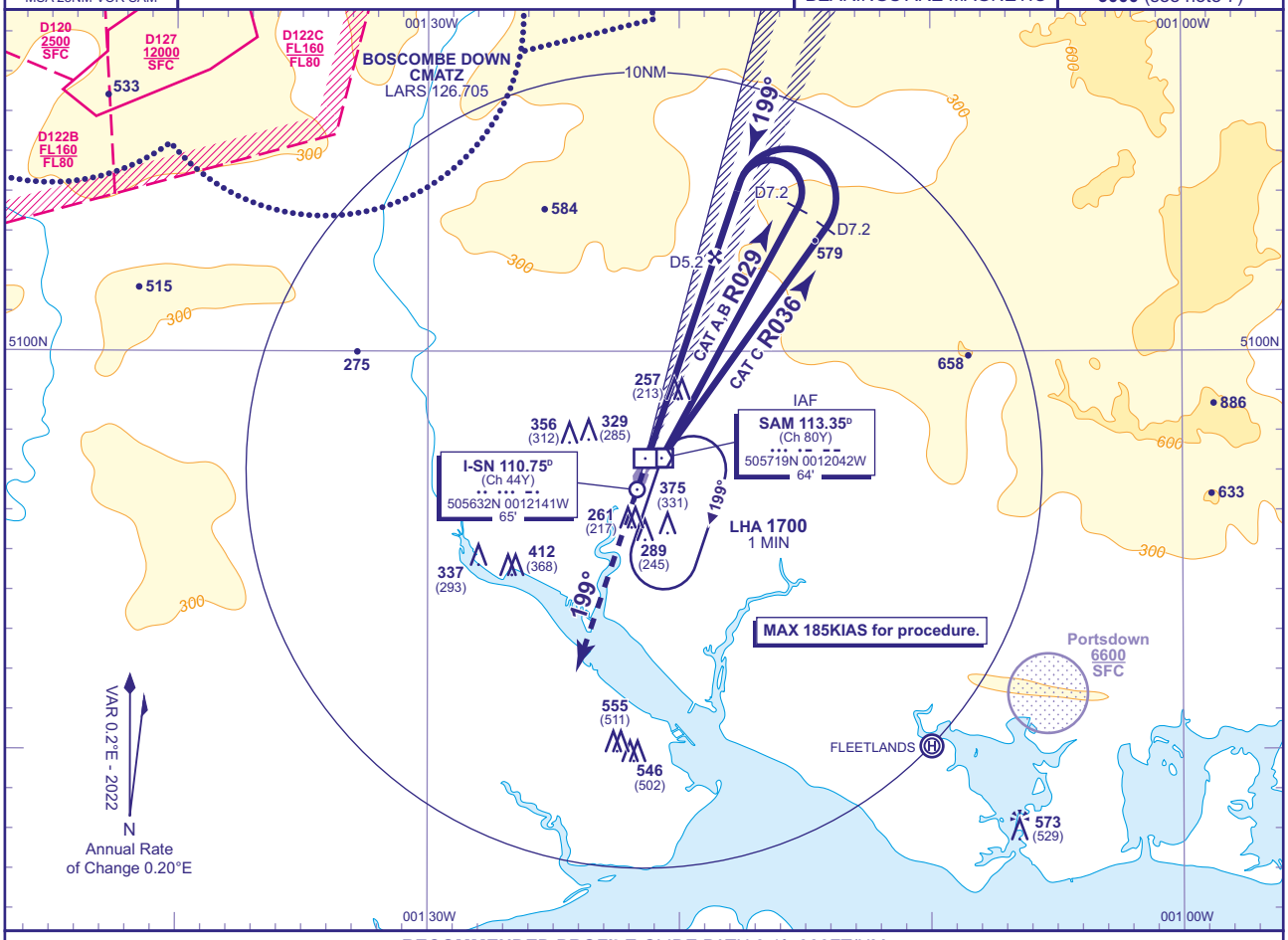
SOUTHAMPTON
(IAF VOR SAM)
ILS/DME
RWY 20
(ACFT CAT A,B,C)

MSA 25NM VOR SAM

APP	120.230	SOLENT RADAR	
	122.730	SOUTHAMPTON RADAR	
TWR	118.205	SOUTHAMPTON TOWER	
ATIS	130.880	SOUTHAMPTON INFORMATION	

AD ELEVATION	**44**
THR ELEVATION	**44**
OBSTACLE ELEVATION	**648 AMSL** (604) (ABOVE THR)
BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE
6000 (see note 7)



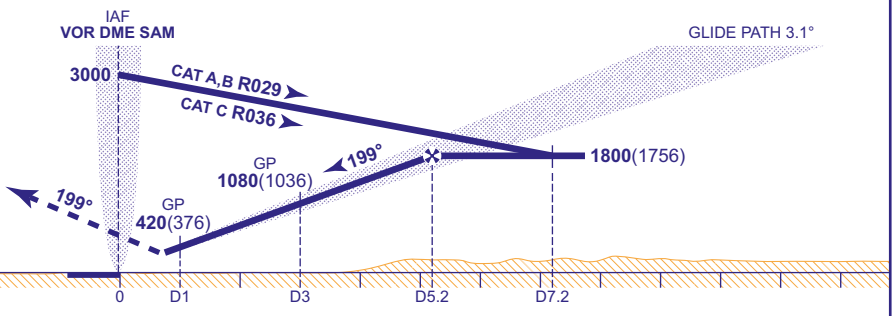
RECOMMENDED PROFILE GLIDE PATH 3.1°, 330FT/NM

DME I-SN	5	4	3	2	1
ALT(HGT)	**1740**(1696)	**1410**(1366)	**1080**(1036)	**750**(706)	**420**(376)

RDH 51

Continuous climb to **3000**, initially straight ahead then as directed.

RCF: Continuous climb to **3000**. Initially straight ahead to **2000** or I-SN DME 7.7 (SAM DME 8) whichever is later then climbing right turn to **VOR SAM** to hold at **3000**.



Aircraft Category		**A**	**B**	**C**
OCA (OCH)	**CAT I**	**219**(175)	**226**(182)	**237**(193)
VM(C)OCA (OCH AAL)	**Total Area**	**680**(636)	**700**(656)	**890**(846)

Rate of descent	**G/S KT**	160	140	120	100	80
	FT/MIN	880	770	660	550	440

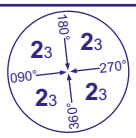
NOTE 1 Lowest altitude to commence procedure from hold is **2000**.
2 DME SAM is situated 0.3NM east of THR RWY 20.
3 DME SAM may be substituted for DME I-SN if required. There are no changes to DME distances when DME SAM is used.
4 In the event of DME being unavailable, radar ranges will be given at 7NM outbound and at the FAP.
5 Due to controlled airspace constraints, aircraft may temporarily leave controlled airspace in the base turn. Aircraft being radar vectored to the LOC may not be provided a period of level flight immediately prior to GP intercept. GP intercept will normally be at **2500**.
6 Aircraft will normally be required to hold not lower than **2000**.
7 Outside the Solent CTA notified hours of operation the Transition Altitude is **3000**.

CHANGE (12/25): BOSCOMBE FREQUENCY.

AERO INFO DATE 05 SEP 25 AD 2-EGHI-8-4

INSTRUMENT APPROACH CHART - ICAO

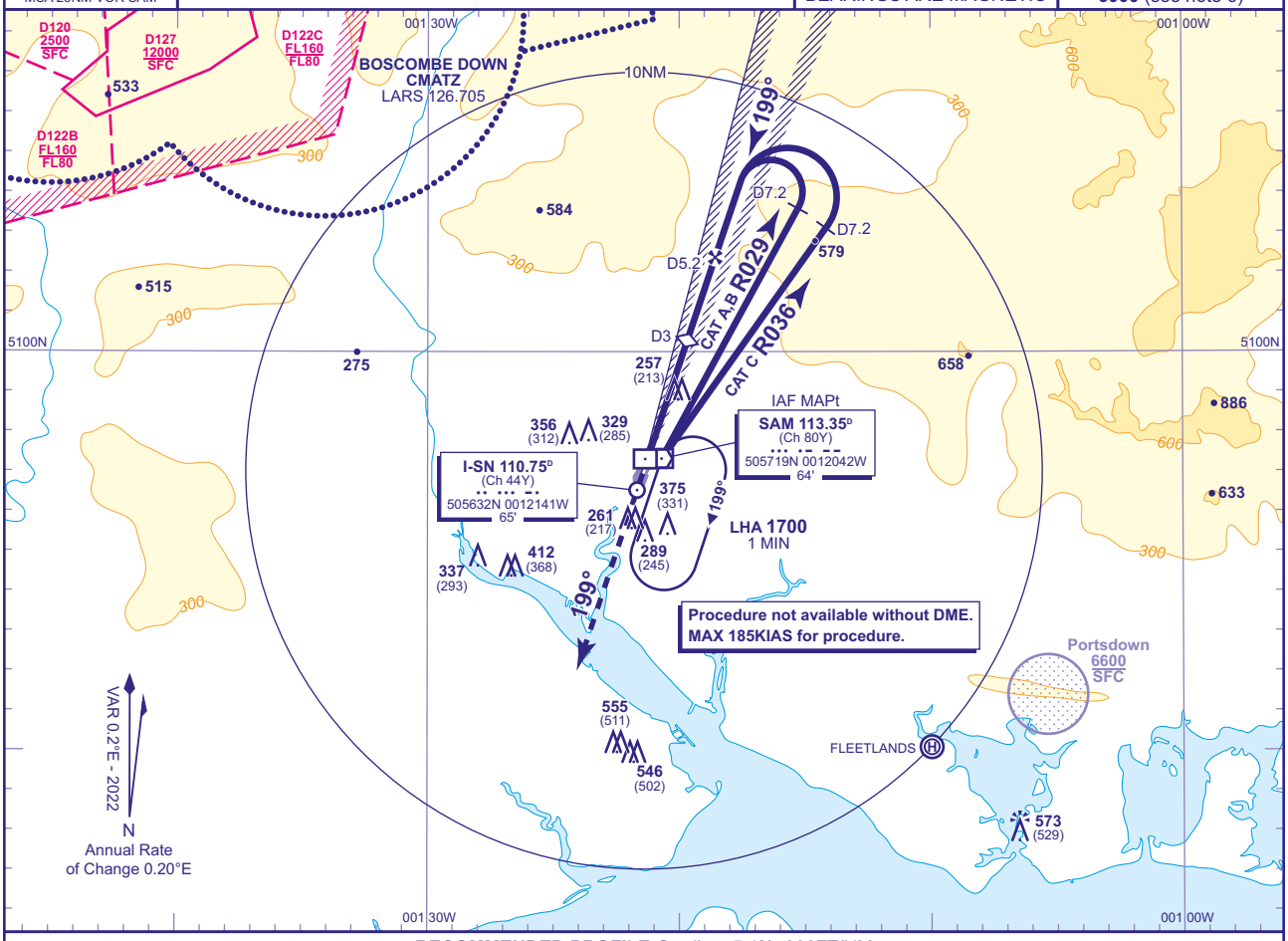
SOUTHAMPTON (IAF VOR SAM) LOC/DME RWY 20 (ACFT CAT A,B,C)



APP	120.230	SOLENT RADAR	
	122.730	SOUTHAMPTON RADAR	
TWR	118.205	SOUTHAMPTON TOWER	
ATIS	130.880	SOUTHAMPTON INFORMATION	

AD ELEVATION	44
THR ELEVATION	44
OBSTACLE ELEVATION	648 AMSL (604) (ABOVE THR)
BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000** (see note 6)



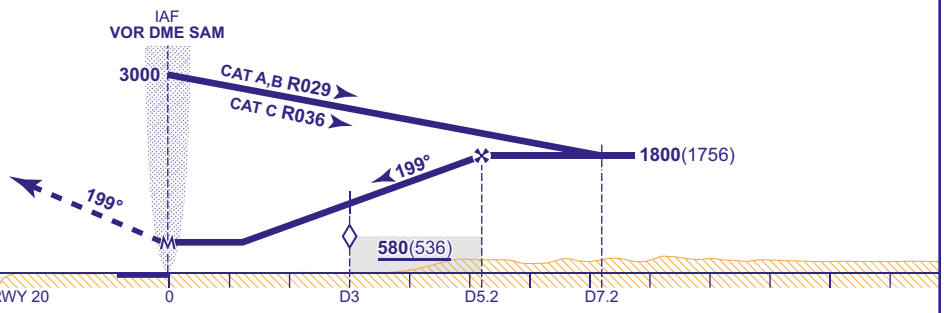
RECOMMENDED PROFILE Gradient 5.4%, 330FT/NM

DME I-SN	5	4	3 **(SDF)**	2
ALT(HGT)	**1740**(1696)	**1410**(1366)	**1080**(1036)	**750**(706)

MAPt VOR SAM

Continuous climb to **3000**, initially straight ahead then as directed.

RCF: Continuous climb to **3000**. Initially straight ahead to **2000** or I-SN DME 7.7 (SAM DME 8) whichever is later then climbing right turn to **VOR SAM** to hold at **3000**.



Aircraft Category		A	B	C
OCA (OCH)	**Procedure**	**510**(466)	**510**(466)	**510**(466)
VM(C)OCA (OCH AAL)	**Total Area**	**680**(636)	**700**(656)	**890**(846)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	880	770	660	550	440

NOTE 1 Lowest altitude to commence procedure from hold is **2000**.
2 DME SAM is situated 0.3NM east of THR RWY 20.
3 DME SAM may be substituted for DME I-SN if required. There are no changes to DME distances when DME SAM is used.
4 Due to controlled airspace constraints, aircraft may temporarily leave controlled airspace in the base turn. Aircraft being radar vectored to the LOC may not be provided a period of level flight immediately prior to crossing the FAF.
5 Aircraft will normally be required to hold not lower than **2000**.
6 Outside the Solent CTA notified hours of operation the Transition Altitude is **3000**.

CHANGE (12/25): BOSCOMBE FREQUENCY.

AERO INFO DATE 08 SEP 25

INSTRUMENT APPROACH CHART - ICAO

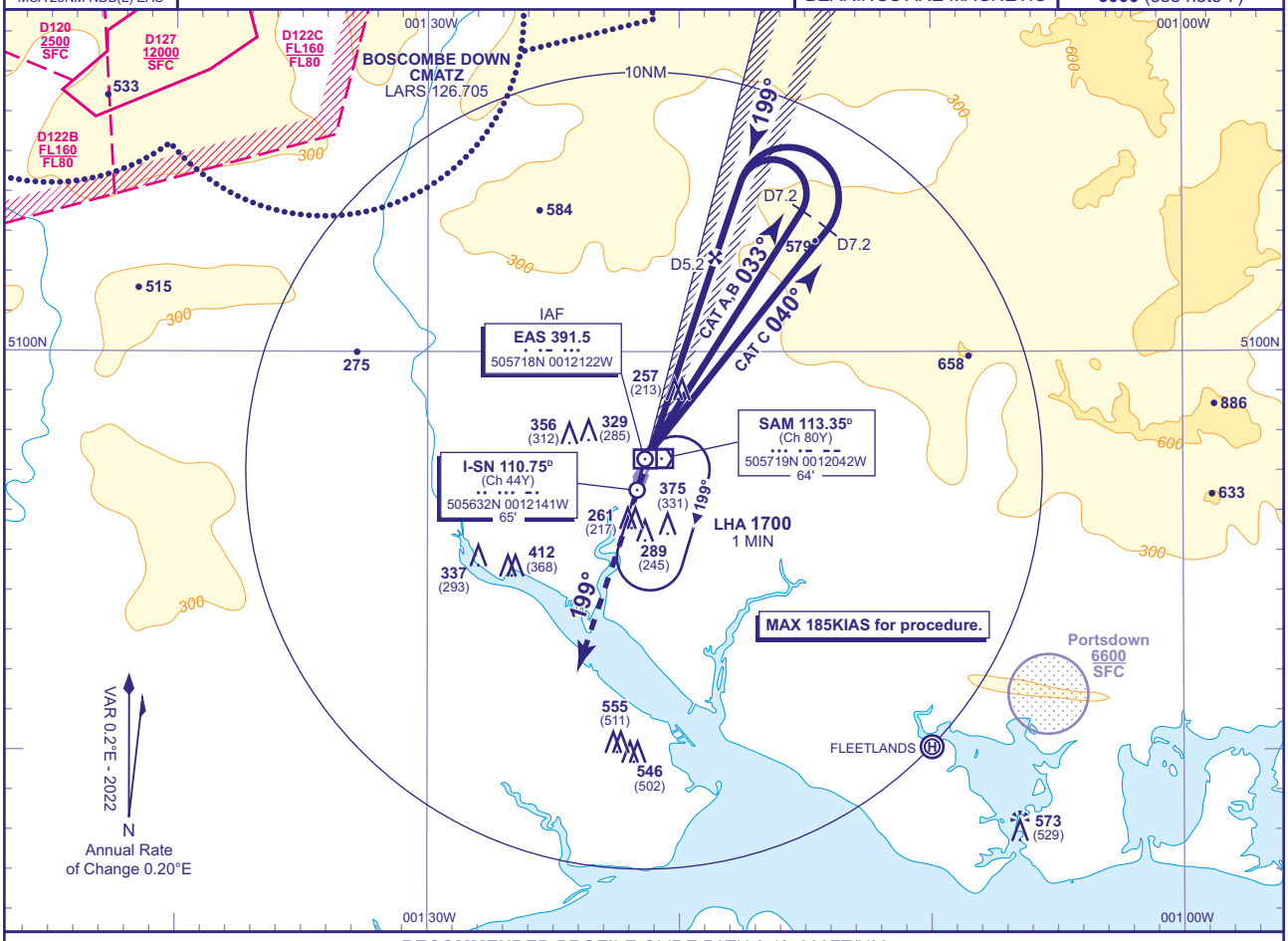
SOUTHAMPTON
(IAF NDB(L) EAS)
ILS/DME
RWY 20
(ACFT CAT A,B,C)

MSA 25NM NDB(L) EAS

APP	120.230	SOLENT RADAR	
	122.730	SOUTHAMPTON RADAR	
TWR	118.205	SOUTHAMPTON TOWER	
ATIS	130.880	SOUTHAMPTON INFORMATION	

AD ELEVATION	**44**
THR ELEVATION	**44**
OBSTACLE ELEVATION	**648 AMSL** (604) (ABOVE THR)
BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000** (see note 7)

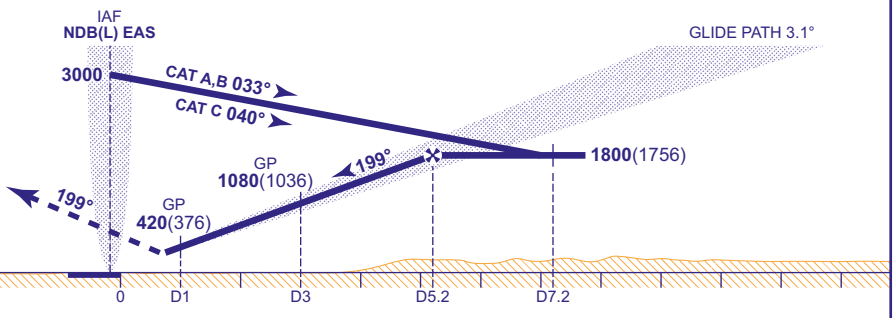


RECOMMENDED PROFILE GLIDE PATH 3.1°, 330FT/NM

DME I-SN	5	4	3	2	1
ALT(HGT)	**1740**(1696)	**1410**(1366)	**1080**(1036)	**750**(706)	**420**(376)

RDH 51

Continuous climb to **3000**, initially straight ahead then as directed.
RCF: Continuous climb to **3000**. Initially straight ahead to **2000** or DME I-SN 7.7 (SAM DME 8) whichever is later then climbing right turn to **NDB(L) EAS** to hold at **3000**.



Aircraft Category		**A**	**B**	**C**
OCA (OCH)	**CAT I**	**219**(175)	**226**(182)	**237(193)**
VM(C)OCA (OCH AAL)	**Total Area**	**680(636)**	**700**(656)	**890**(846)

Rate of descent	**G/S KT**	160	140	120	100	80
	FT/MIN	880	770	660	550	440

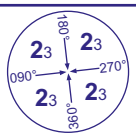
NOTE 1 Lowest altitude to commence procedure from hold is **2000**.
2 DME SAM is situated 0.3NM east of THR RWY 20.
3 DME SAM may be substituted for DME I-SN if required. There are no changes to DME distances when DME SAM is used.
4 In the event of DME being unavailable, radar ranges will be given at 7NM outbound and at the FAP.
5 Due to controlled airspace constraints, aircraft may temporarily leave controlled airspace in the base turn. Aircraft being radar vectored to the LOC may not be provided a period of level flight immediately prior to GP intercept. GP intercept will normally be at **2500**.
6 Aircraft will normally be required to hold not lower than **2000**.
7 Outside the Solent CTA notified hours of operation the Transition Altitude is **3000**.

CHANGE (12/25): BOSCOMBE FREQUENCY.

AERO INFO DATE 08 SEP 25 AD 2-EGHI-8-6

INSTRUMENT APPROACH CHART - ICAO

SOUTHAMPTON
(IAF NDB(L) EAS)
LOC/DME
RWY 20
(ACFT CAT A,B,C)

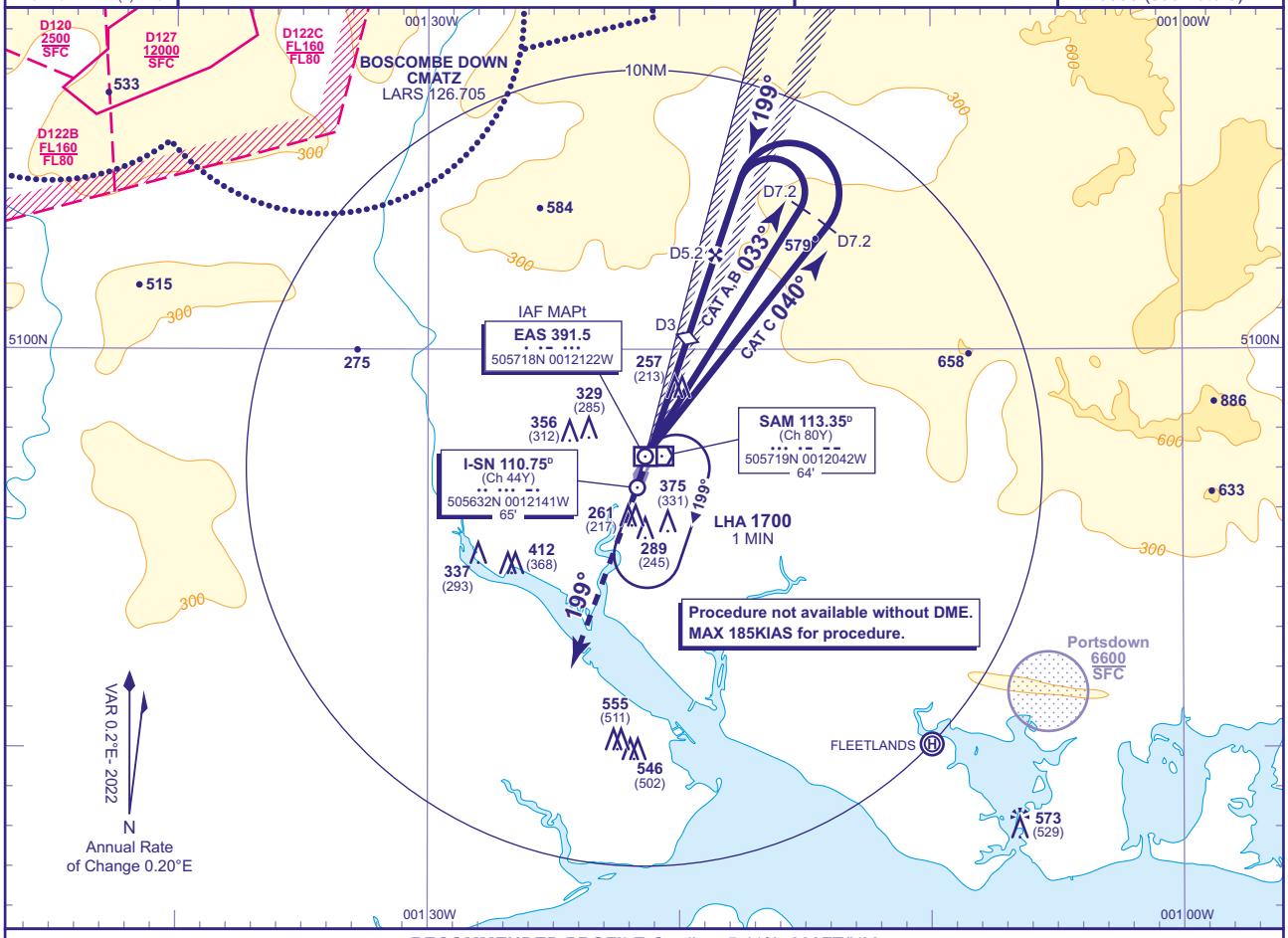


MSA 25NM NDB(L) EAS

APP	120.230	SOLENT RADAR	
	122.730	SOUTHAMPTON RADAR	
TWR	118.205	SOUTHAMPTON TOWER	
ATIS	130.880	SOUTHAMPTON INFORMATION	

AD ELEVATION	**44**
THR ELEVATION	**44**
OBSTACLE ELEVATION	**648 AMSL** (604) (ABOVE THR)
BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE
6000 (see note 6)



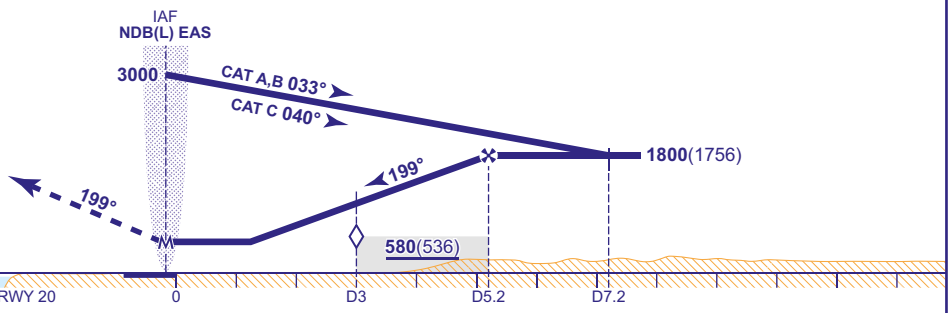
RECOMMENDED PROFILE Gradient 5.41%, 330FT/NM

DME I-SN	5	4	3 **(SDF)**	2
ALT(HGT)	**1740**(1696)	**1410**(1366)	**1080**(1036)	**750**(706)

MAPt NDB(L) EAS

Continuous climb to **3000**, initially straight ahead then as directed.

RCF: Continuous climb to **3000**. Initially straight ahead to **2000** or I-SN DME 7.7 (SAM DME 8) whichever is later then climbing right turn to **NDB(L) EAS** to hold at **3000**.



Aircraft Category		A	B	C
OCA (OCH)	**Procedure**	**510**(466)	**510**(466)	**510**(466)
VM(C)OCA (OCH AAL)	**Total Area**	**680**(636)	**700**(656)	**890**(846)

Rate of descent	**G/S KT**	160	140	120	100	80
	FT/MIN	880	770	660	550	440

NOTE 1 Lowest altitude to commence procedure from hold is **2000**.
2 DME SAM is situated 0.3NM east of THR RWY 20.
3 DME SAM may be substituted for DME I-SN if required. There are no changes to DME distances when DME SAM is used.
4 Due to controlled airspace constraints, aircraft may temporarily leave controlled airspace in the base turn. Aircraft being radar vectored to the LOC may not be provided a period of level flight immediately prior to crossing the FAF.
5 Aircraft will normally be required to hold not lower than **2000**.
6 Outside the Solent CTA notified hours of operation the Transition Altitude is **3000**.

CHANGE (12/25): BOSCOMBE FREQUENCY.

AERO INFO DATE 08 SEP 25

INSTRUMENT APPROACH CHART - ICAO

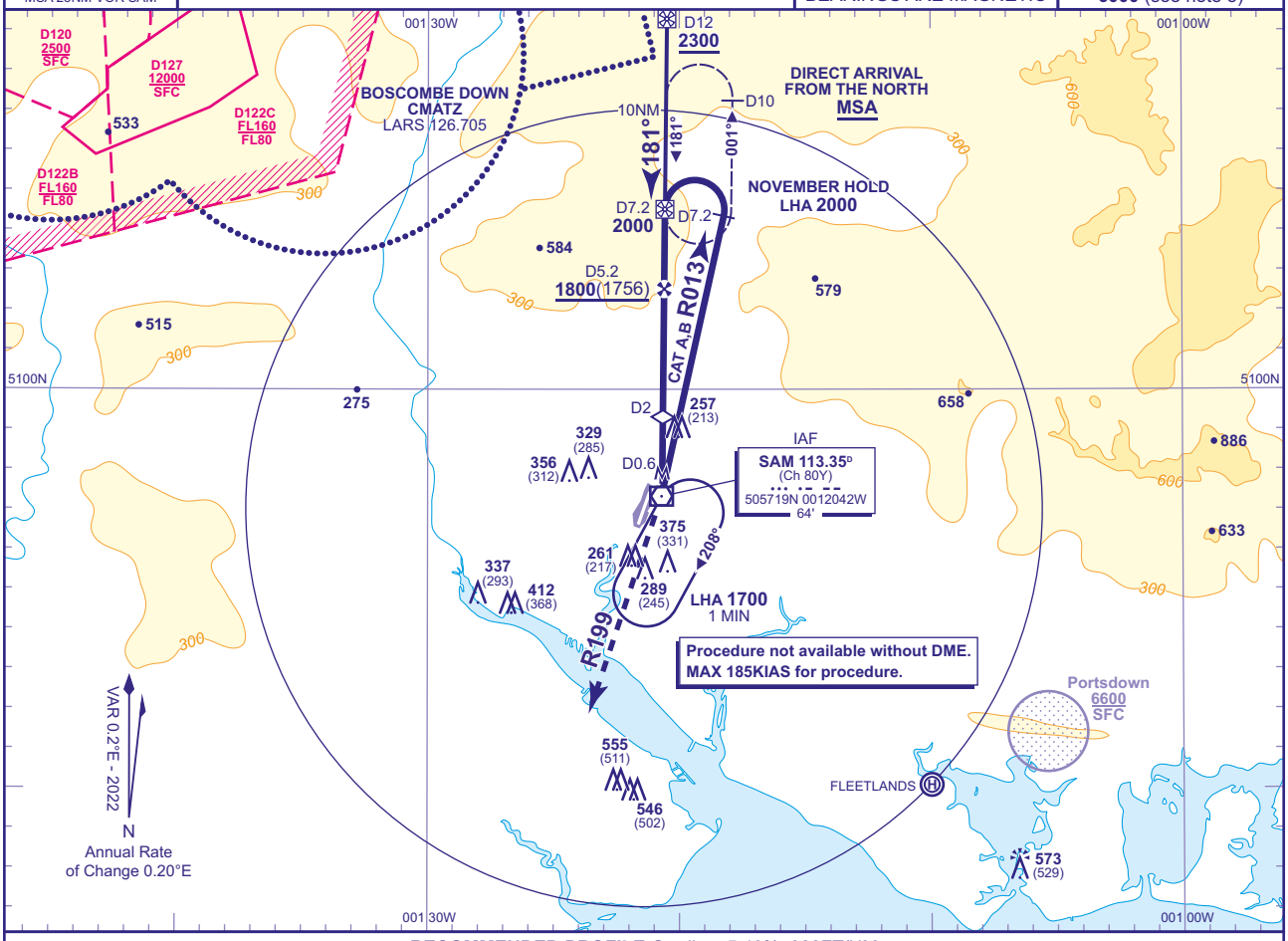
SOUTHAMPTON VOR/DME RWY 20
(ACFT CAT A,B)

APP	120.230	SOLENT RADAR	
	122.730	SOUTHAMPTON RADAR	
TWR	118.205	SOUTHAMPTON TOWER	
ATIS	130.880	SOUTHAMPTON INFORMATION	

AD ELEVATION	**44**
THR ELEVATION	**44**
OBSTACLE ELEVATION	**648 AMSL** (604) (ABOVE THR)
BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000** (see note 5)

MSA 25NM VOR SAM



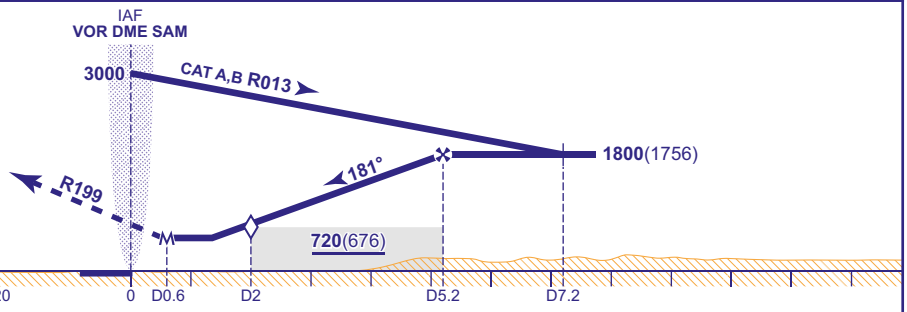
RECOMMENDED PROFILE Gradient 5.40%, 328FT/NM

DME SAM	4	3	2 **(SDF)**
ALT(HGT)	**1410**(1366)	**1080**(1036)	**750**(706)

MAPt SAM DME 0.6

Continuous climb to **3000**, initially straight ahead to **VOR SAM** then on R199 then as directed.

RCF: Continuous climb to **3000**. Initially straight ahead to **VOR SAM** then on R199 to **2000** or SAM DME 8.0 whichever is later then climbing right turn to **VOR SAM** to hold at **3000**.



DME SAM is situated 0.3NM east of THR RWY 20

Aircraft Category		A	B
OCA (OCH)	**Procedure**	**560**(516)	**560**(516)
VM(C)OCA (OCH AAL)	**Total Area**	**680**(636)	**700**(656)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	860	750	640	540	430

ALTERNATIVE PROCEDURE FROM HOLDING PATTERN NOVEMBER
From holding fix/IAF inbound (NOVEMBER VOR SAM R001 DME 7.2) at **2000**, descend to cross FAF (SAM DME 5.2), **not below 1800**(1756), then continue as for main procedure.

ALTERNATIVE VOR DME HOLDING PATTERN NOVEMBER
Inbound 181° to holding fix (VOR SAM R001 DME 7.2) turning left at fix. Limiting outbound distance DME 10.

NOTE 1 Lowest altitude to commence procedure from hold is **2000**.
2 FAT offset 18° from RWY CL and intersects RWY CL nominally 1.0NM before THR (nominally SAM DME 1.0).
3 Due to controlled airspace constraints, aircraft may temporarily leave controlled airspace in the base turn. Aircraft being radar vectored to the FAT may not be provided a period of level flight immediately prior to crossing the FAF.
4 Aircraft will normally be required to hold not lower than **2000**.
5 Outside the Solent CTA notified hours of operation the Transition Altitude is **3000**.

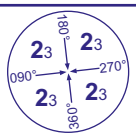
CHANGE (12/25): BOSCOMBE FREQUENCY.

AERO INFO DATE 08 SEP 25 AD 2-EGHI-8-8

INSTRUMENT APPROACH CHART - ICAO

SOUTHAMPTON NDB(L)/DME RWY 20

(ACFT CAT A,B,C)

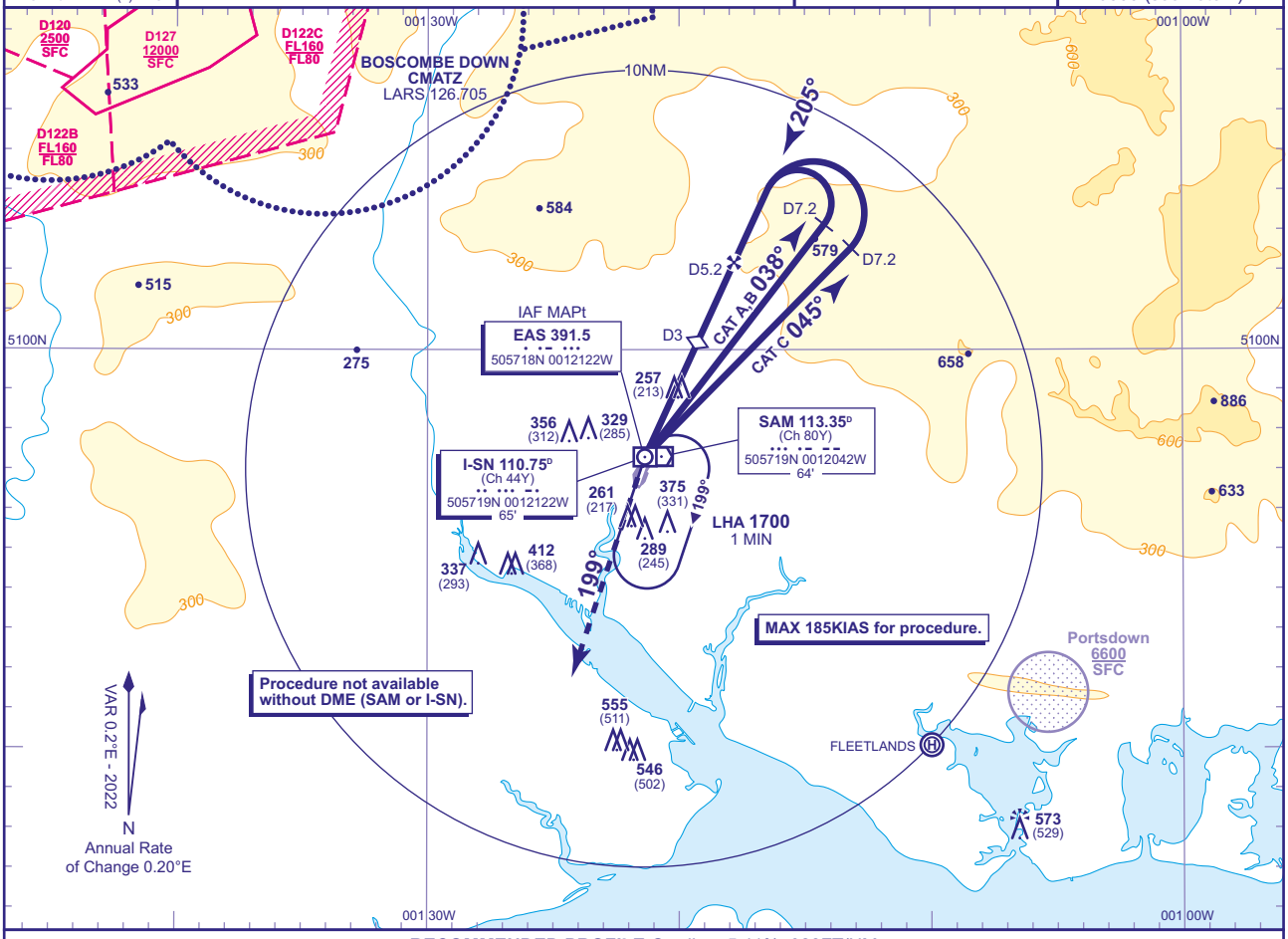


MSA 25NM NDB(L) EAS

APP	120.230	SOLENT RADAR	
	122.730	SOUTHAMPTON RADAR	
TWR	118.205	SOUTHAMPTON TOWER	
ATIS	130.880	SOUTHAMPTON INFORMATION	

AD ELEVATION	44
THR ELEVATION	44
OBSTACLE ELEVATION	648 AMSL (604) (ABOVE THR)
BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000** (see note 7)



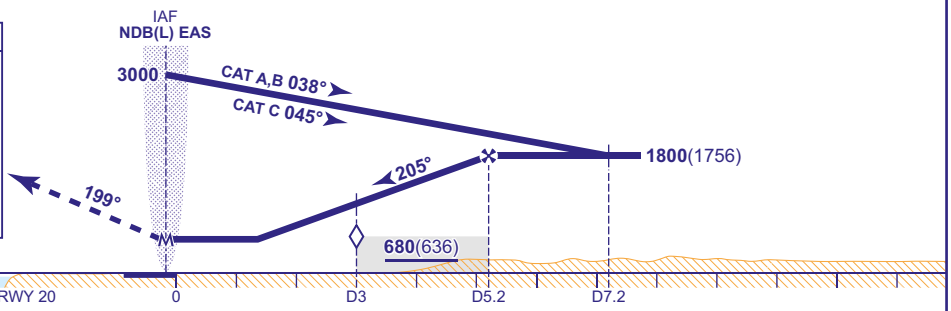
RECOMMENDED PROFILE Gradient 5.41%, 328FT/NM

DME I-SN	4	3 **(SDF)**	2
ALT(HGT)	**1410**(1366)	**1080**(1036)	**750**(706)

MAPt NDB(L) EAS

Continuous climb to **3000**, initially straight ahead to **NDB(L) EAS** then on QDR 199°, then as directed.

RCF: Continuous climb to **3000**. Initially straight ahead to **NDB(L) EAS** then on QDR 199° to **2000** or I-SN DME 7.7 (SAM DME 8) whichever is later then climbing right turn to **NDB(L) EAS** to hold at **3000**.



Aircraft Category		A	B	C
OCA (OCH)	**Procedure**	**560**(516)	**560**(516)	**560**(516)
VM(C)OCA (OCH AAL)	**Total Area**	**680**(636)	**700**(656)	**890**(846)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	880	770	660	550	440

NOTE 1 Lowest altitude to commence procedure from hold is **2000**.
2 FAT offset 6° from RWY CL and intersects CL 0.8NM (I-SN DME 0.8) before THR.
3 DME SAM is situated 0.3NM east of THR RWY 20.
4 DME SAM may be substituted for DME I-SN if required. There are no changes to DME distances when DME SAM is used.
5 Due to controlled airspace constraints, aircraft may temporarily leave controlled airspace in the base turn. Aircraft being radar vectored to the FAT may not be provided a period of level flight immediately prior to crossing the FAF.
6 Aircraft will normally be required to hold not lower than **2000**.
7 Outside the Solent CTA notified hours of operation the Transition Altitude is **3000**.

CHANGE (12/25): BOSCOMBE FREQUENCY.

AERO INFO DATE 08 SEP 25

INSTRUMENT APPROACH CHART - ICAO

SOUTHAMPTON VOR/DME 181° TO AERODROME
(ACFT CAT C)

MSA 25NM VOR SAM

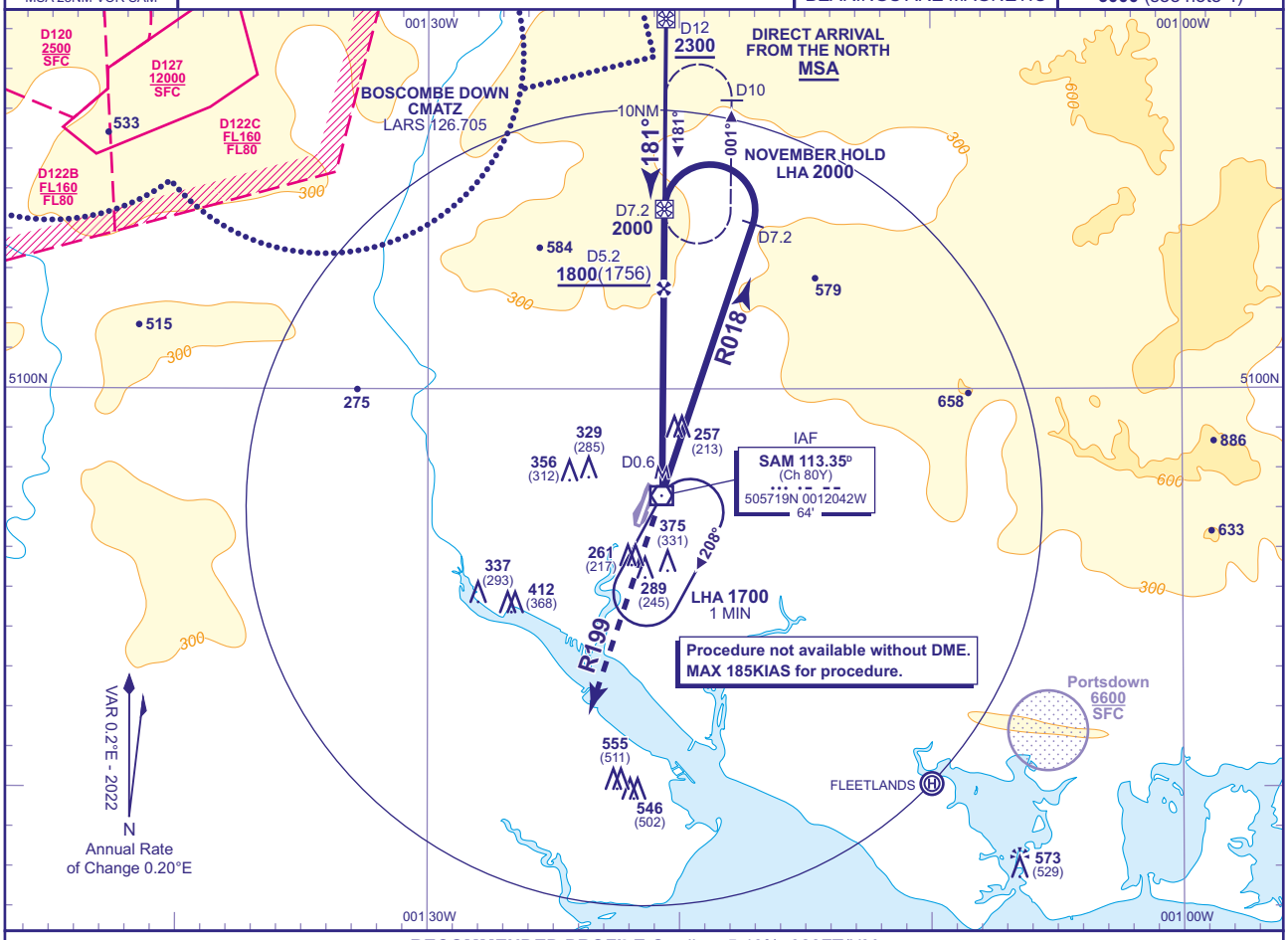
APP	120.230	SOLENT RADAR	
	122.730	SOUTHAMPTON RADAR	
TWR	118.205	SOUTHAMPTON TOWER	
ATIS	130.880	SOUTHAMPTON INFORMATION	

AD ELEVATION 44

OBSTACLE ELEVATION
648 AMSL
(604) (ABOVE AD)

BEARINGS ARE MAGNETIC

TRANSITION ALTITUDE
6000 (see note 4)



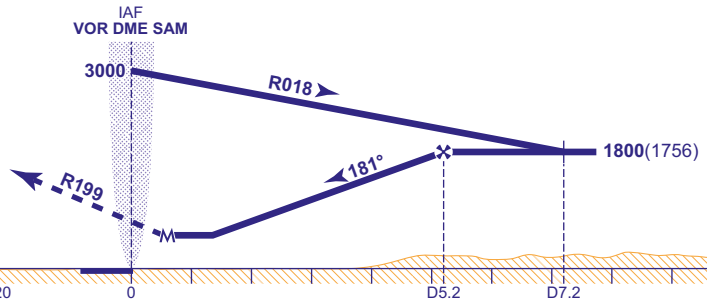
RECOMMENDED PROFILE Gradient 5.40%, 328FT/NM

DME SAM	4	3
ALT(HGT)	**1410**(1366)	**1080**(1036)

MAPt SAM DME 0.6

Continuous climb to **3000**, initially straight ahead to **VOR SAM** then R199 then as directed.

RCF: Continuous climb to **3000**. Initially straight ahead to **VOR SAM** then on VOR SAM R199 to **2000** or SAM DME 8.0 whichever is later then climbing right turn to **VOR SAM** to hold at **3000**.



DME SAM is situated 0.3NM east of THR RWY 20

Aircraft Category		**C**
OCA (OCH)	**Procedure**	**890**(846)
VM(C)OCA (OCH AAL)	**Total Area**	**890**(846)

Rate of descent	**G/S KT**	160	140	120	100	80
	FT/MIN	860	750	640	540	430

ALTERNATIVE PROCEDURE FROM HOLDING PATTERN NOVEMBER
From holding fix/IAF inbound (NOVEMBER VOR SAM R001 DME 7.2) at **2000**, descend to cross FAF (SAM DME 5.2), **not below 1800**(1756), then continue as for main procedure.

ALTERNATIVE VOR DME HOLDING PATTERN NOVEMBER
Inbound 181° to holding fix (VOR SAM R001 DME 7.2) turning left at fix. Limiting outbound distance DME 10.

NOTE 1 Lowest altitude to commence procedure from hold is **2000**.
2 Due to controlled airspace constraints, aircraft may temporarily leave controlled airspace in the base turn. Aircraft being radar vectored to the FAT may not be provided a period of level flight immediately prior to crossing the FAF.
3 Aircraft will normally be required to hold not lower than **2000**.
4 Outside the Solent CTA notified hours of operation the Transition Altitude is **3000**.

CHANGE (12/25): BOSCOMBE FREQUENCY.

AERO INFO DATE 08 SEP 25 AD 2-EGHI-8-10

EGSY — ST ATHAN

EGSY AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGSY — ST ATHAN

EGSY AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 512417N Long: 0032609W RWY 07/25 intersection with Taxiways E and F.
2	Direction and distance from city	10 NM WSW of Cardiff city.
3	Elevation / Reference temperature / Mean Low Temperature	164 FT / 20 °C / -
4	Geoid undulation at AD ELEV PSN	169 FT
5	Magnetic Variation / Annual Change	0.61°W (2022) / 0.20°E
6	AD Administration	CARDIFF INTERNATIONAL AIRPORT ON BEHALF OF THE WELSH GOV.
	Address	Aerodrome Manager, Dragon Way, Bro Tathan West, St Athan, Barry, CF62 4AF.
	Telephone	01446-243901 Aerodrome Manager 01446-243940 ATC 01446-243943 ATIS
	E-mail address	stathan.ops@cwl.aero
	Web address	www.cardiff-airport.com
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	IFR Arrivals and Departures, VFR and SVFR see AD 2.22 item 6.

EGSY AD 2.3 OPERATIONAL HOURS

1	AD Administration	0900-1700 (0800-1600) PPR H24. Extension of hours by 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. Extension of ATC hours by prior arrangement.
8	Fuelling	AVGAS 100LL available 0830-1700 (0730-1600). Jet A1 available 0830-1700 (0730-1600).
9	Handling	By prior arrangement with on-site based operators.
10	Security	On request by prior arrangement.
11	De-icing	
12	Remarks	This aerodrome is strictly by PPR via Airfield Operations by telephone Monday-Friday on 01446-243901/2 or via email stathan.ops@cwl.aero. For weekends and Bank Holidays, by telephone to our Fire Team on 01446-243912.

EGSY AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	JET A-1, AVGAS 100LL
3	Fuelling facilities/capacity	Bowsers: 2 x 5000 LT AVGAS. 1 x 17,400 LT JET A-1, 1 x 17,000 LT JET A-1.
4	De-icing facilities	
5	Hangar space for visiting aircraft	Limited, by arrangement.
6	Repair facilities for visiting aircraft	Caerdav. Horizon Aircraft Services and eCube.
7	Remarks	All visiting aircraft require to be sponsored by one of the resident AD organisations.

EGSY AD 2.5 PASSENGER FACILITIES

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

EGSY AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A4 Category 5, 6 or 7 by 48 hours prior arrangement.
2	Rescue equipment	
3	Capability for removal of disabled aircraft	Will be supported by onsite handler/host co-ordinated with Cardiff Airport.
4	Remarks	

EGSY AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	
2	Clearance priorities	Taxiway Bravo, Runway 07/25 from intersection with Taxiway Foxtrot to the Runway 07 threshold, Taxiway Alpha from the Runway 07 threshold/HP A1 to intersection with Taxiway Foxtrot.
3	Remarks	Anti-iced with KC Potassium acetate fluid.

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

1	Apron surface and strength	ALPHA Surface: Concrete and asphalt PCN 25/F/A/X/T CHARLIE Surface: Concrete PCN 30/R/C/W/T ECHO Surface: Concrete PCN 35/R/C/W/T ENGINE RUNNING PLATFORM Surface: Concrete PCN 35/R/C/W/T KILO 1 Surface: Concrete PCN 45/R/B/W/T MAINTENANCE AREA C Surface: Concrete PCN 35/R/B/W/T MAINTENANCE AREA E Surface: Concrete PCN 35/R/C/W/T MAINTENANCE AREA G Surface: Concrete and asphalt PCN 20/F/B/Y/T
2	Taxiway width, surface and strength	Taxiway ALPHA: 14 M Surface: Asphalt PCN 25/F/A/X/T

AERODROME CHART - ICAO

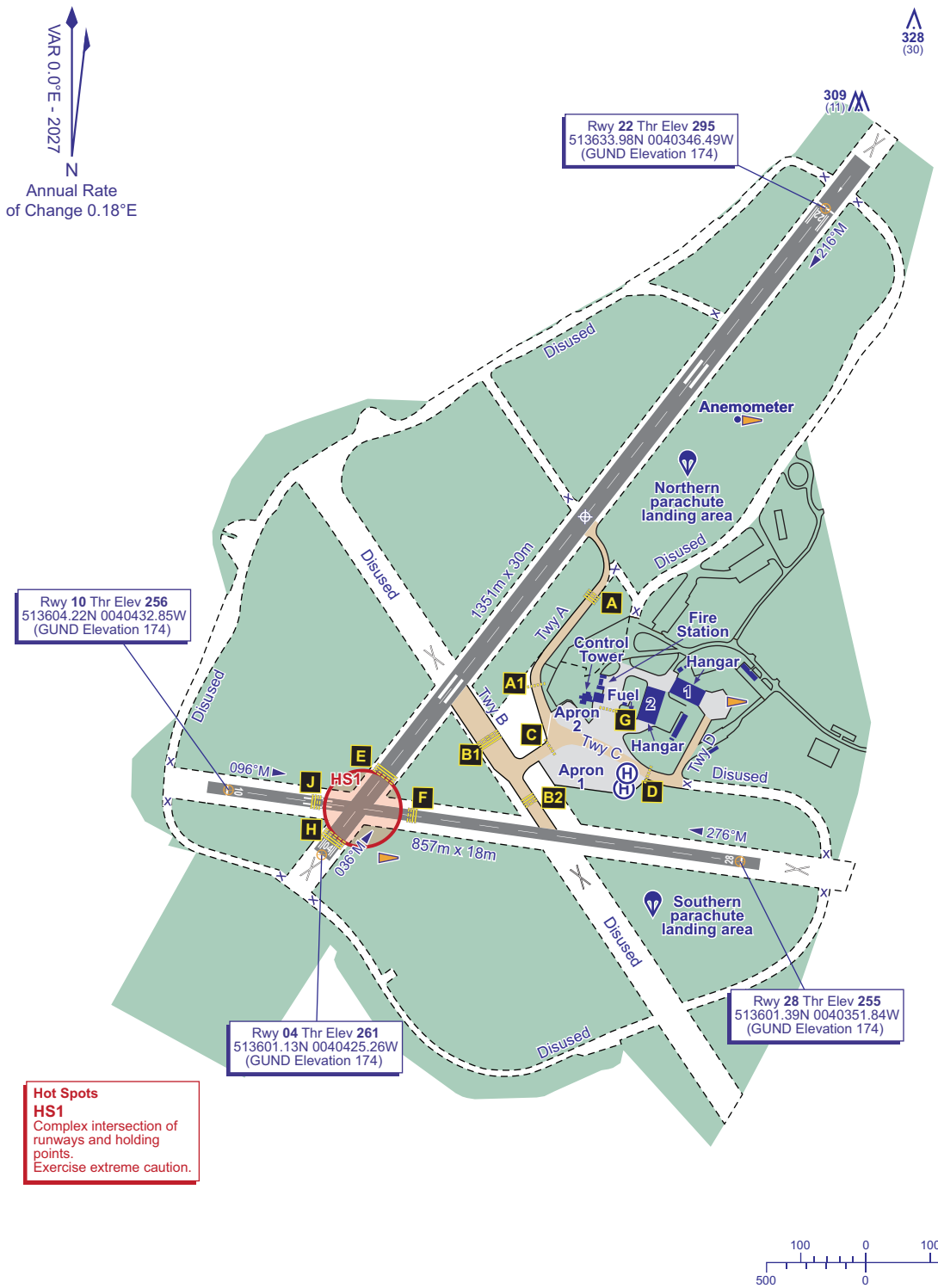
ARP 513618N 0040405W

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**	**PCN**
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 (12/25): NEW HOLDS A1, H & J. HOT SPOT 1.

AERO INFO DATE 24 SEP 25

AD 2-EGFH-2-1

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EGBM — TATENHILL

EGBM AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGBM — TATENHILL

EGBM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 524851N Long: 0014553W Mid point of Runway 08/26
2	Direction and distance from city	4 NM W of Burton-on-Trent.
3	Elevation / Reference temperature / Mean Low Temperature	439 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	-
5	Magnetic Variation / Annual Change	0.68°E (2027) / 0.18°E
6	AD Administration Address Telephone	TATENHILL AVIATION LIMITED Tatenhill Aerodrome, Newborough Road, Need wood, Burton-on-Trent , Staffs, DE13 9PD. 01283-575283
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	

EGBM AD 2.3 OPERATIONAL HOURS

1	AD Administration	0900-1700 (0800-1600).
2	Customs and immigration	
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	As AD hours. See also AD 2.18.
8	Fuelling	As AD hours.
9	Handling	
10	Security	
11	De-icing	
12	Remarks	This aerodrome is PPR. Night flying by arrangement.

EGBM AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL D100, 15W/50
3	Fuelling facilities/capacity	
4	De-icing facilities	
5	Hangar space for visiting aircraft	
6	Repair facilities for visiting aircraft	
7	Remarks	

EGBM AD 2.5 PASSENGER FACILITIES

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EGBM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

EGBM AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

1	Apron surface and strength	MAIN APRON Surface: Asphalt WESTERN APRON Surface: Asphalt (27 x 70 M).
2	Taxiway width, surface and strength	Taxiway NORTH: 8 M Surface: Asphalt
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGBM AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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EGBM 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**
08/APPROACH 26/TAKE-OFF	Pylons	524827.50N 0014810.90W	493 FT		No	HT Cables are running Northwest/Southeast joining these pylons.
08/APPROACH 26/TAKE-OFF	Pylons	524819.40N 0014805.00W	496 FT		No	HT Cables are running Northwest/Southeast joining these pylons.

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**
	Mast	524848.10N 0014531.04W	499 FT		Yes	

AERODROME CHART - ICAO

ARP 524851N 0014553W

AD ELEV 439FT

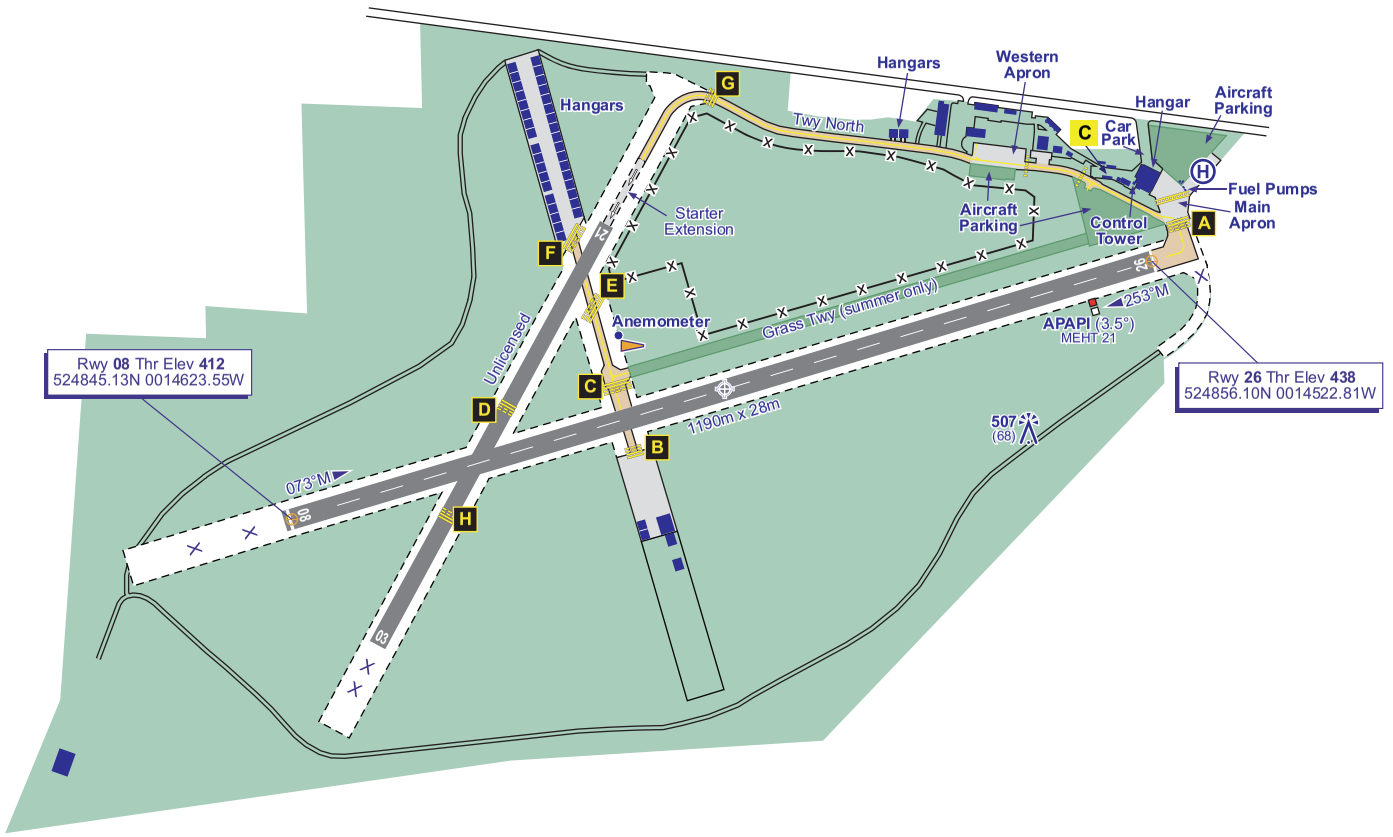
TATENHILL
EGBM

AERO INFO DATE 10 SEP 25

BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET	
ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	**507** (68)

100 0 100 200 300 m
500 0 500 1000 ft

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	**SURFACE**	**PCN**	**ELEVATION**
RWY 08/26	Asphalt	-	-
Main Apron	Asphalt	-	-
Western Apron	Asphalt	-	-
TWY North	Asphalt	-	-



COM		
A/G	124.080	TATENHILL RADIO
LIGHTING		
Runway lighting available by special arrangement only		

CHANGE (12/25): MAG INFO UPDATED. EDITORIAL.

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EGHO — THRUXTON

EGHO AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGHO — THRUXTON

EGHO AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 511238N Long: 0013600W
2	Direction and distance from city	4.5 NM W of Andover.
3	Elevation / Reference temperature / Mean Low Temperature	319 FT / 19 °C / -
4	Geoid undulation at AD ELEV PSN	155 FT
5	Magnetic Variation / Annual Change	0.87°E (2027) / 0.17°E
6	AD Administration Address Telephone E-mail address Web address	THRUXTON AERODROME Thruxton, Andover, Hampshire, SP11 8PW. 01264-772352 (A/G) 01264-772171 (Administration) tower@thruxton.com (AGCS) www.thruxton.com
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	

EGHO AD 2.3 OPERATIONAL HOURS

1	AD Administration	0900-1700 (0800-1600); 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	As AD hours.
9	Handling	
10	Security	
11	De-icing	
12	Remarks	Use of the aerodrome is subject to PPR.

EGHO AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVTUR JET A-1 (AL48 additive not included)., AVGAS 100LL
3	Fuelling facilities/capacity	
4	De-icing facilities	
5	Hangar space for visiting aircraft	
6	Repair facilities for visiting aircraft	
7	Remarks	

EGHO AD 2.5 PASSENGER FACILITIES

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EGHO AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A1 RFF Category 1/H0. Category 2 accepted under remission.
2	Rescue equipment	
3	Capability for removal of disabled aircraft	
4	Remarks	

EGHO AD 2.7 SEASONAL AVAILABILITY - CLEARING

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EGHO 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	
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGHO 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	Windsleeves (LGTD) - 511236.25N 0013546.12W; 511243.36N 0013550.59W.

EGHO 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**
(EGHO3988) 12/APPROACH 30/ TAKE-OFF	TREE	511249.47N 0013630.48W	382 FT		No	Dominant Obstacle.

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGHO3340)	TREE	511303.88N 0013722.34W	541 FT		No	
(EGHO3338)	TREE	511303.61N 0013724.64W	542 FT		No	
(EGHO1033)	HANGAR	511234.50N 0013618.05W	340 FT		Yes	

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
35	346.11°	1011 x 44 M	RWY surface: Asphalt PCN 5/R/A/Y/T	540727.50N 0031556.09W 173.4 FT	THR 43.7 FT TDZ 43.7 FT	

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
						RWY 05 Unlicensed.
						RWY 23 Unlicensed.
	188 x 150 M	1191 x 150 M	90 x 90 M 90 x 90 M			RWY 17
	133 x 150 M	1191 x 150 M	90 x 90 M 90 x 90 M			RWY 35 Runway 35 has a starter extension of 60 x 22 M.

EGNL AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
17	1011 M	1199 M	1011 M	1011 M	
35	1058 M	1191 M	1058 M	998 M	TORA, TODA and ASDA include a starter extension of 60 x 22 M.

EGNL 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		Green Elevated uni-directional with green wingbars	PAPI Left/3.5° 41 FT 85 M			HI bi-directional with LI omni-directional component	Red		
23		Elevated green wingbars	PAPI Left/3.5° 22 FT 110 M			HI bi-directional with LI omni-directional component	Red		
17		Green With elev green wingbars	PAPI Right/ 3.5° 39 FT 110 M			HI Bi-directional with LI omni-directional component	Red		

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
35	Uni-directional centre-line with two crossbars. 420 M Light intensity high	Green With elev green wingbars	PAPI Left/3.5° 33 FT 190 M			HI Bi-directional with LI omni-directional component. Last third uni-directional amber.	Red		

EGNL AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: 540731.4N 0031536.0W Flashing White.
2	LDI location and lighting Anemometer location and lighting	Anemometer: 540732.55N 0031602.81W (LGTD).
3	TWY edge and centre line lighting	EDGE: Taxiway Alpha, from Runway 05/23 has blue edge lights until the link to the apron which is unlit but the edges marked with brightly coloured/reflective plastic marker posts. Taxiway Bravo is unlit but the edges are marked with brightly coloured/reflective plastic marker posts.
4	Secondary power supply/switch-over time	
5	Remarks	The main apron is floodlit.

EGNL AD 2.16 HELICOPTER LANDING AREA

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EGNL 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
WALNEY ATZ A circle, 2 NM radius, centred at 540752N 0031548W on the mid-point of the longest runway	Upper limit: 2000 FT AGL Lower limit: SFC	G	WALNEY INFORMATION English	3000 FT		Caution: Requirements for access to EGR445 as detailed in the UK AIP remain extant.

EGNL 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	WALNEY INFORMATION	118.080 DOC 25 NM/ 10,000 FT.			Mon-Thu 0700-1900 (0600-1800); Fri 0800-1700 (0700-1600); Sat-Sun closed. Closed Bank Holidays unless stated by NOTAM otherwise.	ATZ hours coincident with AFIS hours.

AERODROME CHART - ICAO

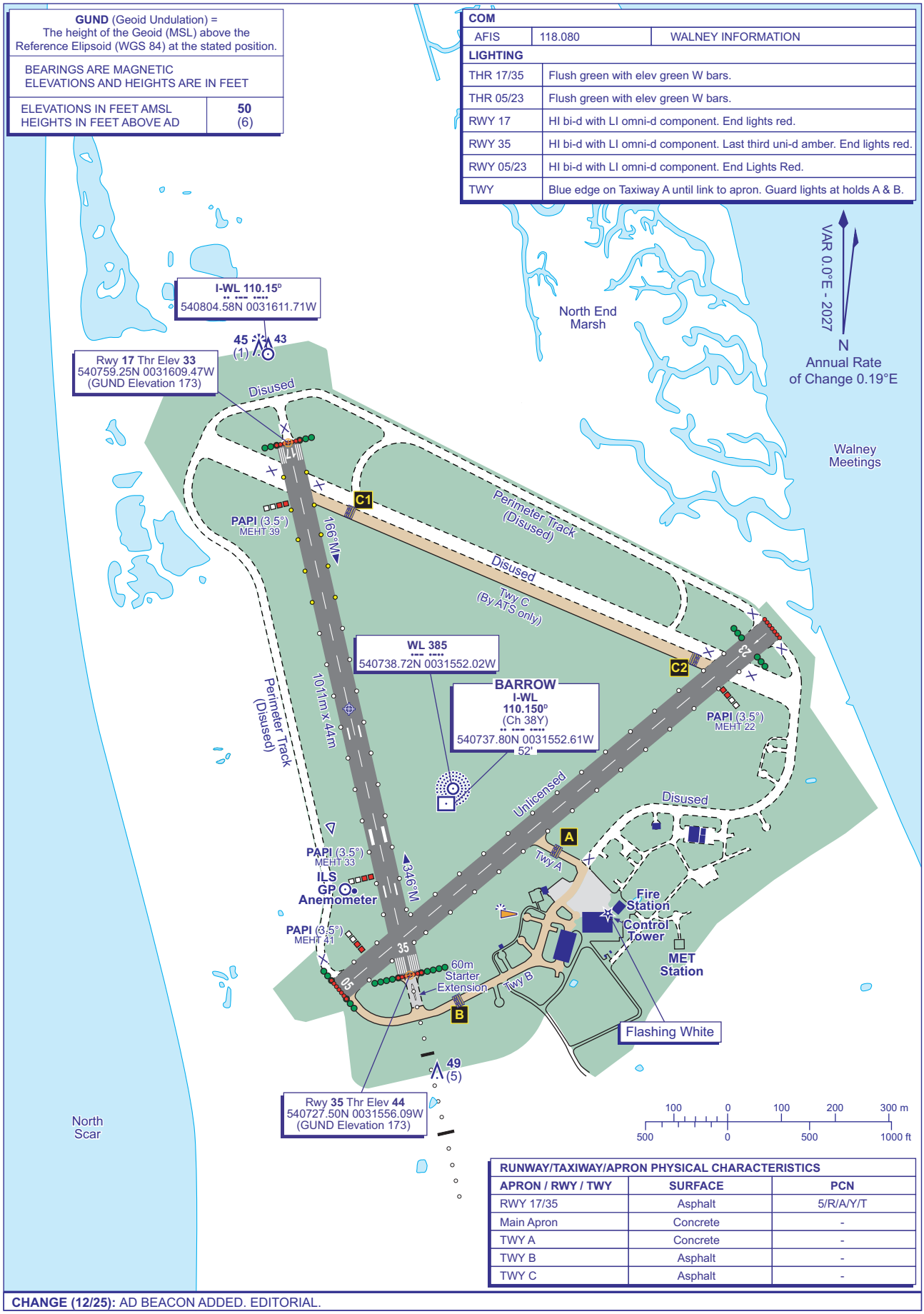
ARP 540743N 0031603W

AD ELEV 44FT

WALNEY
EGNL

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	50 (6)

COM		
AFIS	118.080	WALNEY INFORMATION
LIGHTING		
THR 17/35	Flush green with elev green W bars.	
THR 05/23	Flush green with elev green W bars.	
RWY 17	HI bi-d with LI omni-d component. End lights red.	
RWY 35	HI bi-d with LI omni-d component. Last third uni-d amber. End lights red.	
RWY 05/23	HI bi-d with LI omni-d component. End Lights Red.	
TWY	Blue edge on Taxiway A until link to apron. Guard lights at holds A & B.	



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	SURFACE	PCN
RWY 17/35	Asphalt	5/R/A/Y/T
Main Apron	Concrete	-
TWY A	Concrete	-
TWY B	Asphalt	-
TWY C	Asphalt	-

CHANGE (12/25): AD BEACON ADDED. EDITORIAL.

AERO INFO DATE 09 SEP 25

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EGEW — WESTRAY

EGEW AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGEW — WESTRAY

EGEW AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 592100N Long: 0025701W Mid point of Runway 09/27
2	Direction and distance from city	22 NM N of Kirkwall Airport.
3	Elevation / Reference temperature / Mean Low Temperature	30 FT / 14 °C / -
4	Geoid undulation at AD ELEV PSN	-
5	Magnetic Variation / Annual Change	0.49°W (2027) / 0.22°E
6	AD Administration Address Telephone Telefax E-mail address	ORKNEY ISLANDS COUNCIL Council Offices, Kirkwall, Orkney Islands, KW15 1NY, Scotland. 01856-873535 01856-876094 developmentandinfrastructure@orkney.gov.uk
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	

EGEW AD 2.3 OPERATIONAL HOURS

1	AD Administration	Daylight hours only, subject to PPR .
2	Customs and immigration	
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	
8	Fuelling	
9	Handling	
10	Security	
11	De-icing	
12	Remarks	This aerodrome is PPR, a valid indemnity is required. Full details of landing fees and rules for airfield users can be found on the Orkney Islands Council website: http://www.orkney.gov.uk/Service-Directory/T/airfields.htm

EGEW AD 2.4 HANDLING SERVICES AND FACILITIES

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EGEW AD 2.5 PASSENGER FACILITIES

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EGEW AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A1 RFF Category 2 accepted under remission by prior arrangement.
2	Rescue equipment	
3	Capability for removal of disabled aircraft	
4	Remarks	

EGEW AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	
2	Clearance priorities	
3	Remarks	Winter Operations. No snow clearing facilities available. During winter months pilots are advised to contact the Airfield Superintendent for the latest runway conditions. Tel: 01856-873535.

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

1	Apron surface and strength	APRON Surface: Macadam
2	Taxiway width, surface and strength	
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGEW AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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EGEW 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**
(EGEW6300) 09 APPROACH/27 TAKE OFF	HYDRO POLE	592149.19N 0025801.25W	77 FT		No	
(EGEW5400) 13 APPROACH/31 TAKE OFF	BUILDING CHIMNEY	592120.81N 0025728.97W	77 FT		No	
(EGEW5700) 13 APPROACH/31 TAKE OFF	BUILDING RIDGE	592109.11N 0025727.80W	82 FT		No	
(EGEW5500) 13 APPROACH/31 TAKE OFF	BUILDING RIDGE	592108.85N 0025724.94W	79 FT		No	
(EGEW5600) 13 APPROACH/31 TAKE OFF	BUILDING CHIMNEY	592108.24N 0025726.14W	82 FT		No	
(EGEW5800) 13 APPROACH/31 TAKE OFF	BUILDING RIDGE	592106.83N 0025728.72W	78 FT		No	
(EGEW7200) 13 APPROACH/31 TAKE OFF	HYDRO POLE	592106.80N 0025722.17W	77 FT		No	
(EGEW7100) 13 APPROACH/31 TAKE OFF	HYDRO POLE	592105.54N 0025726.30W	72 FT		No	
(EGEW7000) 09 APPROACH/27 TAKE OFF	HYDRO POLE	592103.99N 0025731.34W	62 FT		No	
(EGEW6900) 09 APPROACH/27 TAKE OFF	HYDRO POLE	592102.42N 0025736.43W	56 FT		No	
(EGEW5900) 09 APPROACH/27 TAKE OFF	BUILDING CHIMNEY	592101.96N 0025727.25W	63 FT		No	
(EGEW6800) 09 APPROACH/27 TAKE OFF	HYDRO POLE	592100.88N 0025741.44W	55 FT		No	
(EGEW6100) 09 APPROACH/27 TAKE OFF	BUILDING RIDGE	592059.90N 0025752.82W	62 FT		No	
(EGEW6000) 09 APPROACH/27 TAKE OFF	BUILDING CHIMNEY	592059.56N 0025751.17W	63 FT		No	
(EGEW6700) 09 APPROACH/27 TAKE OFF	HYDRO POLE	592059.00N 0025747.52W	54 FT		No	

AERODROME CHART - ICAO

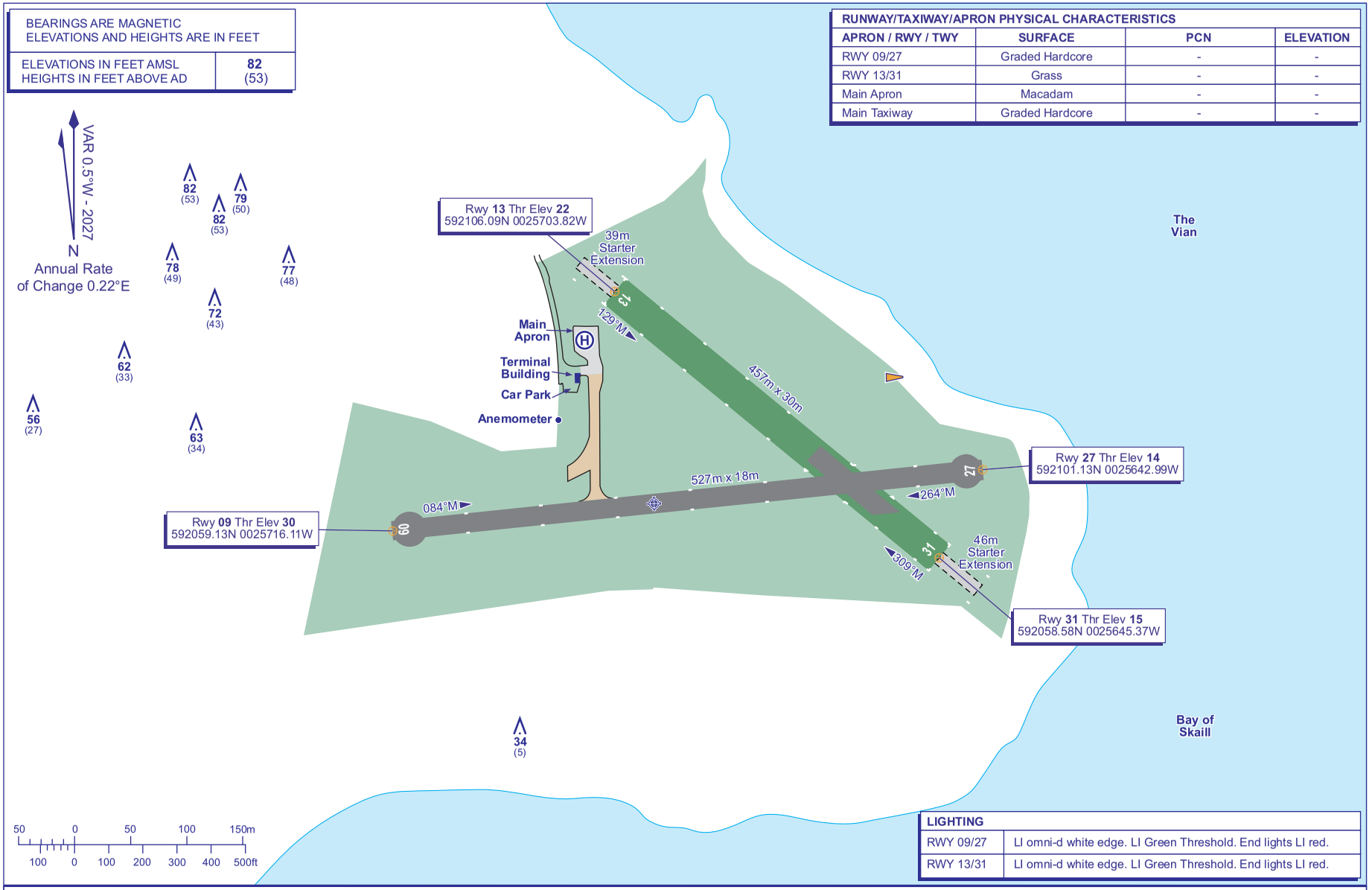
ARP 592101N 0025700W

AD ELEV 29FT

WESTRAY
EGEW

BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET	
ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	82 (53)

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	PCN	ELEVATION
RWY 09/27	Graded Hardcore	-	-
RWY 13/31	Grass	-	-
Main Apron	Macadam	-	-
Main Taxiway	Graded Hardcore	-	-



LIGHTING	
RWY 09/27	LI omni-d white edge. LI Green Threshold. End lights LI red.
RWY 13/31	LI omni-d white edge. LI Green Threshold. End lights LI red.

CHANGE (12/25): MAG INFO UPDATED. RWY HEADINGS. EDITORIAL.

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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	1.12°E (2027) / 0.17°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

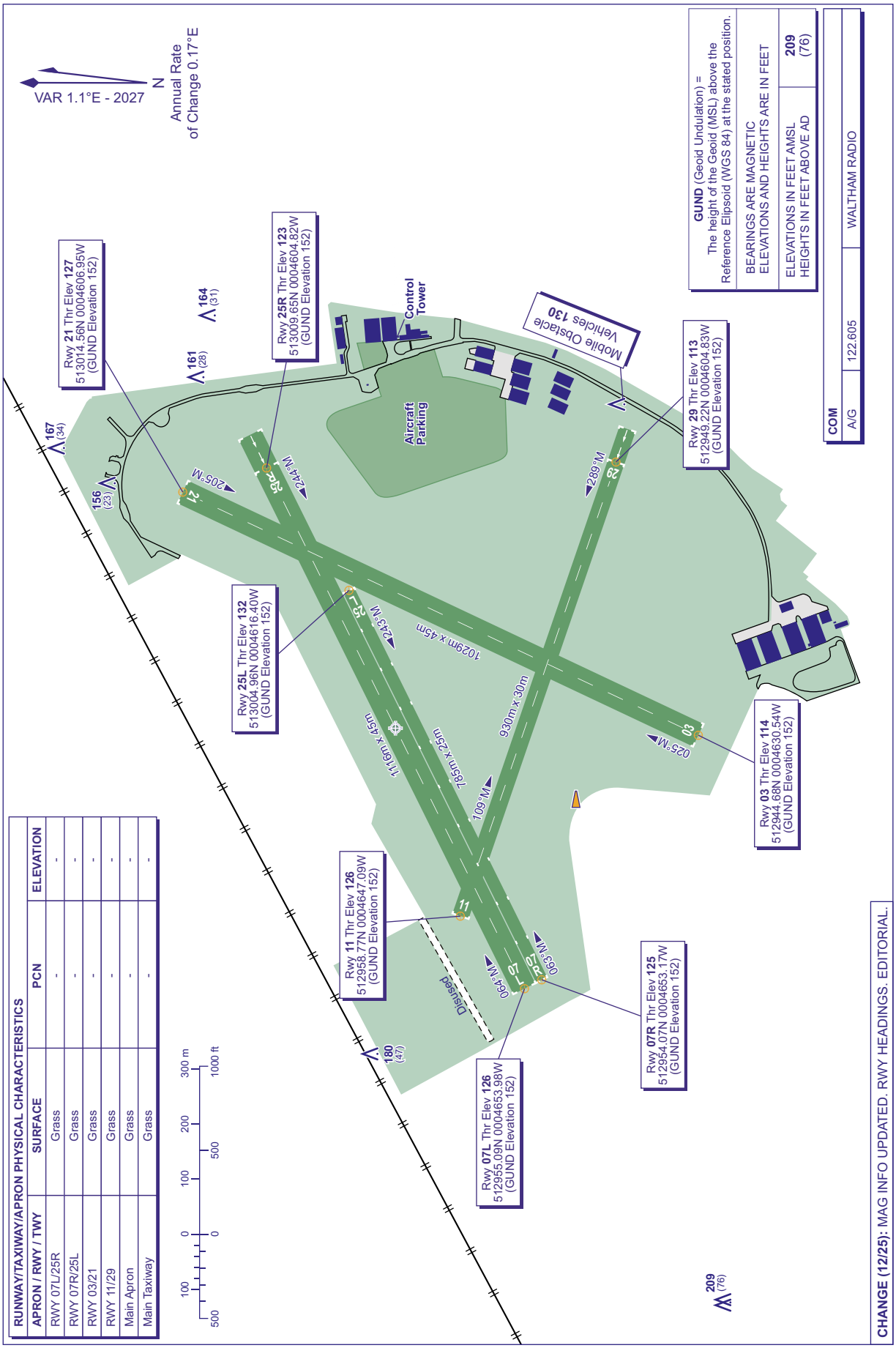
In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGLM5540) 21/APPROACH 03/ TAKE-OFF	TREE	513021.48N 0004602.62W	167 FT		No	
(EGLM5585) 21/APPROACH 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	

WHITE WALTHAM EGLM

AERODROME CHART - ICAO

ARP 513002N 0004629W

AD ELEV 133FT



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	PCN	ELEVATION
RWY 07L/25R	Grass	-	-
RWY 07R/25L	Grass	-	-
RWY 03/21	Grass	-	-
RWY 11/29	Grass	-	-
Main Apron	Grass	-	-
Main Taxiway	Grass	-	-

CHANGE (12/25): MAG INFO UPDATED. RWY HEADINGS. EDITORIAL.

AERO INFO DATE 11 SEP 25

AD 2-EGLM-2-1

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EGNW — WICKENBY

EGNW AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGNW — WICKENBY

EGNW AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 531901N Long: 0002056W Mid point of Runway 03/21
2	Direction and distance from city	8 NM NE of Lincoln.
3	Elevation / Reference temperature / Mean Low Temperature	84 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	-
5	Magnetic Variation / Annual Change	1.13°E (2027) / 0.18°E
6	AD Administration Address Telephone E-mail address	WICKENBY AERODROME LLP. The Old Control Tower, Wickenby Airfield, Langworth, Lincolnshire, LN3 5AX. 01673-885000 07377-601802 (Aerodrome Mobile) info@wickenbyairfield.com
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	

EGNW AD 2.3 OPERATIONAL HOURS

1	AD Administration	Wed-Sun 1000-1600 (0900-1500); 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. PPR required for non-radio aircraft and non-based movements outside ATS hours.
8	Fuelling	As AD hours and Monday and Tuesday by arrangement.
9	Handling	
10	Security	
11	De-icing	
12	Remarks	This aerodrome is PPR for all movements. Aerodrome available for aircraft requiring a licensed aerodrome by arrangement only.

EGNW AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVGAS 100LL.
3	Fuelling facilities/capacity	Self Service Fuel Facility. Payment can be made by credit/debit card.
4	De-icing facilities	
5	Hangar space for visiting aircraft	By prior arrangement.
6	Repair facilities for visiting aircraft	One Sky Aviators: 07955-480488.
7	Remarks	

EGNW AD 2.5 PASSENGER FACILITIES

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EGNW AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category Special.
2	Rescue equipment	
3	Capability for removal of disabled aircraft	
4	Remarks	RFFS provision available only by prior arrangement.

EGNW AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

1	Apron surface and strength	APRON Surface: Concrete and asphalt
2	Taxiway width, surface and strength	
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGNW 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	Aircraft transitioning from the runways to the grass parking area or to the fuel point are to follow the taxiway centrelines marked by a solid yellow line.

EGNW 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**
33/APPROACH 15/TAKE-OFF	Vehicles on Road	531850.21N 0002049.41W	101 FT		No	
03/APPROACH 21/TAKE-OFF	Vehicles on Road	531849.17N 0002104.98W	100 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**
	High Ground	532001N 0001406W	197 FT		No	

EGNW AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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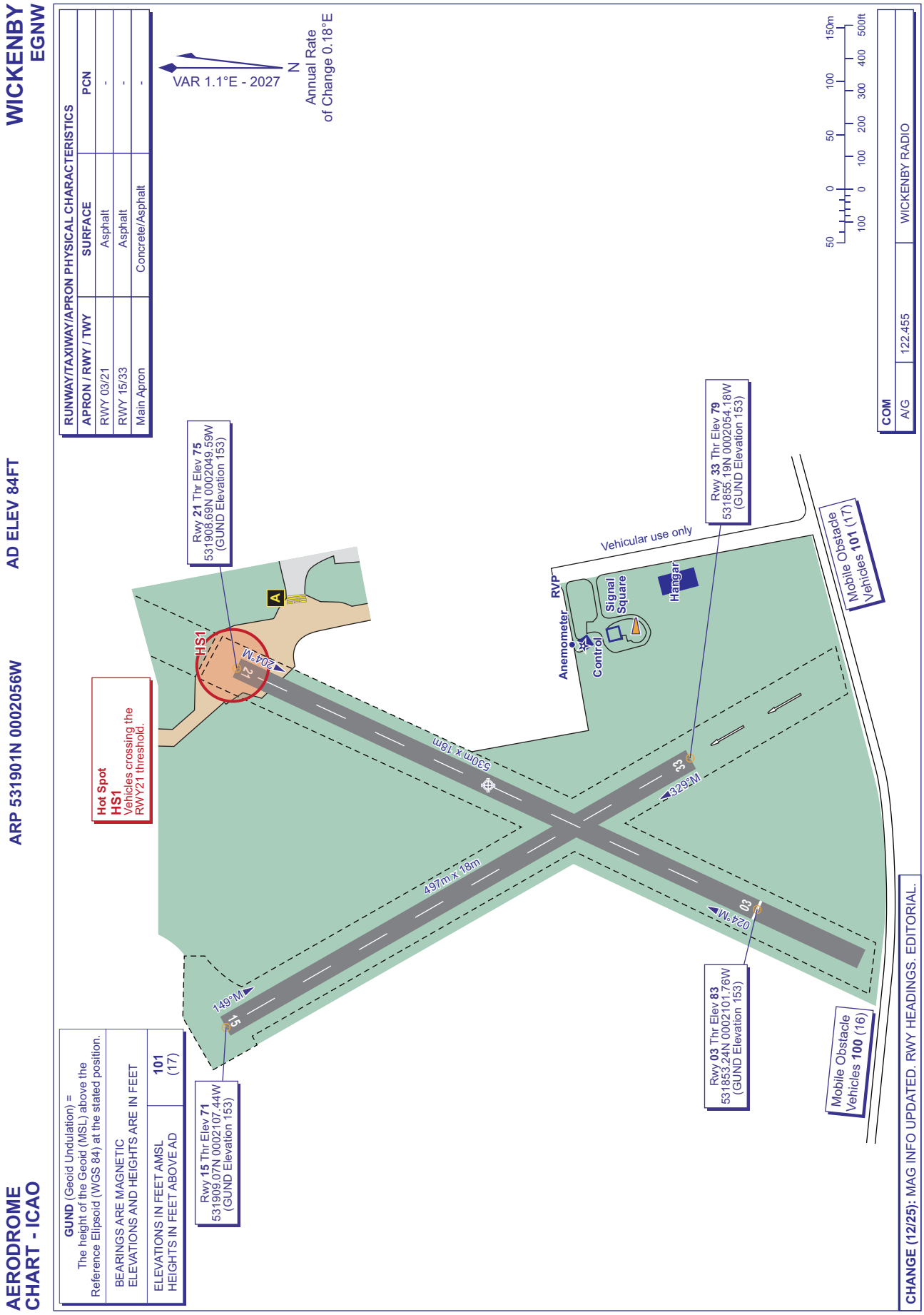
WICKENBY
EGNW
AD ELEV 84FT
ARP 531901N 0002056W
AERODROME
CHART - ICAO
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS
APRON / RWY / TWY
SURFACE
PCN
RWY 03/21
Asphalt
-
RWY 15/33
Asphalt
-
Main Apron
Concrete/Asphalt
-
VAR 1.1°E - 2027
N
Annual Rate of Change 0.18°E
COM
A/G
122.455
WICKENBY RADIO
Rwy 21 Thr Elev 75
531908.69N 0002049.59W
(GUND Elevation 153)
Rwy 33 Thr Elev 79
531855.19N 0002054.18W
(GUND Elevation 153)
Rwy 15 Thr Elev 71
531909.07N 0002107.44W
(GUND Elevation 153)
Rwy 03 Thr Elev 83
531853.24N 0002101.76W
(GUND Elevation 153)
Hot Spot
HS1
Vehicles crossing the RWY21 threshold.
HS1
204°M
21
330m x 18m
33
329°M
497m x 18m
149°M
15
024°M
03
RVP
Anemometer
Control
Signal Square
Hangar
Vehicular use only
Mobile Obstacle Vehicles 101 (17)
Mobile Obstacle Vehicles 100 (16)
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
101 (17)
CHANGE (12/25): MAG INFO UPDATED. RWY HEADINGS. EDITORIAL.

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