Civil Aviation Authority

NATS

UNITED KINGDOM AERONAUTICAL INFORMATION PUBLICATION

AIRAC 13/2025 - EFFECTIVE DATE: 25 Dec 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	Para 5.3.5.2 and 5.3.7.1 CAA email address updated.
GEN 2.5	WOL DME and WBA NDB removed. LE/LEICESTER NDB removed.
GEN 3.2	Section 5.5 Precision approach terrain charts - ICAO - Isle of Man entry removed.
ENR 1.1	Editorial.
ENR 1.6	Para 2.3.3 ICAO Doc 8168 reference updated.
ENR 2.2	AIRAC Section 4 En-Route transponder mandatory zones - East Anglia 3 TMZ added.
ENR 5.1	EGR219 Sandringham House lateral limits revised.
ENR 5.3	CHILBOLTON laser sites added.
ENR 6	AIRAC ENR 6-25 East Anglia 3 TMZ added. EGR219 lateral limits revised. ENR 6-46 East Anglia 3 TMZ added. ENR 6-75 East Anglia 3 TMZ added. Chilbolton laser sites revised. EGR219 lateral limits revised. ENR 6-76 East Anglia 3 TMZ added. Avoidance areas.
AD 2.EGPD	AD 2.4 Handling services and facilities - Handling agents. AD 2.9 Surface movement guidance and control system and markings - Stand. AD 2.20 Local aerodrome regulations - Airport regulations. Ground movement. Warnings.
AD 2.EGBB	AD 2.18 Air traffic services communication facilities - Birmingham Fire frequency revised. AD 2.20 Local aerodrome regulations - Warnings.
AD 2.EGBB-2	AD 2 EGBB 2-1/2-2 Birmingham Fire frequency revised.
AD 2.EGBB-7	AD 2 EGBB 7-5 EGR219 Sandringham House lateral limits revised.
AD 2.EGLK	AD 2.2 Aerodrome geographical and administrative data - Contact details revised. AD 2.3 Operational hours - PPR contact address revised. AD 2.5 Passenger facilities. AD 2.8 Aprons, taxiways and check locations/positions data - TWY Foxtrot withdrawn. AD 2.9 Surface movement guidance and control system and markings - WDI removed. AD 2.11 Meteorological information provided. AD 2.20 Local aerodrome regulations - Contact details updated. AD 2.21 Noise abatement procedures - Contact details updated. AD 2.22 Flight procedures - Contact details updated.
AD 2.EGLK-2	AD 2 EGLK 2-1 WDI removed. TWY F disused. Bravo apron hangar moved. Aprons modified. HTA 2 removed. AD 2 EGLK 2-2 Apron modified with disused area. Bravo apron hangar moved.
AD 2.EGGD	AD 2.20 Local aerodrome regulations - Ground movement.
AD 2.EGSC	AD 2.10 Aerodrome obstacles - New cranes C039.25 and C047.25.
AD 2.EGHR-2	AD 2 EGHR 2-1 VDF removed. Obstacle added.
AD 2.EGTC	AD 2.2 Aerodrome geographical and administrative data - Magnetic variation updated.
AD 2.EGTC-2	AD 2 EGTC 2-1 Magnetic information revised.
AD 2.EGTC-8	AD 2 EGTC 8-1 to 8-6 Magnetic information and headings revised.
AD 2.EGSU	AD 2.20 Local aerodrome regulations - Warnings.
AD 2.EGNX-7	AD 2 EGNX 7-2 EGR219 Sandringham House lateral limits revised.
AD 2.EGPH	AD 2.10 Aerodrome obstacles - New crane.
AD 2.EGBJ-2	AD 2 EGBJ 2-1 Echo Hot Spot removed.
AD 2.EGNJ	AD 2.2 Aerodrome geographical and administrative data - Magnetic variation updated. AD 2 22 Flight procedures - Instrument approach procedures. AD 2.24 Charts related to an aerodrome - RWY 02 SRA and RWY 20 SRA charts removed. (Cancels SUP 070/2025) - Charts renumbered.
AD 2.EGNJ-2	AD 2 EGNJ 2-1/2-2 Magnetic information and RWY headings revised.

AD 2.EGNJ-5	AD 2 EGNJ 5-1 Magnetic information revised.
AD 2.EGNJ-8	AD 2 EGNJ 8-1 to 8-8 Magnetic information revised. Pages renumbered.
AD 2.EGPE	AD 2.3 Operational hours - AD administration. AD 2.4 Handling services and facilities. AD 2.6 Rescue and fire fighting services - RFF category. AD 2.20 Local aerodrome regulations - Use of runways.
AD 2.EGJJ	AD 2.2 Aerodrome geographical and administrative data - Magnetic variation updated.
AD 2.EGJJ-2	AD 2 EGJJ 2-1/2-2 Magnetic information and RWY headings revised.
AD 2.EGJJ-5	AD 2 EGJJ 5-1 Magnetic information revised.
AD 2.EGJJ-6	AD 2 EGJJ 6-1 to 6-6 Magnetic information and headings revised.
AD 2.EGJJ-7	AD 2 EGJJ 7-1 to 7-5 Magnetic information and headings revised.
AD 2.EGJJ-8	AD 2 EGJJ 8-1 to 8-13 Magnetic information and headings revised.
AD 2.EGNM	AD 2.9 Surface movement guidance and control system and markings - Stands. Remarks.
AD 2.EGNM-2	AD 2 EGNM 2-1/2-2 Apron extended. New stands added. Stands renumbered.
AD 2.EGCM	AD 2.4 Handling services and facilities. AD 2.6 Rescue and fire fighting services - RFF category 1 removed. AD 2.9 Surface movement guidance and control system markings. AD 2.22 Flight procedures - Procedures for inbound aircraft.
AD 2.EGCM-2	AD 2 EGCM 2-1 Buildings revised. Fuel storage added.
AD 2.EGBG	AD 2.8 Aprons, taxiways and check locations/positions data - Remarks. AD 2.19 Radio navigation and landing aids - NDB LE permanently withdrawn. AD 2.20 Local aerodrome regulations - Warnings.
AD 2.EGBG-2	AD 2 EGBG 2-1 NDB LE removed. Hot Spot 1.
AD 2.EGLC-6	AD 2 EGLC 6-8 LCE01 coordinate format corrected. ODUKU 1A turn direction removed.
AD 2.EGLC-7	AD 2 EGLC 7-4/7-5 EGR219 Sandringham House lateral limits revised.
AD 2.EGKK	AD 2.9 Surface movement guidance and control system markings - Stands. RWY markings and lighting. AD 2.12 Runway physical characteristics - Remarks. AD 2.18 Air traffic services communication facilities - Fire frequency updated. AD 2.20 Local aerodrome regulations - Ground movement. AD 2.22 Flight procedures - Holding. Special VFR flights.
AD 2.EGKK-2	AD 2 EGKK 2-1/2-2 Fire frequency revised. AD 2 EGKK 2-4 Editorial.
AD 2.EGLL	AD 2.2 Aerodrome geographical and administrative data - Magnetic variation updated. AD 2.10 Aerodrome obstacles - Revised. AD 2.21 Noise abatement procedures - NPR revised due to magnetic variation change.
AD 2.EGLL-2	AD 2 EGLL 2-1 to 2-12 Magnetic information and RWY headings revised.
AD 2.EGLL-5	AD 2 EGLL 5-1 Magnetic information revised.
AD 2.EGLL-6	AD 2 EGLL 6-1 to 6-6 Magnetic information and headings revised.
AD 2.EGLL-7	AD 2 EGLL 7-1 to 7-26 Magnetic information and headings revised.
AD 2.EGLL-8	AD 2 EGLL 8-1 to 8-13 Magnetic information and headings revised.
AD 2.EGGW	AD 2.10 Aerodrome obstacles - 2 new cranes added. AD 2.12 Runway physical characteristics - OFZ added for RWY 07/25. AD 2.15 Other lighting, secondary power supply - Anemometer removed.
AD 2.EGGW-2	AD 2 EGGW 2-1 to 2-3 Anemometer removed. Holds re-surveyed.
AD 2.EGSS	AD 2.10 Aerodrome obstacles - Revised.
AD 2.EGSS-2	AD 2 EGSS 2-1/2-3 AD boundary.
AD 2.EGAE	AD 2.3 Operational hours - AD administration.
AD 2.EGNT	Editorial.
AD 2.EGHQ	AD 2.2 Aerodrome geographical and administrative data - Magnetic variation updated. AD 2.10 Aerodrome obstacles - Revised.
AD 2.EGHQ-2	AD 2 EGHQ 2-1/2-2 Magnetic information and RWY headings revised. GA hold and TWY. New stands.
AD 2.EGHQ-5	AD 2 EGHQ 5-1 Magnetic information revised.
AD 2.EGHQ-8	AD 2 EGHQ 8-1 to 8-8 Magnetic information revised.
AD 2.EGSH	AD 2.4 Handling services and facilities - SaxonAir phone number revised. AD 2.10 Aerodrome obstacles - New crane added.
AD 2.EGSV	AD 2.2 Aerodrome geographical and administrative data - AD elevation. Geoid undulation. AD 2.9 Surface movement guidance and control system and markings - WDI added. AD 2.10 Aerodrome obstacles - Revised. AD 2.12 Runway physical characteristics - RWY THR positions, elevations and true bearings revised. SWY and strip dimensions added. AD 2.20 Local aerodrome regulations - Warnings.
AD 2.EGSV-2	AD 2 EGSV 2-1 Chart revised due to incorporation of the latest aerodrome survey.
AD 2.EGTK	AD 2.20 Local aerodrome regulations - Ground movement.
AD 2.EGPK-6	AD 2 EGPK 6-4 AKODA 1L designator corrected.
AD 2.EGPK-7	AD 2 EGPK 7-7 TRN 3S, SUMIN 3S designators corrected.
AD 2.EGKR-2	AD 2 EGKR 2-1 Central Hover Square removed. Apron.

AD 2.EGTO	AD 2.6 Rescue and fire fighting services - RFF category. AD 2.20 Local aerodrome regulations - Warnings, Training.
AD 2.EGTO-2	AD 2 EGTO 2-1 Holds A & B added.
AD 2.EGCF	AD 2.2 Aerodrome geographical and administrative data - Geoid undulation revised. AD 2.9 Surface movement guidance and control system and markings - WDI added. AD 2.12 Runway physical characteristics - RWY 05/23 dimensions, THR elevation and Geoid undulation updated. THR 23 displacement updated. AD 2.13 Declared distances - RWY 05 ASDA and LDA updated.
AD 2.EGCF-2	AD EGCF 2-1 Chart revised due to incorporation of the latest aerodrome survey.
AD 2.EGKA	AD 2.2 Aerodrome geographical and administrative data - Magnetic variation updated.
AD 2.EGKA-2	AD 2 EGKA 2-1/2-2 Magnetic information and RWY headings revised.
AD 2.EGKA-8	AD 2 EGKA 8-1 to 8-4 Magnetic information and headings revised.
AD 2.EGMC	AD 2.4 Handling services and facilities - Revised.
AD 2.EGMC-7	AD 2 EGMC 7-3 EGR219 Sandringham House lateral limits revised.
AD 2.EGSY	AD 2.2 Aerodrome geographical and administrative data - Magnetic variation updated.
AD 2.EGSY-2	AD 2 EGSY 2-1 Magnetic information and RWY headings revised.
AD 2.EGSY-4	AD 2 EGSY 4-1 Magnetic information revised.
AD 2.EGSY-5	AD 2 EGSY 5-1 Magnetic information revised.
AD 2.EGSY-8	AD 2 EGSY 8-1/8-2 Magnetic information and headings revised.
AD 2.EGFH	AD 2.3 Operational hours - Remark on aerodrome license. AD 2.6 Rescue and fire fighting services - RFF category.
AD 2.EGNV	AD 2.20 Local aerodrome regulations - Training.
AD 2.EGPU	AD 2.2 Aerodrome geographical and administrative data - Magnetic variation updated.
AD 2.EGPU-2	AD 2 EGPU 2-1 Magnetic information and RWY headings revised.
AD 2.EGPU-8	AD 2 EGPU 8-1 to 8-4 Magnetic information and headings revised.
AD 2.EGCW	AD 2.6 Rescue and fire fighting services - RFF category.
AD 2.EGPC	AD 2.3 Operational hours - AD administration. AD 2.4 Handling services and facilities. AD 2.11 Meteorological information provided - Fax removed. AD 2.18 Air traffic services communication facilities - Hours of operation. AD 2.19 Radio navigation and landing aids - Hours of operation. AD 2.20 Local aerodrome regulations.
AD 2.EGBO	AD 2.6 Rescue and fire fighting services - RFFS category. AD 2.19 Radio navigation and landing aids - WBA NDB and WOL DME removed.
AD 2.EGBO-2	AD 2 EGBO 2-1 Removal of disused areas. WBA NDB and WOL DME removed.

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	2.EGCM-1	30 Nov 2023		2.EGCM-1	25 Dec 2025
	2.EGCM-2	30 Nov 2023		2.EGCM-2	25 Dec 2025
	2.EGCM-8	31 Oct 2024		2.EGCM-8	25 Dec 2025
	2.EGCM-2-1	7 Sep 2023		2.EGCM-2-1	25 Dec 2025
	2.EGBG-2	10 Jul 2025		2.EGBG-2	25 Dec 2025
	2.EGBG-5	2 Oct 2025		2.EGBG-5	25 Dec 2025
	2.EGBG-6	10 Jul 2025		2.EGBG-6	25 Dec 2025
	2.EGBG-2-1	27 Nov 2025		2.EGBG-2-1	25 Dec 2025
	2.EGLC-6-8	29 Dec 2022		2.EGLC-6-8	25 Dec 2025
	2.EGLC-7-4	30 Oct 2025		2.EGLC-7-4	25 Dec 2025
	2.EGLC-7-5	30 Oct 2025		2.EGLC-7-5	25 Dec 2025
	2.EGKK-3	27 Nov 2025		2.EGKK-3	25 Dec 2025
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	2.EGKK-8	7 Aug 2025		2.EGKK-8	25 Dec 2025
	2.EGKK-9	10 Jul 2025		2.EGKK-9	25 Dec 2025
	2.EGKK-10	30 Oct 2025		2.EGKK-10	25 Dec 2025
	2.EGKK-11	2 Oct 2025		2.EGKK-11	25 Dec 2025
	2.EGKK-12	2 Oct 2025		2.EGKK-12	25 Dec 2025
	2.EGKK-13	27 Nov 2025		2.EGKK-13	25 Dec 2025
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	2.EGLL-2-7	12 Jun 2025		2.EGLL-2-7	25 Dec 2025
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	2.EGLL-2-9	13 Jun 2024		2.EGLL-2-9	25 Dec 2025
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	2.EGLL-2-12	13 Sep 2018		2.EGLL-2-12	25 Dec 2025
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	2.EGGW-6	8 Aug 2024		2.EGGW-6	25 Dec 2025
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	2.EGGW-2-3	30 Oct 2025		2.EGGW-2-3	25 Dec 2025
	2.EGSS-4	3 Oct 2024		2.EGSS-4	25 Dec 2025
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	2.EGSS-2-2	8 Aug 2024		2.EGSS-2-2	25 Dec 2025
	2.EGSS-2-3	8 Aug 2024		2.EGSS-2-3	25 Dec 2025
	2.EGAE-1	12 Jun 2025		2.EGAE-1	25 Dec 2025
	2.EGNT-8	10 Jul 2025		2.EGNT-8	25 Dec 2025
	2.EGHQ-1	17 Apr 2025		2.EGHQ-1	25 Dec 2025
	2.EGHQ-4	28 Nov 2024		2.EGHQ-4	25 Dec 2025
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	2.EGHQ-2-2	23 Jan 2025		2.EGHQ-2-2	25 Dec 2025
	2.EGHQ-5-1	17 Apr 2025		2.EGHQ-5-1	25 Dec 2025
	2.EGHQ-8-1	13 Jun 2024		2.EGHQ-8-1	25 Dec 2025
	2.EGHQ-8-2	13 Jun 2024		2.EGHQ-8-2	25 Dec 2025
	2.EGHQ-8-3	13 Jun 2024		2.EGHQ-8-3	25 Dec 2025
	2.EGHQ-8-4	7 Sep 2023		2.EGHQ-8-4	25 Dec 2025
	2.EGHQ-8-5	13 Jun 2024		2.EGHQ-8-5	25 Dec 2025
	2.EGHQ-8-6	18 Apr 2024		2.EGHQ-8-6	25 Dec 2025
	2.EGHQ-8-7	13 Jun 2024		2.EGHQ-8-7	25 Dec 2025
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	2.EGSH-5	10 Jul 2025		2.EGSH-5	25 Dec 2025
	2.EGSV-1	27 Nov 2025		2.EGSV-1	25 Dec 2025
	2.EGSV-2	11 Jul 2024		2.EGSV-2	25 Dec 2025
	2.EGSV-3	10 Jul 2025		2.EGSV-3	25 Dec 2025
	2.EGSV-4	10 Jul 2025		2.EGSV-4	25 Dec 2025
	2.EGSV-5	23 Feb 2023		2.EGSV-5	25 Dec 2025
	2.EGSV-6	14 Jul 2022		2.EGSV-6	25 Dec 2025
	2.EGSV-2-1	27 Nov 2025		2.EGSV-2-1	25 Dec 2025
	2.EGTK-9	4 Sep 2025		2.EGTK-9	25 Dec 2025

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	2.EGPK-6-4	27 Nov 2025		2.EGPK-6-4	25 Dec 2025
	2.EGPK-7-7	27 Nov 2025		2.EGPK-7-7	25 Dec 2025
	2.EGKR-2-1	27 Nov 2025		2.EGKR-2-1	25 Dec 2025
	2.EGTO-2	23 Jan 2025		2.EGTO-2	25 Dec 2025
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	2.EGKA-1	12 Jun 2025		2.EGKA-1	25 Dec 2025
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	2.EGKA-8-2	30 Oct 2025		2.EGKA-8-2	25 Dec 2025
	2.EGKA-8-3	26 Dec 2024		2.EGKA-8-3	25 Dec 2025
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	2.EGSY-1	27 Nov 2025		2.EGSY-1	25 Dec 2025
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	2.EGSY-4-1	20 Apr 2023		2.EGSY-4-1	25 Dec 2025
	2.EGSY-5-1	17 Apr 2025		2.EGSY-5-1	25 Dec 2025
	2.EGSY-8-1	12 Aug 2021		2.EGSY-8-1	25 Dec 2025
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	2.EGFH-2	4 Sep 2025		2.EGFH-2	25 Dec 2025
	2.EGNV-8	7 Aug 2025		2.EGNV-8	25 Dec 2025
	2.EGPU-1	5 Oct 2023		2.EGPU-1	25 Dec 2025
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	2.EGPC-7	2 Oct 2025		2.EGPC-7	25 Dec 2025
	2.EGBO-2	4 Sep 2025		2.EGBO-2	25 Dec 2025
	2.EGBO-6	2 Oct 2025		2.EGBO-6	25 Dec 2025
	2.EGBO-7	4 Sep 2025		2.EGBO-7	25 Dec 2025
	2.EGBO-2-1	2 Oct 2025		2.EGBO-2-1	25 Dec 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	070/2025
AIC	NIL
NOTAM	A5876/25, A5882/25, A5993/25, A6231/25 C5723/25 I2837/25, I3486/25, I3488/25 L4872/25, L4908/25

GEN 0.2 RECORD OF AIP AMENDMENTS (continued)

NR/Year	Publication Date	Effective Date	Inserted By	Date Inserted
AIRAC 02/2022	13 Jan 2022	24 Feb 2022		
AIRAC 03/2022	10 Feb 2022	24 Mar 2022		
AIRAC 04/2022	10 Mar 2022	21 Apr 2022		
AIRAC 05/2022	07 Apr 2022	19 May 2022		
AIRAC 06/2022	05 May 2022	16 Jun 2022		
AIRAC 07/2022	02 Jun 2022	14 Jul 2022		
AIRAC 08/2022	30 Jun 2022	11 Aug 2022		
AIRAC 09/2022	28 Jul 2022	08 Sep 2022		
AIRAC 10/2022	25 Aug 2022	06 Oct 2022		
AIRAC 11/2022	22 Sep 2022	03 Nov 2022		
AIRAC 12/2022	20 Oct 2022	01 Dec 2022		
AIRAC 13/2022	17 Nov 2022	29 Dec 2022		
AIRAC 01/2023	15 Dec 2022	26 Jan 2023		
AIRAC 02/2023	12 Jan 2023	23 Feb 2023		
AIRAC 03/2023	09 Feb 2023	23 Mar 2023		
AIRAC 04/2023	09 Mar 2023	20 Apr 2023		
AIRAC 05/2023	06 Apr 2023	18 May 2023		
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AIRAC 07/2023	01 Jun 2023	13 Jul 2023		
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AIRAC 12/2023	19 Oct 2023	30 Nov 2023		
AIRAC 13/2023	16 Nov 2023	28 Dec 2023		
AIRAC 01/2024	14 Dec 2023	25 Jan 2024		
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AIRAC 11/2025	18 Sep 2025	30 Oct 2025		
AIRAC 12/2025	16 Oct 2025	27 Nov 2025		
AIRAC 13/2025	13 Nov 2025	25 Dec 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
073/2024	BIRMINGHAM AIRPORT (EGBB) - METAL PLATE ON TWY U	AD	22 AUG 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
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
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
015/2025	SOUTHEND AIRPORT (EGMC) - SOUTHEND OPERATIONAL HOURS - REPLACES SUP 032/2023 AS OF 30 MARCH 2025	AD	06 MAR 2025 - UFN
017/2025	SWANSEA AIRPORT (EGFH) - UNLICENSED STATUS	AD	06 MAR 2025 - UFN
021/2025	EDINBURGH AIRPORT (EGPH) - MIDFIELD STANDS PROJECT - TAXIWAY CLOSURES - EFFECTIVE AS OF 09 MARCH 2025	AD	03 APR 2025 - UFN
022/2025	SOUTHAMPTON AIRPORT (EGHI) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	03 APR 2025 - UFN
025/2025	ABERDEEN AIRPORT (EGPD) - CRANES OPERATING IN THE VICINITY OF THE AIRPORT - REPLACES SUP 010/2024	AD	03 APR 2025 - UFN
026/2025	OXFORD AIRPORT (EGTK) - HANGAR 16 CONSTRUCTION	AD	03 APR 2025 - UFN
029/2025	SOUTHAMPTON AIRPORT (EGHI) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	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
047/2025	EXETER AIRPORT (EGTE) - RUNWAY 08 ILS FLUCTUATION	AD	26 JUN 2025 - UFN

GEN 0.3 RECORD OF AIP SUPPLEMENTS (continued)

NR/Year	Subject	AIP section(s) affected	Period of validity
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
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
073/2025	BELFAST ALDERGROVE (EGAA) - RADAR UPGRADE	AD	21 AUG 2025 - UFN
074/2025	LONDON LUTON AIRPORT (EGGW) - RUNWAY REHABILITATION	AD	21 AUG 2025 - UFN
075/2025	NOTTINGHAM AIRPORT (EGBN) - AIRPORT UNAVAILABLE TO FIXED-WING AIRCRAFT	AD	21 AUG 2025 - UFN
076/2025	SOUTHEND AIRPORT (EGMC) - CRANE OPERATING IN THE VICINITY OF THE AIRPORT	AD	21 AUG 2025 - UFN
079/2025	LONDON OXFORD AIRPORT (EGTK) - TEMPORARY CLOSURE OF HELI COMPASS BASE	AD	18 SEP 2025 - UFN
080/2025	EAST MIDLANDS AIRPORT (EGNX) - STAND CLOSURES	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
084/2025	LONDON GATWICK (EGKK) - REMOTE HOLDING ON STANDS 130 AND 131	AD	18 SEP 2025 - UFN
085/2025	BOURNEMOUTH AIRPORT (EGHH) - TEMPORARY UNAVAILABILITY OF ATIS LANDLINE	AD	18 SEP 2025 - UFN

GEN 0.3 RECORD OF AIP SUPPLEMENTS (continued)

NR/Year	Subject	AIP section(s) affected	Period of validity
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 OPERATING 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) - RECONFIGURATION OF TAXIWAYS DELTA AND ECHO	AD	16 OCT 2025 - UFN
094/2025	TEMPORARY RESERVED AREA (SEVERN ESTUARY) BVLOS RPAS TRIALS, 20 OCTOBER - 30 DECEMBER 2025	ENR	16 OCT 2025 - UFN
095/2025	LONDON HEATHROW AIRPORT (EGLL) - TAXIWAY ALPHA NORTH PAVEMENT REHABILITATION 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 AVIATION OPERATING HOURS	AD	16 OCT 2025 - UFN
099/2025	LONDON GATWICK AIRPORT (EGKK) - PERMANENT RENUMBERING OF PIER 6 STANDS	AD	13 NOV 2025 - UFN
100/2025	LONDON GATWICK AIRPORT (EGKK) - NEW TAXIWAY ECHO - REPLACES SUP 034/2024	AD	13 NOV 2025 - UFN
101/2025	WESTRAY AIRPORT (EGEW) - AD NOT AVAILABLE TO GA TRAFFIC DUE TO WIP	AD	13 NOV 2025 - UFN
102/2025	RESTRICTION OF FLYING REGULATIONS: THE AIR NAVIGATION (RESTRICTION OF FLYING) (RUSSIAN AIRCRAFT) REGULATIONS 2022 - REPLACES SUP 107/2024	ENR	13 NOV 2025 - UFN
103/2025	EDINBURGH AIRPORT (EGPH) - MAJOR RUNWAY REHABILITATION WORKS, WINTER 2025/2026 - REPLACES SUP 086/2025	AD	13 NOV 2025 - UFN
104/2025	BIGGIN HILL AIRPORT (EGKB) - RUNWAY 03 RNP APPROACH - AIRSPACE TRIAL, 13 NOVEMBER 2025 - 01 APRIL 2025	AD	13 NOV 2025 - UFN
105/2025	BIRMINGHAM (EGBB) TAXIWAY UNIFORM TEMPORARY CLOSURE	AD	13 NOV 2025 - UFN
106/2025	TRAFFIC DISTRIBUTION RULES 1991 FOR AIRPORTS SERVING THE LONDON AREA - REPLACES SUP 030/2025	AD	13 NOV 2025 - UFN
107/2025	PORTLAND HELIPORT (EGDP) - NEW HANGAR CONSTRUCTION - REPLACES SUP 072/2025	AD	13 NOV 2025 - UFN
108/2025	GRENFELL SEARCHLIGHT INSTALLATION, 13 NOVEMBER 2025 - 31 DECEMBER 2028	ENR	13 NOV 2025 - UFN

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GEN 0.4 CHECKLIST OF AIP PAGES

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* 0.3-2	25 Dec 2025	1.5-5	27 Feb 2020	1.7-30	13 Jun 2024	2.4-1	4 Sep 2025
* 0.3-3	25 Dec 2025	1.5-6	27 Feb 2020	1.7-31	13 Jun 2024	2.4-2	2 Oct 2025
* 0.4-1	25 Dec 2025	1.5-7	27 Feb 2020	1.7-32	13 Jun 2024	2.4-3	2 Oct 2025
* 0.4-2	25 Dec 2025	1.5-8	24 Mar 2022	1.7-33	13 Jun 2024	2.4-4	2 Oct 2025
* 0.4-3	25 Dec 2025	1.5-9	24 Mar 2022	1.7-34	13 Jun 2024	2.4-5	2 Oct 2025
* 0.4-4	25 Dec 2025	1.5-10	24 Mar 2022	1.7-35	13 Jun 2024	2.4-6	2 Oct 2025
* 0.4-5	25 Dec 2025	1.5-11	27 Nov 2025	1.7-36	13 Jun 2024	2.5-1	12 Jun 2025
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* 0.4-7	25 Dec 2025	1.5-13	27 Nov 2025	1.7-38	13 Jun 2024	2.5-3	4 Sep 2025
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* 0.4-10	25 Dec 2025	1.5-16	27 Nov 2025	1.7-41	15 May 2025	* 2.5-6	25 Dec 2025
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* 0.4-12	25 Dec 2025	1.5-18	27 Nov 2025	1.7-43	15 May 2025	2.6-1	28 Dec 2023
* 0.4-13	25 Dec 2025	1.5-19	4 Sep 2025	1.7-44	15 May 2025	2.6-2	24 May 2018
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1.2-1	23 Apr 2020	1.7-1	30 Oct 2025	1.7-54	13 Jun 2024	3.2-3	23 Jan 2025
1.2-2	29 Dec 2022	1.7-2	1 Dec 2022	1.7-55	13 Jun 2024	3.2-4	4 Sep 2025
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1.2-8	2 Jan 2020	1.7-8	7 Sep 2023	1.7-61	13 Jun 2024	3.3-2	18 Apr 2024
1.2-9	21 Jun 2018	1.7-9	7 Sep 2023	1.7-62	13 Jun 2024	3.3-3	18 Apr 2024
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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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3.4-10	30 Oct 2025			1.1-4	27 Nov 2025	1.4-8	27 Nov 2025
3.5-1	28 Nov 2024			1.1-5	27 Nov 2025	1.4-9	27 Nov 2025
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1.9-2	23 Apr 2020	2.1-18	12 Jun 2025	2.1-72	4 Sep 2025	2.2-10	2 Oct 2025
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2.EGPD-8-4	26 Dec 2024	2.EGAA-11	10 Jul 2025	2.EGPL-2-1	30 Oct 2025	2.EGBB-4-1	16 May 2024
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2.EGBB-6-8	20 Feb 2025	2.EGNH-8-7	31 Dec 2020	2.EGGD-6-3	18 Apr 2024	2.EGEC-6	2 Oct 2025
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2.EGBB-7-2	20 Feb 2025	2.EGHH-3	2 Oct 2025	2.EGGD-7-3	17 Apr 2025	2.EGEC-8-1	23 Jan 2025
2.EGBB-7-3	10 Jul 2025	2.EGHH-4	2 Oct 2025	2.EGGD-7-4	18 Apr 2024	2.EGEC-8-2	3 Oct 2024
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2.EGBB-8-4	11 Jul 2024	2.EGHH-2-1	27 Nov 2025	2.EGGD-8-6	15 May 2025	2.EGFF-10	15 Jun 2023
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2.EGBB-8-6	11 Jul 2024	2.EGHH-2-3	27 Nov 2025	2.EGGD-8-8	15 May 2025	2.EGFF-12	15 Jun 2023
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2.EGBB-8-9	11 Jul 2024	2.EGHH-7-2	17 Apr 2025	2.EGCK-2	16 May 2024	2.EGFF-2-1	20 Mar 2025
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* 2.EGLK-10	25 Dec 2025	2.EGHH-8-6	31 Dec 2020	* 2.EGSC-6	25 Dec 2025	2.EGFF-7-4	18 May 2023
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* 2.EGLK-12	25 Dec 2025	2.EGGD-2	4 Sep 2025	* 2.EGSC-8	25 Dec 2025	2.EGFF-7-6	23 Mar 2023
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* 2.EGLK-2-2	25 Dec 2025	2.EGGD-4	10 Jul 2025	* 2.EGSC-10	25 Dec 2025	2.EGFF-7-8	4 Sep 2025
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2.EGFF-8-12	10 Aug 2023	2.EGTC-5	2 Oct 2025	2.EGTU-2	12 Jun 2025	2.EGNX-7-11	17 Apr 2025
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2.EGEY-5	29 Dec 2022	2.EGBD-1	2 Oct 2025	2.EGNX-11	27 Nov 2025	2.EGPH-11	27 Nov 2025
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2.EGEY-2-1	2 Oct 2025	2.EGBD-3	7 Oct 2021	2.EGNX-13	30 Oct 2025	2.EGPH-13	27 Nov 2025
2.EGHA-1	2 Oct 2025	2.EGBD-4	7 Aug 2025	2.EGNX-14	27 Nov 2025	2.EGPH-14	27 Nov 2025
2.EGHA-2	27 Nov 2025	2.EGBD-5	14 Jul 2022	2.EGNX-15	27 Nov 2025	2.EGPH-15	27 Nov 2025
2.EGHA-3	10 Jul 2025	2.EGBD-2-1	2 Oct 2025	2.EGNX-16	27 Nov 2025	2.EGPH-16	27 Nov 2025
2.EGHA-4	27 Nov 2025	2.EGPN-1	8 Aug 2024	2.EGNX-17	27 Nov 2025	2.EGPH-2-1	27 Nov 2025
2.EGHA-5	31 Oct 2024	2.EGPN-2	25 Jan 2024	2.EGNX-18	27 Nov 2025	2.EGPH-2-2	27 Nov 2025
2.EGHA-2-1	27 Nov 2025	2.EGPN-3	20 Feb 2025	2.EGNX-2-1	12 Jun 2025	2.EGPH-2-3	7 Aug 2025
2.EGHA-4-1	25 Jan 2024	2.EGPN-4	10 Jul 2025	2.EGNX-2-2	27 Nov 2025	2.EGPH-4-1	27 Nov 2025
2.EGBE-1	2 Oct 2025	2.EGPN-5	2 Nov 2023	2.EGNX-4-1	27 Nov 2025	2.EGPH-5-1	7 Aug 2025
2.EGBE-2	15 May 2025	2.EGPN-6	2 Oct 2025	2.EGNX-5-1	17 Apr 2025	2.EGPH-6-1	7 Aug 2025
2.EGBE-3	15 May 2025	2.EGPN-7	2 Oct 2025	2.EGNX-6-1	17 Apr 2025	2.EGPH-6-2	10 Jul 2025
2.EGBE-4	15 May 2025	2.EGPN-8	10 Jul 2025	2.EGNX-6-2	17 Apr 2025	2.EGPH-6-3	16 May 2024
2.EGBE-5	10 Jul 2025	2.EGPN-9	17 Apr 2025	2.EGNX-6-3	20 Mar 2025	2.EGPH-7-1	13 Jun 2024
2.EGBE-6	15 May 2025	2.EGPN-2-1	14 Jul 2022	2.EGNX-7-1	20 Feb 2025	2.EGPH-7-2	13 Jun 2024
2.EGBE-7	10 Jul 2025	2.EGPN-4-1	28 Apr 2016	* 2.EGNX-7-2	25 Dec 2025	2.EGPH-7-3	13 Jun 2024
2.EGBE-8	15 May 2025	2.EGPN-8-1	18 Apr 2024	2.EGNX-7-3	16 May 2024	2.EGPH-7-4	13 Jun 2024
2.EGBE-9	15 May 2025	2.EGPN-8-2	18 Apr 2024	2.EGNX-7-4	30 Oct 2025	2.EGPH-7-5	13 Jun 2024
2.EGBE-2-1	2 Oct 2025	2.EGPN-8-3	18 Apr 2024	2.EGNX-7-5	16 May 2024	2.EGPH-7-6	13 Jun 2024
2.EGBE-2-2	2 Oct 2025	2.EGPN-8-4	18 Apr 2024	2.EGNX-7-6	16 May 2024	2.EGPH-7-7	13 Jun 2024
* 2.EGTC-1	25 Dec 2025	2.EGPN-8-5	18 Apr 2024	2.EGNX-7-7	16 May 2024	2.EGPH-8-1	7 Aug 2025
2.EGTC-2	2 Oct 2025	2.EGPN-8-6	25 Jan 2024	2.EGNX-7-8	16 May 2024	2.EGPH-8-2	7 Aug 2025

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2.EGPH-8-4	7 Aug 2025	2.EGTF-1	2 Oct 2025	2.EGLF-8-3	8 Aug 2024	2.EGPF-8-1	12 Jun 2025
2.EGPH-8-5	7 Aug 2025	2.EGTF-2	17 Apr 2025	2.EGLF-8-4	18 Apr 2024	2.EGPF-8-2	12 Jun 2025
2.EGPH-8-6	7 Aug 2025	2.EGTF-3	17 Apr 2025	2.EGLF-8-5	18 Apr 2024	2.EGPF-8-3	12 Jun 2025
2.EGTR-1	2 Oct 2025	2.EGTF-4	10 Jul 2025	2.EGLF-8-6	18 Apr 2024	2.EGPF-8-4	12 Jun 2025
2.EGTR-2	27 Nov 2025	2.EGTF-5	10 Jul 2025	2.EGLF-8-7	18 Apr 2024	2.EGPF-8-5	12 Jun 2025
2.EGTR-3	10 Jul 2025	2.EGTF-6	27 Nov 2025	2.EGLF-8-8	18 Apr 2024	2.EGPF-8-6	12 Jun 2025
2.EGTR-4	10 Jul 2025	2.EGTF-7	10 Jul 2025	2.EGLF-8-9	18 Apr 2024	2.EGPF-8-7	12 Jun 2025
2.EGTR-5	10 Jul 2025	2.EGTF-8	10 Jul 2025	2.EGCL-1	27 Nov 2025	2.EGPF-8-8	12 Jun 2025
2.EGTR-6	14 Jul 2022	2.EGTF-9	10 Jul 2025	2.EGCL-2	5 Sep 2024	2.EGPF-8-9	12 Jun 2025
2.EGTR-2-1	2 Oct 2025	2.EGTF-10	10 Jul 2025	2.EGCL-3	10 Jul 2025	2.EGPF-8-10	12 Jun 2025
2.EGAB-1	27 Nov 2025	2.EGTF-2-1	2 Oct 2025	2.EGCL-4	10 Jul 2025	2.EGBJ-1	15 May 2025
2.EGAB-2	27 Nov 2025	2.EGTF-2-2	2 Oct 2025	2.EGCL-5	5 Sep 2024	2.EGBJ-2	20 Feb 2025
2.EGAB-3	27 Nov 2025	2.EGTF-4-1	18 Apr 2024	2.EGCL-2-1	27 Nov 2025	2.EGBJ-3	26 Dec 2024
2.EGAB-4	27 Nov 2025	2.EGLF-1	7 Sep 2023	2.EGPF-1	3 Oct 2024	2.EGBJ-4	7 Aug 2025
2.EGAB-5	27 Nov 2025	2.EGLF-2	28 Dec 2023	2.EGPF-2	11 Jul 2024	2.EGBJ-5	7 Aug 2025
2.EGAB-6	27 Nov 2025	2.EGLF-3	28 Nov 2024	2.EGPF-3	27 Jan 2022	2.EGBJ-6	7 Aug 2025
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2.EGTE-1	18 May 2023	2.EGLF-5	27 Nov 2025	2.EGPF-5	30 Oct 2025	2.EGBJ-8	2 Oct 2025
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2.EGTE-2-1	18 Apr 2024	2.EGLF-19	21 Mar 2024	2.EGPF-2-2	30 Oct 2025	2.EGBJ-8-8	16 May 2024
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2.EGTE-8-1	2 Nov 2023	2.EGLF-2-2	23 Jan 2025	2.EGPF-5-1	12 Jun 2025	2.EGBJ-8-11	15 Jul 2021
2.EGTE-8-2	2 Nov 2023	2.EGLF-4-1	12 Jun 2025	2.EGPF-5-2	22 Jun 2017	2.EGJB-1	2 Oct 2025
2.EGTE-8-3	2 Nov 2023	2.EGLF-4-2	17 Apr 2025	2.EGPF-6-1	7 Aug 2025	2.EGJB-2	2 Oct 2025
2.EGTE-8-4	2 Nov 2023	2.EGLF-5-1	28 Dec 2023	2.EGPF-6-2	12 Jun 2025	2.EGJB-3	2 Oct 2025
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2.EGTE-8-6	2 Nov 2023	2.EGLF-6-2	26 Dec 2024	2.EGPF-6-4	7 Aug 2025	2.EGJB-5	10 Jul 2025
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2.EGEF-4	10 Jul 2025	2.EGLF-7-10	17 Apr 2025	2.EGPF-7-7	5 Sep 2024	2.EGJB-6-1	2 Oct 2025
2.EGEF-5	11 Jul 2024	2.EGLF-8-1	18 Apr 2024	2.EGPF-7-8	5 Sep 2024	2.EGJB-6-2	2 Oct 2025

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2.EGJB-6-4	2 Oct 2025	2.EGNJ-7	3 Oct 2024	2.EGPI-2-1	30 Oct 2025	* 2.EGJJ-6-4	25 Dec 2025
2.EGJB-6-5	2 Oct 2025	2.EGNJ-8	10 Jul 2025	2.EGPI-8-1	20 Feb 2025	* 2.EGJJ-6-5	25 Dec 2025
2.EGJB-6-6	2 Oct 2025	2.EGNJ-9	2 Oct 2025	2.EGPI-8-2	20 Feb 2025	* 2.EGJJ-6-6	25 Dec 2025
2.EGJB-6-7	2 Oct 2025	* 2.EGNJ-10	25 Dec 2025	2.EGPI-8-3	20 Feb 2025	* 2.EGJJ-7-1	25 Dec 2025
2.EGJB-6-8	8 Aug 2024	* 2.EGNJ-11	25 Dec 2025	2.EGPI-8-4	20 Feb 2025	* 2.EGJJ-7-2	25 Dec 2025
2.EGJB-7-1	2 Oct 2025	* 2.EGNJ-2-1	25 Dec 2025	2.EGNS-1	8 Aug 2024	* 2.EGJJ-7-3	25 Dec 2025
2.EGJB-7-2	2 Oct 2025	* 2.EGNJ-2-2	25 Dec 2025	2.EGNS-2	26 Dec 2024	* 2.EGJJ-7-4	25 Dec 2025
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2.EGJB-8-2	11 Jul 2024	* 2.EGNJ-8-1	25 Dec 2025	2.EGNS-4	28 Nov 2024	* 2.EGJJ-8-1	25 Dec 2025
2.EGJB-8-3	11 Jul 2024	* 2.EGNJ-8-2	25 Dec 2025	2.EGNS-5	28 Nov 2024	* 2.EGJJ-8-2	25 Dec 2025
2.EGJB-8-4	11 Jul 2024	* 2.EGNJ-8-3	25 Dec 2025	2.EGNS-6	28 Nov 2024	* 2.EGJJ-8-3	25 Dec 2025
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2.EGJB-8-7	11 Jul 2024	* 2.EGNJ-8-6	25 Dec 2025	2.EGNS-9	30 Oct 2025	* 2.EGJJ-8-6	25 Dec 2025
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2.EGJB-8-9	8 Oct 2020	* 2.EGNJ-8-8	25 Dec 2025	2.EGNS-11	28 Nov 2024	* 2.EGJJ-8-8	25 Dec 2025
2.EGJB-8-10	8 Oct 2020	* 2.EGPE-1	25 Dec 2025	2.EGNS-12	28 Nov 2024	* 2.EGJJ-8-9	25 Dec 2025
2.EGJB-8-11	14 Jul 2022	* 2.EGPE-2	25 Dec 2025	2.EGNS-13	30 Nov 2023	* 2.EGJJ-8-10	25 Dec 2025
2.EGJB-8-12	8 Oct 2020	* 2.EGPE-3	25 Dec 2025	2.EGNS-2-1	28 Nov 2024	* 2.EGJJ-8-11	25 Dec 2025
2.EGFE-1	2 Oct 2025	* 2.EGPE-4	25 Dec 2025	2.EGNS-2-2	28 Nov 2024	2.EGJJ-8-12	8 Oct 2020
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2.EGFE-3	10 Jul 2025	2.EGPE-6	10 Jul 2025	2.EGNS-8-1	5 Sep 2024	2.EGJJ-8-14	8 Oct 2020
2.EGFE-4	15 Jun 2023	2.EGPE-7	2 Oct 2025	2.EGNS-8-2	5 Sep 2024	2.EGBP-1	14 Jul 2022
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2.EGNR-3	31 Oct 2024	2.EGPE-2-2	23 Jan 2025	2.EGNS-8-8	5 Sep 2024	2.EGBP-7	10 Jul 2025
2.EGNR-4	31 Oct 2024	2.EGPE-5-1	12 Jun 2025	2.EGNS-8-9	5 Sep 2024	2.EGBP-8	20 Feb 2025
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2.EGNR-6	10 Jul 2025	2.EGPE-8-2	12 Jun 2025	* 2.EGJJ-1	25 Dec 2025	2.EGBP-2-2	20 Feb 2025
2.EGNR-7	10 Jul 2025	2.EGPE-8-3	12 Jun 2025	2.EGJJ-2	4 Sep 2025	2.EGBP-8-1	20 Feb 2025
2.EGNR-8	2 Oct 2025	2.EGPE-8-4	12 Jun 2025	2.EGJJ-3	10 Jul 2025	2.EGBP-8-2	20 Feb 2025
2.EGNR-9	27 Nov 2025	2.EGPE-8-5	12 Jun 2025	2.EGJJ-4	20 Feb 2025	2.EGBP-8-3	20 Feb 2025
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2.EGNR-12	31 Oct 2024	2.EGPE-8-8	12 Jun 2025	2.EGJJ-7	11 Jul 2024	2.EGPA-2	30 Oct 2025
2.EGNR-2-1	30 Oct 2025	2.EGPE-8-9	12 Jun 2025	2.EGJJ-8	10 Jul 2025	2.EGPA-3	30 Oct 2025
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2.EGNR-8-1	30 Oct 2025	2.EGPE-8-11	12 Jun 2025	2.EGJJ-10	8 Aug 2024	2.EGPA-5	30 Oct 2025
2.EGNR-8-2	30 Oct 2025	2.EGPE-8-12	12 Jun 2025	2.EGJJ-11	8 Aug 2024	2.EGPA-6	10 Jul 2025
2.EGNR-8-3	30 Oct 2025	2.EGPE-8-13	12 Jun 2025	2.EGJJ-12	8 Aug 2024	2.EGPA-7	2 Oct 2025
2.EGNR-8-4	30 Oct 2025	2.EGPE-8-14	12 Jun 2025	2.EGJJ-13	8 Aug 2024	2.EGPA-8	8 Aug 2024
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2.EGNR-8-6	30 Oct 2025	2.EGPE-8-16	12 Jun 2025	2.EGJJ-15	15 May 2025	2.EGPA-10	18 Apr 2024
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2.EGNR-8-8	30 Oct 2025	2.EGPI-2	30 Oct 2025	* 2.EGJJ-2-1	25 Dec 2025	2.EGPA-8-1	25 Jan 2024
* 2.EGNJ-1	25 Dec 2025	2.EGPI-3	30 Oct 2025	* 2.EGJJ-2-2	25 Dec 2025	2.EGPA-8-2	25 Jan 2024
2.EGNJ-2	7 Oct 2021	2.EGPI-4	30 Oct 2025	2.EGJJ-3-1	20 Feb 2025	2.EGPA-8-3	25 Jan 2024
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2.EGNJ-5	11 Jul 2024	2.EGPI-7	30 Oct 2025	* 2.EGJJ-6-2	25 Dec 2025	2.EGPA-8-6	25 Jan 2024

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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
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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	25 Dec 2025	2.EGGP-13	7 Aug 2025	2.EGLC-6-2	29 Dec 2022
2.EGHC-1	30 Oct 2025	* 2.EGNM-2-2	25 Dec 2025	2.EGGP-14	10 Jul 2025	2.EGLC-6-3	2 Nov 2023
2.EGHC-2	11 Jul 2024	2.EGNM-5-1	4 Sep 2025	2.EGGP-15	10 Jul 2025	2.EGLC-6-4	2 Nov 2023
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2.EGHC-8	10 Jul 2025	2.EGNM-8-4	7 Aug 2025	2.EGGP-2-2	20 Mar 2025	2.EGLC-7-2	10 Jul 2025
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2.EGHF-1	27 Nov 2025	* 2.EGBG-2	25 Dec 2025	2.EGGP-8-6	20 Feb 2025	2.EGLC-8-3	13 Jul 2023
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2.EGSS-21	27 Nov 2025	2.EGAE-7	2 Oct 2025	2.EGCC-17	27 Nov 2025	2.EGCB-9	4 Sep 2025
2.EGSS-22	27 Nov 2025	2.EGAE-8	23 Jan 2025	2.EGCC-18	27 Nov 2025	2.EGCB-2-1	27 Nov 2025
2.EGSS-23	27 Nov 2025	2.EGAE-9	23 Jan 2025	2.EGCC-19	27 Nov 2025	2.EGCB-4-1	4 Sep 2025
2.EGSS-24	27 Nov 2025	2.EGAE-10	23 Jan 2025	2.EGCC-20	27 Nov 2025	2.EGNF-1	27 Nov 2025
2.EGSS-25	27 Nov 2025	2.EGAE-2-1	3 Nov 2022	2.EGCC-21	27 Nov 2025	2.EGNF-2	10 Jul 2025
* 2.EGSS-2-1	25 Dec 2025	2.EGAE-2-2	31 Oct 2024	2.EGCC-22	27 Nov 2025	2.EGNF-3	10 Jul 2025
* 2.EGSS-2-2	25 Dec 2025	2.EGAE-4-1	17 Apr 2025	2.EGCC-23	27 Nov 2025	2.EGNF-4	10 Jul 2025
* 2.EGSS-2-3	25 Dec 2025	2.EGAE-8-1	22 Feb 2024	2.EGCC-24	27 Nov 2025	2.EGNF-5	10 Jul 2025

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2.EGNF-2-1	27 Nov 2025	* 2.EGHQ-8-2	25 Dec 2025	2.EGEO-7	18 Apr 2024	2.EGPK-5	17 Apr 2025
2.EGNT-1	28 Nov 2024	* 2.EGHQ-8-3	25 Dec 2025	2.EGEO-2-1	2 Oct 2025	2.EGPK-6	10 Jul 2025
2.EGNT-2	10 Aug 2023	* 2.EGHQ-8-4	25 Dec 2025	* 2.EGSV-1	25 Dec 2025	2.EGPK-7	3 Oct 2024
2.EGNT-3	10 Aug 2023	* 2.EGHQ-8-5	25 Dec 2025	* 2.EGSV-2	25 Dec 2025	2.EGPK-8	17 Apr 2025
2.EGNT-4	28 Nov 2024	* 2.EGHQ-8-6	25 Dec 2025	* 2.EGSV-3	25 Dec 2025	2.EGPK-9	2 Oct 2025
2.EGNT-5	10 Jul 2025	* 2.EGHQ-8-7	25 Dec 2025	* 2.EGSV-4	25 Dec 2025	2.EGPK-10	27 Nov 2025
2.EGNT-6	28 Nov 2024	* 2.EGHQ-8-8	25 Dec 2025	* 2.EGSV-5	25 Dec 2025	2.EGPK-11	10 Jul 2025
2.EGNT-7	16 May 2024	2.EGAD-1	2 Oct 2025	* 2.EGSV-6	25 Dec 2025	2.EGPK-12	27 Nov 2025
* 2.EGNT-8	25 Dec 2025	2.EGAD-2	14 Jul 2022	* 2.EGSV-2-1	25 Dec 2025	2.EGPK-13	12 Jun 2025
2.EGNT-9	2 Oct 2025	2.EGAD-3	10 Jul 2025	2.EGTH-1	30 Oct 2025	2.EGPK-14	15 May 2025
2.EGNT-10	10 Jul 2025	2.EGAD-4	14 Jul 2022	2.EGTH-2	10 Aug 2023	2.EGPK-15	12 Jun 2025
2.EGNT-11	7 Aug 2025	2.EGAD-5	10 Jul 2025	2.EGTH-3	10 Aug 2023	2.EGPK-16	10 Jul 2025
2.EGNT-12	7 Aug 2025	2.EGAD-6	23 Jan 2025	2.EGTH-4	10 Jul 2025	2.EGPK-2-1	27 Nov 2025
2.EGNT-13	7 Aug 2025	2.EGAD-7	23 Jan 2025	2.EGTH-5	10 Jul 2025	2.EGPK-2-2	27 Nov 2025
2.EGNT-14	11 Jul 2024	2.EGAD-2-1	2 Oct 2025	2.EGTH-6	10 Jul 2025	2.EGPK-4-1	27 Nov 2025
2.EGNT-15	31 Oct 2024	2.EGEN-1	2 Oct 2025	2.EGTH-2-1	2 Oct 2025	2.EGPK-5-1	27 Nov 2025
2.EGNT-16	31 Oct 2024	2.EGEN-2	23 Apr 2020	2.EGTK-1	30 Oct 2025	2.EGPK-6-1	27 Nov 2025
2.EGNT-2-1	10 Jul 2025	2.EGEN-3	10 Jul 2025	2.EGTK-2	4 Sep 2025	2.EGPK-6-2	27 Nov 2025
2.EGNT-2-2	10 Jul 2025	2.EGEN-4	7 Oct 2021	2.EGTK-3	27 Nov 2025	2.EGPK-6-3	27 Nov 2025
2.EGNT-4-1	17 Apr 2025	2.EGEN-5	20 Feb 2025	2.EGTK-4	4 Sep 2025	* 2.EGPK-6-4	25 Dec 2025
2.EGNT-5-1	17 Apr 2025	2.EGEN-6	10 Jul 2025	2.EGTK-5	4 Sep 2025	2.EGPK-7-1	27 Nov 2025
2.EGNT-6-1	31 Oct 2024	2.EGEN-2-1	2 Oct 2025	2.EGTK-6	4 Sep 2025	2.EGPK-7-2	27 Nov 2025
2.EGNT-6-2	31 Oct 2024	* 2.EGSH-1	25 Dec 2025	2.EGTK-7	4 Sep 2025	2.EGPK-7-3	27 Nov 2025
2.EGNT-6-3	31 Oct 2024	* 2.EGSH-2	25 Dec 2025	2.EGTK-8	2 Oct 2025	2.EGPK-7-4	27 Nov 2025
2.EGNT-6-4	31 Oct 2024	2.EGSH-3	11 Jul 2024	* 2.EGTK-9	25 Dec 2025	2.EGPK-7-5	27 Nov 2025
2.EGNT-7-1	22 Feb 2024	2.EGSH-4	20 Mar 2025	* 2.EGTK-10	25 Dec 2025	2.EGPK-7-6	27 Nov 2025
2.EGNT-7-2	22 Feb 2024	* 2.EGSH-5	25 Dec 2025	* 2.EGTK-11	25 Dec 2025	* 2.EGPK-7-7	25 Dec 2025
2.EGNT-7-3	22 Feb 2024	2.EGSH-6	31 Oct 2024	2.EGTK-12	26 Dec 2024	2.EGPK-7-8	27 Nov 2025
2.EGNT-7-4	22 Feb 2024	2.EGSH-7	10 Jul 2025	2.EGTK-2-1	30 Oct 2025	2.EGPK-8-1	27 Nov 2025
2.EGNT-7-5	22 Feb 2024	2.EGSH-8	2 Oct 2025	2.EGTK-2-2	30 Oct 2025	2.EGPK-8-2	27 Nov 2025
2.EGNT-8-1	11 Jul 2024	2.EGSH-9	10 Jul 2025	2.EGTK-2-3	30 Oct 2025	2.EGPK-8-3	27 Nov 2025
2.EGNT-8-2	11 Jul 2024	2.EGSH-10	31 Oct 2024	2.EGTK-5-1	30 Oct 2025	2.EGPK-8-4	27 Nov 2025
2.EGNT-8-3	11 Jul 2024	2.EGSH-11	31 Oct 2024	2.EGTK-8-1	30 Oct 2025	2.EGPK-8-5	27 Nov 2025
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2.EGNT-8-8	31 Oct 2024	2.EGSH-8-1	30 Nov 2023	2.EGEP-2	31 Dec 2020	2.EGPK-8-10	27 Nov 2025
2.EGNT-8-9	11 Jul 2024	2.EGSH-8-2	30 Nov 2023	2.EGEP-3	10 Jul 2025	2.EGPK-8-11	27 Nov 2025
2.EGNT-8-10	11 Jul 2024	2.EGSH-8-3	30 Nov 2023	2.EGEP-4	7 Oct 2021	2.EGPK-8-12	27 Nov 2025
* 2.EGHQ-1	25 Dec 2025	2.EGSH-8-4	30 Nov 2023	2.EGEP-5	30 Oct 2025	2.EGPK-8-13	27 Nov 2025
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2.EGHQ-3	23 Jan 2025	2.EGBN-2	17 Apr 2025	2.EGEP-2-1	30 Oct 2025	2.EGPK-8-15	27 Nov 2025
* 2.EGHQ-4	25 Dec 2025	2.EGBN-3	10 Jul 2025	2.EGPT-1	2 Oct 2025	2.EGPK-8-16	27 Nov 2025
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2.EGHQ-6	28 Nov 2024	2.EGBN-5	10 Jul 2025	2.EGPT-3	10 Jul 2025	2.EGPK-8-18	27 Nov 2025
2.EGHQ-7	30 Oct 2025	2.EGBN-6	18 Apr 2024	2.EGPT-4	10 Jul 2025	2.EGKR-1	27 Nov 2025
2.EGHQ-8	30 Oct 2025	2.EGBN-2-1	2 Oct 2025	2.EGPT-5	10 Jul 2025	2.EGKR-2	1 Dec 2022
2.EGHQ-9	10 Jul 2025	2.EGEO-1	2 Oct 2025	2.EGPT-6	10 Jul 2025	2.EGKR-3	10 Jul 2025
2.EGHQ-10	10 Jul 2025	2.EGEO-2	15 Jun 2023	2.EGPT-2-1	2 Oct 2025	2.EGKR-4	10 Jul 2025
* 2.EGHQ-2-1	25 Dec 2025	2.EGEO-3	3 Oct 2024	2.EGPK-1	27 Nov 2025	2.EGKR-5	1 Dec 2022
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* 2.EGHQ-5-1	25 Dec 2025	2.EGEO-5	15 Jun 2023	2.EGPK-3	16 May 2024	2.EGKR-7	10 Jul 2025

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2.EGKR-9	20 Mar 2025	2.EGCJ-8-2	28 Dec 2023	2.EGHI-7-3	8 Aug 2024	2.EGSY-5	10 Jul 2025
* 2.EGKR-2-1	25 Dec 2025	2.EGCJ-8-3	15 Jun 2023	2.EGHI-7-4	8 Aug 2024	2.EGSY-6	11 Jul 2024
2.EGKR-4-1	23 Mar 2023	2.EGCJ-8-4	15 Jun 2023	2.EGHI-7-5	8 Aug 2024	2.EGSY-7	11 Jul 2024
2.EGNE-1	2 Oct 2025	2.EGBS-1	2 Oct 2025	2.EGHI-7-6	8 Aug 2024	2.EGSY-8	10 Jul 2025
2.EGNE-2	10 Aug 2023	2.EGBS-2	27 Jan 2022	2.EGHI-7-7	8 Aug 2024	2.EGSY-9	2 Oct 2025
2.EGNE-3	10 Jul 2025	2.EGBS-3	10 Jul 2025	2.EGHI-8-1	27 Nov 2025	2.EGSY-10	30 Oct 2025
2.EGNE-4	5 Sep 2024	2.EGBS-4	10 Jul 2025	2.EGHI-8-2	27 Nov 2025	2.EGSY-11	30 Oct 2025
2.EGNE-5	10 Jul 2025	2.EGBS-5	15 May 2025	2.EGHI-8-3	27 Nov 2025	2.EGSY-12	30 Oct 2025
2.EGNE-6	10 Aug 2023	2.EGBS-6	20 Mar 2025	2.EGHI-8-4	27 Nov 2025	2.EGSY-13	30 Oct 2025
2.EGNE-7	10 Aug 2023	2.EGBS-2-1	2 Oct 2025	2.EGHI-8-5	27 Nov 2025	* 2.EGSY-2-1	25 Dec 2025
2.EGNE-2-1	2 Oct 2025	* 2.EGKA-1	25 Dec 2025	2.EGHI-8-6	27 Nov 2025	* 2.EGSY-4-1	25 Dec 2025
2.EGTO-1	2 Oct 2025	2.EGKA-2	12 Jun 2025	2.EGHI-8-7	27 Nov 2025	* 2.EGSY-5-1	25 Dec 2025
* 2.EGTO-2	25 Dec 2025	2.EGKA-3	12 Jun 2025	2.EGHI-8-8	27 Nov 2025	* 2.EGSY-8-1	25 Dec 2025
* 2.EGTO-3	25 Dec 2025	2.EGKA-4	10 Jul 2025	2.EGHI-8-9	27 Nov 2025	* 2.EGSY-8-2	25 Dec 2025
* 2.EGTO-4	25 Dec 2025	2.EGKA-5	15 May 2025	2.EGHI-8-10	27 Nov 2025	2.EGSG-1	2 Oct 2025
2.EGTO-5	23 Jan 2025	2.EGKA-6	12 Jun 2025	2.EGHI-8-11	17 Jun 2021	2.EGSG-2	31 Dec 2020
* 2.EGTO-6	25 Dec 2025	2.EGKA-7	2 Oct 2025	2.EGMC-1	31 Oct 2024	2.EGSG-3	10 Jul 2025
* 2.EGTO-7	25 Dec 2025	2.EGKA-8	12 Jun 2025	* 2.EGMC-2	25 Dec 2025	2.EGSG-4	14 Jul 2022
* 2.EGTO-8	25 Dec 2025	2.EGKA-9	12 Jun 2025	2.EGMC-3	8 Sep 2022	2.EGSG-5	2 Oct 2025
* 2.EGTO-2-1	25 Dec 2025	2.EGKA-10	30 Oct 2025	2.EGMC-4	4 Sep 2025	2.EGSG-6	14 Jul 2022
2.EGES-1	2 Oct 2025	* 2.EGKA-2-1	25 Dec 2025	2.EGMC-5	4 Sep 2025	2.EGSG-2-1	2 Oct 2025
2.EGES-2	14 Jul 2022	* 2.EGKA-2-2	25 Dec 2025	2.EGMC-6	4 Sep 2025	2.EGPO-1	20 Feb 2025
2.EGES-3	10 Jul 2025	2.EGKA-4-1	13 Jul 2023	2.EGMC-7	8 Aug 2024	2.EGPO-2	20 Feb 2025
2.EGES-4	7 Oct 2021	* 2.EGKA-8-1	25 Dec 2025	2.EGMC-8	8 Aug 2024	2.EGPO-3	20 Feb 2025
2.EGES-5	30 Oct 2025	* 2.EGKA-8-2	25 Dec 2025	2.EGMC-9	2 Oct 2025	2.EGPO-4	20 Feb 2025
2.EGES-6	14 Jul 2022	* 2.EGKA-8-3	25 Dec 2025	2.EGMC-10	2 Oct 2025	2.EGPO-5	10 Jul 2025
2.EGES-2-1	30 Oct 2025	* 2.EGKA-8-4	25 Dec 2025	2.EGMC-11	2 Oct 2025	2.EGPO-6	2 Oct 2025
* 2.EGCF-1	25 Dec 2025	2.EGCV-1	2 Oct 2025	2.EGMC-12	2 Oct 2025	2.EGPO-7	2 Oct 2025
* 2.EGCF-2	25 Dec 2025	2.EGCV-2	8 Aug 2024	2.EGMC-13	2 Oct 2025	2.EGPO-8	2 Oct 2025
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* 2.EGCF-4	25 Dec 2025	2.EGCV-4	4 Sep 2025	2.EGMC-15	2 Oct 2025	2.EGPO-10	10 Jul 2025
* 2.EGCF-5	25 Dec 2025	2.EGCV-5	12 Jun 2025	2.EGMC-2-1	20 Feb 2025	2.EGPO-11	20 Feb 2025
* 2.EGCF-2-1	25 Dec 2025	2.EGCV-6	12 Jun 2025	2.EGMC-2-2	8 Aug 2024	2.EGPO-2-1	2 Oct 2025
2.EGHE-1	25 Jan 2024	2.EGCV-7	12 Jun 2025	2.EGMC-4-1	17 Apr 2025	2.EGPO-8-1	11 Aug 2022
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2.EGHE-5	3 Oct 2024	2.EGHI-3	12 Jun 2025	* 2.EGMC-7-3	25 Dec 2025	2.EGPO-8-5	11 Aug 2022
2.EGHE-6	2 Oct 2025	2.EGHI-4	12 Jun 2025	2.EGMC-7-4	15 May 2025	2.EGPO-8-6	12 Jun 2025
2.EGHE-7	2 Oct 2025	2.EGHI-5	10 Jul 2025	2.EGMC-7-5	15 May 2025	2.EGPO-8-7	11 Aug 2022
2.EGHE-8	2 Oct 2025	2.EGHI-6	12 Jun 2025	2.EGMC-7-6	15 May 2025	2.EGPO-8-8	12 Jun 2025
2.EGHE-2-1	3 Oct 2024	2.EGHI-7	12 Jun 2025	2.EGMC-7-7	15 May 2025	2.EGPO-8-9	18 May 2023
2.EGHE-3-1	17 Apr 2025	2.EGHI-8	2 Oct 2025	2.EGMC-8-1	23 Jan 2025	2.EGPO-8-10	12 Jun 2025
2.EGHE-8-1	30 Dec 2021	2.EGHI-9	2 Oct 2025	2.EGMC-8-2	23 Jan 2025	2.EGER-1	2 Oct 2025
2.EGHE-8-2	30 Dec 2021	2.EGHI-10	2 Oct 2025	2.EGMC-8-3	23 Jan 2025	2.EGER-2	23 Apr 2020
2.EGCJ-1	10 Aug 2023	2.EGHI-11	2 Oct 2025	2.EGMC-8-4	23 Jan 2025	2.EGER-3	10 Jul 2025
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2.EGCJ-4	7 Sep 2023	2.EGHI-2-1	12 Jun 2025	2.EGMC-8-7	23 Jan 2025	2.EGER-6	10 Jul 2025
2.EGCJ-5	2 Oct 2025	2.EGHI-2-2	4 Sep 2025	2.EGMC-8-8	18 Apr 2024	2.EGER-2-1	30 Oct 2025
2.EGCJ-6	7 Sep 2023	2.EGHI-4-1	27 Nov 2025	* 2.EGSY-1	25 Dec 2025	2.EGPB-1	20 Feb 2025
2.EGCJ-7	31 Oct 2024	2.EGHI-5-1	17 Apr 2025	2.EGSY-2	30 Oct 2025	2.EGPB-2	20 Feb 2025
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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
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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
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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	25 Dec 2025	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	25 Dec 2025
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2.EGPB-8-13	20 May 2021	* 2.EGPU-8-1	25 Dec 2025	2.EGFA-5	12 Jun 2025	* 2.EGBO-2-1	25 Dec 2025
2.EGPB-8-14	2 Dec 2021	* 2.EGPU-8-2	25 Dec 2025	2.EGFA-6	12 Jun 2025	2.EGTB-1	2 Oct 2025
2.EGPB-8-15	2 Dec 2021	* 2.EGPU-8-3	25 Dec 2025	2.EGFA-2-1	2 Oct 2025	2.EGTB-2	20 Feb 2025
* 2.EGFH-1	25 Dec 2025	* 2.EGPU-8-4	25 Dec 2025	2.EGEW-1	27 Nov 2025	2.EGTB-3	10 Jul 2025
* 2.EGFH-2	25 Dec 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	25 Dec 2025	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	25 Dec 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	25 Dec 2025	2.EGHG-8-6	4 Sep 2025
* 2.EGNV-8	25 Dec 2025	2.EGNO-3	30 Oct 2025	* 2.EGPC-7	25 Dec 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
2.EGNV-2-1	30 Oct 2025	2.EGNO-6	30 Oct 2025	2.EGPC-10	23 Feb 2023	3.EGBC-2	20 Mar 2025
2.EGNV-2-2	30 Oct 2025	2.EGNO-7	30 Oct 2025	2.EGPC-2-1	28 Nov 2024	3.EGBC-3	20 Mar 2025

GEN 0.4 CHECKLIST OF AIP PAGES (continued)

Page	Effective Date
AD	
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

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

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

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

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: mode.s@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: mode.s@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

GEN 2.5 LIST OF RADIO NAVIGATION AIDS (continued)

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

GEN 2.5 LIST OF RADIO NAVIGATION AIDS (continued)

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

GEN 2.5 LIST OF RADIO NAVIGATION AIDS (continued)

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

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GEN 2.5 LIST OF RADIO NAVIGATION AIDS (continued)

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

GEN 2.5 LIST OF RADIO NAVIGATION AIDS (continued)

ID	Station name	Aid	Purpose	Station name	Aid	ID	Purpose
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
WCK	WICK	NDB	A	WARTON 25 CAT I	ILS	IWQ	A
WHI	WHITEGATE	NDB	A	WARTON	NDB	WTN	A
WIK	WICK	DME	AE	WELSHPOOL	DME	WPL	A
WIK	WICK	VOR	AE	WELSHPOOL	NDB	WPL	A
WIN	WINSTONE	DME	E	WHITEGATE	NDB	WHI	A
WL	WALNEY	NDB	A	WICK	NDB	WCK	A
WOD	WOODLEY	NDB	AE	WICK	DME	WIK	AE
WPL	WELSHPOOL	DME	A	WICK	VOR	WIK	AE
WPL	WELSHPOOL	NDB	A	WINSTONE	DME	WIN	E
WTN	WARTON	NDB	A	WOODLEY	NDB	WOD	AE
YVL	YEOVIL/WESTLAND	DME	A	YEOVIL/WESTLAND	DME	YVL	A
YVL	YEOVIL/WESTLAND	NDB	A	YEOVIL/WESTLAND	NDB	YVL	A

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GEN 3.2 AERONAUTICAL CHARTS (continued)

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

5.5 Precision Approach Terrain Charts - ICAO

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

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

5.6 Other Charts

5.6.1 Miscellaneous Charts

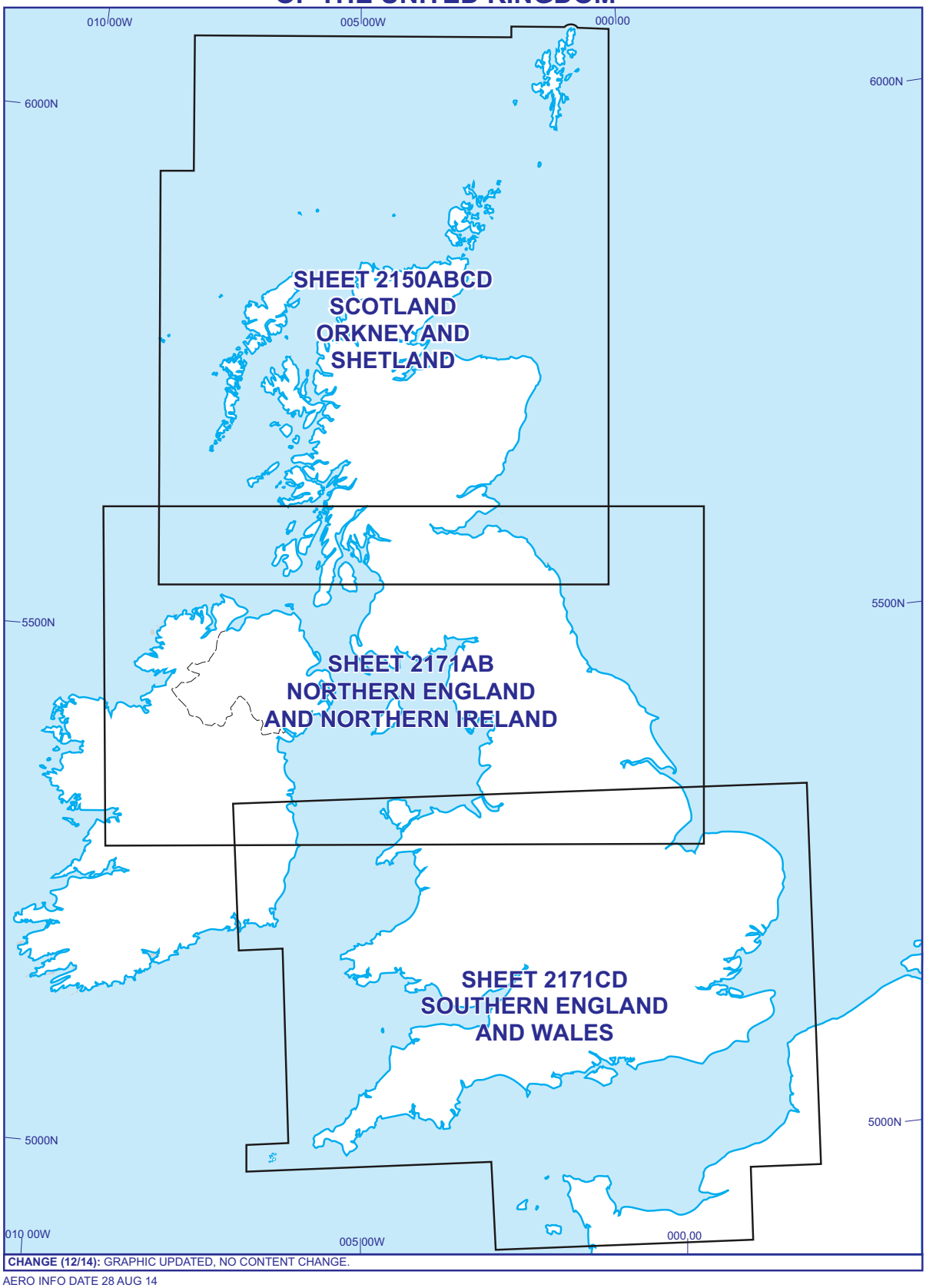
Copies of these charts may be obtained from NATS Ltd Chart Stockists - see www.nats.aero/ais for details.

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

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

GEN 3.2 AERONAUTICAL CHARTS (continued)

6 Aeronautical Charts - ICAO 1: 500,000



ENR 1.1 GENERAL RULES (continued)

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.

ENR 1.1 GENERAL RULES (continued)

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

ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES (continued)

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

2.3 Mode S Aircraft Identification

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

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

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

2.3.3 In accordance with ICAO Doc 8168 (PANS-OPS) Vol III, Section 4, Chapter 1, paragraph 1.3, flight crew of aircraft equipped with Mode S having an Aircraft Identification Feature shall set the Aircraft Identification in the transponder. This setting shall correspond to the Aircraft Identification specified in item 7 of the ICAO flight plan, or if no flight plan has been filed, the aircraft registration or as detailed in paragraph 2.3.4.1.

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

2.3.4.1 Either,

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

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

   Or,

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

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

   Or,

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

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

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

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

2.4 Transponder Failure

2.4.1 Failure before intended departure

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

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

2.4.2 Failure after departure

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

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

2.5 Radio Telephony Phraseology For Use With SSR.

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

(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
EAST ANGLIA 3 TMZ 524658.03N 0024216.08E - 524823.05N 0030320.29E - 522835.42N 0024656.72E - 523027.16N 0024215.23E - 524658.03N 0024216.08E.	FL100 _____ SFC (Class G)	TMZ Active - H24 ANGLIA RADAR 125.275 (backup 128.925) - from surface up to and including FL 65, between 0630-2200 (0530-2100). SWANWICK MILITARY 133.325 - 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 East Anglia Hub 3 TMZ is not subject to ATC approval. Access to the East Anglia Hub 3 TMZ without serviceable transponder equipment, as defined in GEN 1-5 paragraph 5.3, is subject to specific approval of the Controlling Authority.
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.

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

Designation and Lateral Limits	Vertical Limits and Classification	Controlling Authority/Remarks
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.
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.

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

Designation and Lateral Limits	Vertical Limits and Classification	Controlling Authority/Remarks
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.
MORAY CTA 1 TMZ 573706N 0015736W - 573556N 0013910W - 573333N 0013540W - 572422N 0012815W - 570417N 0014929W thence anti-clockwise by the arc of a circle radius 10 NM centred on 570531N 0020740W to 570845N 0015019W - 572153N 0015835W thence anti-clockwise by the arc of a circle radius 10 NM centred on 571834N 0021602W to 572100N 0023356W - 573241N 0023554W - 573613N 0021832W - 573706N 0015736W.	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.

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

Designation and Lateral Limits	Vertical Limits and Classification	Controlling Authority/Remarks
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.
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.

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

Designation and Lateral Limits	Vertical Limits and Classification	Controlling Authority/Remarks
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.
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.

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

Designation and Lateral Limits	Vertical Limits and Classification	Controlling Authority/Remarks
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.
SCOTTISH TMA 2 TMZ 554334N 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.

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

Designation and Lateral Limits	Vertical Limits and Classification	Controlling Authority/Remarks
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.
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 (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.

ENR 2.2 OTHER REGULATED AIRSPACE (continued)

Designation and Lateral Limits	Vertical Limits and Classification	Controlling Authority/Remarks
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.

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 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
EGR217 SIZEWELL A circle, 2 NM radius, centred at 521250N 0013707E	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 Sizewell, 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.
EGR219 SANDRINGHAM HOUSE 524810N 0002901E thence clockwise by the arc of a circle radius 1.5 NM centred on 524939N 0002840E to 525108N 0002819E - 525132N 0003424E thence anti-clockwise by the arc of a circle radius 1.5 NM centred on 525003N 0003447E to 524834N 0003510E - 524810N 0002901E	Upper limit: 2000 FT ALT Lower limit: SFC	Flight Permitted by: any aircraft operated by or on behalf of a Police Air Support Unit; any aircraft operated by or on behalf of an Emergency Medical Service; any aircraft operated by or on behalf of the Maritime and Coastguard Agency; any aircraft operated by or on behalf of the King's Helicopter Flight; any aircraft operated by or on behalf of a member of the Royal Family; any Aircraft flying in accordance with the permission of the Norfolk and Suffolk Constabulary Royalty and VIP Protection Unit; any aircraft landing in the grounds of Sandringham House at the invitation of the person in charge of the household there, provided that the Norfolk and Suffolk Constabulary Royalty and VIP Protection Unit has been informed in advance of such intended landing. SI 276/2025 283/2025. 1027/2025. Contact: Norfolk and Suffolk Constabulary Royalty and VIP Protection Unit, Tel: 01953-425699, extension 7910.
EGR220 ANMER HALL A circle, 1.5 NM radius, centred at 525003N 0003447E	Upper limit: 2000 FT ALT Lower limit: SFC	Flight Permitted by: any aircraft operated by or on behalf of a Police Air Support Unit; any aircraft operated by or on behalf of an Emergency Medical Service; any aircraft operated by or on behalf of the Maritime and Coastguard Agency; any aircraft operated by or on behalf of the King's Helicopter Flight; any aircraft operated by or on behalf of a member of the Royal Family; any aircraft flying in accordance with the permission of the Norfolk and Suffolk Constabulary Royalty and VIP Protection Unit; any aircraft landing in the grounds of 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 landing. SI 265/2025. Contact: Norfolk and Suffolk Constabulary Royalty and VIP Protection Unit, Tel: 01953-425699, extension 7910.
EGR311 CAPENHURST A circle, 2 NM radius, centred at 531550N 0025708W	Upper limit: 2200 FT ALT Lower limit: SFC	SI 1003/2016. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR312 SPRINGFIELDS A circle, 2 NM radius, centred at 534634N 0024815W	Upper limit: 2100 FT ALT Lower limit: SFC	Flight permitted at not less than 1670 FT above mean sea level for the purpose of landing at Blackpool Airport. Flight permitted in airspace lying south of a straight line drawn from 534644N 0024454W to 534513N 0025044W for the purpose of landing at or taking off from Warton Aerodrome. Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Springfields, 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.

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
EGR315 FULL SUTTON A circle, 2 NM radius, centred at 535837N 0005224W	Upper limit: 2000 FT ALT Lower limit: SFC	The Restricted Area applies only to helicopters. Flight permitted by any helicopter operated by or on behalf of a police force for any area of the United Kingdom. SI 1989/2118 and SI 1991/1679. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR319 MANCHESTER A circle, 1 NM radius, centred at 532934N 0021450W	Upper limit: 1700 FT ALT Lower limit: SFC	The Restricted Area applies only to helicopters. Flight permitted by any helicopter operated by or on behalf of a police force for any area of the United Kingdom. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR321 WAKEFIELD A circle, 1.3 NM radius, centred at 534057N 0013034W	Upper limit: 1600 FT ALT Lower limit: SFC	The Restricted Area applies only to helicopters. Flight permitted by any helicopter operated by or on behalf of a police force for any area of the United Kingdom. Contact: CAA Airspace Regulation Operations, Tel: 01293-983880.
EGR322 WYLFA A circle, 2 NM radius, centred at 532458N 0042852W	Upper limit: 2100 FT ALT Lower limit: SFC	Flight permitted at a height of not less than 2000 FT above ground level whilst operating under and in accordance with a clearance from the air traffic control unit at RAF Valley. Flight permitted for the purpose of landing at or taking off from the helicopter landing area at Wylfa, 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.
EGR323 NORTH WEST TRANSIT CORRIDOR 533124N 0023102W - 532056N 0023103W - 532141N 0023000W - 531255N 0023000W - 531050N 0022814W following the line of latitude to - 531050N 0023224W - 531130N 0023744W - 532708N 0023744W - 533011N 0024123W - 533124N 0023102W	Upper limit: 1500 FT ALT Lower limit: SFC	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; (iii) 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; (iii) The King's Helicopter Flight; or (iv) the Maritime and Coastguard Agency for the purpose of search and rescue only. (c) The restrictions listed in paragraph (a) do not apply to unmanned aerial systems flying in accordance with visual line of sight below 400 FT AGL, or those operating with the authorisation of the Civil Aviation Authority. (d) aircraft where flying is already prohibited by the Air Navigation (Restriction of Flying) (Prisons and Young Offender Institutions) (England and Wales) Regulations 2023(a), remain prohibited. SI 2024/1199 SI 2025/314 Exemptions to be sought via NATS Non-Standard Flight (NSF) application online.

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

Name Lateral Limits	Vertical Limits	Advisory Measures	Authority responsible for information	Remarks Activity times
1	2	3	4	5
BLACK HILL HIRTA A circle, 0.15 NM radius, centred at 555137N 0035209W	Upper limit: 2400 FT ALT Lower limit: SFC			
BOULMER HIRTA A circle, 0.15 NM radius, centred at 552428N 0013720W	Upper limit: 300 FT ALT Lower limit: SFC			
BUCHAN HIRTA A circle, 0.15 NM radius, centred at 572728N 0014852W	Upper limit: 600 FT ALT Lower limit: SFC			
COLERNE HIRTA A circle, 0.9 NM radius, centred at 512639N 0021640W	Upper limit: 3700 FT ALT Lower limit: SFC			
COWES HIRTA A circle, 0.25 NM radius, centred at 504451N 0011836W	Upper limit: 400 FT ALT Lower limit: SFC			
CROUGHTON HIRTA A circle, 1.2 NM radius, centred at 515916N 0011112W	Upper limit: 2900 FT ALT Lower limit: SFC			
EMLEY MOOR HIRTA, HUDDERSFIELD A circle, 0.08 NM radius, centred at 533644N 0013952W	Upper limit: 2200 FT ALT Lower limit: SFC			
FAREHAM HIRTA A circle, 0.2 NM radius, centred at 505015N 0011130W	Upper limit: 700 FT ALT Lower limit: SFC			
FYLINGDALES HIRTA A circle, 2.5 NM radius, centred at 542143N 0004013W	Upper limit: 13600 FT ALT Lower limit: SFC			
GOONHILLY DOWN HIRTA A circle, 0.85 NM radius, centred at 500302N 0051100W	Upper limit: 5600 FT ALT Lower limit: SFC			
MADLEY HIRTA A circle, 2 NM radius, centred at 520153N 0025023W	Upper limit: 6700 FT ALT Lower limit: SFC			
OAKHANGER HIRTA A circle, 1.5 NM radius, centred at 510651N 0005334W	Upper limit: 3800 FT ALT Lower limit: SFC			
PERSHORE HIRTA A circle, 0.6 NM radius, centred at 520841N 0020217W	Upper limit: 700 FT ALT Lower limit: SFC			
PORTREATH HIRTA A circle, 0.15 NM radius, centred at 501614N 0051623W	Upper limit: 450 FT ALT Lower limit: SFC			
PORTSDOWN HIRTA A circle, 1 NM radius, centred at 505124N 0010522W	Upper limit: 6600 FT ALT Lower limit: SFC			
SANDALE HIRTA, CUMBERLAND A circle, 0.04 NM radius, centred at 544457N 0030826W	Upper limit: 2200 FT ALT Lower limit: SFC			
SKELTON HIRTA A circle, 0.35 NM radius, centred at 544354N 0025259W	Upper limit: 2200 FT ALT Lower limit: SFC			
SPADEADAM01 HIRTA A circle, 0.2 NM radius, centred at 551258N 0024125W	Upper limit: 2800 FT ALT Lower limit: SFC			
SPADEADAM02 HIRTA A circle, 0.2 NM radius, centred at 550748N 0022910W	Upper limit: 2800 FT ALT Lower limit: SFC			
SPADEADAM03 HIRTA A circle, 0.2 NM radius, centred at 545538N 0022325W	Upper limit: 2800 FT ALT Lower limit: SFC			
SPADEADAM04 HIRTA A circle, 0.2 NM radius, centred at 550037N 0023307W	Upper limit: 2800 FT ALT Lower limit: SFC			

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

Name Lateral Limits	Vertical Limits	Advisory Measures	Authority responsible for information	Remarks Activity times
1	2	3	4	5
SPADEADAM05 HIRTA A circle, 0.2 NM radius, centred at 550513N 0023815W	Upper limit: 2800 FT ALT Lower limit: SFC			
SPADEADAM06 HIRTA A circle, 0.2 NM radius, centred at 550226N 0023744W	Upper limit: 2800 FT ALT Lower limit: SFC			
SPADEADAM07 HIRTA A circle, 0.2 NM radius, centred at 550349N 0023558W	Upper limit: 2800 FT ALT Lower limit: SFC			
SPADEADAM08 HIRTA A circle, 0.2 NM radius, centred at 550207N 0023444W	Upper limit: 2800 FT ALT Lower limit: SFC			
SPADEADAM09 HIRTA A circle, 0.2 NM radius, centred at 550307N 0023311W	Upper limit: 2800 FT ALT Lower limit: SFC			
SPADEADAM10 HIRTA A circle, 0.2 NM radius, centred at 550404N 0023417W	Upper limit: 2800 FT ALT Lower limit: SFC			
SPADEADAM11 HIRTA A circle, 0.2 NM radius, centred at 550207N 0023444W	Upper limit: 2800 FT ALT Lower limit: SFC			
SPADEADAM12 HIRTA A circle, 0.2 NM radius, centred at 550326N 0023410W	Upper limit: 2800 FT ALT Lower limit: SFC			
SPADEADAM13 HIRTA A circle, 0.2 NM radius, centred at 550404N 0023353W	Upper limit: 2800 FT ALT Lower limit: SFC			
SPADEADAM14 HIRTA A circle, 0.2 NM radius, centred at 550137N 0023336W	Upper limit: 2800 FT ALT Lower limit: SFC			
SPADEADAM15 HIRTA A circle, 0.2 NM radius, centred at 550148N 0023237W	Upper limit: 2800 FT ALT Lower limit: SFC			
STAXTON WOLD HIRTA A circle, 0.15 NM radius, centred at 541116N 0002600W	Upper limit: 750 FT ALT Lower limit: SFC			
SWINGATE HIRTA A circle, 0.07 NM radius, centred at 510759N 0012037E	Upper limit: 650 FT ALT Lower limit: SFC			
TACOLNESTON HIRTA A circle, 0.15 NM radius, centred at 523108N 0010818E	Upper limit: 1300 FT ALT Lower limit: SFC			
WOODHAM FERRERS HIRTA A circle, 0.2 NM radius, centred at 513929N 0003710E	Upper limit: 850 FT ALT Lower limit: SFC			
WOOFFERTON HIRTA A circle, 0.7 NM radius, centred at 521850N 0024319W	Upper limit: 1600 FT ALT Lower limit: SFC			
CHILBOLTON LASER SITE 1 A circle, 0.5 NM radius, centred at 510842N 0012622W	Upper limit: UNL Lower limit: SFC	Visible beam is potentially hazardous to aircrew at night. Operator extinguishes beam when aircraft are sighted in the vicinity.	Chilbolton Site, Tel: 01264-860391	Hours: H24
CHILBOLTON LASER SITE 2 A circle, 0.5 NM radius, centred at 510833N 0012611W	Upper limit: UNL Lower limit: SFC	Visible beam is potentially hazardous to aircrew at night. Operator extinguishes beam when aircraft are sighted in the vicinity.	Chilbolton Site, Tel: 01264-860391	Hours: SS-SR.

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

Name Lateral Limits	Vertical Limits	Advisory Measures	Authority responsible for information	Remarks Activity times
1	2	3	4	5
MOD PORTON DOWN Same extent as EGD127	Upper limit: UNL Lower limit: SFC	Emitted light contained within range boundaries.	DSTL.	Inside the confines of EGD127. Hours: Laser operations for short and sustained periods at various times of the day and night.
NERC SPACE GEODESY FACILITY LASER SITE A circle, 1 NM radius, centred at 505205N 0002016E (Herstmonceux Castle)	Upper limit: UNL Lower limit: SFC	Visible beam is potentially hazardous to aircrew. Operator extinguishes beam when aircraft are sighted in the vicinity.	Site Operations, NERC Tel: 01323-833888.	Hours: H24 Laser operations are H24 throughout the year.
PORTSDOWN WEST LASER SITE A circle, 0.25 NM radius, centred at 505138N 0010747W (Portsdown Hill)	Upper limit: 1800 FT ALT Lower limit: SFC	Invisible beam is potentially hazardous to aircrew. Operator extinguishes beam when aircraft are sighted in the vicinity.	Dstl, Tel: 01980-950000.	Hours: H24 Laser operation up to 8 times per day.
QINETIQ PERSHORE A circle, 1 NM radius, centred at 520837N 0020217W	Upper limit: UNL Lower limit: SFC		Site Operations, QinetiQ Pershore.	
UK MET OFFICE CAMBORNE LASER SITE A circle, 0.5 NM radius, centred at 501307N 0051938W	Upper limit: UNL Lower limit: SFC			Hours: H24
UK MET OFFICE EAST MALLING LASER SITE A circle, 0.5 NM radius, centred at 511715N 0002654E	Upper limit: UNL Lower limit: SFC			Hours: H24
UK MET OFFICE EXETER LASER SITE A circle, 0.5 NM radius, centred at 504341N 0033200W	Upper limit: UNL Lower limit: SFC			Hours: H24
UK MET OFFICE GLASGOW BISHOPTON LASER SITE A circle, 0.5 NM radius, centred at 555425N 0043158W	Upper limit: UNL Lower limit: SFC			Hours: H24
UK MET OFFICE LERWICK LASER SITE A circle, 0.5 NM radius, centred at 600823N 0011104W	Upper limit: UNL Lower limit: SFC			Hours: H24
UK MET OFFICE LOFTUS LASER SITE A circle, 0.5 NM radius, centred at 543347N 0005143W	Upper limit: UNL Lower limit: SFC			Hours: H24
UK MET OFFICE PORTGLENONE LASER SITE A circle, 0.5 NM radius, centred at 545155N 0062728W	Upper limit: UNL Lower limit: SFC			Hours: H24
UK MET OFFICE RHYL LASER SITE A circle, 0.5 NM radius, centred at 531534N 0033031W	Upper limit: UNL Lower limit: SFC			Hours: H24
UK MET OFFICE STORNOWAY DRUIM A STARRAIG LASER SITE A circle, 0.5 NM radius, centred at 581243N 0061055W	Upper limit: UNL Lower limit: SFC			Hours: H24
UK MET OFFICE WATNALL LASER SITE A circle, 0.5 NM radius, centred at 530021N 0011501W	Upper limit: UNL Lower limit: SFC			Hours: H24
UNIVERSITY OF HERTFORDSHIRE LASER SITE A circle, 1 NM radius, centred at 514512N 0001428W	Upper limit: UNL Lower limit: SFC	Visible beam is potentially hazardous to aircrew. System extinguishes beam when aircraft are observed by radar with +/- 15 degrees of the vertical position.	Physics, Astronomy and Mathematics Dept., Tel: 01707-285555.	Hours: H24

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

Name Lateral Limits	Vertical Limits	Advisory Measures	Authority responsible for information	Remarks Activity times
1	2	3	4	5
UK ORBIT AREA 01 511500N 0073000W - 511500N 0053000W - 493700N 0053000W - 493700N 0073000W - 511500N 0073000W	Upper limit: FL330 Lower limit: FL290		Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	Hours: H24 Permanently available.
UK ORBIT AREA 01 LOBE 01 A circle, 15 NM radius, centred at 505500N 0070000W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	
UK ORBIT AREA 01 LOBE 02 A circle, 15 NM radius, centred at 505500N 0063000W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	
UK ORBIT AREA 01 LOBE 03 A circle, 15 NM radius, centred at 505500N 0060000W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	
UK ORBIT AREA 01 LOBE 04 A circle, 15 NM radius, centred at 502500N 0070000W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	
UK ORBIT AREA 01 LOBE 05 A circle, 15 NM radius, centred at 502500N 0063000W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	
UK ORBIT AREA 01 LOBE 06 A circle, 15 NM radius, centred at 502500N 0060000W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	
UK ORBIT AREA 01 LOBE 07 A circle, 15 NM radius, centred at 495500N 0070000W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	
UK ORBIT AREA 01 LOBE 08 A circle, 15 NM radius, centred at 495500N 0063000W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	
UK ORBIT AREA 01 LOBE 09 A circle, 15 NM radius, centred at 495500N 0060000W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	
UK ORBIT AREA 02 514200N 0045200W - 513700N 0033300W - 511200N 0033700W - 505900N 0043700W - 510500N 0045000W - 514200N 0045200W	Upper limit: FL330 Lower limit: FL290		Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	Hours: H24 Permanently available.
UK ORBIT AREA 02 LOBE 01 A circle, 15 NM radius, centred at 512000N 0041500W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	
UK ORBIT AREA 02 LOBE 02 A circle, 12 NM radius, centred at 512400N 0035800W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	
UK ORBIT AREA 02 LOBE 03 A circle, 12 NM radius, centred at 511500N 0043000W			Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	
UK ORBIT AREA 03 525836N 0003322W - 524210N 0015344E - 523947N 0015344E - 522528N 0011245E - 522624N 0000434W - 525836N 0003322W	Upper limit: FL350 Lower limit: FL270		Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	Remarks: EAMTA A. Hours: H24 Permanently available.
UK ORBIT AREA 03 LOBE 01 A circle, 12 NM radius, centred at 524100N 0000650E			Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	
UK ORBIT AREA 03 LOBE 02 A circle, 11 NM radius, centred at 523750N 0005150E			Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	
UK ORBIT AREA 03 LOBE 03 A circle, 11 NM radius, centred at 523650N 0010450E			Air-1Gp-ISTAR Sentry SO2, Tel: 01522-726448.	

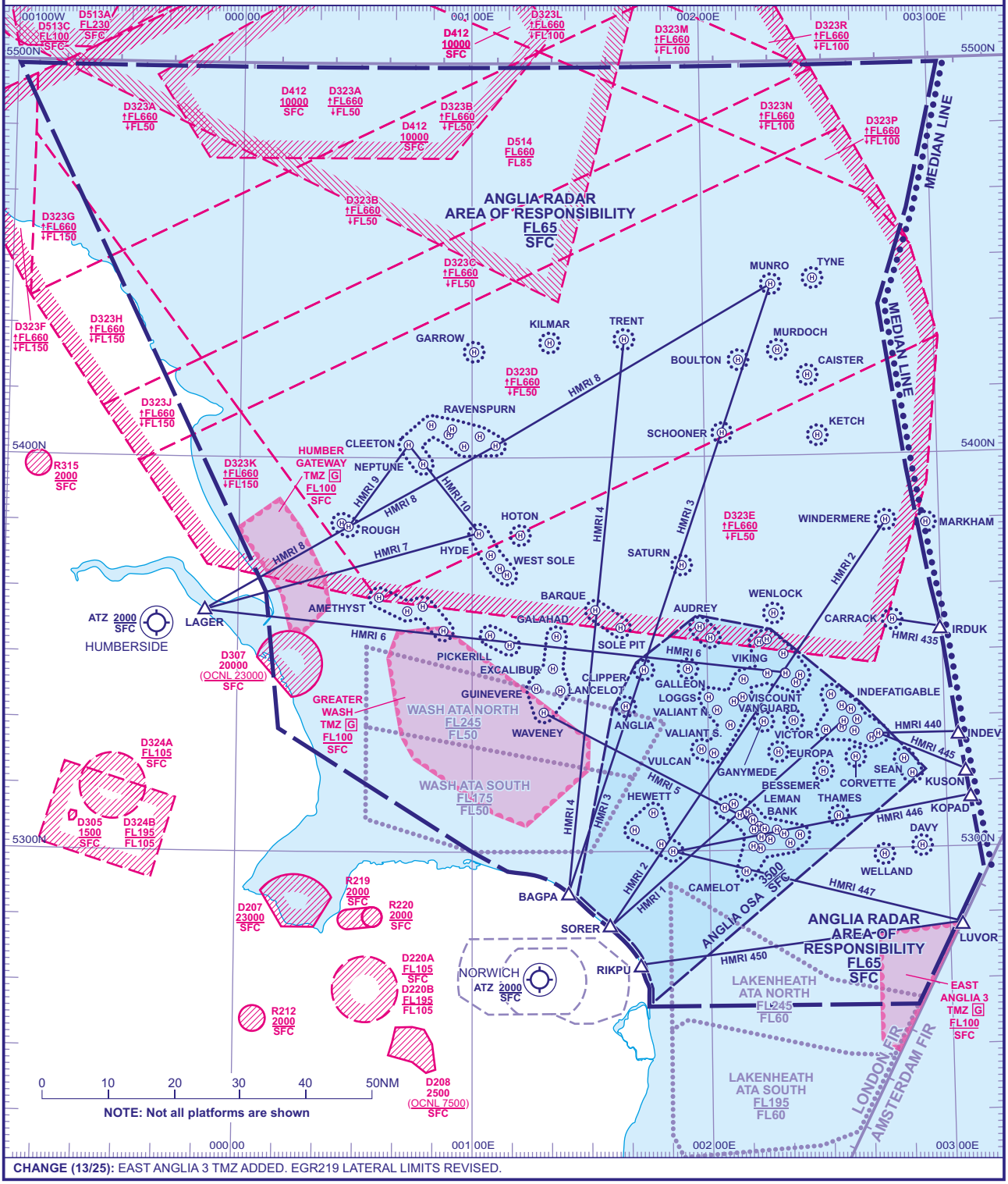
SOUTHERN NORTH SEA - ABERDEEN ATSU (ANGLIA RADAR) AREA OF RESPONSIBILITY AND ANGLIA OFFSHORE SAFETY AREA (OSA)

NOTES

1. All HMRI beneath EGD323D, EGD323E, EGD323K and the Lakenheath ATA North are restricted to FL40 unless cleared by Anglia Radar.
2. Helicopters will normally plan to fly at the following en-route altitudes:-

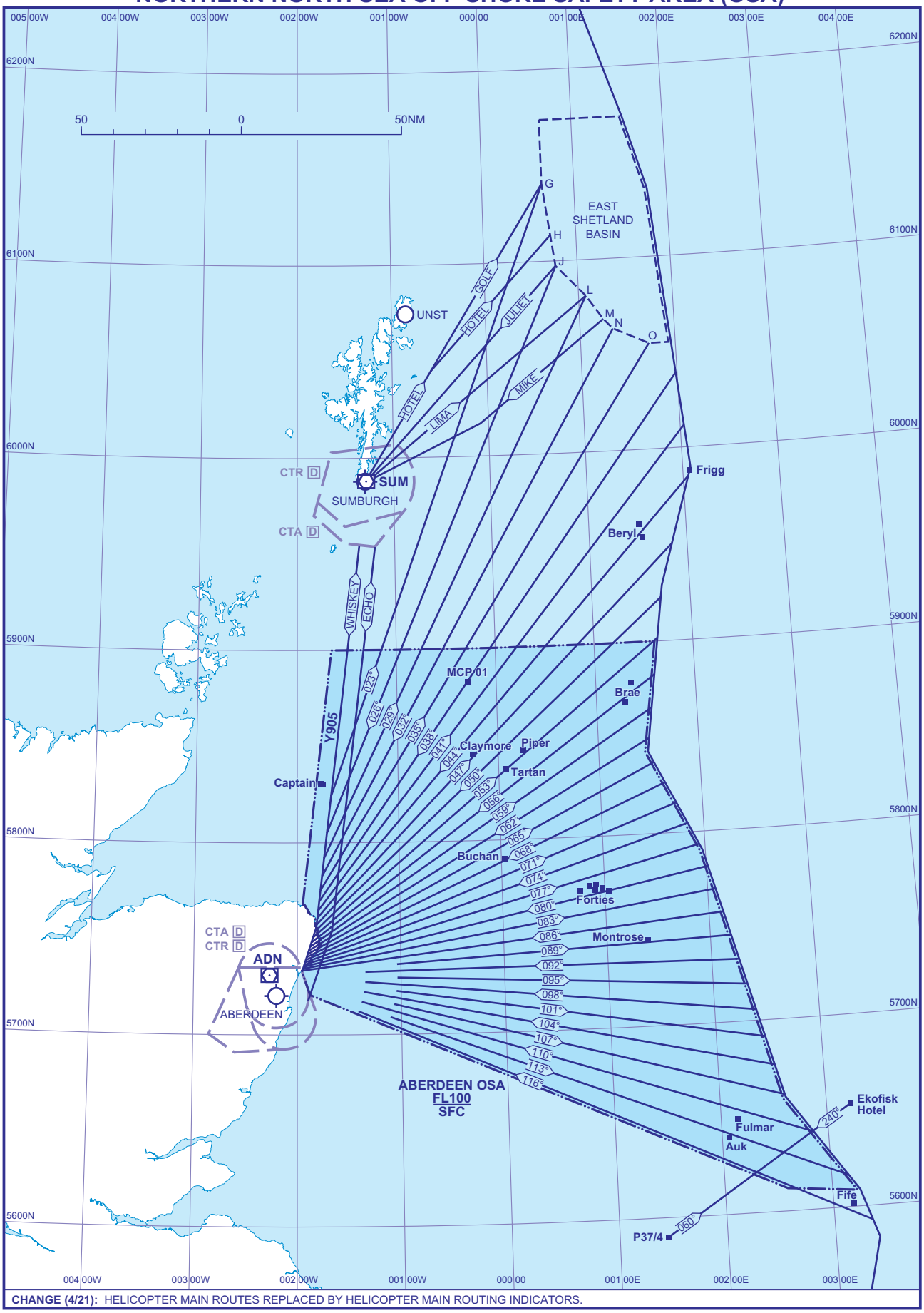
Outbound (land to sea)	Inbound (sea to land)
2000'ALT & 3000'ALT	1500'ALT & 2500'ALT

Above Transition Altitude (3000'ALT) aircraft should conform to Semi-circular Rule.



CHANGE (13/25): EAST ANGLIA 3 TMZ ADDED. EGR219 LATERAL LIMITS REVISED.

HELICOPTER MAIN ROUTING INDICATORS (HMRI) AND NORTHERN NORTH SEA OFF-SHORE SAFETY AREA (OSA)

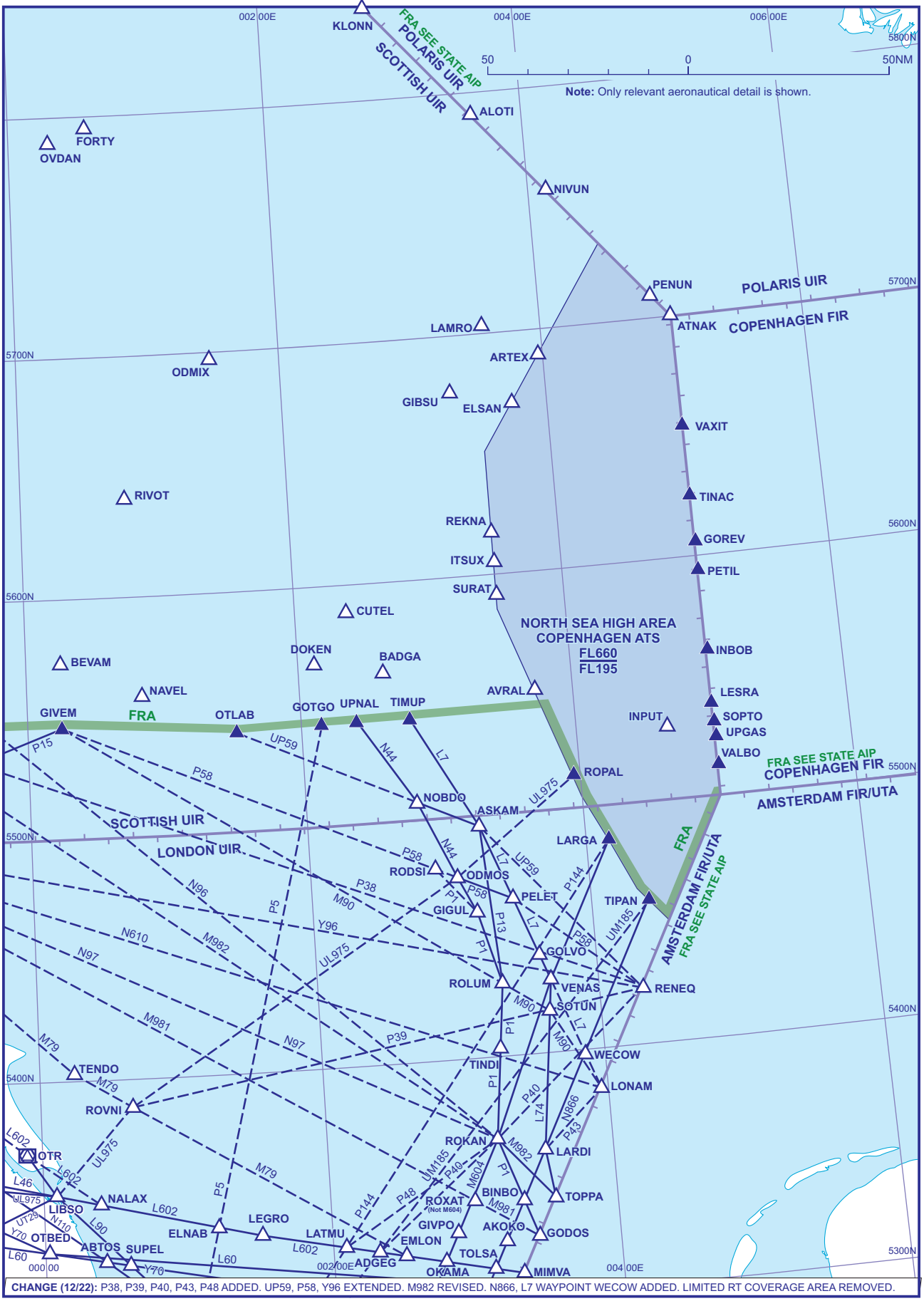


CHANGE (4/21): HELICOPTER MAIN ROUTES REPLACED BY HELICOPTER MAIN ROUTING INDICATORS.

AERO INFO DATE 25 JAN 21

ENR 6-26

DELEGATION OF ATS RESPONSIBILITIES - WITHIN NORTH SEA UPPER AIRSPACE

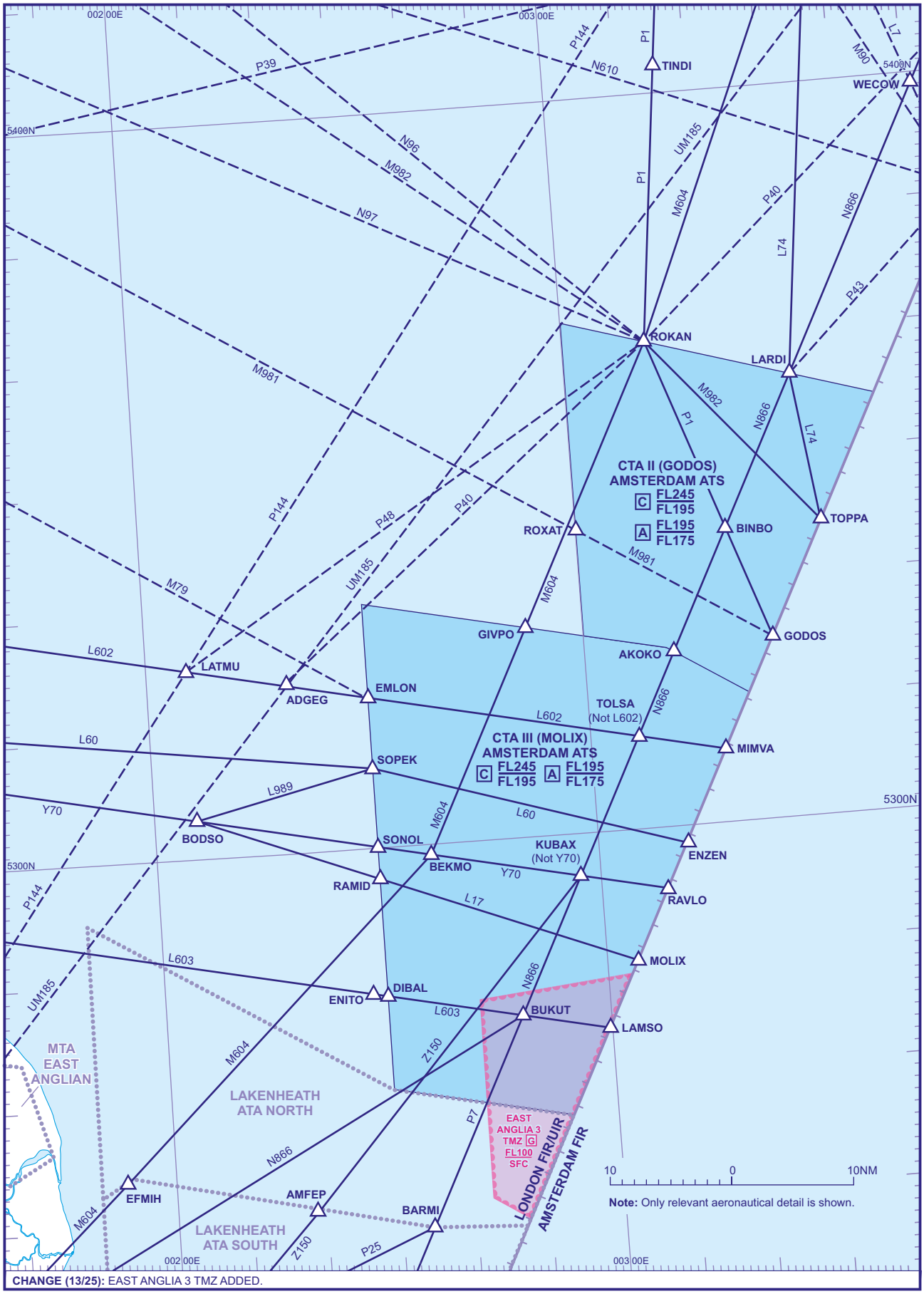


CHANGE (12/22): P38, P39, P40, P43, P48 ADDED. UP59, P58, Y96 EXTENDED. M982 REVISED. N866, L7 WAYPOINT WECOW ADDED. LIMITED RT COVERAGE AREA REMOVED.

AERO INFO DATE 27 SEP 22

ENR 6-45

DELEGATION OF ATS RESPONSIBILITIES - WITHIN SOUTHERN NORTH SEA



CHANGE (13/25): EAST ANGLIA 3 TMZ ADDED.

AERO INFO DATE 01 OCT 25

ENR 6-46

CHART OF UNITED KINGDOM AIRSPACE RESTRICTIONS AND HAZARDOUS AREAS

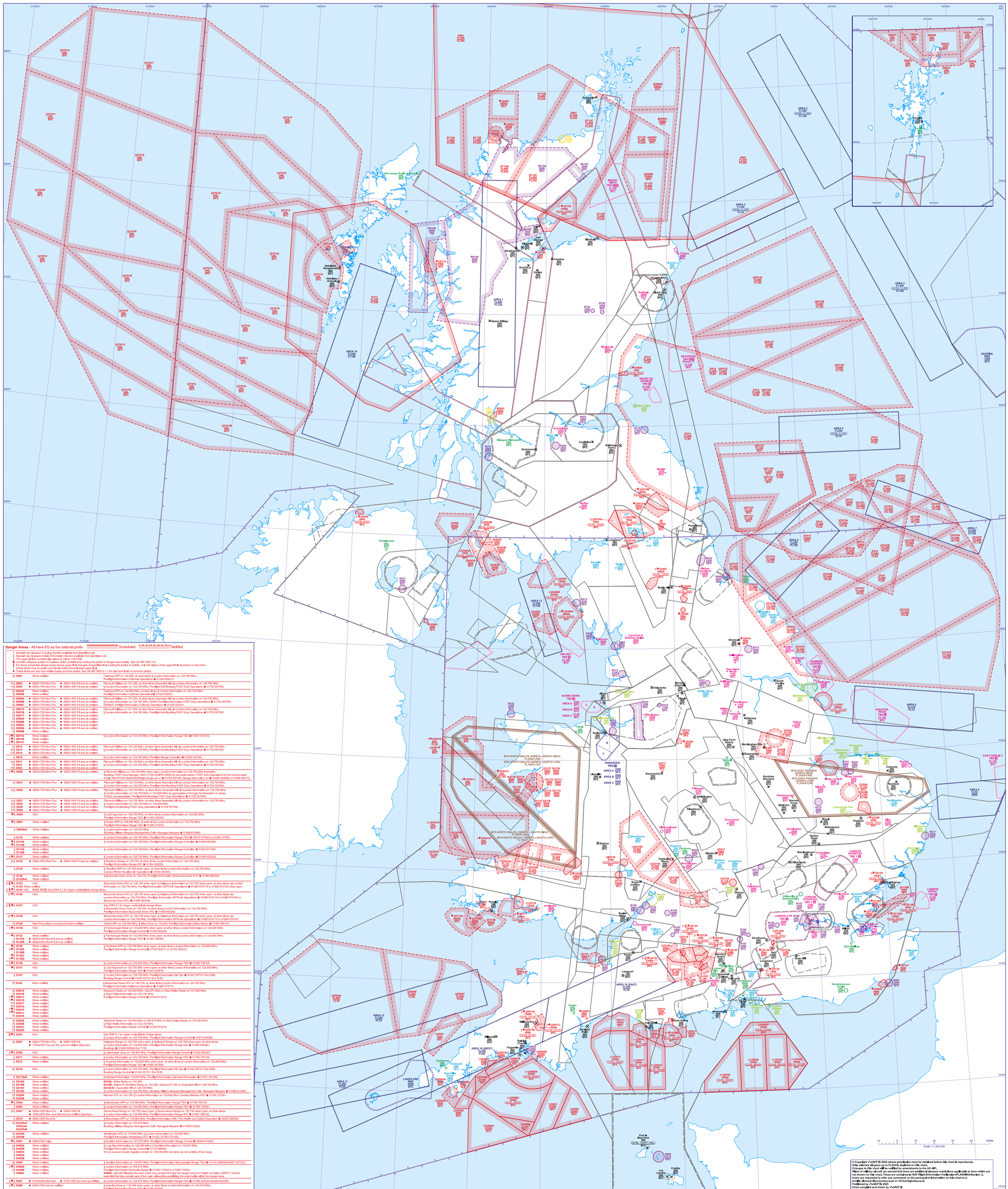

AREA 1 FL260 FL129
AREA 2 FL290 (OCNL FL350) FL100
AREA 3 FL290 (OCNL FL350) FL100
AREA 4 FL240 (OCNL FL350) FL70
AREA 5 FL240 (OCNL FL350) FL70
AREA 6 FL180 FL100
AREA 7 FL290 FL100
AREA 8 FL170 FL70
AREA 9 FL50 3000
AREA 10 (EAST) FL260 FL80
AREA 11 FL200 FL100
AREA 12 FL280 FL70
AREA 13 FL240 FL100
AREA 14 FL245 FL100
AREA 15 (WEST) FL260 FL80
D901 FL330 FL245
D712A FL660 FL245
D712B FL660 FL245
D712C FL660 FL245
D712D FL660 FL245
D713 FL330 FL245
D514 FL660 FL85
D613A FL660 FL100
D613B FL660 FL100
D613C FL660 FL100
D613D FL660 FL100
D323A FL660 FL50
D323B FL660 FL50
D323C FL660 FL50
D323D FL660 FL50
D323E FL660 FL50
D323F FL660 FL150
D323G FL660 FL150
D323H FL660 FL150
D323J FL660 FL150
D323K FL660 FL150
D323L FL660 FL150
D323M FL660 FL150
D323N FL660 FL150
D412 10000 SFC
D412 10000 FL100
D513A FL330 FL245
D513B FL330 FL245
D513C FL330 FL245
D514C FL660 FL100
D809N 35000 SFC
D809C 35000 SFC
D809S 35000 SFC
D809W 35000 SFC
D901 FL330 FL245
D902A 3000 SFC
D902B UNL SFC
D902C UNL SFC
D902E UNL SFC
D902F UNL SFC
D902G UNL SFC
D902H UNL SFC
D902J UNL SFC
D701A UNL SFC
D701B UNL SFC
D701C UNL SFC
D701D UNL SFC
D701E UNL SFC
D701F UNL SFC
D701G UNL SFC
D701H UNL SFC
D701I UNL SFC
D701J UNL SFC
D701L UNL SFC
D701M UNL SFC
D701N UNL SFC
D701O UNL SFC
D701P UNL SFC
D701Q UNL SFC
D701R UNL SFC
D701S UNL SFC
D701T UNL SFC
D701U UNL SFC
D701V UNL SFC
D701W UNL SFC
D701X UNL SFC
D701Y UNL SFC
D701Z UNL SFC
D1001 FL330 FL245
D1002 FL330 FL245
D1003 FL330 FL245
D1004 FL330 FL245
D1005 FL330 FL245
D1006 FL330 FL245
D1007 FL330 FL245
D1008 FL330 FL245
D1009 FL330 FL245
D1010 FL330 FL245
D1011 FL330 FL245
D1012 FL330 FL245
D1013 FL330 FL245

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

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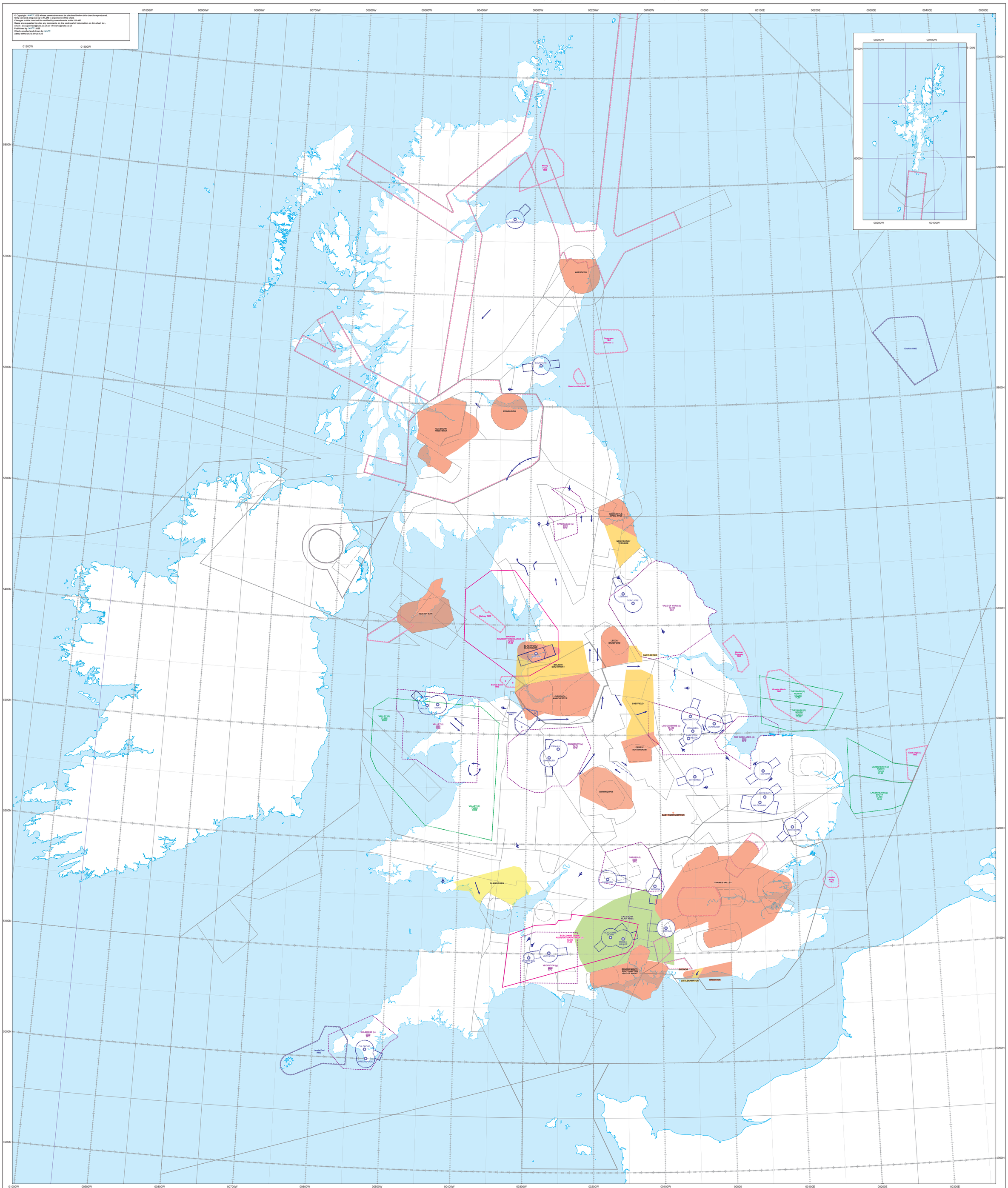
Only selected airspace up to FL245 is depicted on this chart.
Changes to this chart will be notified by amendments to the UK AIP.
Users are requested to refer any comments on the portrayal of information on this chart to :-
email:- aiasupervisor@nats.co.uk or vfrcharts@nats.co.uk
Published by NATS 2025
Chart compiled and drawn by NATS
AERO INFO DATE 23 OCT 25



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 (13/25): EAST ANGLIA 3 TMZ ADDED. AVOIDANCE AREAS.

AD 2 AERODROMES
EGPD — ABERDEEN/DYCE

EGPD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGPD — ABERDEEN/DYCE

EGPD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 571209N Long: 0021153W
2	Direction and distance from city	5 NM NW of Aberdeen.
3	Elevation / Reference temperature / Mean Low Temperature	215 FT / 16 °C / -
4	Geoid undulation at AD ELEV PSN	164 FT
5	Magnetic Variation / Annual Change	0.91°W (2022) / 0.23°E
6	AD Administration Address Telephone Telefax	ABERDEEN INTERNATIONAL AIRPORT LTD. Aberdeen International Airport, Dyce, Grampian, AB21 7DU. 01224-725060 (Aberdeen International Airport Ltd) 01224-723714 (NATS Ltd) 01224-727176 (ATC)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Telephone calls to ATC may be recorded.

EGPD AD 2.3 OPERATIONAL HOURS

1	AD Administration	0600-2230 (0500-2130). PPR outside of these hours.
2	Customs and immigration	Immigration: 0700-2300 (0600-2200). Customs: 0700-2300 (0600-2200). Outside of these hours see remarks.
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	North Air: 0530-2300 (0430-2200) (AVTUR JET A-1). Signature: 0630-2130 (0530-2030) (AVGAS 100LL and AVTUR JET A-1). See Remarks.
9	Handling	See AD 2.4.
10	Security	
11	De-icing	See AD 2.4.
12	Remarks	Aerodrome Operator: Delayed fixed-wing aircraft scheduled to operate 0600-2230 (0500-2130) must request extended opening by 2100 (2000). All other fixed-wing traffic must request extended opening with at least 24 hours notice. Fixed-wing aircraft operating between 2300-0600 (2200-0500) must be Quota Category 4 or below as defined in the Department for Transport, Noise Restrictions Notice for London Airports published bi-annually as a Supplement. Customs/Immigration: Prior arrangement required before 2100 (2000) for scheduled delayed flights (international flights and domestic flights carrying interlined international passengers and their effects). Nonscheduled flights require prior arrangement with a minimum of 24 hours notice. Fuelling: Outside of operational hours AVTUR JET A-1 and AVGAS 100LL available by arrangement with Signature on 01224-723636.

EGPD AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	By arrangement with Swissport on 01224-770518.

2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL
3	Fuelling facilities/capacity	
4	De-icing facilities	By arrangement with nominated handling agent.
5	Hangar space for visiting aircraft	
6	Repair facilities for visiting aircraft	
7	Remarks	All aircraft must have a handling agent appointed prior to arrival/departure. Handling agencies are: Primeflight: Tel: 01224-348517 or 07791-973108; E-mail: abzops@primeflight.com; SITA: ABZDHXH; Channel: 131.415 Signature: Tel: 01224-723636; Fax: 01224-725458; SITA: ABZECXH; Channel: 131.615 Operators must include Aberdeen Airport SITA address of ABZPA7X for all flights inbound to Aberdeen.

EGPD AD 2.5 PASSENGER FACILITIES

1	Hotels	Eight Hotels, 500 metres.
2	Restaurants	Restaurant and bar.
3	Transportation	Buses, taxis and car hire. Nearest railway station Dyce 2 NM.
4	Medical facilities	First aid treatment.
5	Bank and Post Office	Bureau de Change
6	Tourist Office	
7	Remarks	

EGPD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A7 RFF Category 8 available by arrangement.
2	Rescue equipment	
3	Capability for removal of disabled aircraft	Yes. Contact: 01224-725793 or 01224-725055.
4	Remarks	

EGPD AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Manoeuvring Area: Mechanical, Chemical de-icing. Apron Walkways: Chemical/granule de-icing.
2	Clearance priorities	Standard. See AD 1.2.2.
3	Remarks	Latest information from: Airside Operations; Tel: 01224-725055; ATC Tel: 01224-727160.

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

1	Apron surface and strength	ECHO APRON Surface: Concrete and asphalt MAIN APRON Surface: Concrete and asphalt
2	Taxiway width, surface and strength	Taxiway ECHO: 15 M Surface: Asphalt Taxiway MIKE: 23 M Surface: Concrete and asphalt
3	Altimeter checkpoint location and elevation	Main Apron 204 FT Echo Apron 188 FT
4	VOR checkpoints	
5	INS checkpoints	See Aircraft Parking/Docking Chart.
6	Remarks	

EGPD 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 1A, 7A, 10A, 10L, 10R, 30 and 31 available under marshaller guidance only. Stand Guidance System on all other stands as stated below. Parking guidance facilities to be used from P1: Stands 1-5 and 15-16: Safedock. Stands 6-9 and 10-14: AGNIS with stop arrow paint marking on ground. In some strong light conditions, pilots may experience glare on Safedock system (Stands 1-5, 15 and 16). If unable to correctly interpret stand guidance system, pilots must request marshalling assistance.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 16/34: Runway designation, runway threshold, runway edge lines and lights, runway/taxiway centreline, fixed distance, touchdown. Taxiway marking aid(s): Yellow centre-line paint marking. Taxiway light(s): Green centre-line on Taxiways Alpha, Charlie, Delta and Mike, blue edge lights and/or reflective markers on other taxiways.
3	Stop bars and runway guard lights (if any)	Red stop bars are located at holding points A4, C3, D2, E1, E2, E3, E4, E5, E6, E7, E8, E9, M1, M5, M7 and M9 and are in use at all times during the hours of ATC operation. No aircraft is to cross a red stop bar unless given a specific instruction to do so under escort from an Airside Operations vehicle.
4	Other runway protection measures	
5	Remarks	Aircrews are to note that the Stand Entry Guidance is activated by Airline and Handling Agent staff as prescribed in CAP 642. Aircrew should not enter the stand unless the stand guidance is illuminated or if advised that it is unserviceable, under marshaller guidance only. An emergency stop sign has also been installed on all SEG equipped stands. When activated, an electronic red flashing 'STOP' warning sign is illuminated. Aircraft must not enter the stand under any circumstances until the sign has been switched off. Runway 05/23, Runway 14/32 and Runway 36 Helistrip designators and aiming point marked (Runway 23 only). Three WDI: 571143.71N 0021124.09W (LGTD) - 571228.15N 0021222.45W (LGTD) - 571209.15N 0021211.76W (LGTD).

EGPD 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**
(EGPD5506) 16/APPROACH 34/ TAKE-OFF	BG CHIMNEY	571302.52N 0021246.17W	262 FT	26 FT	No	
(EGPD14320) 16/APPROACH 34/ TAKE-OFF	LLZ 34	571249.49N 0021222.22W	231 FT	8 FT	Yes Red	
(EGPD14438) 16/APPROACH 34/ TAKE-OFF	NFM 34	571246.78N 0021221.43W	227 FT	5 FT	No	
(EGPD14326) 32/APPROACH 14/ TAKE-OFF	GP MAST 34	571152.10N 0021132.95W	234 FT	34 FT	Yes Red	
(EGPD5957) 34/APPROACH 16/ TAKE-OFF	BEAM SENSOR 2	571130.97N 0021131.23W	242 FT	7 FT	No	
(EGPD5819) 34/APPROACH 16/ TAKE-OFF	BUILDING	571127.70N 0021131.60W	250 FT	8 FT	No	
(EGPD14439) 34/APPROACH 16/ TAKE-OFF	NFM 16	571127.47N 0021122.89W	238 FT	5 FT	No	
(EGPD14318) 34/APPROACH 16/ TAKE-OFF	LLZ 16	571125.22N 0021120.03W	243 FT	11 FT	Yes Red	

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**
(EGPD13613) 34/APPROACH 16/ TAKE-OFF	TREE	571021.18N 0021012.55W	400 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**
(EGPD13251)	HV PYLON	571607.84N 0020913.11W	649 FT	152 FT	No	
(EGPD13466)	MAST	571020.91N 0021423.98W	1028 FT	163 FT	Yes Red	
(EGPD13684)	MAST	570948.32N 0020857.30W	642 FT	217 FT	Yes Red	

EGPD 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	TREND 30 minutes.
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	Available on the Met Office website, www.metoffice.gov.uk/aviation.
8	Supplementary equipment available for providing information	
9	ATS units provided with information	ABERDEEN/DYCE
10	Additional information (limitation of service, etc.)	

EGPD 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	046.47°	477 x 46 M	RWY surface: Asphalt	571214.78N 0021205.93W 163.6 FT	THR 203.9 FT	
23	226.48°	477 x 46 M	RWY surface: Asphalt	571225.40N 0021145.34W 163.6 FT	THR 189.0 FT	
14	139.13°	581 x 36 M	RWY surface: Asphalt	571211.28N 0021203.18W 163.6 FT	THR 202.5 FT	
32	319.13°	581 x 36 M	RWY surface: Asphalt	571157.08N 0021140.54W 163.6 FT	THR 196.6 FT	
16	158.17°	1953 x 46 M	RWY surface: Asphalt, Grooved PCN 56/F/B/X/T	571238.05N 0021215.00W 163.6 FT	THR 204.6 FT TDZ 204.6 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
34	338.18°	1953 x 46 M	RWY surface: Asphalt, Grooved PCN 56/F/B/X/T	571139.43N 0021131.74W 163.6 FT	THR 215.4 FT TDZ 215.4 FT	
36	359.00°	570 x 36 M	RWY surface: Asphalt	571216.36N 0021206.24W 163.6 FT	THR 202.3 FT	

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
						RWY 05 Helicopter Runway. Strip Dimensions: 485 X 24 M. The width of the portion of Runway 05/23 that lies west of Runway 16/34 has a reduced width of 23 M (11.5 M either side of the centre-line of the runway). The section of Runway 05/23 that crosses Runway 16/34 and lies east of Runway 16/34 remains 46 M wide.
						RWY 23 Helicopter Runway. Strip Dimensions: 485 X 46 M. The width of the portion of Runway 05/23 that lies west of Runway 16/34 has a reduced width of 23 M (11.5 M either side of the centre-line of the runway). The section of Runway 05/23 that crosses Runway 16/34 and lies east of Runway 16/34 remains 46 M wide.
		589 x 45 M				RWY 14 Helicopter Runway.
		589 x 45 M				RWY 32 Helicopter Runway.
	199 x 140 M	2073 x 280 M	240 x 92 M -			RWY 16
	138 x 140 M	2073 x 280 M	240 x 92 M -			RWY 34 The downslope gradient over the first 400 M of LDA : Runway 34 is 0.83%.
		579 x 45 M				RWY 36 Helicopter Runway.

EGPD AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
16	1953 M	2152 M	1953 M	1953 M	Declared TORA commences at location of threshold lights. Soil erosion strip beyond must not be used for aircraft movement.

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
34	1953 M	2091 M	1953 M	1953 M	Declared TORA commences at location of threshold lights. Soil erosion strip beyond must not be used for aircraft movement.
16	1830 M	2030 M	1830 M		Take-off from intersection with Holds M7 and E9.
16	1312 M	1511 M	1312 M		Take-off from intersection with Runway 23.
16	629 M	829 M	629 M		Take-off from intersection with Runway 32, using the H32 designator as a visual reference point when lining up for departure.
34	1339 M	1477 M	1339 M		Take-off from intersection with Runway 32.
34	689 M	828 M	689 M		Take-off from intersection with Runway 23, using the H23 designator as a visual reference point when lining up for departure.
05		414 M H - 477 M			Helicopter Runway
14		506 M H - 581 M			Helicopter Runway
23				477 M H - 220 M	Helicopter Runway Restricted landing distance when used independently of Runway 16.
32				581 M	Helicopter Runway
36		580 M H - 260 M			Helicopter Runway

EGPD AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
23	Runway 23 White touchdown square with green lights.	White	HAPI Left/6° 210 M			Omni-directional White			THR: White touchdown square with green lights.
16	Coded centre-line five crossbars. 915 M Light intensity high	Green With green wingbars	PAPI Right/3° 52 FT 341 M		Colour coded Full length 15 M spacing	Variable intensity Bi-directional Flush fitting	Red		
34	Coded centre-line five crossbars. 915 M Light intensity high	Green With green wingbar	PAPI Left/3° 51 FT 375 M		Colour coded Full length 15 M spacing.	Variable intensity Bi-directional Flush fitting	Red		

EGPD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	Anemometer: Runway 16: 571227.82N 0021159.28W (LGTD); Runway 34: 571144.99N 0021141.88W (LGTD).
3	TWY edge and centre line lighting	
4	Secondary power supply/switch-over time	Uninterruptable Power Supply and generator / Immediate.
5	Remarks	Apron floodlighting on Stands 1-17 and Stands 30-31.

EGPD AD 2.16 HELICOPTER LANDING AREA

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EGPD 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
ABERDEEN CTR 572100N 0023356W - 572100N 0015802W - 571522N 0015428W thence clockwise by the arc of a circle radius 10 NM centred on 571207N 0021152W to 570850N 0022913W - 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: SFC	D	ABERDEEN APPROACH English	6000 FT		The Airspace remains notified even though the Controlling Authority may not be monitoring the frequency at all times. 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.
ABERDEEN ATZ A circle, 2.5 NM radius, centred at 571209N 0021153W on longest notified runway (16/34)	Upper limit: 2000 FT AGL Lower limit: SFC	D	ABERDEEN APPROACH English	6000 FT		The Airspace remains notified even though the Controlling Authority may not be monitoring the frequency at all times.

EGPD 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	ABERDEEN APPROACH	119.055 DOC 55 NM/ 25,000 FT.			Service can be provided H24. During the period 2230-0545 (2130-0445) the frequency is not monitored at all times. Frequency normally monitored for: Arrivals - ETA-10 to ATA+10; Departures - ETD-30 to ATD+10.	ATZ hours H24. 121.250 MHz available by prior arrangement with ATC for non-8.33 kHz capable aircraft. Frequency is not continuously monitored when not in use.
TWR	ABERDEEN GROUND	121.705			0600-2130 (0500-2030).	When notified by ATIS, Tower and Radar will be provided as a combined function on frequencies 118.105 and 119.055 using callsigns Aberdeen Tower/Aberdeen Radar. 121.250 MHz available by prior arrangement with ATC for non-8.33 kHz capable aircraft. Frequency is not continuously monitored when not in use.

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
	ABERDEEN TOWER	118.105 DOC 25 NM/8,000 FT.			Service can be provided H24. During the period 2230-0545 (2130-0445) the frequency is not monitored at all times. Frequency normally monitored for: Arrivals - ETA-10 to ATA+10; Departures - ETD-30 to ATD+10.	
RADAR	ABERDEEN DIRECTOR	128.305 DOC 25 NM/ 10,000 FT.			As directed by ATC	When notified by ATIS, Tower and Radar will be provided as a combined function on frequencies 118.105 and 119.055 using callsigns Aberdeen Tower/Aberdeen Radar. 121.250 MHz available by prior arrangement with ATC for non-8.33 kHz capable aircraft. Frequency is not continuously monitored when not in use.
	ABERDEEN RADAR	119.055			H24	
ATIS	ABERDEEN INFORMATION	114.300 Broadcast on Aberdeen VOR.			H24	
		121.855			H24	
OTHER	ABERDEEN FIRE	121.600 Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGPD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 0.08°E (2027)	IAX	109.900 MHz	HO	571124.94N 0021121.06W		(RWY 16)
ILS/GP	IAX	333.800 MHz	HO	571228.86N 0021158.98W		3° ILS Ref Datum Hgt 51 FT.
ILS/LOC I 0.07°E (2027)	IABD	109.900 MHz	HO	571249.30N 0021223.32W		(RWY 34) Full fly-up indications may not be achieved, or maintained, when below and to the extreme right of the localiser centre-line.
ILS/GP	IABD	333.800 MHz	HO	571152.05N 0021132.92W		3° ILS Ref Datum Hgt 50 FT.
VOR/DME 0.04°E (2027) 0.37°W (2021)	ADN	90X 114.300 MHz	H24 Hours of operation for aerodrome purposes: HO	571837.62N 0021602.09W	610 FT	VOR/DME DOC: 90 NM/50,000 FT (200 NM/50,000 FT in Sector R045-135).
DME	IAX	36X 109.900 MHz	HO	571204.36N 0021202.34W	224 FT	(RWY 16) On AD. Zero range is indicated at THR of Runway 16.

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
DME	IABD	36X 109.900 MHz	HO	571152.10N 0021132.82W	217 FT	(RWY 34) On AD. Zero range is indicated at THR of Runway 34.
NDB (L) 0.13°E (2027)	ATF	348.000 kHz	H24	570439.04N 0020620.53W		Range 25 NM.

EGPD AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) All flights are subject to the prior approval of the Managing Director, Aberdeen International Airport Ltd and prior notification to Airport Coordination Ltd, who act as an agent for the airport. With the exception of General Aviation and Military flights, requests for ad-hoc slot allocations should be made to ACL during working hours, Mon-Fri 0830-1700 (0730-1600), by e-mail: lonacxh@acl-uk.org; or Tel: 0161-493 1850, or at all other times to Airside Operations 01224-725055.
b) Use of the aerodrome for training purposes is subject to the prior permission of the Managing Director, Aberdeen International Airport Ltd.
c) Ground running of aircraft engines for test or maintenance is subject to the approval of the Managing Director, Aberdeen International Airport Ltd and shall be kept to the minimum consistent with operational needs. Ground runs are not permitted on Sun 1100-1300 (1000-1200).
d) Ambulance, Offshore Emergency and Medivac flights (including helicopters) are not subject to the restrictions as detailed in AD 2.3 Item 1 and Item 12 (paragraph 1).
e) Non-radio aircraft subject to PPR from ATC.
f) Use of APUs on Echo Apron is restricted to +/- 45 minutes from arrival or departure. Beyond this time, aircraft requiring power must use Ground Power Units arranged through the ground handling company.
g) Flight Planning: Any Flight Plan requiring submission must be faxed to ATC: 01224-727170. The Flight Plan Form (CA48/RAF F2919) must also contain a contact telephone number.

Note: *Any Flight Plans sent to EGPDZPZX for onward transmission will not be actioned.*

2 GROUND MOVEMENT

a) Subject to apron capacity, aircraft not departing within 2 hours may be relocated to a remote parking area.
b) Only aircraft with a wingspan of 19 M or less are permitted to self manoeuvre on Stands 1 to 16, under marshaller guidance. Ground crews must be in attendance at such aircraft that intend to undertake this manoeuvre.
c) Pilots should always use the minimum power necessary when self-manoeuvring their aircraft on all areas of the aerodrome.
d) Standard pushback procedures for Stands 1-17 are:

i. All aircraft must conduct curved pushbacks from Stands 1, 1A, 9, 12, 13 and 14. Curved pushbacks from all other stands available on request with ATC. Aircraft on Stand 16 that require a curved pushback will be instructed to conduct a curved pushback behind Stand 17 to face east, followed by a pull forward manoeuvre behind Stand 15.
ii. Embraer E195-E2 on Stands 2, 3 and 4 and Airbus A321 on Stand 3 to conduct curved pushbacks.
iii. Aircraft of length 44 M or more (Airbus A321 or longer) to conduct a curved pushback from Stand 7 and 7A.
iv. Except as noted in (ii) and (iii), all aircraft from Stands 2, 3, 4, 5, 6, 7, 8, 10, 10L, 10R, 11, 15, 16 and 17 are to conduct straight pushbacks.

Powerback manoeuvres may be conducted from Stands 2-8 and 15-17 by aircraft of Jetstream 41 size or smaller. Powerbacks are not permitted from Stands 1 and 9-14.

ATC approval for all pushback manoeuvres must be obtained prior to pushback commencing. Pilots must inform ATC if the pushback manoeuvre issued cannot be conducted.

e) Remote hold available at Holding Point D1A (facing west) with the following restrictions:

i. Maximum wingspan size of 36 M. When the remote hold is in use, aircraft with a wingspan greater than 36 M must be escorted past the holding aircraft;
ii. Only one aircraft may use the remote hold at any one time;
iii. Use is granted on a strict order of request basis (to request the facility contact GMC or TWR);
iv. The remote hold is available 0600-0900 (0500-0800) and 2000-2230 (1900-2130) each day and by arrangement with Airside Ops and ATC;
v. ATC may remove the remote hold from use at any time;
vi. When the remote hold is in use, holding points D2 and A4 will not be available for aircraft movement;
vii. Remote hold is not available for use when Low Visibility Procedures are in force.

f) At all times, aircrew are responsible for their wingtip/rotortip separation and, if in any doubt, should stop, hold position and request marshaller assistance.

g) Taxiway Echo movement restrictions:

   i. The section of Taxiway Echo between Holding Point E8 and the Compass Base is available to vehicles for non-towing movements only.
   ii. Due to a 4% longitudinal slope along the section of Echo Taxiway between the NHV Apron and the Compass Base, all aircraft may taxi to/from the Compass Base from E9 under their own power with caution. During winter operations and periods of adverse weather, Airside Operations may temporarily close this section of taxiway or restrict the use of it to permit only aircraft under tow to access the Compass Base.

h) Holding Point T1 may only be used by aircraft with a wingspan up to 24.8 M.
i) Pilots will be issued with 'Runway in Use' and 'Pressure Setting' information prior to start-up clearance being given. There after, taxi instructions will contain only holding point designators.
j) Full ATC clearance is available from EOBT -15 minutes.
k) Aircraft vacating Runway 16 at Holding point M1 must not taxi beyond Holding point M2 without onward ATC taxi clearance.
l) Simultaneous aircraft movements through Holding points C3 and D2 are not permitted.
m) Pilots taxiing from Stands 30/31 should expect to turn left after leaving the stand onto Taxiway Charlie or Delta (depending on parking direction).
n) Pilots instructed to park on Echo Apron must park under marshaller guidance unless otherwise authorised by Airside Ops.
o) Width of Taxiway Echo is variable. Information on maximum aircraft size permitted on this taxiway available from Airside Operations or ATC.

3 CAT II/III OPERATIONS

Not applicable.

4 WARNINGS

a) Except for light signals, ground signals are not displayed.
b) Intensive large helicopter activity.

   Light aircraft should be aware of the possible effect of rotor downwash and wake vortices generated by large helicopters operating to/ from the aerodrome.

c) Use of Taxiway Alpha between A1 and A2 is restricted to aircraft not exceeding 19.7 M wingspan. The width of Taxiway Charlie between Taxiway Mike and Taxiway Bravo is 7.5 M and suitable for use by helicopters only.
d) PAPI approach slope guidance for Runway 16 should not be used until the aircraft is established on the extended centre-line of the runway.
e) Moderate/severe turbulence and windshear may be experienced on approaches to all runways when the 1000 FT wind exceeds 15 KT from the sector 200° through west to 320°.
f) Owing to the terrain around Bennachie (11 NM NW of Aberdeen Airport), GPWS warnings are possible on intermediate approach to Runway 16 from the south and west.
g) Occasional crane activity at the following positions (all relative to the ARP):

   i. 255-280°/1000-1600 M up to 140 FT AGL;
   ii. 355°/800-1400 M up to 115 FT AGL.

h) Pilots of aircraft departing from aerodromes located within the Aberdeen CTR must ensure they are in receipt of an explicit controlled airspace entry clearance prior to departure. It should be noted that the passing of flight plan details to ATC does not constitute a request for, or the issue of, a controlled airspace entry clearance.
i) Adverse weather conditions: Increased spacing on final approach may be in operation during periods of adverse weather conditions (cloud ceiling of 300 FT or less and/or IRVR 1000 M or less). Increased periods of holding may be required and operators should fuel plan accordingly.
j) Model aircraft flying at:

   i. Haremoss' position 570515N 0020912W, approximately 1.5 NM northwest of Portlethen. Model aircraft not exceeding 13 KG in weight may be operated up to 400 FT AGL, daily, during daylight hours;
   ii. Meikle Wartle position 572146N 0022656W and site elevation 420 FT AMSL, approximately 5 NM north-northwest of Inverurie. Model flying may take place above 400 FT AGL.

5 HELICOPTER OPERATIONS

a) Locally based operators may be authorised to carry out landings on Runway 23H independently of operations on Runway 16/34 in accordance with procedures approved by the CAA. The landing distance available for these operations is reduced to 220 M, the end of which is indicated by yellow runway guard lights and the E6 stop bar.
b) Night approaches and landings on Runway 23H are not permitted if the HAPI (Helicopter Approach Path Indicator) is unserviceable. Helicopters approaching Runway 23H must not descend below the HAPI glidepath before crossing the railway.
c) ICAO helicopter rotor clearances require minimum separation distances between the blade tips of two moving helicopters. Adequate separation exists between:

   i. A helicopter holding at C3 and a helicopter turning from A4 onto Taxiway Delta;
   ii. A helicopter holding at M5 and a helicopter using disused Runway 18;
   iii. A helicopter holding at B1 and a helicopter on Taxiway Charlie between C1 and C2.

6 USE OF RUNWAYS

a) Runways 05H/23H, 14H/32H and 36H are only available for helicopter movements.
b) Runway 14/32 is not available for take-off and landing at night. However, ground and hover taxi movements on Runway 14/32 in order to access Runway 16/34 are permitted at night.
c) Runway 36

   i. With the exception of paragraph 6c ii, Runway 36 is not available for any aircraft movements at night. Additionally, no aircraft movements on this section of manoeuvring area in the reciprocal direction to Runway 36 are permitted at night.
   ii. Movements between Runway 16/34 and Holding Point M5 traverse part of Runway 36. Such movements are permitted at all times.

d) Pilots of departing aircraft must inform ATC if a backtrack is required from their runway holding point. This information should be passed to ATC prior to line up clearance being issued.

7 TRAINING

a) All training flights are subject to approval by ATC. General training flight acceptance policy:

   i. Mon-Fri: Instrument training flights by civil aircraft other than those based at Aberdeen Airport will not be accepted. Circuit training by military aircraft will not be accepted and military practice diversion instrument approaches limited to 0800-2000 (0700-1900) where approved by ATC;
   ii. Sat-Sun: Instrument training flights by civil aircraft are permitted subject to ATC approval. Military practice diversion instrument approaches limited to 0800-2000 (0700-1900) where approved by ATC;
   iii. Daily: Aircraft on EXAM callsigns will be accepted where approved by ATC.

b) Pilots of training aircraft carrying out go-arounds are advised that for the purposes of terrain clearance, that portion of the flight will be treated as a departure.
c) Training may be curtailed if significant noise complaints are received.

EGPD 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) Every operator of aircraft using the aerodrome shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.
b) Inbound IFR aircraft greater than 5700 KG may conduct Continuous Descent Approaches (CDA) from first contact with Aberdeen ATSU to an altitude of 4000 FT. In order to facilitate CDAs, when in receipt of an Approach Radar service and when ATC workload permits, controllers will attempt to provide appropriate descent instructions and distance from touchdown information on at least two occasions prior to reaching 4000 FT. Additional range checks may be requested by aircrew.

   Actual speed control will be issued by ATC as required for separation and sequencing purposes, however pilots conducting a CDA should expect speed restrictions of 250 KT or less below FL 100, 210 KT or less when 20 NM from touchdown and 160 KT or less when 10 NM from touchdown.

c) IFR aircraft shall not join final approach to either runway at a height of less than 1500 FT Aberdeen QFE unless they are propeller driven aircraft whose MTWA does not exceed 5700 KG when the minimum height shall be 1000 FT Aberdeen QFE.
d) In addition to paragraph 2.21(c), aircraft conducting an instrument approach shall not descend below 1800 FT Aberdeen QFE before intercepting the ILS or norminal glidepath nor thereafter fly below it. Aircraft landing without ILS assistance shall follow a descent path consistant with a 3° glidepath (or the approach procedure recommended profile if different).
e) Approach to Helistrip 23 aiming point should be on a heading of 218° (MAG).
f) Subject to Air Traffic Control requirements and weather conditions

   i. Training circuits should be undertaken to the west of the aerodrome;
   ii. Fixed-wing departures should be on Runway 34. Arrivals should be on Runway 16;

g) Aircraft operating between 2330-0600 (2230-0530) are requested to use minimal reverse thrust for noise abatement where this will not compromise the safe conduct of flight.

EGPD AD 2.22 FLIGHT PROCEDURES

1 HOLDING

a) The main holding pattern will be based on the VOR ADN but ATC may request aircraft to hold at DOWNI, L ATF. Details of all these patterns are as follows.

Holding Point	Details
VOR ADN	Holding axis 159° MAG, turning left at the facility. Lowest holding altitude 2500 FT.
DOWNI (570439N 0020621W)	Holding axis aligned on ADN VOR RDL 160° (Inbound track 340° MAG) between 15 DME ADN (DOWNI) and 20 DME ADN, turning right at the fix. Lowest holding altitude 2500 FT.
L ATF	Holding axis 339° MAG, turning right at the facility. Lowest holding altitude 2500 FT.

2 ENTRY/EXIT LANES

a) To facilitate the operation of aircraft to and from Aberdeen/ Dyce Airport, the following entry/exit lanes have been established for use under the stated conditions and subject to the provisions of the Air Traffic Control rules as stated at ENR 1.4.

i. A lane, 3 NM wide, known as the Peterhead Lane with centre-line from Hackley Head 571949N 0015717W (a point on the Aberdeen CTR boundary) thence southwest along the coast to Bridge of Don, then along the River Don to the point at which it crosses the Aberdeen Aerodrome Traffic Zone;
ii. a lane, 3 NM wide, known as the Stonehaven Lane with centre-line from 565522N 0021200W (a point on the Aberdeen CTA boundary) thence northeast along the coast to Bridge of Don, then along the River Don to the point at which it crosses the Aberdeen Aerodrome Traffic Zone;
iii. a lane, 3 NM wide, known as the Inverurie Lane with centre-line the Aberdeen/Inverness railway line extending from 571931N 0023510W (a point on the western boundary of the Aberdeen CTR) through Inverurie and Kintore to the point at which it crosses the Aberdeen Aerodrome Traffic Zone. Additionally, for aircraft taking-off from Runway 16 or proceeding for a landing on Runway 34, a branch lane of similar width is established with centre-line the A96 road extending from Kintore to the point at which it crosses the Aberdeen Aerodrome Traffic Zone.

b) These lanes are shown at AD 2-EGPD-4-1.

i. Use of the lanes is subject to clearance being obtained from ATC Aberdeen, 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.
ii. Aircraft using the lanes must remain clear of cloud and in sight of the ground or water, not above 2000 FT Aberdeen QNH (unless authorised by Aberdeen ATC).
iii. An aircraft using a lane shall keep the centre-line on its left, unless otherwise instructed by ATC.
iv. Pilots of aircraft are responsible for maintaining adequate clearance from the ground or other obstructions.
v. When Runway 34 is in use, pilots operating on the Stonehaven Lane, should expect an ATC clearance to route offshore not above 1000 FT (Aberdeen QNH) when south of Girdleness.

3 PROCEDURES FOR OUTBOUND AIRCRAFT

a) Initial Departure Routings:

i. Pilots can expect that the initial 'after departure' instruction will usually contain a waypoint or heading that is not the first waypoint contained in the flight plan.

b) Pilots of aircraft at intermediate runway holding points that require a runway backtrack for departure should inform ATC prior to lining up on the runway.
c) On first contact with Aberdeen Radar, pilots of departing aircraft are required to report their passing altitude (based on Aberdeen QNH) and cleared altitude or Flight Level.
d) The width of Runway 16/34 is twice that promulgated in two locations due to additional pavement on the east side of the runway. Pilots lining up on Runway 16/34 abeam Holding Points M7 or E9, or at the Runway 34 threshold must ensure they are correctly lined up on the runway centre-line prior to departure.
e) The Preferred Departure Routes 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.

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
	193 x 150 M	3124 x 280 M				RWY 33 Threshold displaced by 447 M. Runway 15/33 has shoulders 7.5 M each side of the runway giving a total paved width of 60 M.

EGBB AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
15	3004 M	3064 M	3004 M	2581 M	
33	3004 M	3197 M	3004 M	2450 M	
15	2447 M	2508 M	2447 M		Take-off from intersection with Taxiway B.
15	1444 M	1504 M	1444 M		Take-off from intersection with Taxiway L.
15	1220 M	1280 M	1220 M		Take-off from intersection with Taxiway G.
33	2552 M	2745 M	2552 M		Take-off from intersection with Taxiway E.
33	2182 M	2375 M	2182 M		Take-off from intersection with Taxiway C.
33	2093 M	2286 M	2093 M		Take-off from intersection with Taxiway F.
33	1769 M	1962 M	1769 M		Take-off from intersection with Taxiway G.
33	1560 M	1752 M	1560 M		Take-off from intersection with Taxiway L.

EGBB 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
15	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. 914 M Light intensity high	Light intensity high Uni-directional Green wingbars	PAPI Left/3° 60 FT 406 M	900 M	Colour coded 15 M spacing Light intensity high	Variable intensity bi-directional Flush fitting Light intensity high	Red		
33	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. 914 M Light intensity high	Light intensity high Uni-directional Green wingbars	PAPI Left/3° 59 FT 370 M	900 M	Colour coded 15 M spacing Light intensity high	Variable intensity bi-directional Flush fitting Light intensity high	Red		

EGBB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	Anemometer: Runway 15: 522653.35N 0014438.28W (LGTD); Runway 33: 522736.27N 0014525.44W (LGTD).
3	TWY edge and centre line lighting	

4	Secondary power supply/switch-over time	Yes/1 second.
5	Remarks	

EGBB AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	
2	TLOF and/or FATO elevation	
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	
4	True BRG of FATO	
5	Declared distance available	
6	APP and FATO lighting	
7	RMK	Helicopters to approach using active runway and land as instructed by ATC.

EGBB 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
BIRMINGHAM CTR 523507N 0014154W - 522626N 0013203W thence clockwise by the arc of a circle radius 8 NM centred on 522722N 0014502W to 521933N 0014740W - 522835N 0015758W thence clockwise by the arc of a circle radius 8 NM centred on 522722N 0014502W to 523507N 0014154W	Upper limit: 4500 FT ALT Lower limit: SFC	D	BIRMINGHAM RADAR English	6000 FT		Birmingham ATC is the Controlling Authority for that part of the Daventry Control Area which overlies the Birmingham CTR and CTA up to and including FL 80.
BIRMINGHAM ATZ A circle, 2.5 NM radius, centred at 522722N 0014502W on longest notified runway (15/33)	Upper limit: 2000 FT AGL Lower limit: SFC	D	BIRMINGHAM RADAR English	6000 FT		Birmingham ATC is the Controlling Authority for that part of the Daventry Control Area which overlies the Birmingham CTR and CTA up to and including FL 80.

EGBB 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	BIRMINGHAM DIRECTOR	131.005 DOC 40 NM/ 20,000 FT			As Directed by ATC	ATZ hours coincident with Approach hours. In the event of a radar failure, the BIRMINGHAM APPROACH callsign should be used on Channel 123.980 or 131.005.
	BIRMINGHAM RADAR	123.980 DOC 40 NM/ 20,000 FT			H24	
		131.330 DOC 40 NM/ 20,000 FT			As Directed by ATC	
TWR	BIRMINGHAM DELIVERY	121.930 DOC A/C on the ground			H24	GMC outside operating hours use Channel 118.305. Departing aircraft are to make initial contact with BIRMINGHAM DELIVERY on Channel 121.930.

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	121.605 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:

i. Follow ATC instructions to vacate the runway and taxi to stand. No aircraft is to proceed beyond C2 / E2 / S3 (Runway 15 Arrivals) or A6 (Runway 33 Arrivals) without clearance from ATC.

j) A380 Aircraft Operations:

i. Operators of A380 aircraft may designate Birmingham as a nominated diversionary aerodrome subject to prior agreement with the Head of Airfield Operations Tel +44 (0)121-767 7384 and assessment of facilities at Birmingham by the Airline. The use of Birmingham as an alternate for A380 operations is also subject to UK CAA approval on an individual airline basis.
ii. Maximum of 3 A380s can be handled at any time (subject to stand availability).
iii. Follow-me may be requested via ATC if required.
iv. Departing aircraft must use the CAT III runway holds at all times, irrespective of weather conditions.
v. Diverting A380 aircraft will be provided with RFF Category 9 in accordance with UK CAA CAP 168 Chapter 8.

3 CAT II/III OPERATIONS

a) Runways 15 and 33, subject to serviceability of the required facilities, are suitable for Category ll/lll operations by operators whose minima have been accepted by the Civil Aviation Authority.
b) During Category ll/lll operations, special ATC procedures (ATC Low Visibility Procedures) will be applied. Pilots will be informed by ATIS broadcast or by RTF when these procedures are in operation.
c) Departing aircraft: ATC will require departing aircraft to use the Category II/III holding points located at A2, AL1 and S2 and the Category I/II/III holding points located at E1 and F1 as appropriate.

Arriving aircraft: Pilots should delay the call 'Runway vacated' until the aircraft is clear of the amber and green coded section of the taxiway lead-off lights.

d) Arriving aircraft should note that all appropriate runway exits are illuminated. Pilots should select the first convenient exit unless advised by ATC

4 WARNINGS

a) Taxiway Delta between D4 and D5 is restricted to aircraft with a maximum wingspan of 42 M. Aircraft with a wingspan exceeding 42 M will be routed via Taxiway E.
b) Pilots of long-wheelbase aircraft such as B777-300 should exercise caution when negotiating taxiway curves and intersections as main-gear to pavement edge clearance may be limited.
c) Due to runway orientation relative to prevailing winds, pilots should anticipate crosswinds and may experience building induced turbulence and wind shear on aerodrome in strong winds.
d) Pilots are warned that there is a possibility of Pigeons crossing the runway up to 100 FT AGL. Bird dispersal including the use of pyrotechnics in operation H24.
e) Pilots are warned that unauthorised ground based laser lights have been directed towards aircraft in the vicinity of the airfield. All incidents should be reported immediately via the Tower to the Airport Authority.
f) Operators should note that Birmingham Airport is unable to accept A340-600 aircraft due to limitation on taxiway curves.
g) Aircraft requiring to back-track along the runway must be capable of turning within the runway width of 46 M.
h) Visual/light signals from ATC are not available.
i) The Alpha Loop taxiway adjacent to the Runway 15 threshold is authorised for use by aircraft of Code A-C inclusive only.
j) Pilots are warned that when the runway surface condition is broadcast as wet, standing water could be encountered on the runway edge between Taxiways Foxtrot and Bravo.
k) Airlines should be aware of the increased risk of insect nesting during the spring and summer months. During this time, the use of pitot tube covers should be considered.
l) Pilots may experience localiser deviations due to Code D and above aircraft vacating at the end of the runway.
m) Pilots should be aware that autonomous equipment may be operating on the airfield.

5 HELICOPTER OPERATIONS

a) Helicopters to arrive and depart as instructed by ATC. All helicopters should expect to land on and depart from the main runway.

6 USE OF RUNWAYS

a) Preferential Runway.

Runway 33 will be selected as the preferred runway for departures and arrivals when the runway surface is dry and the mean surface wind speed as displayed from Runway 33 anemometer site is 5 KT or less. Aircraft requiring the use of Runway 15 must advise ATC and state that is for operational reasons.

7 TRAINING

a) Use of the aerodrome for training purposes is subject to the approval of Birmingham Airport Limited and the following conditions:

i. Training aircraft must climb straight ahead to 1000 FT QFE before turning, unless otherwise instructed by ATC;
ii. Aircraft above 5700 KG MTWA taking off from Runway 15 must climb straight ahead to 1.5 NM DME I BIR or 500 FT QFE whichever is later then turn as instructed by ATC;
iii. Training flights are restricted to commercial based operators (Easyjet, Jet2, Ryanair and TUI), NPAS, Air Ambulance (Helimed) and RAF Brize Norton only;

iv. Jet aircraft above 5700 KG require prior approval; contact: 0121-767 1210.

b) **Circuits**

i. Circuits by jet aircraft of more than 5700 KG MTWA on training flights will be carried out at 2500 FT QNH. Descent below this altitude should not take place until abeam the airfield on the downwind leg usually:

Runway 33 – right hand circuits;

Runway 15 – left hand circuits.

ii. Direction may be varied for environmental reasons.

c) **Procedural Instrument Training**

i. All procedural instrument training for non-turbo-jet aircraft of 5700 KG or less will require approval from ATC and is subject to prevailing traffic.

8 ROUND ROBIN FLIGHTS

a) Operators wishing to undertake round robin flights are required to contact ATC on 0121-767 1235 prior to requesting flight clearance to confirm that the intended flight routing matches the flight plan submitted. Operators wishing to undertake round robin flights who do not comply with this requirement will not receive flight clearance and pushback until the routing has been confirmed.

EGBB AD 2.21 NOISE ABATEMENT PROCEDURES

1 NOISE

a) Noise Preferential Routeings and Procedures - all aircraft inbound 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.

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 practicable in areas surrounding the aerodrome.
b) Unless on radar vectors, aircraft shall avoid the congested areas of Hampton-in-Arden and Balsall Common to the southeast of the aerodrome and Dorridge, Knowle and Hockley Heath to the southwest of the aerodrome.

3 TAKE-OFF AND MISSED APPROACHES

a) Every jet aircraft using the aerodrome shall, after take-off or 'go-around' attain as soon as safety permits, a rate of climb of at least 500 FT per minute at power settings which will ensure progressively decreasing noise levels at points under the flight path.

4 ILS APPROACHES

a) Unless otherwise instructed by ATC, aircraft using the ILS in IMC or VMC shall not descend below 2000 FT QNH before intercepting the glidepath nor fly below the glidepath thereafter. 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.

5 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 FL 100 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. ATC will impose a speed of 180 KT or less inside 10 DME I-BM/I-BIR.
d) CDAs will commence from ALT 6000 FT QNH.
e) 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.

6 VISUAL CIRCUITS APPROACHES – GENERAL

a) **Propeller driven aircraft MTWA 5700 KG or less**

i. For aircraft in this category, the minimum height for joining the final approach track shall be 1000 FT QFE for all approaches.

b) All aircraft except those excluded in paragraph **6 a**

i. All aircraft carrying out visual circuits/approaches to Runways 33 and 15 shall not, unless instructed by ATC, descend below 2500 FT QNH (2175 FT QFE) on the downwind legs until they are abeam the aerodrome, after which a continuous rate is to be maintained.
ii. Aircraft must not join the final approach track to any runway at a height of less than 1825 FT QNH (1500 FT QFE), except when carrying out a right hand visual circuit to Runway 33 when the minimum height for joining the final approach track will be 1225 FT QNH (900 FT QFE).
iii. To minimise noise disturbance to congested urban areas adjacent to the aerodrome, base turns to visual circuits to Runway 15 and 33 are shown in the map at AD 2-EGBB-4-1. These should be flown whenever possible.
iv. To minimise disturbance in areas adjacent to the aerodrome, 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).

7 NOISE PREFERENTIAL ROUTINGS

a) The Noise Preferential Routings given below are compatible with ATC requirements and shall apply in both VMC and IMC. The tracks are to be flown by all departing jet aircraft and by all other aircraft with a maximum certified weight exceeding 5700 KG unless otherwise instructed by ATC or unless deviations are required in the interests of safety. The use of the route is supplementary to noise abatement take-off techniques. After take-off, pilots should ensure that they are at a minimum height of 500 FT QFE before initiating any turn. The obligations of NPRs for Runway 33 cease when the aircraft is at an altitude of 3000 FT or above. The obligations of NPRs for Runway 15 northbound departures cease when the aircraft is at an altitude of 3000 FT or above. The obligations of NPRs for Runway 15 southbound departures (including COWLY, CPT, DTY) cease when the aircraft is at an altitude of 4000 FT or above.

i. Take-off – Runway 15:

Climb straight ahead to 1.5 NM DME I BIR or 500 FT QFE whichever is later then:

Take-off Runway	Routing	Procedure
15	Left turn to a track of less than 060°	Turn left as instructed by ATC
	Left turn to a track of 060° or greater	At 2 DME I-BIR turn left as instructed by ATC
	Right turn out (non-MOSUN/LUXTO)	At 4 DME I-BIR turn right as instructed by ATC
	MOSUN/LUXTO	At 2 DME I-BIR track 165° to 4 DME I-BIR
	Unable RNAV	At 2 DME I-BIR track 165° to 4 DME I-BIR

ii. Take-off – Runway 15 Aerodrome DME Out of Service:

Climb straight ahead to 4.5 NM DME HON or 500 FT QFE whichever is later then:

Take-off Runway	Routing	Procedure
15	Left turn to a track of less than 060°	Turn left as instructed by ATC
	Left turn to a track of 060° or greater	At 1.5 DME HON turn left as instructed by ATC
	Right turn out (non-MOSUN/LUXTO)	At 1.5 DME HON turn right as instructed by ATC
	MOSUN/LUXTO	Track 165° to 2 DME HON
	Unable RNAV	Track 165° to 2 DME HON

iii. Take-off – Runway 33:

Climb straight ahead to 2 NM DME I BM or 500 FT QFE whichever is later. Then either

Take-off Runway	Routing	Procedure
33	Left or right turn out°	At 2 NM DME I BM turn as instructed by ATC

iv. Take-off – Runway 33 Aerodrome DME out of service:

Climb straight ahead to 9 NM DME HON or 500 FT QFE whichever is later. Then either:

Take-off Runway	Routing	Procedure
33	Left or right turn out	At 9 NM DME HON turn as instructed by ATC

Note 1: *Directions of turn onto course shall be such that as far as possible the surrounding built-up areas will be avoided.*

b) Except in emergency and for safety reasons no aircraft movements or activities involving the running of aircraft engines shall take place on or along the first 100 M of Runway 15, Taxiway A or Taxiway B north of Hold A6 between the hours of 2300-0700 (2200-0600), unless the aircraft landed at the Airport before 2300 (2200) and is proceeding to the aprons. Pilots should note that in such circumstances Runway 15 TORA/ASDA/TODA will be reduced by 150 M.

8 AUXILIARY POWER UNITS (APU)

a) Except for stands not equipped with a serviceable Fixed Electrical Ground Power Unit, APU must be shut down immediately on arrival on stand and not restarted more than 30 minutes prior to departure without permission from the aerodrome operator.
b) Except in an emergency, no aircraft activities involving the running of APU's shall take place on the aprons between the hours of 2300-0600 (2200-0500), unless such activities are necessary in the case of an aircraft which has landed at the aerodrome before 2330 (2230).

9 NIGHT NOISE RESTRICTIONS/ALLOCATIONS

a) Birmingham Airport operates a noise policy restricting the operation of certain types of aircraft during the night period of 2330-0600 (2230-0500). Full details are available from Airport Co-ordination Limited or the Airfield Duty Manager.
b) Aircraft with a noise classification of 93 EPNdB or more are not permitted to be scheduled during the night period. Aircraft with a noise classification of 93 EPNdB or more may be permitted to operate in exceptional circumstances subject to prior approval by the Airfield Duty Manager.
c) All movements recording a level above 83 dB(A) Lmax on departure at the noise monitors located 6.5 KM from ‘start of roll’ during the night period will be subject to a runway surcharge.
d) Records of night infringements are available on request from the Birmingham Airport Sustainability Team.

10 RESTRICTIONS

a) Restrictions are imposed on the ground running of engines in the interests of noise abatement and operators are advised to contact the Airfield Duty Manager (0121-767 7139).

11 NOISE ABATEMENT PROCEDURES FOR HELICOPTERS

a) To minimise noise disturbance to urban areas adjacent to the airport, helicopters should, except in the case of an emergency, avoid overflying the noise sensitive area at less than 500 FT AAL. This area extends between 230° and 290° from the Western end of stand 506, to a distance of 0.5 NM

EGBB AD 2.22 FLIGHT PROCEDURES

1 RADIO COMMUNICATION FAILURE PROCEDURES

In the event of complete radio failure in an aircraft the pilot is to adopt the appropriate procedures notified at ENR 1.1.3, with the exception described below.

a) Inbound Aircraft

i. When complete communications failure occurs in the aircraft before ETA, or before EAT when this has been received and acknowledged, the aircraft will:

1. fly to the appropriate holding point (GROVE or CHASE);
2. hold at the last assigned level until the last acknowledged ETA plus 10 minutes or EAT when this has been given;
3. descend to the lowest whole flight level which gives at least 1000 FT separation from the Transition Altitude. When level transit from the appropriate holding point (GROVE or CHASE) to the BHX holding point;
4. when established in the BHX hold 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 approach and land visually).

ii. If complete radio communications failure occurs after an aircraft has reported to ATC on reaching the holding point, the aircraft will:

1. hold at the last assigned level at GROVE or CHASE 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. descend to the lowest whole flight level which gives at least 1000 FT separation from the Transition Altitude. When level transit from the appropriate holding point (GROVE or CHASE) to the BHX holding point;
3. when established in the BHX hold 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 approach and land visually).

iii. When complete radio communication failure occurs during intermediate or final approach under radar control the procedures to be followed are detailed at AD 2-EGBB-5-1.
iv. When complete radio communication failure occurs in the aircraft following a missed approach the aircraft will:

1. fly the appropriate missed approach procedure to BHX NDB(L);
2. complete at least one holding pattern at 2500 FT;
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 approach and land visually)

v. The routes and levels to be used when leaving the Zone or Holding Area in accordance with the procedures given at ENR 1.1.3 are shown in the table below:

Position at time of decision	Route
BHX NDB(L) GROVE CEDAR CHASE MAPLE	Track 270°T at last assigned altitude

b) Outbound Aircraft

i. Aircraft departing under radar control from Birmingham may be instructed by the radar controller, via aerodrome control, to maintain specific headings.
ii. If, after having been instructed to maintain a specific heading after take-off, a pilot experiences radio failure, he shall climb on the assigned heading to the first altitude detailed in the clearance, maintain this heading and altitude for two minutes, and then proceed in accordance with the published radio failure procedures.

2 PROCEDURE FOR INBOUND/OUTBOUND AIRCRAFT VIA MOSUN/LUXTO

a) Birmingham-MOSUN Procedures

The Birmingham-MOSUN Procedure is only available to turbo-prop aircraft joining or leaving MOSUN FL 160 or below between Mon-Fri 0900-1700 (0800-1600) excluding public holidays.

b) Operators intending their aircraft to make use of the MOSUN procedure on departure must ensure that the following addresses are added to the flight plan:

EGWDZQZX and EGFFZPZX and EGTTZFZC

Significant delays may be encountered in the event that these addresses are omitted.

c) MOSUN Departure Clearances

When Runway 15 is in use, aircraft departing towards MOSUN will be instructed to follow the MOSUN 15 procedure. For example: “Callsign, MOSUN 15 procedure, squawk XXXX”.

i. MOSUN 15 Procedure - Runway 15

At 2 DME, turn right to track 165 to 4 DME, then turn right cleared to leave controlled airspace on track MOSUN, climb to altitude 6000 FT.

When Runway 33 is in use, aircraft departing towards MOSUN will be issued with the BRUMI 1M SID.

ii. BRUMI 1M Departure - Runway 33

The BRUMI 1M SID is available to turbo prop aircraft joining at MOSUN FL 160 or below between the hours specified in paragraph 2a.

d) During the hours when N92 is available:

When Runway 33 is in use, aircraft filing via N92 will receive an BRUMI 1M departure.

When Runway 15 is in use, aircraft departing to join N92 at LUXTO will be instructed to follow the LUXTO 15 procedure. For example:

“Callsign, LUXTO 15 procedure, squawk XXXX”

i. LUXTO 15 procedure – Runway 15

At 2 DME, turn right to track 165 to 4 DME, then turn right direct LUXTO, climb to altitude 6000 FT.

3 PROCEDURE 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-EGBB-7 charts.
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. Aircraft should not proceed beyond CHASE or GROVE without ATC clearance.

b) **Clearance to enter the CTR/CTA**

i. Aircraft flying the Airways System will be cleared into the CTR/CTA without having to request a specific entry clearance.
ii. Aircraft wishing to enter the CTR/CTA from the London FIR must obtain clearance from Birmingham Radar Control before entering Controlled Airspace.

c) **Holding.** Holding patterns are as follows:

Birmingham NDB(L) BHX	Holding axis 147° MAG, turning right at the facility. (Lowest holding ALT 2500 FT) **(See Note)**.
GROVE	Holding fix HON VOR/DME 284°/10 NM on an axis of 104° MAG turning right at the fix. Lowest holding level FL 70. Speed limit 210 KT.
CEDAR	Holding axis 147° MAG, turning right at the fix. (Lowest holding ALT 2500 FT) (**See Note**).
CHASE	Holding fix HON VOR/DME 330°/18 NM on an axis of 150° MAG turning right at the fix. Lowest holding level 5000 FT (**See Note**). Speed limit 210 KT.
MAPLE	Holding axis 327° MAG, turning left at the fix. (Lowest holding ALT 2500 FT) (**See Note**).

Note: *Aircraft holding at the above facilities may be required to do so above the upper limit of the Birmingham CTA, and within the Daventry CTA.*

d) **Missed Approaches**

i. Loss of Radio Communications – The Birmingham Standard Missed Approach Procedures are detailed within the associated Instrument Flight Procedure Charts. The following procedures shall apply in the event of executing a missed approach with loss of radio communications:

Landing direction	Procedure
Runway 15	Climb ahead to 1000 FT (QNH). Turn right onto track 166° MAG to 2500 FT or I BIR DME 4, whichever is the later, then turn left to NDB(L) BHX.
Runway 33	Climb ahead to 2500 FT (QNH) or I BM DME 2, whichever is the later. Then procedure turn right to NDB(L) BHX.

ii. Non-Radar Procedures – The Birmingham Standard Missed Approach Procedures are detailed within the associated Instrument Flight Procedure Charts. The following procedures shall apply in the event of executing a missed approach during non-radar operations.

Landing direction	Procedure
Runway 15	Climb ahead to 1000 FT (QNH). Turn right onto track 166° MAG to 3000 FT or I BIR DME 4, whichever is the later, then turn left to NDB(L) BHX.
Runway 33	Climb ahead to 3000 FT (QNH) or I BM DME 2, whichever is the later. Then procedure turn right to NDB(L) BHX.

e) **Speed Control**

i. Pilots should typically expect the following speed restrictions to be enforced:
220 KT from the holding facility during intermediate approach phase;
180 KT on base leg/closing heading to the ILS;
180-160 KT when first established on the ILS;
160 KT between 7 and 4 DME
ii. These speeds are mandatory for applying standardised CDA approaches, optimizing departure flow and for ATC separation purposes. 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.

4 PROCEDURES FOR OUTBOUND AIRCRAFT

a) After departure, aircraft shall remain on the Tower frequency until instructed.
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) Pilots of departing VFR flights should expect departure via one of the following 4 designated VRPs closest to the required departure track, not above altitude 2000 FT:

i. M42 Junction 10 (Tamworth);
ii. M6 Junction 3 (Bedworth);

iii. M40/M42 Interchange;
iv. Frankley Reservoirs.

Pilots should state requested VRP on first contact with ATC.

5 SPECIAL VFR FLIGHT

a) Special VFR clearances for flights within the Birmingham CTR may be requested and will be given whenever traffic conditions permit. These flights are subject to the general conditions laid down for Special VFR flights.
b) Aircraft may be given a radar service whilst within the CTR 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 the requirements of 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.
c) Clearance to make Special VFR flights below 1500 FT ALT will not be given in the sector of the Birmingham CTR enclosed by the bearings 240°T and 360°T.

6 VISUAL REFERENCE POINTS (VRP)

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

7 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the vicinity of, but intending to remain outside Birmingham controlled airspace, clear of Coventry within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Birmingham Radar frequency, 123.980 MHz, are encouraged to select SSR code 0010.

524800N 0015216W - 524216N 0021343W -
523130N 0021145W - 520515N 0014622W -
521600N 0011000W - 523440N 0013300W -
524800N 0015216W.

b) Selection of 0010 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 0010 pilots should be aware that Birmingham 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 0010 shall be deselected.

EGBB AD 2.23 ADDITIONAL INFORMATION

Not Applicable.

EGBB AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGBB-2-1
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO
AD 2.EGBB-2-2
A380 GROUND MOVEMENT - ICAO
AD 2.EGBB-2-3
VISUAL CIRCUIT RWY 15/33 - RECOMENDED TURNS TO BASE LEG
AD 2.EGBB-4-1
CONTROL ZONE and CONTROL AREA CHART - VRPS
AD 2.EGBB-4-3
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGBB-5-1
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 15 DTY 2Y - ICAO
AD 2.EGBB-6-1
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 15 COWLY 2Y - ICAO
AD 2.EGBB-6-2
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 15 CPT 2Y - ICAO
AD 2.EGBB-6-3

RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 15/33 LUVUM 1Y 1M - ICAO
AD 2.EGBB-6-4
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 33 ADMEX 1M UNGAP 1M - ICAO
AD 2.EGBB-6-5
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 33 BRUMI 1M - ICAO
AD 2.EGBB-6-6
STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 15 DTY 2Y COWLY 2Y
AD 2.EGBB-6-7
STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 15 CPT 2Y LUVUM 1Y
AD 2.EGBB-6-8
STANDARD INSTRUMENT DEPARTURE CODING TABLES RWY 33 LUVUM 1M ADMEX 1M UNGAP 1M BRUMI 1M
AD 2.EGBB-6-9
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) FIGZI 1B - ICAO
AD 2.EGBB-7-1
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) MAKUX 2B - ICAO
AD 2.EGBB-7-2
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) HEMEL 1B SILVA 1B - ICAO
AD 2.EGBB-7-3
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) DOLOP 1B MALUD 1B AMPIT 1B WAL 1B - ICAO
AD 2.EGBB-7-4
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) BEGAM 1B CROFT 1B LIBSO 1B VEGUS 1B - ICAO
AD 2.EGBB-7-5
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) POL 1B - ICAO
AD 2.EGBB-7-6
STANDARD INSTRUMENT ARRIVAL CODING TABLES FIGZI 1B MAKUX 2B HEMEL 1B SILVA 1B
AD 2.EGBB-7-7
STANDARD INSTRUMENT ARRIVAL CODING TABLES DOLOP 1B MALUD 1B AMPIT 1B WAL 1B
AD 2.EGBB-7-8
STANDARD INSTRUMENT ARRIVAL CODING TABLES BEGAM 1B CROFT 1B LIBSO 1B
AD 2.EGBB-7-9
STANDARD INSTRUMENT ARRIVAL CODING TABLES VEGUS 1B POL 1B
AD 2.EGBB-7-10
RNAV HOLD CODING TABLES GROVE CHASE
AD 2.EGBB-7-11
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 15 - ICAO
AD 2.EGBB-8-1
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 15 - ICAO
AD 2.EGBB-8-2
INSTRUMENT APPROACH CHART RNP RWY 15 - ICAO
AD 2.EGBB-8-3
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 15 - ICAO
AD 2.EGBB-8-4
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 33 - ICAO
AD 2.EGBB-8-5
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 33 - ICAO
AD 2.EGBB-8-6
INSTRUMENT APPROACH CHART RNP RWY 33 - ICAO
AD 2.EGBB-8-7
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 33 - ICAO
AD 2.EGBB-8-8
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 15
AD 2.EGBB-8-9
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 33
AD 2.EGBB-8-10

EGBB AD VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

AERODROME CHART - ICAO

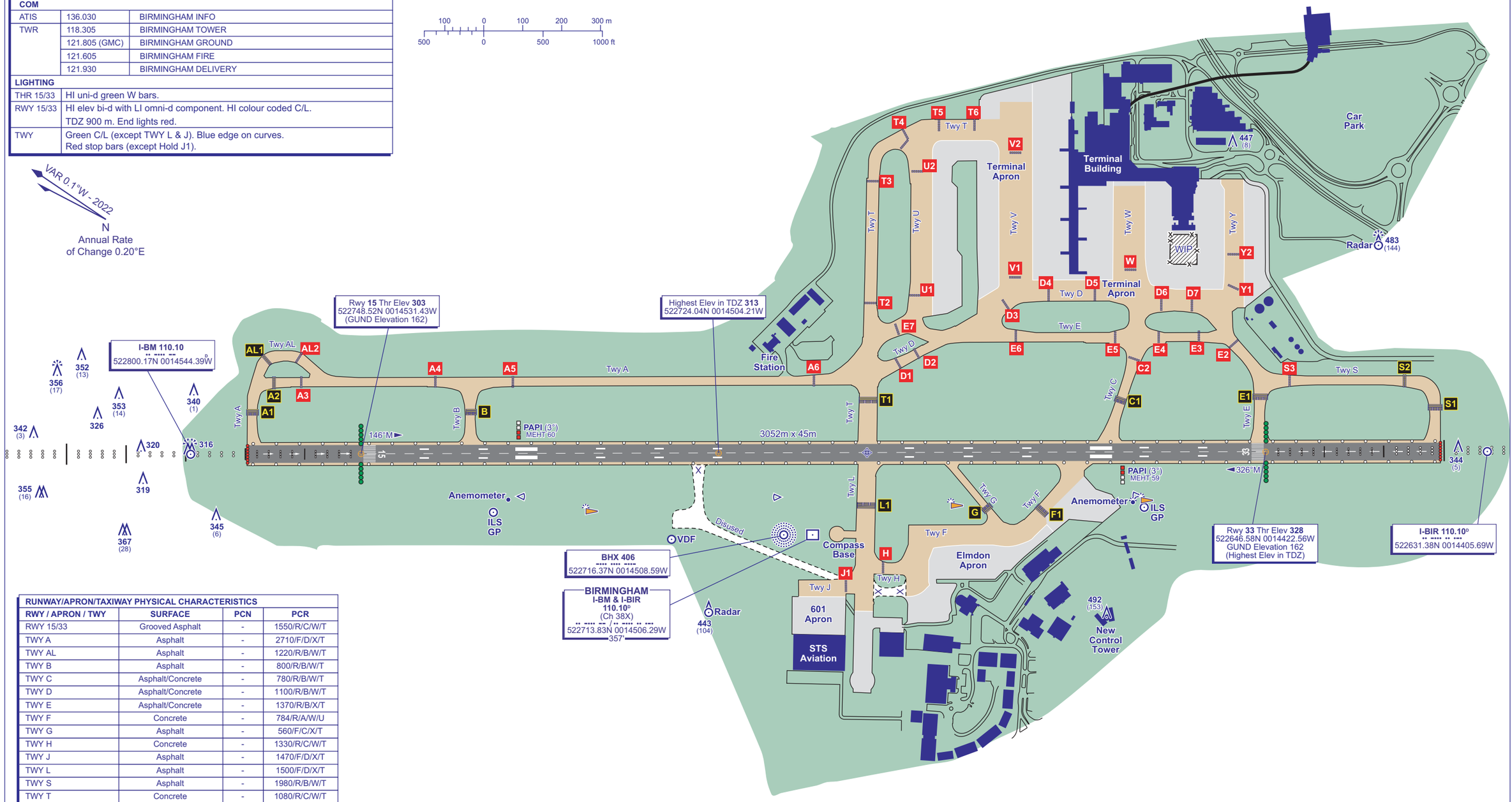
ARP 522714N 0014453W

AD ELEV 339FT

BIRMINGHAM
EGBB

COM		
ATIS	136.030	BIRMINGHAM INFO
TWR	118.305	BIRMINGHAM TOWER
	121.805 (GMC)	BIRMINGHAM GROUND
	121.605	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 (13/25): BIRMINGHAM FIRE FREQUENCY.

AERO INFO DATE 02 OCT 25

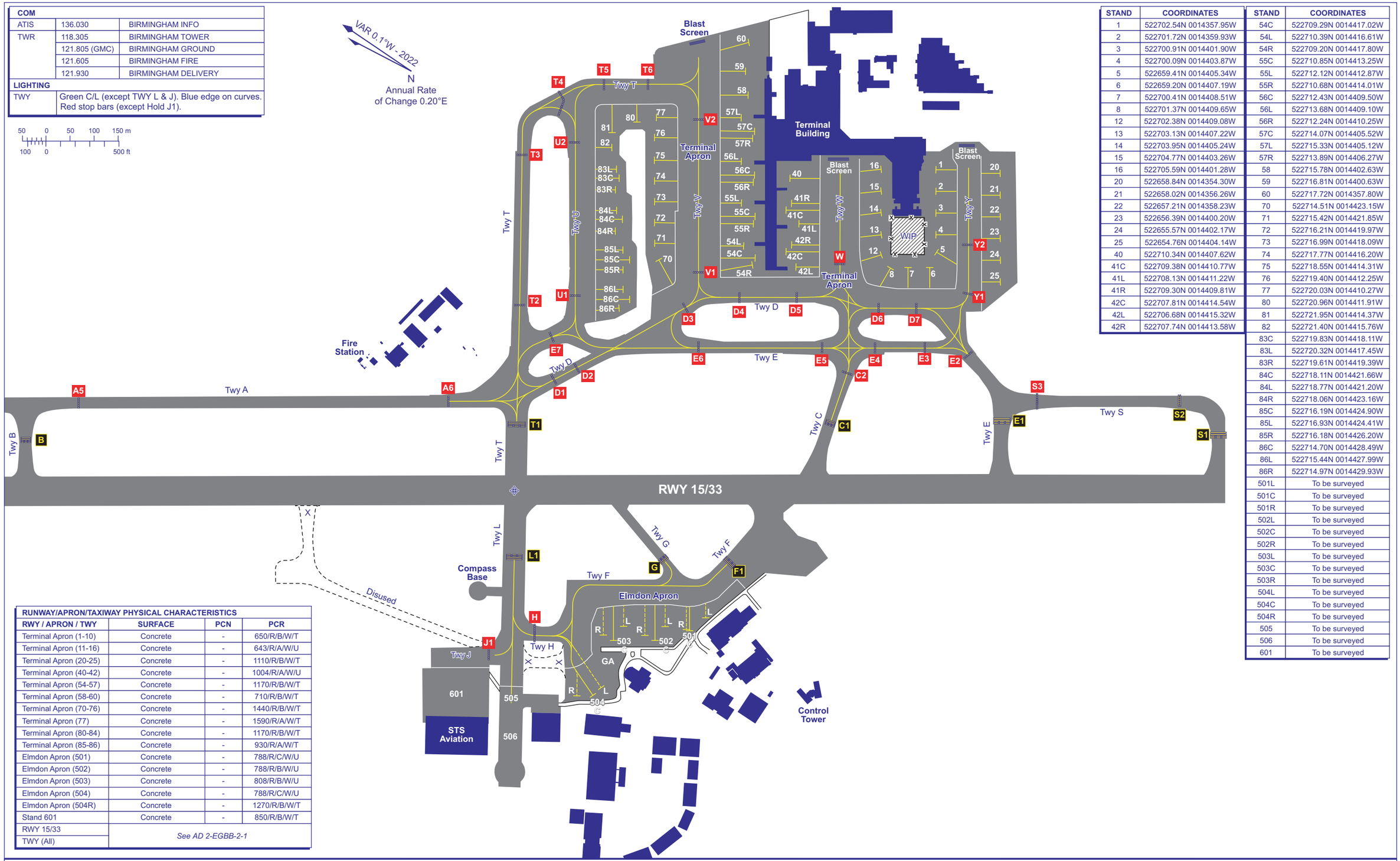
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO

ARP 522714N 0014453W

AD ELEV 339FT

BIRMINGHAM
EGBB

COM		
ATIS	136.030	BIRMINGHAM INFO
TWR	118.305	BIRMINGHAM TOWER
	121.805 (GMC)	BIRMINGHAM GROUND
	121.605	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).	



STAND	COORDINATES	STAND	COORDINATES
1	522702.54N 0014357.95W	54C	522709.29N 0014417.02W
2	522701.72N 0014359.93W	54L	522710.39N 0014416.61W
3	522700.91N 0014401.90W	54R	522709.20N 0014417.80W
4	522700.09N 0014403.87W	55C	522710.85N 0014413.25W
5	522659.41N 0014405.34W	55L	522712.12N 0014412.87W
6	522659.20N 0014407.19W	55R	522710.68N 0014414.01W
7	522700.41N 0014408.51W	56C	522712.43N 0014409.50W
8	522701.37N 0014409.65W	56L	522713.68N 0014409.10W
12	522702.38N 0014409.08W	56R	522712.24N 0014410.25W
13	522703.13N 0014407.22W	57C	522714.07N 0014405.52W
14	522703.95N 0014405.24W	57L	522715.33N 0014405.12W
15	522704.77N 0014403.26W	57R	522713.89N 0014406.27W
16	522705.59N 0014401.28W	58	522715.78N 0014402.63W
20	522658.84N 0014354.30W	59	522716.81N 0014400.63W
21	522658.02N 0014356.26W	60	522717.72N 0014357.80W
22	522657.21N 0014358.23W	70	522714.51N 0014423.15W
23	522656.39N 0014400.20W	71	522715.42N 0014421.85W
24	522655.57N 0014402.17W	72	522716.21N 0014419.97W
25	522654.76N 0014404.14W	73	522716.99N 0014418.09W
40	522710.34N 0014407.62W	74	522717.77N 0014416.20W
41C	522709.38N 0014410.77W	75	522718.55N 0014414.31W
41L	522708.13N 0014411.22W	76	522719.40N 0014412.25W
41R	522709.30N 0014409.81W	77	522720.03N 0014410.27W
42C	522707.81N 0014414.54W	80	522720.96N 0014411.91W
42L	522706.68N 0014415.32W	81	522721.95N 0014414.37W
42R	522707.74N 0014413.58W	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

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)			

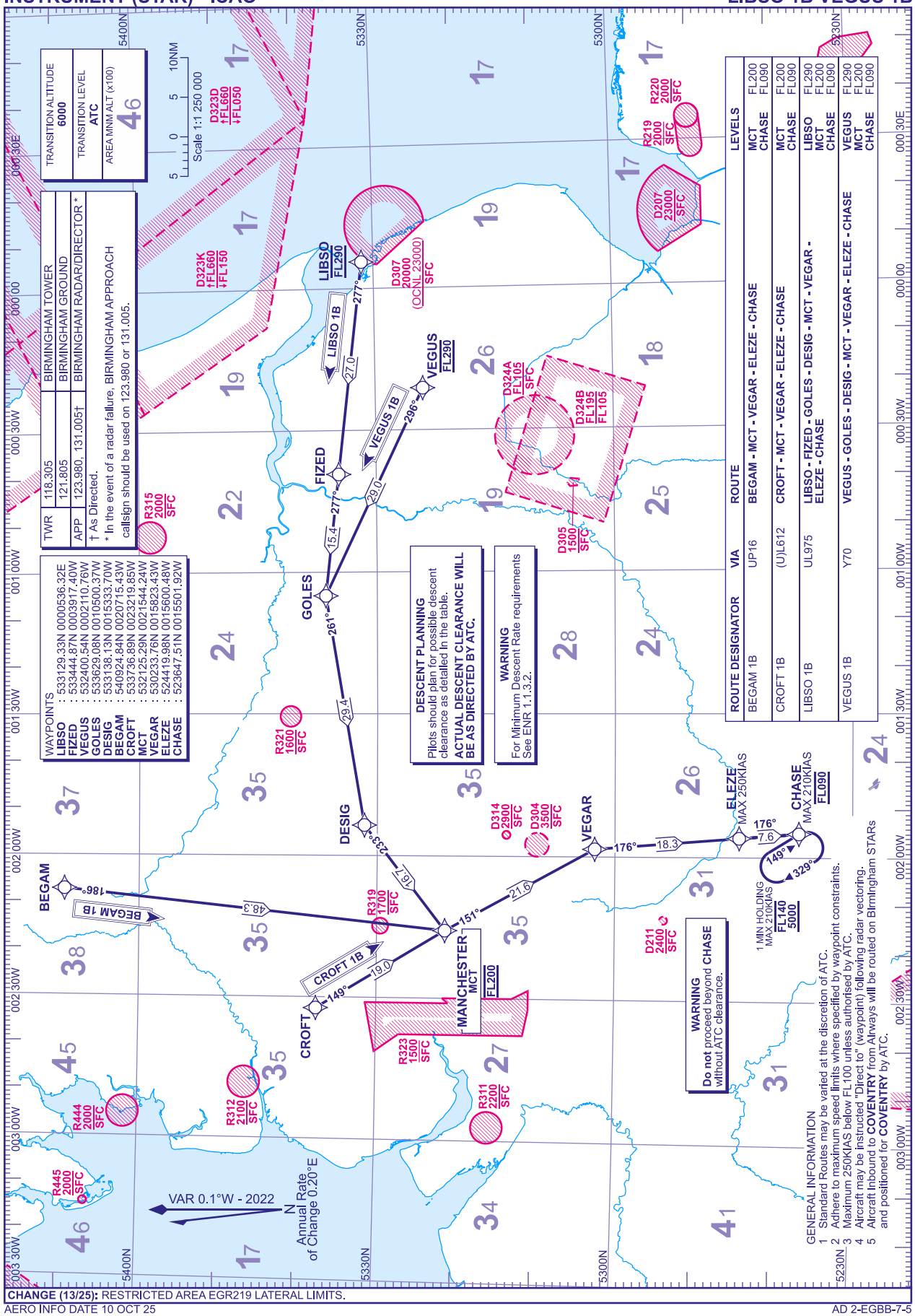
CHANGE (13/25): BIRMINGHAM FIRE FREQUENCY.

AERO INFO DATE 02 OCT 25

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

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

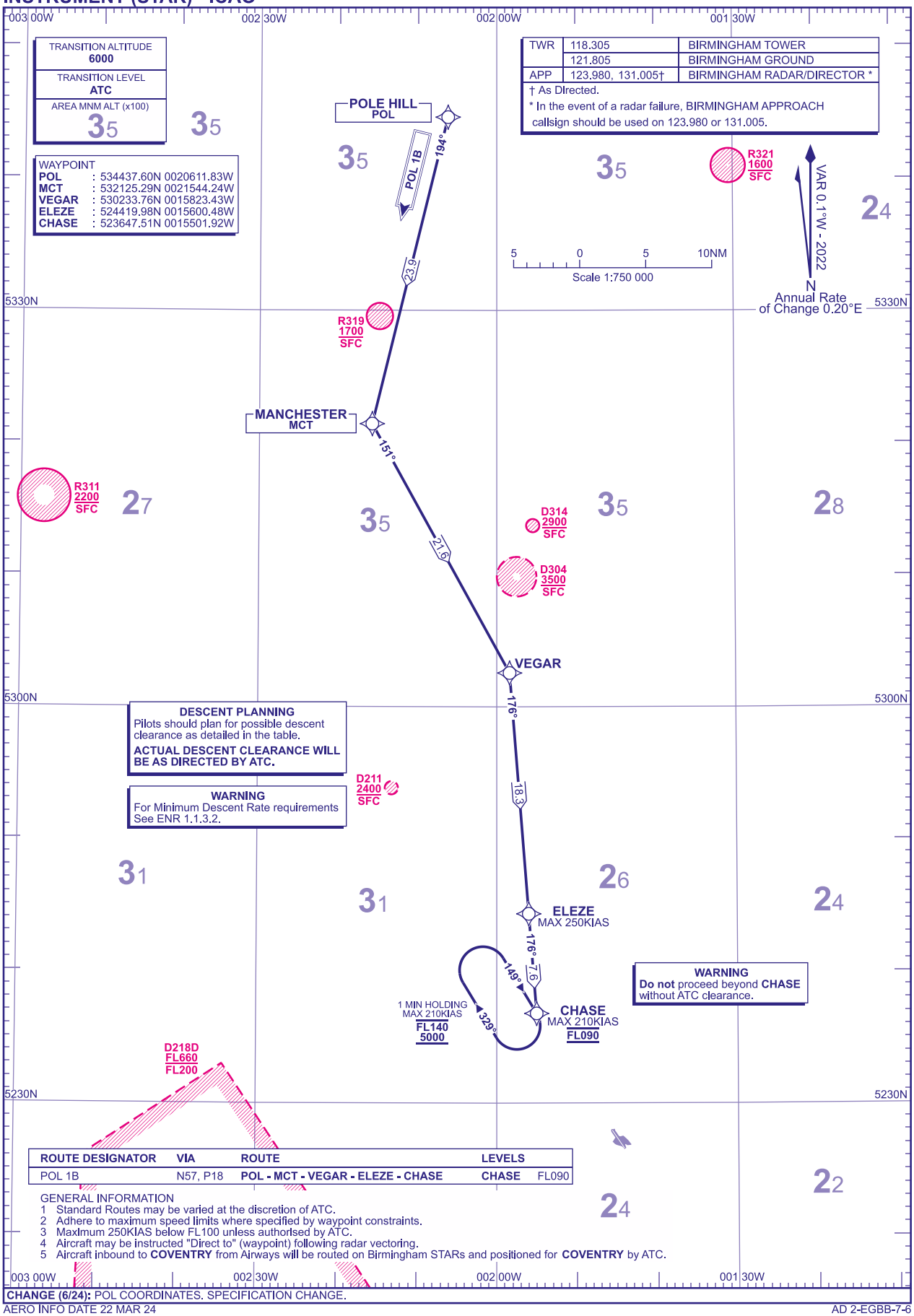
BIRMINGHAM
BEGAM 1B CROFT 1B
LIBSO 1B VEGUS 1B



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

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

BIRMINGHAM
POL 1B



ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
POL 1B	N57, P18	POL - MCT - VEGAR - ELEZE - CHASE	CHASE FL090

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

CHANGE (6/24): POL COORDINATES. SPECIFICATION CHANGE.

AERO INFO DATE 22 MAR 24

AD 2-EGBB-7-6

EGLK — BLACKBUSHE

EGLK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGLK — BLACKBUSHE

EGLK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 511926N Long: 0005051W Mid Point of Runway 07/25
2	Direction and distance from city	8.5 NM SE by S of Reading.
3	Elevation / Reference temperature / Mean Low Temperature	325 FT / 19 °C / -
4	Geoid undulation at AD ELEV PSN	151 FT
5	Magnetic Variation / Annual Change	1.11°E (2027) / 0.17°E
6	AD Administration Address Telephone E-mail address Web address	BLACKBUSHE AIRPORT LTD. Terminal Building, Blackbushe Airport, Camberley, Surrey, GU17 9LQ. 01252-471300 (Ext 2 for ATSU/PPR) 07710-364933 (ATS mobile) tower@blackbushe.com www.blackbushe.com
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGLK AD 2.3 OPERATIONAL HOURS

1	AD Administration	0700-1800 (0600-1700), and by arrangement within period 1800-2200 (1700-2100).
2	Customs and immigration	By arrangement through FIS/ATSU
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	0800-1800 (0700-1700), and by arrangement at other times.
9	Handling	As AD hours
10	Security	
11	De-icing	As AD hours
12	Remarks	This aerodrome is strictly PPR by website (www.blackbushe.com/ppr) or by telephone for all movements.

EGLK AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL, AVGAS UL91 100 Aero, 80 Aero, D100, D80, Aero Multi.
3	Fuelling facilities/capacity	AVTUR Jet A-1 bowser with over wing and pressure refuelling capability, AVGAS 100LL mobile bowser. AVTUR Jet A-1 fixed storage capacity 45,000 LT, mobile capacity 19,000 LT. AVGAS 100LL fixed storage capacity 40,000 LT, mobile capacity 11,000 LT. AVGAS UL91 fixed storage capacity 15,000 LT. AVGAS 100LL self-service refuelling using local account card or credit card.
4	De-icing facilities	Limited to Kilfrost RDF in manual sprayers.
5	Hangar space for visiting aircraft	
6	Repair facilities for visiting aircraft	Limited on-site engineer, by arrangement with ATSU.
7	Remarks	RFFS able to assist with pushback for some types.

EGLK AD 2.5 PASSENGER FACILITIES

1	Hotels	See Airport website: www.blackbushe.com/hotels.
2	Restaurants	Pathfinder Cafe open 0800-1600 (0700-1500) daily: www.blackbushe.com/cafe.
3	Transportation	Pre-booked Taxis or Chauffeur Services: See www.blackbushe.com/taxi. Car Hire: Enterprise Rent-A-Car Camberley will drop vehicles. Nearest Rail Station: Fleet (3.4 Miles). Complementary Crew Car available for Executive Aircraft Pilots (MTOW > 3500 KG) by prior arrangement. Book online: https://www.blackbushe.com/executive.
4	Medical facilities	Company first aiders
5	Bank and Post Office	Cash Machine (ATM) Yateley 2.0 Miles. Post Office Yateley 2.3 Miles.
6	Tourist Office	
7	Remarks	WC and Refreshment Facilities available to all users in the Pathfinder Café. Complementary Use of Passenger Lounge, Crew Briefing Room and Shower Room in Terminal Building for Executive Aircraft Pilots (MTOW > 3500 KG). See www.blackbushe.com/executive.

EGLK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A2 RFF Category 3 accepted under remission. RFF Category 1 between 1200-1400 (1100-1300). RFF Category 2 available during these hours by prior arrangement.
2	Rescue equipment	Simon Gloucester Saro Highlander Protector. Chevrolet Silverado 4x4 Rapid Intervention Vehicle.
3	Capability for removal of disabled aircraft	In the event of an aircraft incident, light aircraft can usually be removed using Airport resources. Large aircraft can be removed using outside contractors in conjunction with Airport staff.
4	Remarks	

EGLK AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	
2	Clearance priorities	
3	Remarks	Winter Operations, no snow clearing facilities available. Contact ATSU for further information.

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

1	Apron surface and strength	TERMINAL APRON Surface: Asphalt
2	Taxiway width, surface and strength	Taxiway ALPHA: 10.5 M Surface: Asphalt Taxiway CHARLIE: 15 M Surface: Asphalt Taxiway DELTA: 9.5 M Surface: Asphalt Taxiway ECHO: 15 M Surface: Asphalt Taxiway GOLF: 15 M Surface: Asphalt Taxiway HOTEL: 15 M Surface: Asphalt

3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGLK AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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

EGLK AD 2.10 AERODROME OBSTACLES

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

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

EGLK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE HEATHROW
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE HEATHROW 9 hours.
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self-briefing.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs and METARs. English.

7	Charts and other information available for briefing or consultation	Available via Met Office Aviation Briefing Service.
8	Supplementary equipment available for providing information	Webcam and local Met observations at www.blackbushe.com/weather.
9	ATS units provided with information	BLACKBUSHE
10	Additional information (limitation of service, etc.)	Observations only disseminated locally.

EGLK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

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

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

EGLK AD 2.13 DECLARED DISTANCES

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

EGLK AD 2.14 APPROACH AND RUNWAY LIGHTING

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

EGLK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: 511921.72N 0005021.78W Flashing White.
2	LDI location and lighting Anemometer location and lighting	
3	TWY edge and centre line lighting	EDGE: Blue edge lights from runway to holding points A2, C1, D & E1.
4	Secondary power supply/switch-over time	Yes 15 S
5	Remarks	

EGLK AD 2.16 HELICOPTER LANDING AREA

INTENTIONALLY BLANK

EGLK 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
BLACKBUSHE ATZ 511738N 0005215W thence clockwise by the arc of a circle radius 2 NM centred on 511926N 0005051W to 511806N 0004829W - 511801N 0004919W - 511758N 0004954W - 511753N 0005038W - 511746N 0005120W - 511738N 0005215W	Upper limit: 2000 FT AGL Lower limit: SFC	G	BLACKBUSHE INFORMATION English	6000 FT		0700-2200 (0600-2100). The southern boundary of the ATZ is formed by the northern extremity of the M3 motorway. That part of Blackbushe ATZ coincident with Farnborough CTR 1 is Class D. Designation and lateral limits: Local Flying Area see EGLK AD 2.22, Flight Procedures.

EGLK 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	BLACKBUSHE INFORMATION	122.305 DOC 10 NM/3,000 FT.			0700-1800 (0600-1700), and by arrangement within period 1800-2200 (1700 2100).	AFIS service is subject to downgrade to A/G at short notice.
OTHER	BLACKBUSHE RADIO	122.305 A/G frequency. DOC 10 NM/3,000 FT.			As directed by ATSU.	

EGLK 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
NDB 1.11°E (2027)	BLK	328.000 kHz	HO	511923.84N 0005041.26W		On AD. Range 15 NM. Normally radiates H24

EGLK AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Non-radio aircraft not accepted except in an emergency.
b) Limited to three aircraft undertaking circuit practice/training. All circuit bookings managed by ATSU in accordance with airport Rules & Procedures.
c) Circuit Training by non-based fixed wing aircraft not permitted.
d) Flexwing Microlights are not permitted.
e) Jets & turbo-props are required to file IFR flight plans and operate approaches in accordance with the Blackbushe Airport Rules & Procedures at www.blackbusheairport.co.uk/ifr so as to ensure the separation of dissimilar types. Jets & turbo-props must not attempt to enter the ATZ VFR unless it has been established with ATSU that the visual circuit is empty.
f) All pilots/operators are bound by the Blackbushe Airport Terms and Conditions and Rules & Procedures, which are available on the aerodrome website: www.blackbushe.com/vfr.

2 GROUND MOVEMENT

a) All IFR departures and all aircraft parked on the main apron are required to obtain start approval from AFIS before starting engines.
b) Restricted Runway Code A operations on Taxiway Delta. Aircraft with wingspan 15 M or greater or main gear wheel span of 4.5 M or greater are prohibited from using Taxiway Delta, irrespective of any instruction passed by AFIS, except in an emergency.

3 CAT II/III OPERATIONS

Not applicable.

4 WARNINGS

a) Fast jet aircraft mixing with much slower GA aircraft should be expected at any time during operational hours. All pilots must exercise caution and always obtain traffic information before entering the ATZ.
b) The grassed surface South of Runway 07/25 between Taxiways C and D is unsuitable for use by certain types of helicopter due to its poor grading. Pilots are cautioned to positively ascertain that the grading of this area is suitable for their operational requirements.
c) Visual glide slope guidance signals for both Runways 07 and 25 are visible to the south of the extended runway centre-lines where normal obstacle clearance is not guaranteed. They should not be used until the aircraft is aligned with the runway.
d) Caution, large concentrations of birds maybe on and in vicinity of the aerodrome.
e) Helicopter training in designated areas takes place on the airport.
f) Blackbushe is located 3.8 NM northwest of Farnborough aerodrome, which shares a similar runway orientation. Pilots should exercise caution in identifying the correct aerodrome from the air, notably when approaching Blackbushe from the south and southeast. Farnborough is distinguishable by a large silver coloured hangar and terminal complex located to the north of the runway.
g) 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 Echo airspace when the aircraft is transitioning from a higher classification of airspace.
h) Farnborough controlled airspace exists south of Blackbushe. Pilots to remain outside of this controlled airspace unless in receipt of a clearance directly from Farnborough Radar or Blackbushe Information. See also EGLK AD 2.22, Flight Procedures.
i) Model Aircraft Flying within 0.2 NM radius of 512106.53N 0005112.53W (Eversley Cricket Club, Hampshire) Max height 400 FT AGL; 700 FT AMSL.

5 HELICOPTER OPERATIONS

a) Helicopters must avoid flying parallel with fixed wing aircraft on final approach.
b) Rotary aircraft must contact Blackbushe ATSU for permission to start their rotors/engines.
c) All rotary traffic shall conform to the published circuit procedures and avoid all published noise abatement areas.
d) Rotary aircraft joining from H3/Bagshot VRP arriving from the east shall establish communication with Blackbushe ATSU prior to entering the ATZ. A standard join shall be in compliance with EGLK AD 2.22 paragraph 2 (a) below. If unable to establish communications, aircraft shall remain outside of the ATZ until this can be achieved.
e) Departing:

    i. Operators must inform Blackbushe ATSU if they intend to enter the London CTR via Bagshot VRP (H3) when booking out/ requesting PPR.
    ii. Blackbushe ATSU will obtain a VFR clearance to enter the EGLF CTR1 in accordance with Blackbushe Airport Rules & Procedures S.11 and deliver this to the operator who must acknowledge and comply with it.
    iii. Operators must not lift without first being in receipt of the clearance.
    iv. When departing, operators must comply with the published circuit, climb on the downwind leg and exit to the east of the ATZ, remaining north of the M3 until otherwise instructed by Farnborough Radar.
    v. Rotary traffic intending to enter the London CTR without transiting EGLF CTR1 must depart to the west, turn north when able to avoid the noise abatement areas and remain outside the ATZ.

6 USE OF RUNWAYS

a) When the RVR at Blackbushe is reported as 1500 M or less, Low Visibility Safeguarding will be implemented. The aerodrome will be unavailable to fixed wing VFR traffic.

b) When the RVR at Blackbushe is reported as 800 M or less, LVPs will be implemented. All arrivals are prohibited and only IFR departures permitted. Aircraft departing IFR will be required to inform the ATSU of their designated take-off alternate, as returning to the aerodrome will be unavailable. Departures IFR during LVPs must be in accordance with regulatory, or operator defined minima.
c) When the RVR is reported as 250 M or less the aerodrome will close.
d) The Airport and its runways can be closed at the Airport Managements discretion.
e) PPR is required via website or telephone for all movements.

7 TRAINING

Not applicable.

EGLK AD 2.21 NOISE ABATEMENT PROCEDURES

a) All pilots must familiarise themselves with the noise abatement areas on the airport website: www.blackbushe.com/vfr.
b) Remain well clear of the villages of Yateley and Eversley to the north/northeast of the aerodrome and Hartley Wintney to the west of the aerodrome.
c) When arriving from the northeast, position sufficiently to the west to avoid overflying Yateley and Eversley.
d) On approach to Runway 25, ensure sufficient height is maintained to avoid the use of excessive power. Keep clear of housing areas to the north.
e) On climb-out from Runway 07, a 10° turn to the south (right) as soon as safe to do so will avoid overflying Yateley.

EGLK AD 2.22 FLIGHT PROCEDURES

1 GENERAL

a) Circuits are always to the south of the airfield and are flown at 800 FT (QFE) for most fixed wing aircraft (including twins).
b) Jets & turbo-props are not to enter the visual circuit unless ATSU confirm the circuit is empty. Such aircraft shall file IFR flight plans and receive ATC instructions from Farnborough Radar onto a long final approach so as to separate dissimilar types. See www.blackbushe.com/ifr for more information and diagrams.
c) Where a light twin has difficulty integrating with slower aircraft in the 800 FT circuit, a 1200 FT circuit may be appropriate having caution to controlled airspace. Pilots must communicate their intentions with Blackbushe ATSU.
d) Rotary wing circuits are flown at 800 FT (QFE) typically inside the fixed wing circuit. All pilots should be aware of rotary traffic using non-standard circuits when using the Helicopter Training Area to the south of Runway 07/25.
e) Aircraft operating within the circuit are required to select transponder code A7010 (with associated Mode C and/or Mode S), unless having been allocated with a discrete code by an appropriate ATSU. This transponder code shall be selected before taking off into the circuit, or when rejoining the circuit to land, and prior to entering the LFA.
f) Pilots must at all times remain north of the M3 motorway to avoid straying into the Farnborough ATZ.
g) Circuit traffic shall be limited to a maximum of 3 fixed wing aircraft on circuit details, plus one aircraft departing the aerodrome, and one aircraft returning, providing for a maximum of 5 fixed wing at a time.
h) A maximum of two rotary aircraft, including arrivals and departures, to be operating at any one time.
i) When the rotary circuit is active, the fixed wing circuit shall conform to the published circuit pattern and glide approaches / low level circuits shall not be flown.
j) Circuit details shall be limited to 5 Touch & Gos / Go arounds, with a full stop landing on the 6th approach. Details may be extended if Blackbushe ATSU advises no other aircraft are waiting for a circuit slot.
k) Circuit availability will be provided to aircraft in the order in which they report ready at the holding point for the runway in use. Aircraft returning to the aerodrome and requesting circuits will only be permitted where there is an available circuit slot, and there are no aircraft on the ground waiting for access to the circuit.
l) Pilots engaged in examinations should be afforded circuit priority where possible, and the cooperation of other pilots in vacating circuit slots will be appreciated.
m) Student solo circuit details may not be conducted after 1500 (1400) on weekends and bank holidays, with the exception of winter night flying, see relevant procedures.
n) Instructors are reminded to consider whether traffic complexity levels are appropriate for solo student pilot operations when booking out, particularly whether business jets or turbo-props are expected within the planned operation period.
o) Circuits by non-based fixed wing aircraft will not normally be permitted.
p) IFR jet & turbo-prop traffic will operate straight-in “long final” approaches to Blackbushe. This is to facilitate the integration with Farnborough airspace, and to avoid faster types using the visual circuit with much slower aircraft.

    i. When an IFR fast aircraft is expected, Blackbushe ATSU may inform VFR aircraft that “jet / turbo-prop aircraft expected imminently”. When this information is provided, VFR pilots are expected to either vacate the ATZ to the northwest, or land on their next approach.
    ii. Aircraft waiting to join or re-join the visual circuit may only do so once the fast IFR aircraft is established on final and must ensure they fly their circuit to remain behind the jet or turboprop, taking into consideration wake turbulence.
    iii. Jet & turbo-prop traffic must not attempt to enter the ATZ VFR without first establishing that the visual circuit is empty.

2 JOINING AND DEPARTURE PROCEDURES

a) There are two standard VFR / SVFR joins:

i. From outside CAS (north and west). Joins from the north and west shall descend to circuit height on the “deadside” (to the north of the Aerodrome). Care must be taken not to overfly Yateley or Eversley to the north, and aircraft arriving from the north east should ensure they are positioned sufficiently west to avoid them.
ii. From within CAS (south and east). Aircraft coming from within the Farnborough CTR shall join overhead at 1,600 FT AAL to ensure they are within the LFA. They shall descend on the deadside and integrate with the visual circuit. Care should be exercised not to overfly the noise abatement area of Yateley except in an emergency.
iii. See diagrams on aerodrome website: www.blackbushe.com/vfr.

b) Downwind, base leg, and long final joins may be possible depending on circuit traffic, but pilots are advised to plan for a standard join to avoid circuit conflicts if the circuit is busy.
c) Outside published opening hours (OOH), all aircraft must join using a standard overhead join making blind calls at the appropriate point in the circuit. Pilots should be aware that other aircraft may be operating within the ATZ who may not hear or respond to their calls, and so standard joins are the safest way for all aircraft to join.
d) Runway 07 joins: When joining or descending deadside, take care to remain west of Yateley. Follow the path of disused runway 14/32, keeping it to the left at all times.
e) Unless in an emergency, all fixed wing and rotary aircraft must not depart from either runway to the north over Yateley. Aircraft must first head west before tracking north once clear of the town.
f) Runway 25 departures: If departing to the north or west, straight out departures are permitted with a turn to the right to avoid overflying Hartley Wintney.
g) Runway 07 departures: On climb out, a turn 10° to the south must be made to avoid Yateley. Unless in an emergency, all turns must be to the south. To leave the circuit, climb into the overhead (once clear of the LFA).
h) For more information on circuit procedures, including diagrams, visit the airport website: www.blackbushe.com/vfr.

3 MISSED APPROACHES

a) In the event of an aircraft carrying out a Missed Approach, pilots are requested where able, to carry out a visual circuit (south side of the Runway), remain within the Blackbushe ATZ north of the M3 and operate VFR.
b) Pilots must remain aware of the close proximity of instrument approach procedures to Farnborough, and the likelihood of traffic confliction.
c) Where remaining within the Blackbushe ATZ is not possible, the following Missed Approach tracks/altitudes are recommended to deconflict against IFR operations within Farnborough CAS. Note these have not been assessed for terrain clearance, and pilots must ensure they adhere to their own terrain clearance requirements and maintain a good lookout within Class G airspace for other aircraft in the vicinity.

i. Runway 07

1. Climb straight ahead until exiting the ATZ or 1500 FT QNH (whichever is sooner) then turn left (north) remaining outside of controlled airspace. Maintain VMC (if possible) and remain outside CAS climbing to altitude 2400 FT. Retain last assigned SSR code and contact Farnborough Radar frequency 134.355 MHz.
2. If 2 way contact cannot be established with Farnborough Radar, aircraft should either attempt a further approach to Blackbushe, or divert remaining outside of CAS as appropriate.
3. Pilots should note the Farnborough ATZ is notified as active H24.

ii. Runway 25

1. Climb straight ahead until exiting the ATZ or 1500 FT QNH (whichever is sooner) then turn right on track to the west, maintain VMC (if possible) and climb to altitude 2400 FT. Retain last assigned SSR code and contact Farnborough Radar frequency 134.355 MHz.
2. If 2 way contact cannot be established with Farnborough Radar, aircraft should either attempt a further approach to Blackbushe, or divert remaining outside of CAS as appropriate.
3. Pilots should note the Farnborough ATZ is notified as active H24.

d) Farnborough radar may offer traffic information and guidance on repositioning during its hours of operation.

4 LOCAL FLYING AREA

a) Within a Local Flying Area (LFA) of 2 NM radius, centered on the aerodrome (511926N 0005051W) excluding that part of the circle on or south of the M3 motorway, and that part north of a line joining positions 511705N 0005508W - 512112N 0004247W. The part north of these positions is existing Blackbushe ATZ.
b) Pilots are required to contain their circuits within the LFA and ATZ. In particular, on Runway 25 note to turn base leg west of Hawley Lake to avoid infringing the CTR to the east. On Runway 07 turn base leg east of The Elvetham Hotel to avoid infringing the CTR to the west. See circuit diagrams on Blackbushe Airport website for more information.
c) Pilots of aircraft operating within LFA are responsible for providing their own separation from other aircraft operating within the LFA.
d) VFR flights may take place within the LFA subject to the following conditions:

i. In compliance with the Class D Airspace weather minima as defined in ENR 1.4;
ii. Maximum altitude: 2000 FT QNH.

5 SPECIAL VFR IN THE LOCAL FLYING AREA

a) When the official meteorological report at EGLF Farnborough indicates a ground visibility less than 5 KM, all aircraft operating within the Blackbushe LFA will be considered as special VFR flights and compliance with published procedures within this section will be accepted as compliance with a special VFR clearance.

b) In accordance with ORS4 1467, the CAA has authorised an exemption to SERA 8005(b)(5), permitting multiple special VFR aircraft to operate simultaneously within the LFA subject to the following conditions:

i. by day only;
ii. clear of cloud and with the surface in sight;
iii. in a flight visibility of at least 3000 M;
iv. at a speed which, according to its airspeed indicator, is 140 KT or less, to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision; and,
v. when the reported meteorological conditions at Farnborough Aerodrome include:

1. a ground visibility of not less than 3000 M;
2. a cloud ceiling of not less than 600 FT.

c) The following additional conditions exist as agreed between the Blackbushe and Farnborough ANSPs within a Letter of Agreement:

i. Maximum altitude 1500 FT within the LFA;
ii. A dedicated SSR Code of A0424 is to be utilised by all special VFR flights;
iii. Blackbushe ATSU must be open and operational;
iv. Aircraft must remain north of the M3 motorway at all times unless otherwise coordinated with Farnborough;
v. Blackbushe will limit the number of aircraft operating within the visual circuit to three special VFR flights.

d) Separation between aircraft operating within the Blackbushe Local Flying Area is not provided. Pilots are responsible for providing their own separation from other such aircraft within said Local Flying Area.
e) All Autonomous SVFR circuits shall be flown at 800 FT AAL.
f) Aircraft joining from within the Farnborough CTR shall join overhead at an altitude of not greater than 1400 FT (1075 FT AAL) to provide adequate separation from Odiham traffic at 2400 FT.
g) The circuit is limited to three aircraft at a time operating SVFR circuits. In addition, arrivals and departures shall be permitted one at a time. Circuit availability will be provided to aircraft in the order in which they report ready at the holding point for the runway in use.
h) Departures on Runway 25 remaining outside of the LFA may continue subject to VFR rules for Class G airspace.
i) Rotary aircraft capable of operating circuits north of the LFA, remaining outside controlled airspace may continue to do so, VFR. Such aircraft must communicate their intentions to remain outside controlled airspace to Blackbushe ATSU. All fixed wing aircraft must conform to the published circuit, operate within the LFA, and will be considered special VFR.
j) If all 3 circuit slots are in use, then subsequent aircraft may depart, (including using the LFA if departing on Runway 07) but may not remain in the circuit for Touch & Gos or Go-Arounds.
k) Joining aircraft may request circuits prior when approaching the ATZ, but aerodrome policy does not permit these if all 3 circuit slots are in use. Blackbushe ATSU will state “Special VFR Circuit full, standby”. Joining traffic may then elect to join the circuit to land only; or may remain outside of the ATZ until Blackbushe ATSU advises there is a circuit slot.
l) Aircraft joining when the SVFR circuit is full that need to go-around for any safety reason are requested to follow the recommended go-around profile to avoid entering the LFA:

i. Runway 25 – Climb straight ahead, bearing right (to the north) to avoid overflying Hartley Wintney, exit the ATZ, and position to re-join.
ii. Runway 07 – Climb straight ahead until exiting the ATZ, or 1500 FT QNH (whichever is sooner) then turn left (north) remaining outside of controlled airspace and position around the north of Yateley (without overflying noise abatement areas) to re-join from the north west.

m) Where the official meteorological report at EGLF Farnborough indicates a ground visibility less than 3000 M, all aircraft operating within the Blackbushe LFA will be required to land on their next approach or vacate the LFA. Any special VFR flights will need to be provided a clearance to operate one at a time by Farnborough as follows:

i. Clearance to operate within the LFA, Special VFR will need to ensure required separation from other IFR/SVFR operations, and will be relayed from Farnborough via the Blackbushe AFISO when manned, or issued directly by Farnborough Radar for aircraft operating out of hours. The separation requirement will result in only one aircraft being able to operate Special VFR at a time within the LFA;

1. Remain clear of cloud and with the surface in sight;
2. Maximum altitude: 1500 FT QNH;
3. Fly at a speed of 140 KT IAS or less;
4. A minimum cloud ceiling of 600 FT;
5. A minimum flight visibility of 1500 M;
6. In compliance with the requirements of ENR 1.2.

n) When IFR traffic is operating at Blackbushe, aircraft operating special VFR will be required to land or vacate the LFA in accordance with Rule 10.2 of the Blackbushe Airport Rules & Procedures.

i. Due to the proximity of Farnborough and RAF Odiham, some types of IFR flights into or out of those aerodromes will conflict with the use of the LFA SVFR. In such situations Farnborough Radar may inform Blackbushe that SVFR is temporarily unavailable, and Blackbushe traffic shall be required to land on the next approach or vacate the LFA / ATZ.

o) Blackbushe ATSU will make use of specific phrases to advise pilots of the availability of slots within the special VFR circuit, and when aircraft are required to vacate. For examples of these see the Blackbushe Airport Rules & Procedures available on the airport website.

6 AIRCRAFT IN THE FARNBOROUGH CTR OUTSIDE THE BLACKBUSHE LFA

a) Aircraft operating VFR or Special VFR in the Farnborough CTR inbound to Blackbushe (or otherwise) must also satisfy the requirements of Rule 11 of the Rules of the Air 2015 by contacting Blackbushe ATSU before entering the Blackbushe ATZ, including the LFA. Farnborough Radar will, whenever possible, permit an aircraft to leave frequency temporarily in order to do so. If this is not possible, aircraft must leave the CTR clear of the Blackbushe LFA and route to Blackbushe from a northerly direction.

b) Pilots requiring a VFR or Special VFR clearance to transit the Farnborough CTR must not fly beyond the LFA/CTR boundary or otherwise enter the CTR until a clearance has been obtained from Farnborough Radar.

7 ATS ROUTE FLIGHTS

a) **General**

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

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

Additionally, aircraft inbound via the ATS Route Network must follow the Farnborough Standard Arrival Routes (STAR) as shown at AD 2-EGLF-7-1 to 7-8.

b) **Flight Plans**

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

c) **Inbound Aircraft**

i. **Routes**

Inbound aircraft that are RNAV 1 compliant are to flight plan via the RNAV 1 Standard Arrival Routes (STARs) associated with Farnborough as detailed in AD 2.EGLF-7-1 to 7-2 and AD 2.EGLF-7-5 to 7-8. Other aircraft are to flight plan via the RNAV 5 STARs as detailed in AD 2.EGLF-7-3 to 7-4.

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

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

ii. **Inbound Procedures**

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

iii. **Speed Limits**

Speed limit points are included within the various Standard Arrival Routes (STARs) referred to in c (i).

iv. **Loss of Communications Procedures (inbound aircraft)**

Aircraft should descend to leave CAS at an appropriate point and proceed outside CAS in accordance with the Basic Loss of Communications Procedures detailed at ENR 1.1, paragraph 3.4.

d) **Departing Aircraft**

i. **Routes**

1. ATS Route joining clearance is to be requested for the first ATS Significant Point in the routes detailed below. **These routes are not assessed for obstacle clearance and do not constitute Standard Instrument Departure procedures.**
2. Pilots who wish to join the ATS Route Network at other than CPT, GWC or HAZEL should flight plan to join the Airways System when clear of the London TMA.

Note: *Pilots should be aware that the provision of ATS is extremely limited for any flight outside CAS between OCK/BIG/DET. This is due to the large number of locations from which extensive VFR operations take place in this constrained area, combined with the limitations of any ATS provision.*

Pilots should therefore take into account the lack of available ATS in any area that is known to be busy with multiple VFR operations and should anticipate the extended time that may be required to operate outside CAS before any joining clearance can be provided.

Additionally, requests made to LTC Swanwick to join CAS prior to the boundary of the London TMA may be unfulfilled due to sector workload and it should also be noted that below FL 70 a Basic Service is the only ATS available from LTC Swanwick TMA controllers.

Departure to	Via	Route	Notes
North	CPT	As per UK SRD	Includes departures to EGGW, EGSC, EGSG, EGSS and EGSU
Northeast			
West			
Northwest			
South	GWC	As per UK SRD	Includes departures to EGKA, EGKB, EGKK, EGKR, EGLC and EGMC
East	HAZEL	As per UK SRD	Includes departures to EGLD, EGLL and EGWU
Southeast			
Southwest			

Note: *See UK Standard Route Document:*

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

ii. **Procedures**

1. **Pilots are to ensure that they have received and acknowledged a joining clearance before entering CAS.**
2. The Blackbushe ATSU will notify the pending departure to London Terminal Control (Swanwick) (LTCC) and will co-ordinate the departure with Farnborough.
3. When Runway 07 is in use at Blackbushe, the Blackbushe ATSU will normally relay joining clearances, to enter the Farnborough CTR/CTA, to pilots on behalf of Farnborough. At all other times the Blackbushe ATSU will issue pilots with after departure instructions and pilots must remain outside of CAS until a clearance to enter CAS has been issued by Farnborough or LTCC.
4. Aircraft will contact Farnborough Radar as soon as possible after departure from Blackbushe whilst maintaining a listening watch on the Blackbushe frequency until clear of the ATZ. Unless otherwise instructed, the Farnborough Radar frequency is 134.355 MHz.
5. Farnborough Radar will individually coordinate entry into the ATS Route Network with LTCC once the departure is airborne. This may require the aircraft to leave Farnborough CAS prior to subsequent join into the LTMA. If this is the case, Farnborough may provide a Traffic Service or Deconfliction Service as appropriate.
6. If Farnborough Radar is closed or is unable to provide a radar service outside CAS the Blackbushe ATSU will transfer the aircraft directly to the appropriate LTCC sector and the pilot must request clearance to join CAS.
7. Pilots are reminded of the need to comply with any Air Traffic Flow Management measures in force at the time.
8. Departures outside of the opening hours of Blackbushe ATSU requiring airways joining clearance are requested to call the London Terminal Control Supervisor on 02380-401104 prior to departure in order to activate their flight plan and receive an airways squawk. During the opening hours of Farnborough pilots shall also telephone Farnborough on 01252-526015. For Farnborough opening hours see EGLF AD 2.3.

iii. **Loss of Communication Procedures (outbound aircraft)**

1. Pilots should adopt the Loss of Communications Procedures detailed at ENR 1.1, paragraph 3.4.

Flights which have not received an ATC clearance to enter CAS should not enter CAS unless an overriding safety reason compels entry.

e) **Warnings**

Below FL 65 aircraft arriving/departing via the ATS route network can expect to operate within Class Echo 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 Echo airspace when the aircraft is transitioning from a higher classification of airspace.

Within these volumes of airspace VFR traffic may be operating but not in communication with Farnborough.

EGLK AD 2.23 ADDITIONAL INFORMATION

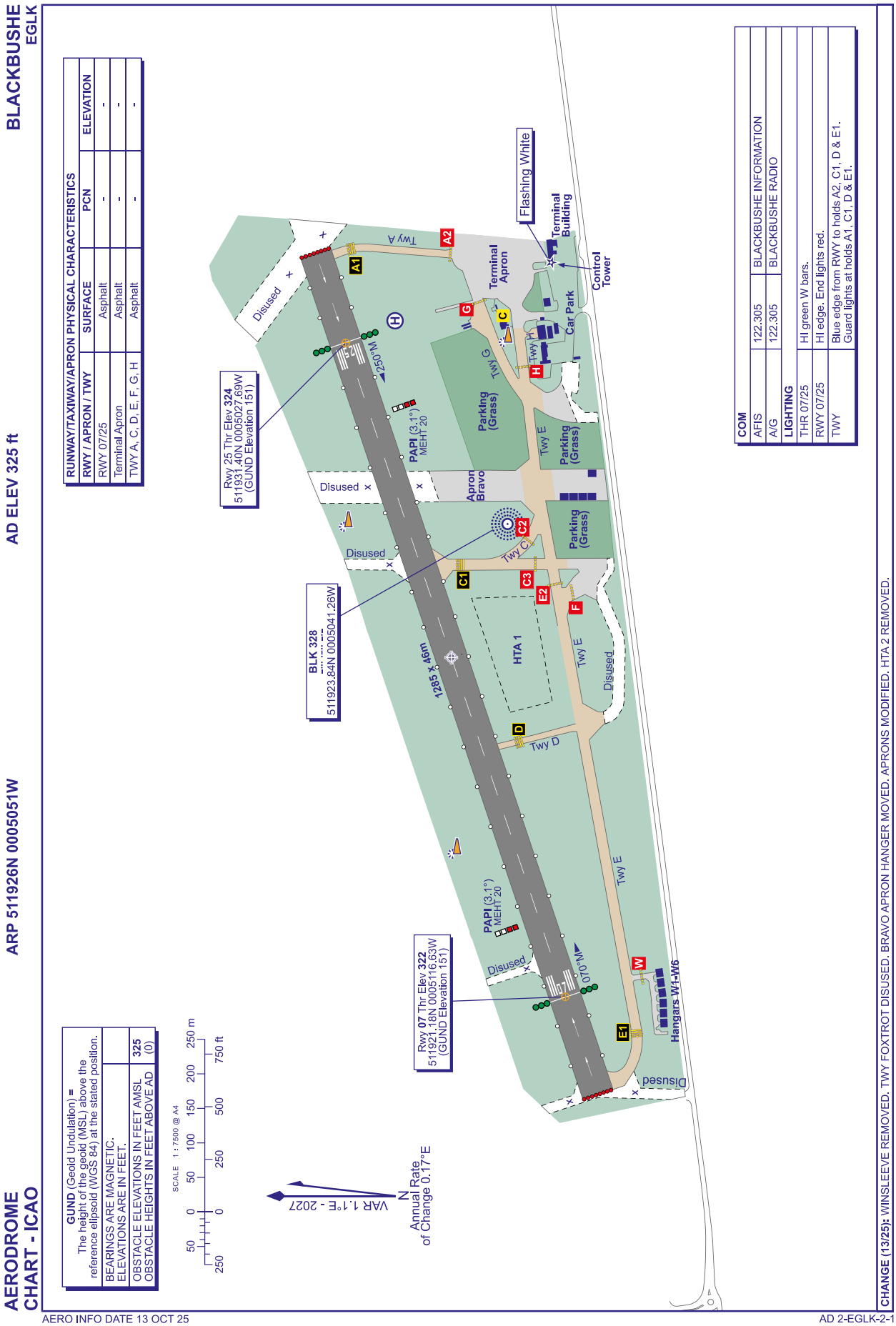
Not applicable.

EGLK AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGLK-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGLK-2-2

EGLK AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

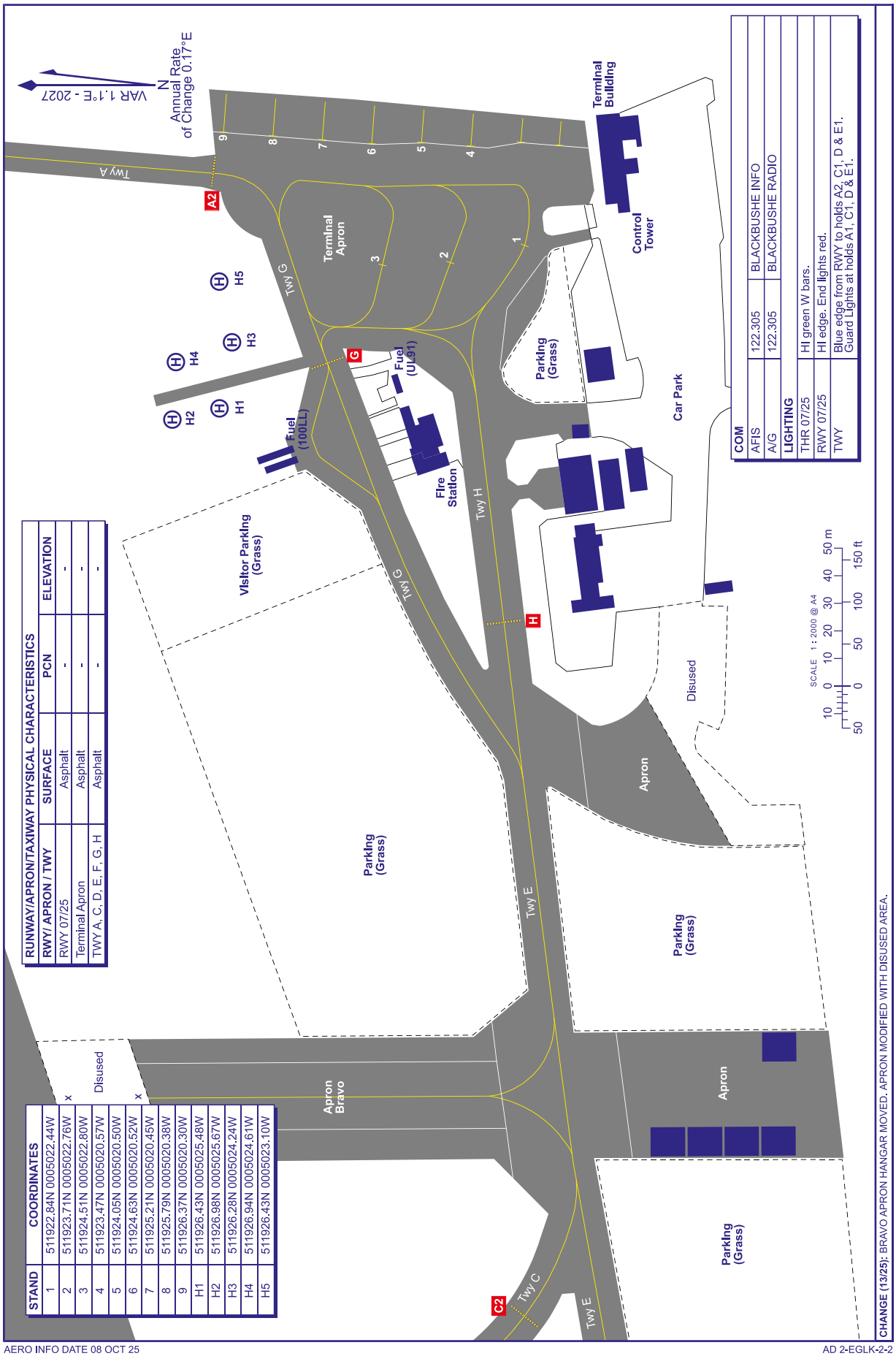

BLACKBUSHE
EGLK
AD ELEV 325 ft
ARP 511926N 0005051W
AERODROME CHART - ICAO
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS
RWY / APRON / TWY | SURFACE | PCN | ELEVATION
RWY 07/25 | Asphalt | - | -
Terminal Apron | Asphalt | - | -
TWY A, C, D, E, F, G, H | Asphalt | - | -
GUND (Geoid Undulation) = The height of the geoid (MSL) above the reference ellipsoid (WGS 84) at the stated position.
BEARINGS ARE MAGNETIC.
ELEVATIONS ARE IN FEET.
OBSTACLE ELEVATIONS IN FEET AMSL 325
OBSTACLE HEIGHTS IN FEET ABOVE AD (0)
SCALE 1 : 7500 @ A4
50 0 50 100 150 200 250 m
250 0 250 500 750 ft
VAR 1.1°E - 2027
N
Annual Rate of Change 0.17°E
Rwy 25 Thr Elev 324
511931.40N 0005027.69W
(GUND Elevation 151)
BLK 328
511923.84N 0005041.26W
Rwy 07 Thr Elev 322
511921.18N 0005116.63W
(GUND Elevation 151)
1285 x 46m
250°M
070°M
PAPI (3.1°) MEHT 20
Disused
Twy A
Twy C
Twy D
Twy E
Twy G
Twy H
Apron Bravo
Terminal Apron
Parking (Grass)
Car Park
HTA 1
Flashing White
Terminal Building
Control Tower
Hangars W1-W6
COM
AFIS 122.305 BLACKBUSHE INFORMATION
A/G 122.305 BLACKBUSHE RADIO
LIGHTING
THR 07/25 HI green W bars.
RWY 07/25 HI edge. End lights red.
TWY Blue edge from RWY to holds A2, C1, D & E1. Guard lights at holds A1, C1, D & E1.
CHANGE (13/25): WINSLEEVE REMOVED. TWY FOXTROT DISUSED. BRAVO APRON HANGER MOVED. APRONS MODIFIED. HTA 2 REMOVED.
AERO INFO DATE 13 OCT 25
AD 2-EGLK-2-1

BLACKBUSHE EGLK

AIRCRAFT PARKING/DOCKING CHART - ICAO

AD ELEV 325 ft

ARP 511926N 0005051W



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

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

STAND	COORDINATES	
1	511922.84N 0005022.44W	
2	511923.71N 0005022.76W	x
3	511924.51N 0005022.80W	
4	511923.47N 0005020.57W	
5	511924.05N 0005020.50W	
6	511924.63N 0005020.52W	x
7	511925.21N 0005020.45W	
8	511925.79N 0005020.38W	
9	511926.37N 0005020.30W	
H1	511926.43N 0005025.48W	
H2	511926.98N 0005025.67W	
H3	511926.28N 0005024.24W	
H4	511926.94N 0005024.61W	
H5	511926.43N 0005023.10W	

CHANGE (13/25): BRAVO APRON HANGAR MOVED. APRON MODIFIED WITH DISUSED AREA.

AERO INFO DATE 08 OCT 25

AD 2-EGLK-2-2

EGGD AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 0.49°E (2027)	IBON	110.150 MHz	H24	512300.20N 0024202.08W		(RWY 09)
ILS/GP	IBON	334.250 MHz	H24	512259.92N 0024344.96W		3° ILS Ref Datum Hgt 57 FT. Certified for extended range up to 15 NM.
ILS/LOC III 0.48°E (2027)	IBTS	110.150 MHz	H24	512255.18N 0024411.06W		(RWY 27)
ILS/GP	IBTS	334.250 MHz	H24	512253.79N 0024240.00W		3° ILS Ref Datum Hgt 50 FT. Certified for extended range up to 15 NM.
NDB (L) 0.49°E (2027)	BRI	414.000 kHz	H24	512253.19N 0024303.14W		On AD. Range 40 NM.
ILS/DME	IBON	38Y 110.150 MHz	H24	512259.85N 0024344.78W	628 FT	(RWY 09) DME freq paired with ILS I-BON and I-BTS. Zero range is indicated at THR of Runway 09.
ILS/DME	IBTS	38Y 110.150 MHz	H24	512253.92N 0024240.23W	617 FT	(RWY 27) DME freq paired with ILS I-BON and I-BTS. Zero range is indicated at THR of Runway 27
VOR/DME 0.27°E (2027) 0.8°W (2019)	BCN	121Y 117.450 MHz	H24	514331.89N 0031546.92W	1450 FT	RNAV Substitution Only. VOR DOC: 65 NM/50000 FT. DME DOC: 65 NM/50000 FT (125 NM/50000 FT in Sector R136-001).

EGGD AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

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

   These applications must include the following information:

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

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

f) Due to limited aircraft stand availability, aircraft wishing to divert to Bristol Airport may not be accepted, except in an emergency.
g) High visibility clothing must be worn on the apron and manoeuvring area at all times, except for passengers under escort.
h) Local airside procedures and requirements are available from the Airside Ops webpage: www.bristolairport.co.uk/airside.

2 GROUND MOVEMENT

a) A marshaller is required for parking on all stands. Aircraft must wait on the taxiway or apron taxilane until a marshaller is present and gives the correct hand signals to proceed.
b) Headsets are to be used for all engine start and pushback/departure communications. The only exceptions are thunderstorm warning, aircraft port unserviceability, or failure of the headset after the pushback has started or the training of ICAO hand signals (which are to be used in these situations).

Flight crew must inform ATC if they are not in, or lose two-way communication with the ground crew. The request for pushback, and issue of pushback instruction is between flight crew and ATC. Flight crew must relay the instruction verbatim to ground crew.

Before pushback is requested, flight crew must confirm ground crew are ready. This is to ensure the tug driver is able to listen to communication between flight crew and ATC. The tug driver must listen carefully to the pushback instruction and ensure they have understood it. This enables the tug driver to cross check the pushback instruction from ATC to what is communicated by the headset operator.

If the tug driver has not heard or understood the pushback instruction they must not commence pushback. The flight crew should request that ATC repeat the instruction. The ground crew must not commence pushback if they believe a safety concern exists. Any request for amendment to the pushback instruction, or clarification regarding the instruction shall, in the first instance, be directed to ATC by the flight crew. If further clarification is required or the concern cannot be resolved, assistance from Airside Operations is to be requested.

c) Aircraft engine runs: Permission to carry out an engine run is required for an aircraft with one or more of the following parameters:

i. An aircraft equipped with jet engines (including business jets);
ii. any commercial turbo prop engine aircraft;
iii. any aircraft planning a high power engine run;
iv. any out of hours engine run.

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

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

	Departure	Arrival
Runway 09	Taxiway Z to Taxiway G, enter Runway at GX.	Runway to vacate either BX (Taxiway B) or AX (Taxiway A) to Taxiway Z to allocated stand.
Runway 27	Taxiway Z to Taxiway A, enter Runway at AX.	Runway to vacate GX, Taxiways G and Z to allocated stand.

i) B787 and A330 aircraft will not be able to backtrack.
j) Flight crew should only request start up/pushback when ready to depart. This shall include doors closed, steps removed, tug attached and communication established with their ground crew.
k) Pilots are to use the minimum power necessary when manoeuvring on the taxiway and taxilane system. This is of particular importance when manoeuvring in the apron cul-de-sacs.
l) Aircraft parking on Stands 22-25 inclusive must enter directly from Taxiway Z, not misroute via Link Charlie.
m) Push and hold procedure is available, arrange via ground crew. Start-up approval is required from ground crew.
n) There are four roadway uncontrolled crossings across apron cul-de-sacs and taxi-lanes on the east and west aprons. Traffic on the crossings is not under ATC control but is required to give way to aircraft prior to entering the crossing point. Pilots should be aware of the proximity of road traffic whilst manoeuvring.
o) Due to insufficient main landing gear clearance, A321 are unable to turn westbound from Taxiway Foxtrot onto Taxiway Zulu, and vice-versa.
p) Aircraft pushing back from Stands 1-3 and 18-20 inclusive may be instructed to push straight back onto Taxiway Zulu to face north. When taxiing from this position, pilots should commence the turn as soon as possible and monitor wingtip clearance against road traffic.

3 CAT II/III OPERATIONS

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

4 WARNINGS

a) Ground signals are not displayed, except for light signals.

b) Bird Dispersal is carried out on a regular basis, using a bird control laser, BABS and pyrotechnic equipment. Pilots are warned, however, that birds may not always be detected on the extreme western end of the aerodrome and on the approaches and departure tracks of all runways. Racing pigeon activity over/close to the airport is evident throughout the year, especially from 1 April to 31 October.
c) Hot air balloon launches take place in VMC from Ashton Court (3.5 NM north east of the aerodrome) and from Bath (12 NM east of the aerodrome). Balloons may be observed downwind of these sites within the CTR and within or passing beneath the CTA. All hot air balloons within controlled airspace operating above 1000 FT QNH will be in contact with ATC who will notify pilots of known balloon activity which may affect their flights.
d) Glider and hang-glider activity takes place in VMC within designated glider blocks as follows:

i. Ubley - A small section of the CTR south of Blagdon Lake up to 2500 FT QNH.
ii. Halesland blocks A and B - Bristol CTA-5 to the east of Cheddar Reservoir up to 4000 FT QNH and occasionally up to 5000 FT QNH.
iii. The Bath Gap - Bristol CTA-6 up to 4500 FT QNH.

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

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

5 HELICOPTER OPERATIONS

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

6 USE OF RUNWAYS

a) In accordance with EU OPS Subpart E, the following approach operations are available to approved operators:

i. Runway 09 is suitable for lower than Standard Category I operations supported by an ILS Classification of I/T/1, when the IRVR is not less than 550 M.

7 TRAINING

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

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

EGGD AD 2.21 NOISE ABATEMENT PROCEDURES

a) In exercise of the powers conferred on it by Section 4 of the Civil Aviation Act 2006, Bristol Aerodrome has established a noise control scheme for the purpose of avoiding and limiting the effect of noise connected with the taking-off or, as the case may be, landing of aircraft at Bristol Aerodrome. The noise control scheme provides as follows:
b) The following procedures may be departed from only to the extent necessary for avoiding immediate danger and for complying with ATC instructions.

i. Operators of all aircraft using the airport are to ensure that their aircraft conform to the noise abatement techniques laid down for the type of aircraft and that operations are conducted in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.
ii. When operating IFR, any aircraft carrying out a visual approach must not join the final approach track at an altitude of less than 2200 FT (QNH).

c) Unless otherwise instructed by ATC, aircraft using the ILS in IMC or VMC shall not descend below the altitude specified in ii) above before intercepting the glide path nor thereafter fly below it. Aircraft approaching without assistance from ILS or radar shall follow a descent path which will not result in its being at any time lower than the approach path which would be followed by an aircraft using the ILS glide path.

d) The Noise Preferential Routeings (NPR) given below are compatible with ATC requirements and shall apply in both VMC and IMC. The tracks are to be flown by all departing aircraft of more than 5700 KG maximum certified weight, unless otherwise instructed by ATC or unless deviations are required in the interests of safety.

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

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

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

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

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

f) **Continuous Descent Approaches**

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

g) **Aircraft Noise Quota Count System**

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

h) Every aircraft using the airport shall, after take-off or 'go around' be operated in the quietest possible manner. Aircraft exceeding 90 dB(A) (103PNdB) by day 0600-2329 (0500-2229) and 85 dB(A) (96PNdB) by night 2330-0559 (2230-0459) at the noise monitoring points located 6.5 KM from the start of roll for Runways 09 and 27 will be subject to a penalty as set out in the airport Fees and Charges.

i) Pilots and engineers should restrict the use of Auxiliary Power Units (APU) to the minimum time necessary. Between 2330-0559 (2230-0459) except when immediately prior to departure, APUs may only be run subject to approval from Airside Operations. An authorisation code will be required; contact 01275-473705. In addition, stands 38 and 39 have additional restrictions: FEGP is to be the primary source of power for aircraft when on stand. APUs may only be operated on these stands when required for operationally essential aircraft systems, immediately prior to departure.

j) In order to avoid overflying Felton Village, when departing Runway 09 and requiring to turn left, all aircraft shall climb ahead to 1 NM DME before commencing the left turn.

k) **Light Aircraft Operations**

i. Runway 27

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

ii. Runway 09

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

EGGD AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR INBOUND AIRCRAFT

a) Standard Arrival routes for aircraft inbound from the UK ATS Route network are detailed at AD 2-EGGD-7.

b) **Inbound Procedure other than on ATS Route Network.**

i. VFR and Special VFR aircraft will usually be instructed to route via one of the Visual Reference Points (paragraph 5 refers), not above altitude 2000 FT (aerodrome QNH).

2 PROCEDURE FOR OUTBOUND AIRCRAFT

a) Aircraft Outbound via the ATS Route Network

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

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

b) Aircraft Outbound to the FIR

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

3 SPECIAL VFR FLIGHTS

a) Pilots operating on a Special VFR clearance may be given a radar service whilst within the Bristol CTR/CTA if, due to the traffic situation, ATC considers it advisable. It is 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 the requirements of 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.

4 HOLDING

a) A 1 minute racetrack procedure, approaching BRI 414 512253N 0024303W on track 095° turning left at the facility.

5 VISUAL REFERENCE POINTS (VRP)

a) Pilots are advised to use caution when routeing via the Bristol VRPs as they are Air Navigation Obstacles with high elevation – See ENR 5.4 dataset for up to date details of ICAO AREA 1 Obstacles.
b) Aircraft entering the Bristol CTR/CTA via M5 Avon Bridge, Cheddar Reservoir, Clifton Suspension Bridge and Chew Valley VRPs may be required to hold at East Nailsea, Barrow Tanks Reservoirs or Churchill VRPs as appropriate.
c) Details of VRPs are available in the consolidated 'Visual Reference Points List' published on the 'Digital Dataset' page of the NATS AIS website, www.nats.aero/ais.

6 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 1.1.3. The route to be followed when leaving the CTR/CTA in accordance with this procedure is as follows:

Position at time of decision	Route
BRI 414 512253N 0024303W	Track 180°(T) at 3000 FT or last assigned level by ATC if higher

7 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the vicinity of, but intending to remain outside Bristol controlled airspace, within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Bristol Radar frequency, 125.650 MHz, are encouraged to select SSR code 5077.

512715N 0030058W - 512349N 0030302W -
510900N 0030300W - 511200N 0025100W -
511200N 0021400W - 513022N 0020241W -
513533N 0020342W - 513945N 0024042W -
512715N 0030058W.

b) Selection of 5077 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 5077 pilots should be aware that Bristol 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 5077 shall be deselected.

EGGD AD 2.23 ADDITIONAL INFORMATION

Not applicable.

EGGD AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGGD-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGGD-2-2
CONTROL ZONE and CONTROL AREA CHART
AD 2.EGGD-4-1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGGD-5-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) BCN 1X 1Z (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGGD-6-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) HAWFA 1X YORQI 1Z - ICAO
AD 2.EGGD-6-2
STANDARD DEPARTURE CHART - INSTRUMENT (SID) EXMOR 1X 1Z (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGGD-6-3
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) WEVBE 1B ELREW 1B - ICAO
AD 2.EGGD-7-1
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) FIFAH 1B - ICAO
AD 2.EGGD-7-2
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) ICTAM 1B - ICAO
AD 2.EGGD-7-3
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) DAWLY 1B - ICAO
AD 2.EGGD-7-4
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) RWY 09/27 ADVED 1A BAXUN 1A - ICAO
AD 2.EGGD-7-5
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) TOJAQ 2B - ICAO
AD 2.EGGD-7-6
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) BAJJA 1B - ICAO
AD 2.EGGD-7-7
STANDARD INSTRUMENT ARRIVAL CODING TABLES WEVBE 1B ELREW 1B FIFAH 1B ICTAM 1B
AD 2.EGGD-7-8
STANDARD INSTRUMENT ARRIVAL CODING TABLES DAWLY 1B ADVED 1A BAXUN 1A TOJAQ 2B BAJJA 1B
AD 2.EGGD-7-9
RNAV HOLD CODING TABLES BRI
AD 2.EGGD-7-10
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 09 - ICAO
AD 2.EGGD-8-1
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 09 - ICAO
AD 2.EGGD-8-2
INSTRUMENT APPROACH CHART RNP RWY 09 - ICAO
AD 2.EGGD-8-3
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 09 - ICAO
AD 2.EGGD-8-4
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 27 - ICAO
AD 2.EGGD-8-5
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 27 - ICAO
AD 2.EGGD-8-6
INSTRUMENT APPROACH CHART RNP RWY 27 - ICAO
AD 2.EGGD-8-7
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 27 - ICAO
AD 2.EGGD-8-8
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 09 via EMPAS and ADVED, RWY 27 via ELROV and BAXUN
AD 2.EGGD-8-9

EGGD AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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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**
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	
C047.25	CRANE	521157N 0001100E	128 FT	89 FT	Yes Steady Red	Expected duration January 2028.
(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.
C039.25	CRANE	521139N 0000753E	347 FT	299 FT	Yes Steady Red	Expected duration June 2026.
(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
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		

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
23	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.
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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AERODROME CHART - ICAO

ARP 505134N 0004533W | **AD ELEV 111FT** | **CHICHESTER/Goodwood EGHR**

GUND (Geoid Undulation) = The height of the geoid (MSL) above the reference ellpsoid (WGS 84) at the stated position.	
BEARINGS ARE MAGNETIC. ELEVATIONS ARE IN FEET.	
OBSTACLE ELEVATIONS IN FEET AMSL OBSTACLE HEIGHTS IN FEET ABOVE AD	**131** (20)

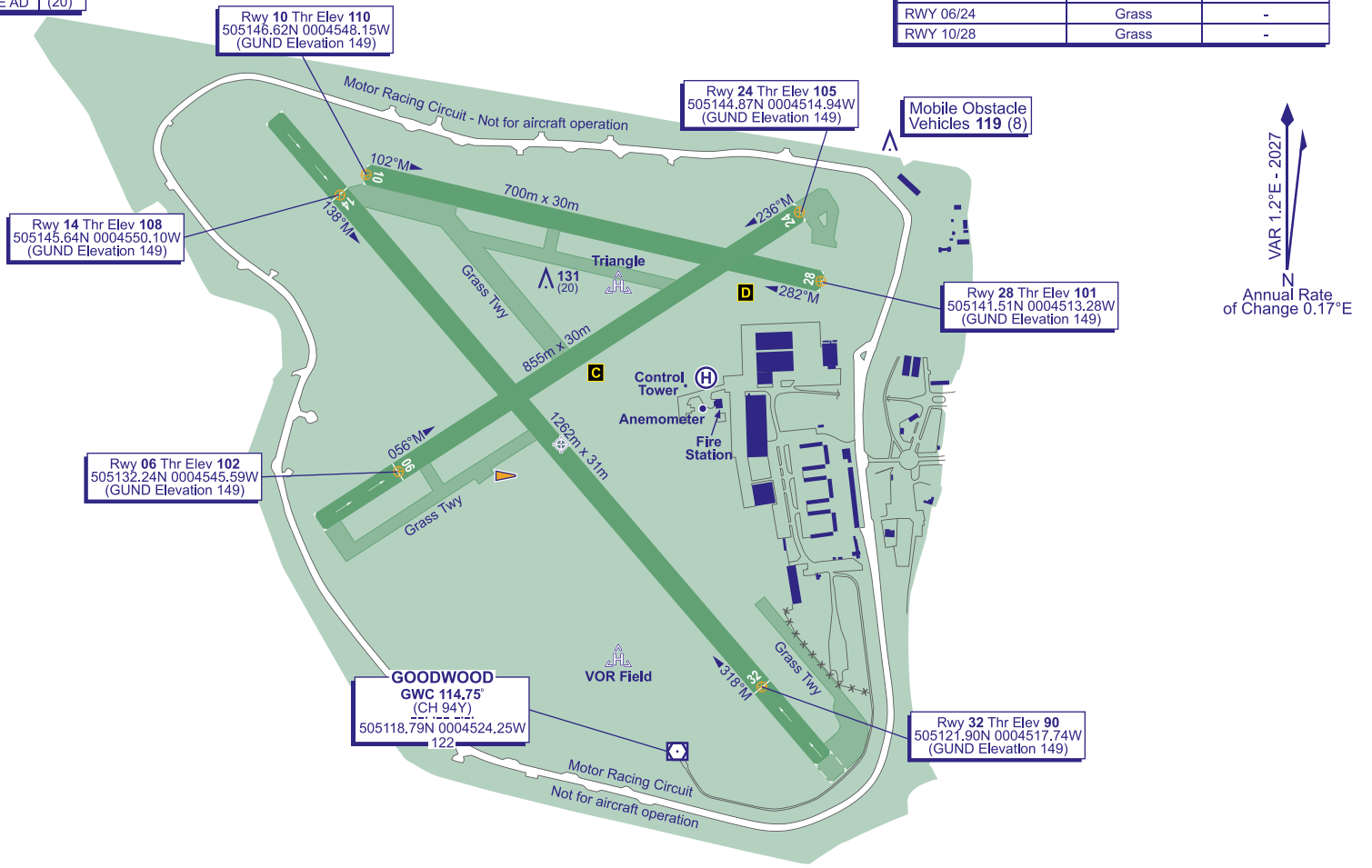
SCALE 1 : 10000 @ A4

100 0 100 200 300 m

500 0 500 1000 ft

COM		
AFIS	122.455	GOODWOOD INFO

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	**SURFACE**	**PCN**
RWY 14/32	Grass	-
RWY 06/24	Grass	-
RWY 10/28	Grass	-



CHANGE (13/25): VDF REMOVED. OBSTACLE ADDED.

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EGTC — CRANFIELD

EGTC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGTC — CRANFIELD

EGTC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 520420N Long: 0003700W Mid point of Runway 03/21.
2	Direction and distance from city	7 NM SW of Bedford.
3	Elevation / Reference temperature / Mean Low Temperature	360 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	154 FT
5	Magnetic Variation / Annual Change	1.13°E (2027) / 0.17°E
6	AD Administration Address Telephone E-mail address Web address	CRANFIELD UNIVERSITY Cranfield Airport, Cranfield University, Cranfield, Bedfordshire, MK43 0AL. 01234-758150 (Airport Administration) 01234-750005 (ATC) 01234-758114 (Aircraft Handling) 01234-754562 (Airport Operations) 01234-758151 (Airport Accounts) airport@cranfield.ac.uk airportaccounts@cranfield.ac.uk www.cranfieldairport.com
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Landing fees paid using Airport Accounts telephone number 01234-758151 or via the Cranfield Airport website. No landing fee payment facilities on site. Visiting pilots wishing to leave the aerodrome are to follow signs via the RVP gate remaining clear of the manoeuvring area.

EGTC AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Fri 0800-1830 (0700-1730); Sat, Sun & PH 0900-1800 (0800-1700).
2	Customs and immigration	By arrangement. 24 hours notice required to ATC.
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	Mon-Fri 0800-1800 (0700-1700); Sat, Sun & PH 0900-1730 (0800-1630).
9	Handling	
10	Security	
11	De-icing	
12	Remarks	All movements are strictly PPR. Telephone ATC 01234-750005 for PPR. Aircraft will not normally be accepted beyond Mon-Fri 1815 (1715); Sat, Sun and PH 1745 (1645) unless an extension of hours has been confirmed. Unlicensed movements not accepted.

EGTC AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL, SAF JET A-1 DTD 585, Aeroshell Compound 06, W80, W100
3	Fuelling facilities/capacity	No rotors running refuel available.
4	De-icing facilities	
5	Hangar space for visiting aircraft	
6	Repair facilities for visiting aircraft	
7	Remarks	Handling mandatory for aircraft above 2700 KG. All fuelling requests should be made by text message direct to the refuellers 07900-738194 and not via ATC.

EGTC AD 2.5 PASSENGER FACILITIES

1	Hotels	On Aerodrome.
2	Restaurants	Cafe on site.
3	Transportation	Taxi, hire car, chauffeur services on request.
4	Medical facilities	
5	Bank and Post Office	On Aerodrome.
6	Tourist Office	
7	Remarks	Executive and pilot lounges available for handled aircraft.

EGTC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A4 RFF Category 2 available Sat & Sun. RFF Category 4 avaliable Mon-Fri. RFF Category 5 available on request, subject to availability by prior arrangement with Airport Administration.
2	Rescue equipment	Appropriate up to RFF Category 6.
3	Capability for removal of disabled aircraft	In the event of an incident, light aircraft can be removed using airport resources. Large aircraft can be removed using an external contractor in conjunction with aircraft operator.
4	Remarks	

EGTC AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

1	Apron surface and strength	APRON 1 Surface: Asphalt APRON 2 Surface: Asphalt APRON 3 Surface: Asphalt APRON 4 Surface: Asphalt
2	Taxiway width, surface and strength	Taxiway A: 15 M Taxiway B: 15 M Taxiway C: 15 M Taxiway E: 15 M
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

AERODROME CHART - ICAO

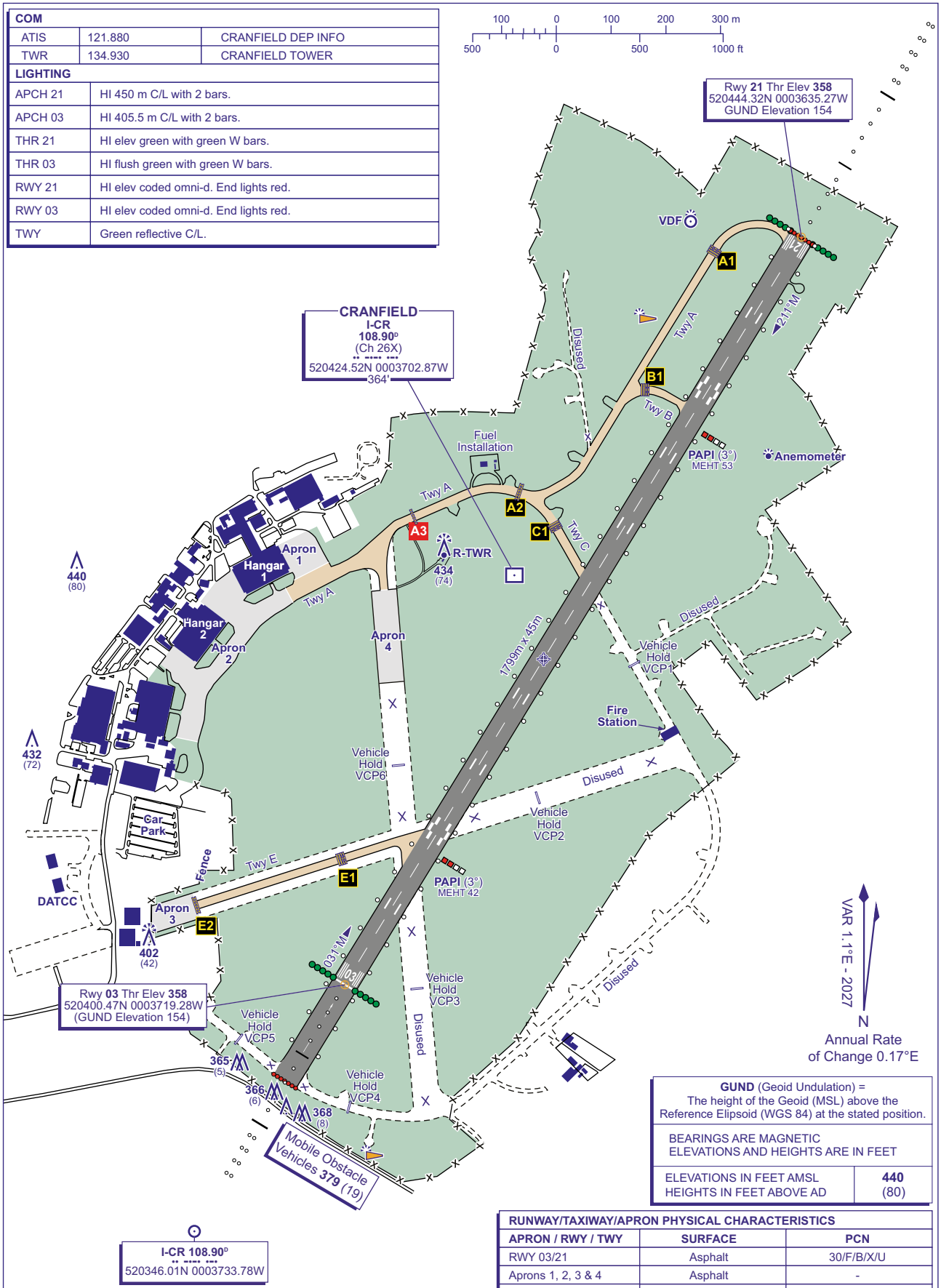
ARP 520420N 0003700W

AD ELEV 360FT

CRANFIELD
EGTC

COM		
ATIS	121.880	CRANFIELD DEP INFO
TWR	134.930	CRANFIELD TOWER

LIGHTING	
APCH 21	HI 450 m C/L with 2 bars.
APCH 03	HI 405.5 m C/L with 2 bars.
THR 21	HI elev green with green W bars.
THR 03	HI flush green with green W bars.
RWY 21	HI elev coded omni-d. End lights red.
RWY 03	HI elev coded omni-d. End lights red.
TWY	Green reflective C/L.



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	**440**
HEIGHTS IN FEET ABOVE AD	(80)

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	**SURFACE**	**PCN**
RWY 03/21	Asphalt	30/F/B/X/U
Aprons 1, 2, 3 & 4	Asphalt	-
Taxiways	Asphalt	-

CHANGE (13/25): MAG INFO REVISED. EDITORIAL.

AERO INFO DATE 30 SEP 25

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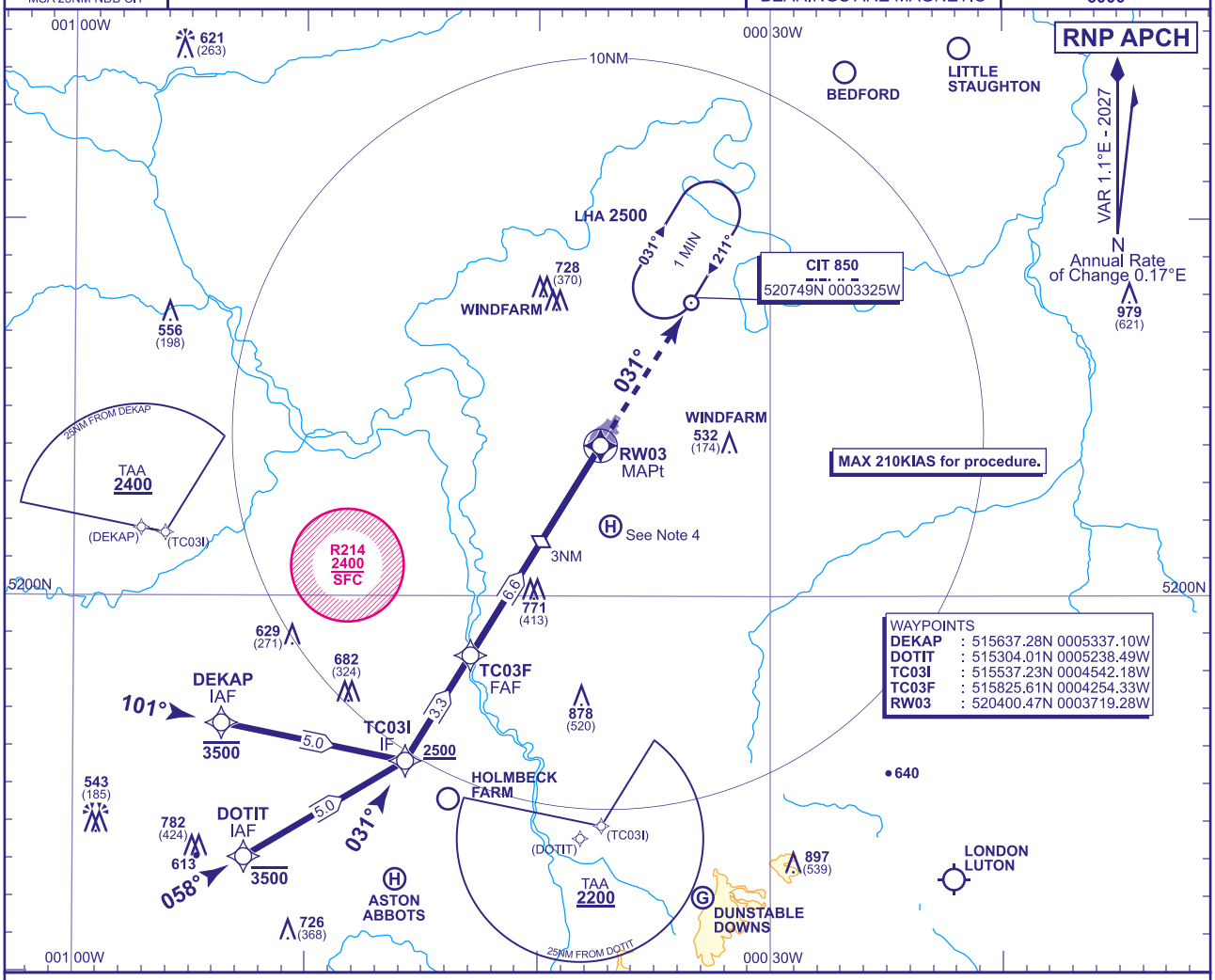
INSTRUMENT APPROACH CHART - ICAO

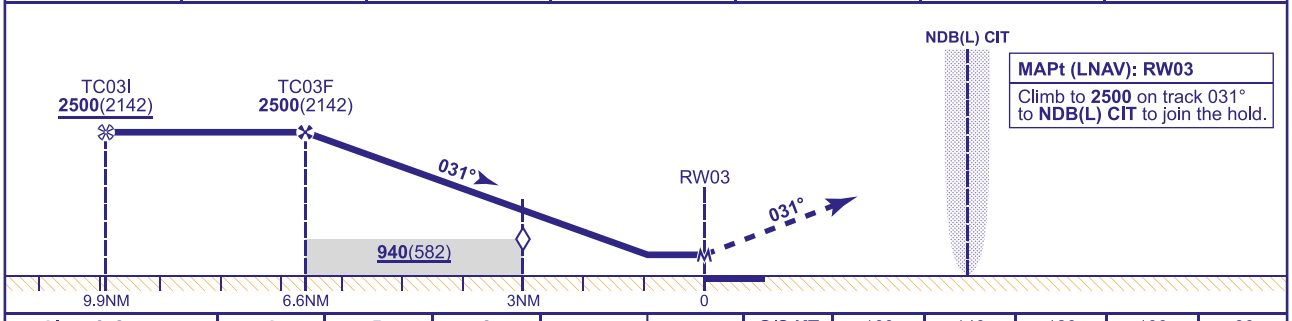
CRANFIELD
RNP
RWY 03
(ACFT CAT A,B,C)

24 MSA 25NM NDB CIT	APP 122.855	CRANFIELD APPROACH	AD ELEVATION 360
	TWR 134.930, 122.855	CRANFIELD TOWER	THR ELEVATION 358
			OBSTACLE ELEVATION 979 AMSL (621) (ABOVE THR)
			BEARINGS ARE MAGNETIC
			TRANSITION ALTITUDE 6000



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

NM	6	5	4	3 (SDF)	2	1
ALT(HGT)	**2320**(1962)	**2000**(1642)	**1680**(1322)	**1360**(1002)	**1040**(682)	**730**(372)



Aircraft Category		A	B	C
OCA (OCH)	LNAV	**690**(332)	**690**(332)	**690**(332)
VM(C)OCA (OCH AAL)	Total Area	**800**(440)	**970**(610)	**1150**(790)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	630	530	420

NOTES
1 CIT NDB(L) hold restrictions: MAX holding level **5000**, MAX 180KIAS.
2 Missed Approach Procedure uses **conventional navigation aids** and is not available without **NDB(L) CIT**.
3 Intensive glider activity takes place beneath the LTMA in VMC and in IMC.
4 Occasional helicopter activity at Helimech Helipad (520152N 0003653W).

CHANGE (13/25): MAG INFO REVISED. DOTIT-TC03I MAG HEADING.

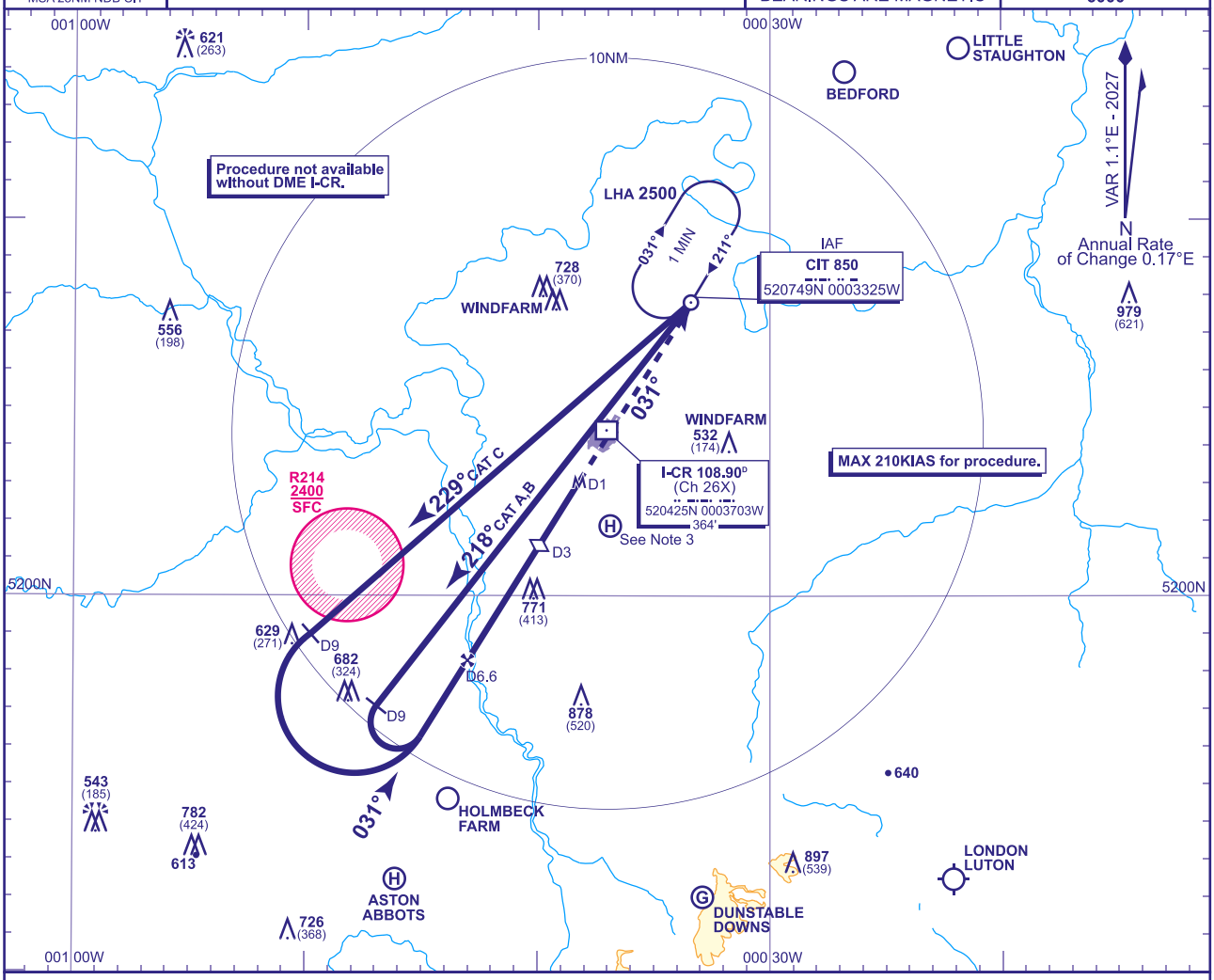
AERO INFO DATE 07 OCT 25
AD 2-EGTC-8-1

INSTRUMENT APPROACH CHART - ICAO

CRANFIELD NDB(L)/DME RWY 03
(ACFT CAT A,B,C)

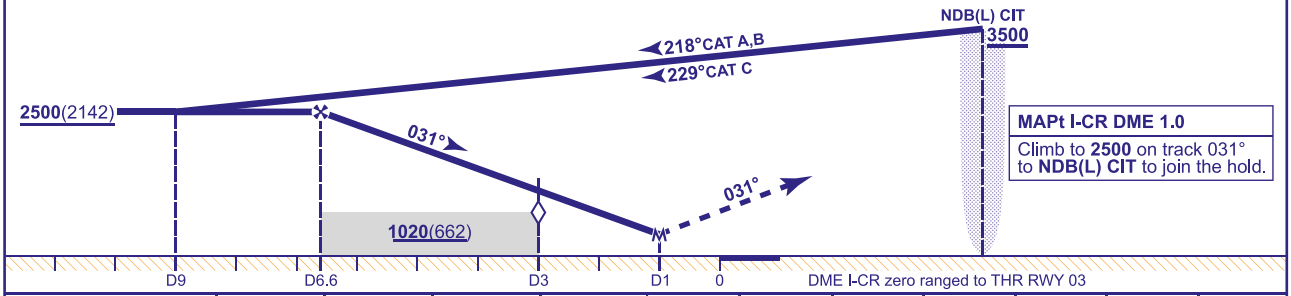
APP 122.855	CRANFIELD APPROACH	AD ELEVATION	360
TWR 134.930, 122.855	CRANFIELD TOWER	THR ELEVATION	358
		OBSTACLE ELEVATION 979 AMSL (621) (ABOVE THR)	
		BEARINGS ARE MAGNETIC	TRANSITION ALTITUDE 6000

MSA 25NM NDB CIT
24 20 22 20 (180° 090° 270° 360°)



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-CR	6	5	4	3 (SDF)	2
ALT(HGT)	**2310**(1952)	**1990**(1632)	**1680**(1322)	**1360**(1002)	**1040**(682)



Aircraft Category		A	B	C
OCA (OCH)	Procedure	**730**(372)	**730**(372)	**730**(372)
VM(C)OCA (OCH AAL)	Total Area	**800**(440)	**970**(610)	**1150**(790)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	630	530	420

NOTES
1 CIT NDB(L) hold restrictions: MAX holding level **5000**, MAX 180KIAS.
2 Intensive glider activity takes place beneath the LTMA in VMC and in IMC.
3 Occasional helicopter activity at Helimech Helipad (520152N 0003653W).

CHANGE (13/25): MAG INFO REVISED. MAG HEADINGS.

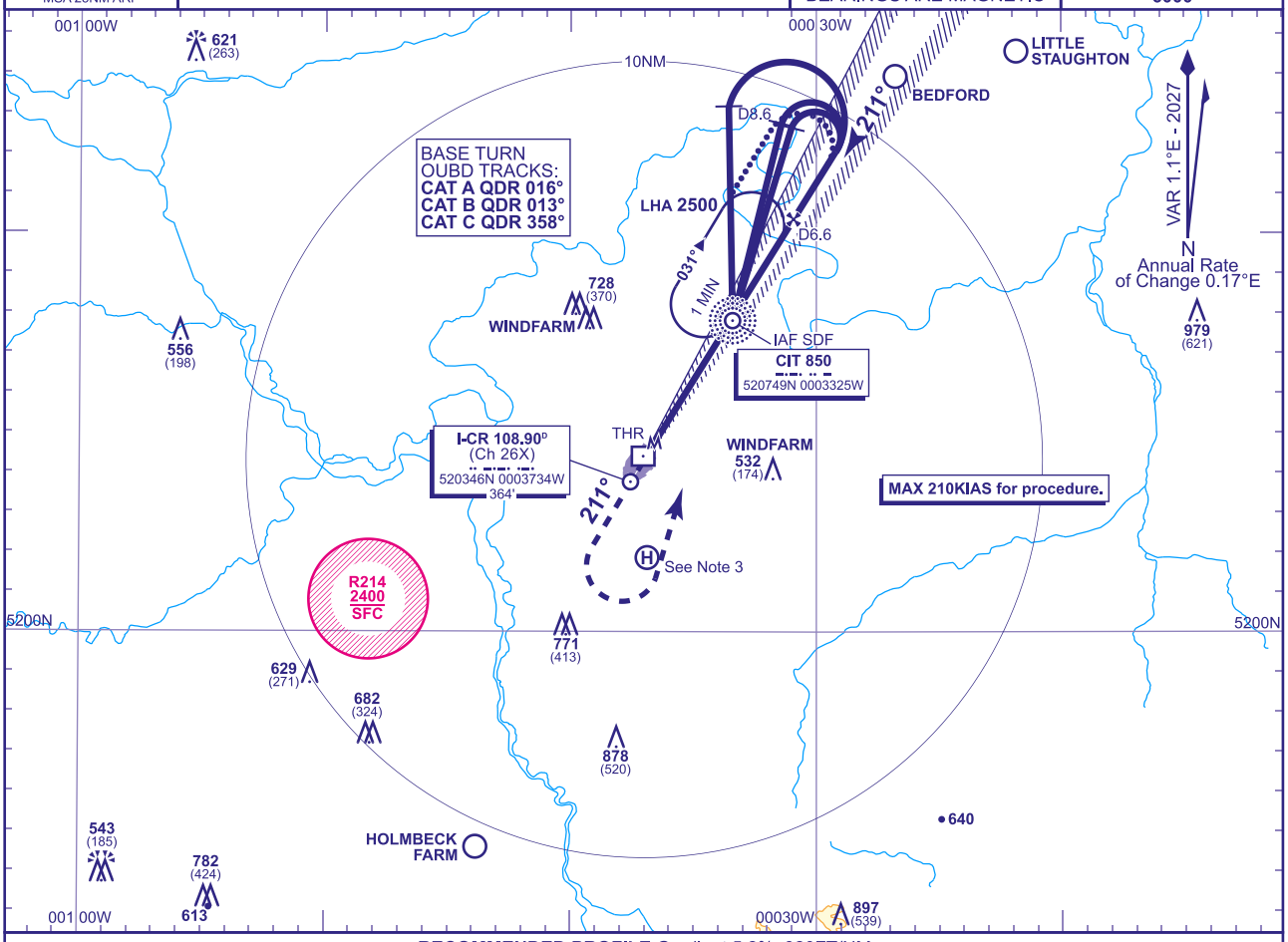
AERO INFO DATE 07 OCT 25 AD 2-EGTC-8-2

INSTRUMENT APPROACH CHART - ICAO

CRANFIELD
LOC/DME/NDB(L)
RWY 21
(ACFT CAT A,B,C)

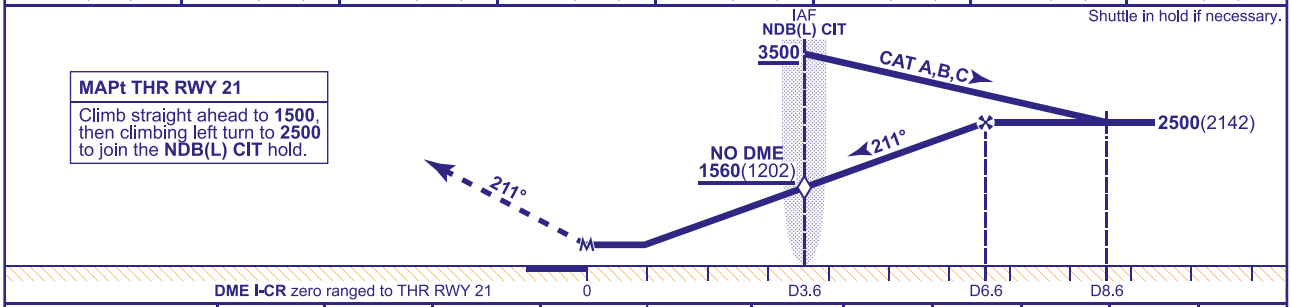
MSA 25NM ARP

APP 122.855	CRANFIELD APPROACH	AD ELEVATION	360
TWR 134.930, 122.855	CRANFIELD TOWER	THR ELEVATION	358
		OBSTACLE ELEVATION 979 AMSL (621) (ABOVE THR)	
		BEARINGS ARE MAGNETIC	TRANSITION ALTITUDE 6000



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-CR	6	5	4	3.6 (SDF)	3	2	1
ALT(HGT)	**2310**(1952)	**1990**(1632)	**1680**(1322)	**1560**(1202)	**1360**(1002)	**1040**(682)	**730**(372)



Aircraft Category		A	B	C
OCA (OCH)	Procedure	**670**(312)	**670**(312)	**670**(312)
VM(C)OCA (OCH AAL)	Total Area	**800**(440)	**970**(610)	**1150**(790)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	860	750	640	540	430
NDB(L) CIT to MAPt	MIN:SEC	1:25	1:35	1:50	2:12	2:46

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN
Extend the outbound leg of the NDB(L) CIT holding pattern to D8.6; descending to **2500**(2142), then turn right to intercept the LOC. Continue as for main Procedure.

AIRCRAFT UNABLE TO RECEIVE DME
Fly outbound prior to baseturn or extend outbound leg of the NDB(L) CIT hold for 2.5MIN (CAT A); 2MIN (CAT B); 1.5MIN (CAT C) descending to **2500**(2142). Then turn right to intercept the LOC. When established inbound descend not below **1560**(1202) at the SDF (NDB(L) CIT), then to MDH.

NOTES
1 ATC will normally require holding **not below 3500**. Lowest altitude to commence procedure after missed approach is **2500**.
2 CIT NDB(L) hold restrictions: MAX holding level **5000**, MAX 180KIAS.
3 Occasional helicopter activity at Helimech Helipad (520152N 0003653W).

CHANGE (13/25): MAG INFO REVISED. MAG HEADINGS.

AERO INFO DATE 07 OCT 25
AD 2-EGTC-8-3

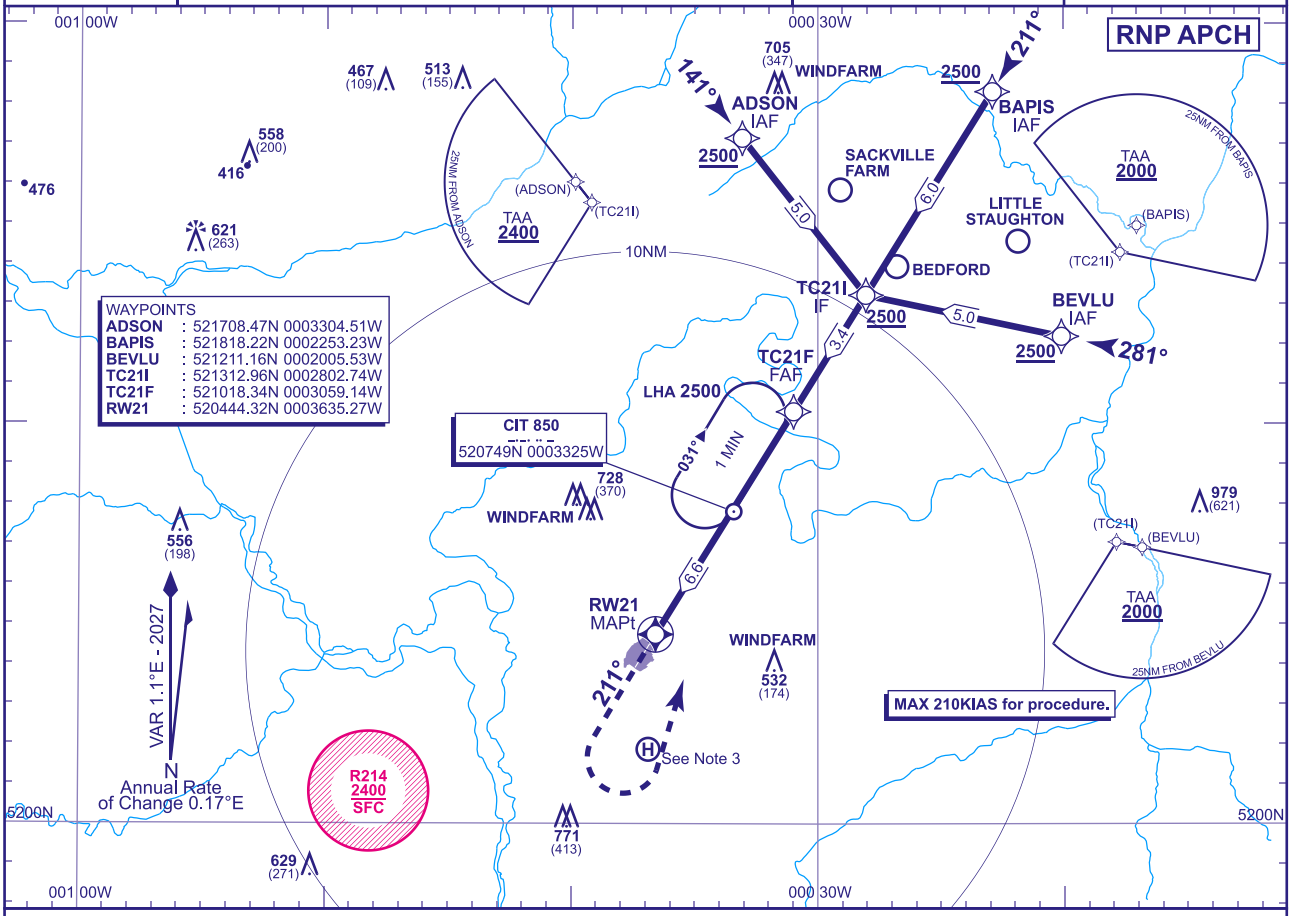
INSTRUMENT APPROACH CHART - ICAO

CRANFIELD RNP RWY 21 (ACFT CAT A,B,C)

24 MSA 25NM NDB CIT	APP 122.855	CRANFIELD APPROACH	AD ELEVATION 360
	TWR 134.930, 122.855	CRANFIELD TOWER	THR ELEVATION 358
			OBSTACLE ELEVATION 979 AMSL (621) (ABOVE THR)
			BEARINGS ARE MAGNETIC

TRANSITION ALTITUDE 6000

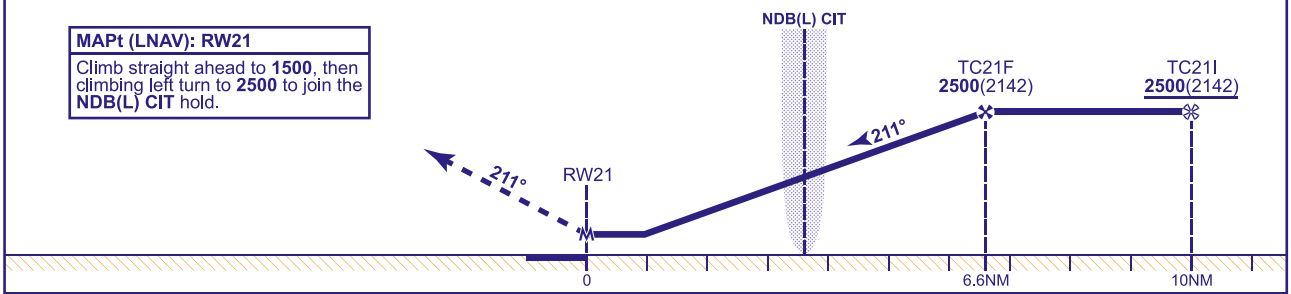
RNP APCH



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

NM	6	5	4	3	2	1
ALT(HGT)	**2320**(1962)	**2000**(1642)	**1680**(1322)	**1370**(1012)	**1050**(692)	**730**(372)

MAPt (LNAV): RW21
Climb straight ahead to **1500**, then climbing left turn to **2500** to join the **NDB(L) CIT** hold.



Aircraft Category		A	B	C
OCA (OCH)	**LNAV**	**690**(332)	**690**(332)	**690**(332)
VM(C)OCA (OCH AAL)	**Total Area**	**800**(440)	**970**(610)	**1150**(790)

Rate of descent						
G/S KT	160	140	120	100	80
FT/MIN	850	740	640	530	420

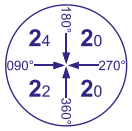
NOTES
1 CIT NDB(L) hold restrictions: MAX holding level **5000**, MAX 180KIAS.
2 Missed Approach Procedure uses **conventional navigation aids** and is not available without **NDB(L) CIT**.
3 Occasional helicopter activity at Helimech Helipad (520152N 0003653W).

CHANGE (13/25): MAG INFO REVISED.

AERO INFO DATE 07 OCT 25

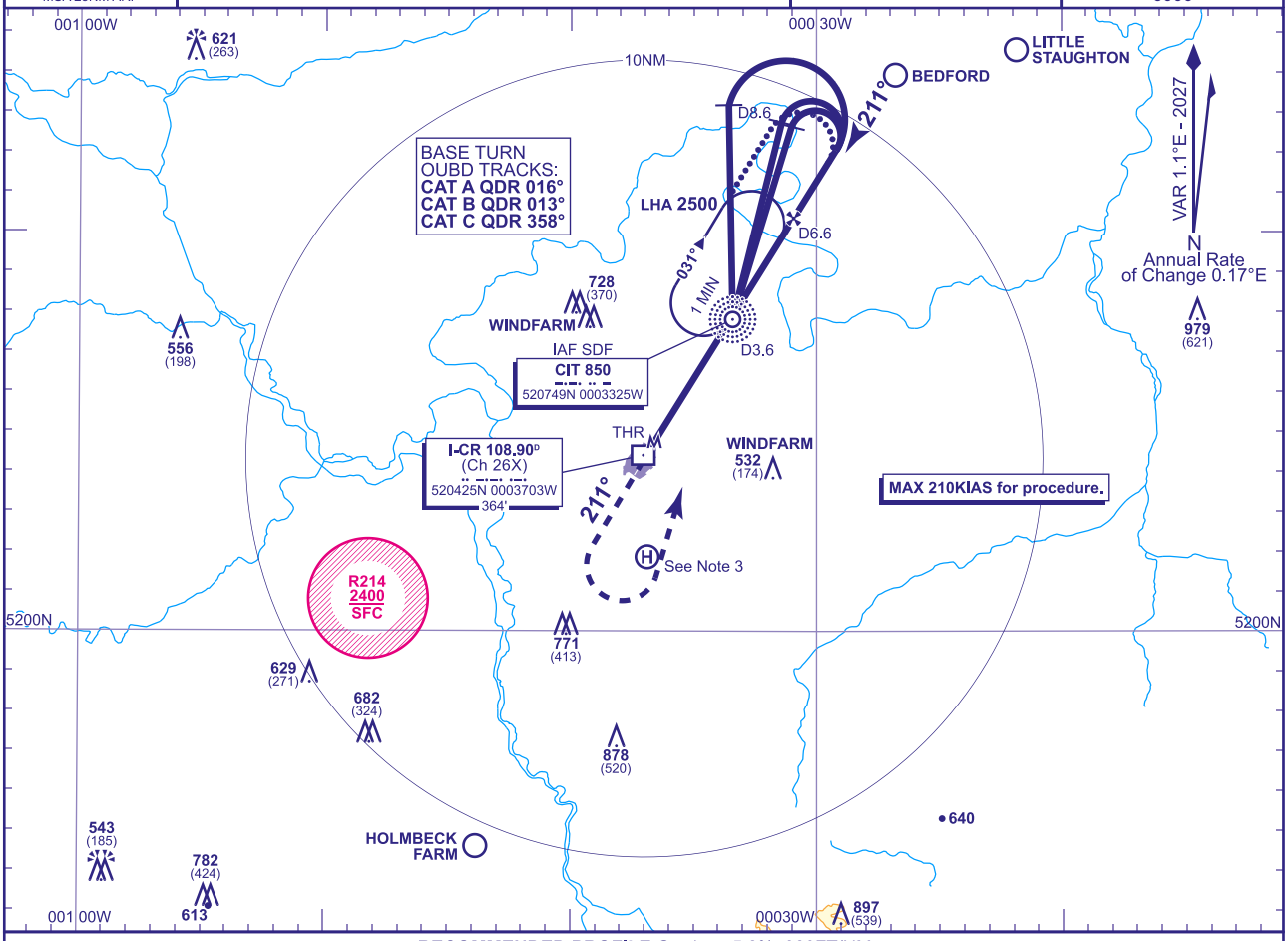
INSTRUMENT APPROACH CHART - ICAO

CRANFIELD NDB(L)/DME RWY 21
(ACFT CAT A,B,C)



MSA 25NM ARP

APP 122.855	CRANFIELD APPROACH	AD ELEVATION	360
TWR 134.930, 122.855	CRANFIELD TOWER	THR ELEVATION	358
		OBSTACLE ELEVATION 979 AMSL (621) (ABOVE THR)	
		BEARINGS ARE MAGNETIC	TRANSITION ALTITUDE 6000



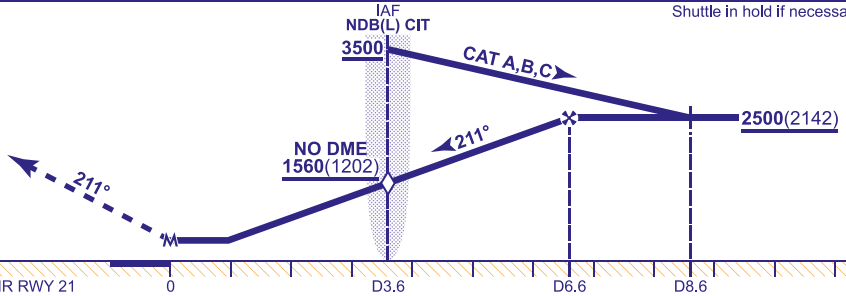
RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-CR	6	5	4	3.6 (SDF)	3	2	1
ALT(HGT)	**2310**(1952)	**1990**(1632)	**1680**(1322)	**1560**(1202)	**1360**(1002)	**1040**(682)	**730**(372)

Shuttle in hold if necessary.

MAPt DME I-CR ZERO (THR RWY 21)
(3.64NM after NDB(L) CIT)

Climb straight ahead to **1500**, then climbing left turn to **2500** to join the **NDB(L) CIT** hold.



Aircraft Category		A	B	C
OCA (OCH)	Procedure	**690**(332)	**690**(332)	**690**(332)
VM(C)OCA (OCH AAL)	Total Area	**800**(440)	**970**(610)	**1150**(790)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	860	750	640	540	430
NDB(L) CIT to MAPt	MIN:SEC	1:25	1:35	1:50	2:12	2:46

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN
Extend the outbound leg of the NDB(L) CIT holding pattern to D8.6; descending to **2500**(2142), then turn right to intercept the FAT. Continue as for main Procedure.

AIRCRAFT UNABLE TO RECEIVE DME
Fly outbound prior to baseturn or extend outbound leg of the NDB(L) CIT hold for 2.5MIN (CAT A); 2MIN (CAT B); 1.5MIN (CAT C) descending to **2500**(2142). Then turn right to intercept the FAT. When established inbound descend not below **1560**(1202) at the SDF (NDB(L) CIT), then to MDH.

NOTES
1 ATC will normally require holding **not below 3500**. Lowest altitude to commence procedure after missed approach is **2500**.
2 CIT NDB(L) hold restrictions: MAX holding level **5000**, MAX 180KIAS.
3 Occasional helicopter activity at Helimech Helipad (520152N 0003653W).

CHANGE (13/25): MAG INFO REVISED. MAG HEADINGS.

AERO INFO DATE 07 OCT 25

Instrument Approach Procedure Coding Tables

CRANFIELD RNP RWY 03 - Instrument Approach Procedure via DOTIT

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
R03C	001	IF	DOTIT	N	-	-	3500	-	515304.01N 0005238.49W	IAF / 14.9NM
R03C	002	TF	TC03I	N	058° (059.4°)	LEFT	2500	-210	515537.23N 0004542.18W	IF / 9.9NM
R03C	003	TF	TC03F	N	031° (031.7°)	-	2500	-210	515825.61N 0004254.33W	FAF / 6.6NM
R03C	004	TF	RW03	Y	031° (031.7°)	-	-	-	520400.47N 0003719.28W	MAPt
R03C	005	CA	-	-	031° (031.7°)	-	2500	-	-	-

CRANFIELD RNP RWY 03 - Instrument Approach Procedure via DEKAP

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
R03L	001	IF	DEKAP	N	-	-	3500	-	515637.28N 0005337.10W	IAF / 14.9NM
R03L	002	TF	TC03I	N	101° (101.7°)	LEFT	2500	-210	515537.23N 0004542.18W	IF / 9.9NM
R03L	003	TF	TC03F	N	031° (031.7°)	-	2500	-210	515825.61N 0004254.33W	FAF / 6.6NM
R03L	004	TF	RW03	Y	031° (031.7°)	-	-	-	520400.47N 0003719.28W	MAPt
R03L	005	CA	-	-	031° (031.7°)	-	2500	-	-	-

CHANGE (13/25): MAG VAR REVISED. DOTIT-TC03I MAG HEADING.
AERO INFO DATE 07 OCT 25

2 GROUND MOVEMENT

Not applicable.

3 CAT II/III OPERATIONS

Not applicable.

4 WARNINGS

a) Pilots of aircraft who are required to use a licensed aerodrome are cautioned that the taxiway strips are not suitable for use by aircraft whose wingspan exceeds 40 M. Other aircraft should use the taxiways with extreme caution due to the reduced obstacle clearance.
b) Fighter and high performance aircraft regularly carry out non-standard manoeuvres and use NATO style joining procedures. Visiting pilots must call in plenty of time before entering ATZ.
c) Pilots should not overfly the gas venting station southeast of the aerodrome below 2700 FT.
d) Caution: Linton Zoo has birds of prey flying up to 2500 FT.
e) Earth bank - mid-point *520537.00N 0000829.00E, 134 FT AMSL.
f) When operating to the north of Duxford outside of the Duxford ATZ, it is strongly advised that communication is established with Cambridge APP 120.965 and note the Cambridge 23/05 Instrument Final Approach.
g) No overflight of the museum buildings below 1000 FT AGL.
h) Caution should be exercised in regards to Fowlmere Airfield that lies 3 NM to the west of Duxford Airfield. Fowlmere CCT enters the north-western area of the Duxford ATZ. Please visit https://www.iwm.org.uk/visits/iwm-duxford/pilots for information.

5 HELICOPTER OPERATIONS

Not applicable.

6 USE OF RUNWAYS

Not applicable.

7 TRAINING

a) All circuit training strictly PPR.
b) Display practices must be booked in advance with Duxford ATC 01223-833376.

EGSU AD 2.21 NOISE ABATEMENT PROCEDURES

a) Pilots should avoid overflying all local villages especially Duxford, Thriplow, Whittlesford and Fowlmere and the adjacent bird sanctuary.

EGSU AD 2.22 FLIGHT PROCEDURES

a) There are no overhead, deadside or crosswind joins at Duxford to assist in deconfliction of circuit patterns.
b) Circuit patterns are variable with no dead-side. It is therefore essential that pilots obtain a briefing from Duxford before departure whether inbound or outbound.
c) Traffic departing Runway 06 continue straight ahead for 2 NM before turning (BP Roundabout). Traffic joining for Runway 24 LHC; join downwind and position for 2 NM final (BP Roundabout). Traffic joining for RWY 06 RHC join downwind. Traffic departing RWY 24 LHC **no right turn** until passed Royston.

EGSU AD 2.23 ADDITIONAL INFORMATION

a) Please visit https://www.iwm.org.uk/visits/iwm-duxford/pilots for additional museum, airfield information and links to the airfield fees and aerodrome manuals.

EGSU AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGSU-2-1

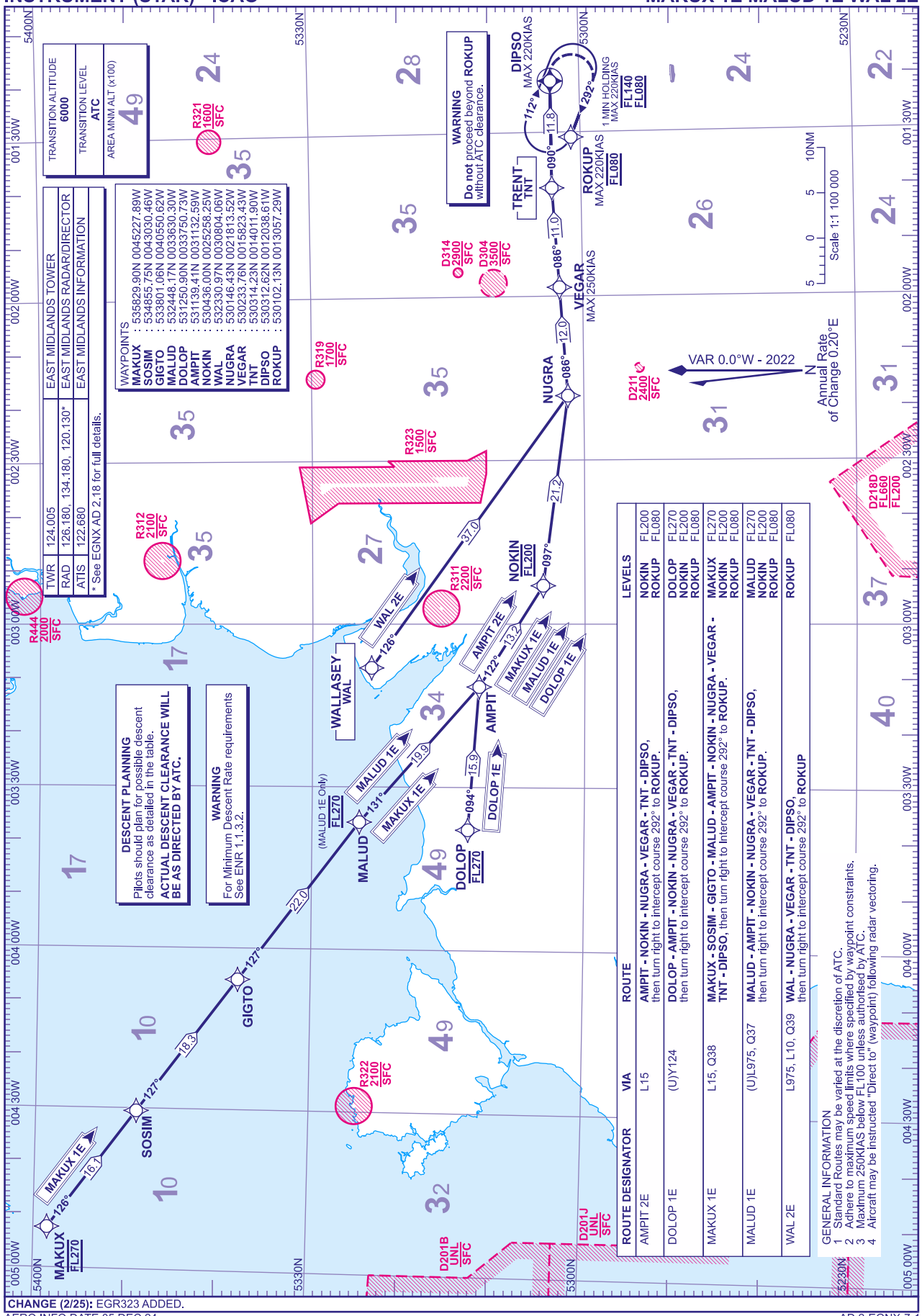
EGSU AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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

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

EAST MIDLANDS
AMPIT 2E DOLOP 1E MAKUX 1E MALUD 1E WAL 2E



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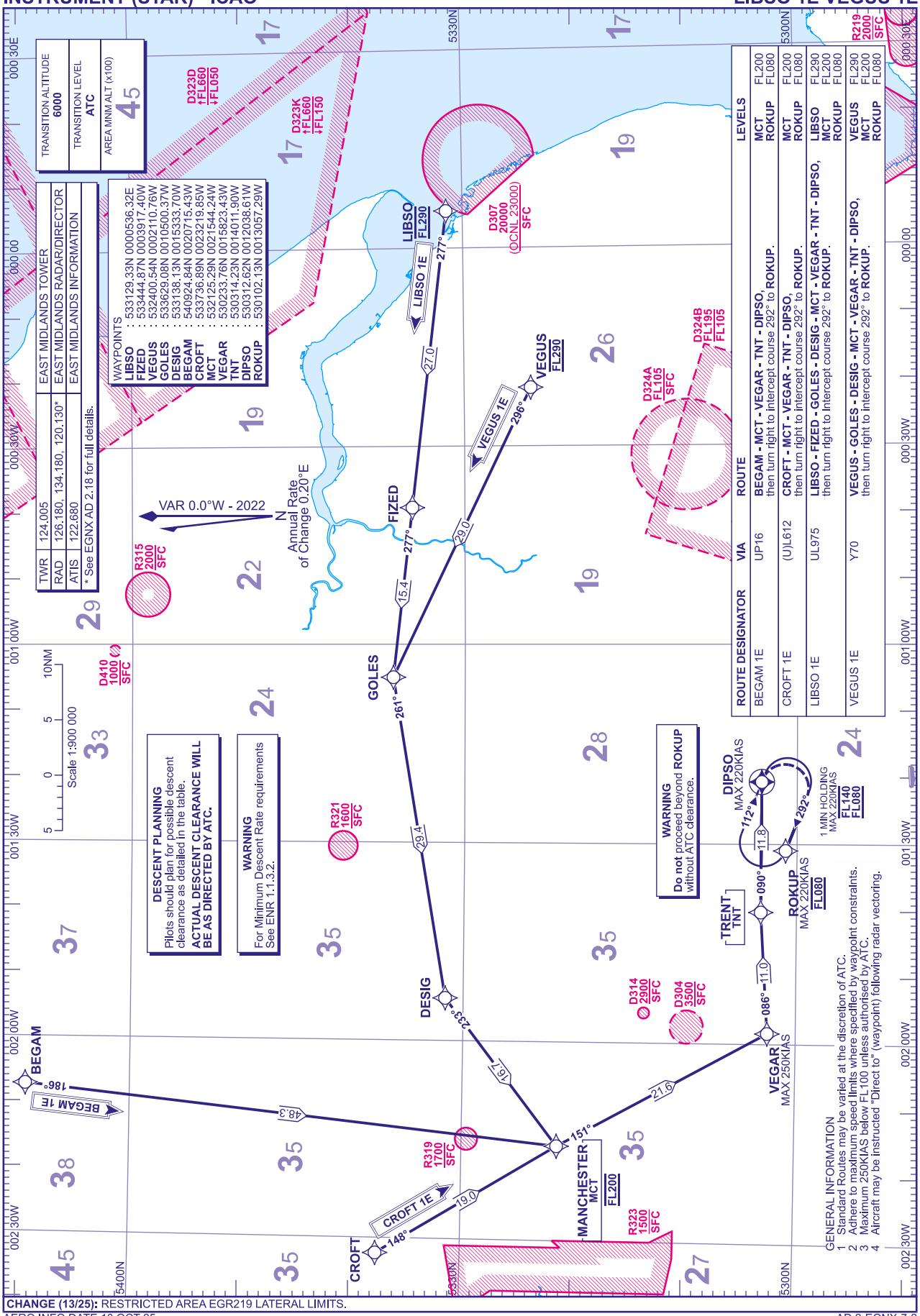
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

EAST MIDLANDS
BEGAM 1E CROFT 1E
LIBSO 1E VEGUS 1E



CHANGE (13/25): RESTRICTED AREA EGR219 LATERAL LIMITS.
AERO INFO DATE 10 OCT 25
AD 2-EGNX-7-2

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.
MILLER HOMES TURNHOUSE ROAD	CRANE	555701N 0032021W	282 FT	157 FT	Yes Red	Expected duration June 2029.
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.

AERODROME CHART - ICAO

ARP 515339N 0021002W

AD ELEV 101FT

GLOUCESTERSHIRE
EGBJ

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

GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference 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	**135** (34)

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

100 0 100 200 m
200 0 200 400 600 800 ft

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

Rwy **22** Thr Elev **86**
515342.81N 0020938.69W
(GUND Elevation 161)

Rwy **27** Thr Elev **87**
515340.21N 0020939.54W
(GUND Elevation 161)

Rwy **09** Thr Elev **74**
515336.29N 0021037.48W
(GUND Elevation 161)

Rwy **04** Thr Elev **83**
515319.00N 0021005.29W
(GUND Elevation 161)

I-GOS 109.95°
•- ••- ••- •••
515335.64N 0021047.01W

GLOUCESTERSHIRE
I-GOS 109.95°
(Ch 36Y)
•- ••- ••- •••
515331.89N 0021004.54W
111'

Flashing Green
GO
•••- •••-
515331.89N 0021004.44W

GST 331
••• ••• -
515331.03N 0021004.45W

1432m x 30m
980m x 23m
084° M
264° M
215° M
035° M

PAPI (3°) MEHT 46
PAPI (3.5°) MEHT 43
APAPI (3.5°) MEHT 23
APAPI (4.5°) MEHT 20

ILS GP
Radar
ROP
Anemometer
VDF
Control Tower
Tower Apron
Fire Station
HELI Parking
Fuel
Large
Stand 1
Stand 2
Apron Alpha
Terminal Building
Car Park
Maintenance Area
Hangar
SOUTH
Engine Test Bed
Fuel Depot
Vehicle Hold VHP1
Hold Y
Hold X
Compass Base
Museum
Disused

Twy A, Twy B, Twy C, Twy D, Twy E, Twy G, Twy H, Twy J, Twy K

Hot Spots
HS1
Complex junction.
Additionally, when leaving Apron Alpha for RWY 04 or 09 departures, a left turn should be made prior to Hold A2 for TWY A access.

CHANGE (13/25): HOTSPOT 2 REMOVED.

INTENTIONALLY BLANK

EGNJ — HUMBERSIDE

EGNJ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGNJ — HUMBERSIDE

EGNJ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 533424N Long: 0002105W Centre of Runway 02/20.
2	Direction and distance from city	11 NM S of Hull/22 NM NNE of Lincoln.
3	Elevation / Reference temperature / Mean Low Temperature	121 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	152 FT
5	Magnetic Variation / Annual Change	1.11°E (2027) / 0.18°E
6	AD Administration Address Telephone Telefax	HUMBERSIDE INTERNATIONAL AIRPORT LTD. Humberside Airport, Kirmington, Ulceby, North Lincolnshire DN39 6YH. 01652-688456 (Administration) 01652-682022 (ATC) 01652-682020 (ATIS) 07718-524072 (Terminal Supervisor during operating hours) 01652-682041 (Terminal Services) 01652-680244 (ATC)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGNJ AD 2.3 OPERATIONAL HOURS

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

EGNJ AD 2.4 HANDLING SERVICES AND FACILITIES

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

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

EGNJ AD 2.5 PASSENGER FACILITIES

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

EGNJ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

EGNJ AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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

1	Apron surface and strength	GA APRON Surface: Asphalt PCN 29/F/B/X/U LIGHT AIRCRAFT Surface: Grass Strength: Up to 2500 kg. MAIN APRON Surface: Concrete/Asphalt/Block. PCN 55/F/B/X/U and PCN 55/R/B/X/U. SAR APRON Surface: Concrete PCN 10/R/D/W/T SOUTHERN Surface: Concrete PCN 55/R/B/X/U

EGNJ 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 1.11°E (2027)	IHS	108.750 MHz	0620-2115 (0510-2015).	533345.94N 0002131.80W		(RWY 20)
ILS/GP	IHS	330.350 MHz	0620-2115 (0510-2015).	533442.66N 0002044.42W		3° ILS Ref Datum Hgt 54 FT.
NDB (L) 1.11°E (2027)	KIM	365.000 kHz	0620-2115 (0510-2015).	533426.49N 0002113.61W		On AD. Range 15 NM.
ILS/DME	IHS	24Y 108.750 MHz	0620-2115 (0510-2015).	533426.24N 0002112.52W	111 FT	(RWY 20) On AD. Freq paired with ILS I-HS. Zero range is indicated at THR of Runway 02 and 20.

EGNJ AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Use of this aerodrome is subject to Standard Conditions of Use, contained within the Fees and Charges booklet, a copy of which can be found at https://www.humbersideairport.com/about-us/fees-and-charges/, or requested from the Finance department, Tel: +44 (0)1652-682032 or by e-mail: enquiries@humbersideairport.com.
b) Taxiway/Taxilane Delta - Code C (Restricted) – Delta strip width is 41 M (physical width is 15 M); wingspan is limited to 32 M with a main gear span of 9 M or less and a main wheel base of less than 18 M.
c) Taxiway/Taxilane Delta Extension - Code A (Extended) – Delta strip width is 41 M (physical width is 7.5 M); wingspan is limited to 32 M with a main gear span of 4.5 M or less.
d) Ground running of aircraft engines above ground idle power is not permitted on apron areas. All ground running between 2115-0630 (2015-0530) is subject to prior approval by ATC.
e) Aircrew are to wear Hi-visibility jackets whilst on apron areas and all visiting pilots are required to carry photographic identification.
f) Not available to aircraft unable to communicate by radio with ATC.
g) All movements between 2115-0630 (2015-0530) are PPR; note that the airport reserves the right to close on Public Holidays and is normally closed on 25 December and 1 January. All requests to operate within PPR notified hours are to be made through the Terminal Supervisor, Tel: 07718-524072; fees and charges will apply. Requests for extension to operating hours made less than 2 hours before notified closing time cannot be guaranteed.

2 GROUND MOVEMENT

a) Non-Handled visiting aircraft under 3 tonnes are to report to the Vehicle Control Post adjacent to the apron (marked by an illuminated C). Please keep to designated walkways. High visibility clothing must be worn on Apron areas.

3 CAT II/III OPERATIONS

a) Humberside Airport is not equipped for CAT II/III operations; however, Low Visibility Procedures (LVP) are used to protect CAT I operations.
b) Preparation for LVP will commence when the RVR is 1000 M and falling.
c) Pilots will be informed when LVP are in operation by ATIS or by RTF.
d) Runway Departure Restriction: See paragraph 6 (f) below.

4 WARNINGS

a) Light aircraft are warned of the possible effect of wake turbulence by preceding helicopters on approach or departure.
b) Light aircraft should also be aware of the possible effect of rotor downwash generated by large helicopters operating through the main apron area.
c) **Caution:** Pilots are reminded that parachuting takes place at Hibaldstow unlicensed aerodrome between FL 160 and ground level.
d) Concentrations of birds in/on agricultural areas on the approaches to all runways. Deterrent measures within the aerodrome'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.
e) Helicopter Main Routing Indicators (HMRIs) are established between Humberside and the Southern North Sea off-shore safety area.
f) **Caution:** Pilots are reminded of the close proximity of EGD307 Donna Nook; Military aircraft performing high energy manoeuvres and unable to conform to the Rules of the Air.

g) Rising ground infringes the approach surface of Runway 02 (1:50) for the final 1000 M. Maximum penetration above the 1:50 is 4.18 M at a distance of 250 M from the threshold, 90 M right of centre-line.
h) Rising ground penetrates the Take-off and Climb Surface of Runway 20 (1:50) out to a distance of 1000 M. Maximum penetration above 1:50 is 4.18 M at a distance of 250 M from the threshold, 90 M to the left of centre-line.
i) A wooden post and rail fencing adds a further 1.3 M to the rising ground.
j) SAR operations may occur H24, including outside of the operating hours of the aerodrome and ATZ. Pilots are recommended to make a blind call on the Humberside Tower channel 124.905 MHz when the aerodrome is published closed and they are transiting through or close to the ATZ.

5 HELICOPTER OPERATIONS

a) Helicopters to land as instructed by ATC.
b) Air taxiing to be conducted with caution due to apron congestion.
c) Rotor running refuelling is subject to prior agreement and 30 minutes notice.

6 USE OF RUNWAYS

a) Jet aircraft to carry out right hand circuits when landing on Runway 20.
b) Aircraft taxiing for departure on Runway 02 or landing on Runway 20 with a MTWA of 9000 KG or more must either use the turning circle facilities or the concrete runway surface to carry out 180° turns.
c) Aircraft taxiing for departure on Runway 20 with a MTWA of 9000 KG or more must either use the turning circle facility or must be north of the Runway 20 Threshold when carrying out 180° turns.
d) Aircraft with a MTWA of less than 9000 KG must use as much of the available runway width as possible, when turning to backtrack on the tarmac section of Runway 02/20.
e) Runway 08/26 is restricted to aircraft with an all up weight of less than 5000 KG. Restriction does not apply to rotary aircraft (tiltrotor aircraft are not authorised to use Runway 08/26).
f) Use of Runway 08/26 is available only during daylight hours.
g) Runway Departure Restriction: Departures in RVR conditions of less than 400 M are not permitted unless an AOC holder has a less restrictive EASA or State authorised take-off minima.

7 TRAINING

a) Training flights are subject to prior approval and acceptance by ATC. When accepting training flights, ATC may issue slot times.
b) Limited availability for Instrument Training Flights.

EGNJ AD 2.21 NOISE ABATEMENT PROCEDURES

a) Aircraft should avoid overflying local villages; Kirmington, Searby, Grasby, Barnetby and the grounds of Brocklesby House.

EGNJ AD 2.22 FLIGHT PROCEDURES

1 INSTRUMENT APPROACH PROCEDURES

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

2 UK FIS

a) Public Transport aircraft with a MAUW greater than 5000 KG operating under IFR will be provided with a Deconfliction Service unless requested otherwise.

3 DEPARTURES JOINING THE AIRWAY SYSTEM

a) Flight plans are to be submitted to join at GOLES or OTBED.

4 VISUAL REFERENCE POINTS (VRP)

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

EGNJ AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGNJ AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGNJ-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGNJ-2-2
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGNJ-5-1
INSTRUMENT APPROACH CHART RNP RWY 02 - ICAO
AD 2.EGNJ-8-1
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 02 - ICAO
AD 2.EGNJ-8-2
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 20 - ICAO
AD 2.EGNJ-8-3
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 20 - ICAO
AD 2.EGNJ-8-4
INSTRUMENT APPROACH CHART RNP RWY 20 - ICAO
AD 2.EGNJ-8-5
INSTRUMENT APPROACH CHART NDB(L)/DME RWY 20 - ICAO
AD 2.EGNJ-8-6
INSTRUMENT APPROACH PROCEDURE CODING TABLES RNP RWY 02
AD 2.EGNJ-8-7
INSTRUMENT APPROACH PROCEDURE CODING TABLES RNP RWY 20
AD 2.EGNJ-8-8

→

EGNJ AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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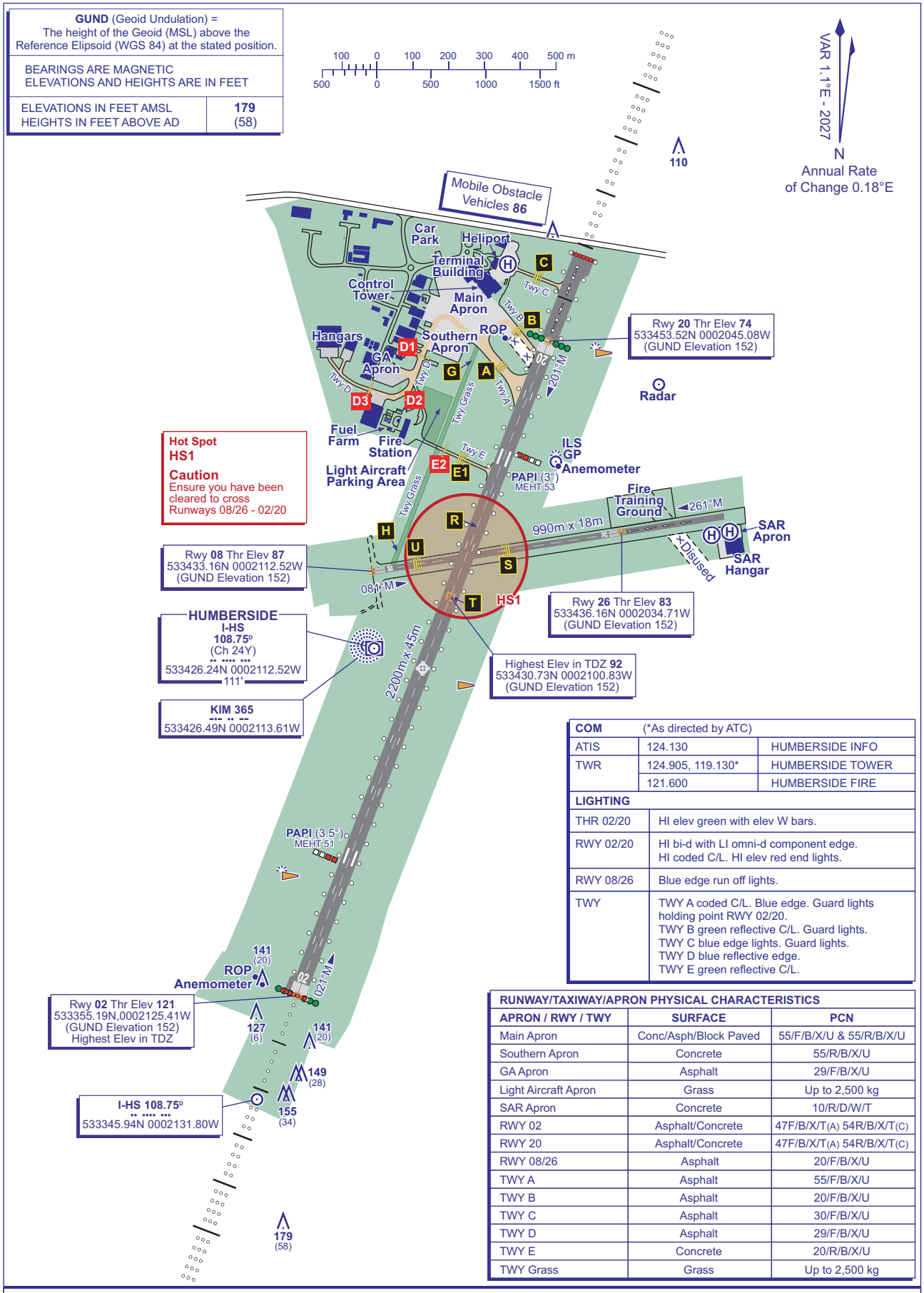
AERODROME CHART - ICAO

ARP 533424N 0002105W

AD ELEV 121FT

HUMBERSIDE
EGNJ

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	**179** (58)



COM	(*As directed by ATC)	
ATIS	124.130	HUMBERSIDE INFO
TWR	124.905, 119.130*	HUMBERSIDE TOWER
	121.600	HUMBERSIDE FIRE
LIGHTING		
THR 02/20	HI elev green with elev W bars.	
RWY 02/20	HI bi-d with LI omni-d component edge. HI coded C/L. HI elev red end lights.	
RWY 08/26	Blue edge run off lights.	
TWY	TWY A coded C/L. Blue edge. Guard lights holding point RWY 02/20. TWY B green reflective C/L. Guard lights. TWY C blue edge lights. Guard lights. TWY D blue reflective edge. TWY E green reflective C/L.	

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS

APRON / RWY / TWY	SURFACE	PCN
Main Apron	Conc/Asph/Block Paved	55/F/B/X/U & 55/R/B/X/U
Southern Apron	Concrete	55/R/B/X/U
GA Apron	Asphalt	29/F/B/X/U
Light Aircraft Apron	Grass	Up to 2,500 kg
SAR Apron	Concrete	10/R/D/W/T
RWY 02	Asphalt/Concrete	47F/B/X/T(A) 54R/B/X/T(C)
RWY 20	Asphalt/Concrete	47F/B/X/T(A) 54R/B/X/T(C)
RWY 08/26	Asphalt	20/F/B/X/U
TWY A	Asphalt	55/F/B/X/U
TWY B	Asphalt	20/F/B/X/U
TWY C	Asphalt	30/F/B/X/U
TWY D	Asphalt	29/F/B/X/U
TWY E	Concrete	20/R/B/X/U
TWY Grass	Grass	Up to 2,500 kg

CHANGE (13/25): MAG INFO REVISED. RWY HEADINGS. EDITORIAL.

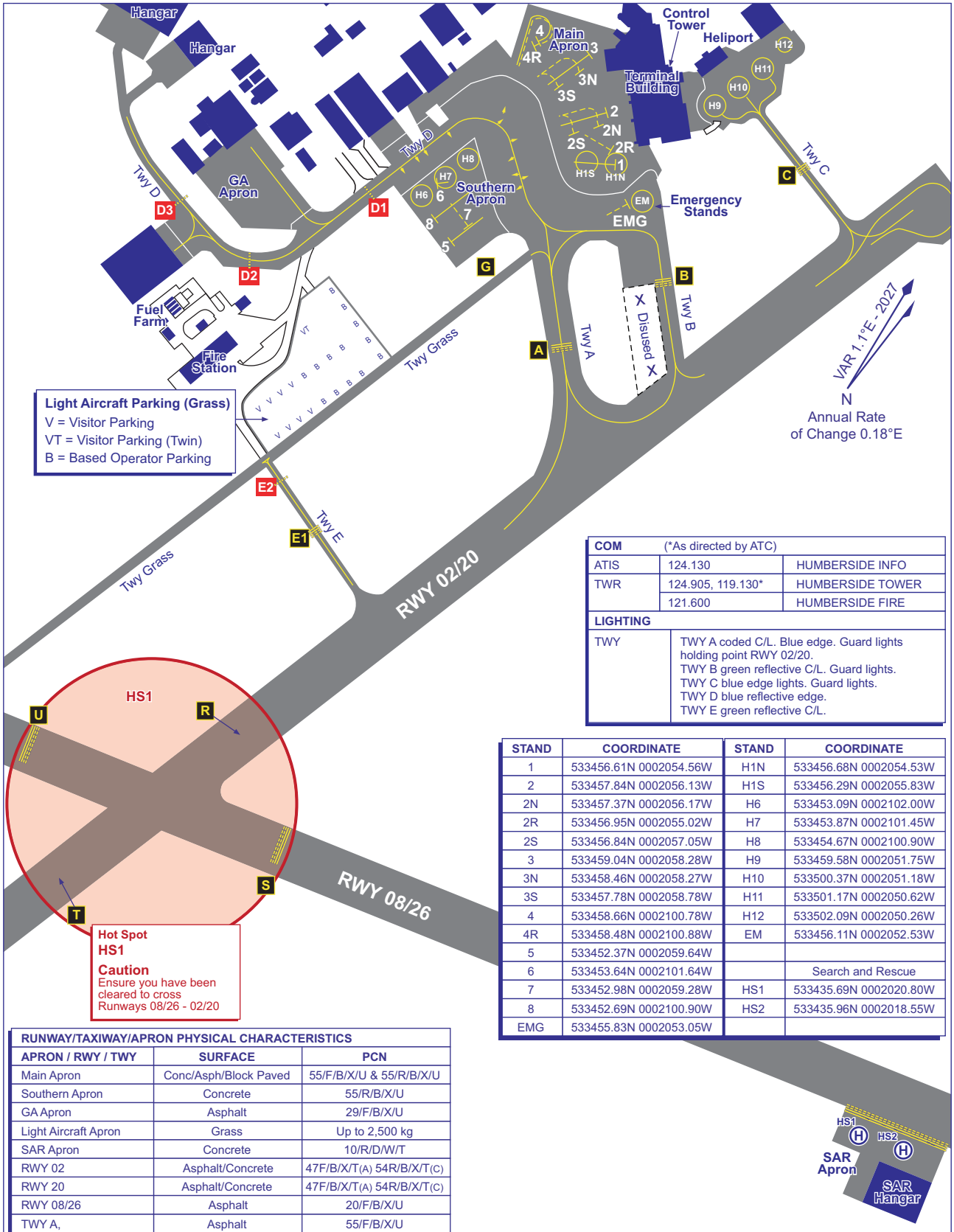
AERO INFO DATE 30 SEP 25

AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 533424N 0002105W

AD ELEV 121FT

HUMBERSIDE
EGNJ



COM	(*As directed by ATC)	
ATIS	124.130	HUMBERSIDE INFO
TWR	124.905, 119.130*	HUMBERSIDE TOWER
	121.600	HUMBERSIDE FIRE
LIGHTING		
TWY	TWY A coded C/L. Blue edge. Guard lights holding point RWY 02/20. TWY B green reflective C/L. Guard lights. TWY C blue edge lights. Guard lights. TWY D blue reflective edge. TWY E green reflective C/L.	

STAND	COORDINATE	STAND	COORDINATE
1	533456.61N 0002054.56W	H1N	533456.68N 0002054.53W
2	533457.84N 0002056.13W	H1S	533456.29N 0002055.83W
2N	533457.37N 0002056.17W	H6	533453.09N 0002102.00W
2R	533456.95N 0002055.02W	H7	533453.87N 0002101.45W
2S	533456.84N 0002057.05W	H8	533454.67N 0002100.90W
3	533459.04N 0002058.28W	H9	533459.58N 0002051.75W
3N	533458.46N 0002058.27W	H10	533500.37N 0002051.18W
3S	533457.78N 0002058.78W	H11	533501.17N 0002050.62W
4	533458.66N 0002100.78W	H12	533502.09N 0002050.26W
4R	533458.48N 0002100.88W	EM	533456.11N 0002052.53W
5	533452.37N 0002059.64W		
6	533453.64N 0002101.64W		Search and Rescue
7	533452.98N 0002059.28W	HS1	533435.69N 0002020.80W
8	533452.69N 0002100.90W	HS2	533435.96N 0002018.55W
EMG	533455.83N 0002053.05W		

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	**SURFACE**	**PCN**
Main Apron	Conc/Asph/Block Paved	55/F/B/X/U & 55/R/B/X/U
Southern Apron	Concrete	55/R/B/X/U
GA Apron	Asphalt	29/F/B/X/U
Light Aircraft Apron	Grass	Up to 2,500 kg
SAR Apron	Concrete	10/R/D/W/T
RWY 02	Asphalt/Concrete	47F/B/X/T(A) 54R/B/X/T(C)
RWY 20	Asphalt/Concrete	47F/B/X/T(A) 54R/B/X/T(C)
RWY 08/26	Asphalt	20/F/B/X/U
TWY A,	Asphalt	55/F/B/X/U
TWY B	Asphalt	20/F/B/X/U
TWY C	Asphalt	30/F/B/X/U
TWY D	Asphalt	29/F/B/X/U
TWY E	Concrete	20/R/B/X/U
TWY Grass	Grass	Up to 2,500 kg

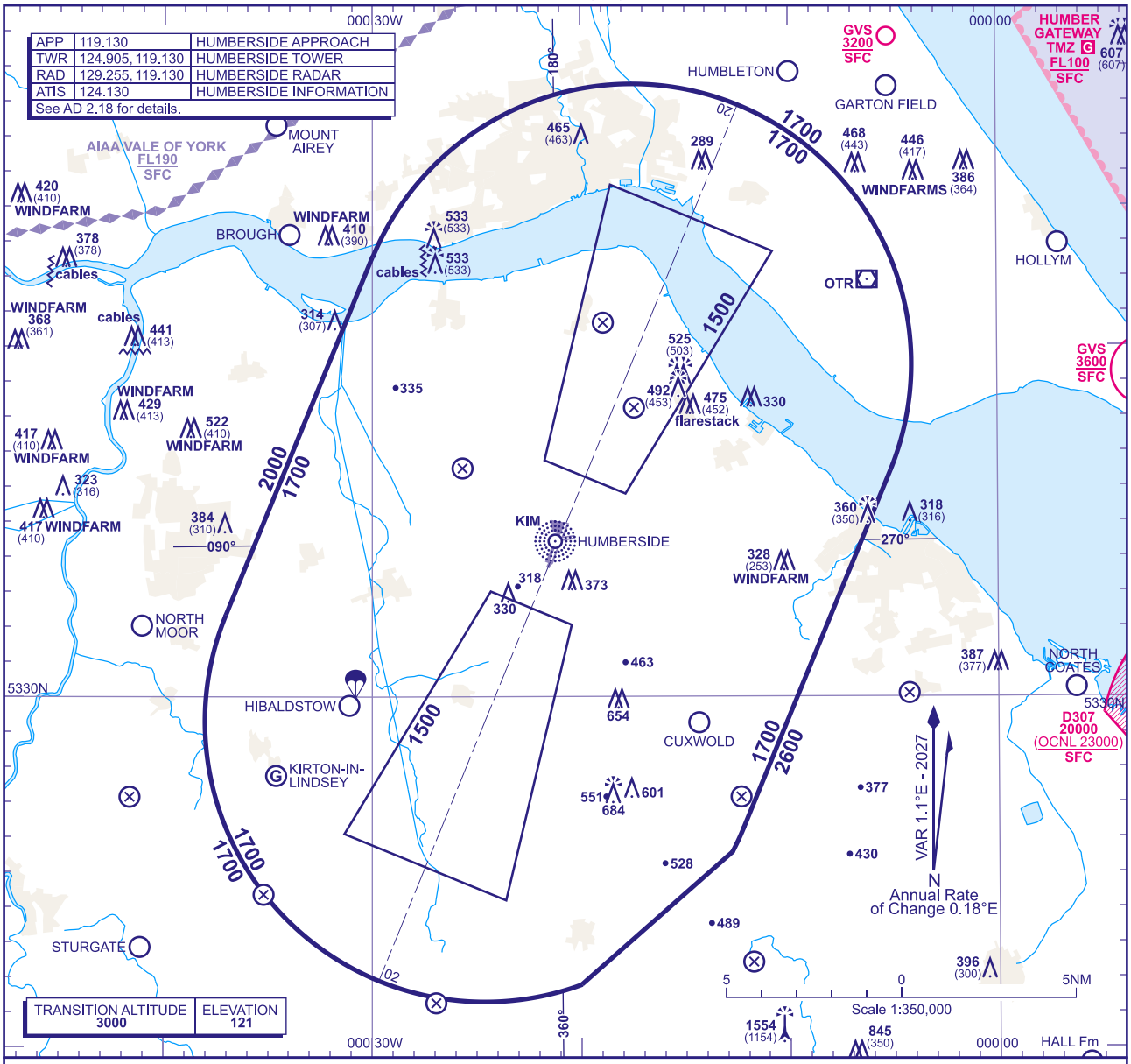
CHANGE (13/25): MAG INFO REVISED. EDITORIAL.

AERO INFO DATE 09 OCT 25

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1554
HEIGHTS IN FEET AGL (1154)

HUMBERSIDE



MINIMUM INITIAL ALTITUDE
Within the ATC Surveillance Minimum Altitude area the minimum initial altitude to be allocated by the approach surveillance controller is **1700** in the sector defined by the lateral limits; 533220N 0003701W - 534233N 0003000W thence clockwise by an arc of a circle radius 8NM centred on 533930N 0001733W to 533627N 0000508W - 532616N 0001214W thence clockwise by an arc of a circle radius 8NM centred on 532918N 0002436W to 532534N 0001247W - 532148N 0001959W thence clockwise by an arc of a circle radius 8NM centred on 532918N 0002436W to 533220N 0003701W.

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

LOSS OF COMMUNICATION PROCEDURES
Initial Approach
Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **3000**, or last assigned level if higher to **NDB(L) KIM**†.
Intermedlate and FInal Approach
Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **NDB(L) KIM**†.
† In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.

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

CHANGE (13/25): MAG INFO REVISED.

AERO INFO DATE 07 OCT 25

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INSTRUMENT APPROACH CHART - ICAO

HUMBERSIDE
RNP
RWY 02
(ACFT CAT A,B,C,D)

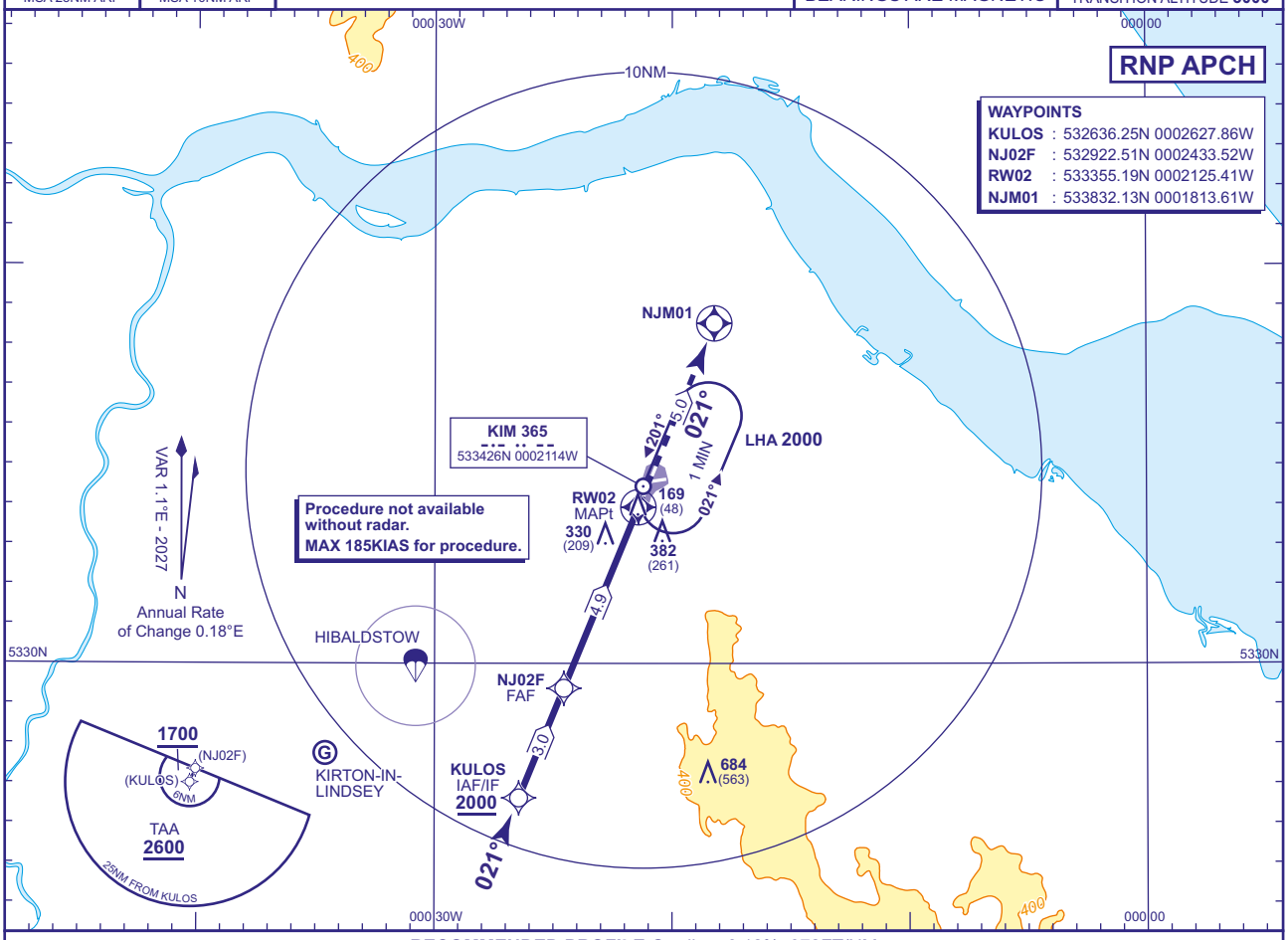
APP 119.130	HUMBERSIDE APPROACH	AD ELEVATION	121
TWR 124.905, 119.130	HUMBERSIDE TOWER	THR ELEVATION	121
RAD 119.130, 129.255	HUMBERSIDE RADAR	OBSTACLE ELEVATION	684 AMSL (563) (ABOVE THR)
ATIS 124.130	HUMBERSIDE INFORMATION	BEARINGS ARE MAGNETIC	

26 MSA 25NM ARP

18 MSA 10NM ARP

MIN TEMP -15°C

TRANSITION ALTITUDE 3000



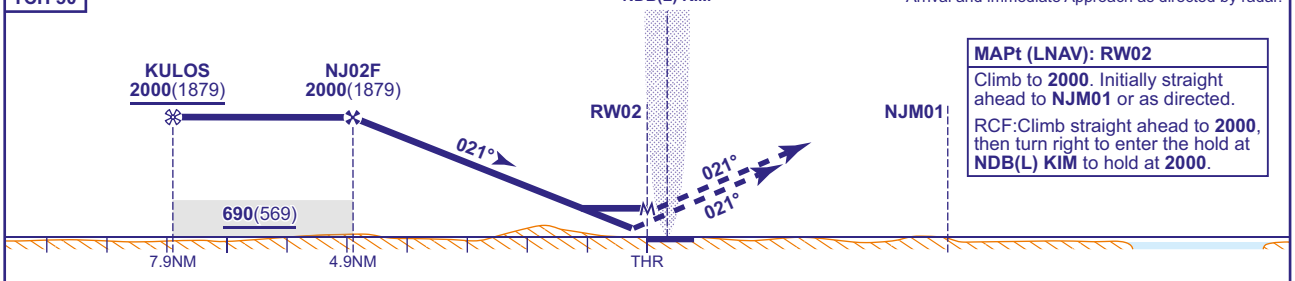
RECOMMENDED PROFILE Gradient 6.12%, 372FT/NM

NM to RW02	4	3	2
ALT(HGT)	**1660**(1539)	**1290**(1169)	**920**(799)

TCH 50

NDB(L) KIM

Arrival and immediate Approach as directed by radar.



MAPt (LNAV): RW02

Climb to **2000**. Initially straight ahead to **NJM01** or as directed.

RCF:Climb straight ahead to **2000**, then turn right to enter the hold at **NDB(L) KIM** to hold at **2000**.

Aircraft Category		A	B	C	D
OCA (OCH)	LNAV/VNAV	**470**(349)	**490**(369)	**500**(379)	**510**(389)
	LNAV	**580**(459)	**580**(459)	**580**(459)	**580**(459)
VM(C)OCA (OCH AAL)	Total Area	**690**(569)	**690**(569)	**990**(869)	**1050**(929)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	900	870	740	620	500

NOTE 1 LNAV/VNAV temperature at which VPA exceeds 3.5° is 14.7°C.

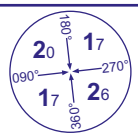
CHANGE (13/25): MAG VAR UPDATED. PAGE RENUMBERED.

AERO INFO DATE 30 SEP 25

AD 2-EGNJ-8-1

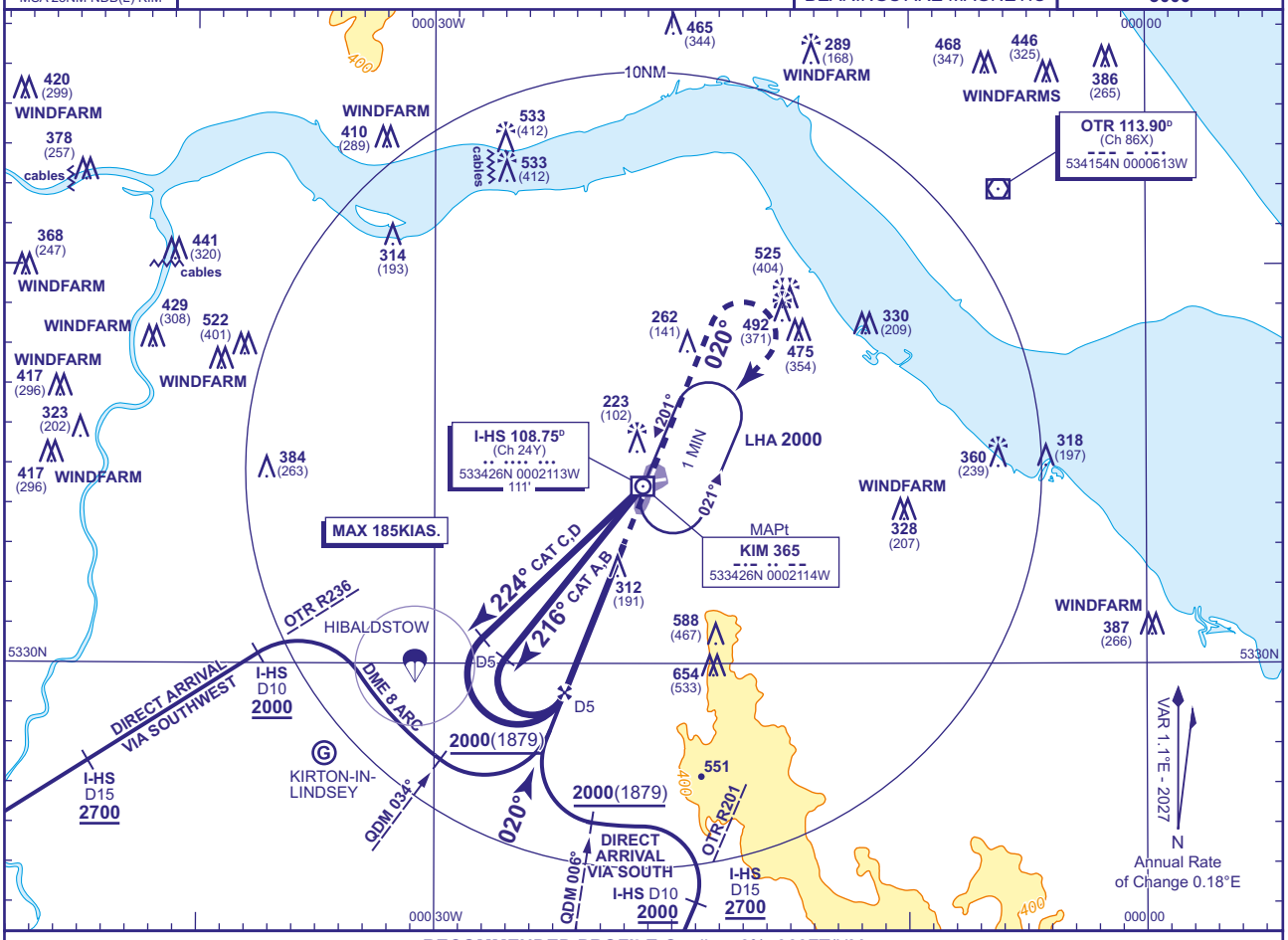
INSTRUMENT APPROACH CHART - ICAO

HUMBERSIDE NDB(L)/DME RWY 02
(ACFT CAT A,B,C,D)



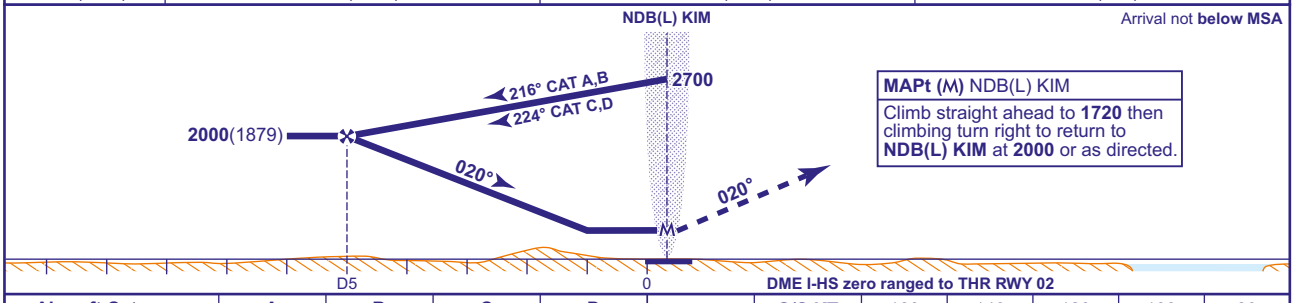
MSA 25NM NDB(L) KIM

APP	119.130	HUMBERSIDE APPROACH	AD ELEVATION	121	
TWR	124.905, 119.130	HUMBERSIDE TOWER	THR ELEVATION	121	
RAD	119.130, 129.255	HUMBERSIDE RADAR	OBSTACLE ELEVATION	654 AMSL (533) (ABOVE THR)	
ATIS	124.130	HUMBERSIDE INFORMATION	BEARINGS ARE MAGNETIC		TRANSITION ALTITUDE 3000



RECOMMENDED PROFILE Gradient 6%, 360FT/NM

DME I-HS	4	3	2
ALT(HGT)	**1640**(1519)	**1270**(1149)	**910**(789)



MAPt (M) NDB(L) KIM
Climb straight ahead to **1720** then climbing turn right to return to **NDB(L) KIM** at **2000** or as directed.

Aircraft Category		A	B	C	D
OCA (OCH)	**WITH DME**	**590**(469)	**590**(469)	**590**(469)	**590**(469)
	NO DME	**640**(519)	**640**(519)	**640**(519)	**640**(519)
VM(C)OCA (OCH AAL)	**Total Area**	**690**(569)	**690**(569)	**990**(869)	**1050**(929)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	970	850	720	610	490

AIRCRAFT UNABLE TO RECEIVE DME I-HS
As for procedure with DME except substitute timings for outbound legs 2.2MIN (CAT A,B); 1.7MIN (CAT C,D) prior to base turn. When established descend to MDH.

DIRECT ARRIVAL PROCEDURES (Subject to ATC approval). For aircraft able to receive VOR DME OTR and DME I-HS in addition to NDB(L) KIM.

DIRECT ARRIVAL FROM SOUTH
Arrival **not below MSA** to intercept and establish on OTR VOR R201 (QDM 021°). After passing I-HS DME 15 descent **not below 2000.** See plan for continuation.

DIRECT ARRIVAL FROM SOUTHWEST
Arrival **not below MSA** to intercept and establish on OTR VOR R236 (QDM 056°). After passing I-HS DME 15 descent **not below 2000.** See plan for continuation.

NOTE Lowest altitude to commence procedure from hold is **2000.**

CHANGE (13/25): MAG VAR UPDATED. PAGE RENUMBERED.

AERO INFO DATE 30 SEP 25 AD 2-EGNJ-8-2

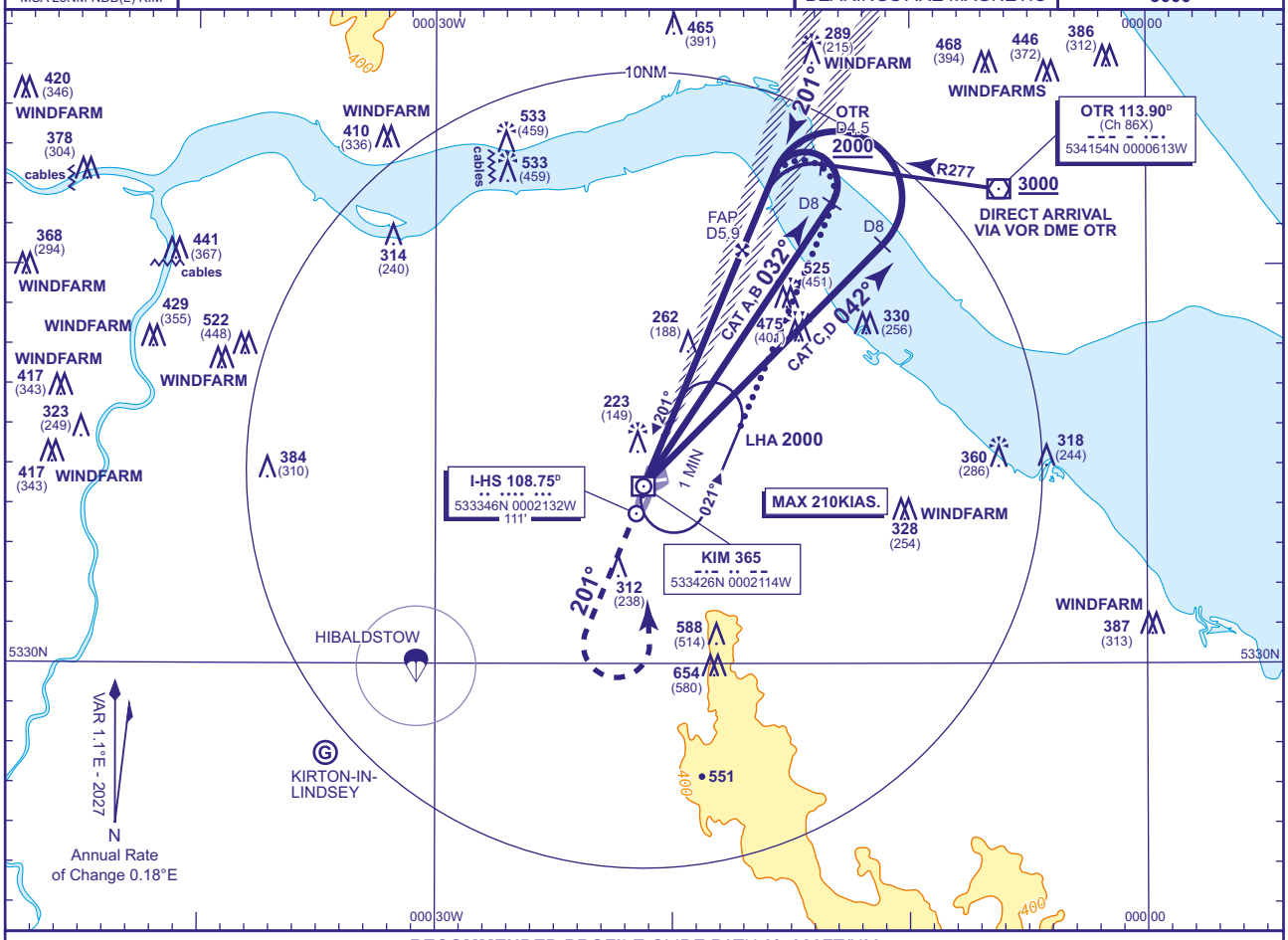
INSTRUMENT APPROACH CHART - ICAO

HUMBERSIDE ILS/DME/NDB(L) RWY 20
(ACFT CAT A,B,C,D)

MSA 25NM NDB(L) KIM

APP	119.130	HUMBERSIDE APPROACH	AD ELEVATION	121
TWR	124.905, 119.130	HUMBERSIDE TOWER	THR ELEVATION	74
RAD	119.130, 129.255	HUMBERSIDE RADAR	OBSTACLE ELEVATION	654 AMSL (580) (ABOVE THR)
ATIS	124.130	HUMBERSIDE INFORMATION	BEARINGS ARE MAGNETIC	

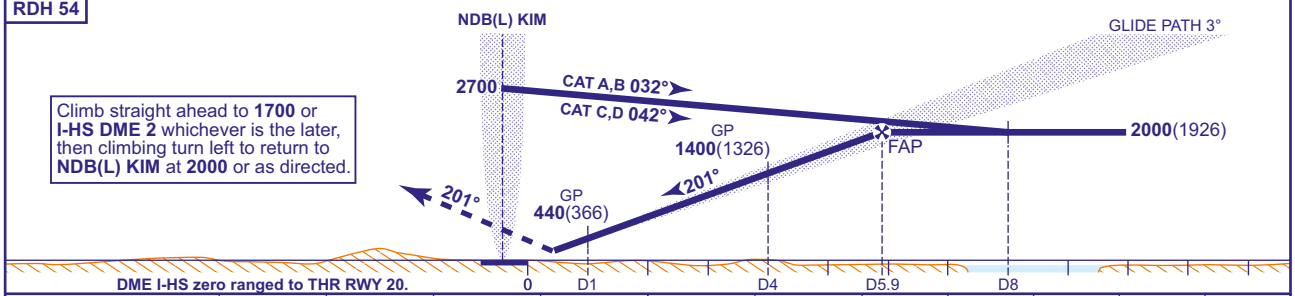
TRANSITION ALTITUDE **3000**



RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

DME I-HS	5	4	3	2	1
ALT(HGT)	**1710**(1636)	**1400**(1326)	**1080**(1006)	**760**(686)	**450**(376)

RDH 54



Climb straight ahead to **1700** or **I-HS DME 2** whichever is the later, then climbing turn left to return to **NDB(L) KIM** at **2000** or as directed.

Aircraft Category		A	B	C	D
OCA (OCH)	CAT I	**224**(150)	**234**(160)	**245**(171)	**258**(184)
VM(C)OCA (OCH AAL)	Total Area	**690**(569)	**690**(569)	**990**(869)	**1050**(929)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	630	530	420

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN
Overhead NDB(L) KIM at **2700** in holding pattern, turn left and descend on the extended outbound leg to **2000**(1926). At I-HS DME 8 turn left to intercept LOC inbound. When established continue as for Main Procedure.

DIRECT ARRIVAL VIA VOR DME OTR (Subject to ATC approval)
Overhead VOR DME OTR **not below 3000,** depart on R277 descending **not below 2000.** At OTR DME 4.5 left turn left to intercept LOC inbound. When established continue as for Main Procedure.

AIRCRAFT UNABLE TO RECEIVE DME I-HS
Advise ATC. Radar Ranges will be given at 8NM outbound and 4NM inbound.

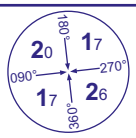
NOTE 1 Lowest altitude to commence procedure from hold is **2000.**

CHANGE (13/25): MAG VAR UPDATED. PAGE RENUMBERED.

AERO INFO DATE 30 SEP 25

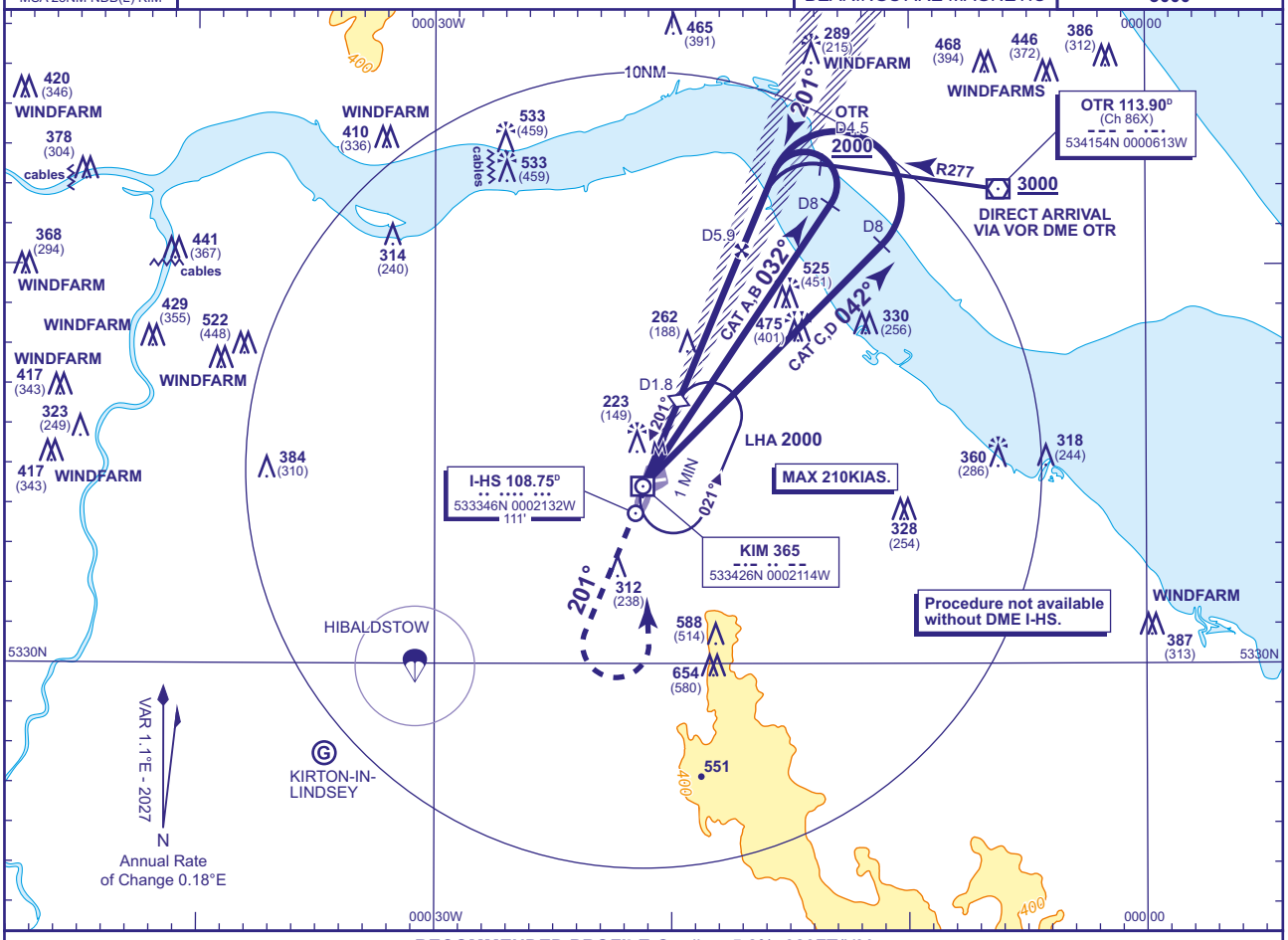
INSTRUMENT APPROACH CHART - ICAO

HUMBERSIDE LOC/DME/NDB(L) RWY 20
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) KIM

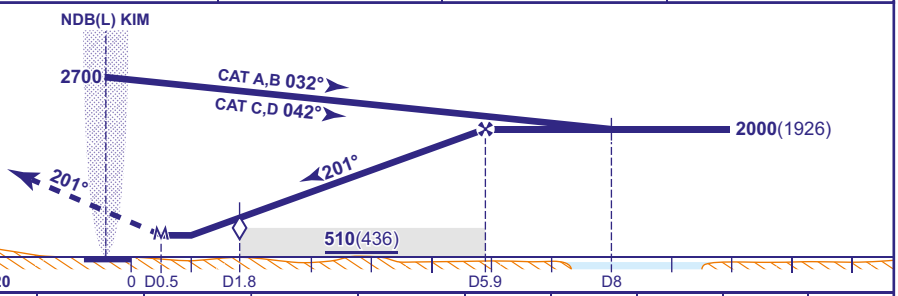
APP	119.130	HUMBERSIDE APPROACH	AD ELEVATION	121	
TWR	124.905, 119.130	HUMBERSIDE TOWER	THR ELEVATION	74	
RAD	119.130, 129.255	HUMBERSIDE RADAR	OBSTACLE ELEVATION	654 AMSL (580) (ABOVE THR)	
ATIS	124.130	HUMBERSIDE INFORMATION	BEARINGS ARE MAGNETIC		TRANSITION ALTITUDE 3000



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-HS	5	4	3	1.8 **(SDF)**	1
ALT(HGT)	**1710**(1636)	**1400**(1326)	**1080**(1006)	**700**(614)	**450**(376)

MAPt (M) I-HS DME 0.5
Climb straight ahead to **1700** or **I-HS DME 2** whichever is the later, then climbing turn left to return to **NDB(L) KIM** at **2000** or as directed.



Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**460**(386)	**460**(386)	**460**(386)	**460**(386)
VM(C)OCA (OCH AAL)	Total Area	**690**(569)	**690**(569)	**990**(869)	**1050**(929)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	860	750	640	540	430

DIRECT ARRIVAL VIA VOR DME OTR (Subject to ATC approval)
Overhead VOR DME OTR **not below 3000,** depart on R277 descending **not below 2000.** At OTR DME 4.5 left turn to intercept LOC inbound. When established continue as for Main Procedure.

NOTE 1 Lowest altitude to commence procedure from hold is **2000.**

CHANGE (13/25): MAG VAR UPDATED. PAGE RENUMBERED.

INSTRUMENT APPROACH CHART - ICAO

HUMBERSIDE
RNP
RWY 20
(ACFT CAT A,B,C,D)

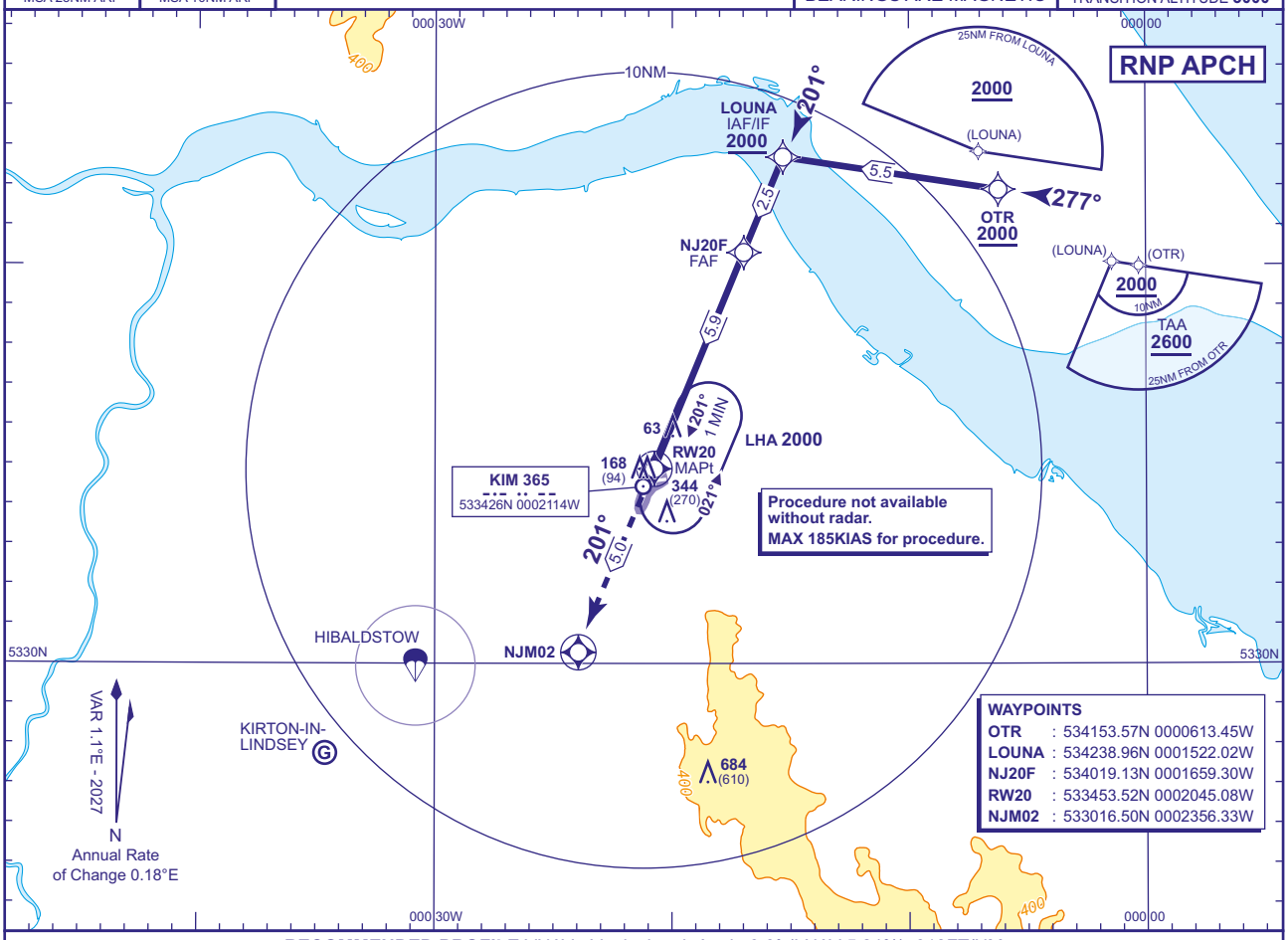
APP 119.130	HUMBERSIDE APPROACH	AD ELEVATION	121
TWR 124.905, 119.130	HUMBERSIDE TOWER	THR ELEVATION	74
RAD 119.130, 129.255	HUMBERSIDE RADAR	OBSTACLE ELEVATION	684 AMSL (610) (ABOVE THR)
ATIS 124.130	HUMBERSIDE INFORMATION	BEARINGS ARE MAGNETIC	

26 MSA 25NM ARP

18 MSA 10NM ARP

MIN TEMP -15°C

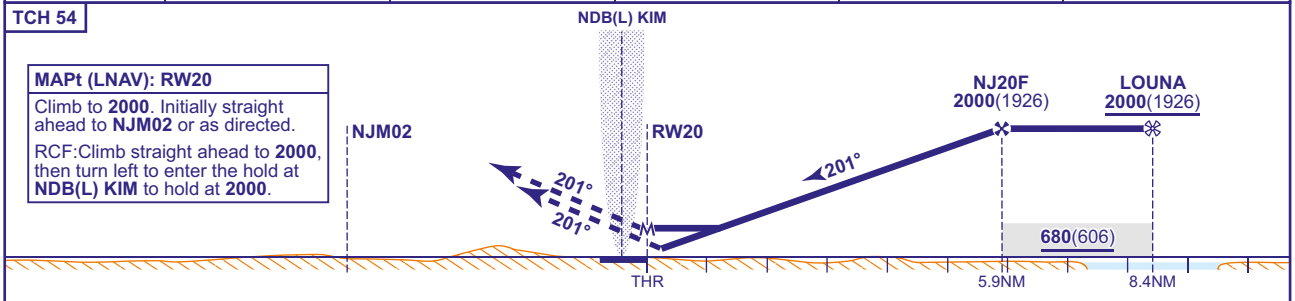
TRANSITION ALTITUDE 3000



RECOMMENDED PROFILE VNAV - Vertical path Angle 3.0° (LNAV 5.24%), 318FT/NM

NM to RW20	5	4	3	2	1
ALT(HGT)	**1720**(1646)	**1400**(1326)	**1080**(1006)	**760**(686)	**450**(376)

TCH 54



MAPt (LNAV): RW20

Climb to **2000**. Initially straight ahead to **NJM02** or as directed.

RCF:Climb straight ahead to **2000**, then turn left to enter the hold at **NDB(L) KIM** to hold at **2000**.

Aircraft Category		A	B	C	D
OCA (OCH)	LNAV/VNAV	**340**(266)	**350**(276)	**360**(286)	**380**(306)
	LNAV	**510**(436)	**510**(436)	**510**(436)	**510**(436)
VM(C)OCA (OCH AAL)	Total Area	**690**(569)	**690**(569)	**990**(869)	**1050**(929)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	640	530	420

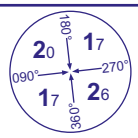
CHANGE (13/25): MAG VAR UPDATED. PAGE RENUMBERED.

AERO INFO DATE 30 SEP 25

AD 2-EGNJ-8-5

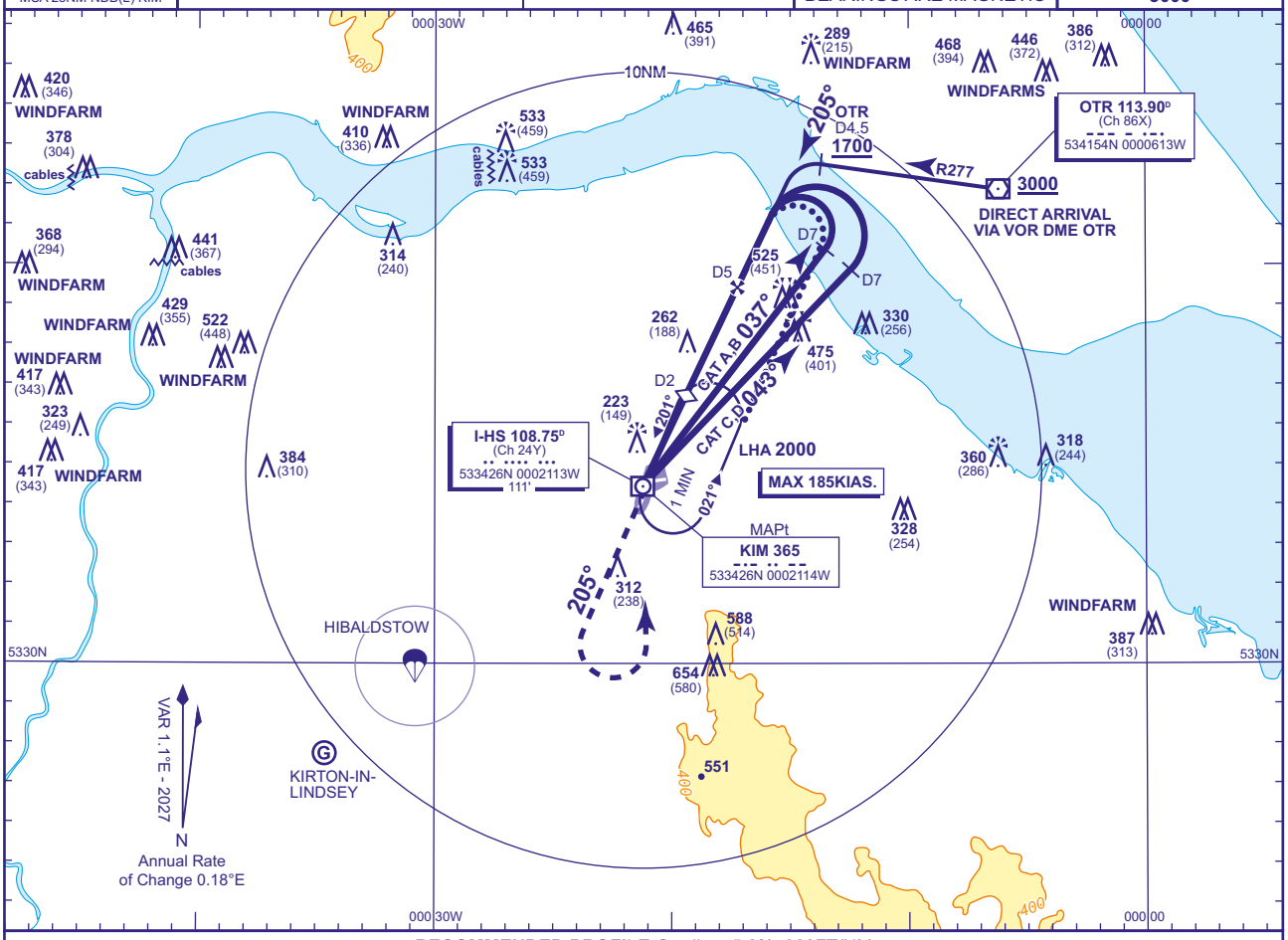
INSTRUMENT APPROACH CHART - ICAO

HUMBERSIDE NDB(L)/DME RWY 20
(ACFT CAT A,B,C,D)



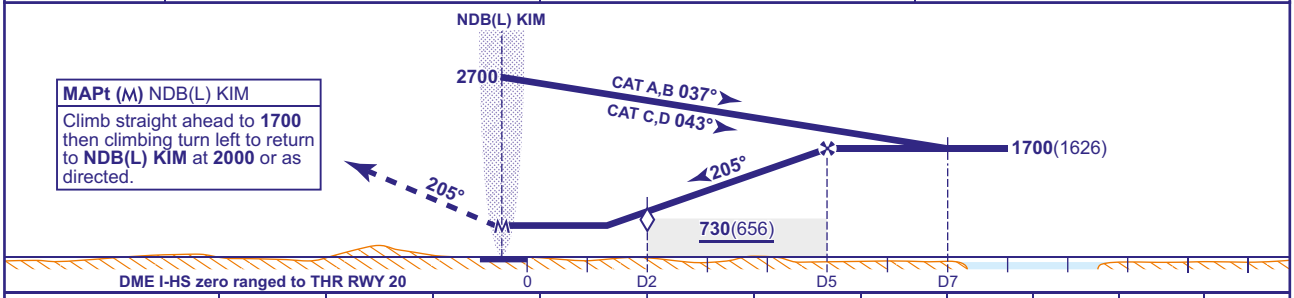
MSA 25NM NDB(L) KIM

APP	119.130	HUMBERSIDE APPROACH	AD ELEVATION	**121**	TRANSITION ALTITUDE **3000**
TWR	124.905, 119.130	HUMBERSIDE TOWER	THR ELEVATION	**74**	
RAD	119.130, 129.255	HUMBERSIDE RADAR	OBSTACLE ELEVATION **654 AMSL** (580) (ABOVE THR)		
ATIS	124.130	HUMBERSIDE INFORMATION	BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-HS	4	3	2 **(SDF)**
ALT(HGT)	**1380**(1306)	**1070**(896)	**750**(676)



MAPt (M) NDB(L) KIM
Climb straight ahead to **1700** then climbing turn left to return to **NDB(L) KIM** at **2000** or as directed.

Aircraft Category		A	B	C	D
OCA (OCH)	**WITH DME**	**550**(476)	**550**(476)	**550**(476)	**550**(476)
	NO DME	**800**(726)	**800**(726)	**800**(726)	**800**(726)
VM(C)OCA (OCH AAL)	**Total Area DME**	**690**(569)	**690**(569)	**990**(869)	**1050**(929)
	Total Area NO DME	**800**(679)	**800**(679)	**990**(869)	**1050**(929)

Rate of descent	**G/S KT**	160	140	120	100	80
	FT/MIN	860	750	640	540	430

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN
Overhead NDB(L) KIM at **2700** in holding pattern, turn left and descend on the extended outbound leg to **1700**(1626). At I-HS DME 7 turn left to intercept FAT inbound. When established continue as for Main Procedure.

DIRECT ARRIVAL VIA VOR DME OTR (Subject to ATC approval)
Overhead VOR DME OTR **not below 3000,** depart on R277 descending to **1700**(1626)**.** At OTR DME 4.5 turn left to intercept extended FAT. When established continue as for Main Procedure.

AIRCRAFT UNABLE TO RECEIVE DME I-HS
As for Main and Alternative Procedures with DME except fly outbound for 3MIN (CAT A,B); 2MIN (CAT C,D) prior to base turn. When established on FAT descend to MDH.

NOTE Lowest altitude to commence procedure from hold is **2000.**

CHANGE (13/25): MAG VAR UPDATED. PAGE RENUMBERED.

AERO INFO DATE 30 SEP 25 AD 2-EGNJ-8-6

Instrument Approach Procedure Coding Tables

Humberside RNP RWY 02 - Instrument Approach Procedure via KULOS

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
R02	001	IF	KULOS	N	-	-	2000	185	532636.25N 0002627.86W	IAF / IF / 7.9NM
R02	002	TF	NJ02F	N	021° (022.29°)	-	2000	-	532922.51N 0002433.52W	FAF / 4.9NM
R02	003	TF	RW02	Y	021° (022.32°)	-	-	-	533355.19N 0002125.41W	MAPt
R02	004	TF	NJM01	Y	021° (022.37°)	-	2000	185	533832.13N 0001813.61W	-

CHANGE (13/25): MAG VAR UPDATED. PAGE RENUMBERED.

AERO INFO DATE 30 SEP 25

Instrument Approach Procedure Coding Tables

Humberside RNP RWY 20 - Instrument Approach Procedure via OTR

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	OTR	N	-	-	2000	-	534153.57N 0000613.45W	IAF
R20R	002	TF	LOUNA	N	277° (278.00°)	LEFT	2000	185	534238.96N 0001522.02W	IF / 8.4NM
R20R	003	TF	NJ20F	N	201° (202.45°)	-	2000	-	534019.13N 0001659.30W	FAF / 5.9NM
R20R	004	TF	RW20	Y	201° (202.43°)	-	-	-	533453.52N 0002045.08W	MAPt
R20R	005	TF	NJM02	Y	201° (202.38°)	-	2000	185	533016.50N 0002356.33W	-

Humberside RNP RWY 20 - Instrument Approach Procedure via LOUNA

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	TF	LOUNA	N	-	-	2000	185	534238.96N 0001522.02W	IF / 8.4NM
R20C	002	TF	NJ20F	N	201° (202.45°)	-	2000	-	534019.13N 0001659.30W	FAF / 5.9NM
R20C	003	TF	RW20	Y	201° (202.43°)	-	-	-	533453.52N 0002045.08W	MAPt
R20C	004	TF	NJM02	Y	201° (202.38°)	-	2000	185	533016.50N 0002356.33W	-

CHANGE (13/25): MAG VAR UPDATED. PAGE RENUMBERED.

EGPE — INVERNESS

EGPE AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGPE — INVERNESS

EGPE AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 573233N Long: 0040251W Mid-point of Runway 05/23
2	Direction and distance from city	7 NM NE of Inverness.
3	Elevation / Reference temperature / Mean Low Temperature	31 FT / 14 °C / -
4	Geoid undulation at AD ELEV PSN	172 FT
5	Magnetic Variation / Annual Change	1.74°W (2022) / 0.23°E
6	AD Administration Address Telephone	HIGHLANDS AND ISLANDS AIRPORTS LTD Inverness Airport, Inverness IV2 7JB. 01667-464000 (Administration) 01667-464276 (ATC) 01667-464255 (MET)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Telephone calls to ATC will be recorded.

EGPE AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Fri 0630-2200 (0515-2130); Sat 0630-2100 (0515-2130); Sun 0630-2200 (0515-2130).
2	Customs and immigration	By arrangement. 6 hours notice required for EU flights, H24 for other flights.
3	Health and sanitation	
4	AIS Briefing Office	As AD hours.
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	As AIS briefing hours.
7	ATS	As AD hours. See also AD 2.18.
8	Fuelling	AVTUR JET A-1 and AVGAS 100LL: Mon-Fri 0600-1900; Sat 0600-1430; Sun 0600-1900 (Mon-Sun 0500-1800). Out of hours (Tel: +44(0)7836-202637 or +44 (0)7595-223613).
9	Handling	
10	Security	
11	De-icing	
12	Remarks	This aerodrome is strictly PPR. All operators, including executive and private General Aviation must make prior arrangements with a handling agent for ground handling.

EGPE AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Prearrange with cargo handling agent, Tel: 01667-462121; Fax: 01667-462750.
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL
3	Fuelling facilities/capacity	100,000 LT stored. Delivery 700 LT per minute.
4	De-icing facilities	Full aircraft de-icing capability.
5	Hangar space for visiting aircraft	None.
6	Repair facilities for visiting aircraft	Limited.

7	Remarks	All flights are subject to mandatory ground handling. Prior arrangement must be made with one of the listed handling agents. Handling Agents: Skytanking: Tel: 01667-464120; Fax: 01667-464129; Channel: 131.430. Primeflight Executive: Tel: 01667-462121. Signature Flight Support: Tel: 01667-461122; Frequency 122.350 MHz. Highland Aviation: Tel: 01667-460361 (<6000 KG MTOW).

EGPE AD 2.5 PASSENGER FACILITIES

1	Hotels	Adjacent to terminal building and in Inverness.
2	Restaurants	Buffet in terminal.
3	Transportation	Taxis.
4	Medical facilities	First aid facilities.
5	Bank and Post Office	ATM in Terminal Building.
6	Tourist Office	
7	Remarks	

EGPE AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A6 RFF Category 7 accepted under remission. RFF Category 6 Mon-Fri 0630-2200 (0515-2130); Sat 0630-2100 (0515-2130); Sun 0630-2200 (0515-2130).
2	Rescue equipment	
3	Capability for removal of disabled aircraft	Available up to SF34 size aircraft. Further recovery limited.
4	Remarks	

EGPE AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Snow ploughs and blowers. Mechanical and chemical de-icing. Surfaces de-iced/anti-iced with KAC/EG and/or NAAC.
2	Clearance priorities	Runway 05/23. Taxiway Alpha and Golf. Apron. Runway 11/29.
3	Remarks	Latest Information from ATC, Tel: 01667-464293

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

1	Apron surface and strength	
2	Taxiway width, surface and strength	Taxiway HOLD E2-A2-A1: 18 M Surface: Asphalt PCN 39 Taxiway HOLD E2-E1-F: 18 M Surface: Asphalt PCN 42 Taxiway HOLD G: 15 M Surface: Asphalt PCN 12
3	Altimeter checkpoint location and elevation	Apron 38 FT
4	VOR checkpoints	
5	INS checkpoints	See Aircraft Parking/Docking chart.
6	Remarks	See AD 2-EGPE-2-2 Aircraft Parking/Docking Chart for PCN details.

EGPE AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	By marshaller. Self-parking will be permitted by based light aircraft on North Apron only.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 05/23: Centre-line, threshold and TDZ markings. Runway light(s): Runway edge lights. 11/29: Unlit, lighting unavailable. Taxiway marking aid(s): Yellow centre-line markings.
3	Stop bars and runway guard lights (if any)	At A1, F and G holding points.
4	Other runway protection measures	
5	Remarks	WDIs (LGTD): 573249.97N 0040227.11W - 573227.63N 0040315.96W. WDI: 573241.53N 0040325.79W. Pilots should be aware that Aerodrome Controllers at EGPE may refer to several Holding Points designated for vehicular management only. These do not form part of the aerodrome manoeuvring area and are therefore not published in EGPE AD 2.24 CHARTS RELATED TO AN AERODROME.

EGPE AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGPE6003) 29/APPROACH 11/ TAKE-OFF	NDB	573229.43N 0040245.48W	60 FT	36 FT	Yes Red	

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGPE8186)	MAST	573759.62N 0040430.31W	1100 FT	421 FT	Yes Red	
(EGPE7603)	MAST	573529.89N 0041636.37W	1526 FT	825 FT	Yes Red	
(EGPE8280)	ANEMOMETER	573242.82N 0040219.56W	55 FT	32 FT	Yes Red	
(EGPE8282)	MAST	573221.98N 0040239.53W	132 FT	104 FT	Yes Red	
(EGPE8281)	ANEMOMETER	573221.27N 0040306.48W	62 FT	36 FT	Yes Red	
(EGPE7896)	TREE	573211.58N 0040512.16W	180 FT	62 FT	No	
(EGPE7894)	TREE	573209.52N 0040507.71W	162 FT	56 FT	No	
(EGPE7897)	TREE	573208.04N 0040510.82W	165 FT	53 FT	No	
(EGPE7908)	TREE	573206.70N 0040533.84W	191 FT	55 FT	No	
(EGPE5206)	PYLON	573144.98N 0035754.82W	271 FT	81 FT	No	
(EGPE5205)	PYLON	573139.65N 0035810.40W	302 FT	90 FT	No	
(EGPE7919)	TREE	573025.57N 0035801.84W	660 FT	175 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**
(EGPE7918)	TREE	573024.15N 0035803.54W	662 FT	156 FT	No	
(EGPE7762)	TREE	573022.45N 0040246.46W	501 FT	116 FT	No	
(EGPE5074)	PYLON	572814.94N 0040109.66W	1065 FT	168 FT	No	
(EGPE5075)	PYLON	572814.17N 0040128.09W	999 FT	134 FT	No	
(EGPE5076)	PYLON	572809.31N 0040144.22W	1022 FT	155 FT	No	

EGPE AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE ABERDEEN
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE ABERDEEN 9 hours.
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self briefing/telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	Met Office - Aviation Briefing Service is available via personal internet enabled devices.
8	Supplementary equipment available for providing information	
9	ATS units provided with information	INVERNESS
10	Additional information (limitation of service, etc.)	Unverified automatic met observations are available on ATIS (109.200 MHz) or by telephone on 01667-464255 outside hours of aerodrome/ATC hours.

EGPE AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	**True bearing**	**Dimensions of RWY**	**Surface of RWY/ SWY/ Strength**	**THR co-ordinates/ THR Geoid undulation**	**THR elevation/ Highest elevation of TDZ of precision APP RWY**	**Slope of RWY/ SWY**
1	**2**	**3**	**4**	**5**	**6**	**7**
05	049.44°	1888 x 45 M	RWY surface: Asphalt, Grooved PCN 40/F/C/X/T	573214.54N 0040331.23W 172.0 FT	THR 29.7 FT TDZ 29.8 FT	05/23 1:774
23	229.46°	1888 x 45 M	RWY surface: Asphalt, Grooved PCN 40/F/C/X/T	573252.84N 0040207.99W 171.9 FT	THR 21.1 FT TDZ 25.6 FT	05/23 1:774
11	109.59°	701 x 18 M	RWY surface: Asphalt PCN 39/F/C/X/T	573240.70N 0040335.49W 172.0 FT	THR 31.1 FT	RWY 11/29 1:459
29	289.60°	701 x 18 M	RWY surface: Asphalt PCN 39/F/C/X/T	573233.10N 0040255.78W 172.0 FT	THR 25.6 FT	RWY 11/29 1:459

c) Pilots will be informed when LVP are in operation by ATIS.

4 WARNINGS

a) No ground signals except light signals.
b) Caution should be exercised when taxiing to Hangar 1 due to the close proximity of an adjacent security fence.
c) Despite the presence of a deer fence, roe deer are occasionally seen on the airport. Pilots are requested to report the location of any animals sighted to ATC.
d) Due to coastal location, birds are a hazard throughout most of the year. This hazard level is raised during the migration season when large numbers of wintering wildfowl transit across approaches to feeding locations on farmland adjacent to the airport.
e) In a strong southerly airstream, severe turbulence may occur below 4000 FT. In lee wave conditions, the turbulence may be particularly bad at very low levels
f) High ground to the South 1500 FT at 5 NM rising to 2018 FT at 7.4 NM.
g) Paragliding and Hang gliding takes place from Alturlie Point 573120.23N 0040719.91W. Within an area known as the Alturlie Box 573120.23N 0040719.91W - 573053.67N 0040800.45W - 573043.88N 0040805.89W - 573049.42N 0040900.31W - 573138.30N 0040839.13W - 573120.23N 0040719.91W. Due to the serious risks presented by rotor downwash and wake turbulence, helicopter pilots should avoid overflying or operating in close proximity to this area below 1500 FT AMSL when active. The status of the Alturlie Box is available from ATC.
h) Pilots of aircraft with a MCTOM exceeding 40,000 KG are requested to carry out all 180 degree turns on the concrete portion of RWY 05/23 (Approx. first 220 M from threshold 23, full runway width).
i) Operators of UAS planned to fly within the Inverness FRZ should inform Inverness ATC with no less than 24 hours before flight to obtain approval.

5 HELICOPTER OPERATIONS

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

6 USE OF RUNWAYS

a) Runway Departure Restriction – Except where an AOC holder has a less restrictive State authorised take-off minima, departures in RVR conditions of less than 550 M are not permitted.
b) Runway 11/29 is not available for flight operations during night hours.

7 TRAINING

a) Practice engine failures after departure by single engine aircraft are permitted when Runway 23 is in use provided the aircraft has passed the aerodrome access road.
b) Asymmetric training by multi-engined aircraft is permitted following departure or go-around on any runway, provided that the aircraft concerned will not descend below 500 FT QFE (or QNH equivalent) during such manoeuvres.
c) All training by visiting aircraft must be pre-booked with ATC on 01667-464293.
d) The following procedures are applicable for visual circuit training aircraft only with a MTOW of 5700 KG or more:

   i. Circuit training shall only be permitted Mon-Fri 0800-1900 (0700-1800) and Sat-Sun 0900-1800 (0800-1700);
   ii. In the event of continuous circuit flying for 2 hours, a 30 minute break from circuit training shall occur for all aircraft with a MTOW of 5700 KG or more;
   iii. Circuit direction will be frequently varied by ATC;
   iv. Where possible, pilots shall avoid overflying surrounding villages whilst operating in the circuit. This is particularly important for those portions of the flight that are operated below 1000 FT.

EGPE AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable

EGPE AD 2.22 FLIGHT PROCEDURES

1 INSTRUMENT APPROACH PROCEDURES

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

2 RESTRICTIVE AREAS

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

3 AIR TRAFFIC SERVICES OUTSIDE CONTROLLED AIRSPACE

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

4 TRANSITION LEVEL

a) Transition Level available from ATC on first contact.

5 VISUAL REFERENCE POINTS (VRP)

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

EGPE AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGPE AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGPE-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGPE-2-2
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGPE-5-1
INSTRUMENT APPROACH CHART ILS/DME/VOR RWY 05 (CAT A,B) - ICAO
AD 2.EGPE-8-1
INSTRUMENT APPROACH CHART ILS/DME/VOR RWY 05 (CAT C) - ICAO
AD 2.EGPE-8-2
INSTRUMENT APPROACH CHART LOC/DME/VOR RWY 05 (CAT A,B) - ICAO
AD 2.EGPE-8-3
INSTRUMENT APPROACH CHART LOC/DME/VOR RWY 05 (CAT C) - ICAO
AD 2.EGPE-8-4
INSTRUMENT APPROACH CHART VOR/DME RWY 05 (CAT A, B) - ICAO
AD 2.EGPE-8-5
INSTRUMENT APPROACH CHART VOR/DME RWY 05 (CAT C) - ICAO
AD 2.EGPE-8-6
INSTRUMENT APPROACH CHART DIRECT ARRIVALS ILS/LOC/DME RWY 05 (CAT A,B) - ICAO
AD 2.EGPE-8-7
INSTRUMENT APPROACH CHART DIRECT ARRIVALS ILS/LOC/DME RWY 05 (CAT C) - ICAO
AD 2.EGPE-8-8
INSTRUMENT APPROACH CHART DIRECT ARRIVALS VOR/DME RWY 05 (CAT A,B) - ICAO
AD 2.EGPE-8-9
INSTRUMENT APPROACH CHART DIRECT ARRIVALS VOR/DME RWY 05 (CAT C) - ICAO
AD 2.EGPE-8-10
INSTRUMENT APPROACH CHART ILS/DME/VOR RWY 23 (CAT A,B,C) - ICAO
AD 2.EGPE-8-11
INSTRUMENT APPROACH CHART LOC/DME/VOR RWY 23 (CAT A,B,C) - ICAO
AD 2.EGPE-8-12
INSTRUMENT APPROACH CHART VOR/DME RWY 23 (CAT A,B,C) - ICAO
AD 2.EGPE-8-13
INSTRUMENT APPROACH CHART VOR RWY 23 (CAT A,B,C) - ICAO
AD 2.EGPE-8-14

EGJJ — JERSEY

EGJJ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGJJ — JERSEY

EGJJ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 491229N Long: 0021144W Centre of Runway 08/26.
2	Direction and distance from city	4 NM WNW of St Helier.
3	Elevation / Reference temperature / Mean Low Temperature	277 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	160 FT
5	Magnetic Variation / Annual Change	0.83°E (2027) / 0.17°E
6	AD Administration Address Telephone Telefax E-mail address	JERSEY AIRPORT. Jersey Airport, St Peter, Jersey, JE1 1BY Channel Islands. 01534-446008 (Administration) 01534-446086 (ATC) 01534-446301 (ATIS) 01534-446080 (Flight Planning) 01534-446081 (ATC) 01534-446075 (Flight Planning) atcsupervisor@ports.je (ATC) customerrelations@ports.je (General Enquiries)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGJJ AD 2.3 OPERATIONAL HOURS

1	AD Administration	0700-2100 (0600-2030); and by arrangement.
2	Customs and immigration	As AD hours.
3	Health and sanitation	
4	AIS Briefing Office	As AD hours (Self-briefing).
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	H24
7	ATS	See item AD 2.18.
8	Fuelling	See item AD 2.4.
9	Handling	As AD hours.
10	Security	H24
11	De-icing	By arrangement with Swissport.
12	Remarks	The airport is not available under any circumstances between 2359-0700 (2300-0600) except for emergency or ambulance flights. Refer also to AD 2.20 item 1 and to AD 2.21.

EGJJ AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Oceanair, Tel: 01534-496920.
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL W80, W100, E100 and 100
3	Fuelling facilities/capacity	
4	De-icing facilities	By arrangement with Swissport: Tel: 01534-747105.
5	Hangar space for visiting aircraft	None.
6	Repair facilities for visiting aircraft	Major for light aircraft. Minor for other aircraft. Channel Island Aero Services Tel 01534- 742373.

7	Remarks	Refuelling not available after 1900 (1800) for AVGAS 100LL, or after 2000 (1900) for JET A-1, except by special arrangement. Commercial airlines must make prior arrangement for ground handling. Communications should be addressed to Airport Coordination Limited (ACL) slot co-ordination by email to LONACXH@acl-uk.org stating the below: (a) Aircraft type, registration and operator; (b) Point of origin and destination; (c) ETA and ETD Jersey. All visiting general aviation, private charter, corporate or military aircraft require a handling agent. The handling agent will provide customs, immigration and handling facilities including the collection of landing fees. Visiting general aviation, with a MTOW of less than 3000 KG operating via the Jersey Aero Club require handling by Jersey Aero Club and will be parked on the grass area north east of the Aero Club Apron/Hangar. Handling must be pre-booked with Jersey Aero Club, Email: info@jerseyaeroclub.com or Tel: +44 (0)1534-743990. Visiting general/corporate aviation aircraft with a MTOW of 3000 KG or more and all Military aircraft will normally be handled by Gama Aviation. Aircraft between 3000 KG and 45500 KG will normally be parked on the Gama Apron. Non-military aircraft with a MTOW more than 45500 KG will normally be parked on Stands 15-19 (nose in). Military aircraft will normally be parked on the Eastern Apron or Stands 20-23. Visiting Very Light Jet (VLJ) aircraft will normally be handled by Gama Aviation regardless of MTOW. Handling must be pre-booked with Gama Aviation. Tel: +44 (0)1534-496496.

EGJJ AD 2.5 PASSENGER FACILITIES

1	Hotels	None.
2	Restaurants	Restaurant and buffet.
3	Transportation	Buses, coaches and taxis.
4	Medical facilities	Limited first aid treatment.
5	Bank and Post Office	Cash Points in terminal.
6	Tourist Office	Tel: 01534-859000. URL: www.jersey.com
7	Remarks	

EGJJ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A6 Contact: Tel: +44 (0)1534-446061. RFF Category 5: 0600-0650 (0500-0550) for prior arranged freight aircraft only. RFF Category 7: 0700-2100 (0600-2030) Available by arrangement. 12 hours prior notice required. RFF Category - determined by aircraft type: 2100-0600 (2030-0500).
2	Rescue equipment	Cutting equipment, winches, lifting and forcing bags.
3	Capability for removal of disabled aircraft	Limited to private and light commercial aircraft utilising airport resources. Large aircraft can be removed using external resources in conjunction with aircraft operator.
4	Remarks	

EGJJ AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Snowblower, Ploughs, Clearway 1.
2	Clearance priorities	Standard. See AD 1.2.2.
3	Remarks	Latest information from: ATC Supervisor +44(0)1534-446086. Jersey Airport's policy on clearing a contaminated runway will always be to clear back to a blacktop.

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
	JERSEY TOWER	119.455 DOC 25 NM/4,000 FT.			0515-2100 (0415-2030); and by arrangement.	
ATIS	JERSEY INFORMATION	134.680 DOC 60 NM/ 20,000 FT.			0545-2100 (0445-2030).	Tel: 01534-446301 for ATIS message.
OTHER	JERSEY FIRE	121.600 Non-ATS frequency. DOC 2 NM/GND			Available when Fire vehicle attending aircraft on the ground in an emergency.	
OTHER	JERSEY CONTROL	120.450 To be used in the event of failure of communications on 125.205 MHz.			0545-2100 (0445-2030); and by arrangement.	DOC 4900N00100W - 4834N00205W - 4920N00400W - 5015N00400W - 5015N00145W - 4935N00100W / 25,000 FT.
		125.205 CTR and Airway Channel.			0545-2100 (0445-2030); and by arrangement.	

EGJJ 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)	IJJ	110.900 MHz	HO	491233.70N 0021042.71W		(RWY 08) 457 M from THR 26.
ILS/GP	IJJ	330.800 MHz	HO	491230.15N 0021206.92W		3° ILS Ref Datum Hgt 52 FT.
ILS/LOC I 0.83°E (2027)	IDD	110.300 MHz	HO	491224.79N 0021229.78W		(RWY 26) 161 M from THR 08.
ILS/GP	IDD	335.000 MHz	HO	491233.97N 0021121.07W		3° ILS Ref Datum Hgt 52 FT.
VOR/DME 0.88°E (2027) 0.65°W (2020)	JSY	59X 112.200 MHz	H24	491315.98N 0020246.12W	276 FT	Located 5.5 NM from THR 26.
NDB (L) 0.82°E (2027)	JW	329.000 kHz	HO	491221.29N 0021311.73W		0.5 NM from THR 08 Range 25 NM.
ILS/DME	IDD	40X 110.300 MHz	HO	491233.80N 0021121.07W	295 FT	(RWY 26) DME freq paired with ILS I-DD only. Zero range is indicated at THR of Runway 26 only.
ILS/DME	IJJ	46X 110.900 MHz	HO	491229.99N 0021206.84W	289 FT	(RWY 08) On AD. DME freq paired with ILS I-JJ only. Zero range is indicated at THR of Runway 08 only.

EGJJ AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Use governed by regulations applicable to Channel Islands CTR.
b) All aircraft using Jersey Airport 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 whilst the aircraft is at Jersey Airport.

c) If visiting general aviation aircraft are parked on a remote stand, ie: not the Aero Club or Gama Aviation apron, the crew and passengers must remain with their aircraft until transport is provided by the relevant handling agent.
d) All aircrew whilst airside, are required to wear high visibility clothing at all times. Aircrew wearing high visibility clothing must escort passengers (not wearing high visibility clothing) to and from their aircraft. Pilots in charge of aircraft are responsible for ensuring that their crew and passengers comply with these requirements.
e) All flights except for General Aviation and Military aircraft, are subject to prior notification to ACL slot co-ordination. All requests should be made by e-mail to LONACXH@acl-uk.org.
f) Pilots requiring picketing and tying down of their aircraft must contact their handling agent.
g) Pilots who have filed IFR flight plans are requested to contact ATC for their air traffic control clearance 10 minutes prior to requested start.
h) Minimum submission time for ATC flight plan processing is 1 hour. Pilots are required to check relevant NOTAM for PPR requirements. Additional guidance and information regarding VFR flight within the Channel Islands CTR can be found online at www.cicz.co.uk.
i) Civilian formation flight under Special VFR is prohibited in the Channel Islands CTR. Civilian VFR formations are not permitted to land or take-off in formation without the express permission of the Airport Director; this may be obtained from Jersey ATC.
j) Commercial and corporate aircraft operators and/or handling agents are required to ensure they have appropriate tow bars/tugs and spare wheels on site for aircraft if they intend to operate at Jersey Airport.
k) Aerodrome Control Service may be provided from the remote tower facility for either contingency or training purposes. When the remote tower is in operation for contingency purposes, aircraft suffering a radio failure should look for light signals from the Fire Station abeam Taxiway Alpha. Times of operation of the remote tower and information regarding the provision of light signals will also be transmitted via ATIS.
l) PPR for all 8.33 kHz exempt State Aircraft. Contact Jersey ATC Supervisor, Tel: +44 (0)1534-446086.
m) Aircraft registered in any country other than the United Kingdom and its Territories and Dependencies intending to conduct commercial operations will need to apply for a Foreign Carrier Permit. Application forms are available on the Office of the Director of Civil Aviation for the Channel Islands website https://www.cidca.aero.
n) APU usage:

i. The hierarchy for the selection of power supply whilst an aircraft is on stand is as follows:

1. FEGP - to be used whenever supplied and serviceable. (Stands 1-13 have FEGP units fitted, providing either 400Hz or 28V DC).
2. GPU - to be used when FEGP is not supplied, or the unit is unserviceable.
3. APU - only to be used when neither FEGP or GPU is supplied or both units are unserviceable.

ii. Regardless of the availability of external auxiliary power sources, no aircraft is permitted to run an APU for greater than the times stipulated below. (For the avoidance of doubt, the term APU within this policy includes the use of 'Hotel Mode'.)
iii. Operation of the APU.

1. Any use of the APU must be in strict compliance with the hierarchy above.
2. No APU shall be left running unless a qualified person is in attendance.
3. Outside of Airport Opening Hours APUs shall not be run without he prior approval of the Head of Aerodrome Operations.

iv. Departure Procedure: The APU is not to be started more than 15 minutes before STD.
v. Arrival Procedure: The APU should be shut down at the earliest opportunity after arriving on stand, and in any event no longer than 10 minutes after arriving on stand.
vi. Exemptions to the APU Departure and Arrival procedures:

1. When the external temperature is below 5°C or above 20°C, as stated on ATIS, and PCA is not available, restrictions relating to departing aircraft may be extended so that the APU can be started not in excess of 30 minutes before STD.
2. General Aviation aircraft which require additional start-up time for operational reasons, the restriction relating to departing aircraft may be extended so that the APU can be started not more than 30 minutes before STD.

vii. Requests for temporary exemptions to the policy outlined above should be made to Head of Aerodrome Operations on +44 (0)1534-446008.

2 GROUND MOVEMENT

a) ATC are responsible for engine start-up and push-back/taxi clearance.
b) For safety and security reasons, all aircrew must be transported to/from their aircraft by handling agent.
c) Apron Layout:

i. The arrangement of the main apron, pier, aircraft stands and guidance lines are shown on page AD 2-EGJJ-2-2.
ii. Pilots are required to request permission from ATC to 'push-back' from nose-in stands and on initial call should give the location of the aircraft.
iii. The minimum taxilane width between J1 and J3 is 45 M. 22.5 M either side of centre-line.
iv. Stand sizes vary between 49.5 M and 41.5 M long. Stand widths vary between 42 M and 29.2 M.

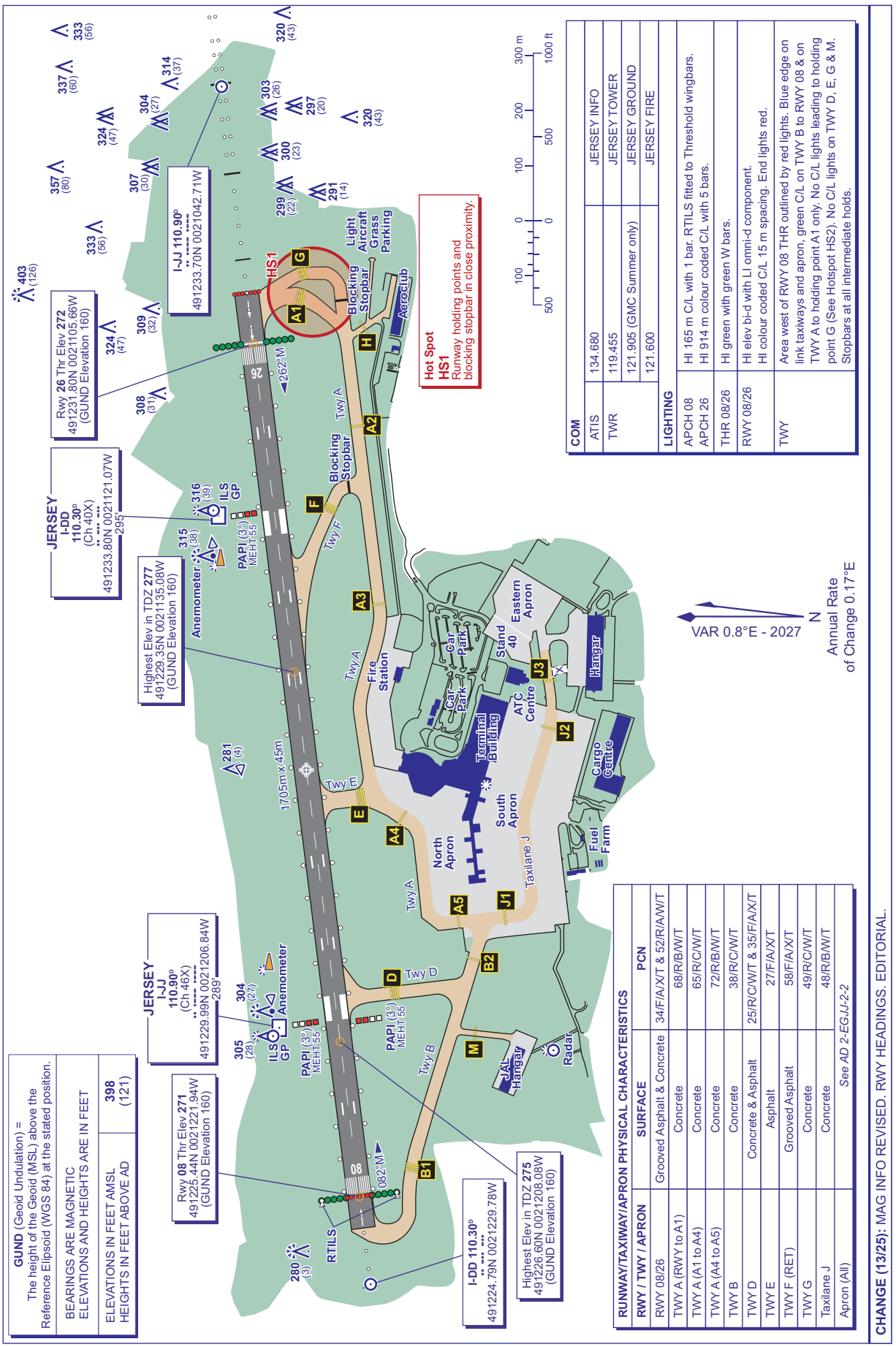
d) Pilots must exercise caution when manoeuvring due to rutted ground. When the grass is wet, pilots must be extra vigilant because the ground will be soft in places and liable to be slippery. Also during wet conditions, pilots must exercise extreme caution when manoeuvring on the grass at the east end of the Aero Club access track as this area can be very wet and muddy.
e) The (block paved) access track from the east of Holding point Hotel to the grass parking area at the Aero Club has not been formally designated by the Airport Authority as a taxiway. The access track does not comply with the criteria for a taxiway contained in CAP 168. Therefore, the painted centre-line is only provided for assistance and does not offer the usual clearances either side of the access track that would normally be associated with a taxiway. It is most important that pilots exercise caution when using this access track to ensure that they have suitable wing tip clearance on each side.

AERODROME CHART - ICAO

JERSEY EGJJ

ARP 491229N 0021144W

AD ELEV 277FT



CHANGE (13/25): MAG INFO REVISED. RWY HEADINGS. EDITORIAL.

AERO INFO DATE 01 OCT 25

AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 491229N 0021144W

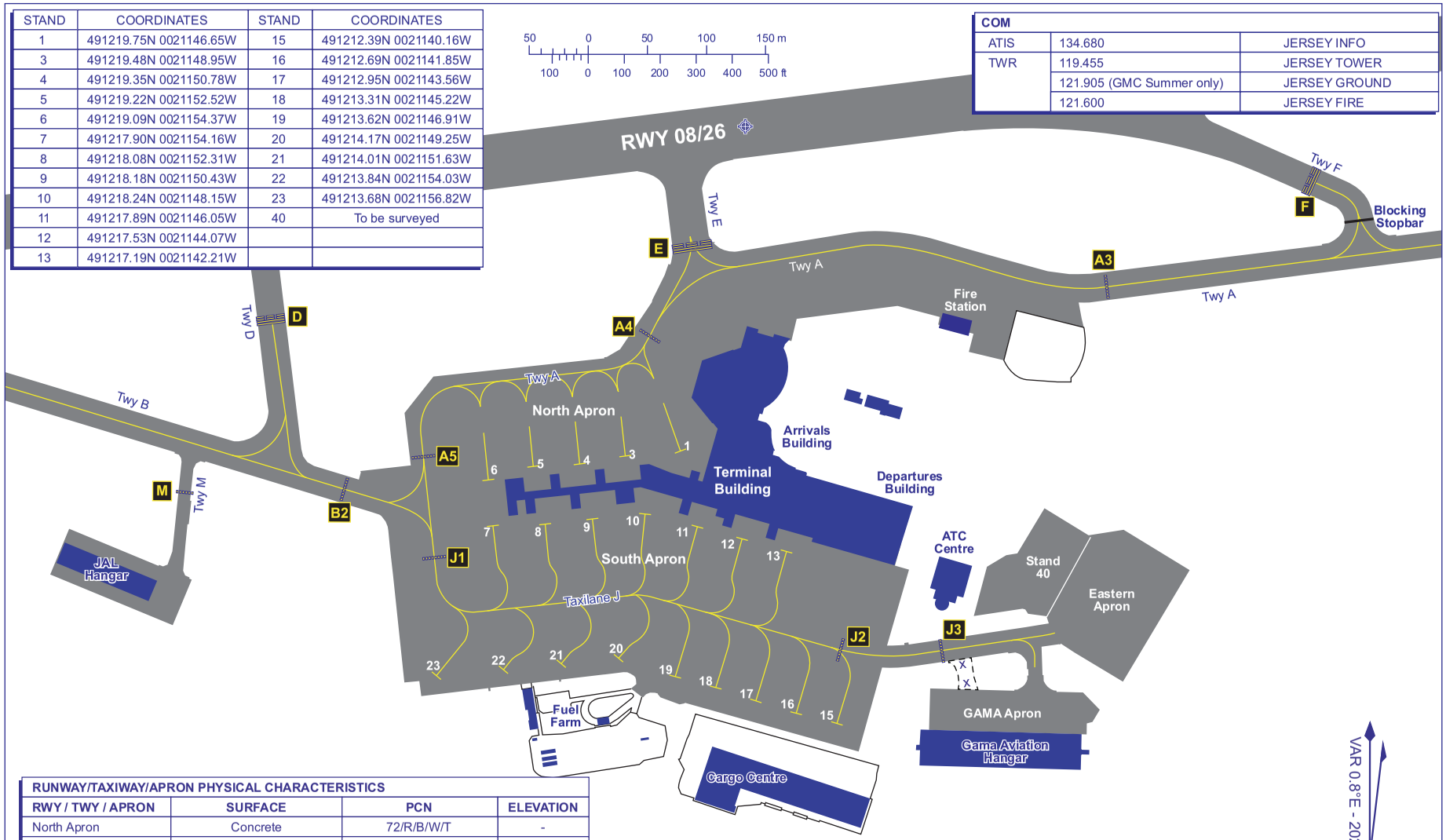
AD ELEV 277FT

JERSEY
EGJJ

AERO INFO DATE 01 OCT 25

STAND	COORDINATES	STAND	COORDINATES
1	491219.75N 0021146.65W	15	491212.39N 0021140.16W
3	491219.48N 0021148.95W	16	491212.69N 0021141.85W
4	491219.35N 0021150.78W	17	491212.95N 0021143.56W
5	491219.22N 0021152.52W	18	491213.31N 0021145.22W
6	491219.09N 0021154.37W	19	491213.62N 0021146.91W
7	491217.90N 0021154.16W	20	491214.17N 0021149.25W
8	491218.08N 0021152.31W	21	491214.01N 0021151.63W
9	491218.18N 0021150.43W	22	491213.84N 0021154.03W
10	491218.24N 0021148.15W	23	491213.68N 0021156.82W
11	491217.89N 0021146.05W	40	To be surveyed
12	491217.53N 0021144.07W		
13	491217.19N 0021142.21W		

COM		
ATIS	134.680	JERSEY INFO
TWR	119.455	JERSEY TOWER
	121.905 (GMC Summer only)	JERSEY GROUND
	121.600	JERSEY FIRE



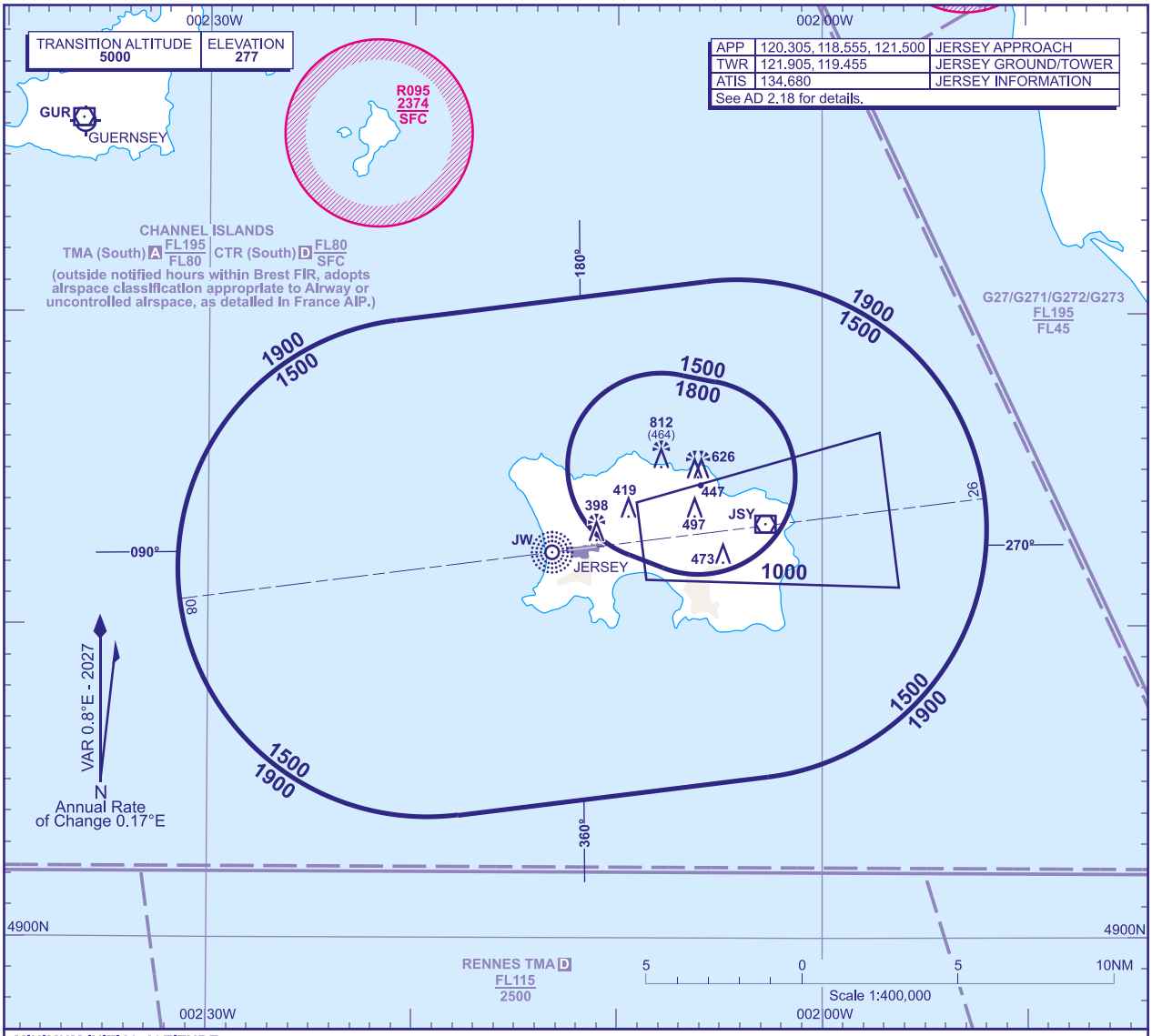
RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
RWY / TWY / APRON	SURFACE	PCN	ELEVATION
North Apron	Concrete	72/R/B/W/T	-
South Apron	Concrete	48/R/B/W/T	-
Eastern Apron	Concrete	13/R/C/W/T	-
RWY (All)	*See AD 2-EGJJ-2-1*		
TWY (All)			

CHANGE (13/25): MAG INFO REVISED. EDITORIAL.

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 812
HEIGHTS IN FEET AGL (464)

JERSEY



MINIMUM INITIAL ALTITUDE

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

a) **1500** in the sector defined by the lateral limits; 491946N 0022052W - 492102N 0020541W thence clockwise by an arc of a circle radius 8NM centred on 491306N 0020410W to 490510N 0020239W - 490355N 0021745W thence clockwise by an arc of a circle radius 8NM centred on 491151N 0021918W to 491946N 0022052W, except;

b) **1800** in the sector defined by the lateral limits; 491801N 0020647W - 491749N 0020514W thence clockwise by an arc of circle radius 3.1NM centred on 491446N 0020604W to 491152N 0020747W - 491217N 0020926W thence clockwise by an arc of circle radius 3NM centred on 491506N 0020752W to 491801N 0020647W.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

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

a) within 5NM of the aircraft*, and

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

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

LOSS OF COMMUNICATION PROCEDURES

Initial Approach

Continue visually or by means of an appropriate approved final approach aid. If not possible proceed at **2000**, or last assigned level if higher to **JW NDB(L)** for RWY 08 approaches or **VOR JSY** for RWY 26 approaches†.

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **JW NDB(L)** for RWY 08 approaches or **VOR JSY** for RWY 26 approaches†.

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

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 SMAA ensure terrain clearance in accordance with Rule 36 (SERA.5015) of the Air Navigation (Rules of the Air) (Jersey) Regulations 2017 for obstacles within the SMAA.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. **The 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 (13/25): MAG INFO REVISED.

AERO INFO DATE 07 OCT 25

AD 2-EGJJ-5-1

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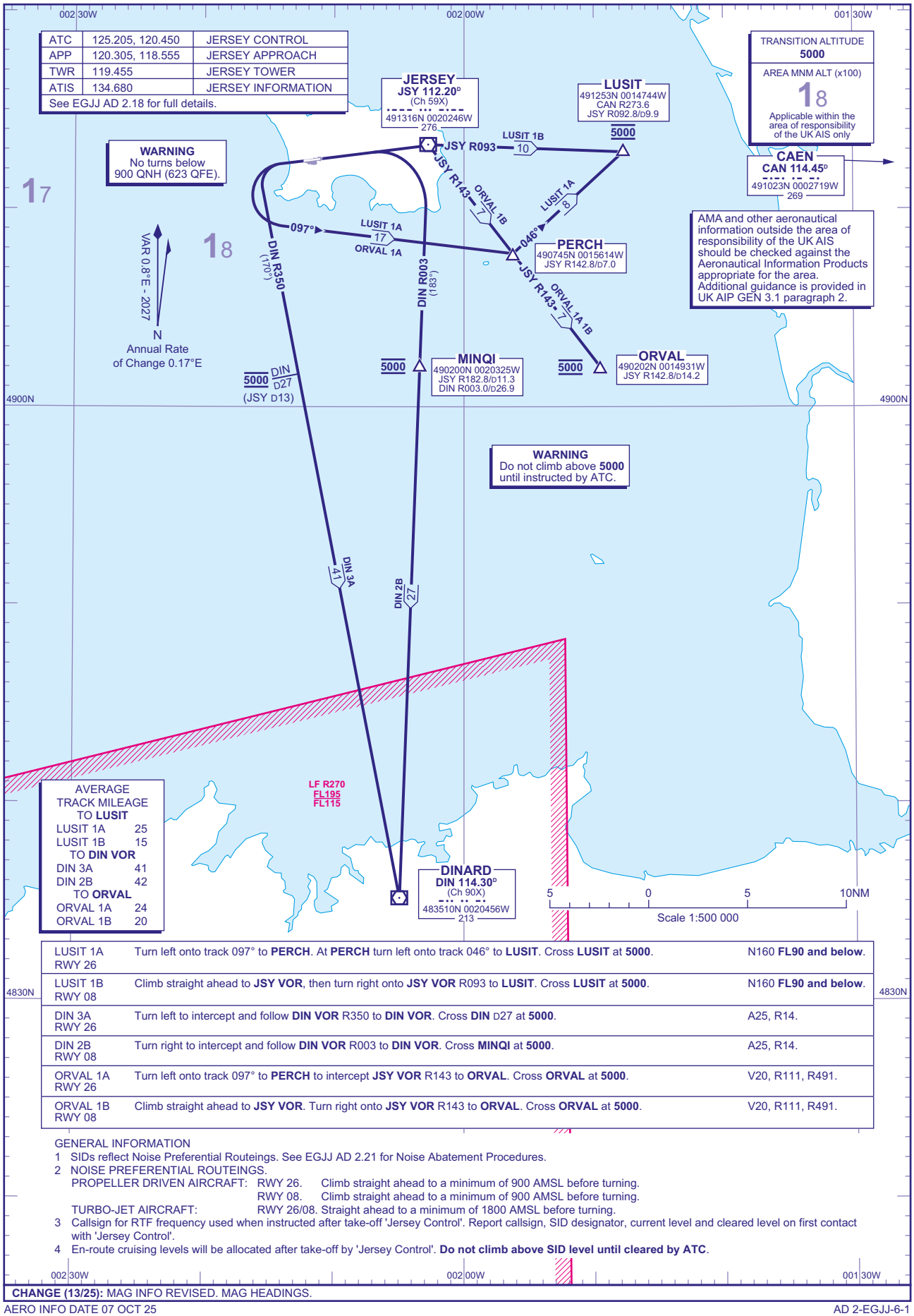
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

JERSEY
RWY 08/26
LUSIT 1A 1B DIN 3A 2B ORVAL 1A 1B



LUSIT 1A RWY 26	Turn left onto track 097° to **PERCH**. At **PERCH** turn left onto track 046° to **LUSIT**. Cross **LUSIT** at **5000**.	N160 **FL90 and below**.
LUSIT 1B RWY 08	Climb straight ahead to **JSY VOR**, then turn right onto **JSY VOR** R093 to **LUSIT**. Cross **LUSIT** at **5000**.	N160 **FL90 and below**.
DIN 3A RWY 26	Turn left to intercept and follow **DIN VOR** R350 to **DIN VOR**. Cross **DIN** D27 at **5000**.	A25, R14.
DIN 2B RWY 08	Turn right to intercept and follow **DIN VOR** R003 to **DIN VOR**. Cross **MINQI** at **5000**.	A25, R14.
ORVAL 1A RWY 26	Turn left onto track 097° to **PERCH** to intercept **JSY VOR** R143 to **ORVAL**. Cross **ORVAL** at **5000**.	V20, R111, R491.
ORVAL 1B RWY 08	Climb straight ahead to **JSY VOR**. Turn right onto **JSY VOR** R143 to **ORVAL**. Cross **ORVAL** at **5000**.	V20, R111, R491.

GENERAL INFORMATION
1 SIDs reflect Noise Preferential Routeings. See EGJJ AD 2.21 for Noise Abatement Procedures.
2 NOISE PREFERENTIAL ROUTEINGS.
PROPELLER DRIVEN AIRCRAFT: RWY 26. Climb straight ahead to a minimum of 900 AMSL before turning.
RWY 08. Climb straight ahead to a minimum of 900 AMSL before turning.
TURBO-JET AIRCRAFT: RWY 26/08. Straight ahead to a minimum of 1800 AMSL before turning.
3 Callsign for RTF frequency used when instructed after take-off 'Jersey Control'. Report callsign, SID designator, current level and cleared level on first contact with 'Jersey Control'.
4 En-route cruising levels will be allocated after take-off by 'Jersey Control'. **Do not climb above SID level until cleared by ATC**.

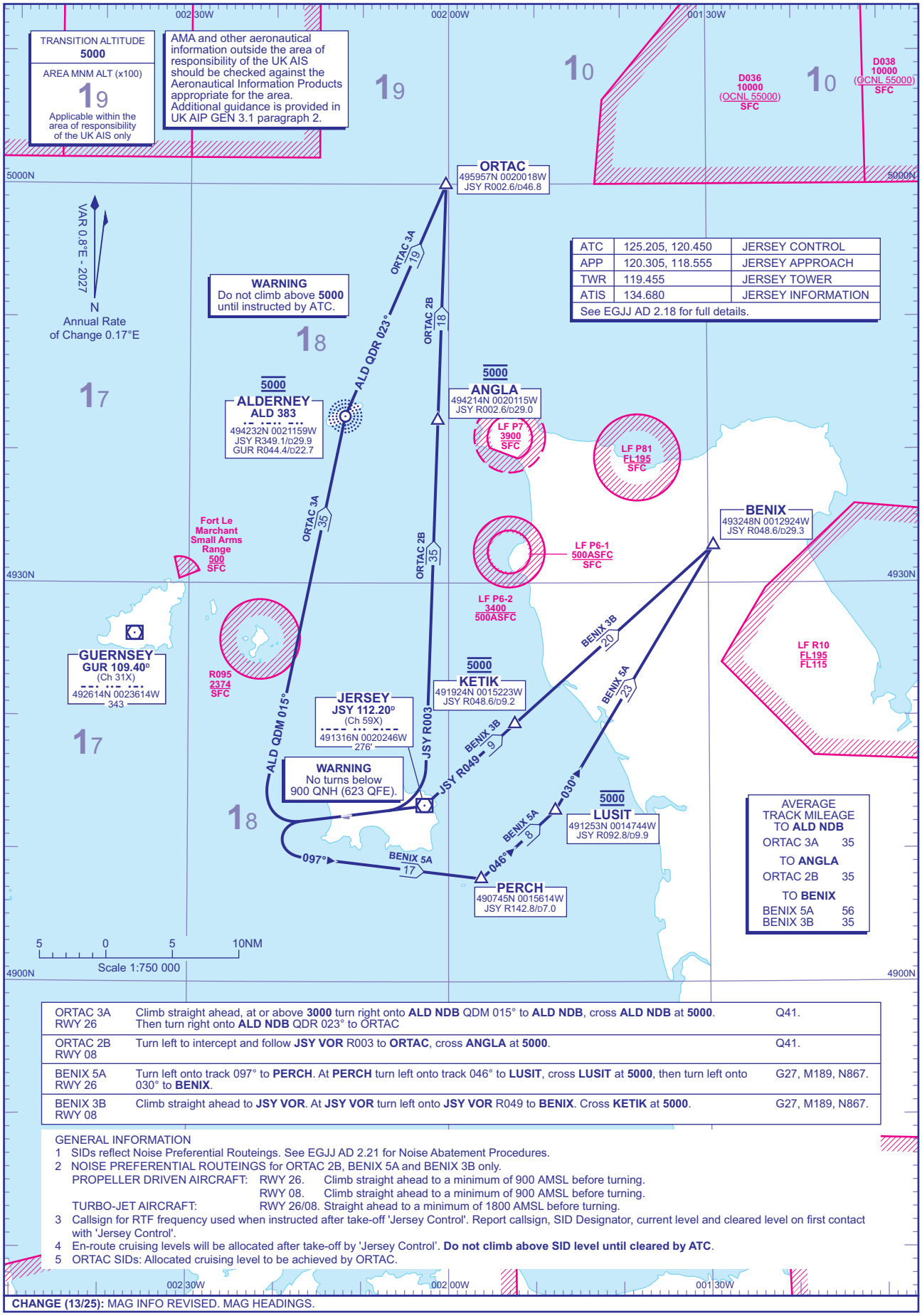
CHANGE (13/25): MAG INFO REVISED. MAG HEADINGS.

AERO INFO DATE 07 OCT 25

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

JERSEY
RWY 08/26
ORTAC 3A 2B BENIX 5A 3B



ORTAC 3A RWY 26	Climb straight ahead, at or above **3000** turn right onto **ALD NDB** QDM 015° to **ALD NDB**, cross **ALD NDB** at **5000**. Then turn right onto **ALD NDB** QDR 023° to ORTAC	Q41.
ORTAC 2B RWY 08	Turn left to intercept and follow **JSY VOR** R003 to **ORTAC**, cross **ANGLA** at **5000**.	Q41.
BENIX 5A RWY 26	Turn left onto track 097° to **PERCH**. At **PERCH** turn left onto track 046° to **LUSIT**, cross **LUSIT** at **5000**, then turn left onto 030° to **BENIX**.	G27, M189, N867.
BENIX 3B RWY 08	Climb straight ahead to **JSY VOR**. At **JSY VOR** turn left onto **JSY VOR** R049 to **BENIX**. Cross **KETIK** at **5000**.	G27, M189, N867.

GENERAL INFORMATION
1 SIDs reflect Noise Preferential Routeings. See EGJJ AD 2.21 for Noise Abatement Procedures.
2 NOISE PREFERENTIAL ROUTEINGS for ORTAC 2B, BENIX 5A and BENIX 3B only.
PROPELLER DRIVEN AIRCRAFT: RWY 26. Climb straight ahead to a minimum of 900 AMSL before turning.
RWY 08. Climb straight ahead to a minimum of 900 AMSL before turning.
TURBO-JET AIRCRAFT: RWY 26/08. Straight ahead to a minimum of 1800 AMSL before turning.
3 Callsign for RTF frequency used when instructed after take-off 'Jersey Control'. Report callsign, SID Designator, current level and cleared level on first contact with 'Jersey Control'.
4 En-route cruising levels will be allocated after take-off by 'Jersey Control'. **Do not climb above SID level until cleared by ATC.**
5 ORTAC SIDs: Allocated cruising level to be achieved by ORTAC.

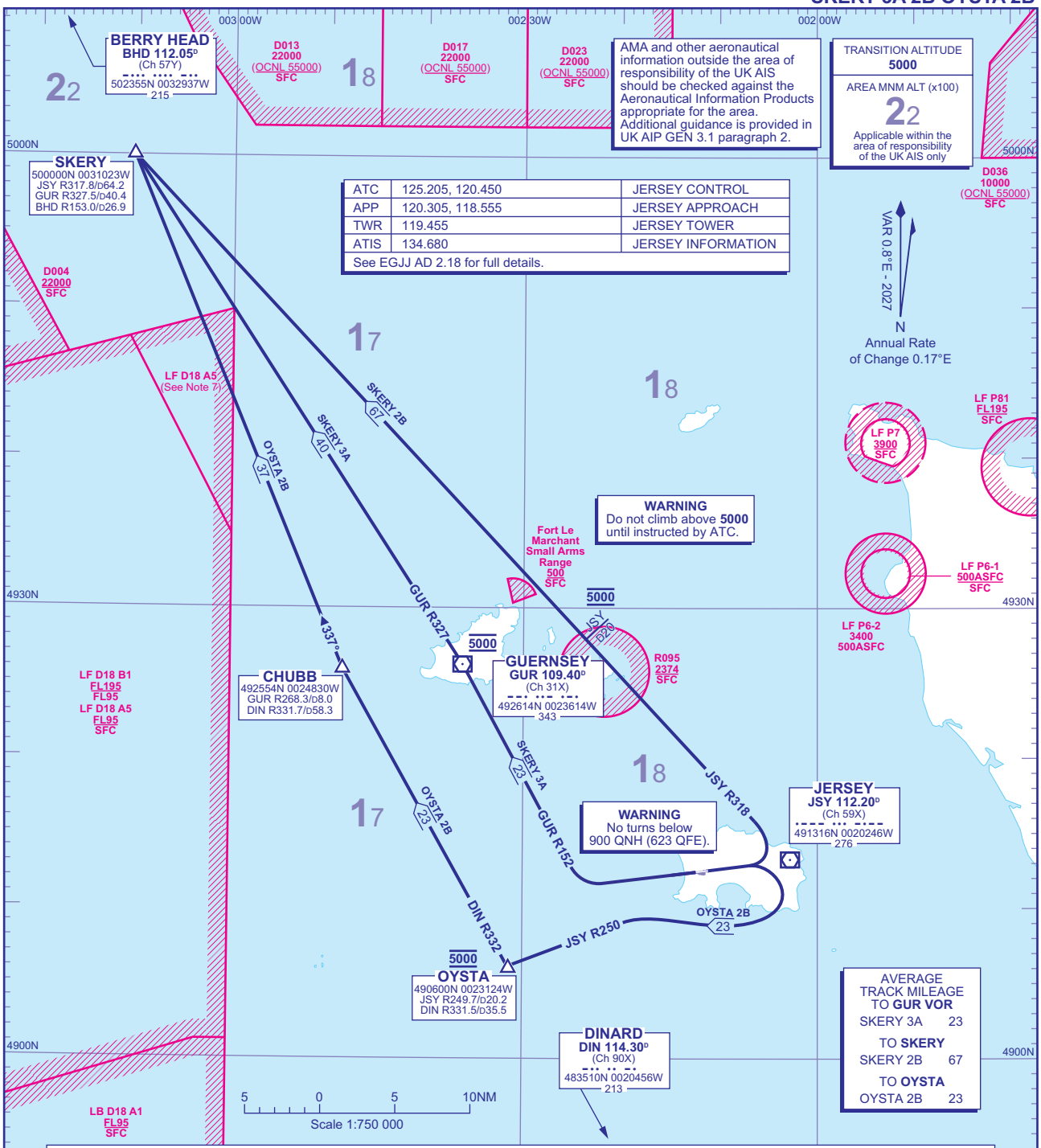
CHANGE (13/25): MAG INFO REVISED. MAG HEADINGS.

AERO INFO DATE 07 OCT 25

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

JERSEY
RWY 08/26
SKERY 3A 2B OYSTA 2B



SKERY 3A RWY 26	Climb straight ahead, at or above **3000** turn right onto **GUR VOR** R152 to **GUR VOR**, cross **GUR VOR** at **5000**. At **GUR VOR** turn left onto **GUR VOR** R327 to **SKERY**.	L22/N864.
SKERY 2B RWY 08	Turn left to intercept and follow **JSY VOR** R318 to **SKERY**. Cross **JSY VOR** R318 D20 at **5000**.	L22/N864.
OYSTA 2B RWY 08	Turn right to intercept and follow **JSY VOR** R250 to **OYSTA**, cross **OYSTA** at **5000**. At **OYSTA** turn right onto **DIN VOR** R332 to **CHUBB**. At **CHUBB** turn right onto track 337° to **SKERY**.	L22/N864.

GENERAL INFORMATION
1 SIDs reflect Noise Preferential Routeings. See EGJJ AD 2.21 for Noise Abatement Procedures.
2 NOISE PREFERENTIAL ROUTEINGS for SKERY 2B and OYSTA 2B only.
PROPELLER DRIVEN AIRCRAFT: RWY 26. Climb straight ahead to a minimum of 900 AMSL before turning.
RWY 08. Climb straight ahead to a minimum of 900 AMSL before turning.
TURBO-JET AIRCRAFT: RWY 26/08. Straight ahead to a minimum of 1800 AMSL before turning.
3 Callsign for RTF frequency used when instructed after take-off 'Jersey Control'. Report callsign, SID Designator, current level and cleared level on first contact with 'Jersey Control'.
4 En-route cruising levels will be allocated after take-off by 'Jersey Control. **Do not climb above SID level until cleared by ATC**.
5 SKERY SIDs: Allocated cruising level to be achieved by SKERY.
6 Outside the operating hours of Guernsey ATC, GUR VOR is unmonitored.
7 **LF D18 A5** SFC-FL95, except for within CHANNEL ISLANDS CTA-1 (South) and TMA (South) when active.

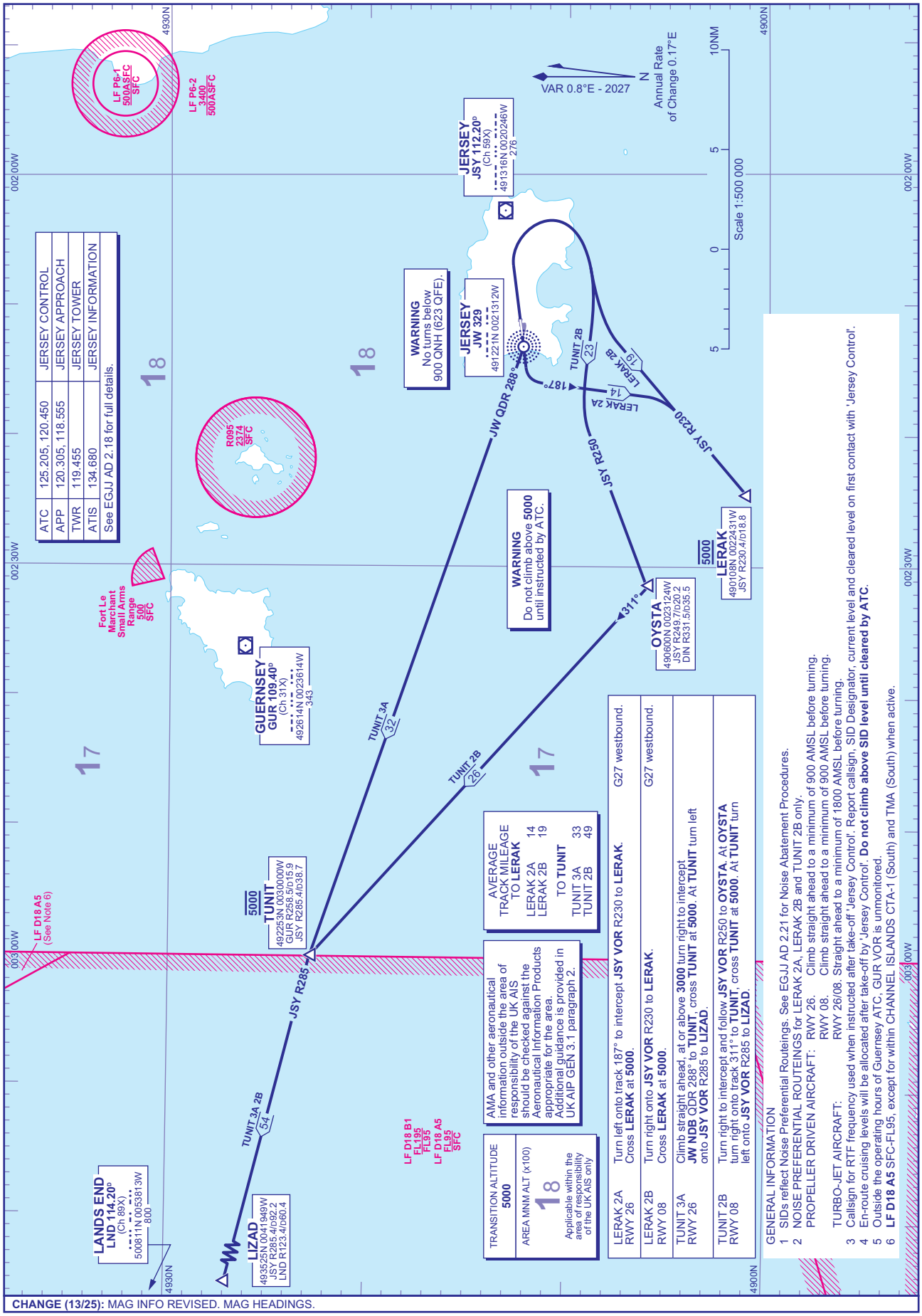
CHANGE (13/25): MAG INFO REVISED. MAG HEADINGS.

AERO INFO DATE 07 OCT 25

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

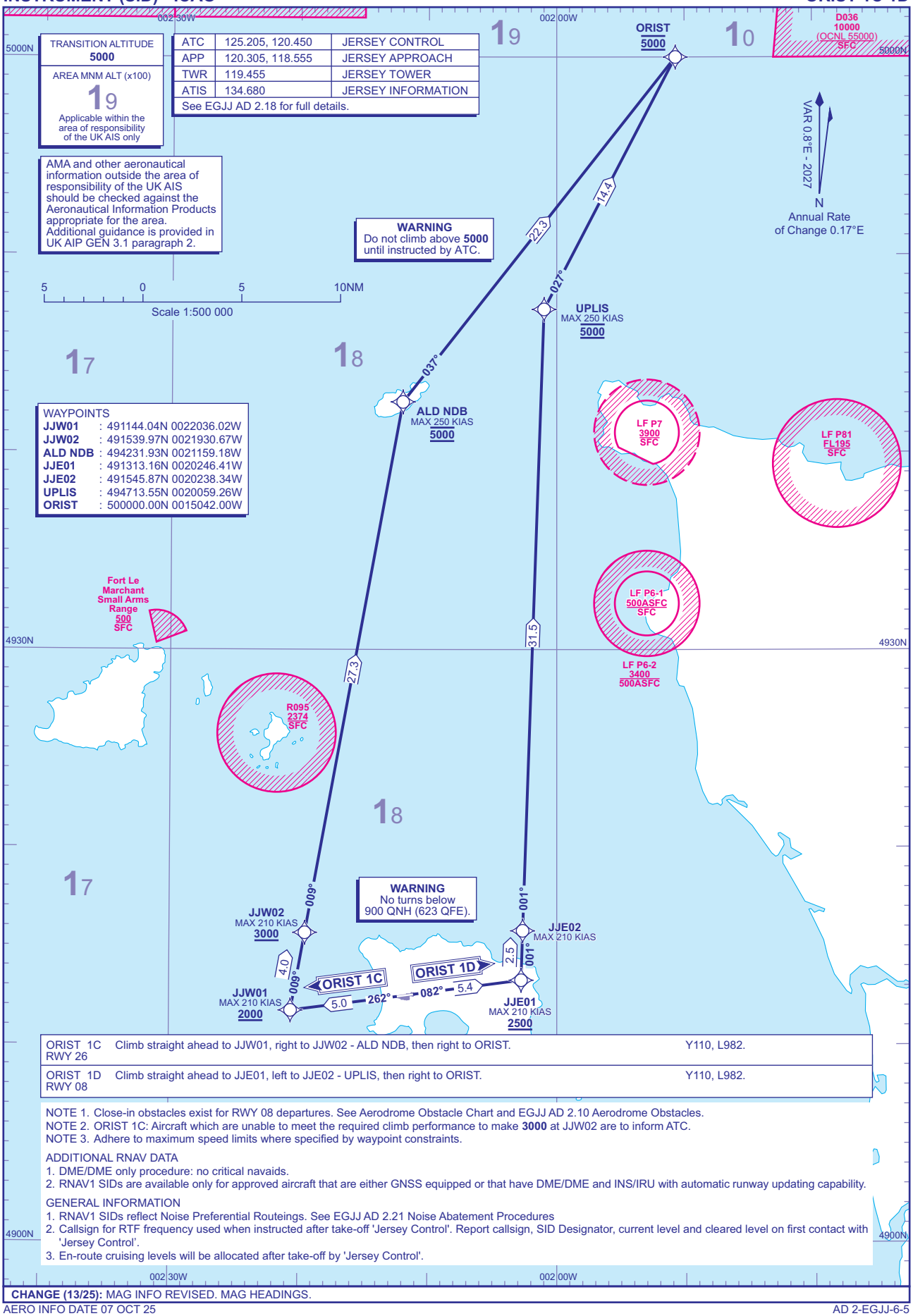
JERSEY
RWY 08/26
LERAK 2A 2B TUNIT 3A 2B



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

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

JERSEY
RWY 08/26
ORIST 1C 1D



ORIST 1C RWY 26	Climb straight ahead to JJW01, right to JJW02 - ALD NDB, then right to ORIST.	Y110, L982.
ORIST 1D RWY 08	Climb straight ahead to JJE01, left to JJE02 - UPLIS, then right to ORIST.	Y110, L982.

NOTE 1. Close-in obstacles exist for RWY 08 departures. See Aerodrome Obstacle Chart and EGJJ AD 2.10 Aerodrome Obstacles.
NOTE 2. ORIST 1C: Aircraft which are unable to meet the required climb performance to make **3000** at JJW02 are to inform ATC.
NOTE 3. Adhere to maximum speed limits where specified by waypoint constraints.

ADDITIONAL RNAV DATA
1. DME/DME only procedure: no critical navaids.
2. RNAV1 SIDs are available only for approved aircraft that are either GNSS equipped or that have DME/DME and INS/IRU with automatic runway updating capability.

GENERAL INFORMATION
1. RNAV1 SIDs reflect Noise Preferential Routeings. See EGJJ AD 2.21 Noise Abatement Procedures
2. Callsign for RTF frequency used when instructed after take-off 'Jersey Control'. Report callsign, SID Designator, current level and cleared level on first contact with 'Jersey Control'.
3. En-route cruising levels will be allocated after take-off by 'Jersey Control'.

CHANGE (13/25): MAG INFO REVISED. MAG HEADINGS.

AERO INFO DATE 07 OCT 25

Standard Instrument Departure Coding Tables

Jersey Runway 26 ORIST 1C

Designator	Sequence Number	Path Term-inator	Waypoint Name	Waypoint Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
ORIST 1C	001	CF	JJW01	491144.04N 0022036.02W	N	262° (262.8°)	0.8	5.0	RIGHT	+2000	-210	RNAV1
ORIST 1C	002	TF	JJW02	491539.97N 0021930.67W	N	009° (010.3°)	0.8	4.0	-	+3000	-210	RNAV1
ORIST 1C	003	TF	ALD	494231.93N 0021159.18W	N	009° (010.3°)	0.8	27.3	RIGHT	5000	-250	RNAV1
ORIST 1C	004	TF	ORIST	500000.00N 0015042.00W	N	037° (038.1°)	0.8	22.3	-	5000	-	RNAV1

Jersey Runway 08 ORIST 1D

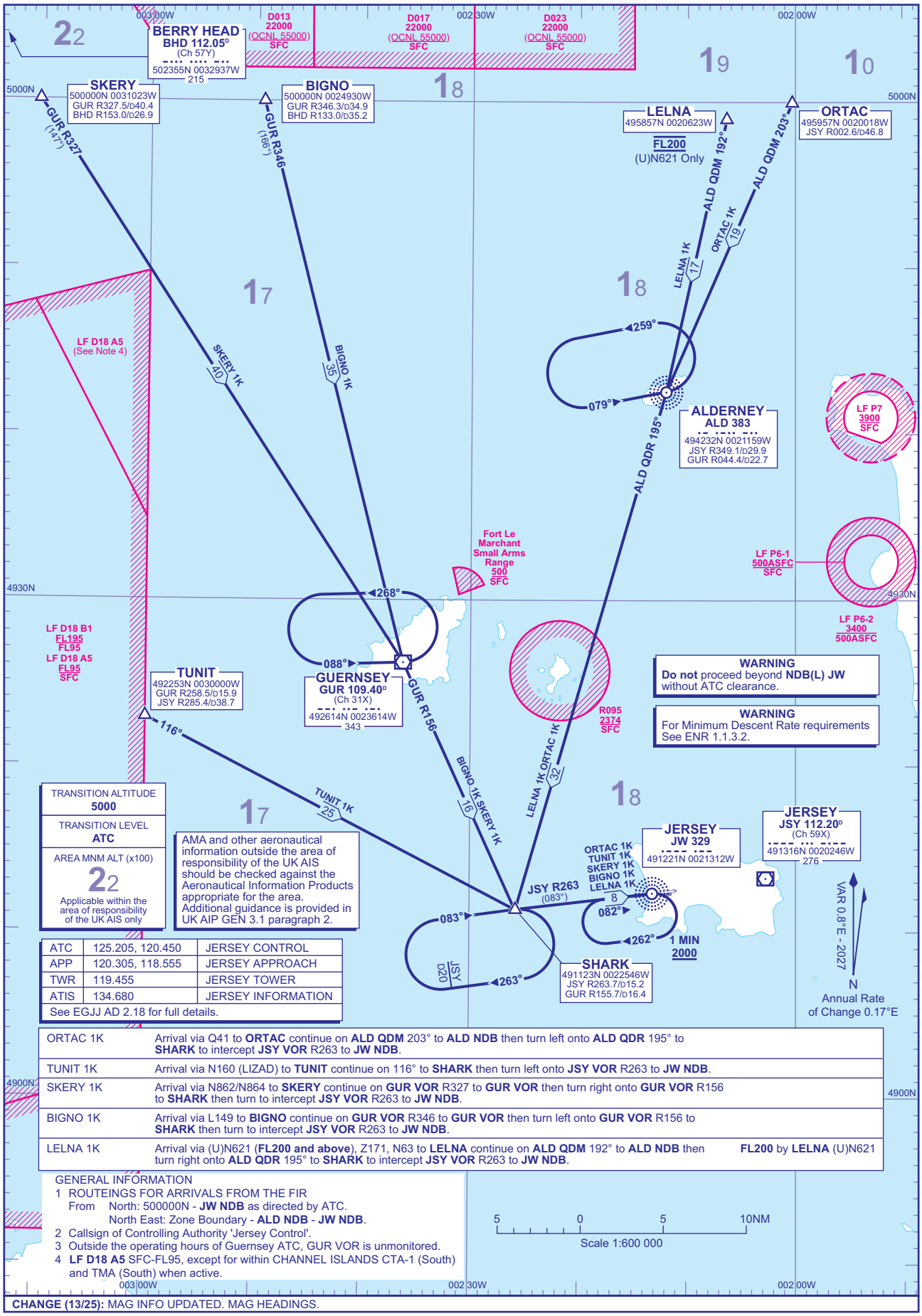
Designator	Sequence Number	Path Term-inator	Waypoint Name	Waypoint Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
ORIST 1D	001	CF	JJE01	491313.16N 0020246.41W	N	082° (082.7°)	0.8	5.4	LEFT	+2500	-210	RNAV1
ORIST 1D	002	TF	JJE02	491545.87N 0020238.34W	N	001° (002.0°)	0.8	2.5	-	-	-210	RNAV1
ORIST 1D	003	TF	UPLIS	494713.55N 0020059.26W	N	001° (002.0°)	0.8	31.5	RIGHT	5000	-250	RNAV1
ORIST 1D	004	TF	ORIST	500000.00N 0015042.00W	N	027° (027.4°)	0.8	14.4	-	5000	-	RNAV1

CHANGE (13/25): MAG VAR UPDATED. MAG HEADINGS.
AERO INFO DATE 07 OCT 25

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

JERSEY RWY 08
ORTAC 1K TUNIT 1K SKERY 1K BIGNO 1K LELNA 1K



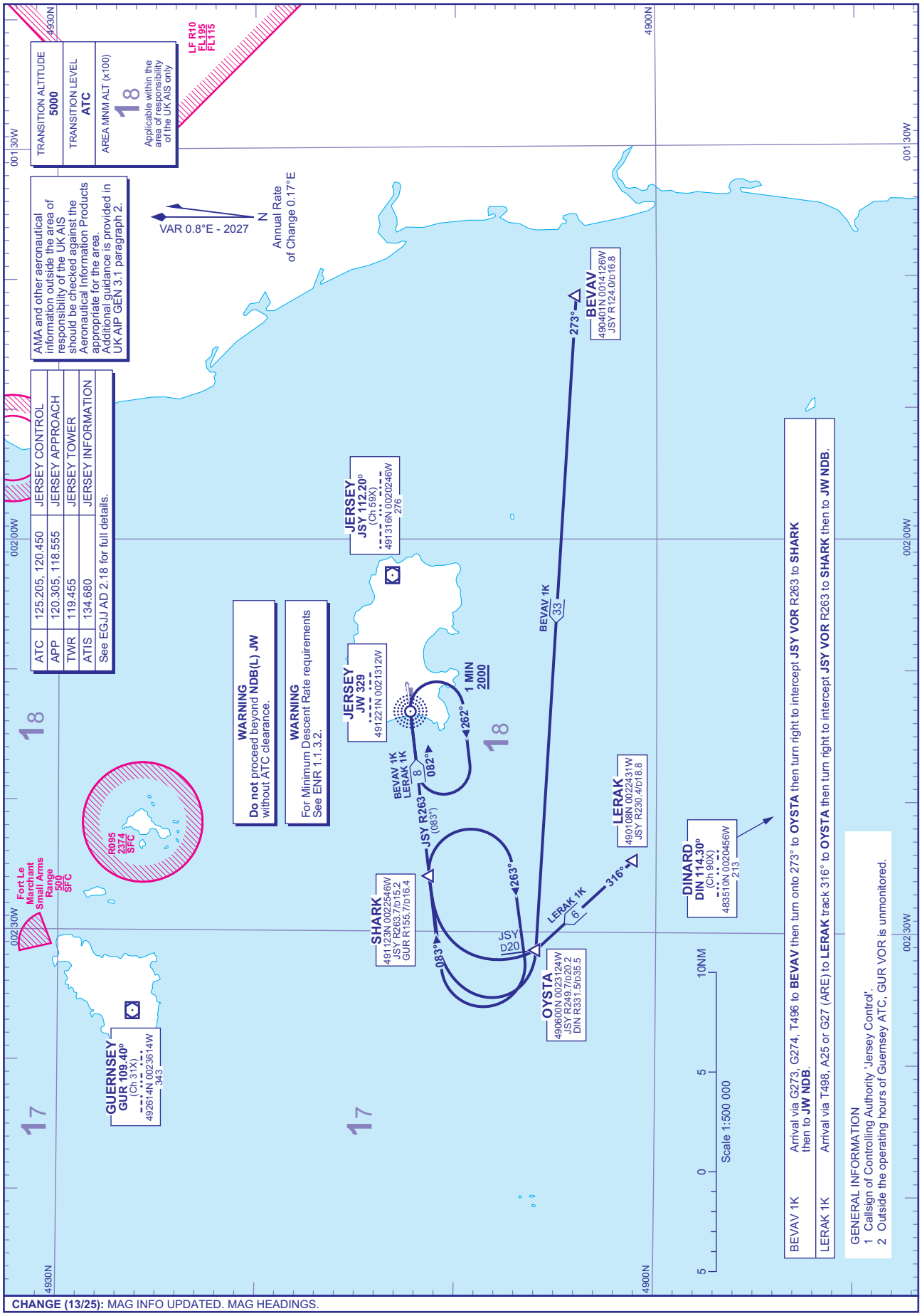
CHANGE (13/25): MAG INFO UPDATED. MAG HEADINGS.

AERO INFO DATE 07 OCT 25

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

JERSEY
RWY 08
BEVAV 1K LERAK 1K



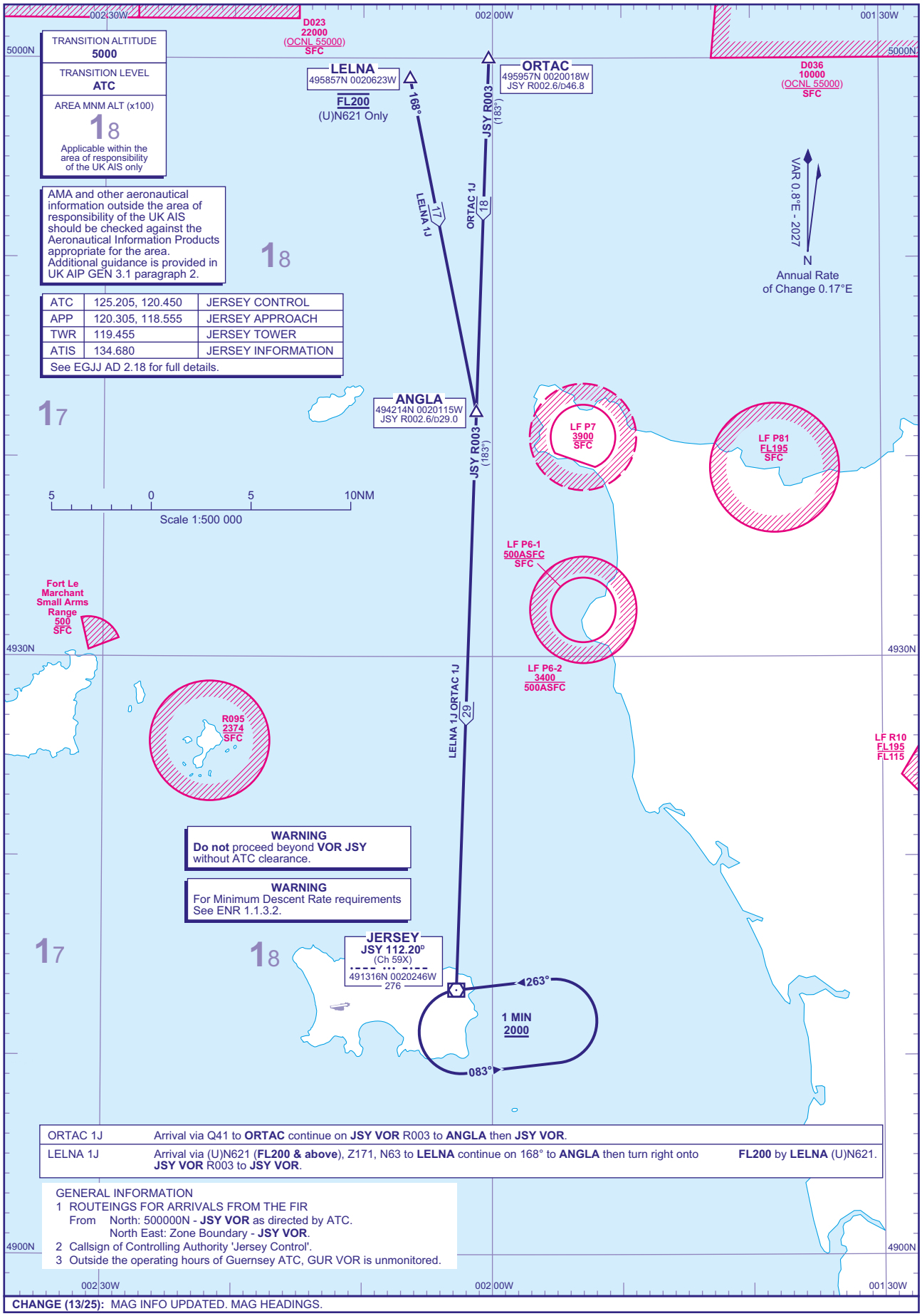
CHANGE (13/25): MAG INFO UPDATED. MAG HEADINGS.

AERO INFO DATE 07 OCT 25

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

JERSEY
RWY 26
ORTAC 1J LELNA 1J



ORTAC 1J	Arrival via Q41 to **ORTAC** continue on **JSY VOR** R003 to **ANGLA** then **JSY VOR**.
LELNA 1J	Arrival via (U)N621 (**FL200 & above**), Z171, N63 to **LELNA** continue on 168° to **ANGLA** then turn right onto **JSY VOR** R003 to **JSY VOR**. **FL200** by **LELNA** (U)N621.

GENERAL INFORMATION
1 ROUTEINGS FOR ARRIVALS FROM THE FIR
From North: 500000N - **JSY VOR** as directed by ATC.
North East: Zone Boundary - **JSY VOR**.
2 Callsign of Controlling Authority 'Jersey Control'.
3 Outside the operating hours of Guernsey ATC, GUR VOR is unmonitored.

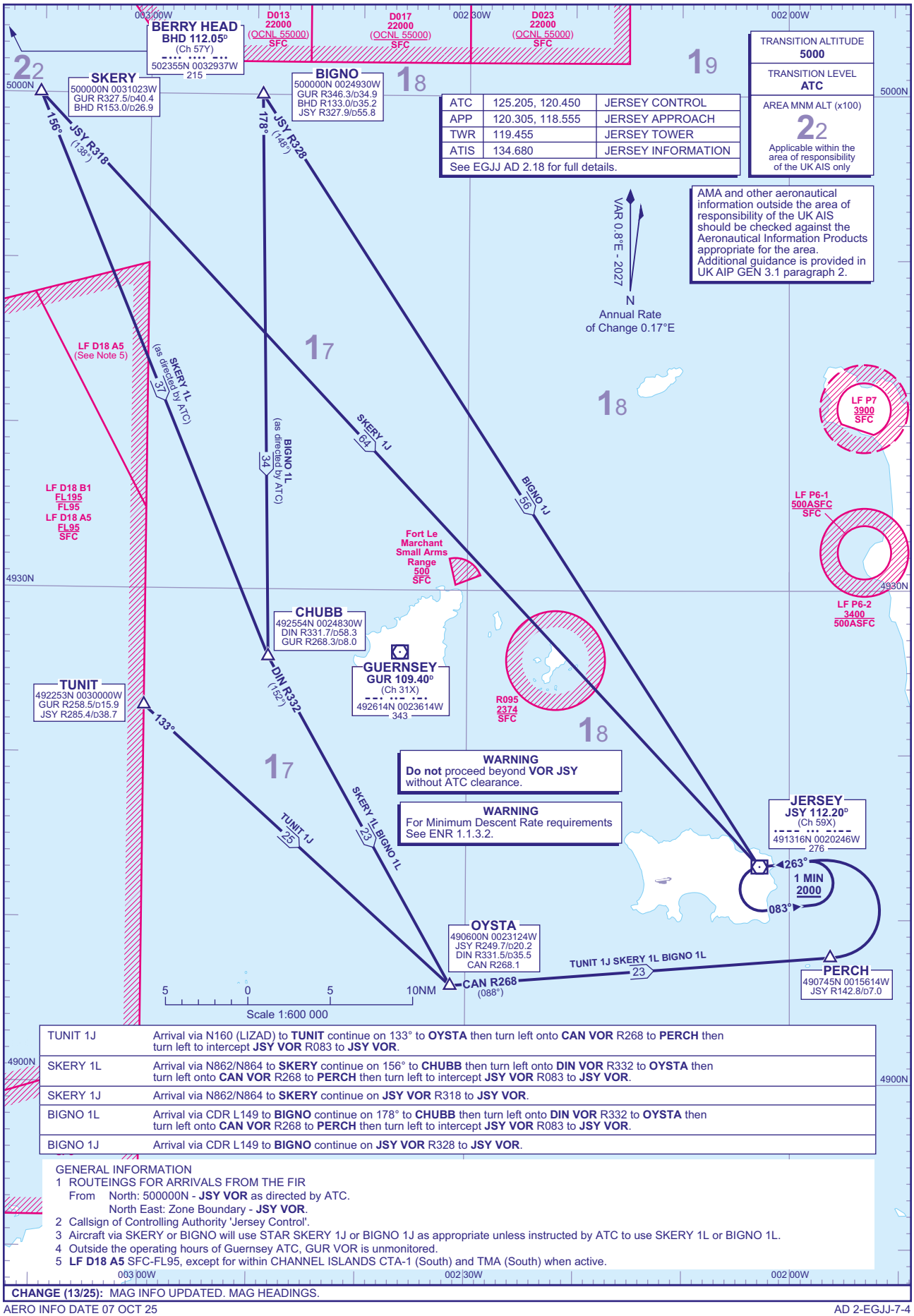
CHANGE (13/25): MAG INFO UPDATED. MAG HEADINGS.

AERO INFO DATE 07 OCT 25

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

JERSEY
RWY 26
TUNIT 1J SKERY 1L 1J BIGNO 1L 1J



TUNIT 1J	Arrival via N160 (LIZAD) to **TUNIT** continue on 133° to **OYSTA** then turn left onto **CAN VOR** R268 to **PERCH** then turn left to intercept **JSY VOR** R083 to **JSY VOR**.
SKERY 1L	Arrival via N862/N864 to **SKERY** continue on 156° to **CHUBB** then turn left onto **DIN VOR** R332 to **OYSTA** then turn left onto **CAN VOR** R268 to **PERCH** then turn left to intercept **JSY VOR** R083 to **JSY VOR**.
SKERY 1J	Arrival via N862/N864 to **SKERY** continue on **JSY VOR** R318 to **JSY VOR**.
BIGNO 1L	Arrival via CDR L149 to **BIGNO** continue on 178° to **CHUBB** then turn left onto **DIN VOR** R332 to **OYSTA** then turn left onto **CAN VOR** R268 to **PERCH** then turn left to intercept **JSY VOR** R083 to **JSY VOR**.
BIGNO 1J	Arrival via CDR L149 to **BIGNO** continue on **JSY VOR** R328 to **JSY VOR**.

GENERAL INFORMATION
1 ROUTEINGS FOR ARRIVALS FROM THE FIR
From North: 500000N - **JSY VOR** as directed by ATC.
North East: Zone Boundary - **JSY VOR**.
2 Callsign of Controlling Authority 'Jersey Control'.
3 Aircraft via SKERY or BIGNO will use STAR SKERY 1J or BIGNO 1J as appropriate unless instructed by ATC to use SKERY 1L or BIGNO 1L.
4 Outside the operating hours of Guernsey ATC, GUR VOR is unmonitored.
5 **LF D18 A5** SFC-FL95, except for within CHANNEL ISLANDS CTA-1 (South) and TMA (South) when active.

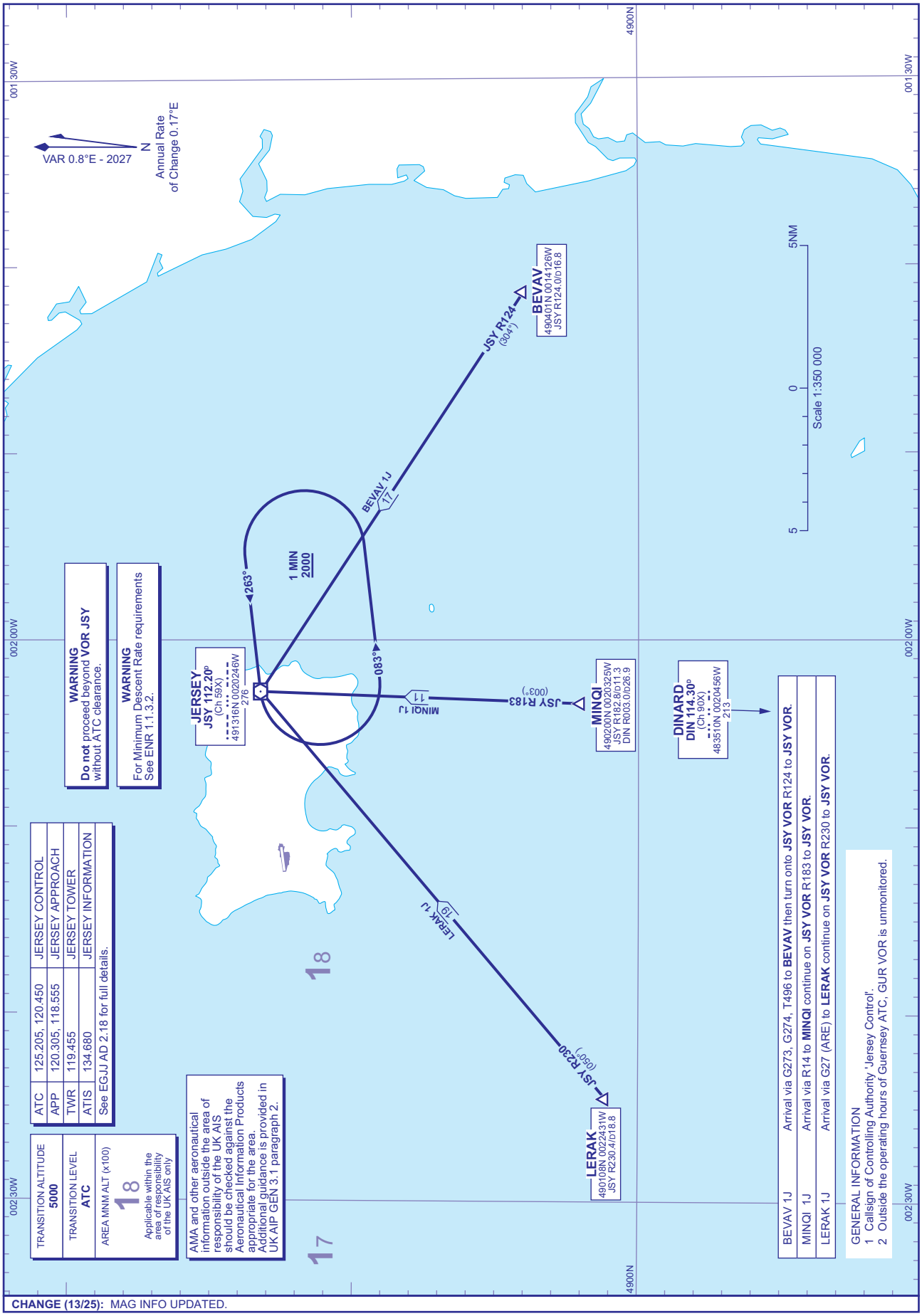
CHANGE (13/25): MAG INFO UPDATED. MAG HEADINGS.

AERO INFO DATE 07 OCT 25

STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO

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

JERSEY
RWY 26
BEVAV 1J MINQI 1J LERAK 1J



CHANGE (13/25): MAG INFO UPDATED.

AERO INFO DATE 07 OCT 25

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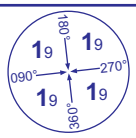
INSTRUMENT APPROACH CHART - ICAO

JERSEY
ILS/DME/NDB(L) RWY 08
(ACFT CAT A,B,C,D)

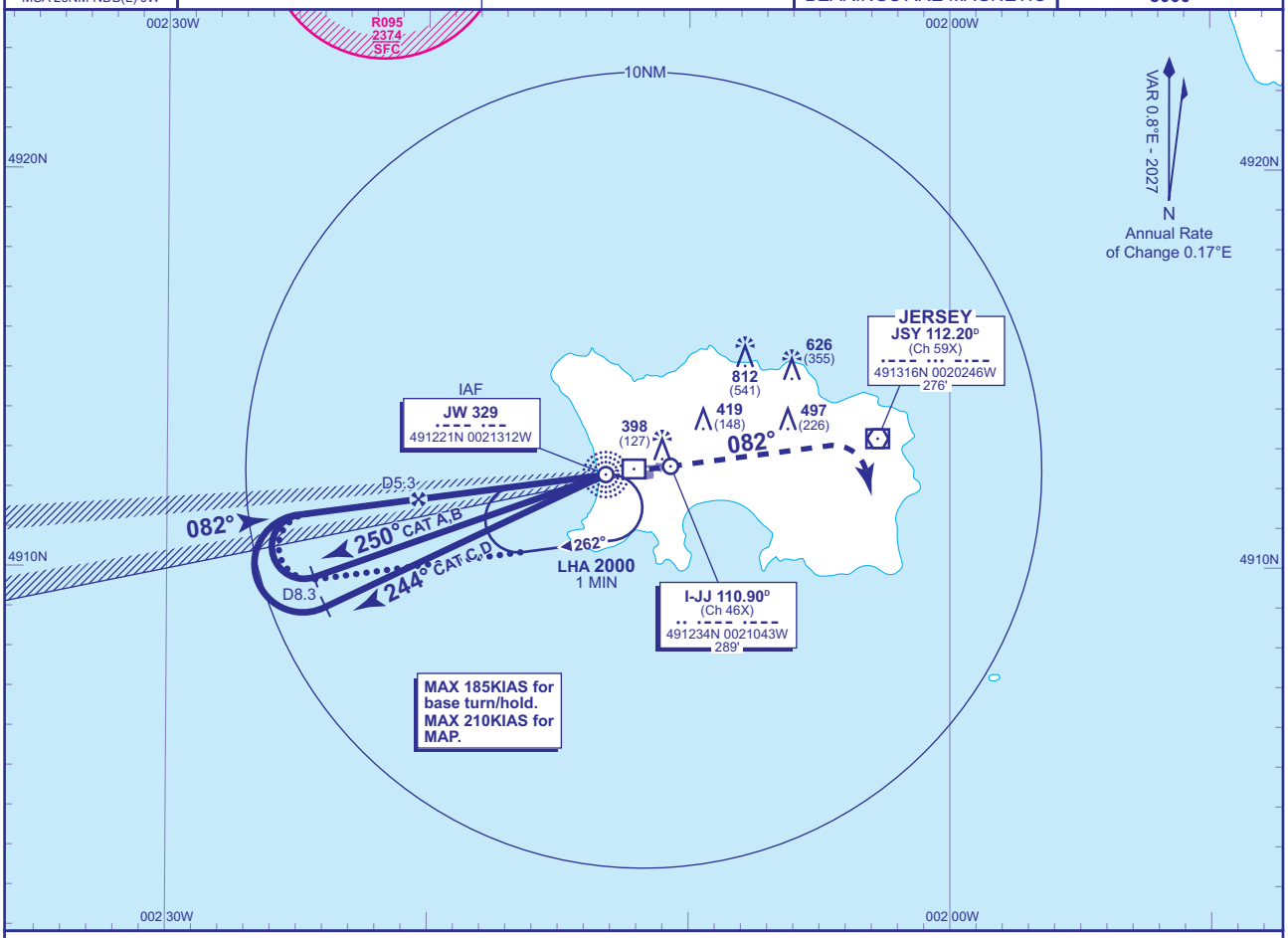


MSA 25NM NDB(L) JW

ATC	125.205, 120.450	JERSEY CONTROL
APP	120.305, 118.555	JERSEY APPROACH
TWR	119.455	JERSEY TOWER
	121.905	JERSEY GROUND
ATIS	134.680	JERSEY INFORMATION

AD ELEVATION	277
THR ELEVATION	271
OBSTACLE ELEVATION	812 AMSL (541) (ABOVE THR)
BEARINGS ARE MAGNETIC	

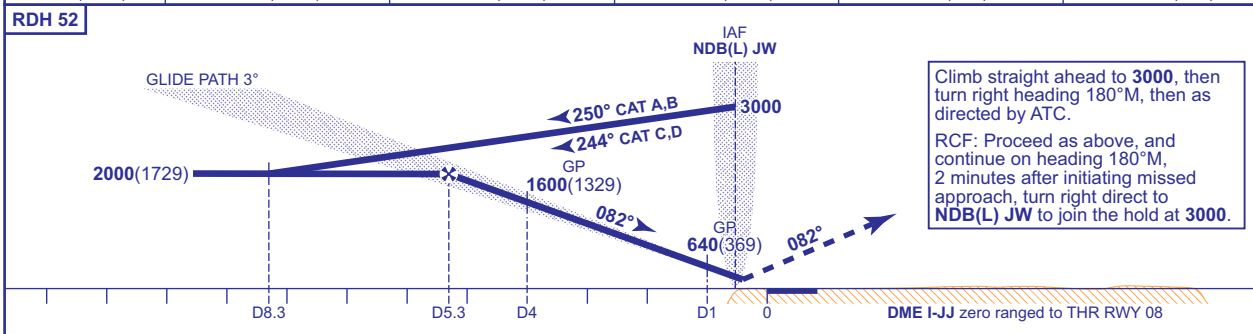
TRANSITION ALTITUDE **5000**



RECOMMENDED PROFILE GLIDE PATH 3°, 320FT/NM

DME I-JJ	5	4	3	2	1
ALT(HGT)	**1920**(1649)	**1600**(1329)	**1280**(1009)	**960**(689)	**640**(369)

RDH 52



Climb straight ahead to **3000**, then turn right heading 180°M, then as directed by ATC.

RCF: Proceed as above, and continue on heading 180°M, 2 minutes after initiating missed approach, turn right direct to **NDB(L) JW** to join the hold at **3000**.

Aircraft Category		**A**	**B**	**C**	**D**
OCA (OCH)	**CAT I**	**420**(149)	**430**(159)	**437**(166)	**450**(179)
VM(C)OCA (OCH AAL)	**Total Area**	**770**(493)	**770**(493)	**1210**(933)	**1210**(933)
	South of RWY 08/26	**770**(493)	**770**(493)	**1030**(753)	**1030**(753)

Rate of descent	**G/S KT**	160	140	120	100	80
	FT/MIN	850	750	640	530	430

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN (MAX 185KIAS)
Arrive at IAF NDB(L) JW at **3000**. Extend the outbound leg of the NDB(L) JW holding pattern to I-JJ D8.3 descending to **2000**(1729). Turn right onto the LOC, when established, continue as for main procedure.

AIRCRAFT UNABLE TO RECEIVE DME I-JJ
Advise ATC. Radar ranges will be passed equivalent to D8.3 outbound and D4 inbound.

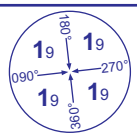
CHANGE (13/25): MAG VAR UPDATED. MAG HEADINGS.

AERO INFO DATE 14 OCT 25

I

INSTRUMENT APPROACH CHART - ICAO

JERSEY
LOC/DME/NDB(L)
RWY 08
(ACFT CAT A,B,C,D)

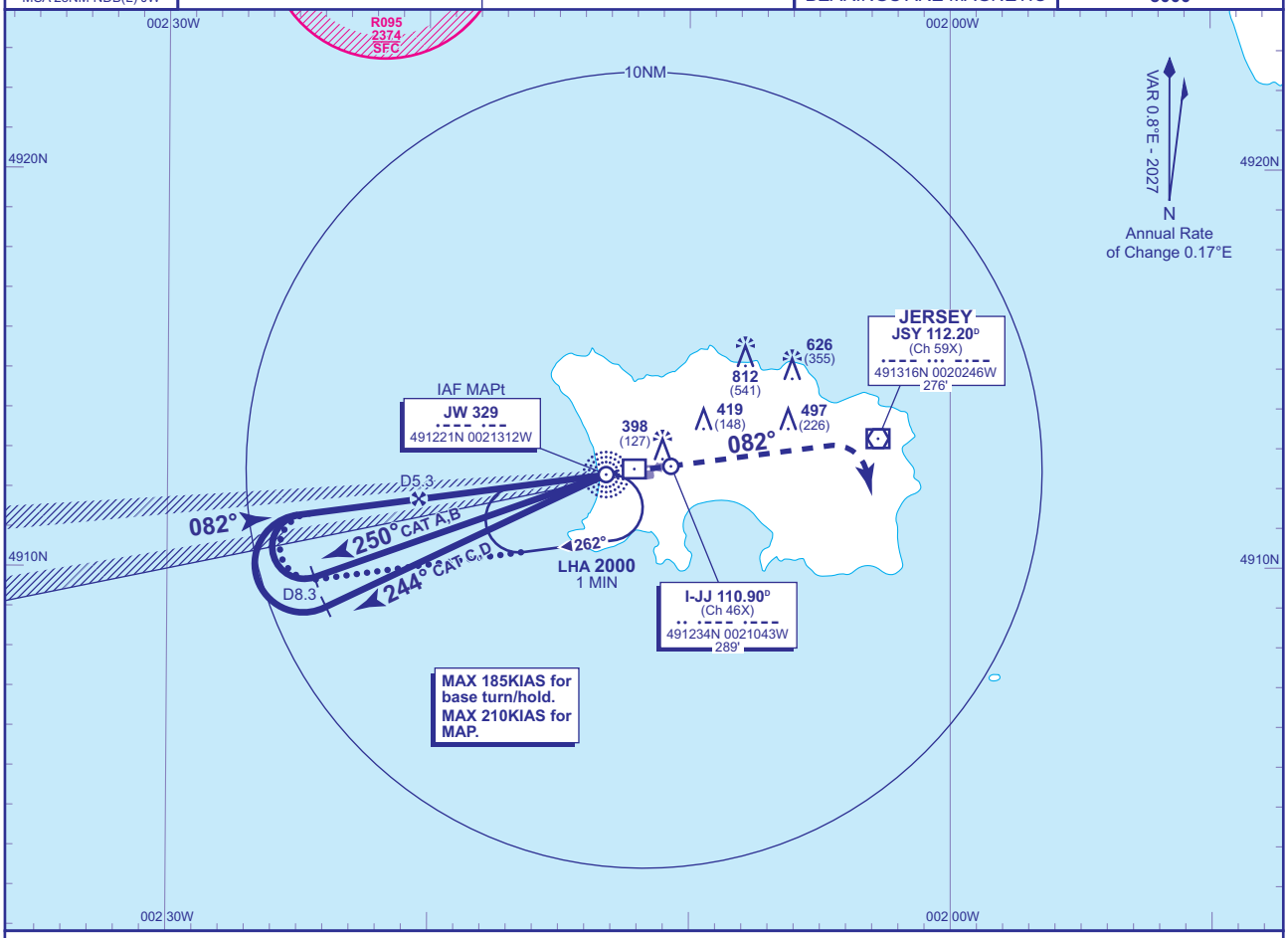


MSA 25NM NDB(L) JW

ATC	125.205, 120.450	JERSEY CONTROL
APP	120.305, 118.555	JERSEY APPROACH
TWR	119.455	JERSEY TOWER
	121.905	JERSEY GROUND
ATIS	134.680	JERSEY INFORMATION

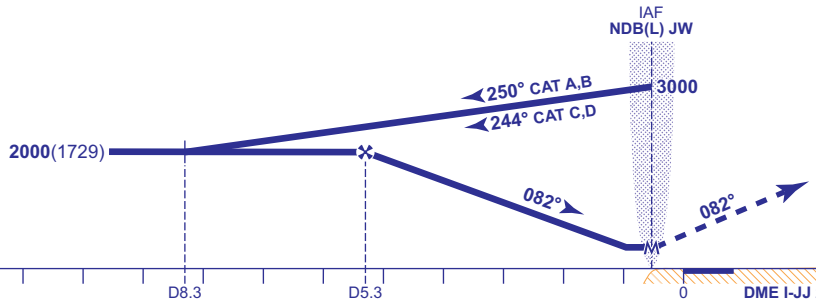
AD ELEVATION	277
THR ELEVATION	271
OBSTACLE ELEVATION	812 AMSL (541) (ABOVE THR)
BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **5000**



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-JJ	5	4	3	2	1
ALT(HGT)	**1920**(1649)	**1600**(1329)	**1280**(1009)	**960**(689)	**640**(369)



MAPt NDB(L) JW

Climb straight ahead to **3000**, then turn right heading 180°M, then as directed by ATC.

RCF: Proceed as above, and continue on heading 180°M, 2 minutes after initiating missed approach, turn right direct to **NDB(L) JW** to join the hold at **3000**.

Aircraft Category		**A**	**B**	**C**	**D**
OCA (OCH)	**WITH DME**	**590**(319)	**590**(319)	**590**(319)	**590**(319)
	NO DME	**640**(369)	**640**(369)	**640**(369)	**640**(369)
VM(C)OCA (OCH AAL)	**Total Area**	**770**(493)	**770**(493)	**1210**(933)	**1210**(933)
	South of RWY 08/26	**770**(493)	**770**(493)	**1030**(753)	**1030**(753)

Rate of descent						
G/S KT	160	140	120	100	80
FT/MIN	850	750	640	530	430

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN (MAX 185KIAS)
Arrive at IAF NDB(L) JW at **3000**. Extend the outbound leg of the NDB(L) JW holding pattern to I-JJ D8.3 descending to **2000**(1729). Turn right onto the LOC, when established, continue as for main procedure.

AIRCRAFT UNABLE TO RECEIVE DME I-JJ
As for main and alternative procedure except fly outbound for 3MIN (CAT A); 2.5MIN (CAT B); 2MIN (CAT C,D) prior to base turn. When established on LOC descend to MDA.

CHANGE (13/25): MAG VAR UPDATED. MAG HEADINGS.

AERO INFO DATE 14 OCT 25 AD 2-EGJJ-8-2

INSTRUMENT APPROACH CHART - ICAO

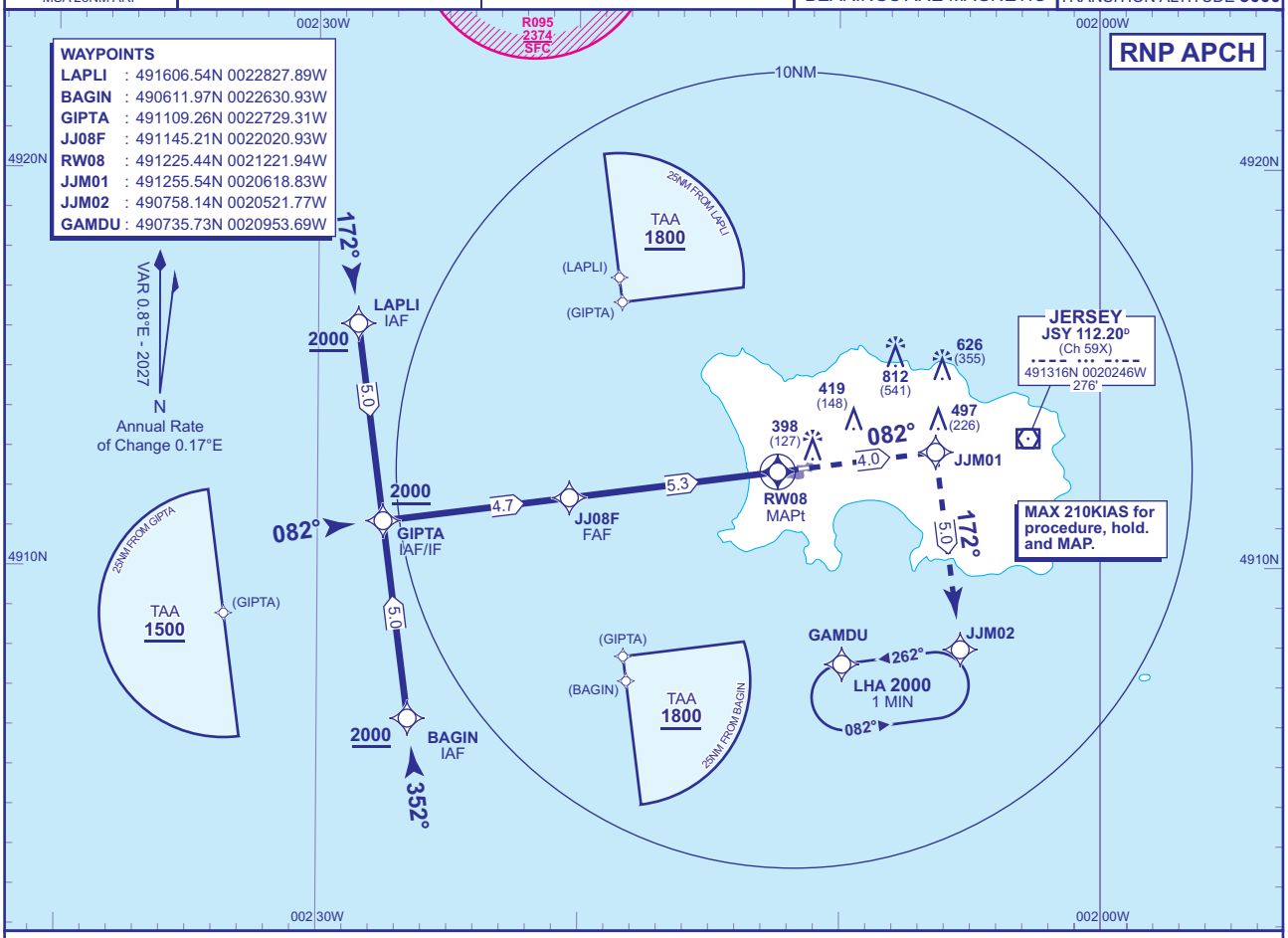
JERSEY
RNP
RWY 08
(ACFT CAT A,B,C,D)

ATC	125.205, 120.450	JERSEY CONTROL	
APP	120.305, 118.555	JERSEY APPROACH	
TWR	119.455	JERSEY TOWER	
	121.905	JERSEY GROUND	
ATIS	134.680	JERSEY INFORMATION	

AD ELEVATION	277
THR ELEVATION	271
OBSTACLE ELEVATION	812 AMSL (541) (ABOVE THR)
BEARINGS ARE MAGNETIC	

EGNOS CH 61428 E08A
MIN TEMP -5°C
TRANSITION ALTITUDE 5000

MSA 25NM ARP

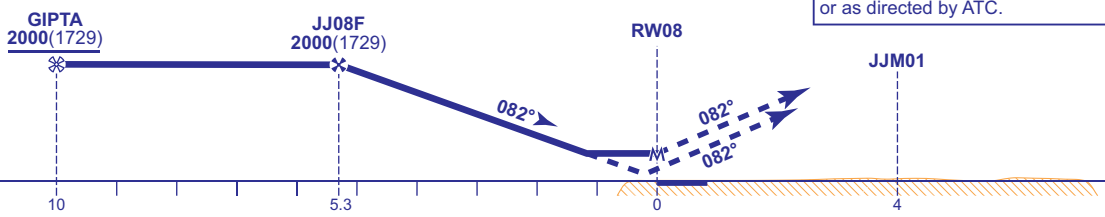


RECOMMENDED PROFILE LPV/VNAV Vertical Path Angle 3.0°(LNAV 5.24%), 320FT/NM

NM to RW08	5	4	3	2	1
ALT(HGT)	**1910**(1639)	**1590**(1319)	**1280**(1009)	**960**(689)	**640**(369)

TCH 52

MAPt (LNAV): RW08
Continuous climb to **3000**. Initially climb straight ahead to **JJM01**, then turn right to **JJM02** and **GAMDU** to join the hold or as directed by ATC.



Aircraft Category		A	B	C	D
OCA (OCH)	LPV	**471**(200)	**471**(200)	**471**(200)	**471**(200)
	LNAV/VNAV	**571**(300)	**571**(300)	**571**(300)	**571**(300)
	LNAV	**621**(350)	**621**(350)	**621**(350)	**621**(350)
VM(C)OCA (OCH AAL)	Total Area	**770**(493)	**770**(493)	**1210**(933)	**1210**(933)
	South of RWY 08/26	**770**(493)	**770**(493)	**1030**(753)	**1030**(753)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	640	530	430

NOTE Aircraft will normally be required to hold not lower than **3000.**

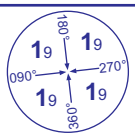
CHANGE (13/25): MAG VAR UPDATED. MAG HEADINGS.

AERO INFO DATE 14 OCT 25

AD 2-EGJJ-8-3

INSTRUMENT APPROACH CHART - ICAO

JERSEY VOR/DME RWY 08
(ACFT CAT A,B,C,D)

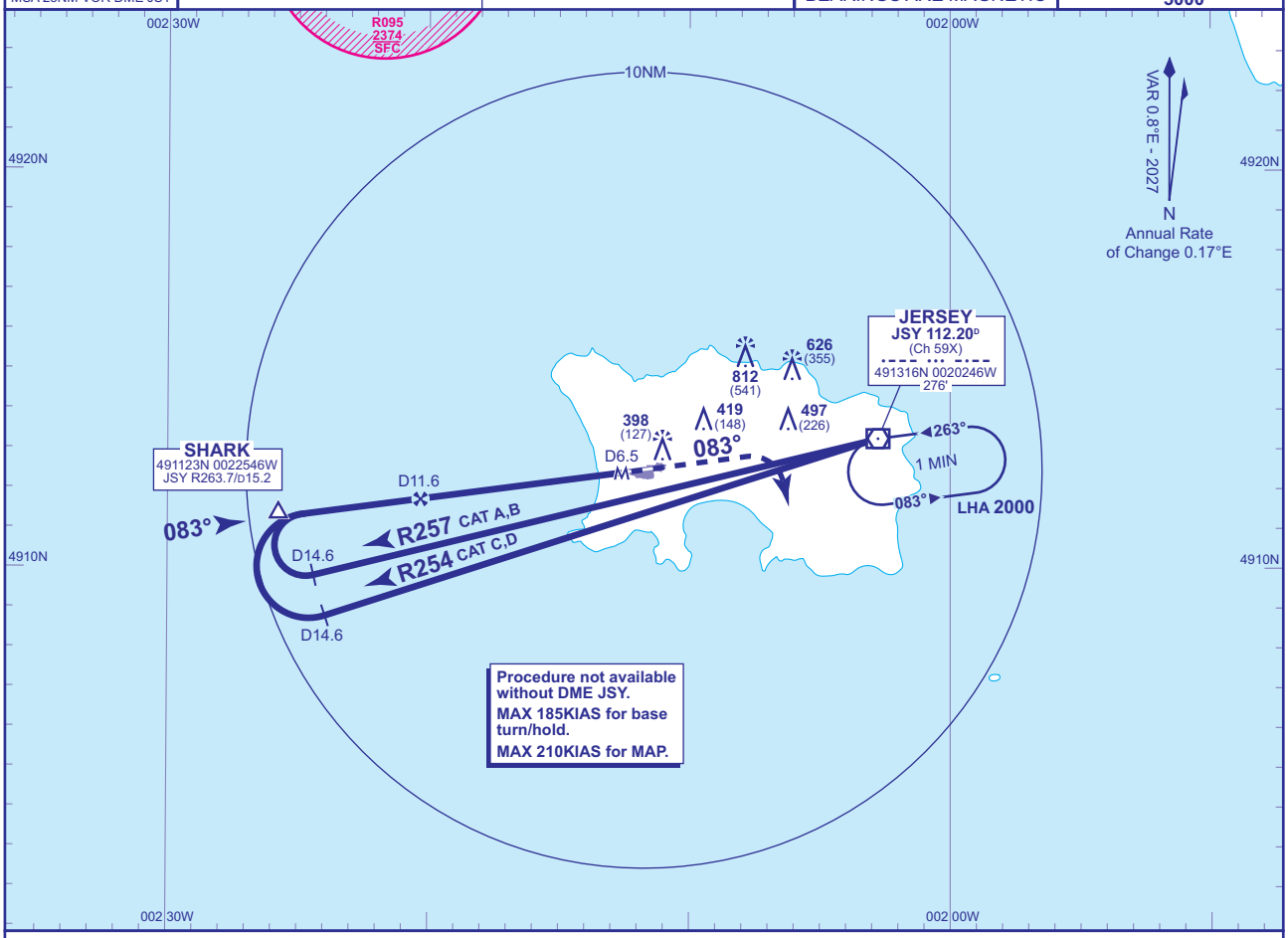


MSA 25NM VOR DME JSY

ATC	125.205, 120.450	JERSEY CONTROL
APP	120.305, 118.555	JERSEY APPROACH
TWR	119.455	JERSEY TOWER
	121.905	JERSEY GROUND
ATIS	134.680	JERSEY INFORMATION

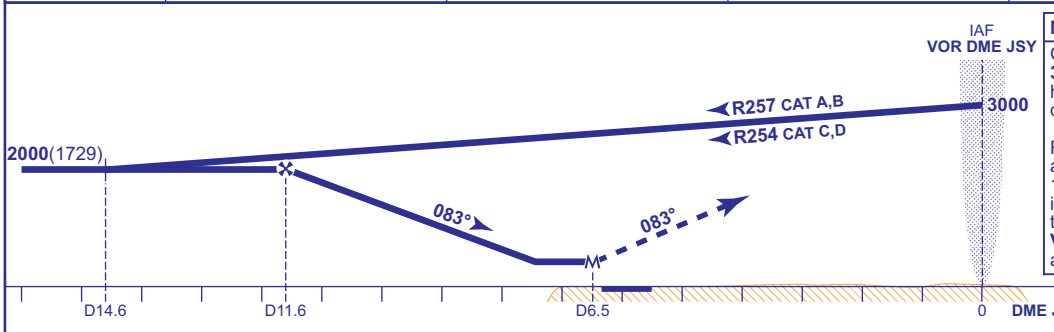
AD ELEVATION	**277**
THR ELEVATION	**271**
OBSTACLE ELEVATION **812 AMSL** (541) (ABOVE THR)	
BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **5000**



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

THR (JSY DME)	5(11.3)	4(10.3)	3(9.3)	2(8.3)
ALT(HGT)	**1920**(1649)	**1600**(1329)	**1280**(1009)	**960**(689)



MAPt JSY DME 6.5

Climb straight ahead to **3000**, then turn right heading 180°M, then as directed by ATC.

RCF: Proceed as above, and continue on heading 180°M, 2 minutes after initiating missed approach, turn right direct to **VOR JSY** to join the hold at **3000**.

Aircraft Category		A	B	C	D
OCA (OCH)	**Procedure**	**660**(389)	**660**(389)	**660**(389)	**660**(389)
VM(C)OCA (OCH AAL)	**Total Area**	**770**(493)	**770**(493)	**1210**(933)	**1210**(933)
	South of RWY 08/26	**770**(493)	**770**(493)	**1030**(753)	**1030**(753)

Rate of descent						
G/S KT	160	140	120	100	80
FT/MIN	850	750	640	530	430

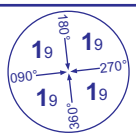
DIRECT ARRIVALS
Subject to ATC approval, following standard arrival routes to SHARK, from SHARK establish on extended FAT JSY R263, then descend to **2000**(1729) then continue as for basic procedure.

CHANGE (13/25): MAG VAR UPDATED.

AERO INFO DATE 02 OCT 25 AD 2-EGJJ-8-4

INSTRUMENT APPROACH CHART - ICAO

JERSEY
NDB(L)/DME
RWY 08
(ACFT CAT A,B,C,D)

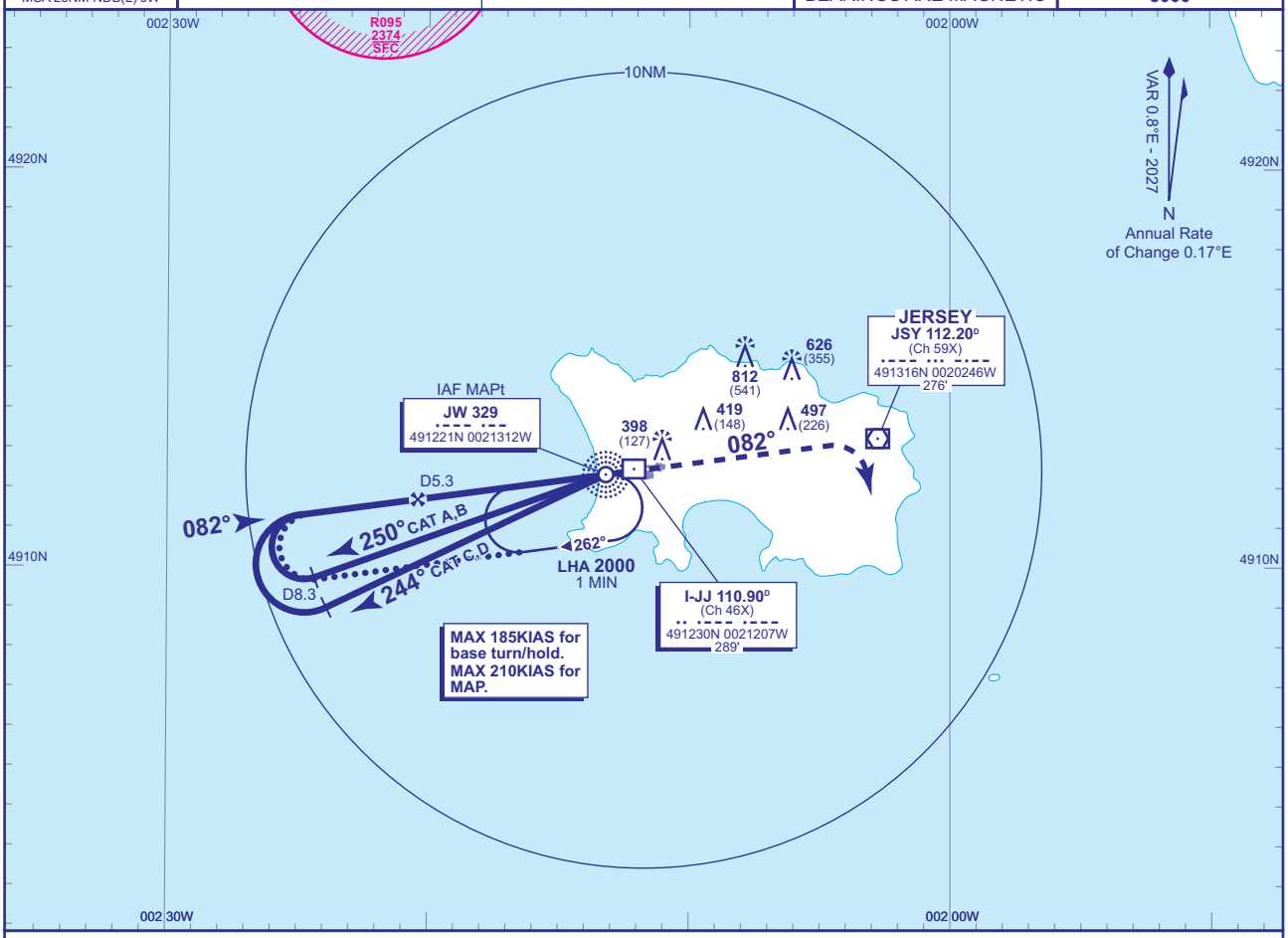


MSA 25NM NDB(L) JW

ATC	125.205, 120.450	JERSEY CONTROL
APP	120.305, 118.555	JERSEY APPROACH
TWR	119.455	JERSEY TOWER
	121.905	JERSEY GROUND
ATIS	134.680	JERSEY INFORMATION

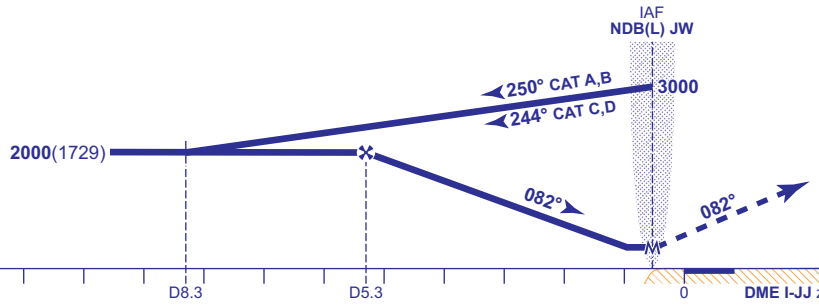
AD ELEVATION	277
THR ELEVATION	271
OBSTACLE ELEVATION 812 AMSL (541) (ABOVE THR)	
BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE
5000



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

DME I-JJ	5	4	3	2	1
ALT(HGT)	**1920**(1649)	**1600**(1329)	**1280**(1009)	**960**(689)	**640**(369)



MAPt NDB(L) JW

Climb straight ahead to **3000**, then turn right heading 180°M, then as directed by ATC.

RCF: Proceed as above, and continue on heading 180°M, 2 minutes after initiating missed approach, turn right direct to **NDB(L) JW** to join the hold at **3000**.

Aircraft Category		**A**	**B**	**C**	**D**
OCA (OCH)	**WITH DME**	**590**(319)	**590**(319)	**590**(319)	**590**(319)
	NO DME	**640**(369)	**640**(369)	**640**(369)	**640**(369)
VM(C)OCA (OCH AAL)	**Total Area**	**770**(493)	**770**(493)	**1210**(933)	**1210**(933)
	South of RWY 08/26	**770**(493)	**770**(493)	**1030**(753)	**1030**(753)

Rate of descent	**G/S KT**	160	140	120	100	80
	FT/MIN	850	750	640	530	430

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN (MAX 185KIAS)
Arrive at IAF NDB(L) JW at **3000**. Extend the outbound leg of the NDB(L) JW holding pattern to I-JJ D8.3 descending to **2000**(1729). Turn right onto the extended FAT, when established, continue as for main procedure.

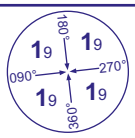
AIRCRAFT UNABLE TO RECEIVE DME I-JJ
As for main and alternative procedure except fly outbound for 3MIN (CAT A); 2.5MIN (CAT B); 2MIN (CAT C,D) prior to base turn. When established on FAT descend to MDA.

CHANGE (13/25): MAG VAR UPDATED. MAG HEADINGS.

AERO INFO DATE 14 OCT 25

INSTRUMENT APPROACH CHART - ICAO

JERSEY
ILS/DME/VOR
RWY 26
(ACFT CAT A,B,C,D)

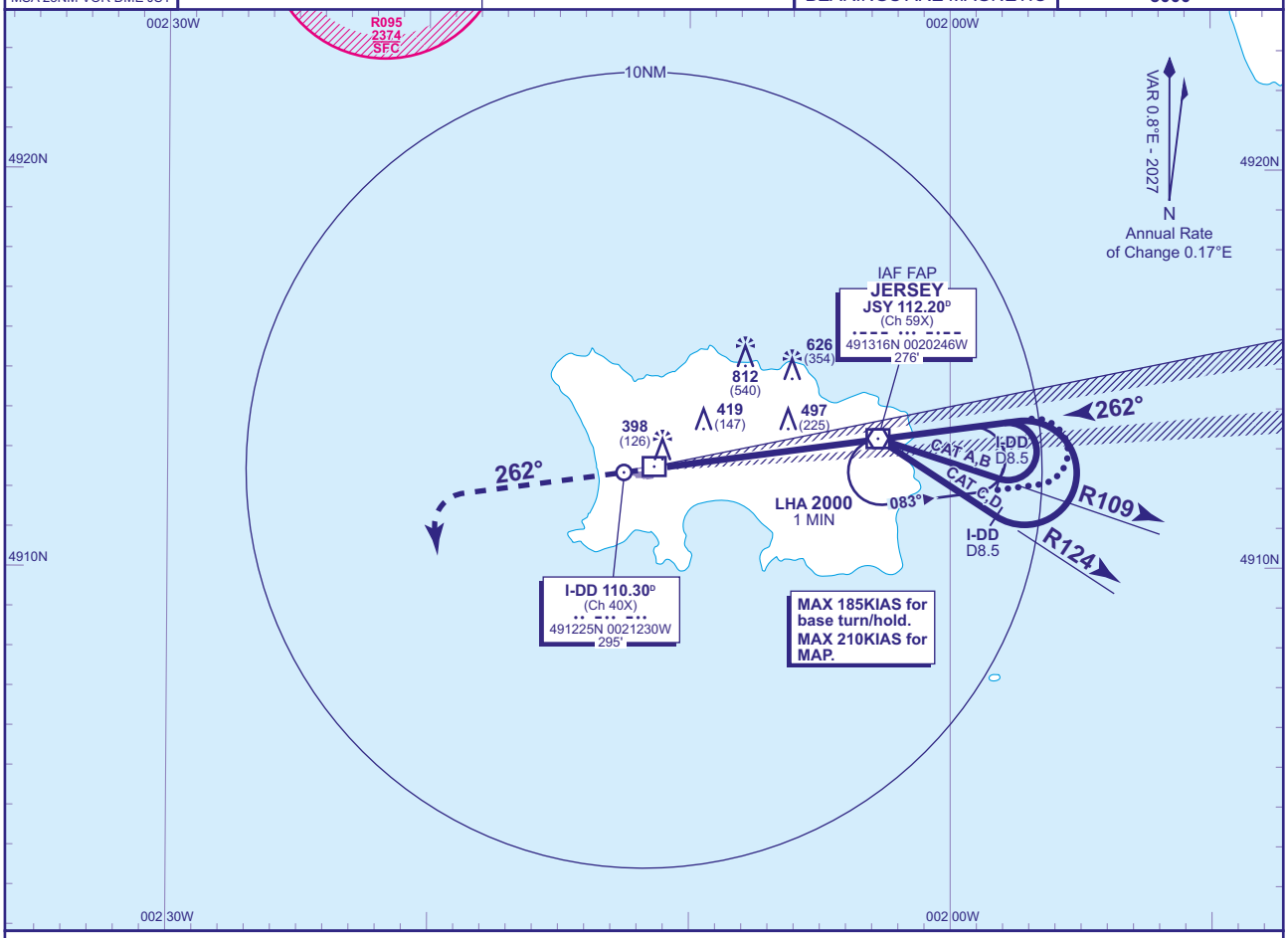


MSA 25NM VOR DME JSY

ATC	125.205, 120.450	JERSEY CONTROL
APP	120.305, 118.555	JERSEY APPROACH
TWR	119.455	JERSEY TOWER
	121.905	JERSEY GROUND
ATIS	134.680	JERSEY INFORMATION

AD ELEVATION	**277**
THR ELEVATION	**272**
OBSTACLE ELEVATION	**812 AMSL** (540) (ABOVE THR)
BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **5000**



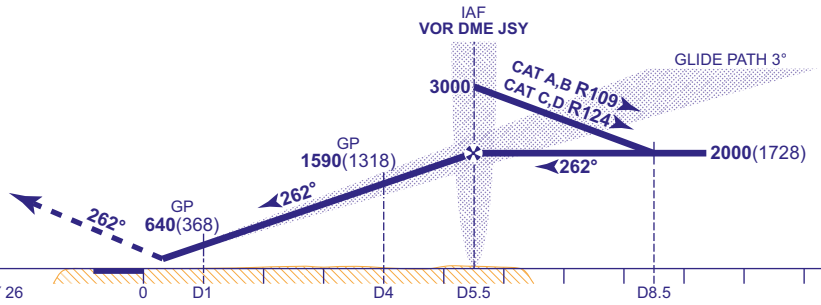
RECOMMENDED PROFILE GLIDE PATH 3°, 316FT/NM

DME I-DD	5	4	3	2	1
ALT(HGT)	**1910**(1638)	**1590**(1318)	**1270**(998)	**960**(688)	**640**(368)

RDH 52

Climb straight ahead to **3000**, then turn left heading 180°M, then as directed by ATC.

RCF: Proceed as above, and continue on heading 180°M, 2 minutes after initiating missed approach, turn left direct to **VOR JSY** to join the hold at **3000**.



Aircraft Category		A	B	C	D
OCA (OCH)	**CAT I**	**439**(167)	**446**(174)	**458**(186)	**468**(196)
VM(C)OCA (OCH AAL)	**Total Area**	**770**(493)	**770**(493)	**1210**(933)	**1210**(933)
	South of RWY 08/26	**770**(493)	**770**(493)	**1030**(753)	**1030**(753)

Rate of descent						
G/S KT	160	140	120	100	80
FT/MIN	840	740	630	530	420

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN (MAX 185KIAS)
Arrive at IAF VOR JSY at **3000**. Extend the outbound leg of the holding pattern descending to **2000**(1728). At I-DD D9.5 turn left onto the LOC, when established, continue as for main procedure.

AIRCRAFT UNABLE TO RECEIVE DME I-DD
MAIN PROCEDURE: Advise ATC. Radar ranges will be passed equivalent to D8.5 outbound and D4 inbound.
ALTERNATIVE PROCEDURE: Advise ATC. Radar ranges will be passed equivalent to D9.5 outbound and D4 inbound.

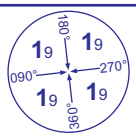
NOTE 1 Full scale fly-up indication left of C/L may not be maintained prior to joining the glide path from below.
2 Localiser fluctuations may be experienced. See EGJJ AD 2.20 Local Traffic Regulations 6(d).

CHANGE (13/25): MAG VAR UPDATED. MAG HEADINGS.

AERO INFO DATE 14 OCT 25 AD 2-EGJJ-8-6

INSTRUMENT APPROACH CHART - ICAO

JERSEY
LOC/DME/VOR
RWY 26
(ACFT CAT A,B,C,D)

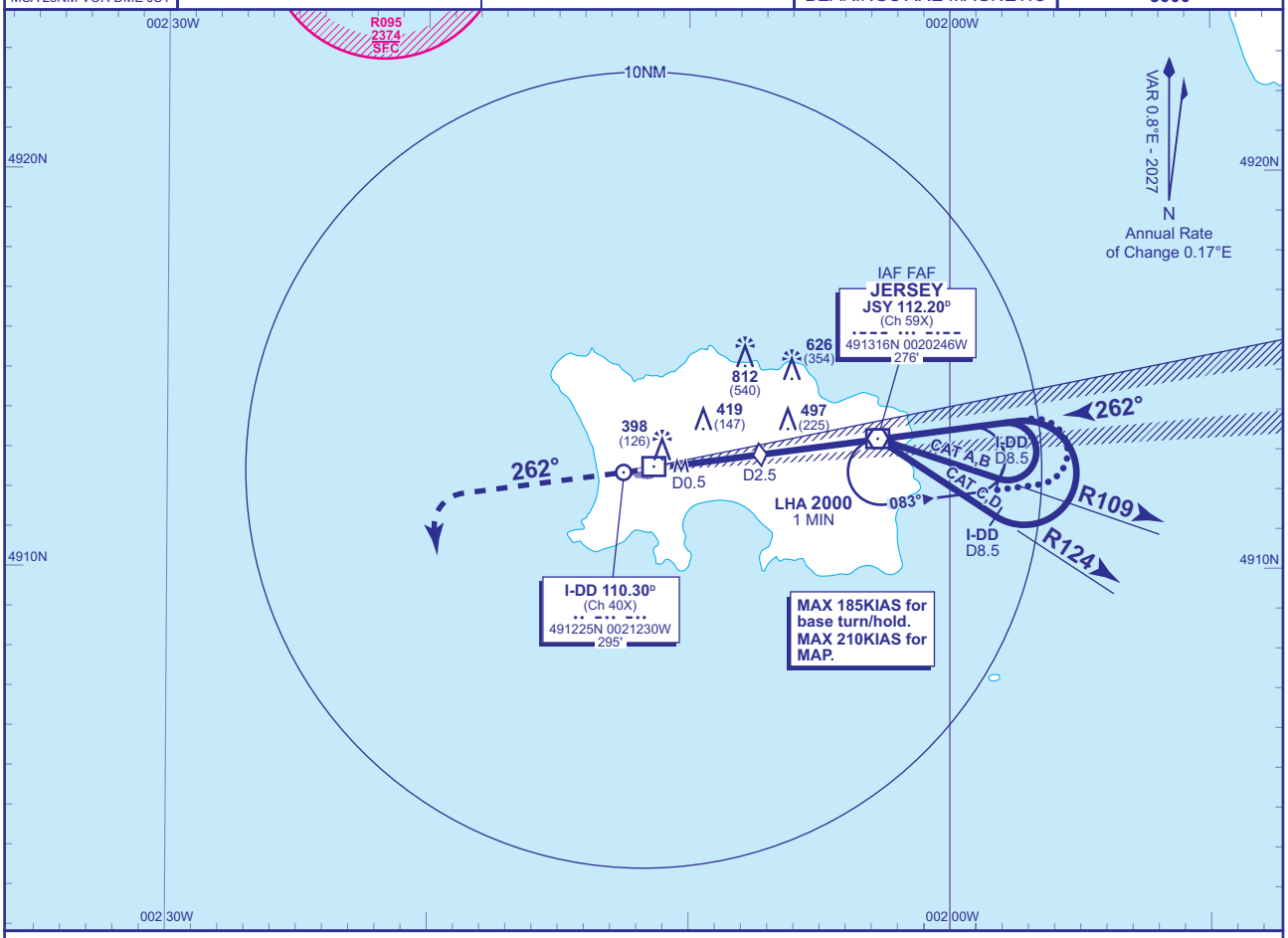


MSA 25NM VOR DME JSY

ATC	125.205, 120.450	JERSEY CONTROL
APP	120.305, 118.555	JERSEY APPROACH
TWR	119.455	JERSEY TOWER
	121.905	JERSEY GROUND
ATIS	134.680	JERSEY INFORMATION

AD ELEVATION	277
THR ELEVATION	272
OBSTACLE ELEVATION	812 AMSL (540) (ABOVE THR)
BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **5000**



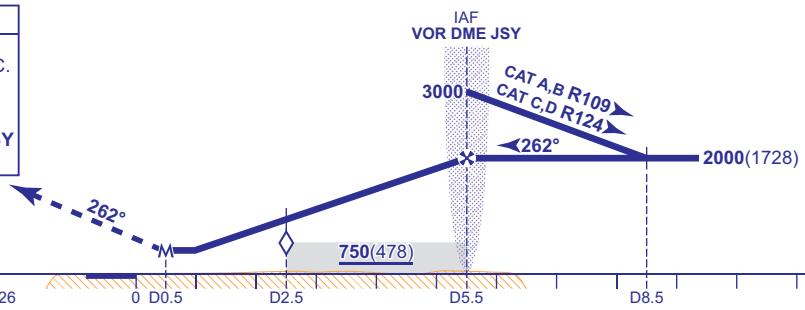
RECOMMENDED PROFILE Gradient 5.2%, 316FT/NM

DME I-DD	5	4	3	2.5 **(SDF)**	2	1
ALT(HGT)	**1910**(1638)	**1590**(1318)	**1270**(998)	**1110**(838)	**960**(688)	**640**(368)

MAPt I-DD D0.5

Climb straight ahead to **3000**, then turn left heading 180°M, then as directed by ATC.

RCF: Proceed as above, and continue on heading 180°M, 2 minutes after initiating missed approach, turn left direct to **VOR JSY** to join the hold at **3000**.



Aircraft Category		**A**	**B**	**C**	**D**
OCA (OCH)	**Procedure**	**620**(348)	**620**(348)	**620**(348)	**620**(348)
VM(C)OCA (OCH AAL)	**Total Area**	**770**(493)	**770**(493)	**1210**(933)	**1210**(933)
	South of RWY 08/26	**770**(493)	**770**(493)	**1030**(753)	**1030**(753)

Rate of descent	**G/S KT**	160	140	120	100	80
	FT/MIN	840	740	630	530	420

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN (MAX 185KIAS)
Arrive at IAF VOR JSY at **3000**. Extend the outbound leg of the holding pattern descending to **2000**(1728). At I-DD D9.5 turn left onto the LOC, when established, continue as for main procedure.

NOTE Localiser fluctuations may be experienced. See EGJJ AD 2.20 Local Traffic Regulations 6(d).

CHANGE (13/25): MAG VAR UPDATED. MAG HEADINGS.

AERO INFO DATE 14 OCT 25

INSTRUMENT APPROACH CHART - ICAO

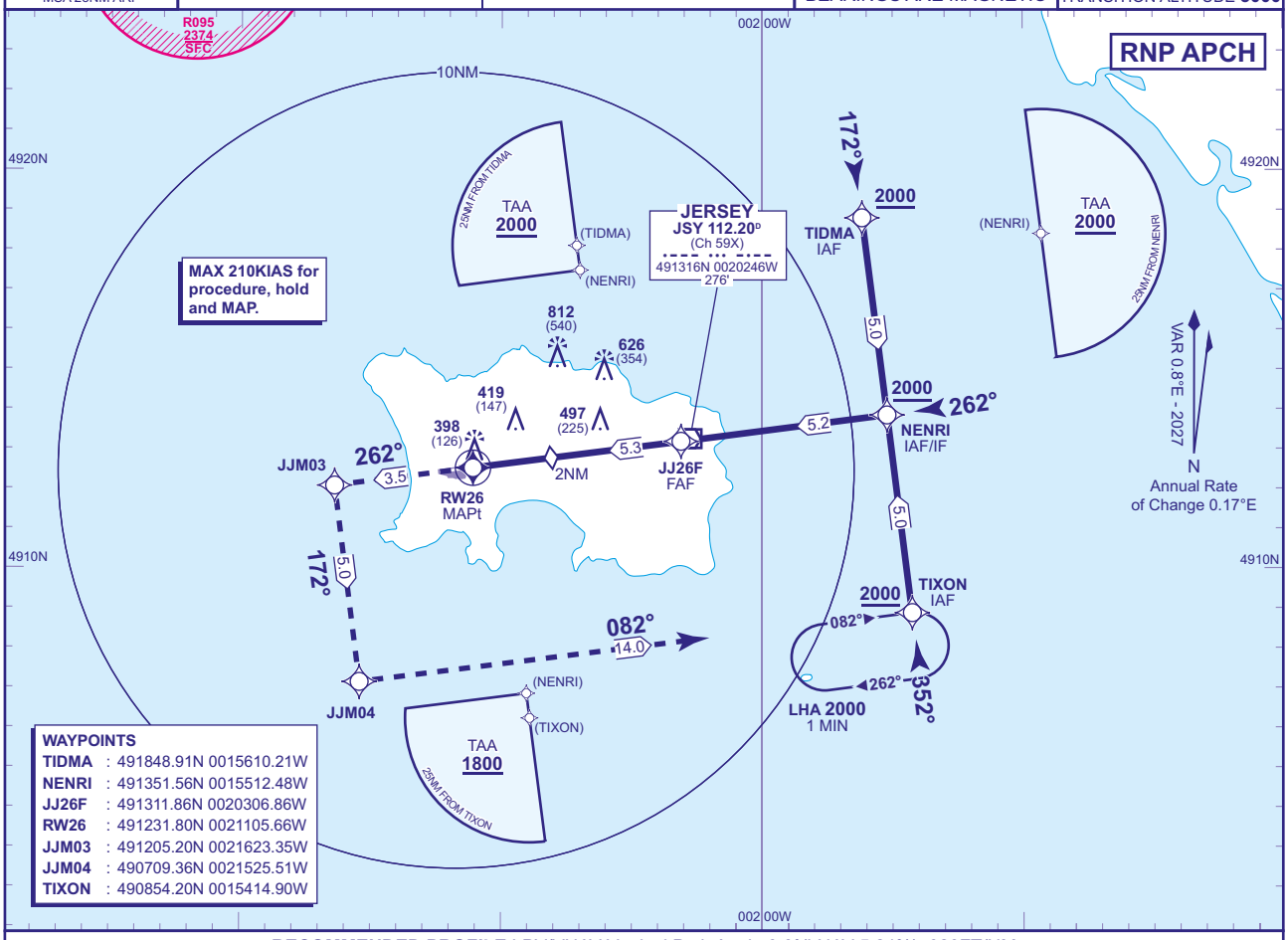
JERSEY
RNP
RWY 26
(ACFT CAT A,B,C,D)

ATC	125.205, 120.450	JERSEY CONTROL
APP	120.305, 118.555	JERSEY APPROACH
TWR	119.455	JERSEY TOWER
	121.905	JERSEY GROUND
ATIS	134.680	JERSEY INFORMATION

AD ELEVATION	277
THR ELEVATION	272
OBSTACLE ELEVATION	812 AMSL (540) (ABOVE THR)
BEARINGS ARE MAGNETIC	

EGNOS **CH 63839 E26A**
MIN TEMP **-5°C**
TRANSITION ALTITUDE **5000**

MSA 25NM ARP



WAYPOINTS

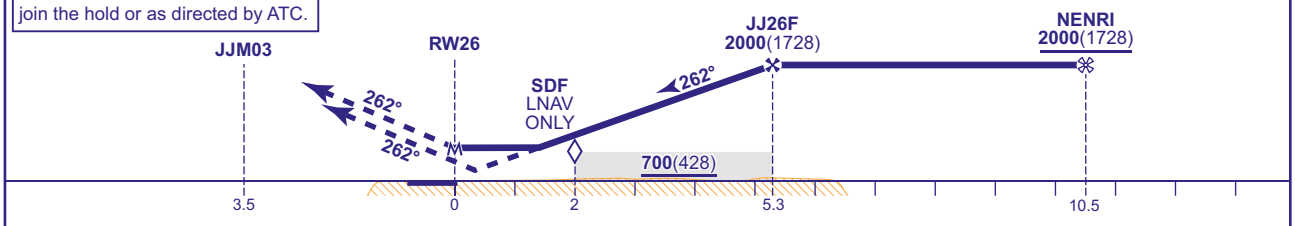
TIDMA	491848.91N 0015610.21W
NENRI	491351.56N 0015512.48W
JJ26F	491311.86N 0020306.86W
RW26	491231.80N 0021105.66W
JJM03	491205.20N 0021623.35W
JJM04	490709.36N 0021525.51W
TIXON	490854.20N 0015414.90W

RECOMMENDED PROFILE LPV/VNAV Vertical Path Angle 3.0°(LNAV 5.24%), 320FT/NM

NM to RW26	5	4	3	2 **(SDF)**	1
ALT(HGT)	**1910**(1638)	**1600**(1328)	**1280**(1008)	**960**(688)	**640**(368)

TCH 52

MAPt (LNAV): RW26
Continuous climb to **3000**. Initially climb straight ahead to **JJM03** then turn left to **JJM04** and **TIXON** to join the hold or as directed by ATC.



Aircraft Category		**A**	**B**	**C**	**D**
OCA (OCH)	**LPV**	**472**(200)	**472**(200)	**472**(200)	**472**(200)
	LNAV/VNAV	**580**(308)	**580**(308)	**580**(308)	**580**(308)
	LNAV	**652**(380)	**652**(380)	**652**(380)	**652**(380)
VM(C)OCA (OCH AAL)	**Total Area**	**770**(493)	**770**(493)	**1210**(933)	**1210**(933)
	South of RWY 08/26	**770**(493)	**770**(493)	**1030**(753)	**1030**(753)

Rate of descent						
G/S KT	160	140	120	100	80
FT/MIN	850	740	640	530	430

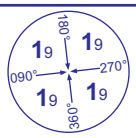
NOTE Aircraft will normally be required to hold not lower than **3000**.

CHANGE (13/25): MAG VAR UPDATED. MAG HEADINGS.

AERO INFO DATE 14 OCT 25

INSTRUMENT APPROACH CHART - ICAO

JERSEY VOR/DME RWY 26
(ACFT CAT A,B,C,D)

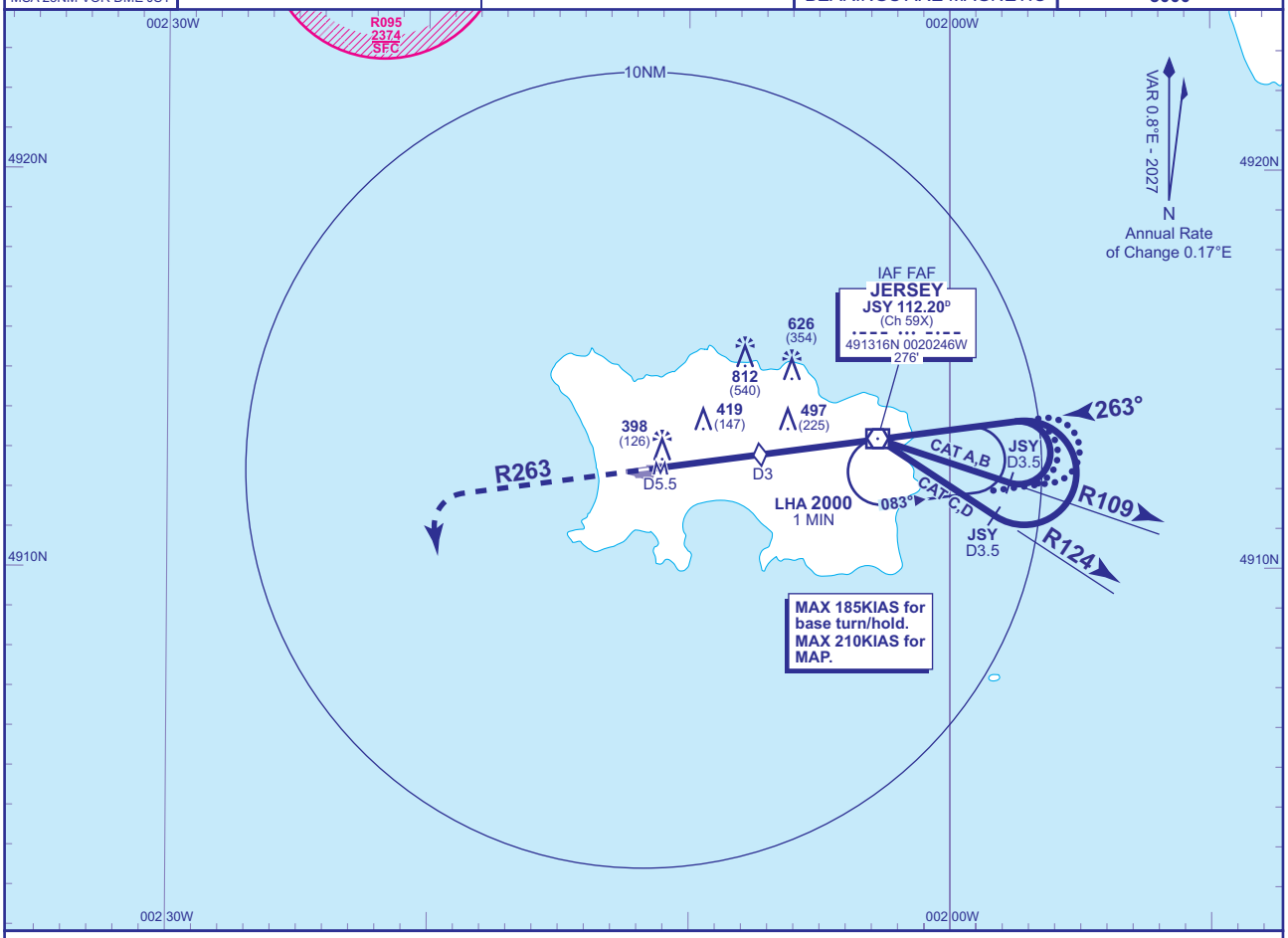


MSA 25NM VOR DME JSY

ATC	125.205, 120.450	JERSEY CONTROL
APP	120.305, 118.555	JERSEY APPROACH
TWR	119.455	JERSEY TOWER
	121.905	JERSEY GROUND
ATIS	134.680	JERSEY INFORMATION

AD ELEVATION	277
THR ELEVATION	272
OBSTACLE ELEVATION 812 AMSL (540) (ABOVE THR)	
BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE
5000



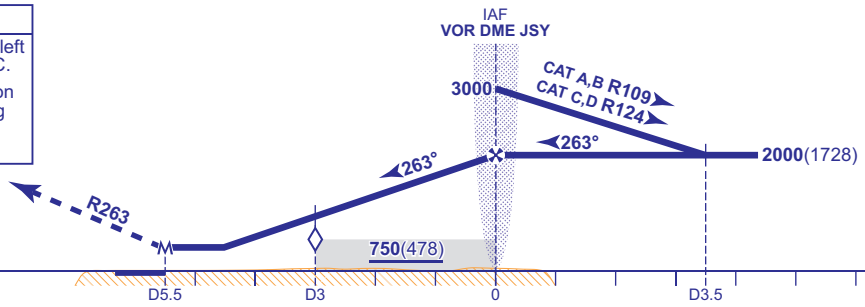
RECOMMENDED PROFILE Gradient 5.2%, 316FT/NM

DME JSY(to THR)	1(4.5)	2(3.5)	3(2.5) **(SDF)**	4(1.5)
ALT(HGT)	**1750**(1478)	**1430**(1158)	**1110**(838)	**800**(528)

MAPt JSY DME 5.5 (THR RWY 26)

Climb straight ahead to **3000**, then turn left heading 180°M, then as directed by ATC.

RCF: Proceed as above, and continue on heading 180°M, 2 minutes after initiating missed approach, turn left direct to **VOR JSY** to join the hold at **3000**.



Aircraft Category		A	B	C	D
OCA (OCH)	**WITH DME**	**680**(408)	**680**(408)	**680**(408)	**680**(408)
	NO DME	**750**(478)	**750**(478)	**750**(478)	**750**(478)
VM(C)OCA (OCH AAL)	**Total Area**	**770**(493)	**770**(493)	**1210**(933)	**1210**(933)
	South of RWY 08/26	**770**(493)	**770**(493)	**1030**(753)	**1030**(753)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	840	740	630	530	420
JSY to MAPt	**MIN:SEC**	2:03	2:21	2:45	3:18	4:07

ALTERNATIVE PROCEDURE EXTENDED HOLDING PATTERN (MAX 185KIAS)
From overhead IAF VOR JSY at **3000**. Extend the outbound leg of the holding pattern descending to **2000**(1728). At JSY D4 (CAT A,B); JSY D4.5 (CAT C,D) turn left onto the FAT, when established, continue as for main procedure.

AIRCRAFT UNABLE TO RECEIVE DME JSY
MAIN PROCEDURE: Fly outbound for 1.5MIN (CAT A,B); 1MIN (CAT C,D) prior to base turn.
ALTERNATIVE PROCEDURE: Extend outbound leg for 1.5MIN prior to base turn descending to **2000**(1728).
When established continue as for main procedure.

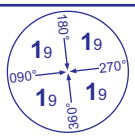
CHANGE (13/25): MAG VAR UPDATED.

AERO INFO DATE 02 OCT 25

AD 2-EGJJ-8-9

INSTRUMENT APPROACH CHART - ICAO

JERSEY
NDB(L)/DME
RWY 26
(ACFT CAT A,B,C,D)

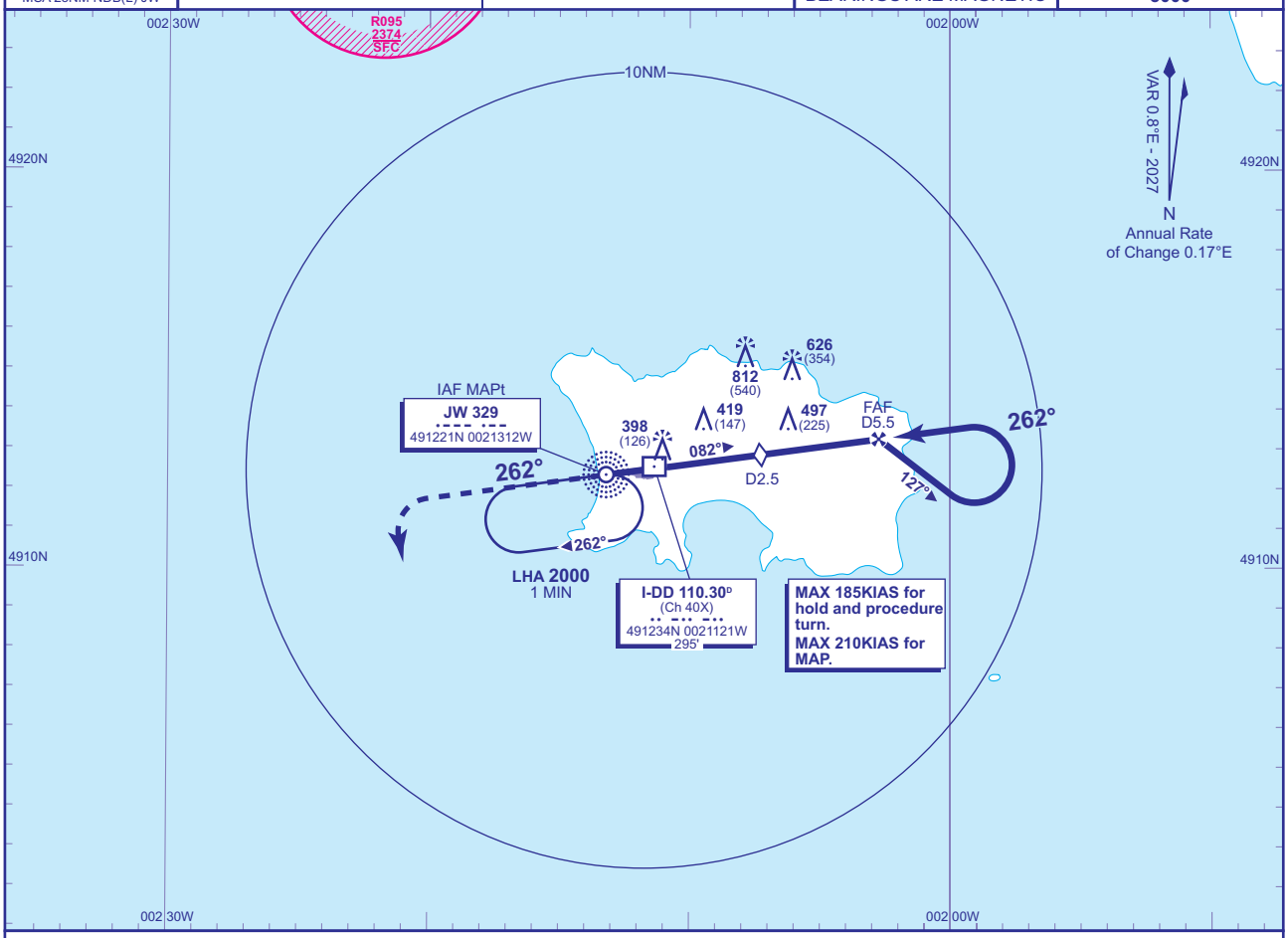


MSA 25NM NDB(L) JW

ATC	125.205, 120.450	JERSEY CONTROL
APP	120.305, 118.555	JERSEY APPROACH
TWR	119.455	JERSEY TOWER
	121.905	JERSEY GROUND
ATIS	134.680	JERSEY INFORMATION

AD ELEVATION	**277**
THR ELEVATION	**272**
OBSTACLE ELEVATION **812 AMSL** (540) (ABOVE THR)	
BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **5000**



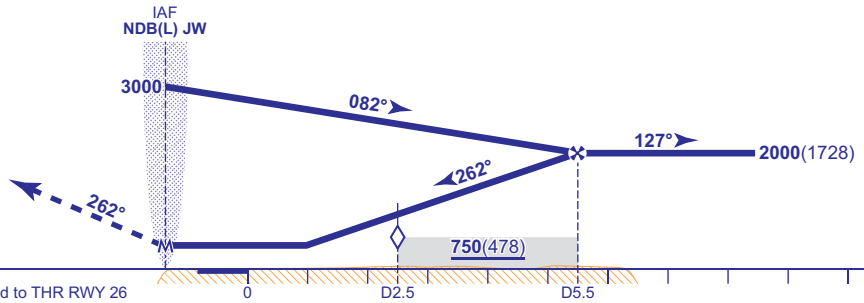
RECOMMENDED PROFILE Gradient 5.2%, 316FT/NM

DME I-DD	5	4	3	2.5 **(SDF)**	2
ALT(HGT)	**1910**(1638)	**1590**(1318)	**1270**(998)	**1110**(838)	**960**(688)

MAPt NDB(L) JW

Climb straight ahead to **3000**, then turn left heading 180°M, then as directed by ATC.

RCF: Proceed as above, and continue on heading 180°M, 2 minutes after initiating missed approach, turn left direct to **NDB(L) JW** to join the hold at **3000**.



DME I-DD zero ranged to THR RWY 26

Aircraft Category		**A**	**B**	**C**	**D**
OCA (OCH)	**WITH DME**	**680**(408)	**680**(408)	**680**(408)	**680**(408)
	NO DME	**800**(528)	**800**(528)	**800**(528)	**800**(528)
VM(C)OCA (OCH AAL)	**Total Area**	**770**(493)	**770**(493)	**1210**(933)	**1210**(933)
	South of RWY 08/26	**770**(493)	**770**(493)	**1030**(753)	**1030**(753)

Rate of descent						
G/S KT	160	140	120	100	80
FT/MIN	840	740	630	530	420

AIRCRAFT UNABLE TO RECEIVE DME I-DD
As for main procedure except fly outbound for 2.5MIN (CAT A,B); 2MIN (CAT C,D) prior to procedure turn.

CHANGE (13/25): MAG VAR UPDATED. MAG HEADINGS.

AERO INFO DATE 14 OCT 25 AD 2-EGJJ-8-10

Instrument Approach Procedure Coding Tables

Jersey RNP RWY 08 - Instrument Approach Procedure via BAGIN

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
R08R	001	IF	BAGIN	N	-	-	2000	210	490611.97N 0022630.93W	IAF
R08R	002	TF	GIPTA	N	352° (352.7°)	RIGHT	2000	-	491109.26N 0022729.31W	IF / 10NM
R08R	003	TF	JJ08F	N	082° (082.7°)	-	2000	-	491145.21N 0022020.93W	FAF / 5.3NM
R08R	004	TF	RW08	Y	082° (082.7°)	-	-	-	491225.44N 0021221.94W	MAPt
R08R	005	TF	JJM01	N	082° (082.8°)	RIGHT	-	210	491255.54N 0020618.83W	-
R08R	006	TF	JJM02	N	172° (172.8°)	RIGHT	-	210	490758.14N 0020521.77W	-
R08R	007	TF	GAMDU	N	262° (262.9°)	LEFT	3000	210	490735.73N 0020953.69W	HOLD

Jersey RNP RWY 08 - Instrument Approach Procedure via GIPTA

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
R08C	002	IF	GIPTA	N	-	-	2000	-	491109.26N 0022729.31W	IAF / IF
R08C	003	TF	JJ08F	N	082° (082.7°)	-	2000	-	491145.21N 0022020.93W	FAF / 5.3NM
R08C	004	TF	RW08	Y	082° (082.7°)	-	-	-	491225.44N 0021221.94W	MAPt
R08C	005	TF	JJM01	N	082° (082.8°)	RIGHT	-	210	491255.54N 0020618.83W	-
R08C	006	TF	JJM02	N	172° (172.8°)	RIGHT	-	210	490758.14N 0020521.77W	-
R08C	007	TF	GAMDU	N	262° (262.9°)	LEFT	3000	210	490735.73N 0020953.69W	HOLD

Jersey RNP RWY 08 - Instrument Approach Procedure via LAPLI

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
R08L	001	IF	LAPLI	N	-	-	2000	210	491606.54N 0022827.89W	IAF
R08L	002	TF	GIPTA	N	172° (172.6°)	LEFT	2000	-	491109.26N 0022729.31W	IF / 10NM
R08L	003	TF	JJ08F	N	082° (082.7°)	-	2000	-	491145.21N 0022020.93W	FAF / 5.3NM
R08L	004	TF	RW08	Y	082° (082.7°)	-	-	-	491225.44N 0021221.94W	MAPt
R08L	005	TF	JJM01	N	082° (082.8°)	RIGHT	-	210	491255.54N 0020618.83W	-
R08L	006	TF	JJM02	N	172° (172.8°)	RIGHT	-	210	490758.14N 0020521.77W	-
R08L	007	TF	GAMDU	N	262° (262.9°)	LEFT	3000	210	490735.73N 0020953.69W	HOLD

CHANGE (13/25): MAG VAR UPDATED. MAG HEADINGS.
AERO INFO DATE 14 OCT 25

SBAS FAS Data Block Coding Data

Jersey RNP RWY 08

Input Data	
Parameters	**Values**
Operation Type	0
SBAS Provider	1
Airport Identifier	EGJJ
Runway	08
Runway Direction	0
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E08A
LTP/FTP Latitude	491225.4415N
LTP/FTP Longitude	0021221.9405W
LTP/FTP Ellipsoidal Height (metres)	131.3
FPAP Latitude	491232.4705N
Delta FPAP Latitude (seconds)	7.0290
FPAP Longitude	0021057.6920W
Delta FPAP Longitude (seconds)	84.2485
Threshold Crossing Height	52.0
TCH Units Selector	0
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	72
HAL (metres)	40.0
VAL (metres)	35.0

Output Data	
Data Block	10 0A 0A 07 05 08 00 00 01 38 30 05 C3 0C 1E 15 97 A1 0D FF 21 19 EA 36 00 31 92 02 08 02 2C 01 64 09 C8 AF E9 8E 19 0A
Calculated CRC Value	E98E190A

Additional Data	
Parameters	**Values**
ICAO Code	EG
LTP/FTP Orthometric Height (metres)	82.5
FPAP Orthometric Height (metres)	82.8

CHANGE (11/20): RNP REFERENCES ADDED.
AERO INFO DATE 06 JUL 20

Instrument Approach Procedure Coding Tables

Jersey RNP RWY 26 - Instrument Approach Procedure via TIDMA

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
R26R	001	IF	TIDMA	N	-	-	2000	210	491848.91N 0015610.21W	IAF
R26R	002	TF	NENRI	N	172° (172.8°)	RIGHT	2000	-	491351.56N 0015512.48W	IF / 10.5NM
R26R	003	TF	JJ26F	N	262° (262.8°)	-	2000	-	491311.86N 0020306.86W	FAF / 5.3NM
R26R	004	TF	RW26	Y	262° (262.8°)	-	-	-	491231.80N 0021105.66W	MAPt
R26R	005	TF	JJM03	N	262° (262.8°)	LEFT	-	210	491205.20N 0021623.35W	-
R26R	006	TF	JJM04	N	172° (172.7°)	LEFT	-	210	490709.36N 0021525.51W	-
R26R	007	TF	TIXON	N	082° (082.7°)	RIGHT	3000	210	490854.20N 0015414.90W	HOLD

Jersey RNP RWY 26 - Instrument Approach Procedure via NENRI

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
R26C	002	IF	NENRI	N	-	-	2000	-	491351.56N 0015512.48W	IAF / IF
R26C	003	TF	JJ26F	N	262° (262.8°)	-	2000	-	491311.86N 0020306.86W	FAF / 5.3NM
R26C	004	TF	RW26	Y	262° (262.8°)	-	-	-	491231.80N 0021105.66W	MAPt
R26C	005	TF	JJM03	N	262° (262.8°)	LEFT	-	210	491205.20N 0021623.35W	-
R26C	006	TF	JJM04	N	172° (172.7°)	LEFT	-	210	490709.36N 0021525.51W	-
R26C	007	TF	TIXON	N	082° (082.7°)	RIGHT	3000	210	490854.20N 0015414.90W	HOLD

Jersey RNP RWY 26 - Instrument Approach Procedure via TIXON

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
R26L	001	IF	TIXON	N	-	-	2000	210	490854.20N 0015414.90W	IAF
R26L	002	TF	NENRI	N	352° (352.8°)	LEFT	2000	-	491351.56N 0015512.48W	IF / 10.5NM
R26L	003	TF	JJ26F	N	262° (262.8°)	-	2000	-	491311.86N 0020306.86W	FAF / 5.3NM
R26L	004	TF	RW26	Y	262° (262.8°)	-	-	-	491231.80N 0021105.66W	MAPt
R26L	005	TF	JJM03	N	262° (262.8°)	LEFT	-	210	491205.20N 0021623.35W	-
R26L	006	TF	JJM04	N	172° (172.7°)	LEFT	-	210	490709.36N 0021525.51W	-
R26L	007	TF	TIXON	N	082° (082.7°)	RIGHT	3000	210	490854.20N 0015414.90W	HOLD

CHANGE (13/25): MAG VAR UPDATED. MAG HEADINGS.

AERO INFO DATE 14 OCT 25

SBAS FAS Data Block Coding Data

Jersey RNP RWY 26

Input Data	
Parameters	**Values**
Operation Type	0
SBAS Provider	1
Airport Identifier	EGJJ
Runway	26
Runway Direction	0
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E26A
LTP/FTP Latitude	491231.8010N
LTP/FTP Longitude	0021105.6645W
LTP/FTP Ellipsoidal Height (metres)	131.6
FPAP Latitude	491224.8745N
Delta FPAP Latitude (seconds)	-6.9265
FPAP Longitude	0021228.7365W
Delta FPAP Longitude (seconds)	-83.0720
Threshold Crossing Height	52.0
TCH Units Selector	0
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	136
HAL (metres)	40.0
VAL (metres)	35.0

Output Data	
Data Block	10 0A 0A 07 05 1A 00 00 01 36 32 05 72 3E 1E 15 7F F5 0F FF 24 19 E3 C9 FF 00 77 FD 08 02 2C 01 64 11 C8 AF E8 4E 4A F9
Calculated CRC Value	E84E4AF9

Additional Data	
Parameters	**Values**
ICAO Code	EG
LTP/FTP Orthometric Height (metres)	82.8
FPAP Orthometric Height (metres)	82.5

CHANGE (11/20): RNP REFERENCES ADDED.
AERO INFO DATE 06 JUL 20

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

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

EGNM AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Stands 1 to 23 are marked for nose-in guidance with marshaller. Stands 15 to 18R are MARS (Multi Access Ramp System) stands.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 14/32: Runway designation, runway centre-line, runway threshold, fixed distance and touchdown and zone markings. Runway side stripes. 32 Turning 'D' is not equipped with centre-line taxiway lights. Pilots to exercise caution when manoeuvring.
3	Stop bars and runway guard lights (if any)	Stop Bars located at Holding Points A1, B, C, D1, D2, D3, E1, E2, F1, L1, N1, N2 and N3. Stop Bars at Runway Holding Points (A1, B, D1, E1, E2, F1, L1, N1) are in operation H24.
4	Other runway protection measures	
5	Remarks	Taxiway Alpha restricted to aircraft of wingspan not exceeding 36 M. Taxiway November between November 3 and November 4 restricted to aircraft of wingspan not exceeding 36 M. Taxiway Delta restricted to aircraft of wingspan not exceeding 61 M. Taxiway Foxtrot south of the junction with Taxiway Golf is restricted to aircraft of wingspan not exceeding 18.5 M. Through traffic between Taxiways Foxtrot and Golf is restricted to aircraft of wingspan not exceeding 18.5 M. Taxiways Foxtrot and Mike not available at night. LGTD WDI - 535140.92N 0013921.61W, 535214.26N 0013955.54W.

EGNM AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGNM1270) 14/APPROACH 32/ TAKE-OFF	TREE	535337.11N 0014151.09W	936 FT	22 FT	No	
(EGNM1183) 14/APPROACH 32/ TAKE-OFF	TREE	535336.63N 0014204.64W	932 FT	64 FT	No	
(EGNM1269) 14/APPROACH 32/ TAKE-OFF	BUILDING	535336.33N 0014149.36W	931 FT	11 FT	No	
(EGNM1190) 14/APPROACH 32/ TAKE-OFF	WALL	535336.26N 0014143.20W	914 FT	5 FT	No	
(EGNM4425) 14/APPROACH 32/ TAKE-OFF	TREE	535335.18N 0014151.82W	949 FT	33 FT	No	
(EGNM1266) 14/APPROACH 32/ TAKE-OFF	OBS BEACON	535334.51N 0014151.86W	935 FT	24 FT	No	
(EGNM1253) 32/TAKE-OFF	POLE	535330.51N 0014124.62W	874 FT	24 FT	No	Close-in Obstacle
(EGNM3920) 32/TAKE-OFF	TREE	535327.74N 0014118.12W	867 FT	28 FT	No	Close-in Obstacle
(EGNM3922) 32/TAKE-OFF	TREE	535327.46N 0014118.21W	862 FT	26 FT	No	Close-in Obstacle
(EGNM3924) 32/TAKE-OFF	TREE	535327.24N 0014118.28W	863 FT	30 FT	No	Close-in Obstacle
(EGNM4434) 14/APPROACH 32/ TAKE-OFF	UTILITY POLE	535326.88N 0014201.45W	884 FT	48 FT	No	
(EGNM3926) 32/TAKE-OFF	TREE	535326.61N 0014118.32W	862 FT	35 FT	No	Close-in Obstacle
(EGNM4762) 14/APPROACH 32/ TAKE-OFF	UTILITY POLE	535326.44N 0014150.35W	888 FT	49 FT	No	

AERODROME CHART - ICAO

ARP 535158N 0013939W

AD ELEV 682FT

LEEDS BRADFORD
EGNM

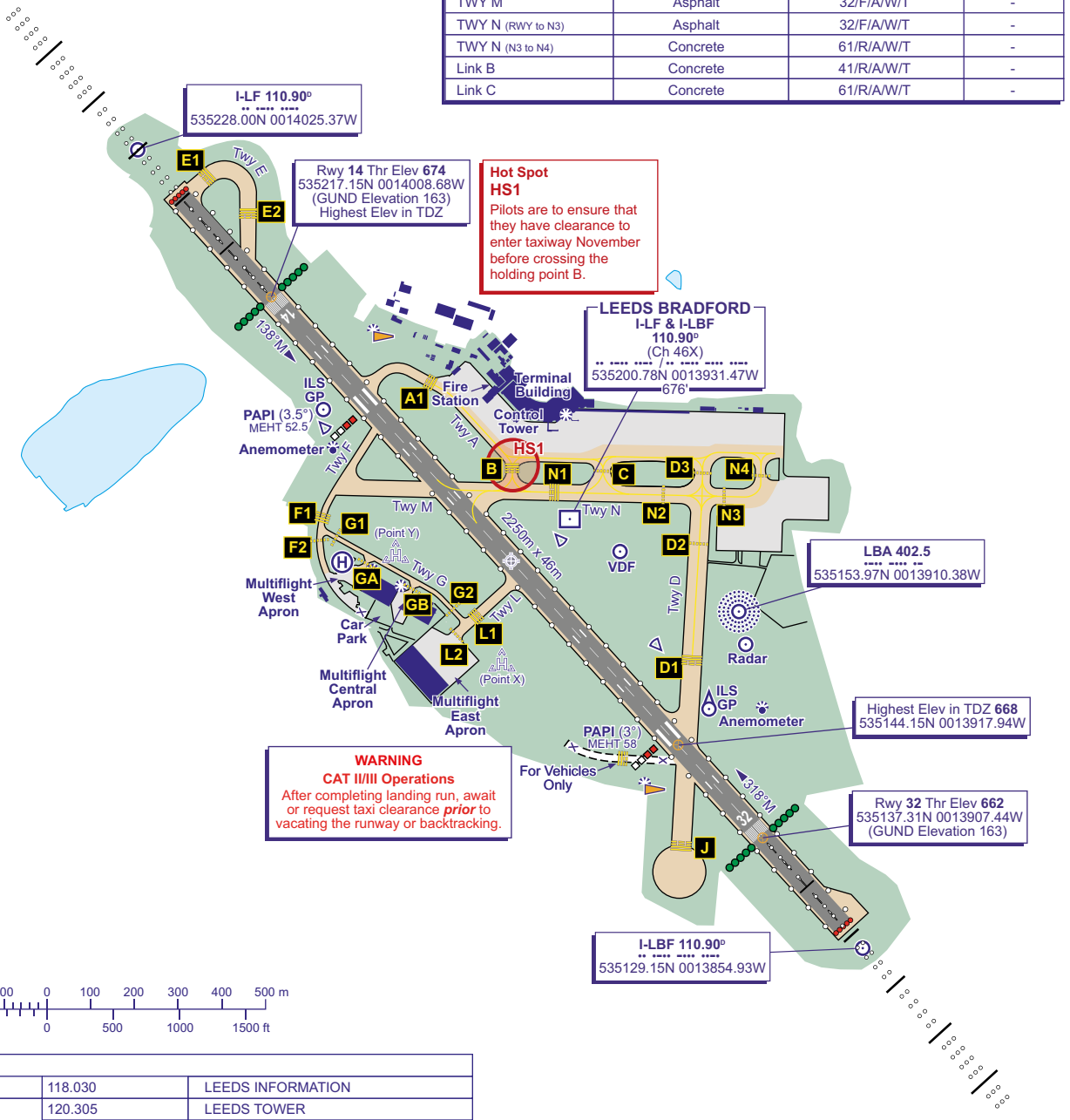
GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Elipsoid (WGS 84) at the stated position.
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET
ELEVATIONS IN FEET AMSL **682**

VAR 0.3°W - 2022

N

Annual Rate of Change 0.21°E

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	**SURFACE**	**BEARING STRENGTH**	**ELEVATION**
RWY 14/32	Grooved Concrete	51/R/B/W/T	-
Main Apron	Concrete	61/R/A/W/T	662 ft amsl
TWY A (RWY to B)	Concrete	41/R/A/W/T	-
TWY A (B to eastern end)	Concrete	61/R/A/W/T	-
TWY D	Concrete	59/R/D/X/T	-
TWY E	Concrete	51/R/B/W/T	-
TWY F & G	Asphalt	32/F/A/W/U	-
TWY L	Concrete	59/F/D/X/T	-
TWY M	Asphalt	32/F/A/W/T	-
TWY N (RWY to N3)	Asphalt	32/F/A/W/T	-
TWY N (N3 to N4)	Concrete	61/R/A/W/T	-
Link B	Concrete	41/R/A/W/T	-
Link C	Concrete	61/R/A/W/T	-



COM		
ATIS	118.030	LEEDS INFORMATION
TWR	120.305	LEEDS TOWER
	121.805	LEEDS DELIVERY
	121.600	LEEDS FIRE

LIGHTING	
THR 14/32	HI green with HI W bars.
RWY 14/32	HI flush bi-d edge with LI omni-d component. HI colour coded C/L. End lights red. TDZ 900 m (RWY 32 only).
TWY	Stop Bars Holds A1, B, D1, D2, D3, E1, E2, F1, L1, N1, N2 & N3. Yellow/Green CL at exits B, C, D3, E1, E2, L & 14 Loop. Blue edge colour coded via D3, B, C, E1, E2 & L exits.

CHANGE (13/25): APRON EXTENDED.

AERO INFO DATE 01 OCT 25

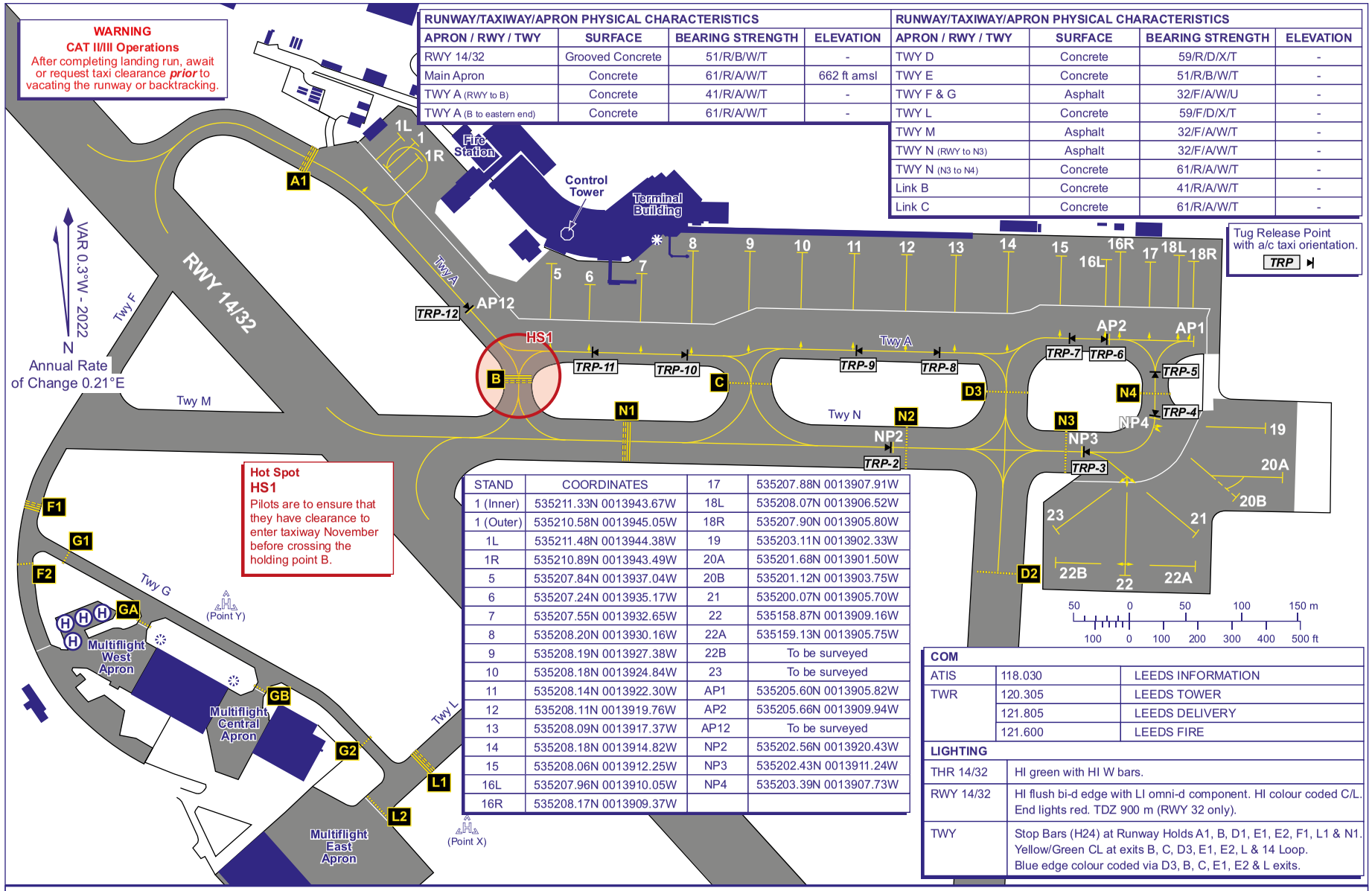
AD 2-EGNM-2-1

AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 535158N 0013939W

AD ELEV 682FT

LEEDS BRADFORD
EGNM



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	BEARING STRENGTH	ELEVATION
RWY 14/32	Grooved Concrete	51/R/B/W/T	-
Main Apron	Concrete	61/R/A/W/T	662 ft amsl
TWY A (RWY to B)	Concrete	41/R/A/W/T	-
TWY A (B to eastern end)	Concrete	61/R/A/W/T	-

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	BEARING STRENGTH	ELEVATION
TWY D	Concrete	59/R/D/X/T	-
TWY E	Concrete	51/R/B/W/T	-
TWY F & G	Asphalt	32/F/A/W/U	-
TWY L	Concrete	59/F/D/X/T	-
TWY M	Asphalt	32/F/A/W/T	-
TWY N (RWY to N3)	Asphalt	32/F/A/W/T	-
TWY N (N3 to N4)	Concrete	61/R/A/W/T	-
Link B	Concrete	41/R/A/W/T	-
Link C	Concrete	61/R/A/W/T	-

STAND	COORDINATES		
1 (Inner)	535211.33N 0013943.67W	17	535207.88N 0013907.91W
1 (Outer)	535210.58N 0013945.05W	18L	535208.07N 0013906.52W
1L	535211.48N 0013944.38W	18R	535207.90N 0013905.80W
1R	535210.89N 0013943.49W	19	535203.11N 0013902.33W
5	535207.84N 0013937.04W	20A	535201.68N 0013901.50W
6	535207.24N 0013935.17W	20B	535201.12N 0013903.75W
7	535207.55N 0013932.65W	21	535200.07N 0013905.70W
8	535208.20N 0013930.16W	22	535158.87N 0013909.16W
9	535208.19N 0013927.38W	22A	535159.13N 0013905.75W
10	535208.18N 0013924.84W	22B	To be surveyed
11	535208.14N 0013922.30W	23	To be surveyed
12	535208.11N 0013919.76W	AP1	535205.60N 0013905.82W
13	535208.09N 0013917.37W	AP2	535205.66N 0013909.94W
14	535208.18N 0013914.82W	AP12	To be surveyed
15	535208.06N 0013912.25W	NP2	535202.56N 0013920.43W
16L	535207.96N 0013910.05W	NP3	535202.43N 0013911.24W
16R	535208.17N 0013909.37W	NP4	535203.39N 0013907.73W

COM		
ATIS	118.030	LEEDS INFORMATION
TWR	120.305	LEEDS TOWER
	121.805	LEEDS DELIVERY
	121.600	LEEDS FIRE

LIGHTING	
THR 14/32	HI green with HI W bars.
RWY 14/32	HI flush bi-d edge with LI omni-d component. HI colour coded C/L. End lights red. TDZ 900 m (RWY 32 only).
TWY	Stop Bars (H24) at Runway Holds A1, B, D1, E1, E2, F1, L1 & N1. Yellow/Green CL at exits B, C, D3, E1, E2, L & 14 Loop. Blue edge colour coded via D3, B, C, E1, E2 & L exits.

CHANGE (13/25): AP12 ADDED. STANDS 21, 22A, 22, 22B, 23 ADDED/REVISED. APRON EXTENDED.

EGCM — LEEDS EAST

EGCM AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGCM — LEEDS EAST

EGCM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 535004N Long: 0011144W Intersection of runways.
2	Direction and distance from city	4 NM SW of York.
3	Elevation / Reference temperature / Mean Low Temperature	29 FT / 21 °C / -
4	Geoid undulation at AD ELEV PSN	158 FT
5	Magnetic Variation / Annual Change	0.09°W (2022) / 0.21°E
6	AD Administration Address Telephone E-mail address Web address	MAKIN ENTERPRISES Leeds East Airport, Busk Lane, Church Fenton, North Yorkshire, LS24 9SE. 01937-534197 (Ops/Fuel) 07541-226316 (Ops - Mobile) ops@leedseastairport.co.uk www.leedseastairport.co.uk
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGCM AD 2.3 OPERATIONAL HOURS

1	AD Administration	0800-1800 (0700-1700). Extensions 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	H24
9	Handling	As AD hours.
10	Security	H24
11	De-icing	
12	Remarks	This aerodrome is PPR.

EGCM AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Forklifts available through Ops, prior notice required.
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL, F34 Oil by prior arrangement. W80, W100, W100+, S80, S100, 15/50.
3	Fuelling facilities/capacity	AVTUR capacity 42,000 LT and self service pump available. AVGAS capacity 15,000 LT and self service pump available. Jet F34 Bowser 16,000 LT.
4	De-icing facilities	
5	Hangar space for visiting aircraft	Yes. Subject to prior arrangement.
6	Repair facilities for visiting aircraft	
7	Remarks	

EGCM AD 2.5 PASSENGER FACILITIES

1	Hotels	In vicinity. Preferential rates available.
2	Restaurants	Cafe. VIP and executive catering by arrangement.
3	Transportation	Buses, taxis, car hire and limousines. Nearest railway stations: Church Fenton or Uleskelf.
4	Medical facilities	Limited first aid treatment.

5	Bank and Post Office	Village 1 mile.
6	Tourist Office	
7	Remarks	

EGCM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A2 Mon-Sun. RFF Category A3 Accepted under remission.
2	Rescue equipment	One 4x4 Foam Tender.
3	Capability for removal of disabled aircraft	In the event of an incident, light aircraft can be removed using airport resources. Large aircraft can be removed using outside sources, in conjunction with aircraft operators. Contact 01937-534197.
4	Remarks	

EGCM AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	
2	Clearance priorities	
3	Remarks	Latest information from Operations Tel: 01937-534194 Ext 3.

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

1	Apron surface and strength	APRON Surface: Concrete and asphalt PCN 45/F/C/X/U
2	Taxiway width, surface and strength	Taxiway ALPHA: 15 M Surface: Asphalt PCN 26/F/B/X/U Taxiway BRAVO: 15 M Surface: Asphalt PCN 20/F/C/X/U Taxiway ECHO: 15 M Surface: Asphalt PCN 20/F/C/Z/U Taxiway FOXTROT: 15 M Surface: Asphalt PCN 8/F/C/X/U
3	Altimeter checkpoint location and elevation	Main Apron 29 FT
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGCM 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	Marshalling on request.
2	Runway and taxiway markings and lighting	Taxiway marking aid(s): Yellow centre-line, taxiway holding position; Holding point A1, threshold of Runway 06. Holding point B1, threshold of Runway 24.
3	Stop bars and runway guard lights (if any)	
4	Other runway protection measures	
5	Remarks	Wind direction indicator. Illuminated windsock.

EGCM 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)1937-534197.
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) All aircraft should avoid flying over local villages.
f) **Runway 06** - Circuit pattern:

i. **Take-off**

Turn left as son as practicable to do so and establish on track to clear the village of Ryther (060 degrees, 2 NM). If remaining in the circuit, ensure that crosswind and downwind track is to the north of the villages Bolton Percy and Appleton Roebuck. It is acceptable to maintain a track between the two villages following the railway line.

ii. **Landing**

Maintain the downwind leg north of the villages Bolton Percy, Appleton Roebuck and Ulleskelf to avoid overflying. No low approaches over the village of Church Fenton. Remain north of the railway line.

g) **Runway 24** - Circuit pattern:

i. **Take-off**

Turn right as soon as practicable to do so and establish a westerly track to avoid overflying the village of Church Fenton. If remaining in the circuit ensure that the crosswind and downwind track is to the north of the villages Ulleskelf, Bolton Percy and Appleton Roebuck. Remain north of the railway line. It is acceptable to turn on base leg between the two villages following the railway line south bound (performance permitting).

ii. **Landing**

Ensure base leg remains clear of the villages Bolton Percy and Appleton Roebuck and if performance permits off set final approach to avoid the village of Ryther. Offset approach does not apply to aircraft on the RNP approach.

EGCM AD 2.22 FLIGHT PROCEDURES

1 CIRCUIT PROCEDURES

a) Aircraft taking off, 'going around' or making 'touch and go' landings may be subject to noise procedures as instructed by Tower.
b) Circuit direction: Runway 24 right hand; Runway 06 left hand.
c) Fixed wing circuit height 1000 FT QFE.
d) Helicopters circuit height 700 FT QFE.

2 VFR FLIGHTS

a) Arrival Procedures

i. The arrival procedure for traffic arriving at Leeds East Airport (LEA) will be via VFR reporting points not below 1500 FT AAL.

b) Departure Procedures

i. VFR departures will follow noise abatement then climb on track avoiding inbound VRP's.
ii. All departing and arriving aircraft should avoid overflying villages on the downwind leg. See AD 2.21.

3 VFR DEPARTURES JOINING AIRWAYS IFR

a) Subject to controller workload, expect to be controlled by either Scottish Control or Leeds Radar as appropriate.
b) Ops can obtain clearances from the relevant agency on aircraft start-up.
c) Commanders are reminded that LBA CAS exists between LEA and Pole Hill (FL85 and below) - Southerly departures file via UPTON avoiding LBA CAS.

4 PROCEDURES FOR INBOUND AND OUTBOUND AIRCRAFT

a) All IFR traffic are to include EGCMZTZX as a flight plan addressee.

5 INSTRUMENT APPROACH PROCEDURES (IAP)

a) RNP Instrument Approach Procedures at LEA are established in Class G airspace and no approach control service is provided.
b) All IAPs must have a pre-booked approach time slot from LEA Operations on 01937-534197 which must be adhered to maintain separation.
c) Initial airborne requests for a procedure slot not accepted, unless in an emergency.
d) LEA Operations will provide a briefing document relating to the IAP. Pilots are to abide by the procedures in the briefing document when executing the IAP.
e) For an IVGOB IAF join, permission to transit LBA CAS is required from Leeds Approach.
f) Squawk 5077 when using EGCM RNP Approach.
g) Pilot Brief can be found on LEA website (www.leedseastairport.co.uk) for procedures and bookings.

6 VISUAL REFERENCE POINTS (VRP)

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

EGCM AD 2.23 ADDITIONAL INFORMATION

Not applicable.

EGCM AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGCM-2-1
INSTRUMENT APPROACH CHART RNP RWY 06 (CAT A.B,C) - ICAO
AD 2.EGCM-8-1
INSTRUMENT APPROACH CHART RNP RWY 24 (CAT A,B,C) - ICAO
AD 2.EGCM-8-2
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 06
AD 2.EGCM-8-3
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 24
AD 2.EGCM-8-4

EGCM AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

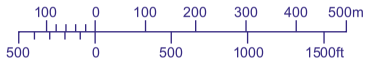
AERODROME CHART - ICAO

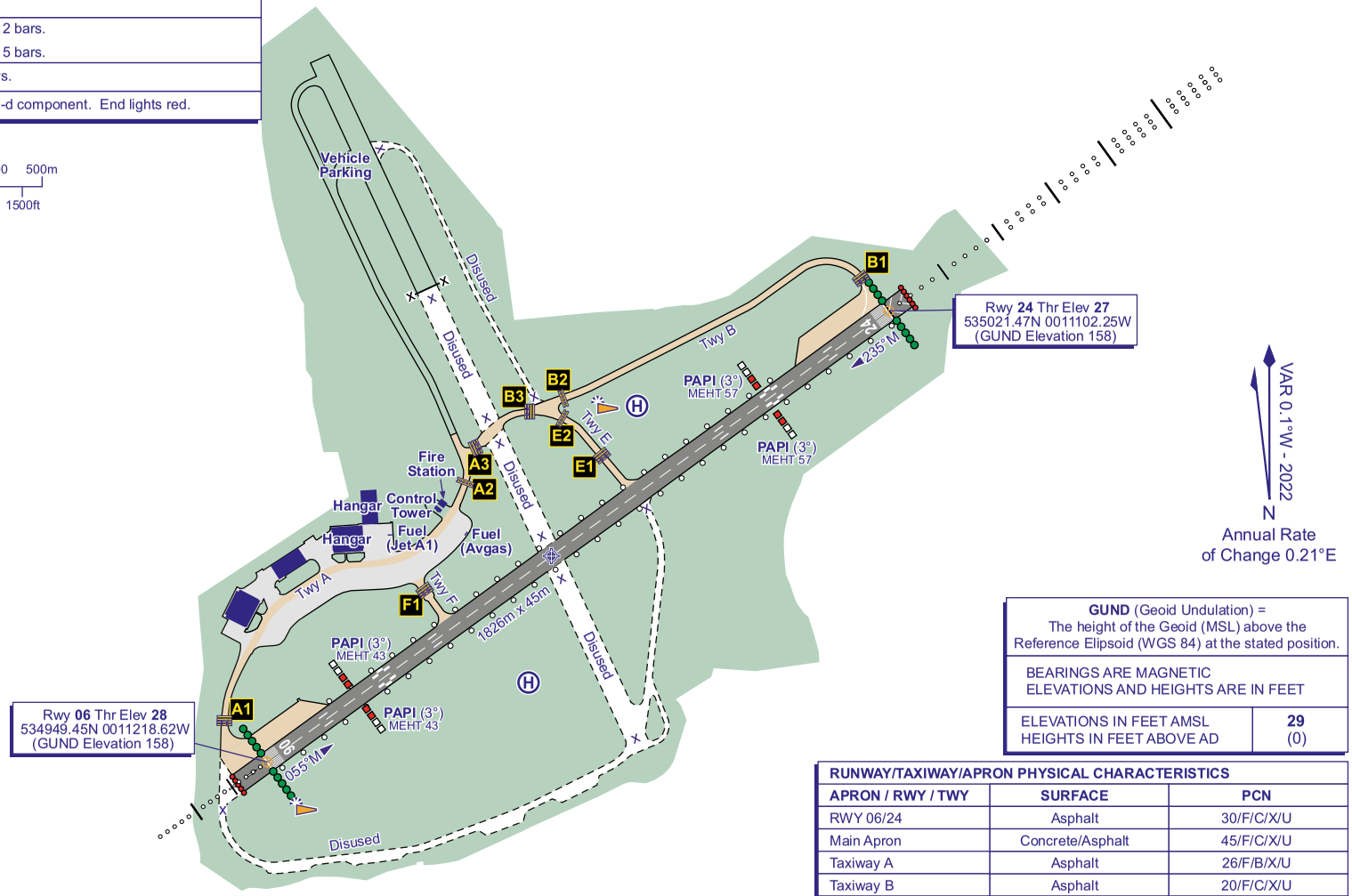
ARP 535004N 0011144W

AD ELEV 29FT

LEEDS EAST
EGCM

COM		
A/G	120.710	FENTON RADIO
LIGHTING		
APCH 06	300m HI coded C/L with 2 bars.	
APCH 24	900m HI coded C/L with 5 bars.	
THR 06/24	HI green bi-d with W bars.	
RWY 06/24	Elev HI bi-d with LI omni-d component. End lights red.	





VAR 0.1°W - 2022

N

Annual Rate of Change 0.21°E

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	**29** (0)

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	**SURFACE**	**PCN**
RWY 06/24	Asphalt	30/F/C/X/U
Main Apron	Concrete/Asphalt	45/F/C/X/U
Taxiway A	Asphalt	26/F/B/X/U
Taxiway B	Asphalt	20/F/C/X/U
Taxiway E	Asphalt	20/F/C/Z/U
Taxiway F	Asphalt	8/F/C/X/U

CHANGE (13/25): BUILDINGS REVISED. FUEL STORAGE ADDED. 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	The Taxiway adjacent to the Signal Square is encroached upon by a fence, reducing the strip width to 10.35 M.

EGBG AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

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EGBG AD 2.10 AERODROME OBSTACLES

INTENTIONALLY BLANK

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	

EGBG 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
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EGBG AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Use of aerodrome outside operational hours is strictly PPR.
b) Use of aerodrome for night flying on Tuesday and Thursday is PPR
c) Asphalt parking area on the runway is not to be used while runway 15/33 is in use. Alternative parking will be available on the grass at the side of the tower or on the hard standings to the rear of the control tower.

2 GROUND MOVEMENT

Not applicable

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) Grass runways and taxiway are subject to waterlogging, especially in winter, and may be closed without notice for long periods.
b) Helicopter hover training takes place on the grass between the grass runways, and on the grass runways when not in use.
c) High ground 727 FT AMSL, 061°T, 3.9 NM from ARP.
d) Church 580 FT AMSL, 049°T, 1.5 NM from ARP.
e) The Taxiway adjacent to the Signal Square is encroached upon by a fence, reducing the strip width to 10.35 M.

5 HELICOPTER OPERATIONS

a) On the H in the centre of the grass triangle.
b) No run on landings are to be made on the grass runways.

6 USE OF RUNWAYS

Not applicable

7 TRAINING

Not applicable

EGBG AD 2.21 NOISE ABATEMENT PROCEDURES

a) Avoid overflying local villages.

EGBG AD 2.22 FLIGHT PROCEDURES

1 CIRCUITS

a) Fixed wing circuits left hand on Runways 10, 33, 22, 34 and 24. Fixed wing circuits right hand on Runways 28, 15, 04, 16 and 06.
b) The standard overhead join is preferred for fixed wing.
c) Fixed wing circuits will be at 1000 FT QFE.
d) Helicopter circuits are to the left on runways 28, 15, 04, 16 and 06. Helicopter Circuits are to the right on runways 10, 33, 22, 34 and 24.
e) Helicopter circuits will be at 700 ft QFE.
f) The standard fix wing join is overhead. Aircraft should not descend below 1200 FT QFE on the deadside due to the helicopter circuit below at 700 FT QFE. Helicopters will join their circuit downwind.

EGBG AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGBG AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGBG-2-1

EGBG AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

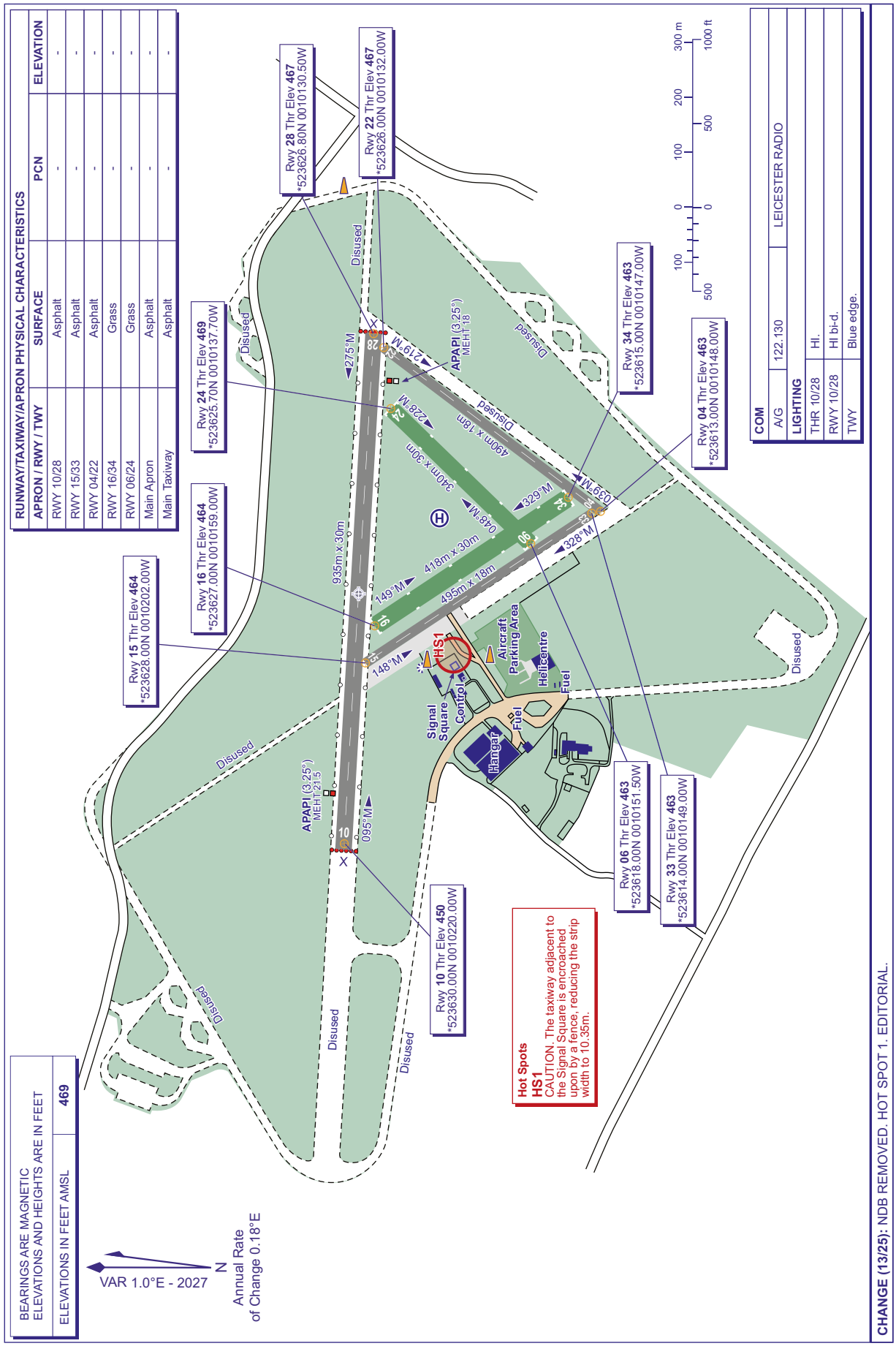
Not applicable

LEICESTER EGBG

AERODROME CHART - ICAO

ARP 523628N 0010155W

AD ELEV 469FT



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Standard Instrument Departure Coding Tables

London City Runway 09 BPK 1H

Designator	Sequence Number	Path Term-inator	Waypoint Name	Waypoint Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
BPK 1H	001	CF	LCE01	513014.67N 0000529.91E	Y	092° (092.9°)	0.6	1.1	LEFT	+570	-200	RNAV1
BPK 1H	002	DF	LCN03	513448.85N 0000347.24E	N	-	0.6	-	-	3000	-200	RNAV1
BPK 1H	003	TF	BPK	514459.05N 0000624.25W	N	328° (328.1°)	0.6	12.0	-	3000	-250	RNAV1

London City Runway 09 SAXBI 1H

Designator	Sequence Number	Path Term-inator	Waypoint Name	Waypoint Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
SAXBI 1H	001	CF	LCE01	513014.67N 0000529.91E	Y	092° (092.9°)	0.6	1.1	LEFT	+570	-200	RNAV1
SAXBI 1H	002	DF	LCN03	513448.85N 0000347.24E	N	-	0.6	-	-	3000	-200	RNAV1
SAXBI 1H	003	TF	BPK	514459.05N 0000624.25W	N	328° (328.1°)	0.6	12.0	LEFT	3000	-250	RNAV1
SAXBI 1H	004	TF	SAXBI	514504.03N 0001113.77W	N	271° (271.6°)	0.6	3.0	-	3000	-	RNAV1

CHANGE (13/22): PAGE NUMBER REVISED.
AERO INFO DATE 10 OCT 22

Standard Instrument Departure Coding Tables

London City Runway 09 ODUKU 1H

Designator	Sequence Number	Path Term-inator	Waypoint Name	Waypoint Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
ODUKU 1H	001	CF	LCE01	513014.67N 0000529.91E	Y	092° (092.9°)	0.6	1.1	LEFT	+570	-210	RNAV1
ODUKU 1H	002	CF	LCE02	513316.42N 0000950.44E	N	024° (024.8°)	0.6	-	RIGHT	3000	-210	RNAV1
ODUKU 1H	003	TF	ODUKU	513531.78N 0001715.47E	N	063° (063.9°)	0.6	5.1	-	3000	-250	RNAV1

London City Runway 27 ODUKU 1A

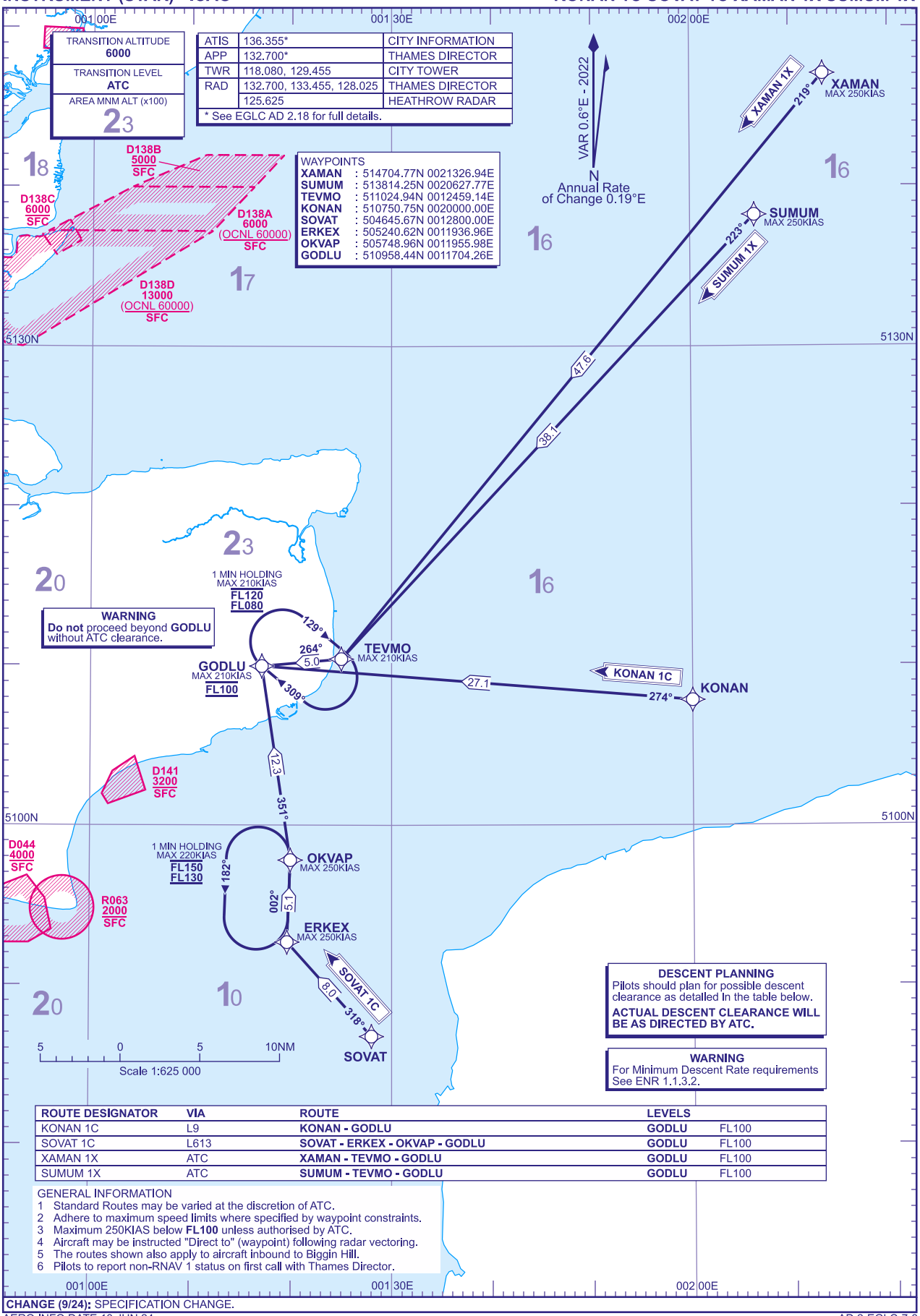
Designator	Sequence Number	Path Term-inator	Waypoint Name	Waypoint Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
ODUKU 1A	001	CF	LCW01	513024.40N 0000020.78E	Y	272° (272.9°)	0.6	1.5	RIGHT	+1102	-210	RNAV1
ODUKU 1A	002	DF	LCN02	513408.09N 0000016.11W	N	-	0.6	-	-	3000	-210	RNAV1
ODUKU 1A	003	TF	LCE04	513619.70N 0001222.73E	N	074° (074.4°)	0.6	8.2	RIGHT	3000	-250	RNAV1
ODUKU 1A	004	TF	ODUKU	513531.78N 0001715.47E	N	104° (104.7°)	0.6	3.1	-	3000	-250	RNAV1

CHANGE (13/25): ODUKU 1H WAYPOINT LCE01 COORDINATE CORRECTION. ODUKU 1A WAYPOINT ODUKU TURN DIRECTION REMOVED.
AERO INFO DATE 15 OCT 25

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

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

LONDON CITY
RWY 09/27
KONAN 1C SOVAT 1C XAMAN 1X SUMUM 1X



ROUTE DESIGNATOR	VIA	ROUTE	LEVELS	
KONAN 1C	L9	KONAN - GODLU	GODLU	FL100
SOVAT 1C	L613	SOVAT - ERKEX - OKVAP - GODLU	GODLU	FL100
XAMAN 1X	ATC	XAMAN - TEVMO - GODLU	GODLU	FL100
SUMUM 1X	ATC	SUMUM - TEVMO - GODLU	GODLU	FL100

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Maximum 250KIAS below **FL100** unless authorised by ATC.
4 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
5 The routes shown also apply to aircraft inbound to Biggin Hill.
6 Pilots to report non-RNAV 1 status on first call with Thames Director.

CHANGE (9/24): SPECIFICATION CHANGE.

AERO INFO DATE 13 JUN 24

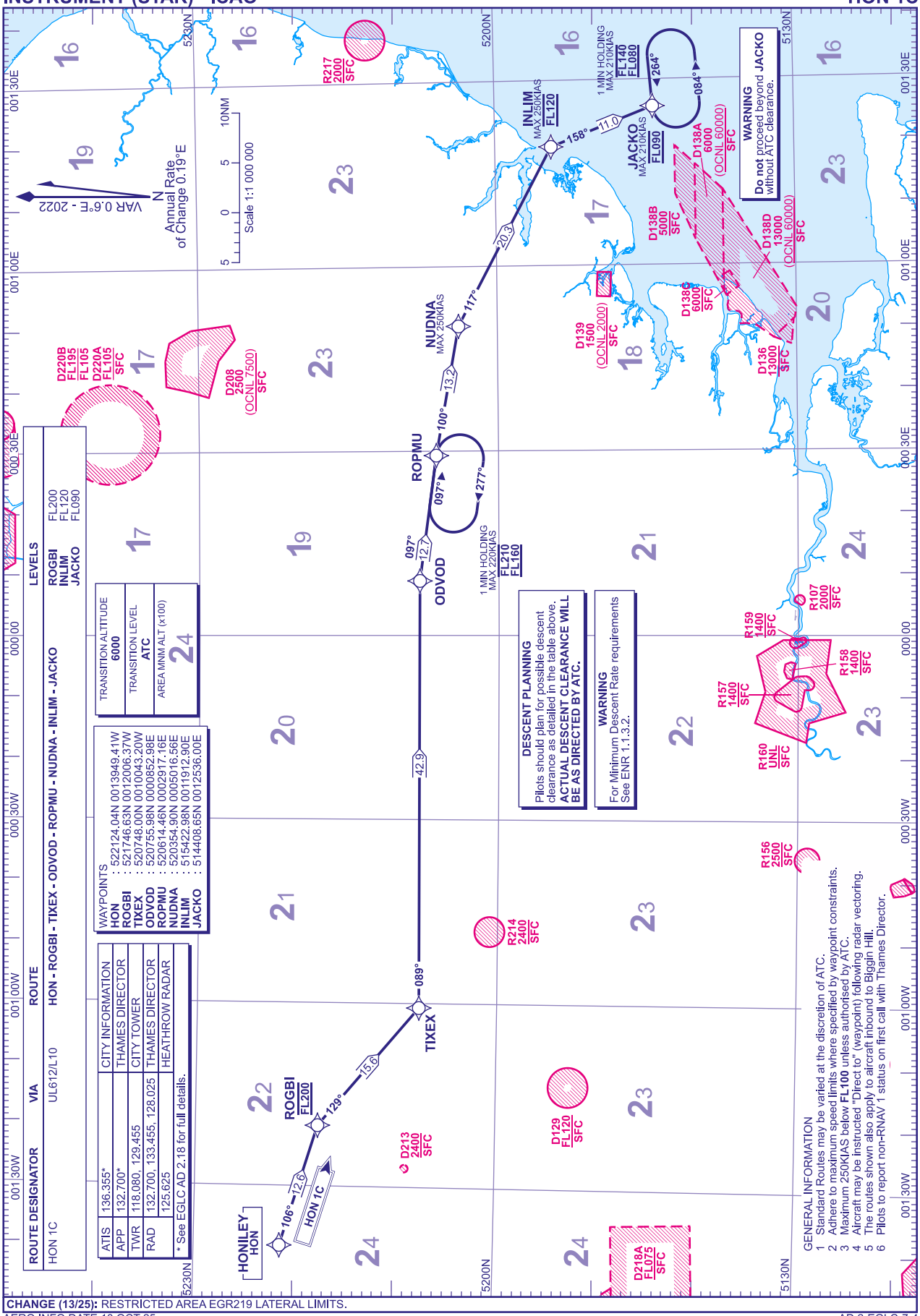
AD 2-EGLC-7-3

I

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

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

LONDON CITY
RWY 09/27
HON 1C



CHANGE (13/25): RESTRICTED AREA EGR219 LATERAL LIMITS.

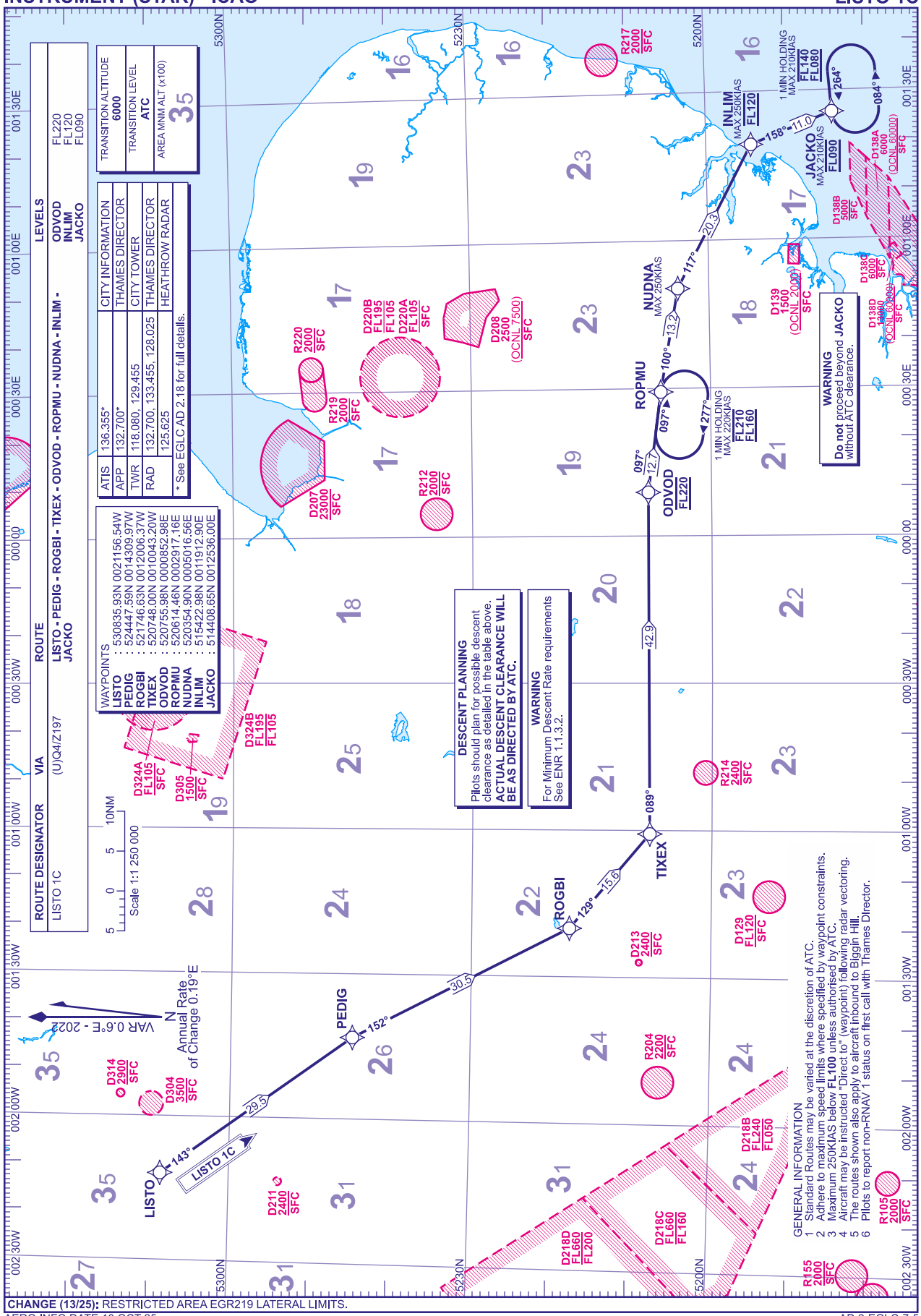
AERO INFO DATE 10 OCT 25

AD 2-EGLC-7-4

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

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

LONDON CITY
RWY 09/27
LISTO 1C



CHANGE (13/25): RESTRICTED AREA EGR219 LATERAL LIMITS.

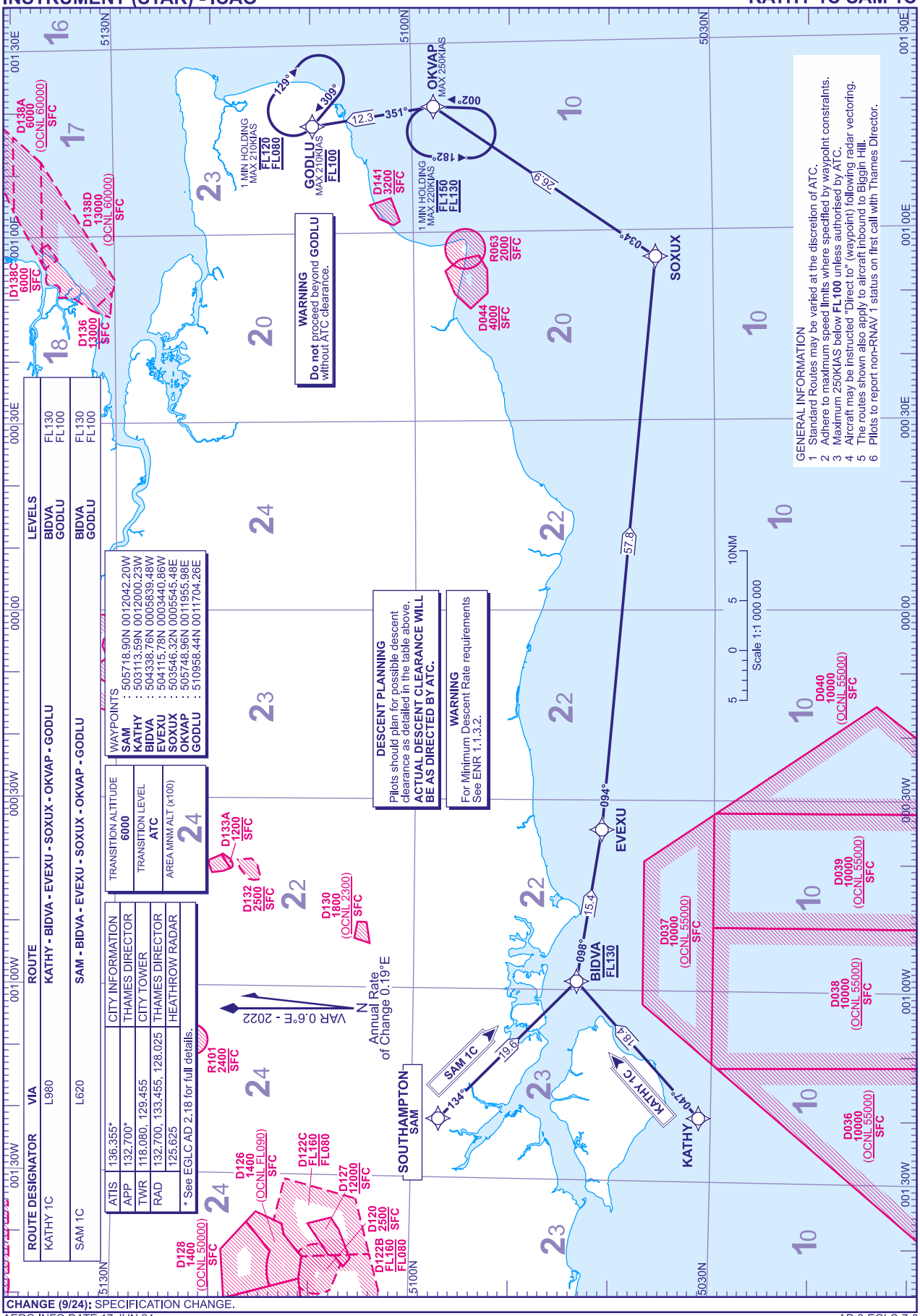
AERO INFO DATE 10 OCT 25

AD 2-EGLC-7-5

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

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

LONDON CITY
RWY 09/27
KATHY 1C SAM 1C



CHANGE (9/24): SPECIFICATION CHANGE.
AERO INFO DATE 17 JUN 24

AD 2-EGLC-7-6

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 yellow on black 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. RETILs see EGKK AD 2.20-6. 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. RETILs see EGKK AD 2.20-6. 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	

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. →
	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. →
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. →
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. →

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		
26R	Centreline with one crossbar. 420 M Light intensity high	Green Light intensity high With green wingbars. Runway Threshold Identification Lights (RTILS) - 2 synchronised flashing white lights, one at each end of the THR bar. Visible in the approach sector only.	PAPI /3° 68 FT 425 M			HI flush bi-directional 60 M spacing, with LI omni-directional component	Red		

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
08R	Coded centreline with five crossbars. Supplementary lighting inner 300 M. 914 M Light intensity high	Green Light intensity high With green wingbars	PAPI Right/3° 68 FT 428 M	Light intensity high 893 M	Colour coded 15 M spacing Light intensity high	HI flush bi-directional 60 M spacing, first 393 M from RWY end showing red to displaced landing THR	Red	74 M beyond RWY end lights Red	Approach: Rapid Exit Taxiway Indicator Lights (RETILs) installed on the first and second Rapid Exit Taxiways (RETs) for Runway 08R/26L. They provide a 3-2-1 countdown pattern of amber lights to enable pilots to locate the nearest RET and apply braking action for a more efficient roll-out and runway exit speed.
26L	Coded centreline with five crossbars. Supplementary lighting inner 300 M. 914 M Light intensity high	Green Light intensity high With green wingbars	PAPI /3° 69 FT 438 M	Light intensity high 893 M	Colour coded 15 M spacing Light intensity high	HI flush bi-directional 60 M spacing, first 267 M from RWY end showing red to displaced landing THR	Red	62 M beyond RWY end lights Red	Approach: Rapid Exit Taxiway Indicator Lights (RETILs) installed on the first and second Rapid Exit Taxiways (RETs) for Runway 08R/26L. They provide a 3-2-1 countdown pattern of amber lights to enable pilots to locate the nearest RET and apply braking action for a more efficient roll-out and runway exit speed.

EGKK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	Anemometer: 510843.36N 0001206.75W (LGTD) - 510856.23N 0001034.04W (LGTD).
3	TWY edge and centre line lighting	CL: Green centre-line lighting with selective switching on all taxiway routes except Taxiway Yankee. EDGE: Taxiway Yankee has blue edge lights.
4	Secondary power supply/switch-over time	Yes - CAT I/II/III. 1 second.
5	Remarks	Apron floodlighting. Obstacle lighting.

EGKK AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	
2	TLOF and/or FATO elevation	
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	
4	True BRG of FATO	
5	Declared distance available	
6	APP and FATO lighting	
7	RMK	See AD 2.20, Section 5.

EGKK AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
LONDON GATWICK CTR 511258N 0001129W - 511200N 0000341E thence clockwise by the arc of a circle radius 10 NM centred on 510853N 0001125W to 510550N 0000342E - 510240N 0001923W thence clockwise by the arc of a circle radius 8 NM centred on 510853N 0001125W to 511118N 0002332W - 511258N 0001129W	Upper limit: 2500 FT ALT Lower limit: SFC	D	GATWICK DIRECTOR English	6000 FT		See AD 2.EGKK-4-1, AD 2.EGKK-4-2 and EGKR AD 2.22, Section (3) for details of Redhill Local Flying Area. 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 GATWICK ATZ A circle, 2.5 NM radius, centred at 510853N 0001125W on longest notified runway (08R/26L)	Upper limit: 2000 FT AGL Lower limit: SFC	D	GATWICK DIRECTOR English	6000 FT		See AD 2.EGKK-4-1, AD 2.EGKK-4-2 and EGKR AD 2.22, Section (3) for details of Redhill Local Flying Area.

EGKK AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	GATWICK DIRECTOR	118.950 When instructed by ATC. DOC 25 NM/ 10,000 FT.			H24	ATZ hours coincident with Approach hours.
		121.500 Emergency frequency O/R.			H24	
		126.825 DOC 45 NM/ 24,500 FT.			H24	
		129.025 When instructed by ATC. DOC 45 NM/ 24,500 FT.			H24	
TWR	GATWICK DELIVERY	121.955 Ground Movement Planning. Departing aircraft are to make initial call to 'Gatwick Delivery' on this frequency during hours of operation. At other times call 'Gatwick Ground'. DOC 5 NM/GND.			0630-2100 (0500-2100) or as directed.	
	GATWICK GROUND	121.805 Ground Movement Control. DOC 5 NM/GND.			0530-2300 (0400-2300)	
	GATWICK TOWER	121.500 Emergency frequency O/R.			H24	
		124.230 DOC 25 NM/ 10,000 FT.			H24	

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
		134.230 When instructed by ATC. DOC 40 NM/ 15,000 FT.			H24	
ATIS	GATWICK INFORMATION	136.525 DOC 60 NM/ 20,000 FT.			H24	
OTHER	GATWICK FIRE	121.605 Non-ATS Frequency			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGKK AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC III 1.34°E (2027)	IGG	110.900 MHz	HO	510906.95N 0000946.07W		(RWY 08R)
ILS/GP	IGG	330.800 MHz	HO	510842.61N 0001207.56W		3° ILS Ref Datum Hgt 51 FT.
ILS/LOC III 1.33°E (2027)	IWW	110.900 MHz	HO	510841.14N 0001253.32W		(RWY 26L)
ILS/GP	IWW	330.800 MHz	HO	510855.49N 0001032.98W		3° ILS Ref Datum Hgt 51 FT.
VOR/DME 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.
VOR/DME 1.82°E (2027) 1.4°E (2025)	DVR	96Y 114.950 MHz	H24	510945.44N 0012132.71E	325 FT	VOR DOC: 60 NM/50,000 FT. DME DOC: 80 NM/50,000 FT (200 NM/50,000 FT in Sector R014°-074°).
VOR/DME 0.98°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.

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°.
DME	IGG	46X 110.900 MHz	HO	510849.96N 0001120.43W	212 FT	(RWY 08R) On AD. DME freq paired with ILS I-GG and I-WW. Zero range is indicated at THR of Runway 08R and 26L.
DME	IWW	46X 110.900 MHz	HO	510849.96N 0001120.43W	212 FT	(RWY 26L) On AD. DME freq paired with ILS I-GG and I-WW. Zero range is indicated at THR of Runway 08R and 26L.
VOR/DME 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.

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 their type of aircraft.**
vi. Pilots of departing aircraft are reminded to contact Gatwick Delivery for clearance 15 minutes before start up to allow for departure data to be processed.
vii. Pre-departure clearance by datalink is available for suitably equipped aircraft. Pilots requesting pre-departure clearance by datalink must when entering the stand number ensure that:

1. Stand designators are entered as appropriate (eg. 141L, 562, 34R);
2. Ensure the stand number is entered with at least 2 figures (eg. 05).

viii. Taxiway Mike is available as an entry point to Runway 26L. Taxiway Mike can not be used as an exit point from Runway 08R.
ix. Flight crew are reminded of the extreme importance of maintaining a careful lookout at all times and are at all times responsible for wing tip clearance. The taxiway lighting system is an aid to pilots when operating on the manoeuvring area during darkness or in poor visibility. Notwithstanding the taxiway lighting system, pilots continue to remain responsible for wing tip clearance.
x. The taxiway system is designed for Cockpit Over Centreline (COCL) techniques however Judgemental Oversteer may be used at crews' discretion.

b) Gatwick Airport is equipped with an advanced surface movement radar utilising Mode-S.

i. Aircraft operators intending to use London Gatwick Airport should ensure that Mode-S transponders are able to operate when the aircraft is on the ground.
ii. Flight crew should select XPNDR or the equivalent according to specific installation, AUTO if available (OFF or STDBY should not be used), and the assigned Mode-A code.

1. From the request for push back or taxi, whichever is earlier;
2. After landing, continuously until the aircraft is fully parked on stand.

iii. After parking the Mode-A code 2000 must be set before selecting OFF or STDBY.
iv. Flight crew of aircraft equipped with Mode-S having an aircraft identification feature should also set the aircraft identification. This setting is the aircraft identification specified in Item 7 of the ICAO ATC Flight Plan. The aircraft identification should be entered from the request for pushback or taxi, whichever is earlier, through the FMS or the Transponder Control Panel.

c) Aprons

i. The aircraft commander must confirm with the ground crew, via the headset operator, that they are ready to push **before** calling ATC for pushback clearance. This is to ensure the tug driver is in the tug and listening for communications between 'Gatwick Ground' and the flight deck. **If the Aircraft Commander is not in two-way headset communication with the tug crew, they must inform the ATC Ground Movement Planner (GMP) 'Gatwick Delivery' when reporting ready for start**. It is important that the tug driver is able to listen to the exchange between the flight deck and ATC on the relevant frequency, so that the tug crew/ground crew have a full understanding of the detail of the ATC clearance. If the tug driver has not heard or understood the pushback clearance they must not push the aircraft. Requests and clearances will be issued between the flight deck and ATC only. On receipt of pushback clearance, the flight deck shall report the instruction verbatim to the ground crew. Any clarification required from the tug driver shall, in the first instance, be directed to the flight deck. If further clarification is required, then the tug driver should contact ATC
ii. The Manoeuvring Area is equipped with the following forms of taxiway guidance:

1. Yellow painted taxiway centre-lines;
2. Yellow painted holding position lines at the approach to runways;
3. Green taxiway centre-line lights and red stop bars controlled from the Tower;

4. An illuminated red stop bar means **STOP.** Aircraft must not proceed until the stop bar is extinguished or ATC permission is received;
5. Runway Guard Lights are installed at all runway/taxiway intersections, comprising dual alternating flashing amber lights, operating H24;
6. Taxiway Unavailable Bars (TUBS) comprising of a line of red stop lights spaced at approximately 3 M centres across the full width of the mouth of each exit taxiway adjacent to Runway 08R/26L and running parallel to the runway centreline. TUBS are installed at Alpha, Bravo, Bravo Romeo, Charlie, Charlie Romeo, Delta, Echo Romeo, Foxtrot Romeo, Golf, Golf Romeo, Hotel and Juliet, to prevent incursions onto taxiways which are unavailable due to operational issues such as Work in Progress.

iii. Pilots are to use the minimum power necessary when manoeuvring on the taxiway system. This is of particular importance when manoeuvring in apron areas, where jet blast can affect adjacent stands.
iv. Cross-Bleed Starts - if informed by an aircraft that a cross-bleed start is required, ATC must consider the blast effect and utilise a non-standard push back if required. Aircraft must be aligned with the taxiway centreline before commencing the cross-bleed start.
v. Pilots pushing from Stand 12 are reminded not to start engines until the aircraft has been pulled forward abeam Stand 12, due to jet blast on the neighbouring airside road.
vi. After pushback from Stand 38 aircraft will be stopped off the taxiway centreline prior to being disconnected. When approved to taxi pilots should follow the broken yellow centreline back onto Taxiway Lima.
vii. Engines must not be run above ground idle during push-back. In any circumstances where ground idle or breakaway power needs to exceeded, prior authorisation is required from ATC. GAL Airfield Operations may need to attend to ensure there is no jet blast risk.
viii. In the event of a mis-routeing, or the need to execute an unorthodox manoeuvre the flight deck must request revised instructions from ATC. This may require the attendance of a GAL Airfield Operations Leader Vehicle or assistance of an aircraft tug for the manoeuvre to be completed safely.
ix. Some operators may choose to taxi without all aircraft engines running. This type of operation has the potential to increase blast, especially when starting to move or negotiating tight turns. Operators must have assessed the jet blast risks before carrying out this reduced engine taxi procedure.
x. Aircraft are not authorised to power back off stands under their own power.

d) Ground movement of large aircraft - Code D (Wingspan between 36 M < 52 M)

i. The following routes are not available for Code D aircraft:

1. Taxiway Alpha November East of Taxiway Mike;
2. Taxiway Juliet East of Taxiway November;
3. Taxiway Victor East of Taxiway Whiskey;
4. Taxiway Whiskey;
5. Taxiway Zulu between Taxiway November and Taxiway Whiskey.

e) Ground movement of large aircraft - Code E (Wingspan between 52 M < 65 M)

i. The following routes are not available for Code E aircraft:

1. Taxiway Alpha November East of Taxiway Mike;
2. Taxiway Juliet East of Taxiway November;
3. Taxiway Victor East of Taxiway Whiskey;
4. Taxiway Whiskey;
5. Taxiway Zulu between Taxiway November and Taxiway Whiskey;

ii. The following restrictions apply:

1. Taxiway Lima between Taxiways Quebec and Sierra has a substandard but positive physical obstacle clearance (minimum of 42.5 M) due to the proximity of the adjacent road;
2. Taxiway Lima East of Stand 36 is not available for Code E aircraft with a wingspan in excess of 61 M due to the proximity of the adjacent blast screen;
3. Taxiway Yankee from Whiskey 1 Hold to Yankee 3 Hold is not available for Code E aircraft with a wingspan in excess of 61 M due to the proximity of the adjacent road.

f) Ground movement of large aircraft - Code F (Wingspan between 65 M < 80 M)

i. Taxiway routes available to Code F aircraft are shown on Aerodrome Chart AD 2-EGKK-2-5, marked in yellow. There is a substandard but positive physical obstacle clearance (minimum of 47.5 M) on Taxiway Juliet between Taxiways Sierra and Tango.

g) Remote De-icing – Aircraft Engines Running

i. There are two identified locations (de-icer pads) to enable remote de-icing of aircraft with engines running. They are managed and coordinated by the GAL de-icing service provider for airlines which have had Risk Assessments and Method Statements signed off by GAL. There is an agreed process in place for the operation of these pads.
ii. The two locations are uniquely identified as DA 43 and DA Sierra. Both will have resource to coordinate the operations and communicate with pilots and de-ice rig operatives. An electronic signage board will be provided for visual communications.

1. **DA 43**
Located on Stand 43 and can accommodate Code C aircraft only. The holding point for this pad is Stand 41. Aircraft will taxi to this location as directed by ATC.

2. **DA Sierra**
   Located on Taxiway Sierra abeam Stands 170/171. Aircraft will be directed by ATC to hold on Taxiway Lima north of Taxiway Sierra prior to entering DA Sierra.

h) Remote Holding Procedures

i. Remote holding capacity is available to maintain the flow of aircraft by releasing occupied stands and pushback crews, this proactive approach supports optimal stand availability, reduces taxiway congestion and helps maintain overall airfield efficiency. ATC will endeavour to offer remote holding to applicable flights subject to availability. Flight crews must be ready for pushback and to promptly accept remote holding when requested. Flight crews must not request remote holding; the instruction will come from ATC and must be followed unless in exceptional circumstances. Applicable flights are usually those with CTOT or other delays in excess of 35 minutes however, ATC has the discretion to instruct other flights where there is an operational reason for doing so. Default positioning to remote hold is pushback and taxi, unless otherwise directed by ATC.

ii. Remote holding capacity is available via:

1. Stands 41 and 43.

   a) Stands 41 and 43 Remote Holding/Drive-Through. Aircraft should stop at the positions indicated by the painted yellow stop arrows and await instructions from ATC. Access is available via Taxiways Kilo or Lima.
   b) Stands 41E, 41W, 43E and 43W Remote Holding. From Taxiway Lima aircraft should enter the 41 or 43 centreline and then follow the east or west centreline. From Taxiway Kilo aircraft should access 41E, 41W, 43E and 43W via the specific lead-in arrow. Eastern centrelines are painted orange and western centrelines are painted blue. Aircraft stop positions are indicated by painted orange or blue stop arrows as appropriate. When approaching Stand 41E from the east along Taxiway Kilo, flight crews are to use judgemental oversteer when entering the stand to ensure suitable main undercarriage clearance of the adjacent grass area.
   c) Stands 41E, 41, 41W, 43E, 43 and 43W Aircraft Parking Stands. When operating in aircraft parking stand mode, barriers will be deployed between Stands 41 and 43 and Taxiway Lima to safeguard the stands. Aircraft may only enter Stands 41E, 41, 41W, 43E, 43 and 43W via Taxiway Kilo and must be parked by a GAL Marshaller. In exceptional circumstances should an aircraft be required to taxi off Stand 41E, 41, 41W, 43E, 43 or 43W under its own power via Taxiway Lima, GAL Airfield Operations will require prior notification and authorisation via ATC.
   d) Stand 42 is only available as a nose-in aircraft parking stand. Aircraft can self-park utilising the SEG system. Access is via Taxiway Kilo.

2. Straight pushback onto Stands 64L, 64R, 65, 66L, 66R, 132 and 133.
3. GAL aircraft marshaller guidance onto Stands 141R, 142R, 143L, 144L, 171L, 173, 175L, 230L, 231L, 232L and 233L. Pilots must not enter these stands until a marshaller is present. Access to Stand 173 is via the 173L lead-in arrow. Pilots should exit these stands by turning directly towards the taxiway centreline.
4. Tactical holding may be utilised on taxiways at the discretion of ATC.

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

i. London Gatwick Airport is an A-CDM–coordinated Airport, meaning it has adopted the permanent and fully automatic data exchange Airport-CDM concept by providing a set of DPI messages (Departure Planning Information – E-DPI, T-DPI-t, T-DPI-s, A-DPI and C-DPI) to the Eurocontrol Network Manager Operations Centre (NMOC). This data transfer allows more accurate and efficient CTOT allocation. The basic NMOC procedures continue to apply but NMOC will take the local TTOT into consideration for CTOT calculation and will try to adjust it accordingly.

ii. Definitions of Commonly Used A-CDM Terms:

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

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

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

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

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

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

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

vi. A-CDM Process During Winter Operations:

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

vii. On stand de-icing:

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

viii. Remote de-icing:

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

3 CAT II/III OPERATIONS

a) Runways 08R and 26L, subject to serviceability of the required facilities, are suitable for Category II and III operations by operators whose minima have been accepted by the Civil Aviation Authority.
b) During Category II and III operations, Special ATC procedures (ATC Low Visibility Procedures) will be applied. Pilots will be informed when these procedures are in operation by ATIS broadcast or by RTF.
c) Departing Aircraft: ATC will require departing aircraft to use the following Category III holding positions:

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

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

d) Arriving Aircraft: All appropriate runway exits will be illuminated, and pilots should select the first convenient exit. Surface Movement Radar (SMR) is normally available to monitor pilot 'runway vacated' reports.

i. When SMR is not available to ATC, runway Localizer Sensitive Area (LSA) vacation will be confirmed by receipt of a pilot report that the tail of the aircraft has passed the last of the alternate amber and green centreline lights. These lights denote the extent of the ILS LSA.

e) When Low Visibility Procedures are in force reduced landing rates can be expected due to the requirement for increased spacing between arriving aircraft. In addition to the prevailing weather conditions, such factors as equipment serviceability may also have an effect on actual landing rates. For information and planning purposes, the approximate landing rates that can be expected are:

- RVR (M) — Expected Landing Rate
- Greater than 1000 — 24
- Between 1000 and 550 — 20
- Between 500 and 350 — 15
- Less than 300 — 12 or less

4 WARNINGS

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

5 HELICOPTER OPERATIONS

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

6 USE OF RUNWAYS

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

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

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

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

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

d) **Restriction of Operation**

i. During Runway 08L/26R operations, delays may occur to aircraft taxiing on the aerodrome due to the following:

1. Taxiway Juliet, between Juliet 8 and Taxiway Sierra is limited to use by aircraft of wingspan of 36 M or below during take-offs or landings on Runway 08L/26R. Taxiway Juliet, between Taxiway Sierra and Juliet 5 is limited to use by aircraft of wingspan of 50 M or below during take-offs or landings on Runway 08L/26R.
2. Additional restrictions when the Surface Movement Radar (SMR) is not available.
3. Taxiway Alpha November is not available as an entry point to Runway 26R when 26R is the active runway.

ii. When Runway 08L/26R is being brought into planned use the aerodrome will be closed for a period of up to 15 minutes to allow the necessary safeguarding procedures to be implemented. The same will apply when Runway 08R/26L is brought back into use. In an emergency situation, implementation of the change to Runway 08L/26R can be expected to take substantially longer.

e) **Navaids**

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

i. Surveillance radar.
ii. DME.

f) **Runway and Approach Lights**

i. It is not possible for both Runway 08R/26L and Runway 08L/26R lighting systems to be illuminated at the same time.

ii. The take-off distance (TODA) for Runway 08L starts at the beginning of the runway, indicated by the white painted runway demarcation line marking abeam the 08L TODA sign, this is where the take-off roll should commence. The 08L TODA sign is located to the right of the runway, 307 M **before** the marked runway displaced threshold.
iii. All runways at Gatwick have displaced thresholds. Crews are to ensure they are familiar with departure procedures when operating from displaced threshold runways.
iv. The runway holding positions, in addition to illuminated red stop bars, are marked by mandatory signs and amber flashing runway guard lights.
v. When the taxiway lighting system is in use during Runway 08L/26R operation, limited selective switching of green centreline lights is available in conjunction with illuminated red stop bars at runway holding positions. Pilots must exercise extreme caution to remain on the correct taxiway route when cleared to the runway from a holding position. In certain positions, amber flashing runway guard lights, forward of the holding positions, denote the proximity of the runway itself.

g) **Minimum Runway Occupancy Time**

i. **Departures**

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

ii. **Arrivals**

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

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

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

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

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

7 TRAINING

Not applicable

EGKK AD 2.21 NOISE ABATEMENT PROCEDURES

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

Whereas:

(1) By virtue of the Civil Aviation (Designation of Aerodromes) Order 1981 (a) Gatwick Airport – London is a designated aerodrome for the purpose of Section 78 of the Civil Aviation Act 1982 (b);
(2) the requirements specified in this notice appear to the Secretary of State to be appropriate for the purpose of limiting, or of mitigating the effect of, noise and vibration connected with the taking off or, as the case may be, landing of aircraft at Gatwick Airport – London.

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

1. This notice may be cited as the Gatwick Airport – London (Noise Abatement Requirements) Notice 2023 and came into operation on 28 December 2023.
2. It shall be the duty of every person who is the operator of any aircraft which is to take off or land at Gatwick Airport – London to secure that, after the aircraft takes off or, as the case may be, before it lands at the aerodrome the following requirements are complied with:

    1. After take-off the aircraft shall be operated in such a way that it is at a height of not less than 1000 FT AAL at 6.5 KM from start of roll as measured along the departure track of that aircraft.
    2. The sites of the noise monitoring terminals relating to Gatwick Airport – London are:

Description	OS Co-ordinates	Elevation above aerodrome	Latitude	Longitude
Site 1: Russ Hill	TQ 2227 3923	54 M	*510821N	0001513W
Site 3: Orltons	TQ 2166 3878	57 M	*510807N	0001545W
Site 5: Oaklands Park Farm	TQ 2170 3939	52 M	*510827N	0001542W
Site 4: Moat House	TQ 3180 4140	4 M	510924N	0000700W
Site 6: Bellwood	TQ 3176 4177	3 M	*510936N	0000702W

    3. Subject to sub-paragraphs (5) and (6) below, any aircraft shall, after take-off, be operated in such a way that it will not cause more than 94 dBA Lmax by day 0700-2300 (0600-2200) as measured at any noise monitoring terminal at any of the sites referred to in sub-paragraph (2) above.
    4. Subject to sub-paragraphs (5) and (6) below, any aircraft shall, after take-off, be operated in such a way that it will not cause more than 89 dBA Lmax by night 2300-0700 (2200-0600) **and** that it will not cause more than 87 dBA Lmax during the night quota period 2330-0600 (2230-0500) as measured at any noise monitoring terminal at any of the sites referred to in sub-paragraph (2) above.
    5. The limits specified in sub-paragraphs (3) and (4) above shall be adjusted in accordance with the following table in respect of any noise monitoring terminal at any of the sites referred to in the table in sub-paragraph (2) above to take account of the location of that terminal and its ground elevation relative to the aerodrome elevation.

Description	Adjustment dBA
Site 1: Russ Hill	plus 5.0
Site 3: Orltons	plus 1.9
Site 5: Oaklands Park Farm	plus 1.9
Site 4: Moat House	0.0
Site 6: Bellwood	minus 0.2

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

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

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

        (windspeed x cosine (runway heading minus wind direction)) x – 1.

        If the station is unavailable, the nearest equipped noise monitoring terminal or aerodrome METAR shall be used.

    7. Where the aircraft is a jet aircraft, after passing the point referred to in sub-paragraph (1) above, it shall maintain a gradient of climb of not less than 4% to an altitude of not less than 3000 FT. The aircraft shall be operated in such a way that progressively reducing noise levels at points on the ground under the flight path beyond that point are achieved.

8.

a) This sub-paragraph (8) applies to aircraft other than:

i. any propeller driven aircraft whose MTWA does not exceed 5700 KG; or
ii. during the period between 0600-2330 (0500-2230), any propeller driven aircraft whose MTWA does not exceed 17000 KG.

b) Subject to sub-paragraph (8) (d) below, after any aircraft to which sub-paragraph (8) applies takes off from any runway specified in the first column of the following table, the aircraft shall follow the Noise Preferential Routeing Procedure specified in the third column of the table which relates to the ATC clearance previously given to the aircraft and specified in the second column of the table, whether flying in IMC or VMC.
c) The ATC clearance via Mayfield specified in the second column of the table will not be available between 2300-0700 (2200-0600). Aircraft following the Noise Preferential Routing Procedure which relates to that clearance shall not fly over Crawley, Crawley Down or East Grinstead.
d) Where any aircraft to which this sub-paragraph (8) applies has taken off on a VFR flight plan, it shall follow the applicable Noise Preferential Routeing Procedure before turning onto the intended track.

Take-off Runway	ATC Clearance	Procedure
26L/R	Via ACORN (This route to be used only under Radar Control).	Straight ahead until I-WW DME 2.3 then turn right to intercept DET VOR RDL258 by DET DME 31 to DET DME 15.
	Via BOGNA	Straight ahead and maintain track 257°. At MID DME 10.5 turn left to intercept OCK VOR RDL175. At OCK DME 28 turn left to intercept MID VOR RDL146 to BOGNA.
	Via Midhurst	Straight ahead and maintain track 258° to intercept MID VOR RDL064.
	Via SFD (This route to be used only 2300-0600 (2200-0500))	Straight ahead and maintain track 258° until crossing SFD VOR R319 (I-WW DME 6.8) then turn left to intercept RDL312 to SFD VOR.
	Via Mayfield (This route to be used only 0700-2300 (0600-2200))	Straight ahead until I-WW DME 2.3 then turn left to intercept MAY VOR RDL283 by MAY DME 13 to MAY VOR.
	Circuit Flights	Straight ahead until I-WW DME 2.3 NM before turning across wind.
08L/R	Via DET VOR R260	Straight ahead until I-GG DME 3.5 turn left to intercept DET VOR RDL260 to DET DME 43.
	Via ACORN	Straight ahead until I-GG DME 3.5 then turn left to track 052°M to intercept DET VOR RDL259 by DET DME 20 to ACORN.
	Via TUNBY	Straight ahead and maintain track 078° to intercept DVR VOR RDL270 to TUNBY.
	Via Seaford	Straight ahead until I-GG DME 2.5 then turn right to intercept SFD VOR RDL344 to SFD VOR.
	Circuit Flights	Straight ahead until I-GG DME 2.5 before turning across wind.

9. After taking off the aircraft shall avoid flying over the congested areas of Horley and Crawley.
10. Where the aircraft is approaching the aerodrome to land it shall, commensurate with its ATC clearance, minimise noise disturbance by the use of continuous descent and low power, low drag operating procedures (referred to in Detailed Procedures for descent clearance in section EGKK AD 2.22 of the UK AIP). Where the use of these procedures is not practicable, the aircraft shall maintain as high an altitude as possible. In addition, when descending on initial approach, including the closing heading, and on intermediate and final approach, thrust reductions should be achieved where possible by maintaining a 'clean' aircraft configuration and by landing with reduced flap, provided that in all the circumstances of the flight this is consistent with safe operation of the aircraft.
11. Before landing at the aerodrome the aircraft shall maintain as high an altitude as practicable and shall not fly over the congested areas of Crawley, East Grinstead, Horley and Horsham at an altitude of less than 3000 FT (Gatwick QNH) nor over the congested area of Lingfield at an altitude of less than 2000 FT (Gatwick QNH).
12.

a) Except where sub-paragraph (12) (b) applies, the aircraft shall not join the final approach to either runway at a height of less than 1500 FT AAL.
b) where the aircraft is a propeller driven aircraft whose MTWA does not exceed 5700 KG, it shall not join the final approach to either runway at the aerodrome at a height of less than 1000 FT AAL and shall follow a descent path which will not result in its being at any time lower than the height of the approach path normally indicated by the PAPI.

13.

a) Where the aircraft is using the ILS in IMC or VMC it shall not descend below 2000 FT (Gatwick QNH) before intercepting the glidepath, nor thereafter fly below the glidepath; and
b) an aircraft approaching without assistance from the ILS shall follow a descent path which will not result in its being at any time lower than the height of the approach path normally indicated by the PAPI.

14. Aircraft which land at Gatwick Airport - London between 2330-0600 (2230-0500), whether or not making use of the ILS localizer and irrespective of weight or type of approach, shall not join the centre-line:

a) below 3000 FT or
b) closer than 10 NM from touchdown.

15. Without prejudice to the provisions of sub-paragraphs (1)-(14) 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.
16. The requirements set out in sub-paragraphs (1)-(15) 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.

3. In this notice, except where the context otherwise requires:

'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).

Erin Cowburn
Deputy Director
Airports Policy Division
28 December 2023 **Department for Transport**

a) S.I. 1981/651.
b) 1982 c.16.
c) S.I. 1978/1303.
d) 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 Gatwick 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.

6. For monitoring purposes, a descent will be deemed to have been continuous provided that no segment of level flight longer than 2.5 nautical miles (NM) occurs below 7000 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 note 8 below), it is properly recorded by the airports 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 (Gatwick 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:

      i. all departures from Runway 26L/R, other than those cleared via NOVMA, IMVUR, KENET or SAM SIDs.

      ii. take-offs from Runway 08L/R cleared via SFD.

   Between 0600-2330 (0500-2230) aircraft which have taken off from Runway 26L/R cleared via NOVMA, IMVUR, KENET or SAM SIDs or from Runway 08L/R (other than those cleared via SFD) and which have attained an altitude of 3000 FT (Gatwick

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.

9. 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	Coordinates
OCK VOR	511818.17N 0002649.86W
MAY VOR	510101.86N 0000658.04E
MID VOR	510314.23N 0003730.01W
DVR VOR	510945.44N 0012132.72E
LON VOR	512914.09N 0002759.54W
BIG VOR	511951.15N 0000205.32E
LAM VOR	513845.69N 0000906.13E
DET VOR	511814.41N 0003550.19E
GWC VOR	505118.79N 0004524.25W
SAM VOR	505718.90N 0012042.20W

EGKK AD 2.22 FLIGHT PROCEDURES

1 PROCEDURES FOR INBOUND AIRCRAFT

a) Inbound other than Airways

i. IFR aircraft inbound to London Gatwick direct from the London FIR will be required to use the procedure via Mayfield holding pattern detailed at paragraph 4(e).
ii. Pilots inbound to London Gatwick under VFR call Gatwick Director at one of the VFR Reference Points (VRPs) listed at paragraph 13, where aircraft will either be given a route to follow or will be identified by radar and directed into the Approach sequence.
iii. Except where required by the Instrument Approach Procedures, inbound aircraft to London Gatwick in both VMC and IMC should, whenever possible avoid flight below 3000 FT over towns and other populated areas within the Control Zone. Whenever possible aircraft under radar control will be directed to avoid flying over Crawley, East Grinstead, Horley and Horsham below 3000 FT. When a radar service is not being provided it will be the responsibility of captains of aircraft on VFR flight plans or on visual approaches to ensure compliance.

b) Inbound on Airways

i. Aircraft inbound to London Gatwick via the Airways System will be routed via the Standard Terminal Arrival Routes (STARs) detailed at AD 2-EGKK-7.

2 RADIO COMMUNICATION FAILURE PROCEDURES

a) Inbound Aircraft

i. In the event of complete radio failure in an aircraft the pilot is to adopt the appropriate procedures notified at ENR 1.1, subsection 3, with the exception described below.
ii. When complete communications failure occurs in the aircraft before ETA, or before EAT when this has been received and acknowledged, the aircraft will:

1. fly to the appropriate holding point (TIMBA, WILLO or Mayfield);
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 (see AD 2-EGKK-7) and effect a landing within 30 minutes (or later if able to approach and land visually).

b) If complete radio communications failure occurs after an aircraft has reported to ATC on reaching the holding point, the aircraft will:

i. hold at the last assigned level at TIMBA, WILLO or Mayfield until:

1. ATA over the 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 approach procedure for the runway-in-use (see AD 2-EGKK-7) and effect a landing within 30 minutes (or later if able to approach and land visually).

c) When complete radio communication failure occurs during intermediate or final approach under radar control the procedures to be followed are detailed at AD 2-EGKK-5.
d) When complete radio communication failure occurs in the aircraft following a missed approach the aircraft will:

i. fly the appropriate missed approach procedure to Mayfield VOR/DME;
ii. complete at least one holding pattern at 3000 FT;
iii. then commence descent for landing in accordance with the approach procedure for the runway-in-use (see AD 2-EGKK-7) and effect a landing within 30 minutes (or later if able to approach and land visually).

e) The routes and levels to be used when leaving the Zone or Holding Area in accordance with the procedures given at ENR 1.1, subsection 3 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 Zone is made.

Position at time of decision	Route
Mayfield	Track 250°T at last assigned altitude
TIMBA	Track 090°T at last assigned level
WILLO	Track 230°T at last assigned level/altitude

3 RADIO COMMUNICATION FAILURE PROCEDURES OUTBOUND AIRCRAFT

a) Outbound traffic operating on FRANE 1M/1V/1P/1W/1Z: 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-EGKK-6, at FRANE route via M604 to DAGGA and maintain 6000 FT until DAGGA; at DAGGA, commence climb to flight planned level.
b) All outbound traffic except those operating on FRANE 1M/1V/1P/1W/1Z: Comply with the route and altitude limitations detailed in the allocated Standard Instrument Departure Procedures (listed at AD 2-EGKK-6) or ATC clearance and commence climb to flight planned level after the last position at which an altitude is specified.

4 HOLDING

a) Aircraft inbound to London Gatwick Airport using the ATS Route Network will, after the initial routing, follow the appropriate STAR to the holding fixes TIMBA or WILLO. The STARs are illustrated at AD 2-EGKK-7. For aircraft holding below 6000 FT ALT, holding will be at Mayfield MAY VOR. (In light traffic conditions aircraft may be routed direct to MAY VOR above 6000 FT).
b) Pilots unable to comply with ATC clearance must notify ATC as soon as possible.
c) Aircraft may be radar-vectored off-route for the purpose of ATC separation. When separation has been achieved, ATC will give an approximate QDM to resume the STAR via the appropriate VOR radial or fix.
d) In the event of aircraft equipment failure, ATC must be advised and ATC instructions complied with.
e) Mayfield VOR/DME Holding Pattern:

i. This procedure will be used by aircraft inbound to London Gatwick from the FIR, after missed approach, via airways when instructed by London Control or when instructed by Gatwick Director.
ii. Aircraft will hold on an axis of 087° MAG (RDL 267°) turning left at the facility, generally from 3000 FT ALT to 6000 FT ALT. The end of the outbound leg is at 5 DME MAY.
iii. Altitudes at and below 6000 FT ALT will be allocated by Gatwick Director.

5 APPROACH PROCEDURES WITH RADAR CONTROL

a) When inbound traffic is being sequenced by Air Traffic Control, 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 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.

6 DETAILED PROCEDURES

a) 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 track distance to touchdown. 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 glide path at the appropriate height for the distance without recourse to level flight.
b) During intermediate approach (after leaving the hold until approximately 6 NM before turning onto the ILS intercept heading), aircraft will be instructed to fly in the speed range 210 KT – 220 KT as required. Thereafter and until established on final approach, the highest possible speed within the band is 160 KT – 180 KT. Inbound aircraft must be established at 160 KT, on a stable approach at not less than 7 NM from touchdown. For aircraft that are unable to maintain 160 KT to 4 NM from touchdown, TC Gatwick will ascertain the final approach speed and inform the air controller. TC Gatwick may transfer high speed traffic to air without prior co-ordination provided that the pilot is instructed to report speed on initial contact. However, TC Gatwick must effect prior co-ordination if separation from a following aircraft is dependent on the leading aircraft maintaining a speed higher than 160 KT.
c) The system is designed to maximize arrival capacity at London Gatwick and to minimize noise disturbance in the areas overflown during the approach and aircraft commanders are requested to conform to low-power, low-drag procedures, including delays to the extension of wing flaps and undercarriage until the final stages of the approach.
d) The spacing provided between aircraft will be designed to achieve maximum runway utilization within the parameters of safe separation minima (including vortex effect) 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.
e) Missed Approach Procedures are contained on the Instrument Approach charts.

7 PRESSURE SETTINGS

a) When below the Transition Altitude, pilots are to fly on the aerodrome QNH until established on final approach, at which point QFE or any other desired setting may be used.

8 RADAR FAILURE

a) In the event of radar failure, fresh instructions will be issued to each aircraft under radar control and the procedures in paragraph 9 will be brought into use.

9 RADIO COMMUNICATIONS FAILURE AT THE RADAR UNIT

a) If radio communication completely fails at the radar unit when aircraft are under Radar Control, pilots will revert to Aerodrome Control for fresh instructions.

10 APPROACHES WITHOUT RADAR

a) When traffic is not being sequenced by Air Traffic Control, aircraft will be cleared from the holding areas to carry out the appropriate Initial Approach Procedures as outlined in AD 2-EGKK-7-17 and AD 2-EGKK-7-18.

11 PROCEDURES FOR OUTBOUND AIRCRAFT

a) RNAV SIDs are available only to aircraft which are equipped and operated in accordance with the requirements of JAA TGL-10, or equivalent, and approved by their State of Registry for RNAV 1 operations.

   i. In addition, RNAV 1 SIDs are only available to those aircraft that are either GNSS equipped or that have **DME/DME and INS/IRU with an automatic runway update.**
   ii. Aircraft which are not capable/certified as detailed in (b) and (i) above shall fly the conventional navigation version of the SID as detailed in the appropriate charts in AD 6.
   iii. There are no critical navaids associated with the RNAV 1 SIDs assuming the use of GNSS or INS/IRU for initial guidance up to an altitude of 2000 FT. RNAV 1 SIDs are detailed in AD 6 together with appropriate navigation database coding tabulation.
   iv. RNAV 1 SIDs are available for use, at ATC discretion, on a 24 hour basis (H24), unless otherwise stated on the chart.
   v. RNAV 1 SIDs are clearly identified and distinguishable from conventional SIDs by the use of a specific suffix, which will be a 'Z' for 08R departures and an 'X' character for 26L departures. RNAV 1 SIDs are NOT available for use from Runway 26R/08L; Conventional Navigation SID will be issued by ATC for 26R/08L departures.
   vi. Crews will be issued with an RNAV1 SID if their flight plan includes information such that the aircraft is RNAV1 capable. Crews shall request an ATC clearance for conventional SID route if unable to comply with RNAV1. On first RTF call after airborne, crews are to advise London Control/Gatwick Radar of the full SID designator as part of the requirements for initial calls on departure, e.g. "London Control, Fastjet 123 NOVMA 1X passing 2000 FT, climbing to altitude 4000 FT".
   vii. Intersection departures **are** permitted for aircraft flying the RNAV SIDs. Aircrew flying aircraft that are not GNSS equipped and that are departing from an intersection shall ensure that the relevant actions have been taken on the flight deck so that the FMS has been updated and is informed that the aircraft will be departing from an intersection. This will ensure that the correct co-ordinates are used by the Inertial Navigation System / Inertial Reference Unit upon selection of TOGA and therefore reduce the risk of a map shift event on departure.
   viii. Speed limits apply at specified waypoints for track containment purposes.
   ix. Aircraft flying on RNAV 1 SIDs can expect to receive radar vectors from ATC as per the operating procedure for conventional SIDs.

b) Conventional SIDs

   i. Conventional SIDs will be used for those aircraft which do not specify a preference for RNAV 1 SID clearance or for when an ATC clearance cannot be issued for the use of the RNAV 1 SIDs.
   ii. Flights requiring M605 should plan BOGNA 1M/1V DCT HARDY.

12 SPEED LIMITATION

a) 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.
b) 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.

13 SPECIAL VFR FLIGHTS

a) Special VFR clearances for flights within the Gatwick CTR may be requested and will be given whenever traffic conditions permit. These flights are subject to the general conditions laid down for Special VFR flights and will normally be given only to aircraft which carry RTF including the appropriate frequencies.

   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 the related notification in paragraph 1.2.*

b) The use of Special VFR clearances is intended to be confined to the following types of flight:

i. Light aircraft which cannot comply with full IFR requirements and wish to proceed to or from London Gatwick Airport;
ii. light aircraft which cannot comply with full IFR requirements and wish to transit the Gatwick CTR.

c) Special VFR clearances to operate within the Gatwick CTR for the purpose of proceedings to or from London Gatwick Airport will not be granted to fixed-wing aircraft if the reported visibility at the Airport is less than 3 KM or the reported cloud ceiling is less than 1000 FT.
d) 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 them to determine their flight path and to keep clear of obstacles, and to ensure compliance with the relevant low flying restrictions of SERA and the Rules of the Air Regulations 2015, with particular regard to SERA.3105 Minimum Heights, pilots must inform the radar controller if compliance entails a change of heading or height.
e) Special VFR flights may be subject to delay when parts of their route are outside radar cover or when they cannot be fitted readily into the main traffic flow. Pilots should, therefore, always ensure that they have adequate fuel reserves and are able to divert to another aerodrome if necessary.

14 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.

15 FREQUENCY MONITORING CODE (FMC)

a) Pilots operating in the vicinity of, but intending to remain outside the Gatwick controlled airspace within the area defined by straight lines joining successively the following points and maintaining a listening watch only on Gatwick Director frequency, 126.825 MHz, are encouraged to select SSR code 7012.

505832N 0003428W - 510314N 0003730W - 511422N 0003506W - 511957N 0001917E - 511217N 0002018E - 510002N 0001541E - 505900N 0001333E - 505541N 0001007W - 505832N 0003428W.

b) Selection of 7012 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 Gatwick controlled airspace at all times.
c) Whilst squawking 7012, pilots should be aware that Gatwick 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 7012 shall be deselected.

EGKK 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.

EGKK AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGKK-2-1
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO
AD 2.EGKK-2-2
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING STAND COORDINATES
AD 2.EGKK-2-3
GROUND MOVEMENT CHART HOLDING AREAS - ICAO
AD 2.EGKK-2-4
AERODROME CHART CODE F AIRCRAFT GROUND MOVEMENT - ICAO
AD 2.EGKK-2-5
AIRCRAFT GROUND MOVEMENT - REMOTE DE-ICING AREAS LOCATION CHART - ICAO
AD 2.EGKK-2-6
CONTROL ZONE AND CONTROL AREA CHART
AD 2.EGKK-4-1
REDHILL LOCAL FLYING AREA
AD 2.EGKK-4-2
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGKK-5-1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R/L LAM 5P 5W - ICAO
AD 2.EGKK-6-1
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L/R LAM 6M 6V - ICAO
AD 2.EGKK-6-2
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R LAM 1Z - ICAO
AD 2.EGKK-6-3
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R/L 26L/R FRANE 1M 1V 1P 1W - ICAO
AD 2.EGKK-6-4
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R FRANE 1Z - ICAO
AD 2.EGKK-6-5
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L/R BOGNA 1M 1V (RNAV SUBSTITUTION ONLY) - ICAO
AD 2.EGKK-6-6
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L BOGNA 1X HARDY 1X - ICAO
AD 2.EGKK-6-7
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R/L 26L/R KENET 3P 3W NOVMA 1M 1V SAM 3P 3W - ICAO
AD 2.EGKK-6-8
RNAV1 (DME/DME OR GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R 26L IMVUR 1Z NOVMA 1X - ICAO
AD 2.EGKK-6-9
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R/L 26L/R SFD 5M 5V 9W 9P - ICAO
AD 2.EGKK-6-10
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R 26L SFD 4Z 1X - ICAO
AD 2.EGKK-6-11
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L/R WIZAD 4M 4V - ICAO
AD 2.EGKK-6-12
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L WIZAD 1X - ICAO
AD 2.EGKK-6-13
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R/L 26L/R MIMFO 1M 1V DVR 2P 2W - ICAO
AD 2.EGKK-6-14
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 08R ODVIK 2Z - ICAO
AD 2.EGKK-6-15
STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L/R TIGER 3M 3V DAGGA 1M 1V - ICAO
AD 2.EGKK-6-16
RNAV1 (DME/DME or GNSS) STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L TIGER 1X DAGGA 1X - ICAO
AD 2.EGKK-6-17
STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 08R LAM 1Z FRANE 1Z
AD 2.EGKK-6-18
STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 26L BOGNA 1X HARDY 1X
AD 2.EGKK-6-19
STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 08R IMVUR 1Z RWY 26L NOVMA 1X RWY 08R SFD 4Z RWY 26L SFD 1X
AD 2.EGKK-6-20
STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 26L WIZAD 1X RWY 08R ODVIK 2Z
AD 2.EGKK-6-21
STANDARD INSTRUMENT DEPARTURE CODING TABLES - RWY 26L TIGER 1X DAGGA 1X
AD 2.EGKK-6-22
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART- INSTRUMENT (STAR) BARMI 1G TEBRA 2G KONAN 2G - ICAO
AD 2.EGKK-7-1
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) MID 1X - ICAO
AD 2.EGKK-7-2
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) NEVIL 1G KUNAV 1G - ICAO
AD 2.EGKK-7-3
RNAV1 (DME/DME OR GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) OTMET 1G VASUX 1G - ICAO
AD 2.EGKK-7-4
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) AMDUT 1G ARNUN 1G - ICAO
AD 2.EGKK-7-5
RNAV1 (DME/DME OR GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) TELTU 1G - ICAO
AD 2.EGKK-7-6
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) DISIT 1G KIDLI 1G - ICAO
AD 2.EGKK-7-7
RNAV5 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) ABSAV 1G GWC 1G - ICAO
AD 2.EGKK-7-8
RNAV1 (DME/DME or GNSS) STANDARD ARRIVAL CHART - INSTRUMENT (STAR) SIRIC 1G - ICAO
AD 2.EGKK-7-9

STANDARD INSTRUMENT ARRIVAL CODING TABLES BARMI 1G TEBRA 2G KONAN 2G
AD 2.EGKK-7-10
STANDARD INSTRUMENT ARRIVAL CODING TABLES MID 1X NEVIL 1G KUNAV 1G
AD 2.EGKK-7-11
STANDARD INSTRUMENT ARRIVAL CODING TABLES OTMET 1G VASUX 1G AMDUT 1G ARNUN 1G
AD 2.EGKK-7-12
STANDARD INSTRUMENT ARRIVAL CODING TABLES TELTU 1G DISIT 1G KIDLI 1G
AD 2.EGKK-7-13
STANDARD INSTRUMENT ARRIVAL CODING TABLES ABSAV 1G GWC 1G SIRIC 1G
AD 2.EGKK-7-14
RNAV HOLD CODING TABLES ADLOG AMDUT ARNUN BILNI DELBO DOMUT GOKTU
AD 2.EGKK-7-15
RNAV HOLD CODING TABLES GWC KATHY TIMBA WILLO
AD 2.EGKK-7-16
INITIAL APPROACH PROCEDURES ILS RWY 08R Without Radar Control
AD 2.EGKK-7-17
INITIAL APPROACH PROCEDURES ILS RWY 26L Without Radar Control
AD 2.EGKK-7-18
INSTRUMENT APPROACH CHART ILS/DME RWY 08R - ICAO
AD 2.EGKK-8-1
INSTRUMENT APPROACH CHART LOC/DME RWY 08R - ICAO
AD 2.EGKK-8-2
INSTRUMENT APPROACH CHART RNP RWY 08R - ICAO
AD 2.EGKK-8-3
INSTRUMENT APPROACH CHART RNP RWY 08L - ICAO
AD 2.EGKK-8-4
INSTRUMENT APPROACH CHART ILS/DME RWY 26L - ICAO
AD 2.EGKK-8-5
INSTRUMENT APPROACH CHART LOC/DME RWY 26L - ICAO
AD 2.EGKK-8-6
INSTRUMENT APPROACH CHART RNP RWY 26L - ICAO
AD 2.EGKK-8-7
INSTRUMENT APPROACH CHART RNP RWY 26R - ICAO
AD 2.EGKK-8-8
INSTRUMENT APPROACH PROCEDURE CODING TABLES - RNP RWY 08L/R and 26L/R
AD 2.EGKK-8-9

EGKK AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

AERODROME CHART - ICAO

ARP 510853N 0001125W

AD ELEV 203FT

LONDON GATWICK
EGKK

COM		
ATIS	136.525	GATWICK INFO
TWR	124.230, 121.500*	GATWICK TOWER *Emergency On Request
	134.230 (As directed by ATC)	
	121.955	GATWICK DELIVERY
	121.805 (GMC)	GATWICK GROUND
	121.605	GATWICK FIRE

LIGHTING	
THR 08R/26L THR 08L/26R	HI green with W bars. HI green with W bars. RTILS synchronised flashing White.
RWY 08R	HI flush bi-d edge, red for first 393 m from RWY end to displaced THR. HI colour coded C/L. HI TDZ 893 m. End lights red. Stopway 74 m red beyond RWY end lights. RETILS.
RWY 26L	HI flush bi-d edge, red for first 267 m from RWY end to displaced THR. HI colour coded C/L. HI TDZ 893 m. End lights red. Stopway 62 m red beyond RWY end lights. RETILS. Starter Extension: Blue edge.
RWY 08L/26R	HI flush bi-d edge with LI omni-d component. End lights red.
TWY	Green C/L (except Twy Yankee). Colour coded amber/green C/L on CAT III entry/exit taxiways to/from RWY 08R/26L. Blue edge on Twy Yankee. Illuminated red stop bars are provided where appropriate. Stop bars and guard lights at runway holding points are in operation H24.

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	SURFACE	BEARING STRENGTH
RWY 08R/26L	Grooved Asphalt	100/F/C/W/T
RWY 08L/26R	Grooved Asphalt	100/F/C/W/T
TWYs V & W	Concrete	59/R/D/W/T
TWYs T & Y	Concrete/Asphalt	55/R/C/W/T
TWY ER	Asphalt	50/F/C/W/T
TWYs Other (Concrete)	Concrete	89/R/C/W/T
TWYs Other (Asphalt)	Asphalt	100/F/C/W/T
Apron - Parking Stands	Concrete	89/R/C/W/T
Apron - Parking Stands	Concrete Block Paving	100/F/C/W/T

GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference 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	**326** (123)

VAR 0.5°E - 2022
N
Annual Rate of Change 0.19°E

Hot Spot - Delta RET
HS2
Potential routing error - traffic vacating 08R at Delta be aware of potential confusion between taxiways Romeo and Quebec.

Hot Spot - Taxiway Juliet
HS3
Potential routing error - pilots taxying eastbound on TWY J be aware the taxiway deviates to the north at this point.

Hot Spot - Foxtrot Romeo RET
HS1
Traffic vacating FR to cross Runway 26R onto taxiway Juliet.
When exiting Runway 26L aircraft do not have to call for clearance to cross Runway 26R.

Rwy **08L** Thr Elev **195**
510851.04N 0001229.17W
(GUND Elevation 149)

Rwy **08R** Thr Elev **196**
510845.12N 0001224.52W
(GUND Elevation 149)
Highest Elev in TDZ

Rwy **26R** Thr Elev **195**
510903.69N 0001057.40W
(GUND Elevation 149)

Rwy **26L** Thr Elev **196**
510902.42N 0001019.00W
(GUND Elevation 148)

Highest Elev in TDZ **196**
510901.13N 0001028.35W

I-WW 110.90°
-- --- ---
510841.14N 0001253.32W

I-GG 110.90°
-- --- ---
510906.95N 0000946.07W

GATWICK
I-GG & I-WW
110.90°
(Ch 46X)
-- --- --- / -- --- ---
510849.96N 0001120.43W
212'

WARNING
All runways at Gatwick have displaced thresholds. Crews are to ensure they are familiar with departure procedures when operating from displaced threshold runways.

Car Parks
North Terminal Building
Pier 4
Air Bridge
Pier 3
South Terminal Building
Pier 2
Pier 1
Cargo Buildings
Hangar 9
Work in Progress
Maintenance Area 2
Hangar 7
Maintenance Area 3
Hangar 11
Control Tower
Fire Station
Operations
Maintenance Area 1
Hangar 6
Anemometer
ILS GP
Radar
Stopway 62m
Stopway 74m
Starter Extension 150m x 30m
RTILS
Synchronised Flashing White Lights
PAPI (3°) MEHT 65
PAPI (3°) MEHT 68
PAPI (3°) MEHT 69
WIP
2561m x 45m
3317m x 45m
257° M
077° M

100 0 100 200 300 m
200 0 200 400 600 800 1000 ft

CHANGE (13/25): GATWICK FIRE FREQUENCY REVISED.

AERO INFO DATE 26 SEP 25

AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO

ARP 510853N 0001125W

AD ELEV 203FT

LONDON GATWICK
EGKK

COM		
ATIS	136.525	GATWICK INFO
TWR	124.230, 121.500*	GATWICK TOWER *Emergency On Request
	134.230 (As directed by ATC)	
	121.955	GATWICK DELIVERY
	121.805 (GMC)	GATWICK GROUND
	121.605	GATWICK FIRE

VAR 0.5°E - 2022
N
Annual Rate of Change 0.19°E

WARNING
All runways at Gatwick have displaced thresholds. Crews are to ensure they are familiar with departure procedures when operating from displaced threshold runways.

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	**SURFACE**	**BEARING STRENGTH**
RWY 08R/26L	Grooved Asphalt	100/F/C/W/T
RWY 08L/26R	Grooved Asphalt	100/F/C/W/T
TWYs V & W	Concrete	59/R/D/W/T
TWYs T & Y	Concrete/Asphalt	55/R/C/W/T
TWY ER	Asphalt	50/F/C/W/T
TWYs Other (Concrete)	Concrete	89/R/C/W/T
TWYs Other (Asphalt)	Asphalt	100/F/C/W/T
Apron - Parking Stands	Concrete	89/R/C/W/T
Apron - Parking Stands	Concrete Block Paving	100/F/C/W/T

50 0 50 100 150 m
100 0 500 ft

Hot Spot - Delta RET
HS2
Potential routing error - traffic vacating 08R at Delta be aware of potential confusion between taxiways Romeo and Quebec.

Hot Spot - Taxiway Juliet
HS3
Potential routing error - pilots taxying eastbound on TWY J be aware the taxiway deviates to the north at this point.

CHANGE (13/25): GATWICK FIRE FREQUENCY REVISED.

AERO INFO DATE 26 SEP 25

AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING STAND COORDINATES

LONDON GATWICK
EGKK

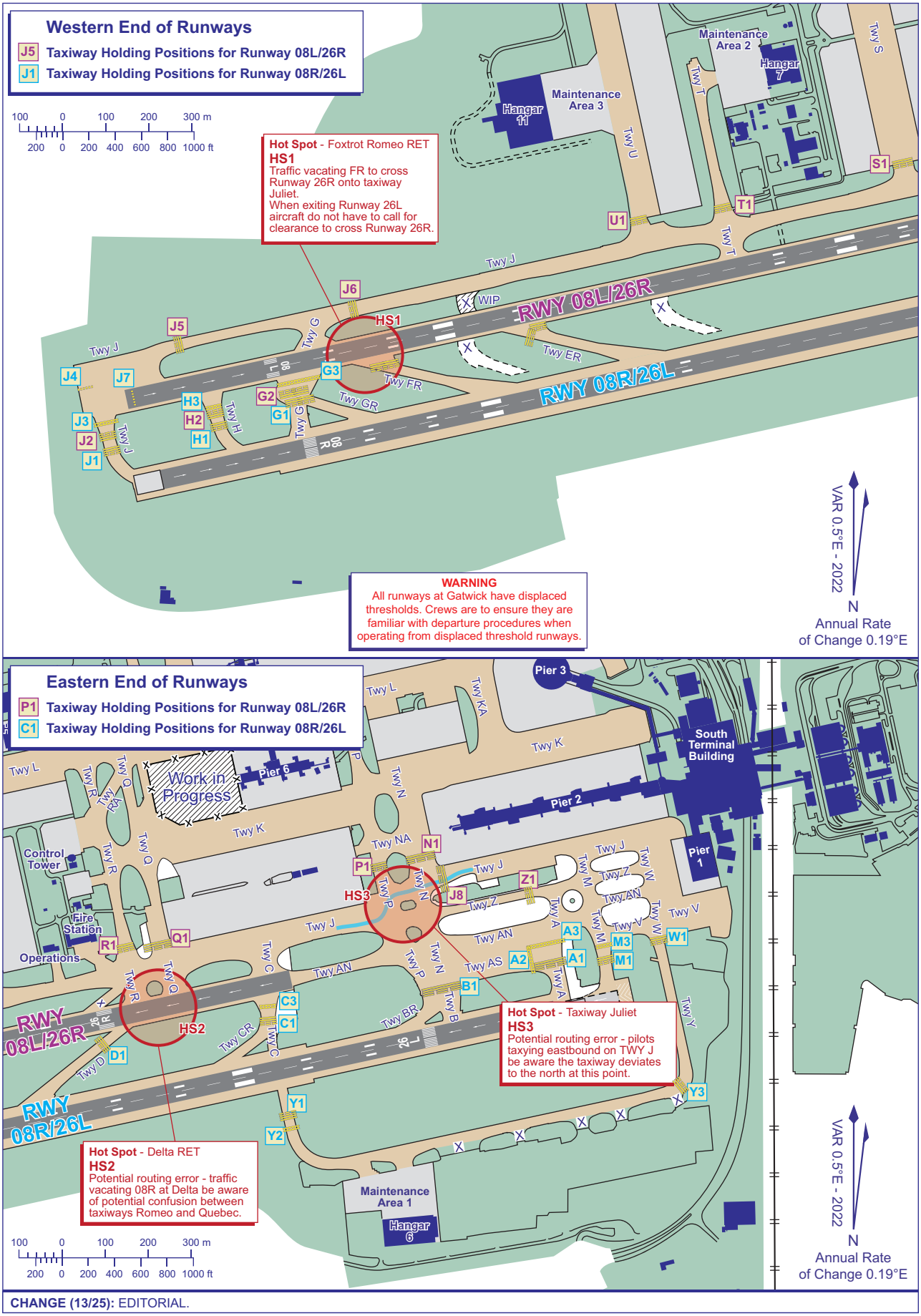
STAND	COORDINATE	STAND	COORDINATE	STAND	COORDINATE	STAND	COORDINATE
1	510917.66N 0000950.95W	46	510937.92N 0001010.99W	143L	510912.47N 0001041.35W	233L	510913.77N 0001143.21W
2	510916.14N 0000950.43W	47L	510936.39N 0001015.06W	143	510912.72N 0001040.85W	233	510913.20N 0001142.04W
3	510914.62N 0000949.90W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

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

GROUND MOVEMENT CHART - ICAO

HOLDING AREAS

LONDON GATWICK
EGKK



CHANGE (13/25): EDITORIAL.

AERO INFO DATE 01 OCT 25

EGLL — LONDON HEATHROW

EGLL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGLL — LONDON HEATHROW

EGLL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 512839N Long: 0002741W Mid point of Runway 09L/27R
2	Direction and distance from city	12 NM W of London.
3	Elevation / Reference temperature / Mean Low Temperature	83 FT / 20 °C / -
4	Geoid undulation at AD ELEV PSN	151 FT
5	Magnetic Variation / Annual Change	1.23°E (2027) / 0.17°E
6	AD Administration Address Telephone Telefax Telex	HEATHROW AIRPORT LIMITED The Compass Centre, Nelson Road, Heathrow Airport, Hounslow, TW2 2GW. 08700-000123 (HAL) 020-8750 2636 (NATS Ltd) 020-8745 4290 (HAL) 934892 (HAL)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Telephone calls to NATS Ltd operational areas may be recorded. Types of traffic permitted: IFR/VFR/SVFR.

EGLL 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)	H24
6	MET Briefing Office	
7	ATS	H24 See also AD 2.18.
8	Fuelling	H24 Refer to AD 2.20 item 1.
9	Handling	H24 Refer to AD 2.20 item 1.
10	Security	H24 Refer to AD 2.20 item 1.
11	De-icing	H24 Refer to AD 2.20 item 1.
12	Remarks	

EGLL AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Full.
2	Fuel and oil types	AVTUR JET A-1 Oils: Various by arrangement with fuel companies.
3	Fuelling facilities/capacity	Hydrant refuelling. Very limited bowser capacity.
4	De-icing facilities	By arrangement with handling agent.
5	Hangar space for visiting aircraft	By arrangement with BA or Virgin Atlantic.
6	Repair facilities for visiting aircraft	Maintenance and repair (by arrangement).
7	Remarks	

EGLL AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in vicinity.
2	Restaurants	Restaurant, buffet and bar.
3	Transportation	Underground and Express to Central London, Buses, Coaches, taxis and car hire.
4	Medical facilities	Occupational Health Department. Tel: 020-8745 7211/7047/7048.
5	Bank and Post Office	Post Office Second Floor, Departures Building, Terminal 3.
6	Tourist Office	
7	Remarks	

EGLL 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	By arrangement with nominated recovery company.
4	Remarks	

EGLL AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical de-icing, Sanding/Gritting.
2	Clearance priorities	Standard. See AD 1.2.2.
3	Remarks	Braking action by ASFT and Grip Tester. Runways (09L/27R & 09R/27L) De-iced/Anti-iced with Ethylene glycol. Latest information from: Airfield Duty Manager (AfDM).

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

1	Apron surface and strength	APRON Surface: Concrete except Stand 357, which has block paving.
2	Taxiway width, surface and strength	Taxiway A EAST: 25 M Surface: Concrete and asphalt PCR 980/R/A/W/T Taxiway A NORTH: 25 M Surface: Concrete and asphalt PCR 820/R/A/W/T Taxiway A SOUTH: 25 M Surface: Concrete and asphalt PCR 820/R/A/W/T Taxiway A WEST: 23 M Surface: Concrete PCR 1440/R/D/W/T Taxiway B EAST: 25 M Surface: Concrete and asphalt PCR 980/R/A/W/T Taxiway B NORTH: 25 M Surface: Concrete and asphalt PCR 920/R/A/W/T Taxiway B SOUTH: 25 M Surface: Concrete and asphalt PCR 820/R/A/W/T

2	Runway and taxiway markings and lighting	Runway marking aid(s): 09L/27R: Full ICAO runway designation, threshold, centre-line, aiming point and touchdown zone. Lead-offs from the runway are marked by a continuous yellow line from the centreline of the runway. 09R/27L: Full ICAO runway designation, threshold, centre-line, aiming point and touchdown zone. Lead-offs from the runway are marked by a continuous yellow line from the centreline of the runway. Runway light(s): Threshold - HI green lights. Edge - HI white lights. Centreline - HI colour coded white/red lights. Touchdown zone - HI white lights. Stop end - HI red lights. Colour coded amber/green lights indicate the runway turn-offs routes to the CAT III stop bars. Taxiway marking aid(s): Yellow centre-line.
3	Stop bars and runway guard lights (if any)	Illuminated red stop bars are provided where appropriate.
4	Other runway protection measures	
5	Remarks	Tug Crews, when towing aircraft under the guidance of a marshaller, must not park on stand unless guided to do so by the use of daylight-fluorescent wands, marshalling bats, marshalling gloves. Illuminated wands shall be used at night or in low visibility. LGTD WDI are located at the following positions: 512749.74N 0002838.40W, 512750.27N 0002631.90W, 512843.08N 0002622.52W & 512835.39N 0002848.34W.

EGLL AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGLL23956) 27R/APPROACH	TREE	512846.65N 0002530.67W	117 FT	36 FT	No	
(EGLL22559) 27L/TAKE-OFF	TREE	512845.81N 0002950.49W	120 FT	44 FT	No	
(EGLL21952) 09L/APPROACH 27R/ TAKE-OFF	TREE	512845.62N 0002933.28W	122 FT	46 FT	No	Close in Obstacle
(EGLL16680) 09L/APPROACH 27R/ TAKE-OFF	TREE	512845.34N 0002935.96W	119 FT	44 FT	No	Close in Obstacle
(EGLL16678) 09L/APPROACH 27R/ TAKE-OFF	TREE	512845.13N 0002936.08W	113 FT	38 FT	No	Close in Obstacle
(EGLL15398) 09L/APPROACH 27R/ TAKE-OFF	TREE	512845.11N 0002933.63W	110 FT	34 FT	No	Close in Obstacle
(EGLL21960) 09L/APPROACH	TREE	512845.04N 0002931.28W	113 FT	37 FT	No	
(EGLL15418) 09L/APPROACH 27R/ TAKE-OFF	TREE	512844.93N 0002930.10W	109 FT	34 FT	No	Close in Obstacle
(EGLL9577) 09L/APPROACH 27R/ TAKE-OFF	CCTV	512844.87N 0002928.96W	103 FT	26 FT	No	Close in Obstacle
(EGLL3138) 09L/APPROACH 27R/ TAKE-OFF	FENCE	512844.82N 0002928.78W	101 FT	24 FT	No	Close in Obstacle
(EGLL9587) 09L/APPROACH 27R/ TAKE-OFF	FENCE	512844.57N 0002929.01W	102 FT	25 FT	No	Close in Obstacle
(EGLL16605) 27R/TAKE-OFF	TREE	512844.47N 0002947.97W	129 FT	53 FT	No	Close in Obstacle
(EGLL17543) 09L/APPROACH 27R/ TAKE-OFF	TREE	512844.42N 0002936.62W	112 FT	36 FT	No	Close in Obstacle
(EGLL15483) 09L/APPROACH 27R/ TAKE-OFF	STREETLIGHT	512844.41N 0002925.31W	97 FT	27 FT	No	Close in Obstacle
(EGLL9586) 09L/APPROACH 27R/ TAKE-OFF	FENCE	512844.28N 0002929.27W	102 FT	27 FT	No	Close in Obstacle
(EGLL15481) 09L/APPROACH 27R/ TAKE-OFF	STREETLIGHT	512844.28N 0002926.33W	98 FT	28 FT	No	Close in Obstacle
(EGLL15479) 09L/APPROACH 27R/ TAKE-OFF	STREETLIGHT	512844.15N 0002927.35W	98 FT	28 FT	No	Close in Obstacle

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGLL15477) 09L/APPROACH 27R/ TAKE-OFF	STREETLIGHT	512844.04N 0002928.35W	98 FT	26 FT	No	Close in Obstacle
(EGLL9585) 09L/APPROACH 27R/ TAKE-OFF	FENCE	512843.78N 0002929.72W	103 FT	31 FT	No	Close in Obstacle
(EGLL5179) 09L/APPROACH 27R/ TAKE-OFF	FENCE	512843.74N 0002929.94W	104 FT	30 FT	No	Close in Obstacle
(EGLL9584) 09L/APPROACH 27R/ TAKE-OFF	FENCE	512843.54N 0002929.95W	103 FT	24 FT	No	Close in Obstacle
(EGLL9583) 09L/APPROACH 27R/ TAKE-OFF	FENCE	512843.39N 0002930.09W	102 FT	23 FT	No	Close in Obstacle
(EGLL23177) 27R/TAKE-OFF	TREE	512843.04N 0002951.21W	117 FT	42 FT	No	
(EGLL9576) 09L/APPROACH 27R/ TAKE-OFF	CCTV	512842.87N 0002930.56W	103 FT	22 FT	No	Close in Obstacle
(EGLL5180) 09L/APPROACH 27R/ TAKE-OFF	CCTV	512842.84N 0002930.52W	103 FT	23 FT	No	Close in Obstacle
(EGLL3155) 27R/TAKE-OFF	LAMP POST	512842.60N 0002937.48W	98 FT	21 FT	No	
(EGLL23305) 27R/TAKE-OFF	TREE	512842.14N 0002944.75W	104 FT	26 FT	No	
(EGLL23250) 27R/TAKE-OFF	TREE	512842.14N 0002940.48W	104 FT	29 FT	No	
(EGLL23085) 27R/TAKE-OFF	TREE	512841.83N 0003010.20W	144 FT	69 FT	No	
(EGLL23124) 27R/TAKE-OFF	TREE	512840.94N 0002950.36W	114 FT	40 FT	No	
(EGLL18198) 27R/TAKE-OFF	TREE	512839.88N 0002950.37W	117 FT	41 FT	No	
← (EGLL11221) 27R/APPROACH	TANK NETTING	512834.56N 0002542.13W	98 FT	18 FT	No	
(EGLL13700) 27R/APPROACH	LAMP POST	512834.34N 0002543.40W	97 FT	17 FT	No	
(EGLL9629) 09L/APPROACH 27R/ TAKE-OFF	LAMP POST	512832.37N 0002932.07W	106 FT	17 FT	No	Close in Obstacle
(EGLL9623) 09L/APPROACH 27R/ TAKE-OFF	LAMP POST	512832.34N 0002934.28W	111 FT	25 FT	No	Close in Obstacle
(EGLL9625) 09L/APPROACH 27R/ TAKE-OFF	LAMP POST	512832.32N 0002933.04W	108 FT	22 FT	No	Close in Obstacle
(EGLL2970) 27R/TAKE-OFF	FENCE	512832.13N 0002935.34W	109 FT	25 FT	No	Close in Obstacle
(EGLL9674) 09L/APPROACH 27R/ TAKE-OFF	FENCE	512832.07N 0002935.17W	109 FT	25 FT	No	Close in Obstacle
(EGLL22938) 09L/APPROACH	TREE SMALL	512831.98N 0002940.84W	120 FT	27 FT	No	
(EGLL3035) 09L/APPROACH 27R/ TAKE-OFF	ROAD SIGN	512831.89N 0002937.58W	115 FT	30 FT	No	Close in Obstacle
(EGLL5363) 09L/APPROACH 27R/ TAKE-OFF	SIGN	512831.78N 0002937.31W	115 FT	26 FT	No	Close in Obstacle
(EGLL5277) 09L/APPROACH 27R/ TAKE-OFF	TREE	512830.97N 0002940.02W	123 FT	27 FT	No	Close in Obstacle
(EGLL13680) 09R/APPROACH 27L/ TAKE-OFF	LAMP POST	512759.65N 0002921.16W	105 FT	26 FT	No	Close in Obstacle
(EGLL17090) 27L/APPROACH	BUILDING VENT	512759.18N 0002515.02W	134 FT	59 FT	No	
(EGLL21758) 27L/APPROACH	BLDG SAT DISH	512759.18N 0002516.24W	135 FT	60 FT	No	
(EGLL23799) 27L/TAKE-OFF	TREE	512756.88N 0003012.07W	159 FT	96 FT	No	
(EGLL2424) 27L/TAKE-OFF	FLOODLIGHT	512756.68N 0002923.92W	98 FT	22 FT	No	
(EGLL23760) 27L/TAKE-OFF	TREE	512754.37N 0002934.55W	102 FT	30 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**
(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.
(EGLL23458) 09R/TAKE-OFF	TREE	512750.41N 0002543.84W	101 FT	23 FT	No	
(EGLL23690) 27L/TAKE-OFF	TREE	512750.39N 0002933.59W	101 FT	30 FT	No	
(EGLL23435) 09R/TAKE-OFF	TREE	512750.35N 0002538.02W	106 FT	28 FT	No	
(EGLL23663) 27L/TAKE-OFF	TREE	512749.17N 0002932.35W	101 FT	30 FT	No	
(EGLL23480) 27L/APPROACH	TREE	512749.16N 0002546.90W	108 FT	30 FT	No	
(EGLL23465) 27L/APPROACH	TREE	512749.04N 0002544.48W	112 FT	34 FT	No	
(EGLL23419) 09R/TAKE-OFF	TREE	512748.84N 0002529.43W	121 FT	43 FT	No	
(EGLL21679) 09R/TAKE-OFF	TREE	512748.77N 0002529.26W	119 FT	42 FT	No	
(EGLL23421) 27L/APPROACH	TREE	512748.39N 0002530.35W	121 FT	43 FT	No	
(EGLL23579) 09R/APPROACH	TREE	512746.71N 0002924.69W	110 FT	40 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
(EGLL23708) 09R/APPROACH	TREE	512743.44N 0002957.84W	160 FT	93 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

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**
202204228	CRANES	513028.00N 0002325.00W	328 FT	223 FT	Yes Red	Southall Area. See AD 2.20 Warnings.
2023032017	CRANE	513025N 0002231W	469 FT	364 FT	Yes Steady red	Park Avenue, Southall, UB3 1AD.
2023102344	CRANE	513023N 0002531W	396 FT	288 FT	Yes Steady red	Clayton Road. End estimated August 2024.
2023062044	CRANE	513021N 0002503W	399 FT	294 FT	Yes Steady Red	Austin Road, Hayes UB3 3DN. End estimated December 2025.
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	

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**
2025031882	CRANE	512848N 0002550W	112 FT	26 FT	Yes Steady red	Avis Budget, Northrop Road, Heathrow, TW6 2QA.
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.

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**
(EGLL3659)	RADAR AERIAL	512737.69N 0002622.62W	220 FT	142 FT	No	
(EGLL18982)	MAST LIGHTNING CONDUCTOR	512732.14N 0002514.14W	227 FT	150 FT	Yes Red	
(EGLL6192)	PYLON	512730.18N 0003221.32W	227 FT	170 FT	No	
(EGLL19369)	BUILDING	512656.87N 0002425.02W	216 FT	147 FT	No	
(EGLL6429)	PYLON	512652.26N 0003137.32W	225 FT	170 FT	No	
(EGLL6896)	CHURCH	512649.92N 0002431.67W	235 FT	166 FT	No	
2022021746	CRANE	512630.00N 0002455.00W	226 FT	167 FT	Yes Steady red	
(EGLL19459)	TREE	512626.15N 0003447.73W	374 FT	98 FT	No	
(EGLL19466)	TREE	512624.41N 0003524.21W	385 FT	122 FT	No	
(EGLL19452)	TREE	512617.94N 0003446.51W	370 FT	109 FT	No	
2023031646	CRANE	512610N 0003032W	438 FT	392 FT	Yes Steady red	Former Renshaw, Industrial Estate, Staines-upon-Thames, TW18 4UQ.
2020012282	CRANE	512609.97N 0003018.92W	421 FT		Yes Steady red	
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	

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 160°. 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 160°. 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 296° by LON D4. At LON D6 turn right onto CHT NDB QDM 052°. 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 296° by LON D3. At LON D6 turn right onto CHT NDB QDM 052°. At CHT NDB turn right onto BPK VOR R243 to BPK VOR.
	Via UMLAT	Climb straight ahead to be established on BUR NDB QDM 296° by LON D4. At LON D7 turn right onto BUR NDB QDR 355° (MID VOR R355), Continue to UMLAT.		Via UMLAT	Climb straight ahead to be established on BUR NDB QDM 296° by LON D3. At LON D7 turn right onto BUR NDB QDR 355° (MID VOR R355), Continue to UMLAT.
	Via Detling	Straight ahead to LON D2, then turn left onto NDB EPM QDM 135°, 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 135°, 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 280°, continue to CPT VOR.	09R	Via Compton	Straight ahead to LON D2, then turn right onto NDB WOD QDM 280°, 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 049° 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 049° 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 049° 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 049° 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 120°. 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 119°. 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.

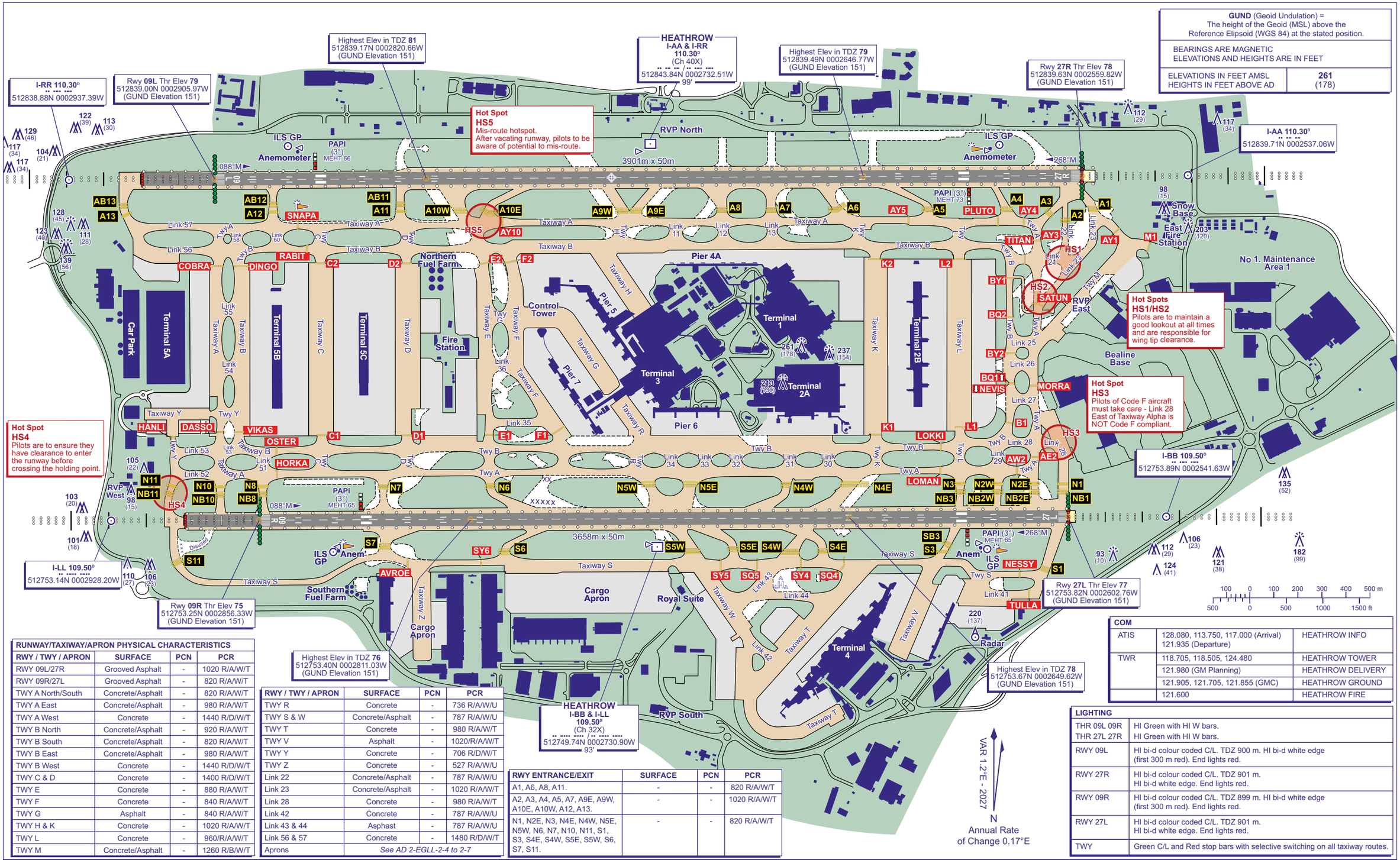
8. For monitoring purposes, a departure will be deemed to have complied with the Noise Preferential Routeing (NPR) if, in the portion of flight below the appropriate vectoring altitude (see note 9 below), it is properly recorded by the airport's noise and track-keeping (NTK) system as having flown wholly 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

AERODROME CHART - ICAO

ARP 512839N 0002741W

AD ELEV 83FT

LONDON HEATHROW
EGLL



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
RWY / TWY / APRON	SURFACE	PCN	PCR
RWY 09L/27R	Grooved Asphalt	-	1020 R/A/W/T
RWY 09R/27L	Grooved Asphalt	-	820 R/A/W/T
TWY A North/South	Concrete/Asphalt	-	820 R/A/W/T
TWY A East	Concrete/Asphalt	-	980 R/A/W/T
TWY A West	Concrete	-	1440 R/D/W/T
TWY B North	Concrete/Asphalt	-	920 R/A/W/T
TWY B South	Concrete/Asphalt	-	820 R/A/W/T
TWY B East	Concrete/Asphalt	-	980 R/A/W/T
TWY B West	Concrete	-	1440 R/D/W/T
TWY C & D	Concrete	-	1400 R/D/W/T
TWY E	Concrete	-	880 R/A/W/T
TWY F	Concrete	-	840 R/A/W/T
TWY G	Asphalt	-	840 R/A/W/T
TWY H & K	Concrete	-	1020 R/A/W/T
TWY L	Concrete	-	960/R/A/W/T
TWY M	Concrete/Asphalt	-	1260 R/B/W/T

TWY R	Concrete	-	736 R/A/W/U
TWY S & W	Concrete/Asphalt	-	787 R/A/W/U
TWY T	Concrete	-	980 R/A/W/T
TWY V	Asphalt	-	1020/R/A/W/T
TWY Y	Concrete	-	706 R/D/W/T
TWY Z	Concrete	-	527 R/A/W/U
Link 22	Concrete/Asphalt	-	787 R/A/W/U
Link 23	Concrete/Asphalt	-	1020 R/A/W/T
Link 28	Concrete	-	980 R/A/W/T
Link 42	Concrete	-	787 R/A/W/U
Link 43 & 44	Asphast	-	787 R/A/W/U
Link 56 & 57	Concrete	-	1480 R/D/W/T
Aprons	*See AD 2-EGLL-2-4 to 2-7*		

RWY ENTRANCE/EXIT	SURFACE	PCN	PCR
A1, A6, A8, A11.	-	-	820 R/A/W/T
A2, A3, A4, A5, A7, A9E, A9W, A10E, A10W, A12, A13.	-	-	1020 R/A/W/T
N1, N2E, N3, N4E, N4W, N5E, N5W, N6, N7, N10, N11, S1, S3, S4E, S4W, S5E, S5W, S6, S7, S11.	-	-	820 R/A/W/T

COM		
ATIS	128.080, 113.750, 117.000 (Arrival) 121.935 (Departure)	HEATHROW INFO
TWR	118.705, 118.505, 124.480	HEATHROW TOWER
	121.980 (GM Planning)	HEATHROW DELIVERY
	121.905, 121.705, 121.855 (GMC)	HEATHROW GROUND
	121.600	HEATHROW FIRE

LIGHTING	
THR 09L 09R THR 27L 27R	HI Green with HI W bars. HI Green with HI W bars.
RWY 09L	HI bi-d colour coded C/L. TDZ 900 m. HI bi-d white edge (first 300 m red). End lights red.
RWY 27R	HI bi-d colour coded C/L. TDZ 901 m. HI bi-d white edge. End lights red.
RWY 09R	HI bi-d colour coded C/L. TDZ 899 m. HI bi-d white edge (first 300 m red). End lights red.
RWY 27L	HI bi-d colour coded C/L. TDZ 901 m. HI bi-d white edge. End lights red.
TWY	Green C/L and Red stop bars with selective switching on all taxiway routes.

CHANGE (13/25): MAG INFO REVISED. RWY HEADINGS. OBSTACLES.

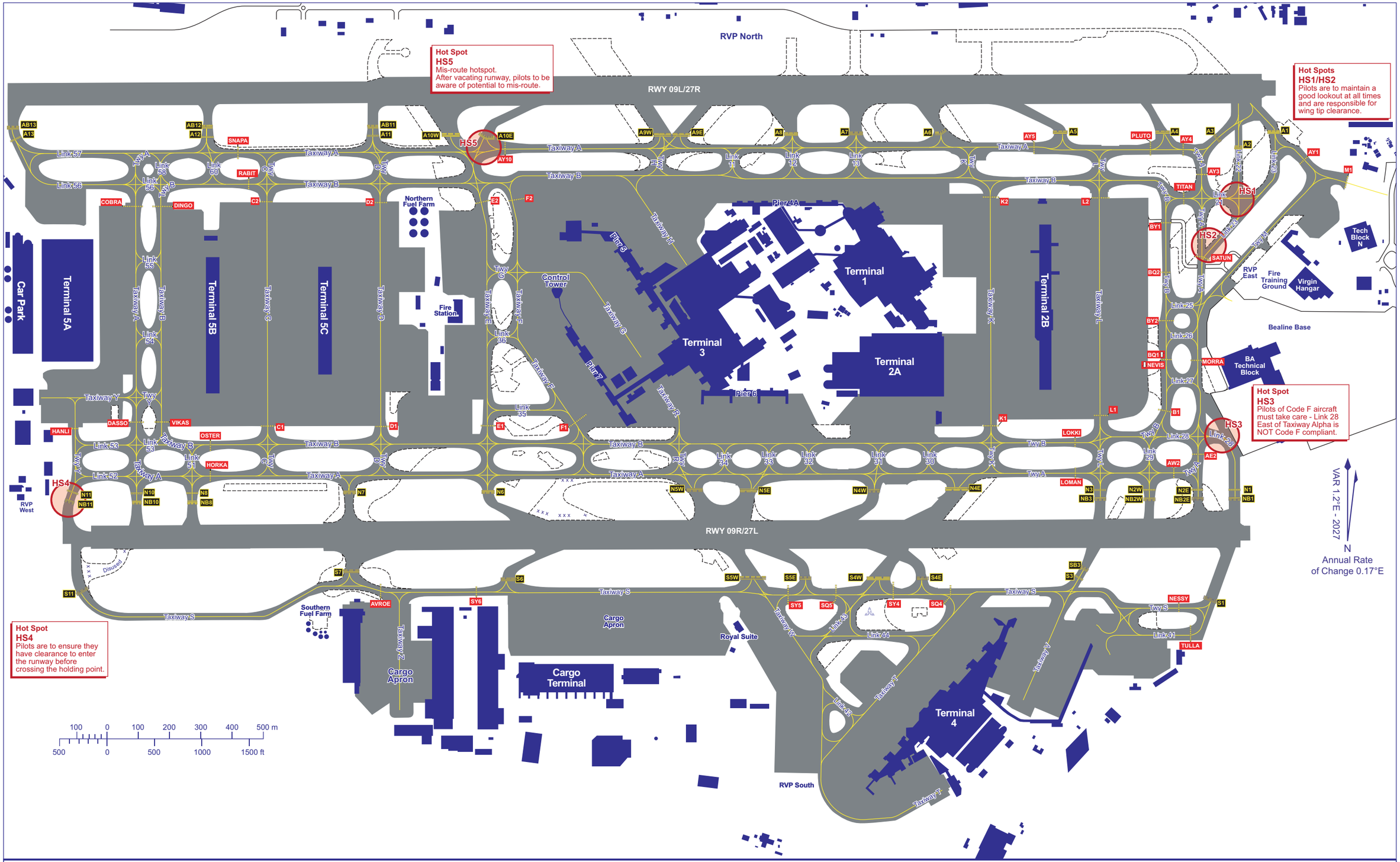
AERO INFO DATE 20 OCT 25

AIRCRAFT GROUND MOVEMENT/ALL TAXIWAYS CHART - ICAO

ARP 512839N 0002741W

AD ELEV 83FT

LONDON HEATHROW
EGLL



CHANGE (13/25): MAG INFO REVISED.

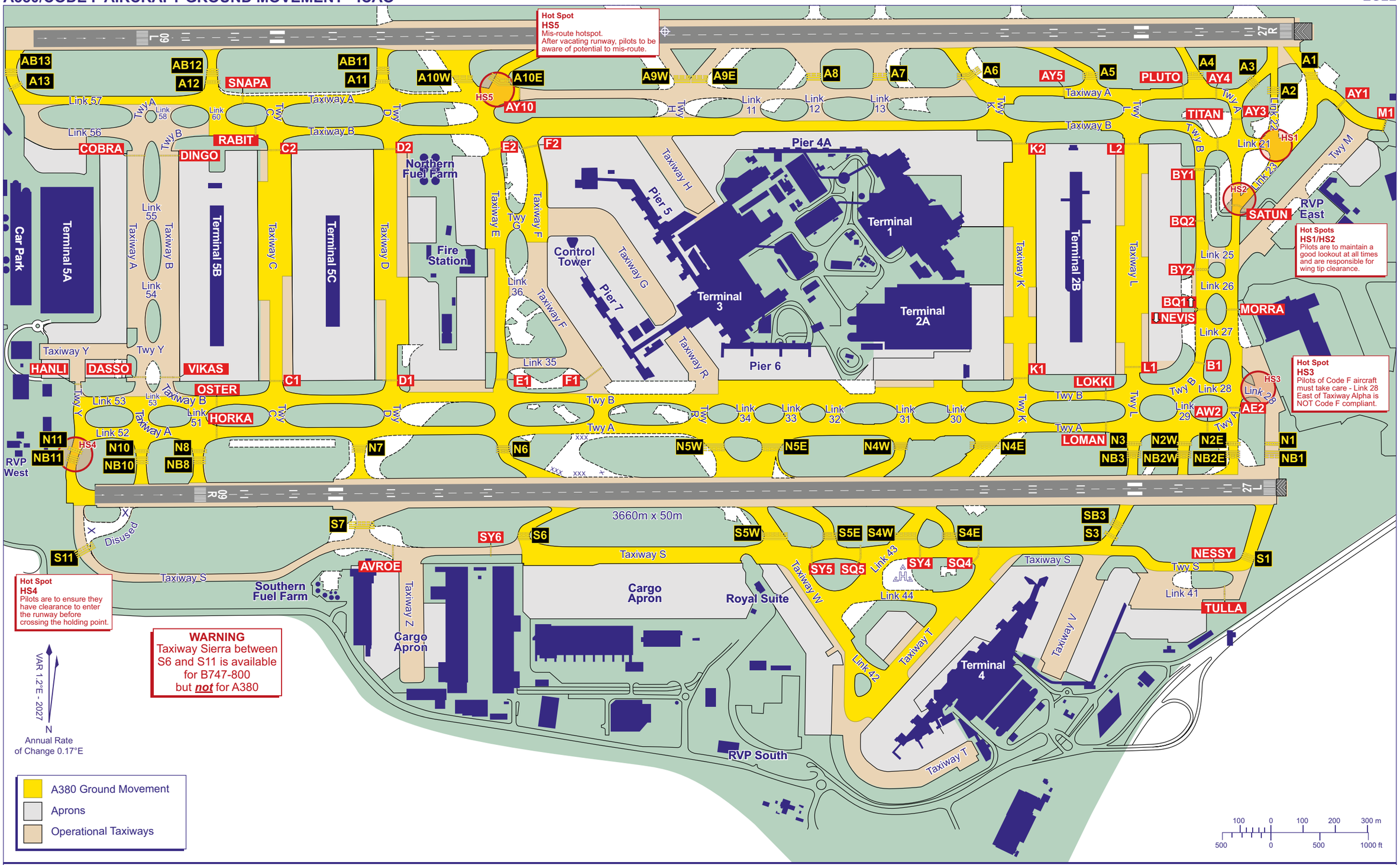
AERO INFO DATE 01 OCT 25

AERODROME CHART
A380/CODE F AIRCRAFT GROUND MOVEMENT - ICAO

ARP 512839N 0002741W

AD ELEV 83FT

LONDON HEATHROW
EGLL



CHANGE (13/25): MAG INFO REVISED.

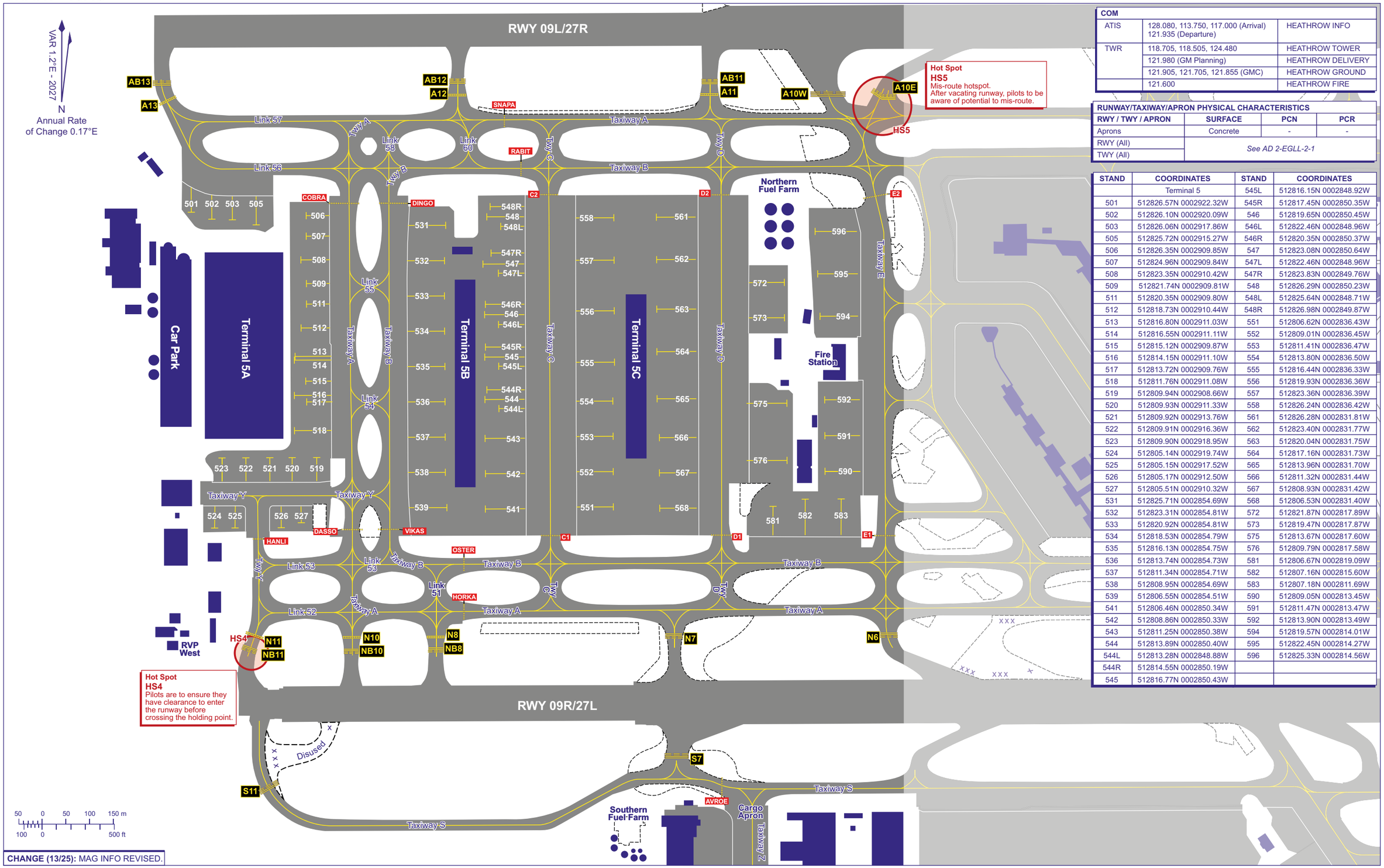
AERO INFO DATE 01 OCT 25

AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING - TERMINAL 5 CHART - ICAO

ARP 512839N 0002741W

AD ELEV 83FT

LONDON HEATHROW
EGLL



COM		
ATIS	128.080, 113.750, 117.000 (Arrival) 121.935 (Departure)	HEATHROW INFO
TWR	118.705, 118.505, 124.480	HEATHROW TOWER
	121.980 (GM Planning)	HEATHROW DELIVERY
	121.905, 121.705, 121.855 (GMC)	HEATHROW GROUND
	121.600	HEATHROW FIRE

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS

RWY / TWY / APRON	SURFACE	PCN	PCR
Aprons	Concrete	-	-
RWY (All)	*See AD 2-EGLL-2-1*		
TWY (All)			

STAND	COORDINATES	STAND	COORDINATES
	Terminal 5	545L	512816.15N 0002848.92W
501	512826.57N 0002922.32W	545R	512817.45N 0002850.35W
502	512826.10N 0002920.09W	546	512819.65N 0002850.45W
503	512826.06N 0002917.86W	546L	512822.46N 0002848.96W
505	512825.72N 0002915.27W	546R	512820.35N 0002850.37W
506	512826.35N 0002909.85W	547	512823.08N 0002850.64W
507	512824.96N 0002909.84W	547L	512822.46N 0002848.96W
508	512823.35N 0002910.42W	547R	512823.83N 0002849.76W
509	512821.74N 0002909.81W	548	512826.29N 0002850.23W
511	512820.35N 0002909.80W	548L	512825.64N 0002848.71W
512	512818.73N 0002910.44W	548R	512826.98N 0002849.87W
513	512816.80N 0002911.03W	551	512806.62N 0002836.43W
514	512816.55N 0002911.11W	552	512809.01N 0002836.45W
515	512815.12N 0002909.87W	553	512811.41N 0002836.47W
516	512814.15N 0002911.10W	554	512813.80N 0002836.50W
517	512813.72N 0002909.76W	555	512816.44N 0002836.33W
518	512811.76N 0002911.08W	556	512819.93N 0002836.36W
519	512809.94N 0002908.66W	557	512823.36N 0002836.39W
520	512809.93N 0002911.33W	558	512826.24N 0002836.42W
521	512809.92N 0002913.76W	561	512826.28N 0002831.81W
522	512809.91N 0002916.36W	562	512823.40N 0002831.77W
523	512809.90N 0002918.95W	563	512820.04N 0002831.75W
524	512805.14N 0002919.74W	564	512817.16N 0002831.73W
525	512805.15N 0002917.52W	565	512813.96N 0002831.70W
526	512805.17N 0002912.50W	566	512811.32N 0002831.44W
527	512805.51N 0002910.32W	567	512808.93N 0002831.42W
531	512825.71N 0002854.69W	568	512806.53N 0002831.40W
532	512823.31N 0002854.81W	572	512821.87N 0002817.89W
533	512820.92N 0002854.81W	573	512819.47N 0002817.87W
534	512818.53N 0002854.79W	575	512813.67N 0002817.60W
535	512816.13N 0002854.75W	576	512809.79N 0002817.58W
536	512813.74N 0002854.73W	581	512806.67N 0002819.09W
537	512811.34N 0002854.71W	582	512807.16N 0002815.60W
538	512808.95N 0002854.69W	583	512807.18N 0002811.69W
539	512806.55N 0002854.51W	590	512809.05N 0002813.45W
541	512806.46N 0002850.34W	591	512811.47N 0002813.47W
542	512808.86N 0002850.33W	592	512813.90N 0002813.49W
543	512811.25N 0002850.38W	594	512819.57N 0002814.01W
544	512813.89N 0002850.40W	595	512822.45N 0002814.27W
544L	512813.28N 0002848.88W	596	512825.33N 0002814.56W
544R	512814.55N 0002850.19W		
545	512816.77N 0002850.43W		

CHANGE (13/25): MAG INFO REVISED.

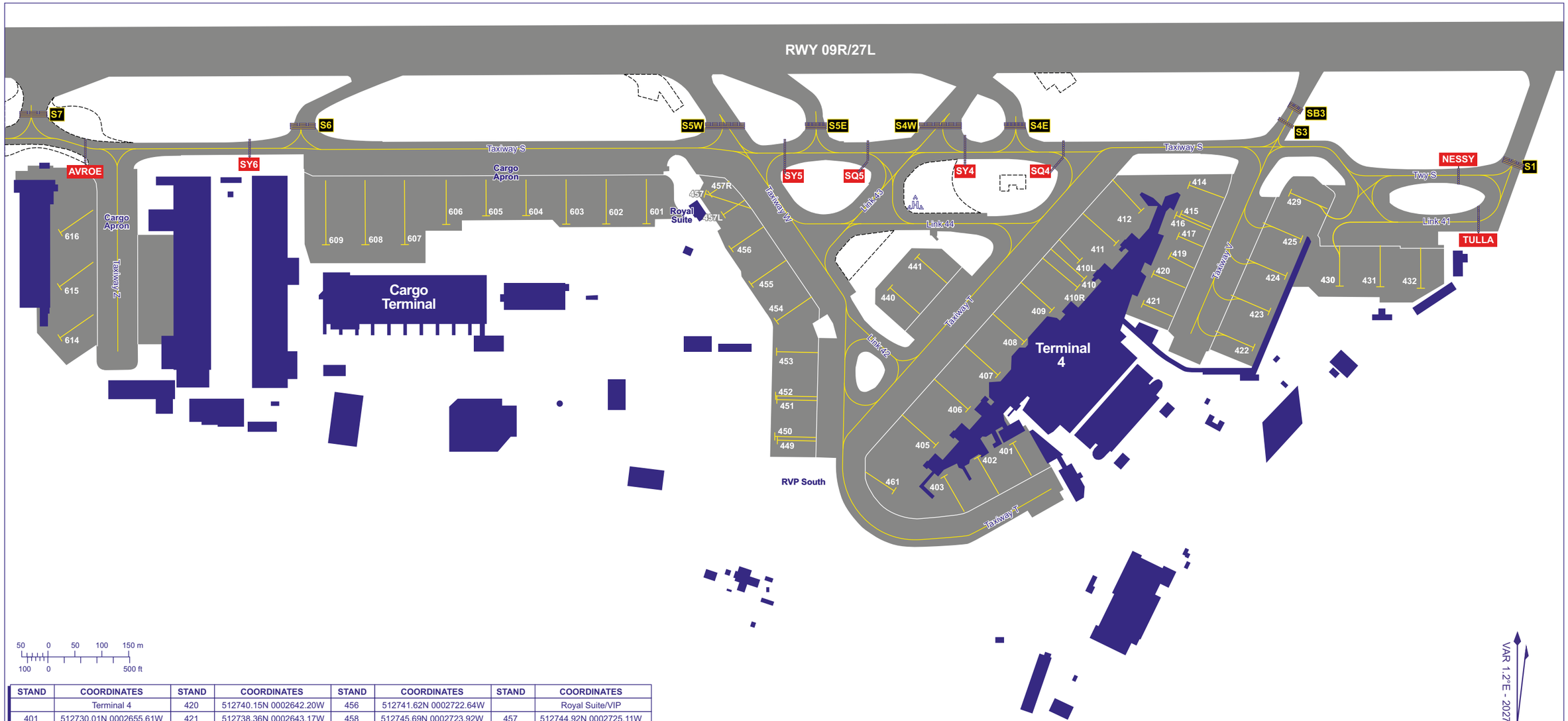
AERO INFO DATE 01 OCT 25

AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING - TERMINAL 4 CHART - ICAO

ARP 512839N 0002741W

AD ELEV 83FT

LONDON HEATHROW
EGLL



50 0 50 100 150 m

100 0 500 ft

STAND	COORDINATES	STAND	COORDINATES	STAND	COORDINATES	STAND	COORDINATES
	Terminal 4	420	512740.15N 0002642.20W	456	512741.62N 0002722.64W		Royal Suite/VIP
401	512730.01N 0002655.61W	421	512738.36N 0002643.17W	458	512745.69N 0002723.92W	457	512744.92N 0002725.11W
402	512729.16N 0002658.98W	422	512735.74N 0002632.54W	461	512727.15N 0002706.98W	457L	512743.67N 0002723.40W
403	512728.01N 0002702.19W	423	512737.90N 0002631.03W			457R	512744.90N 0002724.67W
405	512729.89N 0002702.97W	424	512740.03N 0002629.44W		Cargo Apron		
406	512732.03N 0002659.91W	425	512742.24N 0002627.97W	601	512743.12N 0002730.74W	Hel aim pt	512744.27N 0002704.97W
407	512734.09N 0002657.04W	429	512745.02N 0002629.06W	602	512743.11N 0002734.60W		
408	512736.07N 0002654.52W	430	512739.43N 0002624.30W	603	512743.09N 0002738.43W		
409	512737.98N 0002651.87W	431	512739.39N 0002620.41W	604	512743.60N 0002742.27W		
410	512739.85N 0002648.78W	432	512739.31N 0002616.52W	605	512743.58N 0002746.11W		
410L	512740.95N 0002649.21W	440	512739.37N 0002707.48W	606	512743.06N 0002749.93W		
410R	512739.34N 0002649.41W	441	512741.19N 0002704.87W	607	512741.85N 0002753.90W		
411	512742.00N 0002645.70W	449	512730.17N 0002718.18W	608	512741.84N 0002757.68W		
412	512743.94N 0002643.33W	450	512730.39N 0002718.42W	609	512741.83N 0002801.46W		
414	512745.47N 0002638.75W	451	512732.60N 0002718.22W	614	512736.24N 0002826.93W		
415	512743.75N 0002639.52W	452	512732.82N 0002718.35W	615	512739.30N 0002827.00W		
416	512743.67N 0002640.01W	453	512735.47N 0002718.26W	616	512742.54N 0002826.93W		
417	512742.42N 0002639.79W	454	512737.30N 0002718.30W				
419	512741.23N 0002640.56W	455	512739.50N 0002720.71W				

VAR 1.2°E - 2027

N

Annual Rate of Change 0.17°E

COM		
ATIS	128.080, 113.750, 117.000 (Arrival) 121.935 (Departure)	HEATHROW INFO
TWR	118.705, 118.505, 124.480	HEATHROW TOWER
	121.980 (GM Planning)	HEATHROW DELIVERY
	121.905, 121.705, 121.855 (GMC)	HEATHROW GROUND
	121.600	HEATHROW FIRE

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
RWY / TWY / APRON	SURFACE	PCN	PCR
Aprons	Concrete	-	-
RWY (All)	*See AD 2-EGLL-2-1*		
TWY (All)			

CHANGE (13/25): MAG INFO REVISED.

AERO INFO DATE 01 OCT 25

AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING - TERMINAL 3 CHART - ICAO

ARP 512839N 0002741W

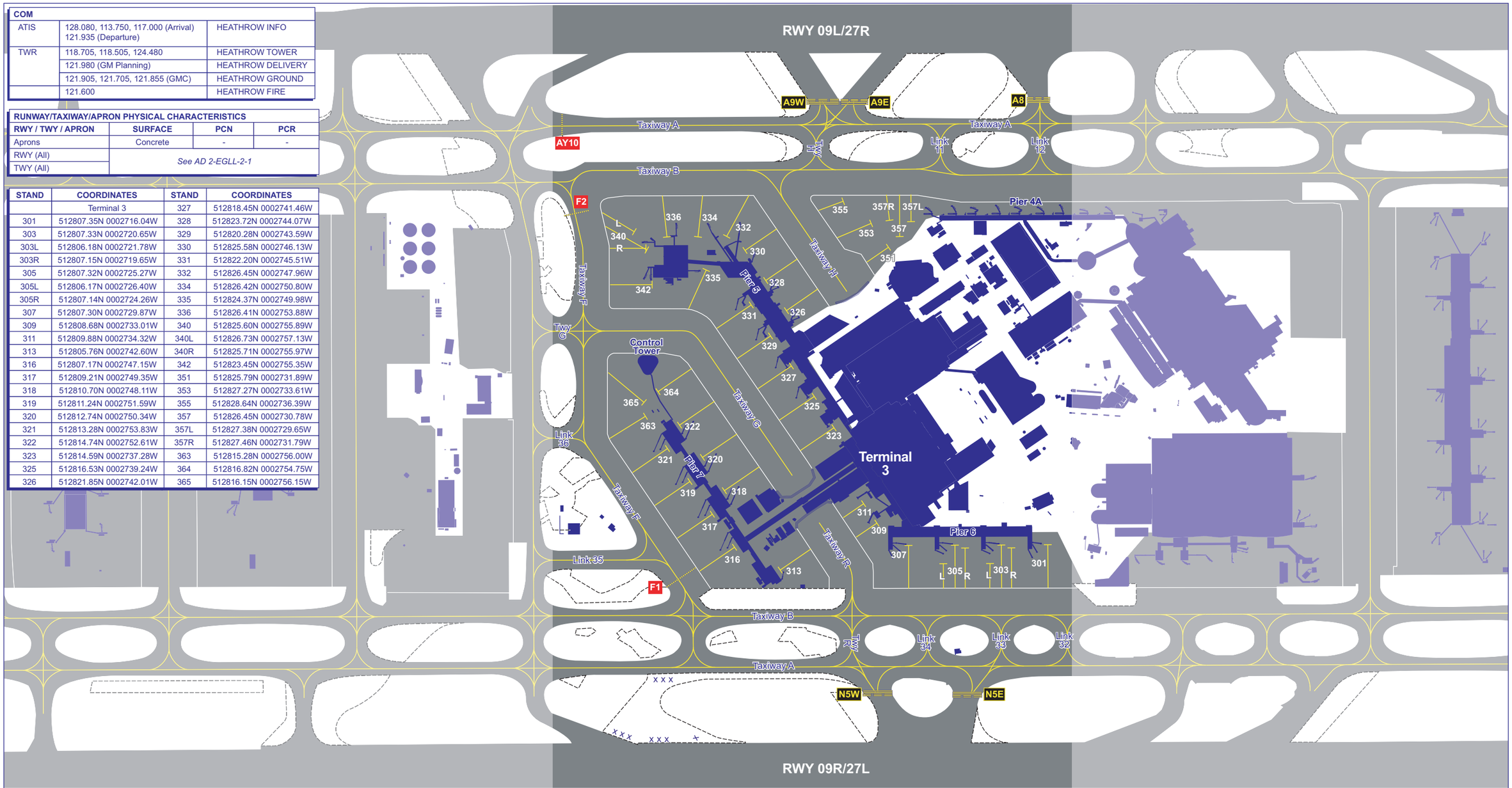
AD ELEV 83FT

LONDON HEATHROW
EGLL

COM		
ATIS	128.080, 113.750, 117.000 (Arrival) 121.935 (Departure)	HEATHROW INFO
TWR	118.705, 118.505, 124.480	HEATHROW TOWER
	121.980 (GM Planning)	HEATHROW DELIVERY
	121.905, 121.705, 121.855 (GMC)	HEATHROW GROUND
	121.600	HEATHROW FIRE

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
RWY / TWY / APRON	**SURFACE**	**PCN**	**PCR**
Aprons	Concrete	-	-
RWY (All)	*See AD 2-EGLL-2-1*		
TWY (All)			

STAND	COORDINATES	STAND	COORDINATES
	Terminal 3	327	512818.45N 0002741.46W
301	512807.35N 0002716.04W	328	512823.72N 0002744.07W
303	512807.33N 0002720.65W	329	512820.28N 0002743.59W
303L	512806.18N 0002721.78W	330	512825.58N 0002746.13W
303R	512807.15N 0002719.65W	331	512822.20N 0002745.51W
305	512807.32N 0002725.27W	332	512826.45N 0002747.96W
305L	512806.17N 0002726.40W	334	512826.42N 0002750.80W
305R	512807.14N 0002724.26W	335	512824.37N 0002749.98W
307	512807.30N 0002729.87W	336	512826.41N 0002753.88W
309	512808.68N 0002733.01W	340	512825.60N 0002755.89W
311	512809.88N 0002734.32W	340L	512826.73N 0002757.13W
313	512805.76N 0002742.60W	340R	512825.71N 0002755.97W
316	512807.17N 0002747.15W	342	512823.45N 0002755.35W
317	512809.21N 0002749.35W	351	512825.79N 0002731.89W
318	512810.70N 0002748.11W	353	512827.27N 0002733.61W
319	512811.24N 0002751.59W	355	512828.64N 0002736.39W
320	512812.74N 0002750.34W	357	512826.45N 0002730.78W
321	512813.28N 0002753.83W	357L	512827.38N 0002729.65W
322	512814.74N 0002752.61W	357R	512827.46N 0002731.79W
323	512814.59N 0002737.28W	363	512815.28N 0002756.00W
325	512816.53N 0002739.24W	364	512816.82N 0002754.75W
326	512821.85N 0002742.01W	365	512816.15N 0002756.15W



50 0 50 100 150 m
100 0 500 ft

VAR 1.2°E - 2027
N
Annual Rate of Change 0.17°E

CHANGE (13/25): MAG INFO REVISED.

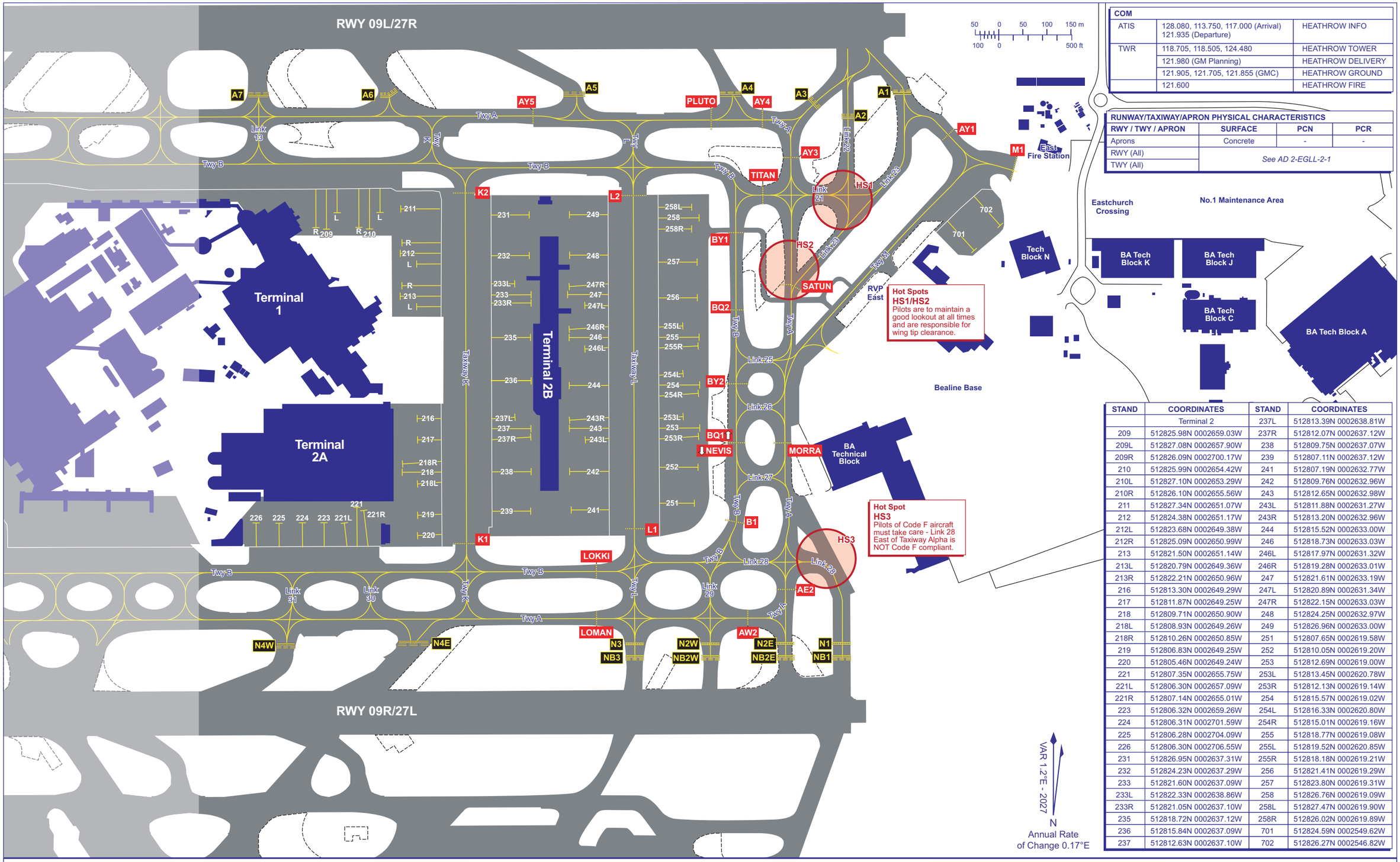
AERO INFO DATE 01 OCT 25

AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING - TERMINAL 1 & 2
CHART - ICAO

ARP 512839N 0002741W

AD ELEV 83FT

LONDON HEATHROW
EGLL



COM		
ATIS	128.080, 113.750, 117.000 (Arrival) 121.935 (Departure)	HEATHROW INFO
TWR	118.705, 118.505, 124.480	HEATHROW TOWER
	121.980 (GM Planning)	HEATHROW DELIVERY
	121.905, 121.705, 121.855 (GMC)	HEATHROW GROUND
	121.600	HEATHROW FIRE

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
RWY / TWY / APRON	SURFACE	PCN	PCR
Aprons	Concrete	-	-
RWY (All)	*See AD 2-EGLL-2-1*		
TWY (All)			

Hot Spots
HS1/HS2
Pilots are to maintain a good lookout at all times and are responsible for wing tip clearance.

Hot Spot
HS3
Pilots of Code F aircraft must take care - Link 28 East of Taxiway Alpha is NOT Code F compliant.

STAND	COORDINATES	STAND	COORDINATES
	Terminal 2	237L	512813.39N 0002638.81W
209	512825.98N 0002659.03W	237R	512812.07N 0002637.12W
209L	512827.08N 0002657.90W	238	512809.75N 0002637.07W
209R	512826.09N 0002700.17W	239	512807.11N 0002637.12W
210	512825.99N 0002654.42W	241	512807.19N 0002632.77W
210L	512827.10N 0002653.29W	242	512809.76N 0002632.96W
210R	512826.10N 0002655.56W	243	512812.65N 0002632.98W
211	512827.34N 0002651.07W	243L	512811.88N 0002631.27W
212	512824.38N 0002651.17W	243R	512813.20N 0002632.96W
212L	512823.68N 0002649.38W	244	512815.52N 0002633.00W
212R	512825.09N 0002650.99W	246	512818.73N 0002633.03W
213	512821.50N 0002651.14W	246L	512817.97N 0002631.32W
213L	512820.79N 0002649.36W	246R	512819.28N 0002633.01W
213R	512822.21N 0002650.96W	247	512821.61N 0002633.19W
216	512813.30N 0002649.29W	247L	512820.89N 0002631.34W
217	512811.87N 0002649.25W	247R	512822.15N 0002633.03W
218	512809.71N 0002650.90W	248	512824.25N 0002632.97W
218L	512808.93N 0002649.26W	249	512826.96N 0002633.00W
218R	512810.26N 0002650.85W	251	512807.65N 0002619.58W
219	512806.83N 0002649.25W	252	512810.05N 0002619.20W
220	512805.46N 0002649.24W	253	512812.69N 0002619.00W
221	512807.35N 0002655.75W	253L	512813.45N 0002620.78W
221L	512806.30N 0002657.09W	253R	512812.13N 0002619.14W
221R	512807.14N 0002655.01W	254	512815.57N 0002619.02W
223	512806.32N 0002659.26W	254L	512816.33N 0002620.80W
224	512806.31N 0002701.59W	254R	512815.01N 0002619.16W
225	512806.28N 0002704.09W	255	512818.77N 0002619.08W
226	512806.30N 0002706.55W	255L	512819.52N 0002620.85W
231	512826.95N 0002637.31W	255R	512818.18N 0002619.21W
232	512824.23N 0002637.29W	256	512821.41N 0002619.29W
233	512821.60N 0002637.09W	257	512823.80N 0002619.31W
233L	512822.33N 0002638.86W	258	512826.76N 0002619.09W
233R	512821.05N 0002637.10W	258L	512827.47N 0002619.90W
235	512818.72N 0002637.12W	258R	512826.02N 0002619.89W
236	512815.84N 0002637.09W	701	512824.59N 0002549.62W
237	512812.63N 0002637.10W	702	512826.27N 0002546.82W

VAR 1.2°E - 2027
N
Annual Rate of Change 0.17°E

CHANGE (13/25): MAG INFO REVISED.

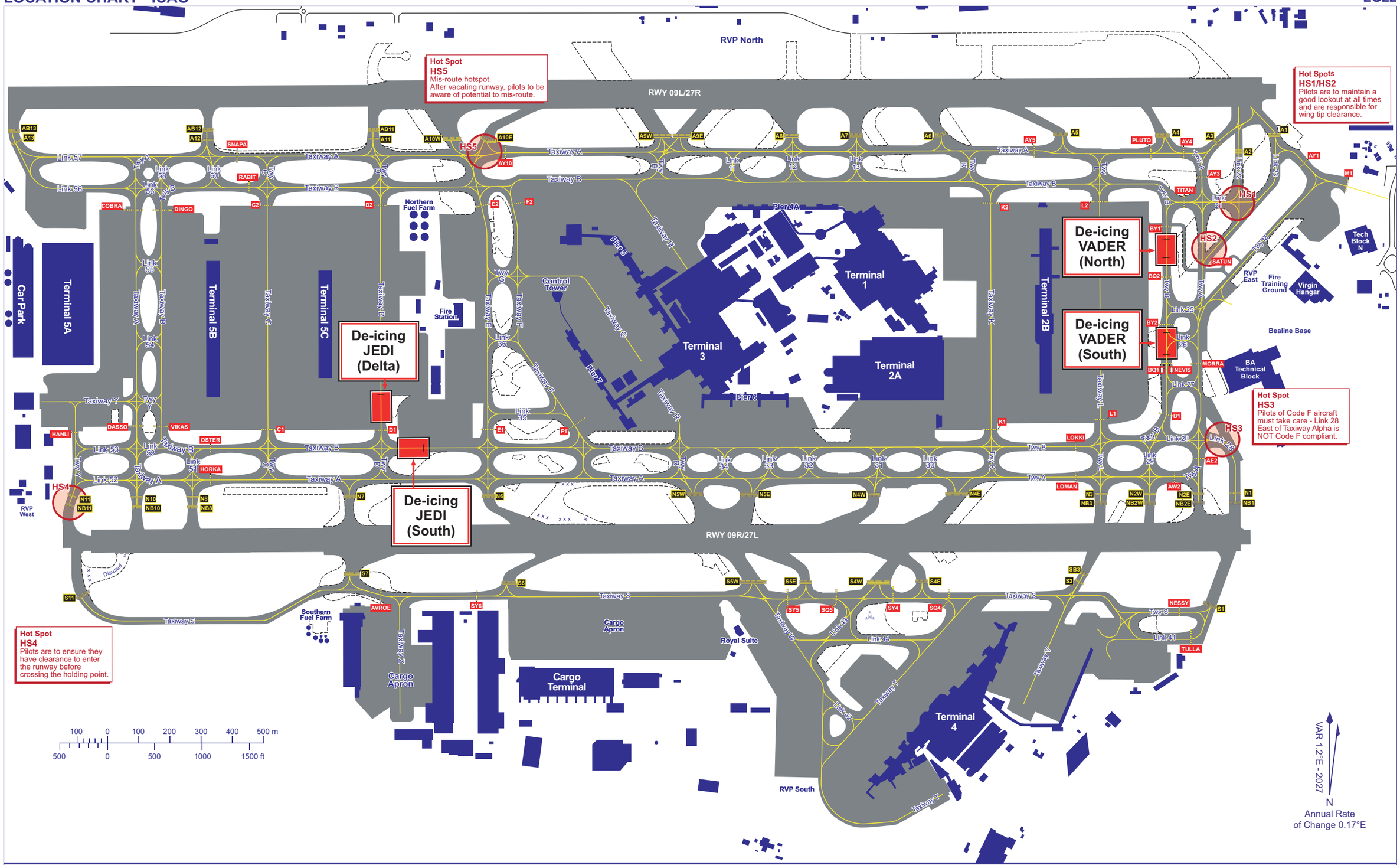
AERO INFO DATE 01 OCT 25

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

ARP 512839N 0002741W

AD ELEV 83FT

LONDON HEATHROW
EGLL



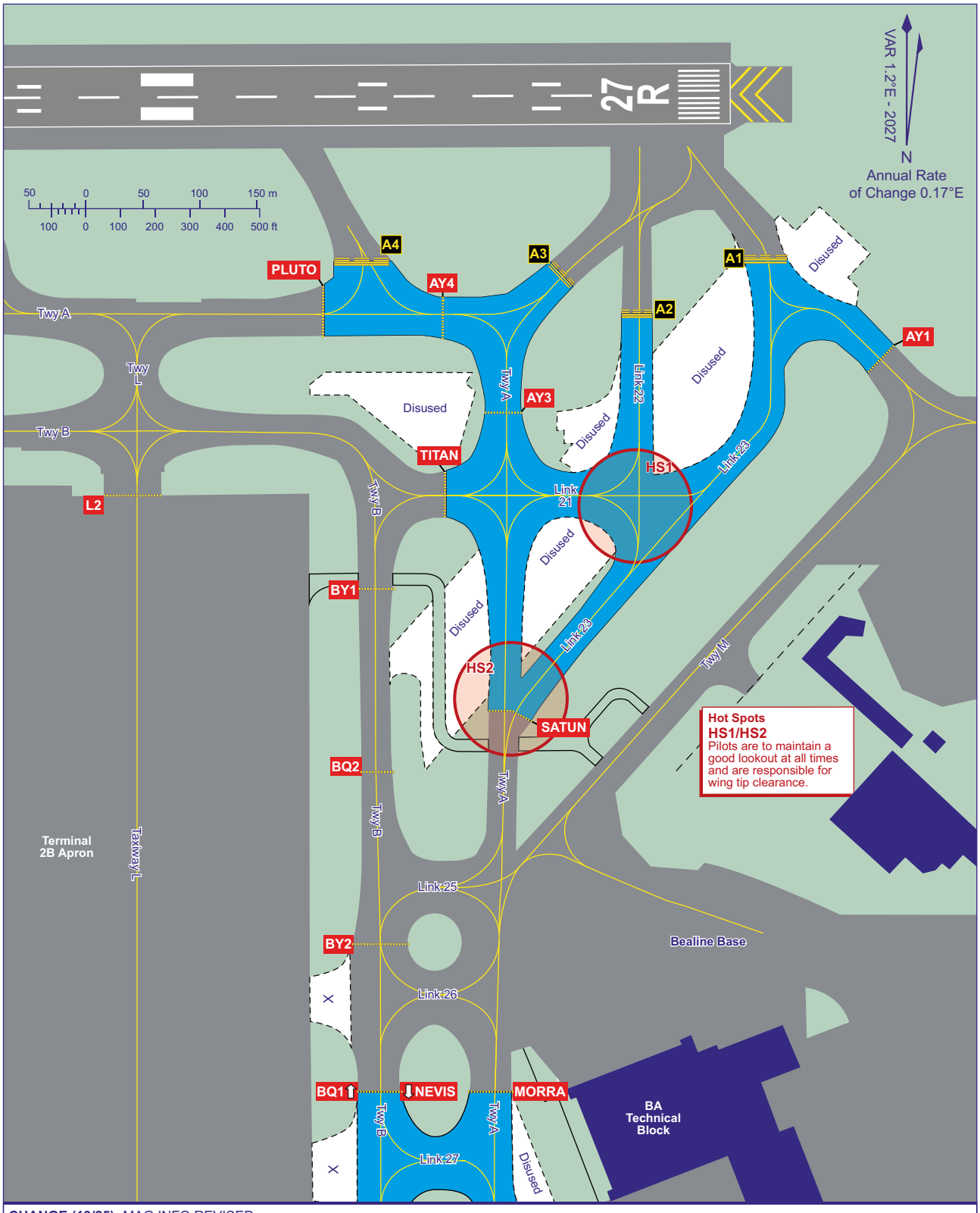
CHANGE (13/25): MAG INFO REVISED.

AERO INFO DATE 01 OCT 25

GROUND MOVEMENT CHART - ICAO

HOLDING AREAS FOR RUNWAY 27R

LONDON HEATHROW
EGLL



CHANGE (13/25): MAG INFO REVISED.

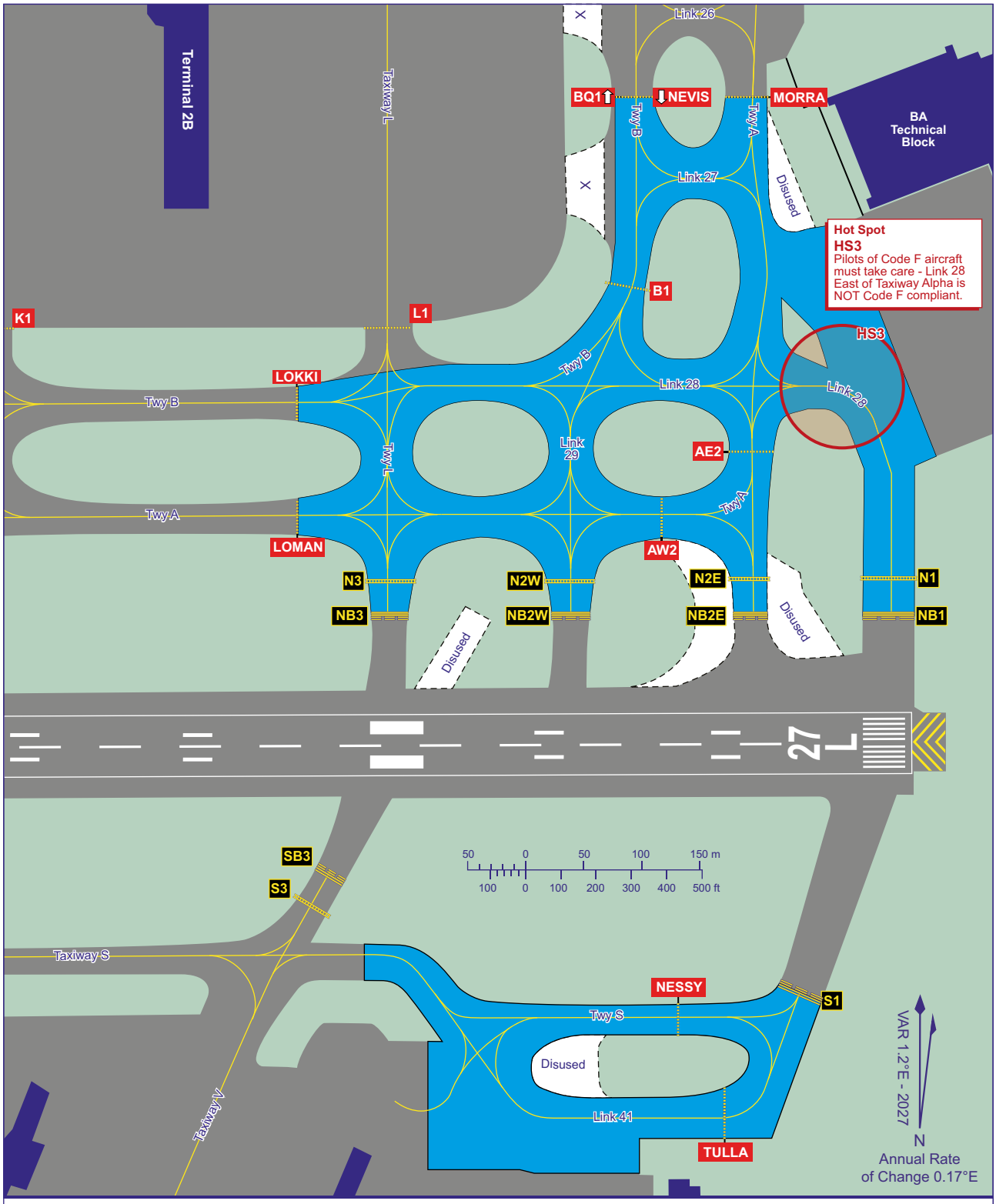
AERO INFO DATE 01 OCT 25

AD 2-EGLL-2-9

GROUND MOVEMENT CHART - ICAO

HOLDING AREAS FOR RUNWAY 27L

LONDON HEATHROW
EGLL



CHANGE (13/25): MAG INFO REVISED.

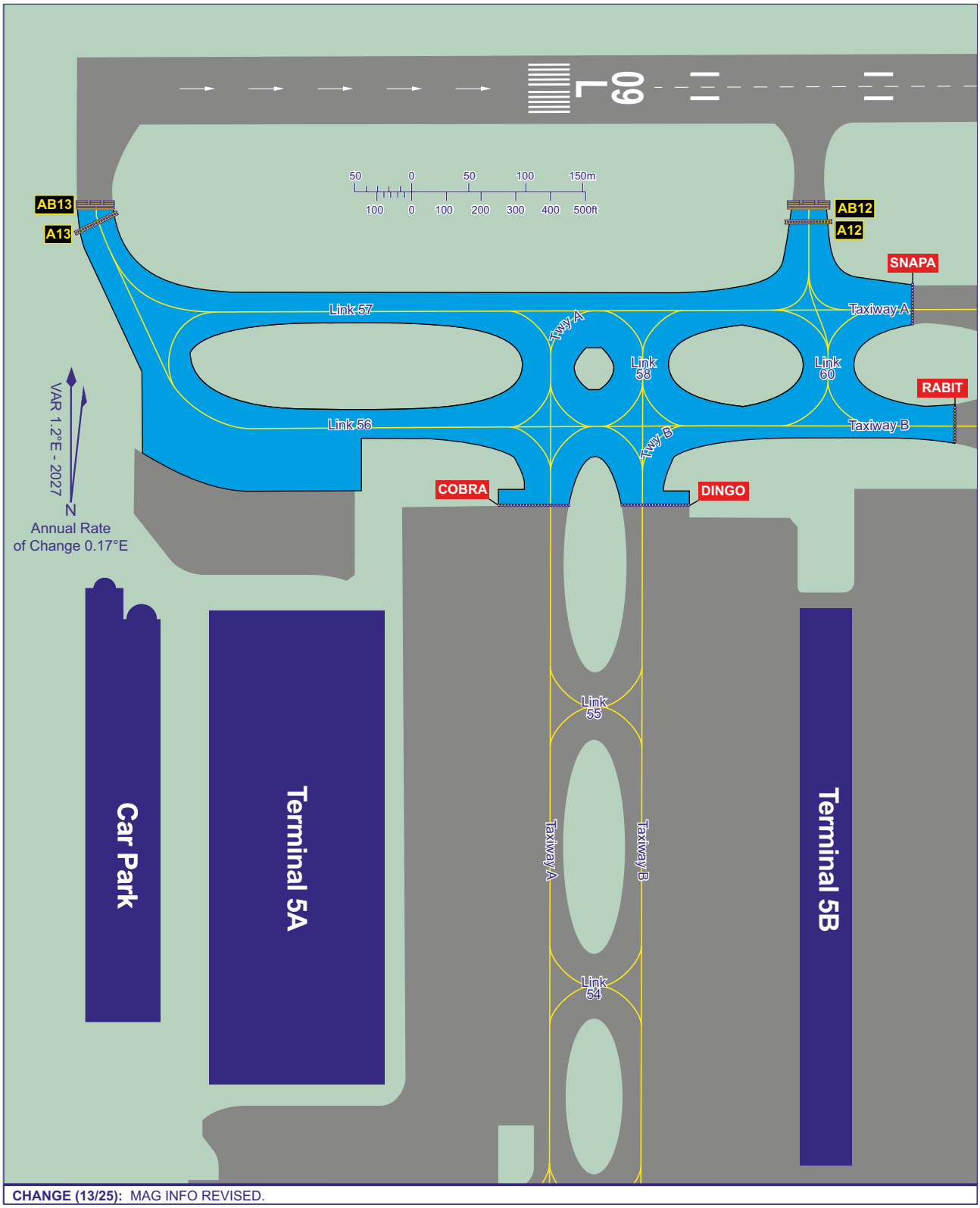
AERO INFO DATE 01 OCT 25

AD 2-EGLL-2-10

GROUND MOVEMENT CHART - ICAO

HOLDING AREAS FOR RUNWAY 09L

LONDON HEATHROW
EGLL



CHANGE (13/25): MAG INFO REVISED.

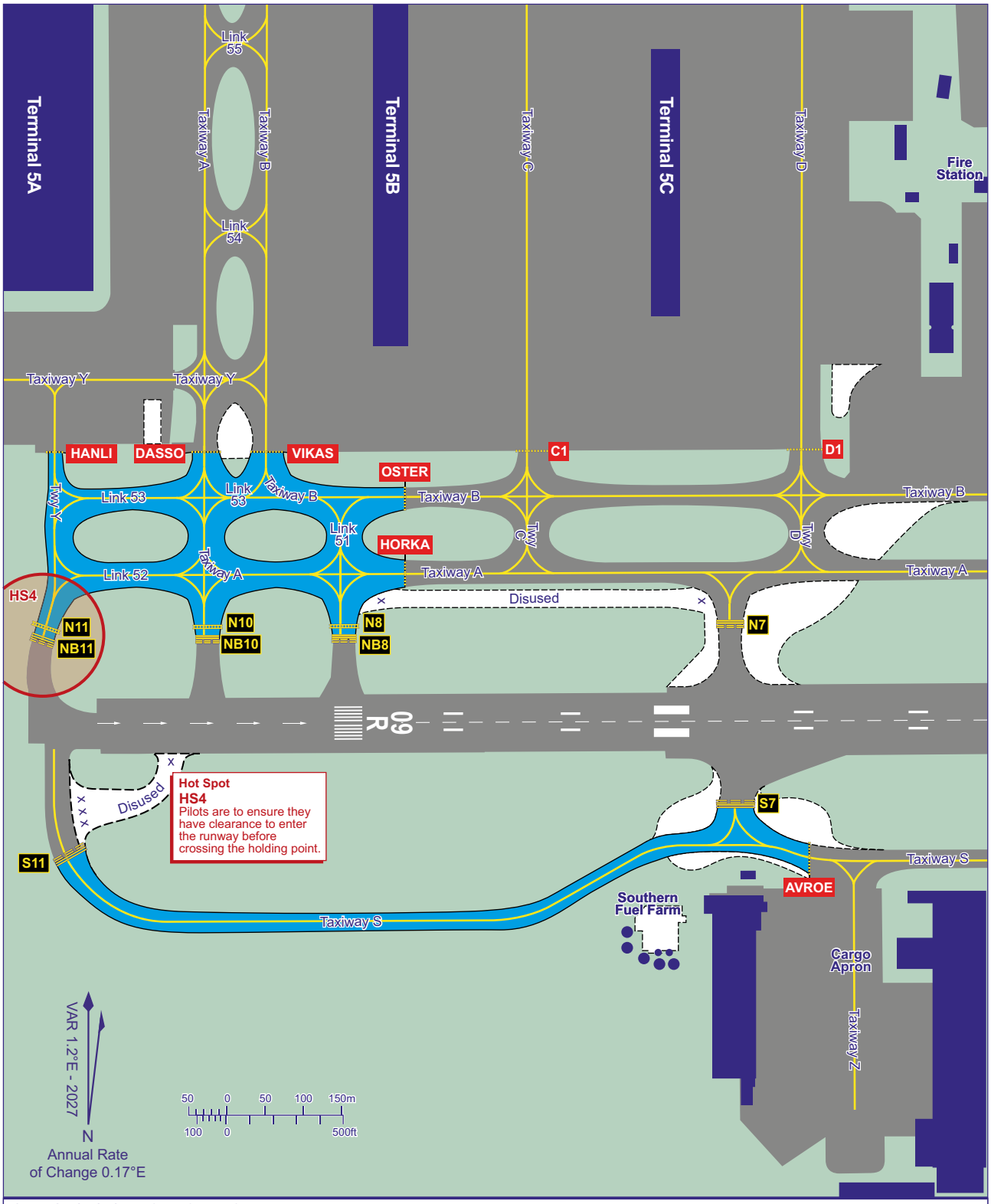
AERO INFO DATE 15 OCT 25

AD 2-EGLL-2-11

GROUND MOVEMENT CHART - ICAO

HOLDING AREAS FOR RUNWAY 09R

LONDON HEATHROW
EGLL



CHANGE (13/25): MAG INFO REVISED

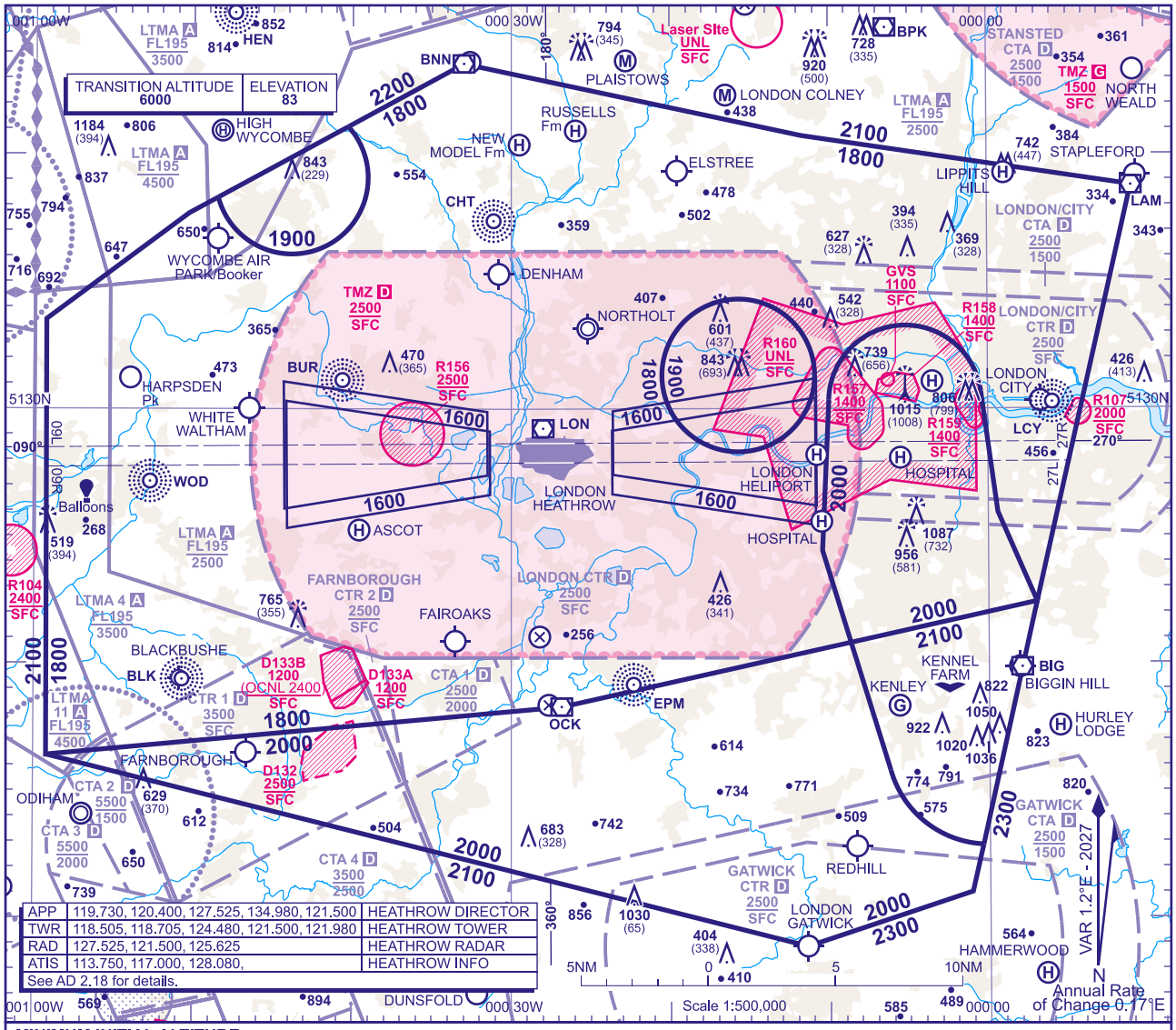
AERO INFO DATE 15 OCT 25

AD 2-EGLL-2-12

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1184
HEIGHTS IN FEET AGL (393)

LONDON HEATHROW



APP	119.730, 120.400, 127.525, 134.980, 121.500	HEATHROW DIRECTOR
TWR	118.505, 118.705, 124.480, 121.500, 121.980	HEATHROW TOWER
RAD	127.525, 121.500, 125.625	HEATHROW RADAR
ATIS	113.750, 117.000, 128.080,	HEATHROW INFO
See AD 2.18 for details.		

MINIMUM INITIAL ALTITUDE

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

a) **1800** in the sector defined by the lateral limits; 513331N 0005917W - 513742N 0005019W - 513819N 0004830W thence anticlockwise by an arc of a circle radius 3NM centred on 513905N 0004351W to 514106N 0004017W - 514334N 0003259W - 514044N 0001141W - 513846N 0000906E - 512225N 0000302E - 512556N 0000036E - 513040N 0000026W then anticlockwise by an arc of a circle radius 3NM centred on 513016N 0000512W to 513022N 0001000W - 512426N 0001026W - 512049N 0000840W - 511818N 0002650W - 511624N 0005911W - 513331N 0005917W.

b) **1900** in the sector defined by the lateral limits; a circle radius 3NM centred on 513119N 0001542W .

c) **1900** in the sector defined by the lateral limits; 513819N 0004830W - 514106N 0004017W thence clockwise by an arc of a circle radius 3NM centred on 513905N 0004351W to 513819N 0004830W.

d) **2000** in the sector defined by the lateral limits; 511624N 0005911W - 511818N 0002650W - 512049N 0000840W - 511548N 0000613W - thence anticlockwise by an arc of a circle radius 4NM centred on 511651N 0000005W to 511252N 0000025W - 511101N 0000106W - 510853N 0001125W - 511624N 0005911W.

e) **2000** in the sector defined by the lateral limits; 513022N 0001000W thence clockwise by an arc of a circle radius 3NM centred on 513016N 0000512W to 513040N 0000026W - 512556N 0000036E - 512225N 0000302E - 512049N 0000840W - 512426N 0001026W - 513022N 0001000W.

f) **2100** in the sector defined by the lateral limits; 512049N 0000840W - 512225N 0000302E - 511252N 0000025W thence clockwise by an arc of a circle radius 4NM centred on 511651N 0000005W to 511548N 0000613W - 512049N 0000840W.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

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

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 to **EPM NDB**† (RWY 09R, 27L) or **CHT NDB** (RWY 09L, 27R) or last assigned level if higher.

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid. If not possible follow the Missed Approach Procedure to **EPM NDB**† (RWY 09R, 27L) or **CHT NDB** (RWY 09L, 27R).

†In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at ENR 1.1.3.4 or the Modified Procedure for the Missed Approach Radio Failure detailed at AD 2-EGLL-1-18.

For **GENERAL INFORMATION** see EGLL 5-2.

CHANGE (13/25): MAG INFO REVISED.

AERO INFO DATE 07 OCT 25

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

LONDON HEATHROW

GENERAL INFORMATION

1. Levels shown are based on QNH.
2. Only significant obstacles and dominant spot heights are shown.
3. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
4. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
5. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
6. 913FT vertical separation approved against the Crystal Palace mast to meet ATS operational requirements.
7. **This chart may only be used for cross-checking of altitudes assigned when in receipt of an ATC Surveillance service.**
8. **When vectoring an aircraft within the Final Approach Vectoring Area descent clearance below the SMAA to the FAVA altitude may only be issued if the aircraft is either established on the final approach track or on an intercept of 40° or less, and in the case of instrument approaches other than SRA is cleared to intercept the final approach track.**

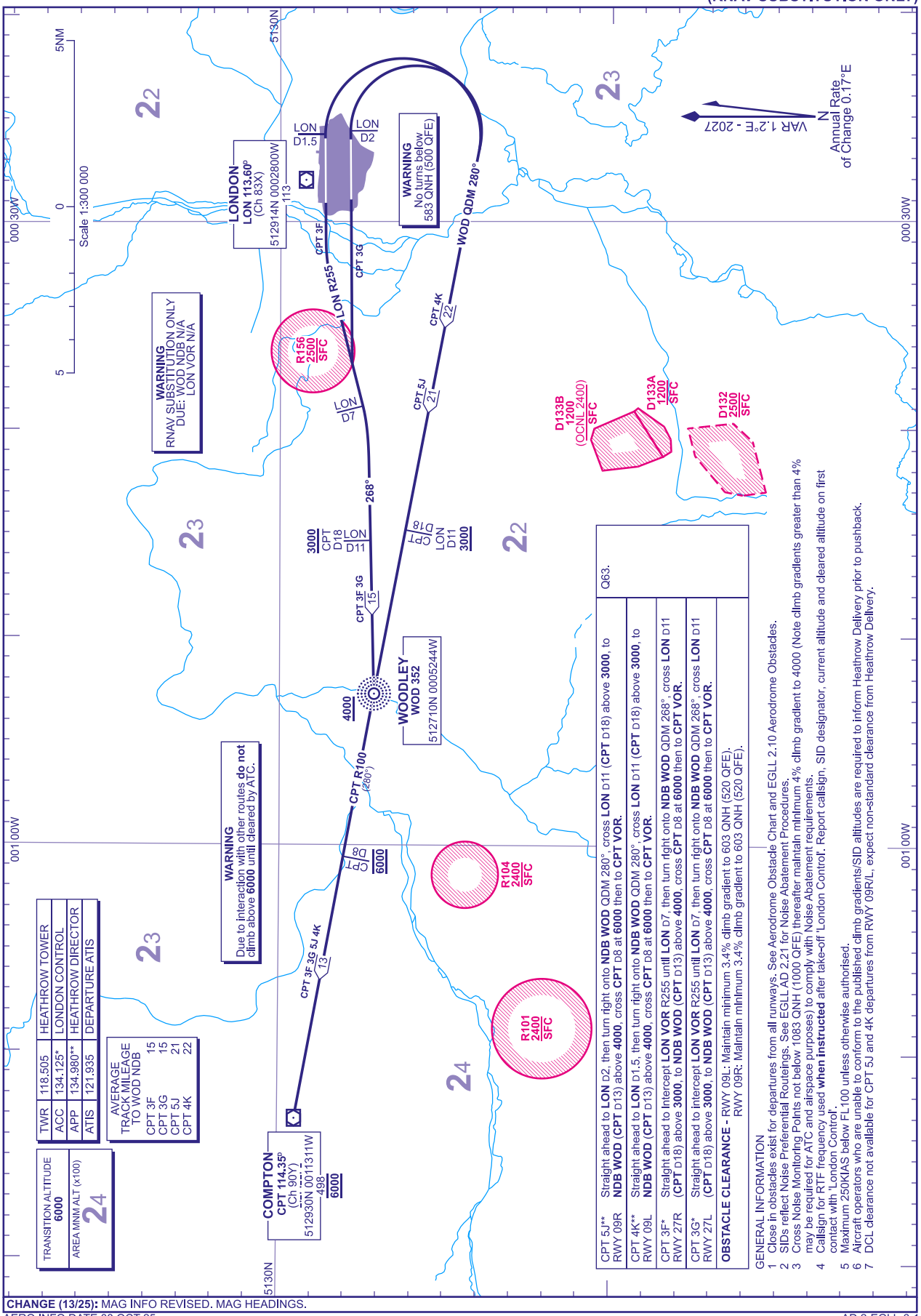
CHANGE (14/20): NOTE 3 UPDATED.

AERO INFO DATE 29 OCT 2020

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON HEATHROW
RWY 09R/L RWY 27R/L
CPT 5J 4K 3F 3G
(RNAV SUBSTITUTION ONLY)



TWR	118.505	HEATHROW TOWER	
ACC	134.125*	LONDON CONTROL	
APP	134.980**	HEATHROW DIRECTOR	
ATIS	121.935	DEPARTURE ATIS	

AVERAGE TRACK MILEAGE TO WOD NDB	
CPT 3F	15
CPT 3G	15
CPT 5J	21
CPT 4K	22

TRANSITION ALTITUDE **6000**

AREA MNM ALT (x100) **24**

CPT 5J** RWY 09R	Straight ahead to **LON** D2, then turn right onto **NDB WOD** QDM 280°, cross **LON** D11 (**CPT** D18) above **3000**, to **NDB WOD** (**CPT** D13) above **4000**, cross **CPT** D8 at **6000** then to **CPT VOR**.
CPT 4K** RWY 09L	Straight ahead to **LON** D1.5, then turn right onto **NDB WOD** QDM 280°, cross **LON** D11 (**CPT** D18) above **3000**, to **NDB WOD** (**CPT** D13) above **4000**, cross **CPT** D8 at **6000** then to **CPT VOR**.
CPT 3F* RWY 27R	Straight ahead to Intercept **LON VOR** R255 until **LON** D7, then turn right onto **NDB WOD** QDM 268°, cross **LON** D11 (**CPT** D18) above **3000**, to **NDB WOD** (**CPT** D13) above **4000**, cross **CPT** D8 at **6000** then to **CPT VOR**.
CPT 3G* RWY 27L	Straight ahead to intercept **LON VOR** R255 until **LON** D7, then turn right onto **NDB WOD** QDM 268°, cross **LON** D11 (**CPT** D18) above **3000**, to **NDB WOD** (**CPT** D13) above **4000**, cross **CPT** D8 at **6000** then to **CPT VOR**.
OBSTACLE CLEARANCE -	RWY 09L: Maintain minimum 3.4% climb gradient to 603 QNH (520 QFE). RWY 09R: Maintain minimum 3.4% climb gradient to 603 QNH (520 QFE).

Q63.

GENERAL INFORMATION
1 Close in obstacles exist for departures from all runways. See Aerodrome Obstacle Chart and EGLL 2.10 Aerodrome Obstacles.
2 SIDs reflect Noise Preferential Routeings. See EGLL AD 2.21 for Noise Abatement Procedures.
3 Cross Noise Monitoring Points not below 1083 QNH (1000 QFE) thereafter maintain minimum 4% climb gradient to 4000 (Note climb gradients greater than 4% may be required for ATC and airspace purposes) to comply with Noise Abatement requirements.
4 Callsign for RTF frequency used **when instructed** after take-off 'London Control'. Report callsign, SID designator, current altitude and cleared altitude on first contact with 'London Control'.
5 Maximum 250KIAS below FL100 unless otherwise authorised.
6 Aircraft operators who are unable to conform to the published climb gradients/SID altitudes are required to inform Heathrow Delivery prior to pushback.
7 DCL clearance not available for CPT 5J and 4K departures from RWY 09R/L, expect non-standard clearance from Heathrow Delivery.

CHANGE (13/25): MAG INFO REVISED. MAG HEADINGS.

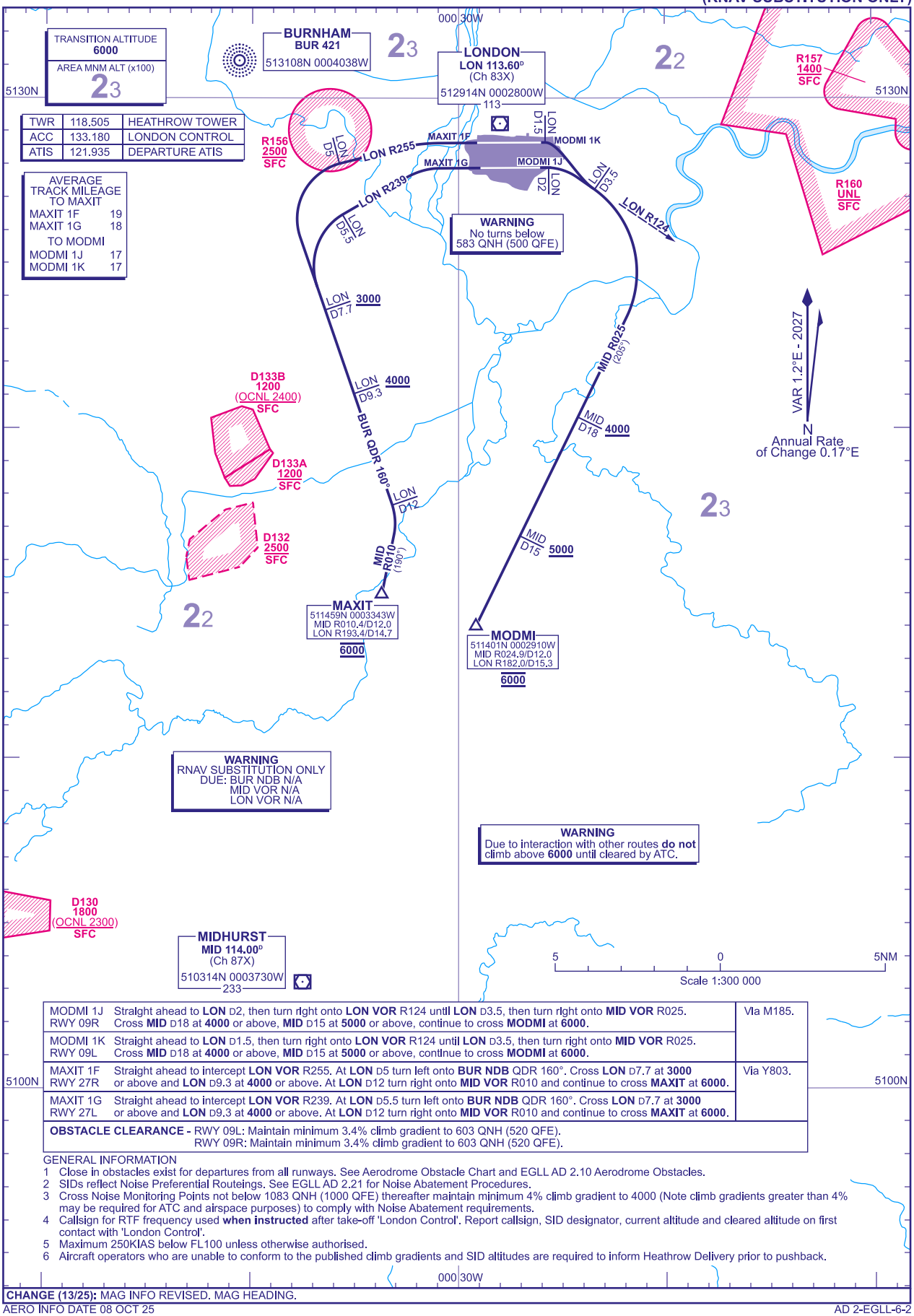
AERO INFO DATE 08 OCT 25

AD 2-EGLL-6-1

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON HEATHROW
RWY 09R/L RWY 27R/L
MODMI 1J 1K MAXIT 1F 1G
(RNAV SUBSTITUTION ONLY)



MODMI 1J RWY 09R	Straight ahead to **LON** VOR D2, then turn right onto **LON VOR** R124 until **LON** D3.5, then turn right onto **MID VOR** R025. Cross **MID** D18 at **4000** or above, **MID** D15 at **5000** or above, continue to cross **MODMI** at **6000**.	Via M185.
MODMI 1K RWY 09L	Straight ahead to **LON** D1.5, then turn right onto **LON VOR** R124 until **LON** D3.5, then turn right onto **MID VOR** R025. Cross **MID** D18 at **4000** or above, **MID** D15 at **5000** or above, continue to cross **MODMI** at **6000**.	
MAXIT 1F RWY 27R	Straight ahead to intercept **LON VOR** R255. At **LON** D5 turn left onto **BUR NDB** QDR 160°. Cross **LON** D7.7 at **3000** or above and **LON** D9.3 at **4000** or above. At **LON** D12 turn right onto **MID VOR** R010 and continue to cross **MAXIT** at **6000**.	Via Y803.
MAXIT 1G RWY 27L	Straight ahead to intercept **LON VOR** R239. At **LON** D5.5 turn left onto **BUR NDB** QDR 160°. Cross **LON** D7.7 at **3000** or above and **LON** D9.3 at **4000** or above. At **LON** D12 turn right onto **MID VOR** R010 and continue to cross **MAXIT** at **6000**.	
OBSTACLE CLEARANCE - RWY 09L: Maintain minimum 3.4% climb gradient to 603 QNH (520 QFE). RWY 09R: Maintain minimum 3.4% climb gradient to 603 QNH (520 QFE).		

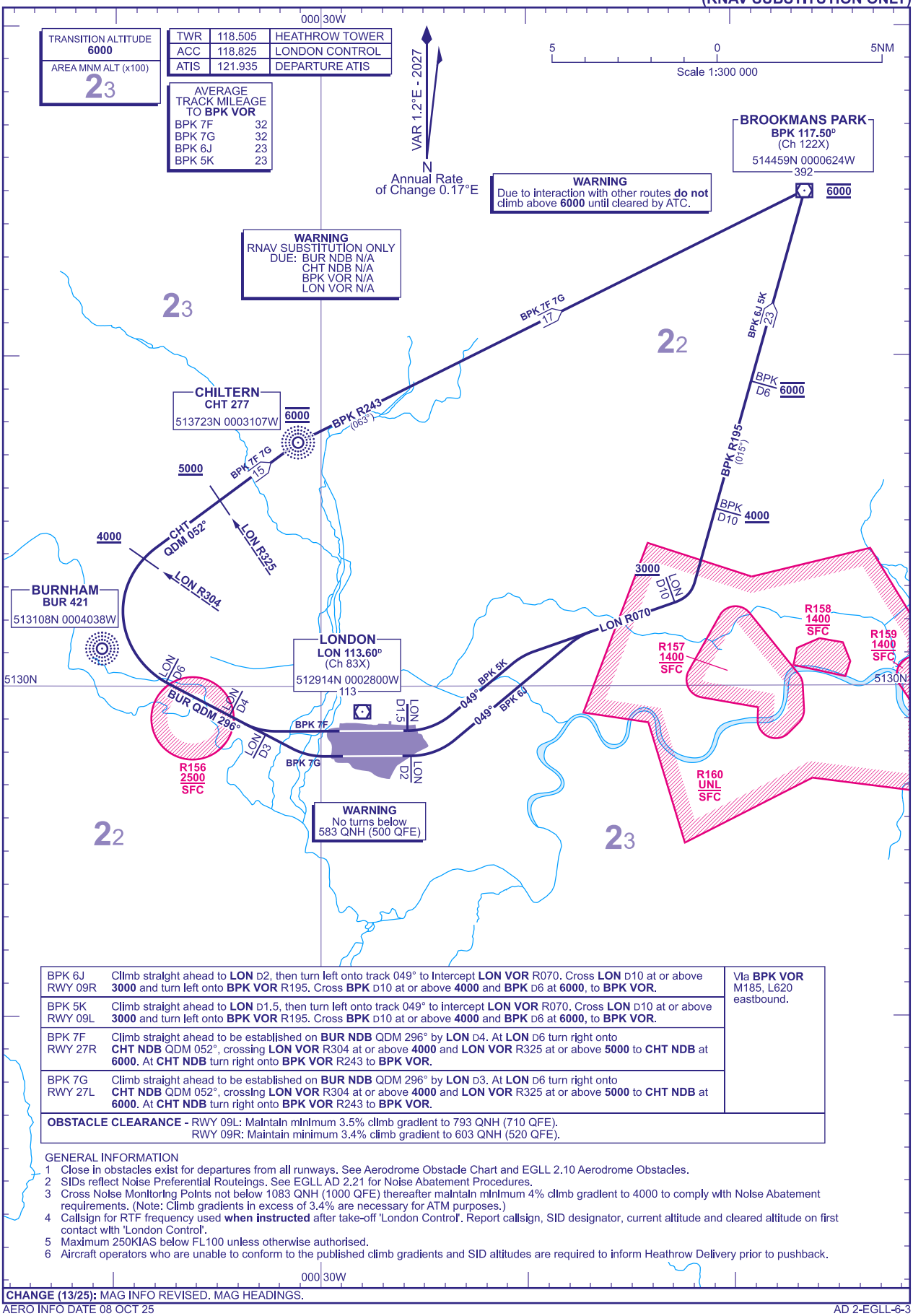
GENERAL INFORMATION
1 Close in obstacles exist for departures from all runways. See Aerodrome Obstacle Chart and EGLL AD 2.10 Aerodrome Obstacles.
2 SIDs reflect Noise Preferential Routeings. See EGLL AD 2.21 for Noise Abatement Procedures.
3 Cross Noise Monitoring Points not below 1083 QNH (1000 QFE) thereafter maintain minimum 4% climb gradient to 4000 (Note climb gradients greater than 4% may be required for ATC and airspace purposes) to comply with Noise Abatement requirements.
4 Callsign for RTF frequency used **when instructed** after take-off 'London Control'. Report callsign, SID designator, current altitude and cleared altitude on first contact with 'London Control'.
5 Maximum 250KIAS below FL100 unless otherwise authorised.
6 Aircraft operators who are unable to conform to the published climb gradients and SID altitudes are required to inform Heathrow Delivery prior to pushback.

CHANGE (13/25): MAG INFO REVISED. MAG HEADING.
AERO INFO DATE 08 OCT 25
AD 2-EGLL-6-2

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON HEATHROW
RWY 09R/L RWY 27R/L
BPK 6J 5K 7F 7G
(RNAV SUBSTITUTION ONLY)



BPK 6J RWY 09R	Climb straight ahead to **LON** D2, then turn left onto track 049° to Intercept **LON VOR** R070. Cross **LON** D10 at or above **3000** and turn left onto **BPK VOR** R195. Cross **BPK** D10 at or above **4000** and **BPK** D6 at **6000**, to **BPK VOR**.	Via **BPK VOR** M185, L620 eastbound.
BPK 5K RWY 09L	Climb straight ahead to **LON** D1.5, then turn left onto track 049° to intercept **LON VOR** R070. Cross **LON** D10 at or above **3000** and turn left onto **BPK VOR** R195. Cross **BPK** D10 at or above **4000** and **BPK** D6 at **6000**, to **BPK VOR**.	
BPK 7F RWY 27R	Climb straight ahead to be established on **BUR NDB** QDM 296° by **LON** D4. At **LON** D6 turn right onto **CHT NDB** QDM 052°, crossing **LON VOR** R304 at or above **4000** and **LON VOR** R325 at or above **5000** to **CHT NDB** at **6000**. At **CHT NDB** turn right onto **BPK VOR** R243 to **BPK VOR**.	
BPK 7G RWY 27L	Climb straight ahead to be established on **BUR NDB** QDM 296° by **LON** D3. At **LON** D6 turn right onto **CHT NDB** QDM 052°, crossing **LON VOR** R304 at or above **4000** and **LON VOR** R325 at or above **5000** to **CHT NDB** at **6000**. At **CHT NDB** turn right onto **BPK VOR** R243 to **BPK VOR**.	
OBSTACLE CLEARANCE - RWY 09L: Maintain minimum 3.5% climb gradient to 793 QNH (710 QFE). RWY 09R: Maintain minimum 3.4% climb gradient to 603 QNH (520 QFE).		

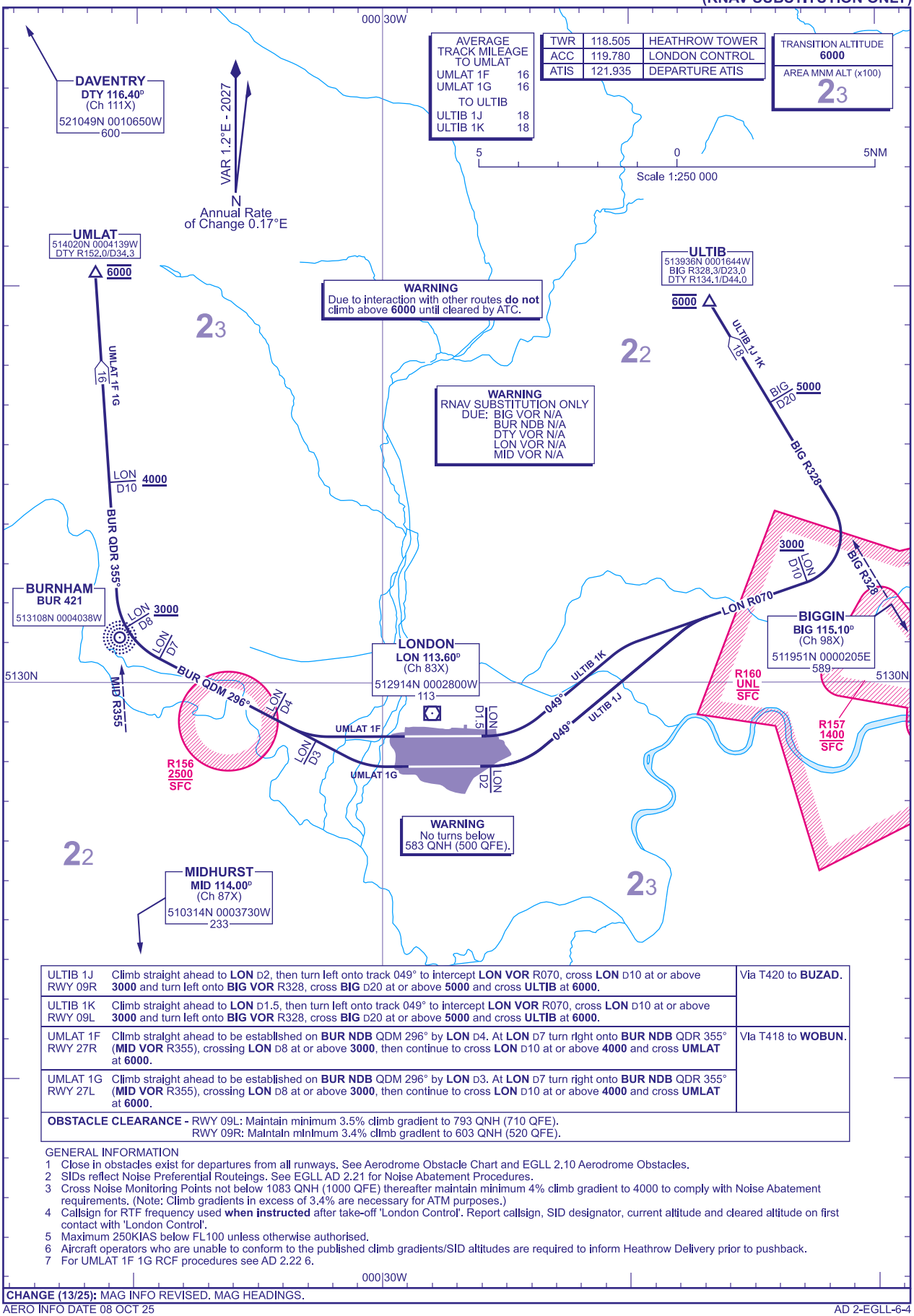
GENERAL INFORMATION
1 Close in obstacles exist for departures from all runways. See Aerodrome Obstacle Chart and EGLL 2.10 Aerodrome Obstacles.
2 SIDs reflect Noise Preferential Routeings. See EGLL AD 2.21 for Noise Abatement Procedures.
3 Cross Noise Monitoring Points not below 1083 QNH (1000 QFE) thereafter maintain minimum 4% climb gradient to 4000 to comply with Noise Abatement requirements. (Note: Climb gradients in excess of 3.4% are necessary for ATM purposes.)
4 Callsign for RTF frequency used **when instructed** after take-off 'London Control'. Report callsign, SID designator, current altitude and cleared altitude on first contact with 'London Control'.
5 Maximum 250KIAS below FL100 unless otherwise authorised.
6 Aircraft operators who are unable to conform to the published climb gradients and SID altitudes are required to inform Heathrow Delivery prior to pushback.

CHANGE (13/25): MAG INFO REVISED. MAG HEADINGS.
AERO INFO DATE 08 OCT 25
AD 2-EGLL-6-3

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON HEATHROW
RWY 09R/L RWY 27R/L
ULTIB 1J 1K UMLAT 1F 1G
(RNAV SUBSTITUTION ONLY)



ULTIB 1J RWY 09R	Climb straight ahead to **LON** D2, then turn left onto track 049° to intercept **LON VOR** R070, cross **LON** D10 at or above **3000** and turn left onto **BIG VOR** R328, cross **BIG** D20 at or above **5000** and cross **ULTIB** at **6000**.	Via T420 to **BUZAD**.
ULTIB 1K RWY 09L	Climb straight ahead to **LON** D1.5, then turn left onto track 049° to intercept **LON VOR** R070, cross **LON** D10 at or above **3000** and turn left onto **BIG VOR** R328, cross **BIG** D20 at or above **5000** and cross **ULTIB** at **6000**.	
UMLAT 1F RWY 27R	Climb straight ahead to be established on **BUR NDB** QDM 296° by **LON** D4. At **LON** D7 turn right onto **BUR NDB** QDR 355° (**MID VOR** R355), crossing **LON** D8 at or above **3000**, then continue to cross **LON** D10 at or above **4000** and cross **UMLAT** at **6000**.	Via T418 to **WOBUN**.
UMLAT 1G RWY 27L	Climb straight ahead to be established on **BUR NDB** QDM 296° by **LON** D3. At **LON** D7 turn right onto **BUR NDB** QDR 355° (**MID VOR** R355), crossing **LON** D8 at or above **3000**, then continue to cross **LON** D10 at or above **4000** and cross **UMLAT** at **6000**.	
OBSTACLE CLEARANCE - RWY 09L: Maintain minimum 3.5% climb gradient to 793 QNH (710 QFE). RWY 09R: Maintain minimum 3.4% climb gradient to 603 QNH (520 QFE).		

GENERAL INFORMATION
1 Close in obstacles exist for departures from all runways. See Aerodrome Obstacle Chart and EGLL 2.10 Aerodrome Obstacles.
2 SIDs reflect Noise Preferential Routeings. See EGLL AD 2.21 for Noise Abatement Procedures.
3 Cross Noise Monitoring Points not below 1083 QNH (1000 QFE) thereafter maintain minimum 4% climb gradient to 4000 to comply with Noise Abatement requirements. (Note: Climb gradients in excess of 3.4% are necessary for ATM purposes.)
4 Callsign for RTF frequency used **when instructed** after take-off 'London Control'. Report callsign, SID designator, current altitude and cleared altitude on first contact with 'London Control'.
5 Maximum 250KIAS below FL100 unless otherwise authorised.
6 Aircraft operators who are unable to conform to the published climb gradients/SID altitudes are required to inform Heathrow Delivery prior to pushback.
7 For UMLAT 1F 1G RCF procedures see AD 2.22 6.

000 30W

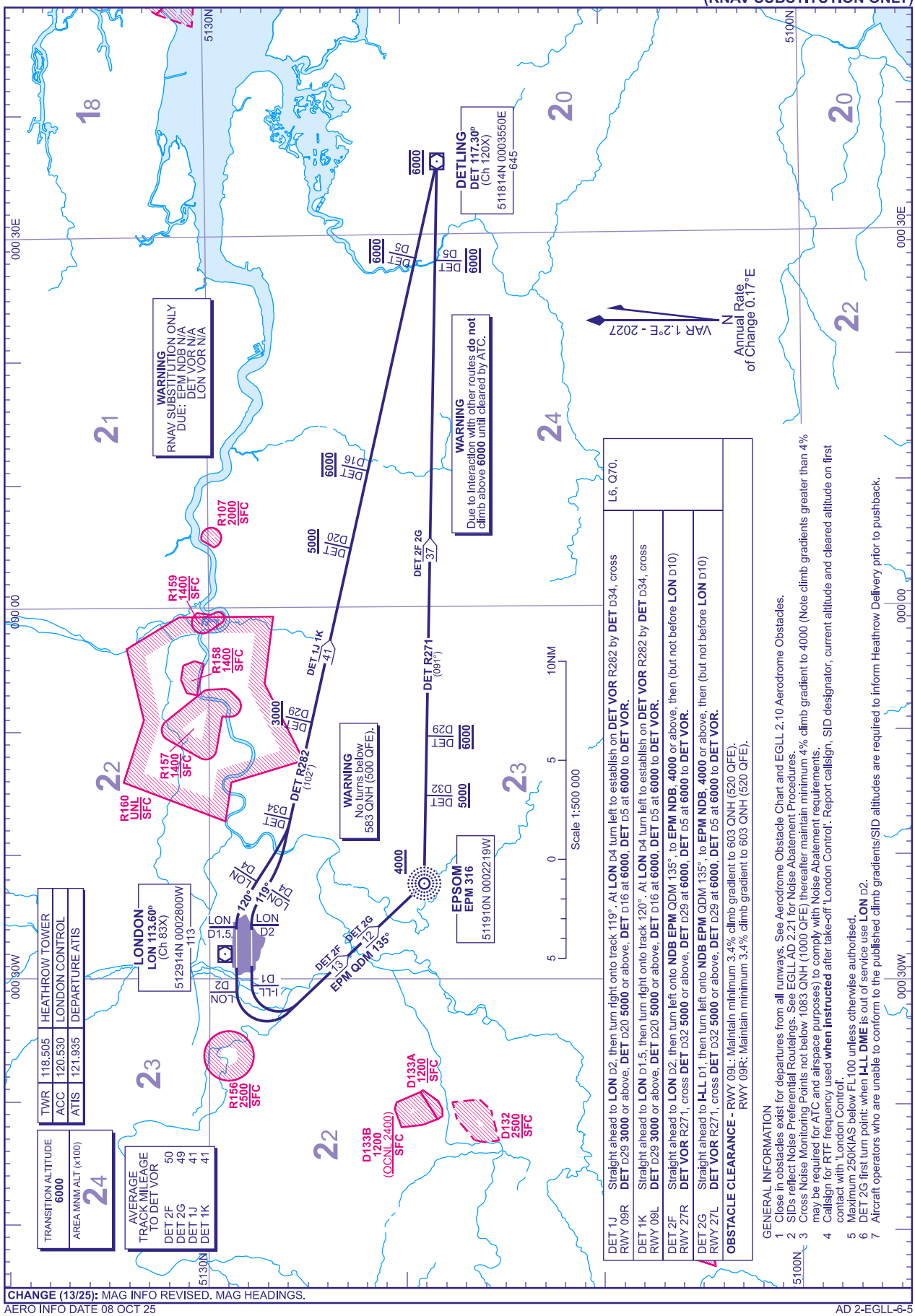
CHANGE (13/25): MAG INFO REVISED. MAG HEADINGS.

AERO INFO DATE 08 OCT 25

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON HEATHROW
RWY 09R/L RWY 27R/L
DET 1J 1K 2F 2G
(RNAV SUBSTITUTION ONLY)



CHANGE (13/25): MAG INFO REVISED. MAG HEADINGS.

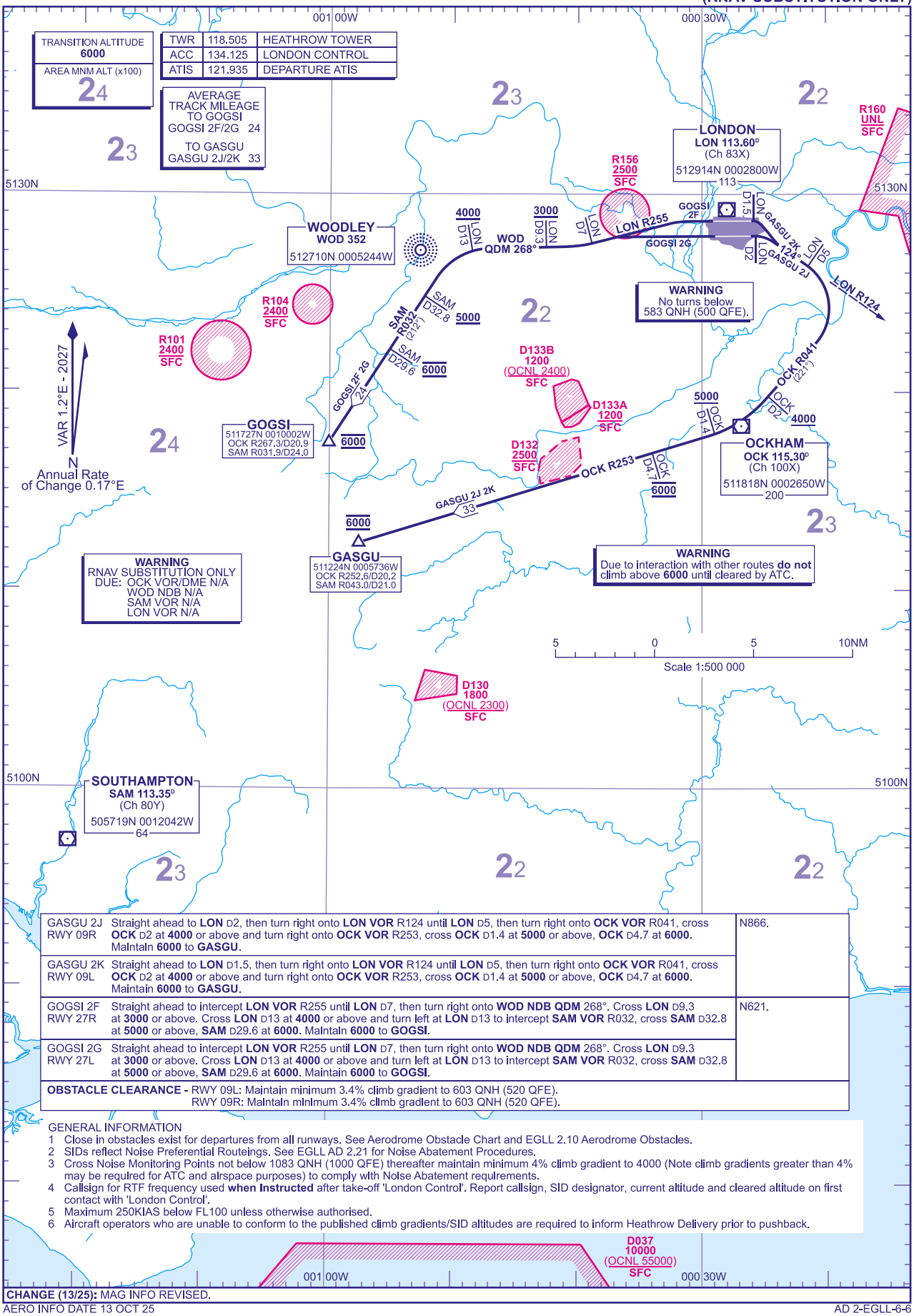
AERO INFO DATE 08 OCT 25

AD 2-EGLL-6-5

STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

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

LONDON HEATHROW
RWY 09R/L RWY 27R/L
GASGU 2J 2K GOGSI 2F 2G
(RNAV SUBSTITUTION ONLY)



GASGU 2J RWY 09R	Straight ahead to **LON** D2, then turn right onto **LON VOR** R124 until **LON** D5, then turn right onto **OCK VOR** R041, cross **OCK** D2 at **4000** or above and turn right onto **OCK VOR** R253, cross **OCK** D1.4 at **5000** or above, **OCK** D4.7 at **6000**. Maintain **6000** to **GASGU**.	N866.
GASGU 2K RWY 09L	Straight ahead to **LON** D1.5, then turn right onto **LON VOR** R124 until **LON** D5, then turn right onto **OCK VOR** R041, cross **OCK** D2 at **4000** or above and turn right onto **OCK VOR** R253, cross **OCK** D1.4 at **5000** or above, **OCK** D4.7 at **6000**. Maintain **6000** to **GASGU**.	
GOGSI 2F RWY 27R	Straight ahead to intercept **LON VOR** R255 until **LON** D7, then turn right onto **WOD NDB QDM** 268°. Cross **LON** D9.3 at **3000** or above. Cross **LON** D13 at **4000** or above and turn left at **LON** D13 to intercept **SAM VOR** R032, cross **SAM** D32.8 at **5000** or above, **SAM** D29.6 at **6000**. Maintain **6000** to **GOGSI**.	N621.
GOGSI 2G RWY 27L	Straight ahead to intercept **LON VOR** R255 until **LON** D7, then turn right onto **WOD NDB QDM** 268°. Cross **LON** D9.3 at **3000** or above. Cross **LON** D13 at **4000** or above and turn left at **LON** D13 to intercept **SAM VOR** R032, cross **SAM** D32.8 at **5000** or above, **SAM** D29.6 at **6000**. Maintain **6000** to **GOGSI**.	
OBSTACLE CLEARANCE - RWY 09L: Maintain minimum 3.4% climb gradient to 603 QNH (520 QFE). RWY 09R: Maintain minimum 3.4% climb gradient to 603 QNH (520 QFE).		

GENERAL INFORMATION
1 Close in obstacles exist for departures from all runways. See Aerodrome Obstacle Chart and EGLL 2.10 Aerodrome Obstacles.
2 SIDs reflect Noise Preferential Routeings. See EGLL AD 2.21 for Noise Abatement Procedures.
3 Cross Noise Monitoring Points not below 1083 QNH (1000 QFE) thereafter maintain minimum 4% climb gradient to 4000 (Note climb gradients greater than 4% may be required for ATC and airspace purposes) to comply with Noise Abatement requirements.
4 Callsign for RTF frequency used **when Instructed** after take-off 'London Control'. Report callsign, SID designator, current altitude and cleared altitude on first contact with 'London Control'.
5 Maximum 250KIAS below FL100 unless otherwise authorised.
6 Aircraft operators who are unable to conform to the published climb gradients/SID altitudes are required to inform Heathrow Delivery prior to pushback.

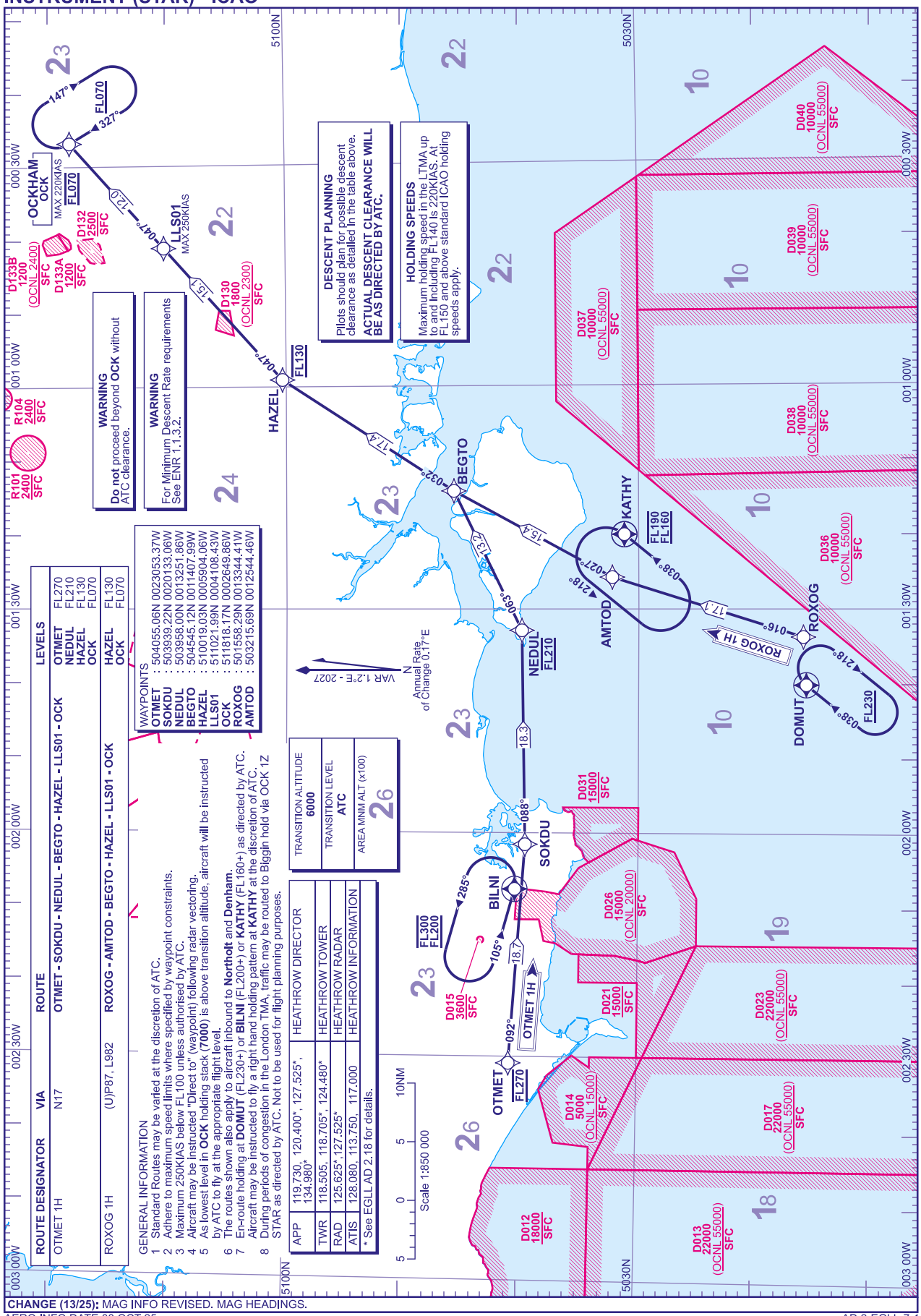
CHANGE (13/25): MAG INFO REVISED.

AERO INFO DATE 13 OCT 25

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

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

LONDON HEATHROW
OTMET 1H ROXOG 1H



CHANGE (13/25): MAG INFO REVISED. MAG HEADINGS.

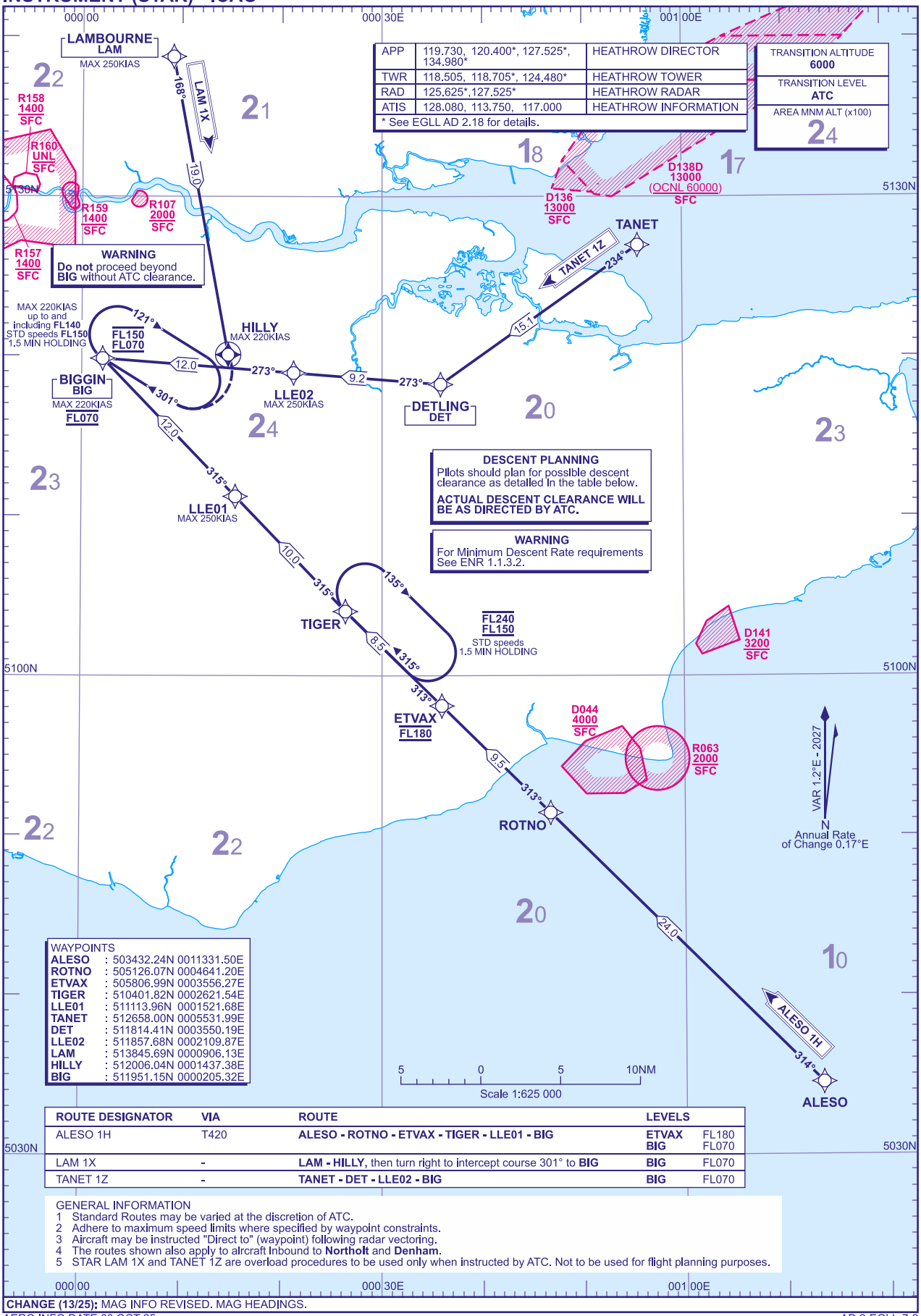
AERO INFO DATE 08 OCT 25

AD 2-EGLL-7-1

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

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

LONDON HEATHROW
ALESO 1H LAM 1X TANET 1Z



WAYPOINTS

ALESO	503432.24N 0011331.50E
ROTNO	505126.07N 0004641.20E
ETVAX	505806.99N 0003556.27E
TIGER	510401.82N 0002621.54E
LLE01	511113.96N 0001521.68E
TANET	512658.00N 0005531.99E
DET	511814.41N 0003550.19E
LLE02	511857.68N 0002109.87E
LAM	513845.69N 0000906.13E
HILLY	512006.04N 0001437.38E
BIG	511951.15N 0000205.32E

ROUTE DESIGNATOR	VIA	ROUTE	LEVELS	
ALESO 1H	T420	**ALESO - ROTNO - ETVAX - TIGER - LLE01 - BIG**	**ETVAX** **BIG**	FL180 FL070
LAM 1X	-	**LAM - HILLY**, then turn right to intercept course 301° to **BIG**	**BIG**	FL070
TANET 1Z	-	**TANET - DET - LLE02 - BIG**	**BIG**	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 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
4 The routes shown also apply to aircraft Inbound to **Northolt** and **Denham**.
5 STAR LAM 1X and TANET 1Z are overload procedures to be used only when instructed by ATC. Not to be used for flight planning purposes.

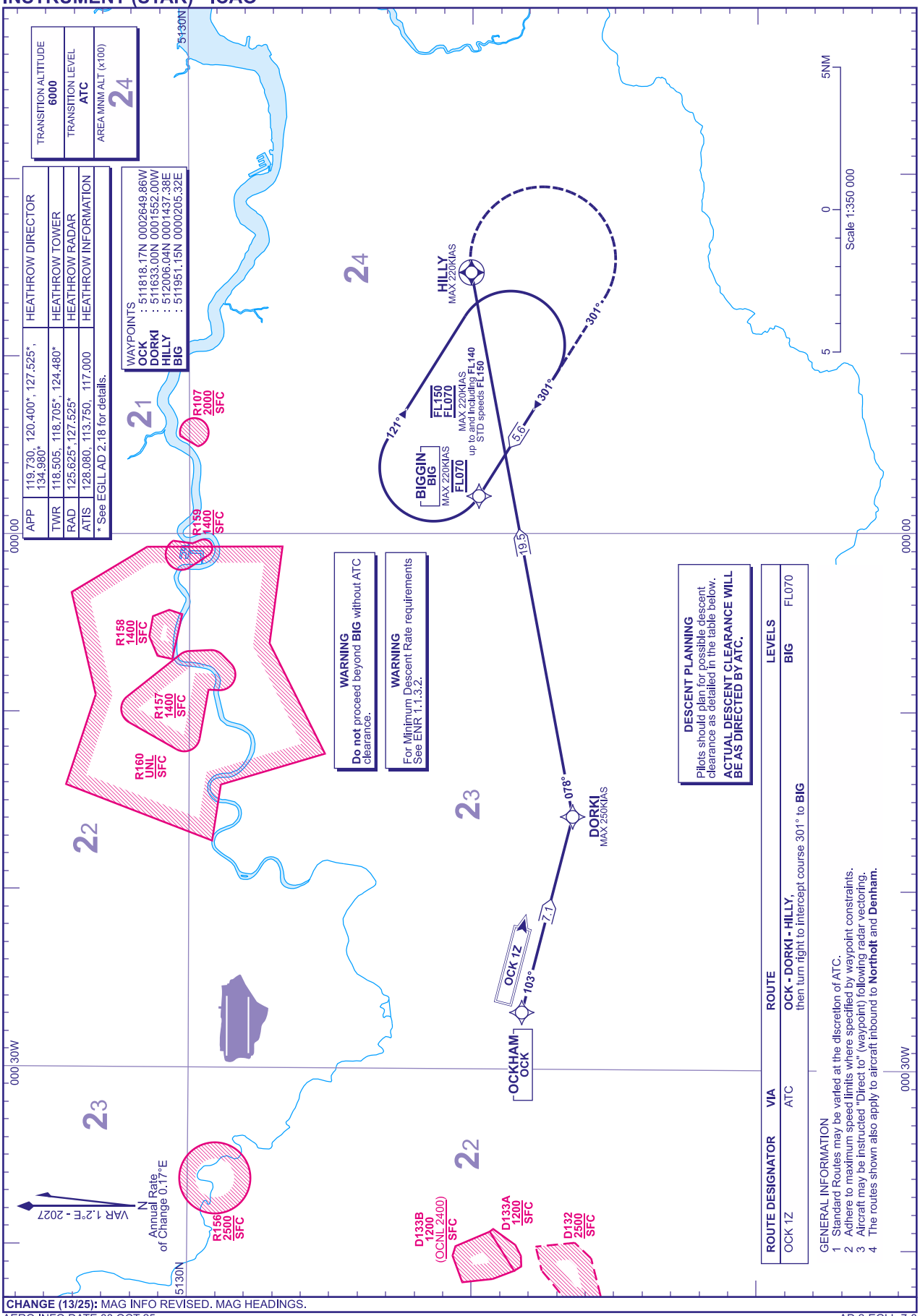
CHANGE (13/25): MAG INFO REVISED. MAG HEADINGS.

AERO INFO DATE 08 OCT 25

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

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

LONDON HEATHROW
OCK 1Z



CHANGE (13/25): MAG INFO REVISED. MAG HEADINGS.
AERO INFO DATE 08 OCT 25

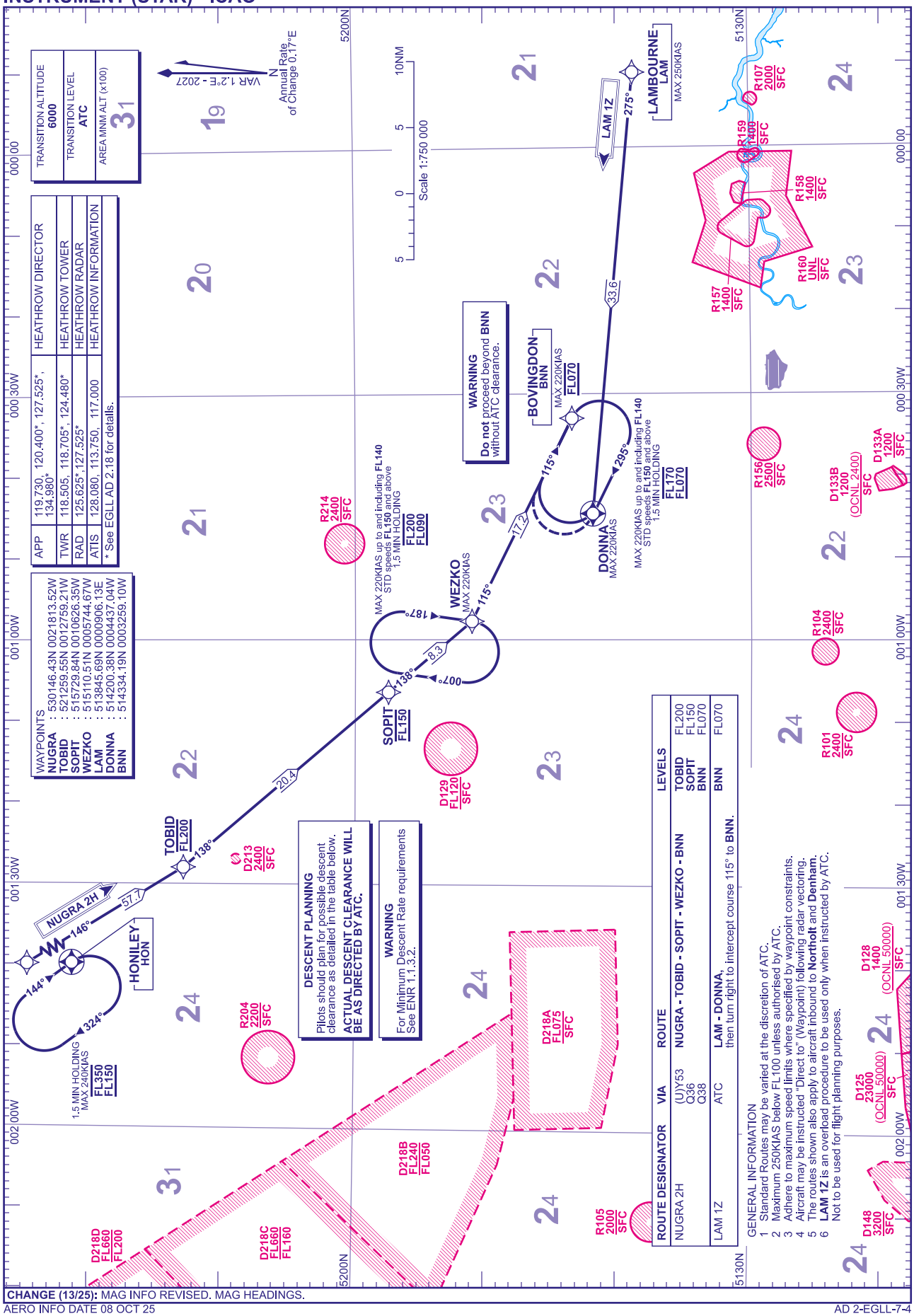
AD 2-EGLL-7-3

I

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

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

LONDON HEATHROW NUGRA 2H LAM 1Z



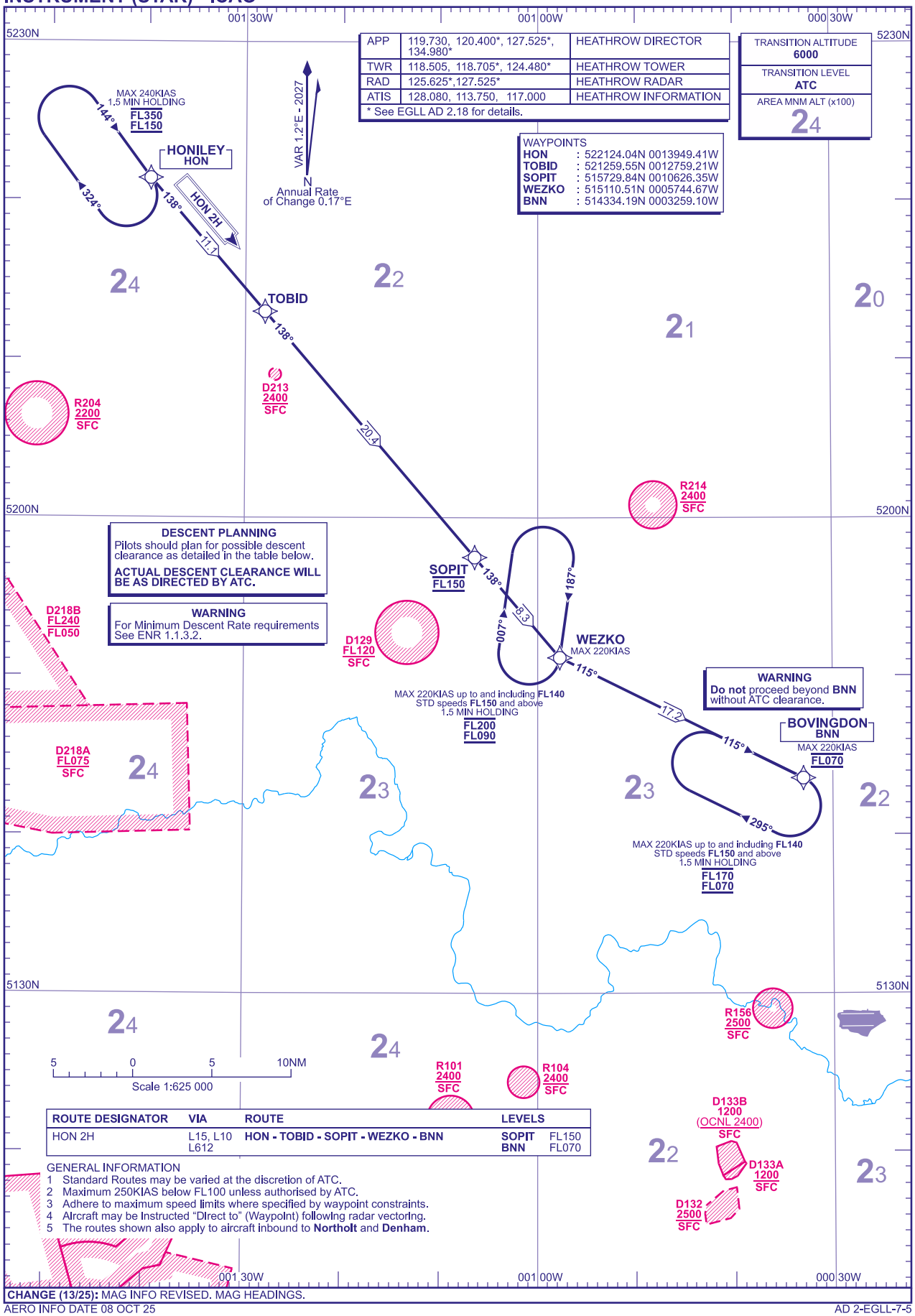
CHANGE (13/25): MAG INFO REVISED. MAG HEADINGS.
AERO INFO DATE 08 OCT 25

AD 2-EGLL-7-4

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

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

LONDON HEATHROW
HON 2H



ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
HON 2H	L15, L10 L612	HON - TOBID - SOPIT - WEZKO - BNN	SOPIT FL150 BNN FL070

GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Maximum 250KIAS below FL100 unless authorised by ATC.
3 Adhere to maximum speed limits where specified by waypoint constraints.
4 Aircraft may be instructed "Direct to" (Waypoint) following radar vectoring.
5 The routes shown also apply to aircraft inbound to **Northolt** and **Denham**.

CHANGE (13/25): MAG INFO REVISED. MAG HEADINGS.

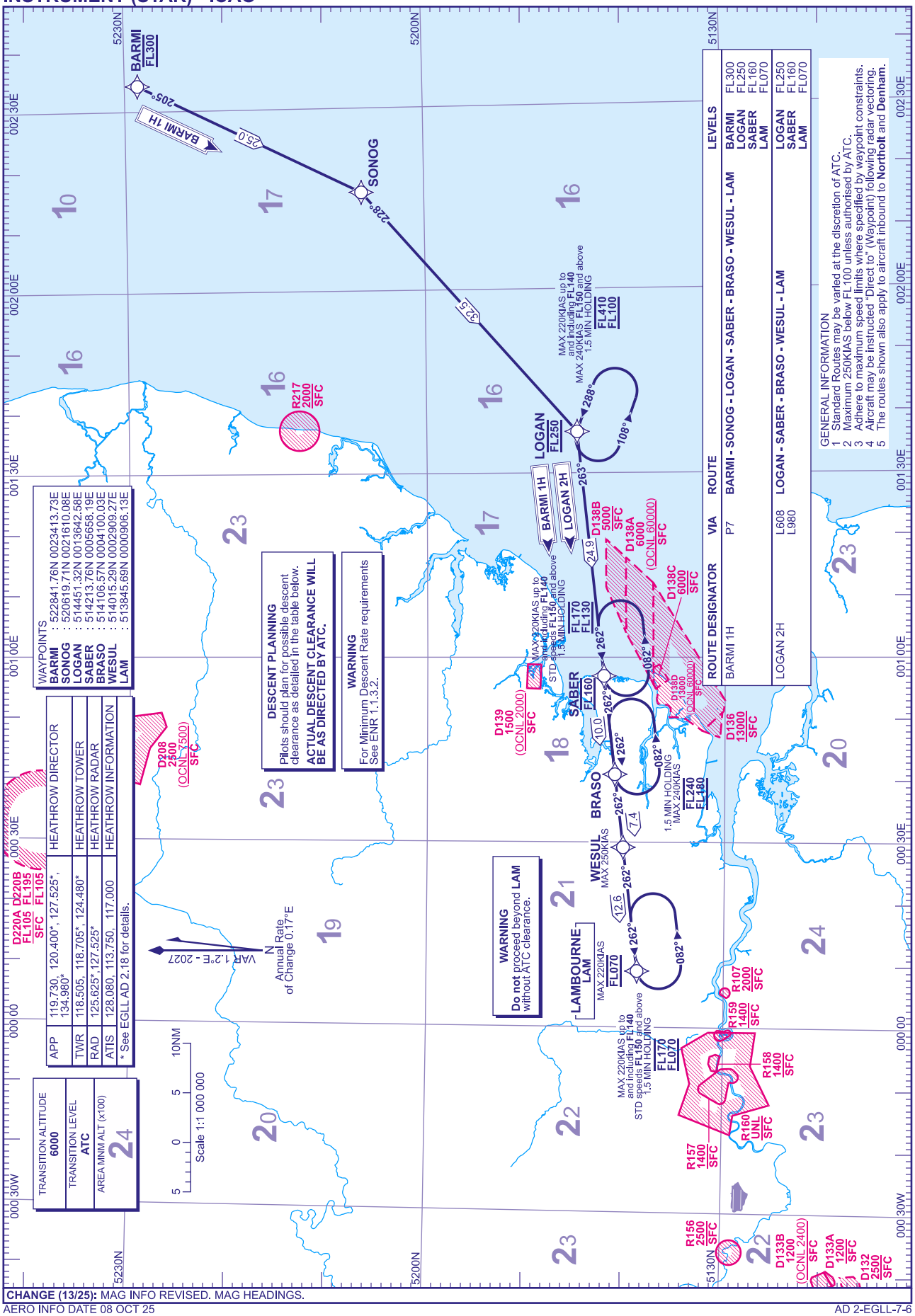
AERO INFO DATE 08 OCT 25

AD 2-EGLL-7-5

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

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

LONDON HEATHROW
BARMI 1H LOGAN 2H



CHANGE (13/25): MAG INFO REVISED. MAG HEADINGS.

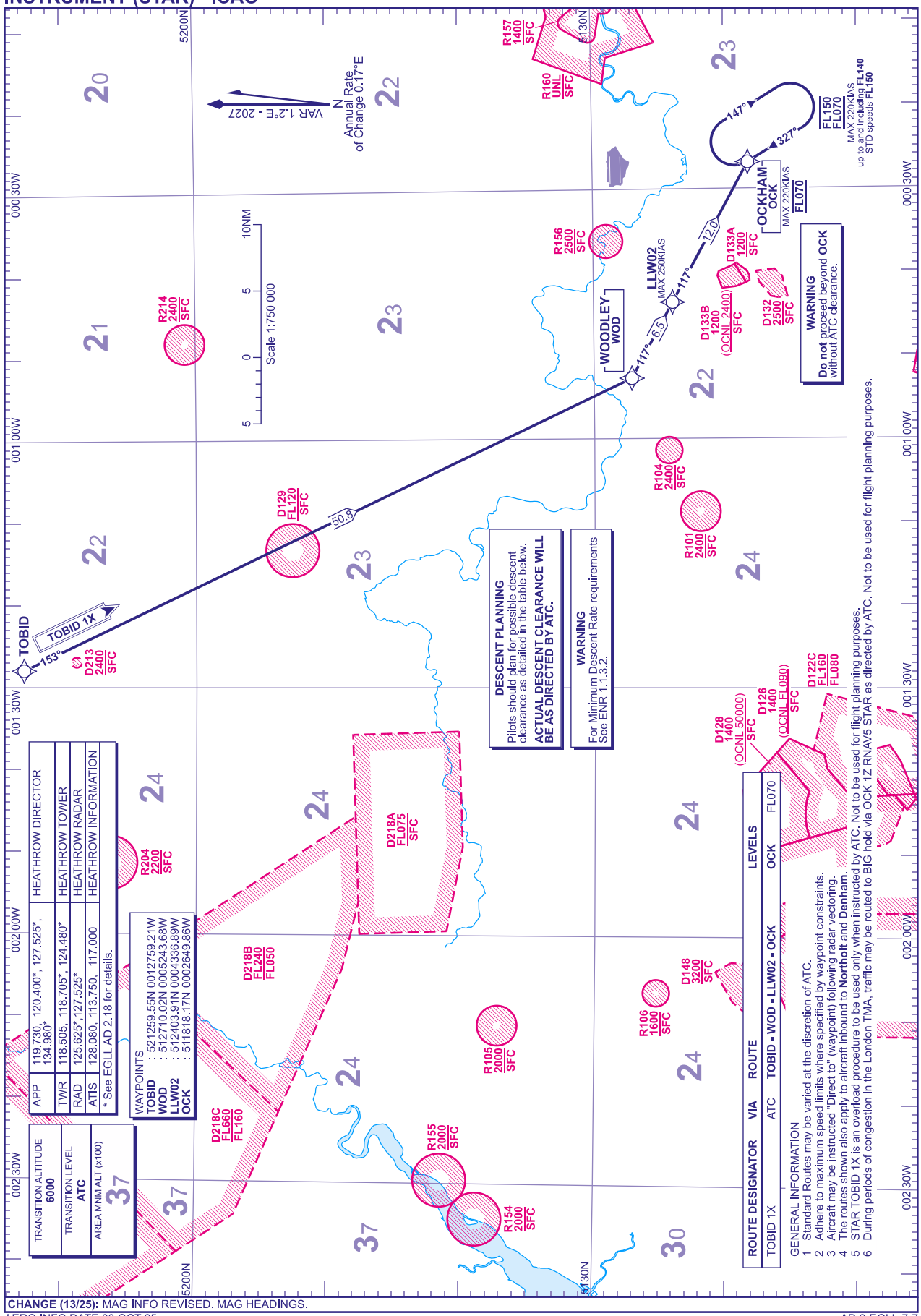
AERO INFO DATE 08 OCT 25

AD 2-EGLL-7-6

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

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

LONDON HEATHROW TOBID 1X



CHANGE (13/25): MAG INFO REVISED. MAG HEADINGS.

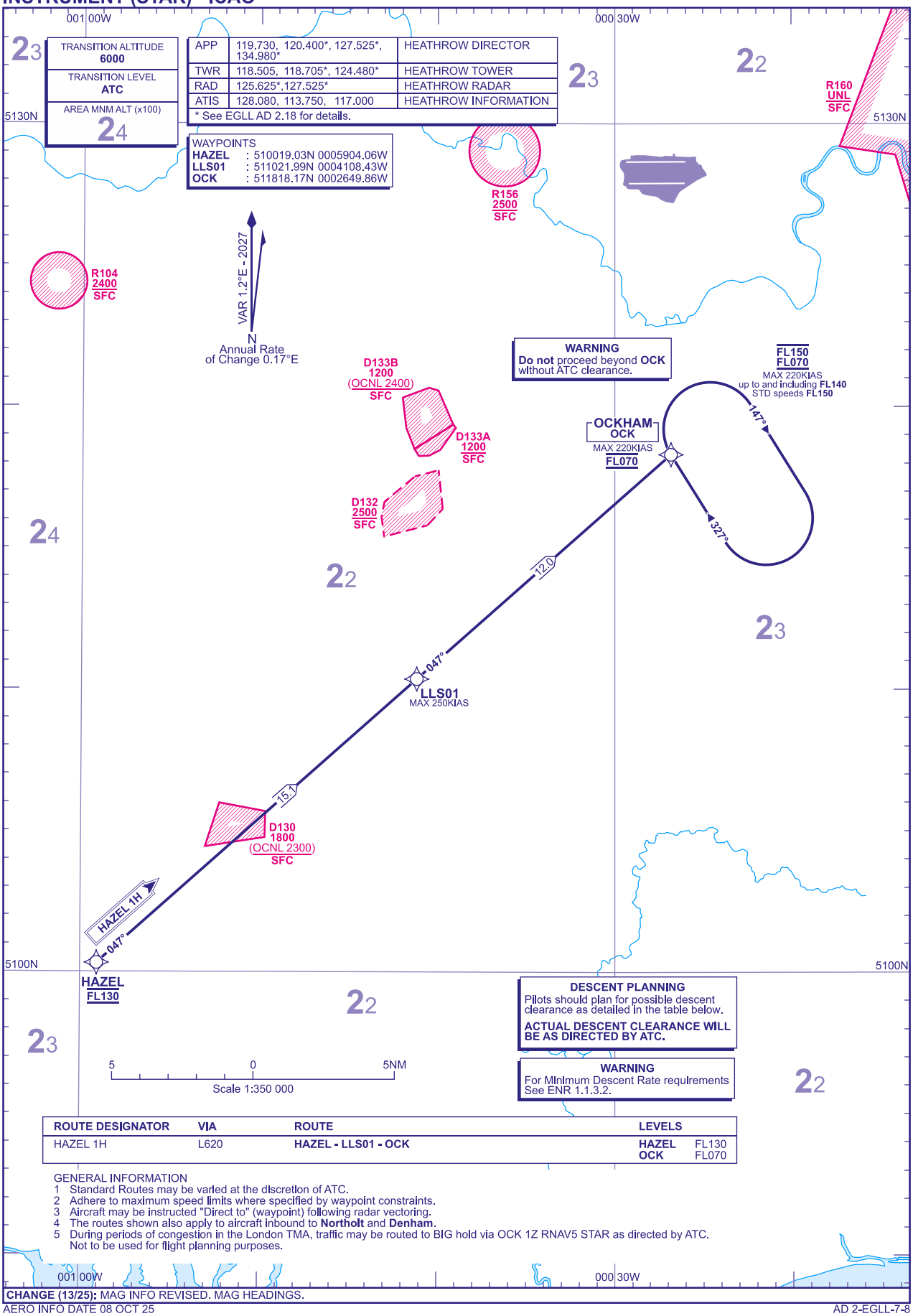
AERO INFO DATE 08 OCT 25

AD 2-EGLL-7-7

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

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

LONDON HEATHROW HAZEL 1H



ROUTE DESIGNATOR	VIA	ROUTE	LEVELS
HAZEL 1H	L620	HAZEL - LLS01 - OCK	HAZEL FL130 OCK 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 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
4 The routes shown also apply to aircraft inbound to **Northolt** and **Denham**.
5 During periods of congestion in the London TMA, traffic may be routed to BIG hold via OCK 1Z RNAV5 STAR as directed by ATC. Not to be used for flight planning purposes.

CHANGE (13/25): MAG INFO REVISED. MAG HEADINGS.

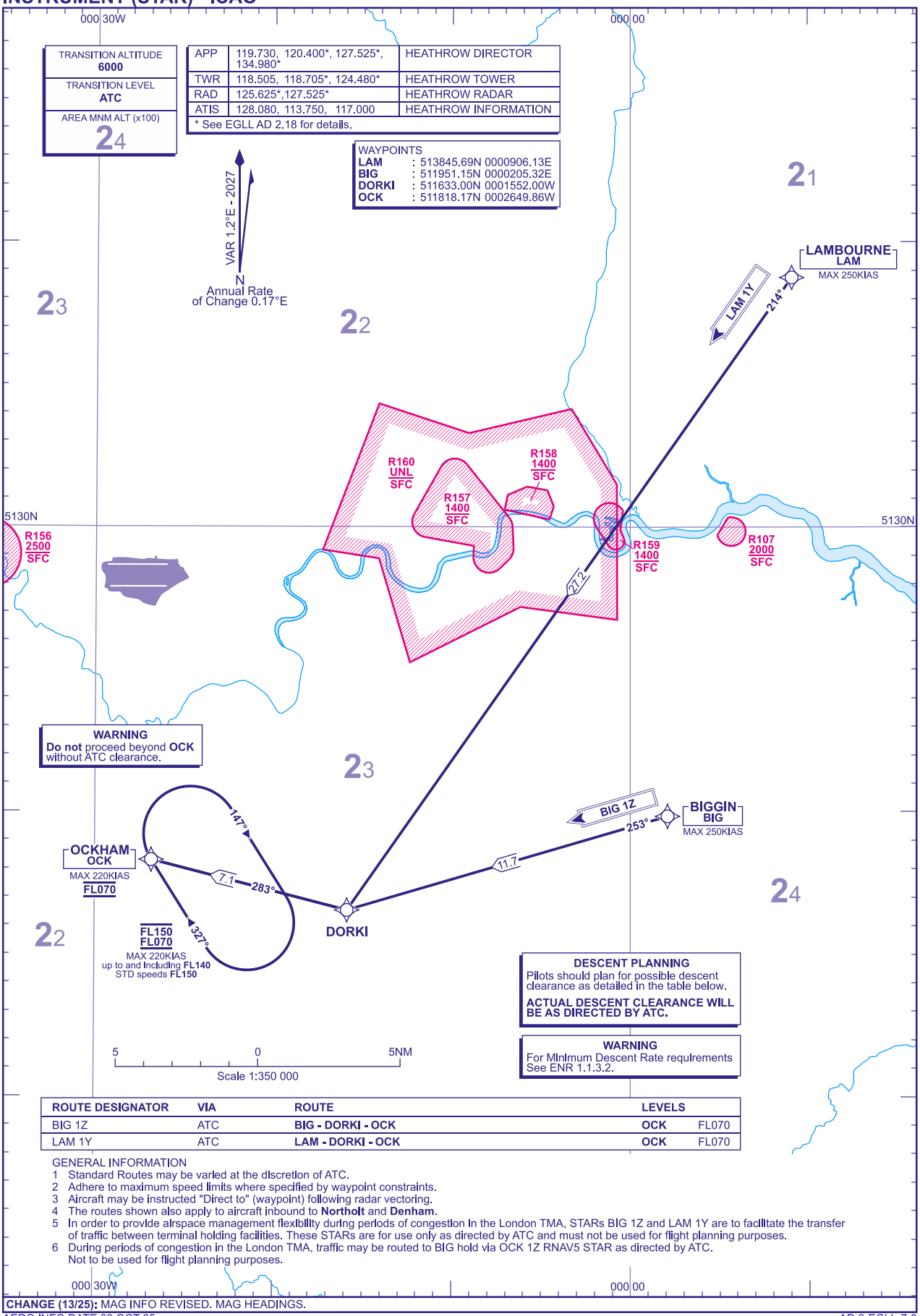
AERO INFO DATE 08 OCT 25

AD 2-EGLL-7-8

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

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

LONDON HEATHROW
BIG 1Z LAM 1Y



ROUTE DESIGNATOR	VIA	ROUTE	LEVELS	
BIG 1Z	ATC	**BIG - DORKI - OCK**	**OCK**	FL070
LAM 1Y	ATC	**LAM - DORKI - OCK**	**OCK**	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 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
4 The routes shown also apply to aircraft inbound to **Northolt** and **Denham**.
5 In order to provide airspace management flexibility during periods of congestion in the London TMA, STARs BIG 1Z and LAM 1Y are to facilitate the transfer of traffic between terminal holding facilities. These STARs are for use only as directed by ATC and must not be used for flight planning purposes.
6 During periods of congestion in the London TMA, traffic may be routed to BIG hold via OCK 1Z RNAV5 STAR as directed by ATC. Not to be used for flight planning purposes.

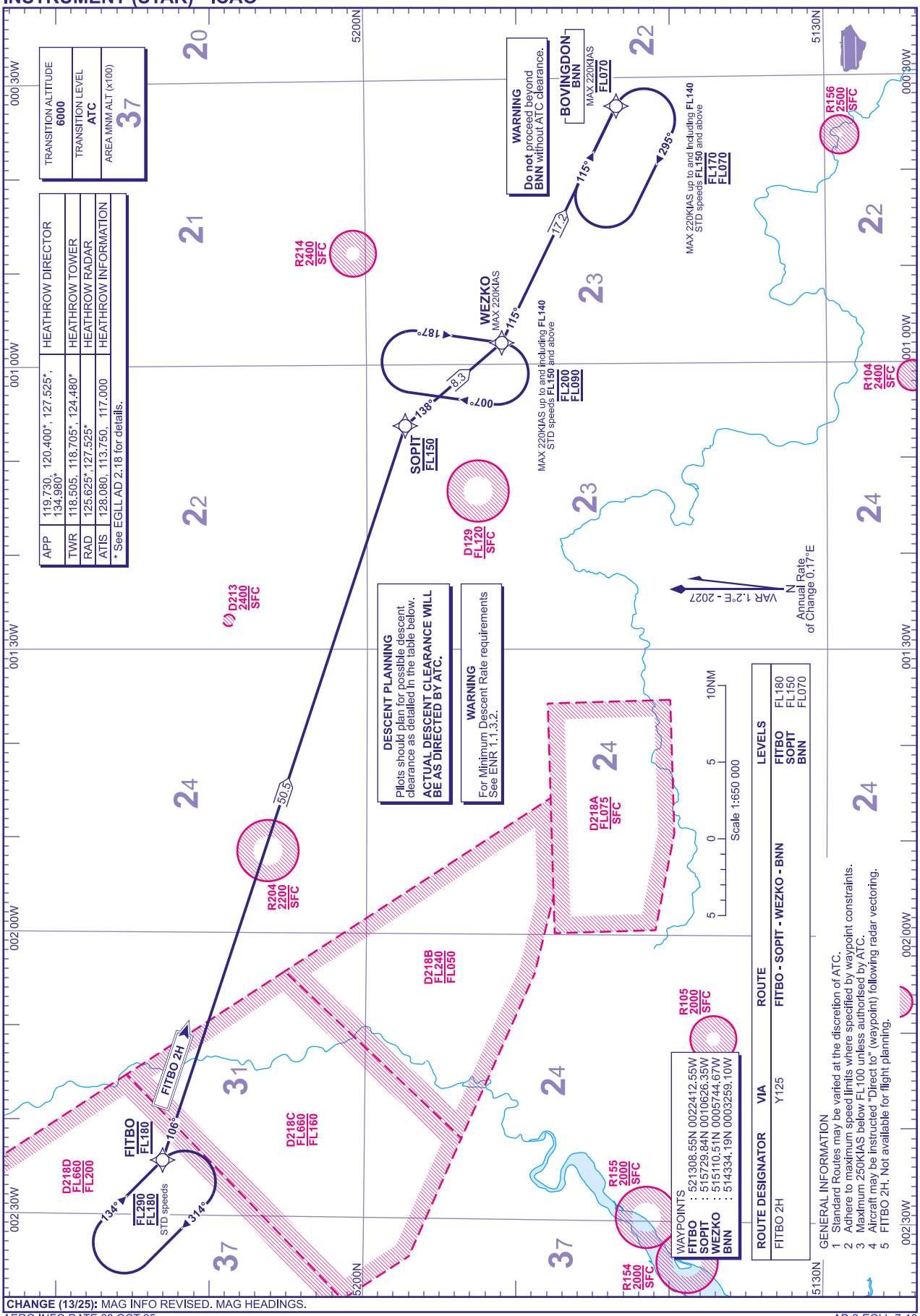
CHANGE (13/25): MAG INFO REVISED. MAG HEADINGS.

AERO INFO DATE 08 OCT 25

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

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

LONDON HEATHROW
FITBO 2H



CHANGE (13/25): MAG INFO REVISED. MAG HEADINGS.

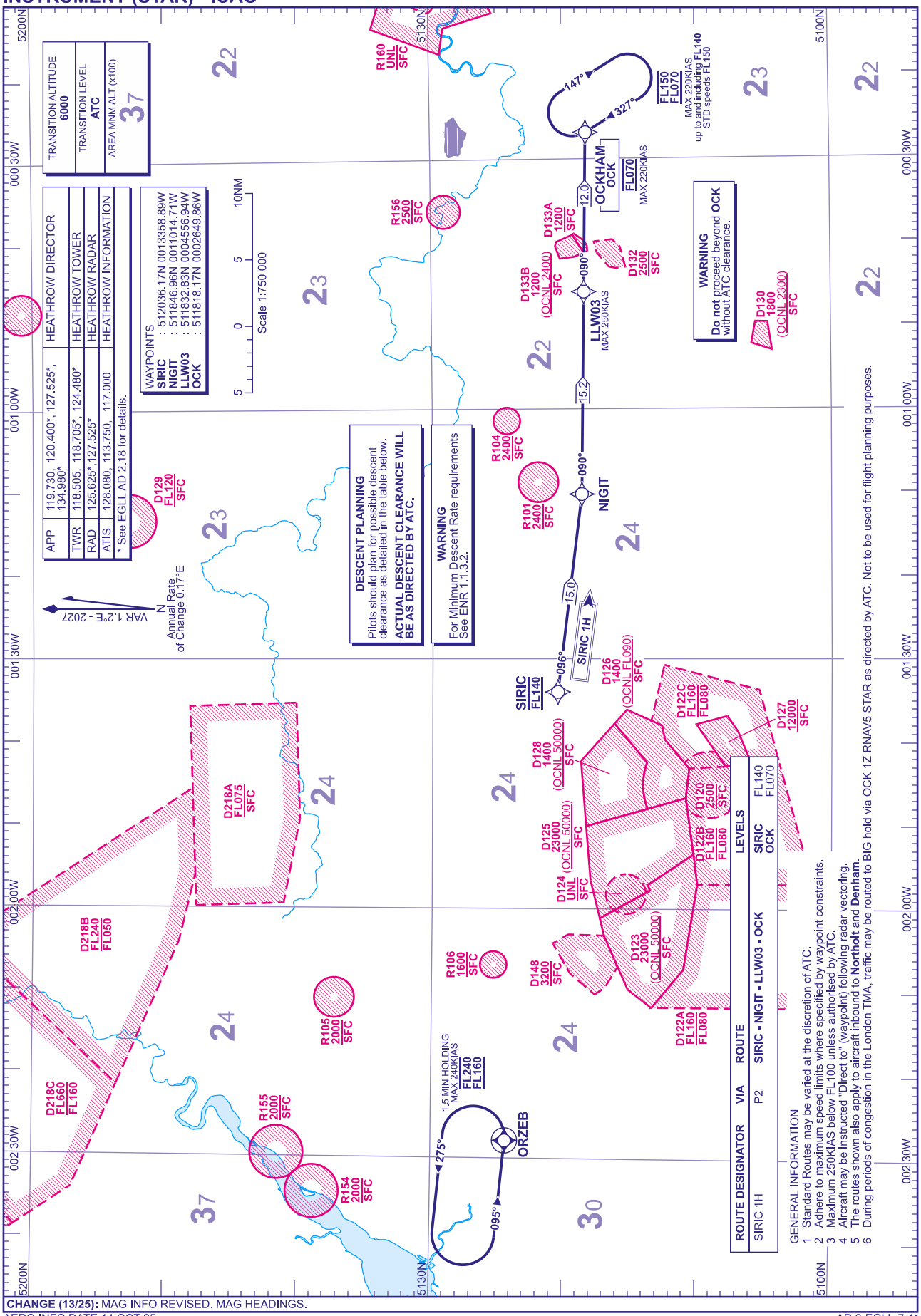
AERO INFO DATE 08 OCT 25

AD 2-EGLL-7-10

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

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

LONDON HEATHROW SIRIC 1H



CHANGE (13/25): MAG INFO REVISED. MAG HEADINGS.

AERO INFO DATE 14 OCT 25

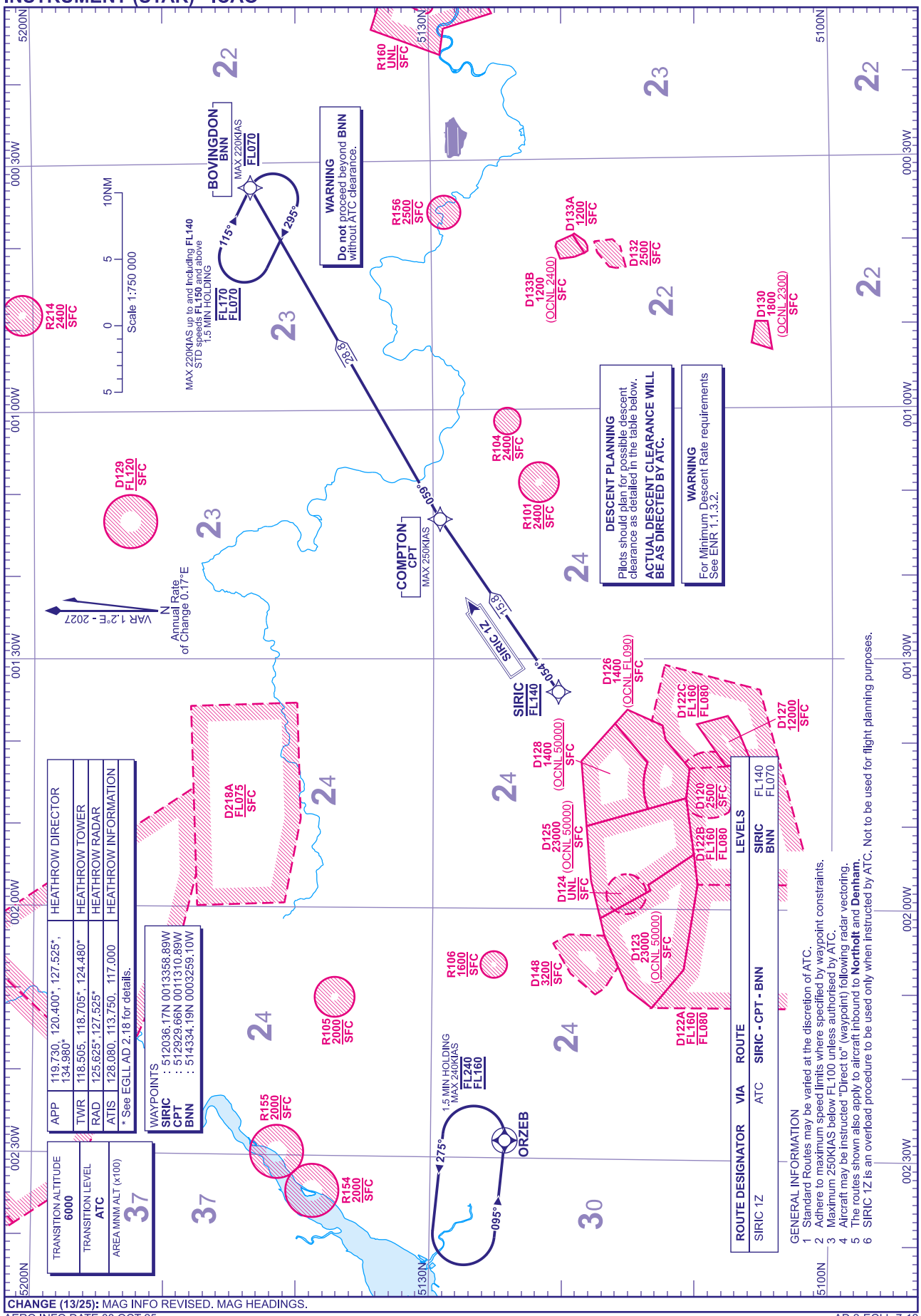
AD 2-EGLL-7-11

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

LONDON HEATHROW SIRIC 1Z



CHANGE (13/25): MAG INFO REVISED. MAG HEADINGS.

AERO INFO DATE 08 OCT 25

AD 2-EGLL-7-12

Standard Instrument Arrival Coding Tables

LONDON HEATHROW OTMET 1H

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
OTMET1H	001	IF	OTMET	504055.06N 0023053.37W	N	-	-	-	-	FL270	-	RNAV1
OTMET1H	002	TF	SOKDU	503939.22N 0020133.06W	N	092° (093.7°)	1.2	18.7	LEFT	-	-	RNAV1
OTMET1H	003	TF	NEDUL	503958.00N 0013251.86W	N	088° (088.8°)	1.2	18.3	LEFT	FL210	-	RNAV1
OTMET1H	004	TF	BEGTO	504545.12N 0011407.99W	N	063° (063.9°)	1.2	13.2	LEFT	-	-	RNAV1
OTMET1H	005	TF	HAZEL	510019.03N 0005904.06W	N	032° (033.1°)	1.2	17.4	RIGHT	FL130	-	RNAV1
OTMET1H	006	TF	LLS01	511021.99N 0004108.43W	N	047° (048.2°)	1.2	15.1	-	-	-250	RNAV1
OTMET1H	007	TF	OCK	511818.17N 0002649.86W	N	047° (048.4°)	1.2	12.0	-	FL070	-220	RNAV1

LONDON HEATHROW ROXOG 1H

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
ROXOG1H	001	IF	ROXOG	501558.29N 0013344.41W	N	-	-	-	-	-	-	RNAV1
ROXOG1H	002	TF	AMTOD	503215.69N 0012544.46W	N	016° (017.4°)	1.2	17.1	RIGHT	-	-	RNAV1
ROXOG1H	003	TF	BEGTO	504545.12N 0011407.99W	N	027° (028.6°)	1.2	15.4	RIGHT	-	-	RNAV1
ROXOG1H	004	TF	HAZEL	510019.03N 0005904.06W	N	032° (033.1°)	1.2	17.4	RIGHT	FL130	-	RNAV1
ROXOG1H	005	TF	LLS01	511021.99N 0004108.43W	N	047° (048.2°)	1.2	15.1	-	-	-250	RNAV1
ROXOG1H	006	TF	OCK	511818.17N 0002649.86W	N	047° (048.4°)	1.2	12.0	-	FL070	-220	RNAV1

LONDON HEATHROW ALESO 1H

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
ALESO1H	001	IF	ALESO	503432.24N 0011331.50E	N	-	-	-	-	-	-	RNAV5
ALESO1H	002	TF	ROTNO	505126.07N 0004641.20E	N	314° (314.9°)	1.2	24.0	-	-	-	RNAV5
ALESO1H	003	TF	ETVAX	505806.99N 0003556.27E	N	313° (314.6°)	1.2	9.5	-	FL180	-	RNAV5
ALESO1H	004	TF	TIGER	510401.82N 0002621.54E	N	313° (314.4°)	1.2	8.5	-	-	-	RNAV5
ALESO1H	005	TF	LLE01	511113.96N 0001521.68E	N	315° (316.2°)	1.2	10.0	-	-	-250	RNAV5
ALESO1H	006	TF	BIG	511951.15N 0000205.32E	N	315° (316.1°)	1.2	12.0	-	FL070	-220	RNAV5

LONDON HEATHROW LAM 1X

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
LAM1X	001	IF	LAM	513845.69N 0000906.13E	N	-	-	-	-	-	-250	RNAV5
LAM1X	002	TF	HILLY	512006.04N 0001437.38E	Y	168° (169.5°)	1.2	19.0	RIGHT	-	-220	RNAV5
LAM1X	003	CF	BIG	511951.15N 0000205.32E	N	301° (302.3°)	1.2	-	-	FL070	-220	RNAV5

CHANGE (13/25): MAG VAR REVISED. MAG HEADINGS.
AERO INFO DATE 08 OCT 25

Standard Instrument Arrival Coding Tables

LONDON HEATHROW TANET 1Z

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
TANET1Z	001	IF	TANET	512658.00N 0005531.99E	N	-	-	-	-	-	-	RNAV5
TANET1Z	002	TF	DET	511814.41N 0003550.19E	N	234° (234.8°)	1.2	15.1	RIGHT	-	-	RNAV5
TANET1Z	003	TF	LLE02	511857.68N 0002109.87E	N	273° (274.6°)	1.2	9.2	-	-	-250	RNAV5
TANET1Z	004	TF	BIG	511951.15N 0000205.32E	N	273° (274.4°)	1.2	12.0	-	FL070	-220	RNAV5

LONDON HEATHROW OCK 1Z

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
OCK1Z	001	IF	OCK	511818.17N 0002649.86W	N	-	-	-	-	-	-	RNAV5
OCK1Z	002	TF	DORKI	511633.00N 0001552.00W	N	103° (104.2°)	1.2	7.1	LEFT	-	-250	RNAV5
OCK1Z	003	TF	HILLY	512006.04N 0001437.38E	Y	078° (079.3°)	1.2	19.5	RIGHT	-	-220	RNAV5
OCK1Z	004	CF	BIG	511951.15N 0000205.32E	N	301° (302.3°)	1.2	-	-	FL070	-220	RNAV5

LONDON HEATHROW NUGRA 2H

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
NUGRA2H	001	IF	NUGRA	530146.43N 0021813.52W	N	-	-	-	-	-	-	RNAV5
NUGRA2H	002	TF	TOBID	521259.55N 0012759.21W	N	146° (147.6°)	1.2	57.7	LEFT	FL200	-	RNAV5
NUGRA2H	003	TF	SOPIT	515729.84N 0010626.35W	N	138° (139.3°)	1.2	20.4	-	FL150	-	RNAV5
NUGRA2H	004	TF	WEZKO	515110.51N 0005744.67W	N	138° (139.6°)	1.2	8.3	LEFT	-	-220	RNAV5
NUGRA2H	005	TF	BNN	514334.19N 0003259.10W	N	115° (116.2°)	1.2	17.2	-	FL070	-220	RNAV5

LONDON HEATHROW LAM 1Z

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
LAM1Z	001	IF	LAM	513845.69N 0000906.13E	N	-	-	-	-	-	-250	RNAV5
LAM1Z	002	TF	DONNA	514200.38N 0004437.04W	Y	275° (275.9°)	1.2	33.6	RIGHT	-	-220	RNAV5
LAM1Z	003	CF	BNN	514334.19N 0003259.10W	N	115° (116.5°)	1.2	-	-	FL070	-220	RNAV5

CHANGE (13/25): MAG VAR REVISED. MAG HEADINGS.
AERO INFO DATE 08 OCT 25

Standard Instrument Arrival Coding Tables

LONDON HEATHROW HON 2H

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
HON2H	001	IF	HON	522124.04N 0013949.41W	N	-	-	-	-	-	-	RNAV5
HON2H	002	TF	TOBID	521259.55N 0012759.21W	N	138° (139.1°)	1.2	11.1	-	-	-	RNAV5
HON2H	003	TF	SOPIT	515729.84N 0010626.35W	N	138° (139.3°)	1.2	20.4	-	FL150	-	RNAV5
HON2H	004	TF	WEZKO	515110.51N 0005744.67W	N	138° (139.6°)	1.2	8.3	LEFT	-	-220	RNAV5
HON2H	005	TF	BNN	514334.19N 0003259.10W	N	115° (116.2°)	1.2	17.2	-	FL070	-220	RNAV5

LONDON HEATHROW BARMI 1H

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
BARMI1H	001	IF	BARMI	522841.76N 0023413.73E	N	-	-	-	-	FL300	-	RNAV5
BARMI1H	002	TF	SONOG	520619.71N 0021610.08E	N	205° (206.5°)	1.2	25.0	RIGHT	-	-	RNAV5
BARMI1H	003	TF	LOGAN	514451.32N 0013642.58E	N	228° (228.9°)	1.2	32.5	RIGHT	FL250	-	RNAV5
BARMI1H	004	TF	SABER	514213.76N 0005658.19E	N	263° (264.2°)	1.2	24.9	-	FL160	-	RNAV5
BARMI1H	005	TF	BRASO	514106.57N 0004100.03E	N	262° (263.7°)	1.2	10.0	-	-	-	RNAV5
BARMI1H	006	TF	WESUL	514015.29N 0002909.27E	N	262° (263.5°)	1.2	7.4	-	-	-250	RNAV5
BARMI1H	007	TF	LAM	513845.69N 0000906.13E	N	262° (263.3°)	1.2	12.6	-	FL070	-220	RNAV5

LONDON HEATHROW LOGAN 2H

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
LOGAN2H	001	IF	LOGAN	514451.32N 0013642.58E	N	-	-	-	-	FL250	-	RNAV5
LOGAN2H	002	TF	SABER	514213.76N 0005658.19E	N	263° (264.2°)	1.2	24.9	-	FL160	-	RNAV5
LOGAN2H	003	TF	BRASO	514106.57N 0004100.03E	N	262° (263.7°)	1.2	10.0	-	-	-	RNAV5
LOGAN2H	004	TF	WESUL	514015.29N 0002909.27E	N	262° (263.5°)	1.2	7.4	-	-	-250	RNAV5
LOGAN2H	005	TF	LAM	513845.69N 0000906.13E	N	262° (263.3°)	1.2	12.6	-	FL070	-220	RNAV5

LONDON HEATHROW TOBID 1X

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
TOBID1X	001	IF	TOBID	521259.55N 0012759.21W	N	-	-	-	-	-	-	RNAV5
TOBID1X	002	TF	WOD	512710.02N 0005243.68W	N	153° (154.3°)	1.2	50.8	LEFT	-	-	RNAV5
TOBID1X	003	TF	LLW02	512403.91N 0004336.89W	N	117° (118.5°)	1.2	6.5	-	-	-250	RNAV5
TOBID1X	004	TF	OCK	511818.17N 0002649.86W	N	117° (118.6°)	1.2	12.0	-	FL070	-220	RNAV5

CHANGE (13/25): MAG VAR REVISED. MAG HEADINGS.
AERO INFO DATE 08 OCT 25

Standard Instrument Arrival Coding Tables

LONDON HEATHROW HAZEL 1H

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
HAZEL1H	001	IF	HAZEL	510019.03N 0005904.06W	N	-	-	-	-	FL130	-	RNAV5
HAZEL1H	002	TF	LLS01	511021.99N 0004108.43W	N	047° (048.2°)	1.2	15.1	-	-	-250	RNAV5
HAZEL1H	003	TF	OCK	511818.17N 0002649.86W	N	047° (048.4°)	1.2	12.0	-	FL070	-220	RNAV5

LONDON HEATHROW BIG 1Z

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
BIG1Z	001	IF	BIG	511951.15N 0000205.32E	N	-	-	-	-	-	-250	RNAV5
BIG1Z	002	TF	DORKI	511633.00N 0001552.00W	N	253° (253.8°)	1.2	11.7	RIGHT	-	-	RNAV5
BIG1Z	003	TF	OCK	511818.17N 0002649.86W	N	283° (284.4°)	1.2	7.1	-	FL070	-220	RNAV5

LONDON HEATHROW LAM 1Y

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
LAM1Y	001	IF	LAM	513845.69N 0000906.13E	N	-	-	-	-	-	-250	RNAV5
LAM1Y	002	TF	DORKI	511633.00N 0001552.00W	N	214° (215.2°)	1.2	27.2	RIGHT	-	-	RNAV5
LAM1Y	003	TF	OCK	511818.17N 0002649.86W	N	283° (284.4°)	1.2	7.1	-	FL070	-220	RNAV5

LONDON HEATHROW FITBO 2H

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
FITBO2H	001	IF	FITBO	521308.55N 0022412.55W	N	-	-	-	-	FL180	-	RNAV1
FITBO2H	002	TF	SOPIT	515729.84N 0010626.35W	N	106° (107.6°)	1.2	50.5	RIGHT	FL150	-	RNAV1
FITBO2H	003	TF	WEZKO	515110.51N 0005744.67W	N	138° (139.6°)	1.2	8.3	LEFT	-	-220	RNAV1
FITBO2H	004	TF	BNN	514334.19N 0003259.10W	N	115° (116.2°)	1.2	17.2	-	FL070	-220	RNAV1

CHANGE (13/25): MAG VAR REVISED. MAG HEADINGS.
AERO INFO DATE 08 OCT 25

Standard Instrument Arrival Coding Tables

LONDON HEATHROW SIRIC 1H

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
SIRIC1H	001	IF	SIRIC	512036.17N 0013358.89W	N	-	-	-	-	FL140	-	RNAV1
SIRIC1H	002	TF	NIGIT	511846.96N 0011014.71W	N	096° (096.8°)	1.2	15.0	LEFT	-	-	RNAV1
SIRIC1H	003	TF	LLW03	511832.83N 0004556.94W	N	090° (090.7°)	1.2	15.3	-	-	-250	RNAV1
SIRIC1H	004	TF	OCK	511818.17N 0002649.86W	N	090° (091.0°)	1.2	12.0	-	FL070	-220	RNAV1

LONDON HEATHROW SIRIC 1Z

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
SIRIC1Z	001	IF	SIRIC	512036.17N 0013358.89W	N	-	-	-	-	FL140	-	RNAV1
SIRIC1Z	002	TF	CPT	512929.66N 0011310.89W	N	054° (055.5°)	1.2	15.8	-	-	-250	RNAV1
SIRIC1Z	003	TF	BNN	514334.19N 0003259.10W	N	059° (060.4°)	1.2	28.8	-	FL070	-220	RNAV1

CHANGE (13/25): MAG VAR REVISED. MAG HEADINGS.
AERO INFO DATE 08 OCT 25

RNAV Hold Coding Tables

LONDON HEATHROW BIG 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
BIG	-	-	BIG	511951.15N 0000205.32E	Y	301° (302.3°)	1.2	1 MIN up to FL140. 1.5MIN FL150.	RIGHT	-FL150 +FL070	-220*	RNAV5

*up to and including FL140
STD speeds FL150

LONDON HEATHROW BNN 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
BNN	-	-	BNN	514334.19N 0003259.10W	Y	115° (116.5°)	1,2	1 MIN up to FL140. 1.5MIN FL150+.	RIGHT	-FL170 +FL070	-220*	RNAV1/ RNAV5

*up to and including FL140
STD speeds FL150 and above

LONDON HEATHROW BRASO 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
BRASO	-	-	BRASO	514106.57N 0004100.03E	Y	262° (263.0°)	1.2	1.5 MIN	LEFT	-FL240 +FL180	-240	RNAV5

LONDON HEATHROW FITBO 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
FITBO	-	-	FITBO	521308.55N 0022412.55W	Y	134° (135.5°)	1.2	1.5 MIN	RIGHT	-FL290 +FL180	-	RNAV1

LONDON HEATHROW HON 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
HON	-	-	HON	522124.04N 0013949.41W	Y	144° (144.8°)	1.2	1.5 MIN	RIGHT	-FL350 +FL150	-240	RNAV5

LONDON HEATHROW LAM 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
LAM	-	-	LAM	513845.69N 0000906.13E	Y	262° (263.0°)	1.2	1 MIN up to FL140. 1.5MIN FL150+.	LEFT	-FL170 +FL070	-220*	RNAV5

*up to and including FL140
STD speeds FL150 and above

LONDON HEATHROW LOGAN 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
LOGAN	-	-	LOGAN	514451.32N 0013642.58E	Y	288° (289.5°)	1.2	1 MIN up to FL140. 1.5MIN FL150+.	LEFT	-FL410 +FL100	-220*	RNAV5

*up to and including FL140
MAX 240KIAS FL150 and above

CHANGE (13/25): MAG VAR REVISED. MAG HEADINGS.
AERO INFO DATE 08 OCT 25

RNAV Hold Coding Tables

LONDON HEATHROW OCK Hold

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
OCK	-	-	OCK	511818.17N 0002649.86W	Y	327° (328.5°)	1.2	1MIN up to FL140. 1.5MIN FL150.	RIGHT	-FL150 +FL070	-220*	RNAV1/ RNAV5

*up to and including FL140
STD speeds FL150

LONDON HEATHROW ORZEB Hold

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
ORZEB	-	-	ORZEB	512425.86N 0022753.73W	Y	095° (096.1°)	1.2	1.5MIN	LEFT	-FL240 +FL160	-240	RNAV1

LONDON HEATHROW SABER Hold

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
SABER	-	-	SABER	514213.76N 0005658.19E	Y	262° (263.0°)	1.2	1MIN up to FL140. 1.5MIN FL150+.	LEFT	-FL170 +FL130	-220*	RNAV5

*up to and including FL140
STD speeds FL150 and above

LONDON HEATHROW TIGER Hold

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
TIGER	-	-	TIGER	510401.82N 0002621.54E	Y	315° (315.9°)	1.2	1.5MIN	RIGHT	-FL240 +FL150	-	RNAV5

LONDON HEATHROW WEZKO Hold

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Time (MIN)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
WEZKO	-	-	WEZKO	515110.51N 0005744.67W	Y	187° (188.4°)	1.2	1MIN up to FL140. 1.5MIN FL150+.	RIGHT	-FL200 +FL090	-220*	RNAV1/ RNAV5

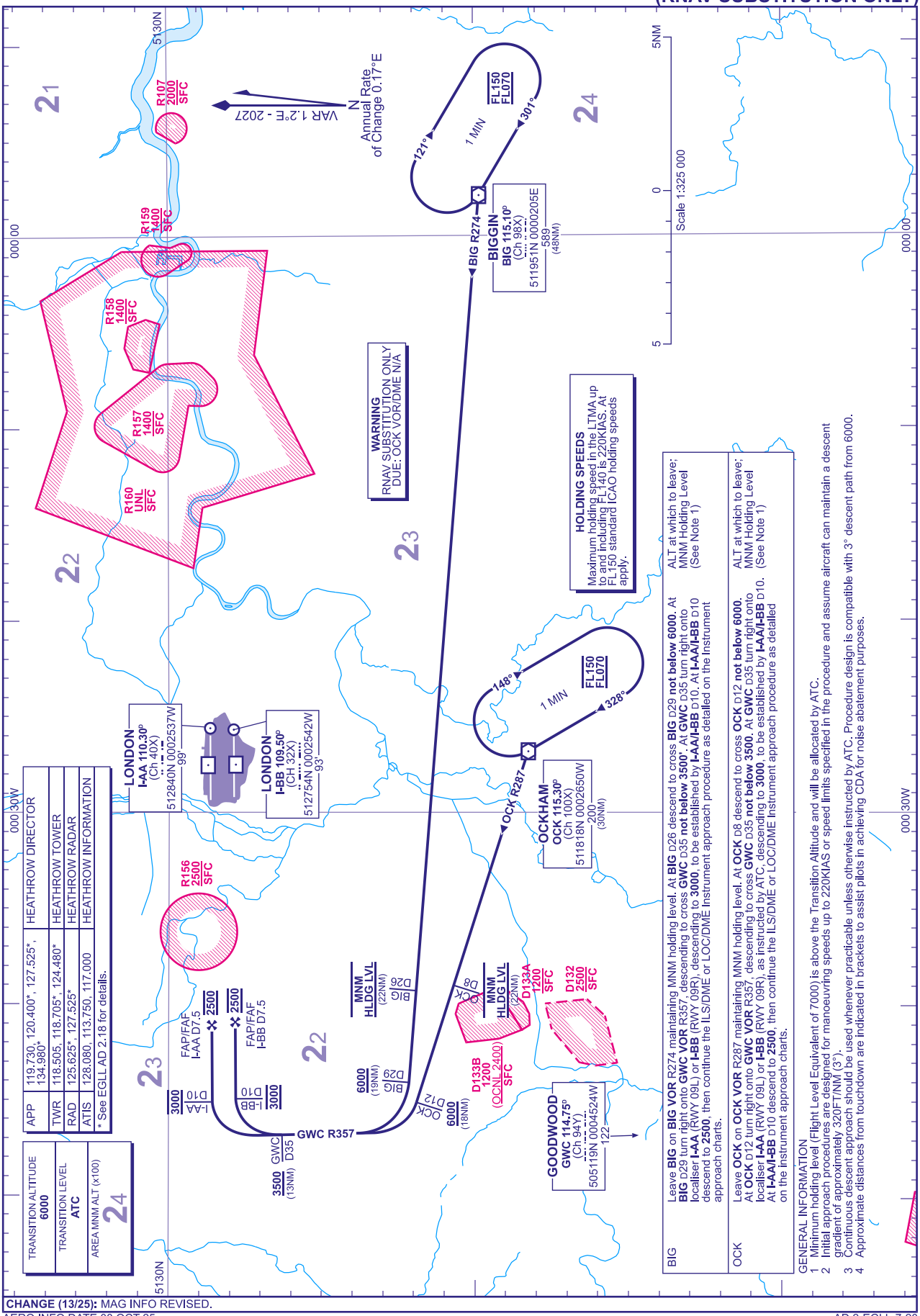
*up to and including FL140
STD speeds FL150 and above

CHANGE (13/25): MAG VAR REVISED. MAG HEADINGS.
AERO INFO DATE 08 OCT 25

INITIAL APPROACH PROCEDURES
ILS RWY 09L/R

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

LONDON HEATHROW
via BIG and OCK
(RNAV SUBSTITUTION ONLY)



CHANGE (13/25): MAG INFO REVISED.

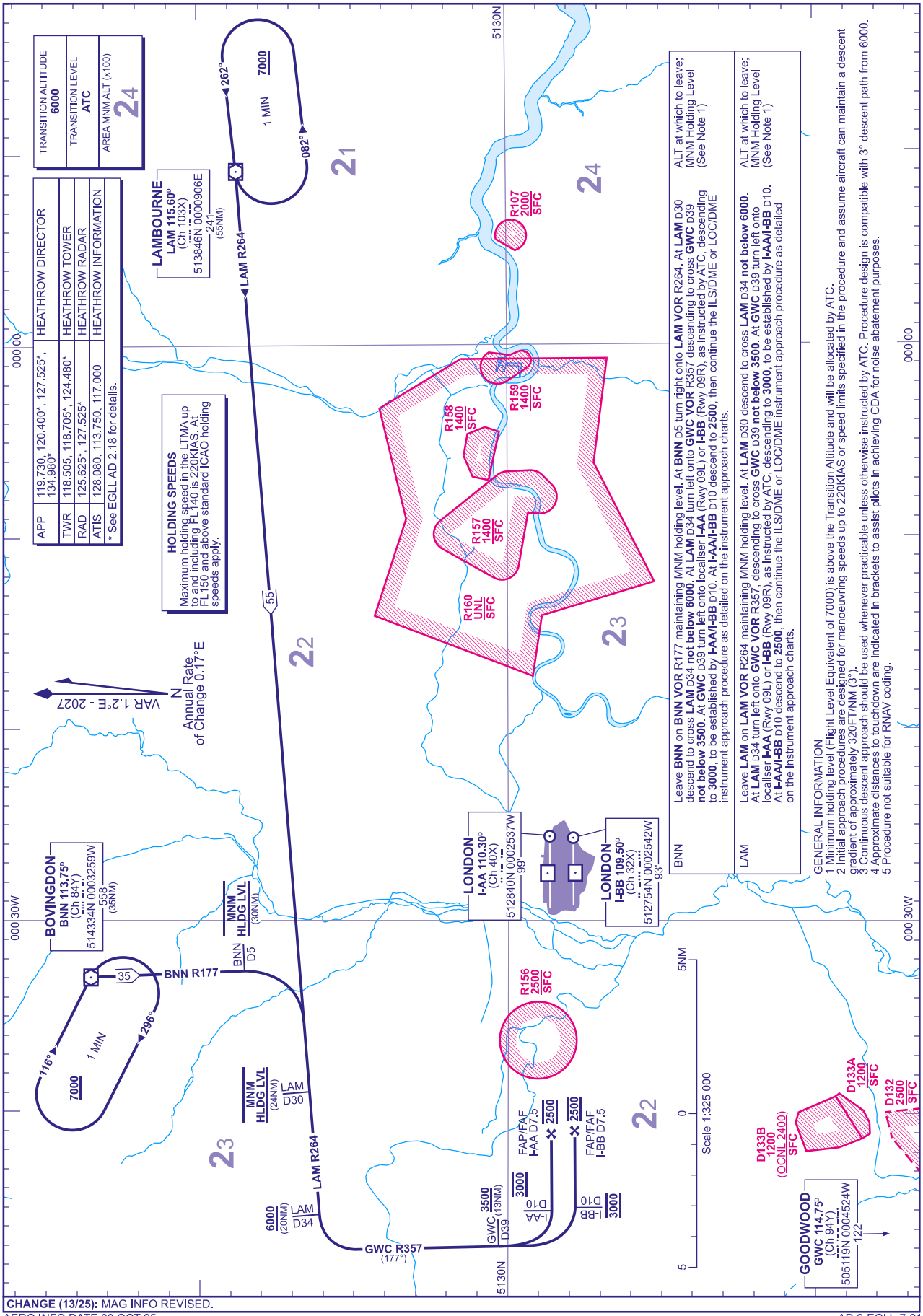
AERO INFO DATE 08 OCT 25

AD 2-EGLL-7-20

INITIAL APPROACH PROCEDURES
ILS RWY 09L/R Without Radar Control

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

LONDON HEATHROW
via BNN and LAM



CHANGE (13/25): MAG INFO REVISED.

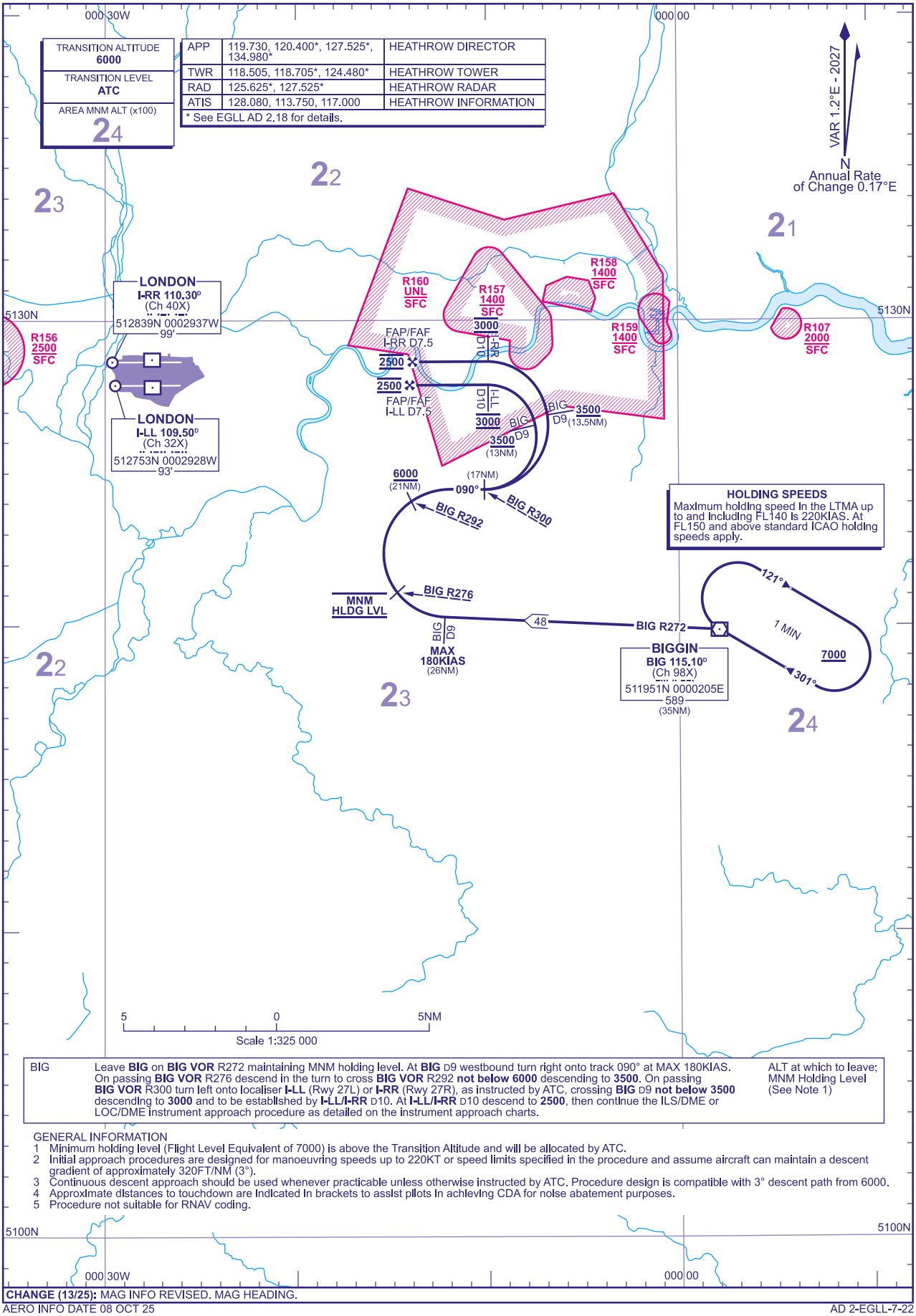
AERO INFO DATE 08 OCT 25

AD 2-EGLL-7-21

INITIAL APPROACH PROCEDURES
ILS RWY 27L/R Without Radar Control

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

LONDON HEATHROW
via BIG



BIG	Leave **BIG** on **BIG VOR** R272 maintaining MNM holding level. At **BIG** D9 westbound turn right onto track 090° at MAX 180KIAS. On passing **BIG VOR** R276 descend in the turn to cross **BIG VOR** R292 **not below 6000** descending to **3500**. On passing **BIG VOR** R300 turn left onto localiser **I-LL** (Rwy 27L) or **I-RR** (Rwy 27R), as instructed by ATC, crossing **BIG** D9 **not below 3500** descending to **3000** and to be established by **I-LL/I-RR** D10. At **I-LL/I-RR** D10 descend to **2500**, then continue the ILS/DME or LOC/DME instrument approach procedure as detailed on the instrument approach charts.
ALT at which to leave; MNM Holding Level (See Note 1)	

GENERAL INFORMATION
1 Minimum holding level (Flight Level Equivalent of 7000) is above the Transition Altitude and will be allocated by ATC.
2 Initial approach procedures are designed for manoeuvring speeds up to 220KT or speed limits specified in the procedure and assume aircraft can maintain a descent gradient of approximately 320FT/NM (3°).
3 Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC. Procedure design is compatible with 3° descent path from 6000.
4 Approximate distances to touchdown are indicated in brackets to assist pilots in achieving CDA for noise abatement purposes.
5 Procedure not suitable for RNAV coding.

CHANGE (13/25): MAG INFO REVISED. MAG HEADING.

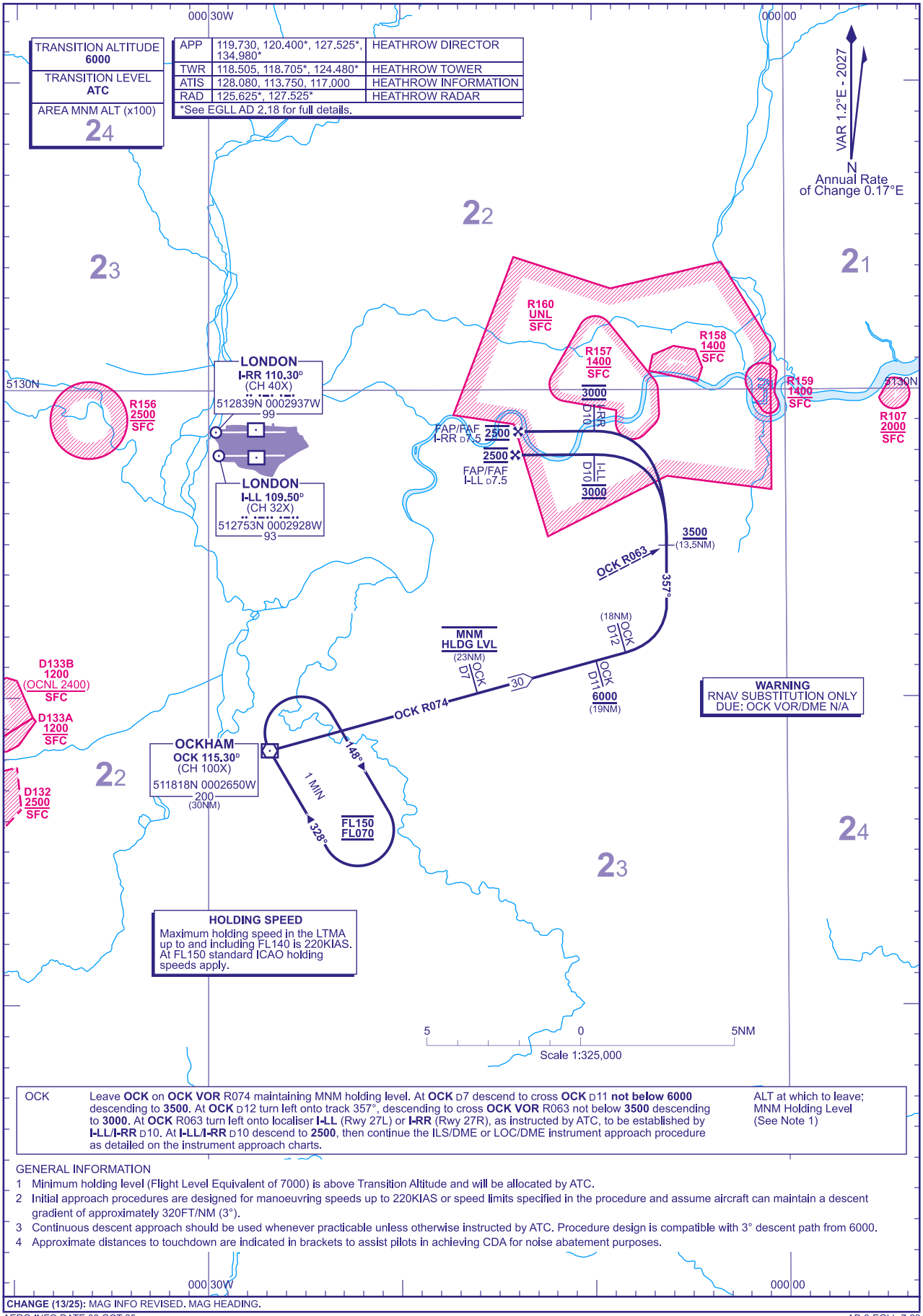
AERO INFO DATE 08 OCT 25

AD 2-EGLL-7-22

INITIAL APPROACH PROCEDURES
ILS RWY 27L/R

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

LONDON HEATHROW via OCK (RNAV SUBSTITUTION ONLY)



OCK	Leave **OCK** on **OCK VOR** R074 maintaining MNM holding level. At **OCK** D7 descend to cross **OCK** D11 **not below 6000** descending to **3500**. At **OCK** D12 turn left onto track 357°, descending to cross **OCK VOR** R063 not below **3500** descending to **3000**. At **OCK** R063 turn left onto localiser **I-LL** (Rwy 27L) or **I-RR** (Rwy 27R), as instructed by ATC, to be established by **I-LL**/**I-RR** D10. At **I-LL**/**I-RR** D10 descend to **2500**, then continue the ILS/DME or LOC/DME instrument approach procedure as detailed on the instrument approach charts.	ALT at which to leave; MNM Holding Level (See Note 1)

GENERAL INFORMATION

1 Minimum holding level (Flight Level Equivalent of 7000) is above Transition Altitude and will be allocated by ATC.
2 Initial approach procedures are designed for manoeuvring speeds up to 220KIAS or speed limits specified in the procedure and assume aircraft can maintain a descent gradient of approximately 320FT/NM (3°).
3 Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC. Procedure design is compatible with 3° descent path from 6000.
4 Approximate distances to touchdown are indicated in brackets to assist pilots in achieving CDA for noise abatement purposes.

CHANGE (13/25): MAG INFO REVISED. MAG HEADING.

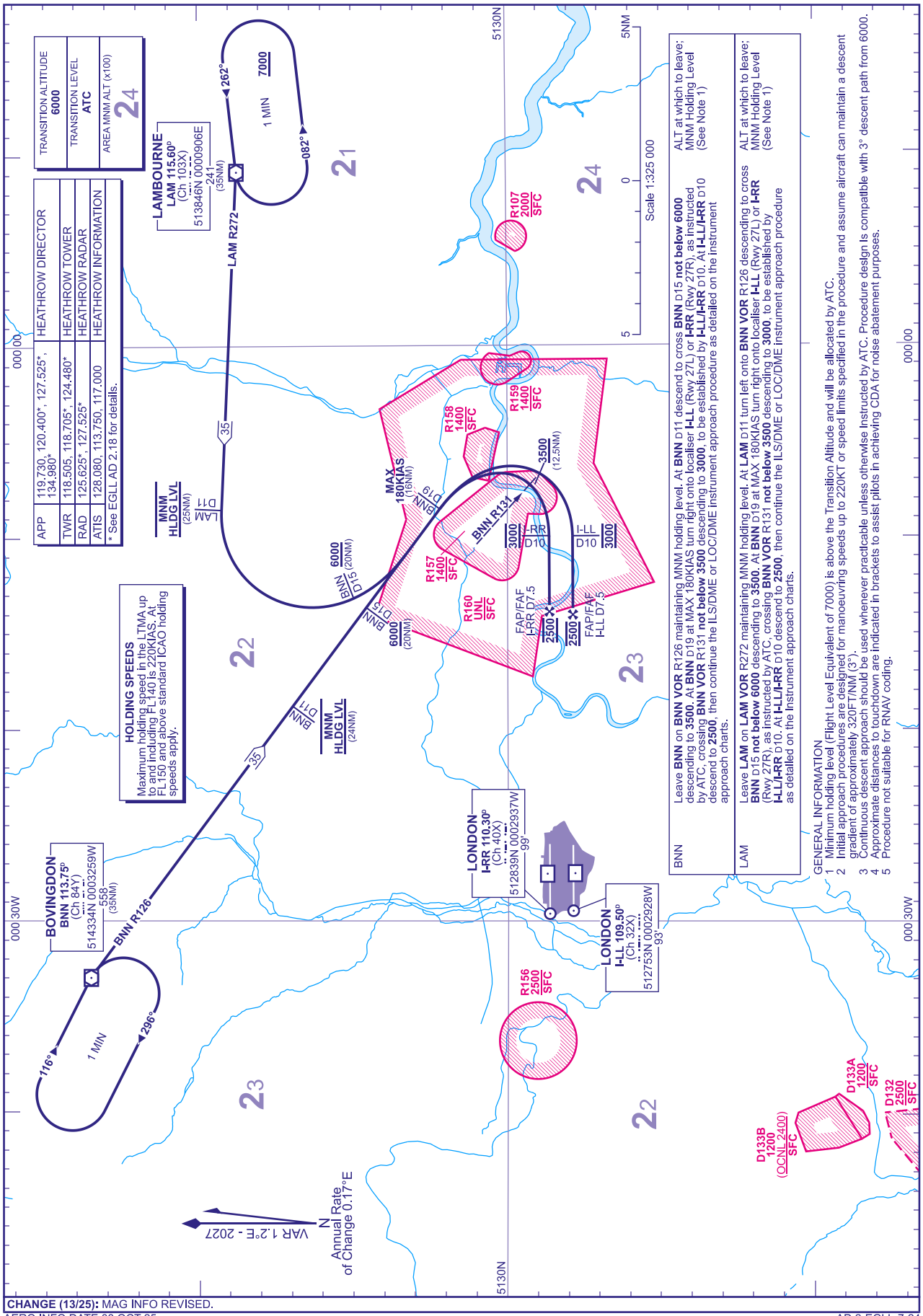
AERO INFO DATE 08 OCT 25

AD 2-EGLL-7-23

INITIAL APPROACH PROCEDURES
ILS RWY 27L/R Without Radar Control

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

LONDON HEATHROW
via BNN and LAM



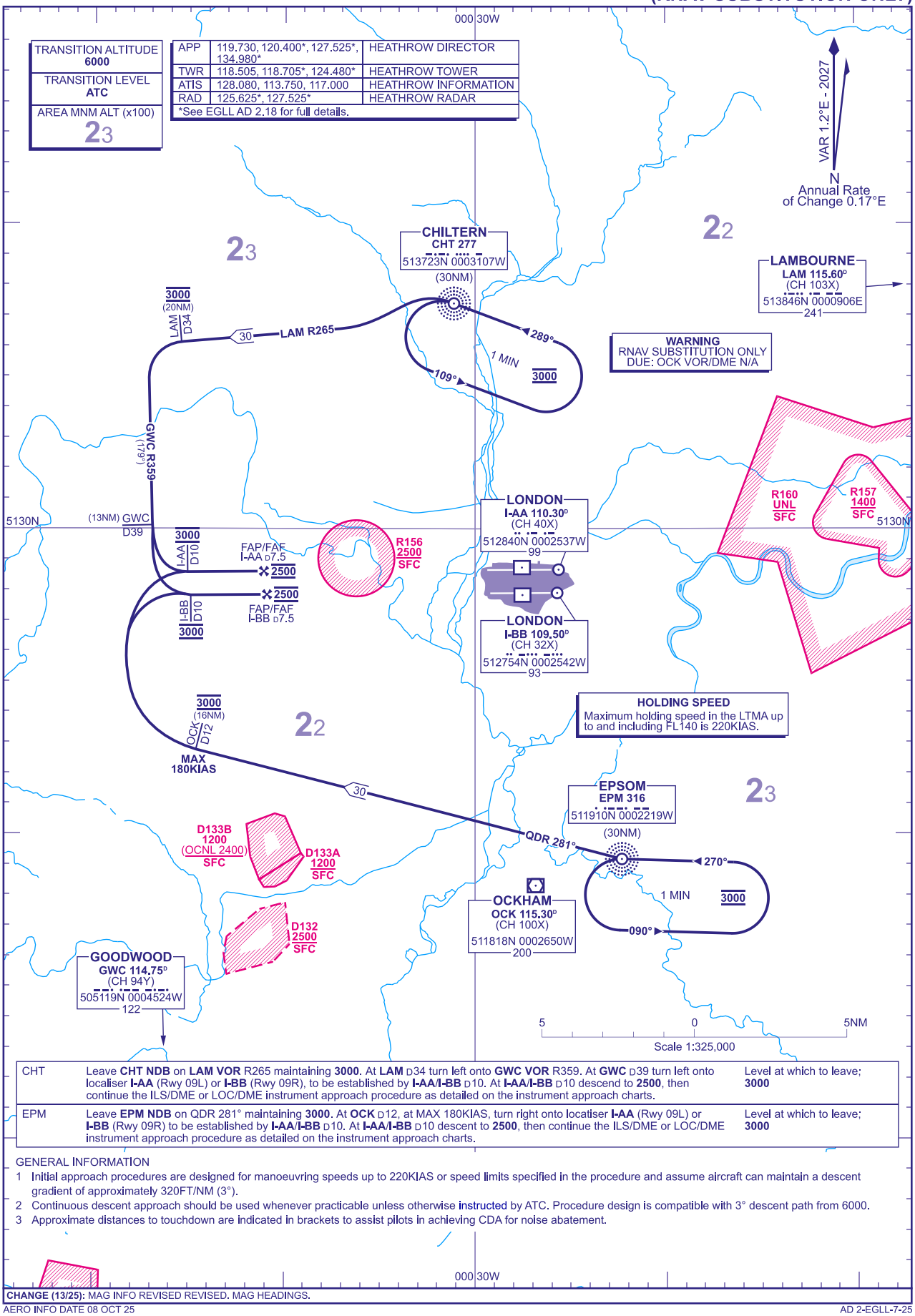
CHANGE (13/25): MAG INFO REVISED.

AERO INFO DATE 08 OCT 25

INITIAL APPROACH PROCEDURES
ILS RWY 09L/R

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

LONDON HEATHROW
via CHT and EPM
(RNAV SUBSTITUTION ONLY)



CHT	Leave **CHT NDB** on **LAM VOR** R265 maintaining **3000**. At **LAM** D34 turn left onto **GWC VOR** R359. At **GWC** D39 turn left onto localiser **I-AA** (Rwy 09L) or **I-BB** (Rwy 09R), to be established by **I-AA/I-BB** D10. At **I-AA/I-BB** D10 descend to **2500**, then continue the ILS/DME or LOC/DME instrument approach procedure as detailed on the instrument approach charts.	Level at which to leave; **3000**
EPM	Leave **EPM NDB** on QDR 281° maintaining **3000**. At **OCK** D12, at MAX 180KIAS, turn right onto localiser **I-AA** (Rwy 09L) or **I-BB** (Rwy 09R) to be established by **I-AA/I-BB** D10. At **I-AA/I-BB** D10 descent to **2500**, then continue the ILS/DME or LOC/DME instrument approach procedure as detailed on the instrument approach charts.	Level at which to leave; **3000**

GENERAL INFORMATION

1 Initial approach procedures are designed for manoeuvring speeds up to 220KIAS or speed limits specified in the procedure and assume aircraft can maintain a descent gradient of approximately 320FT/NM (3°).
2 Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC. Procedure design is compatible with 3° descent path from 6000.
3 Approximate distances to touchdown are indicated in brackets to assist pilots in achieving CDA for noise abatement.

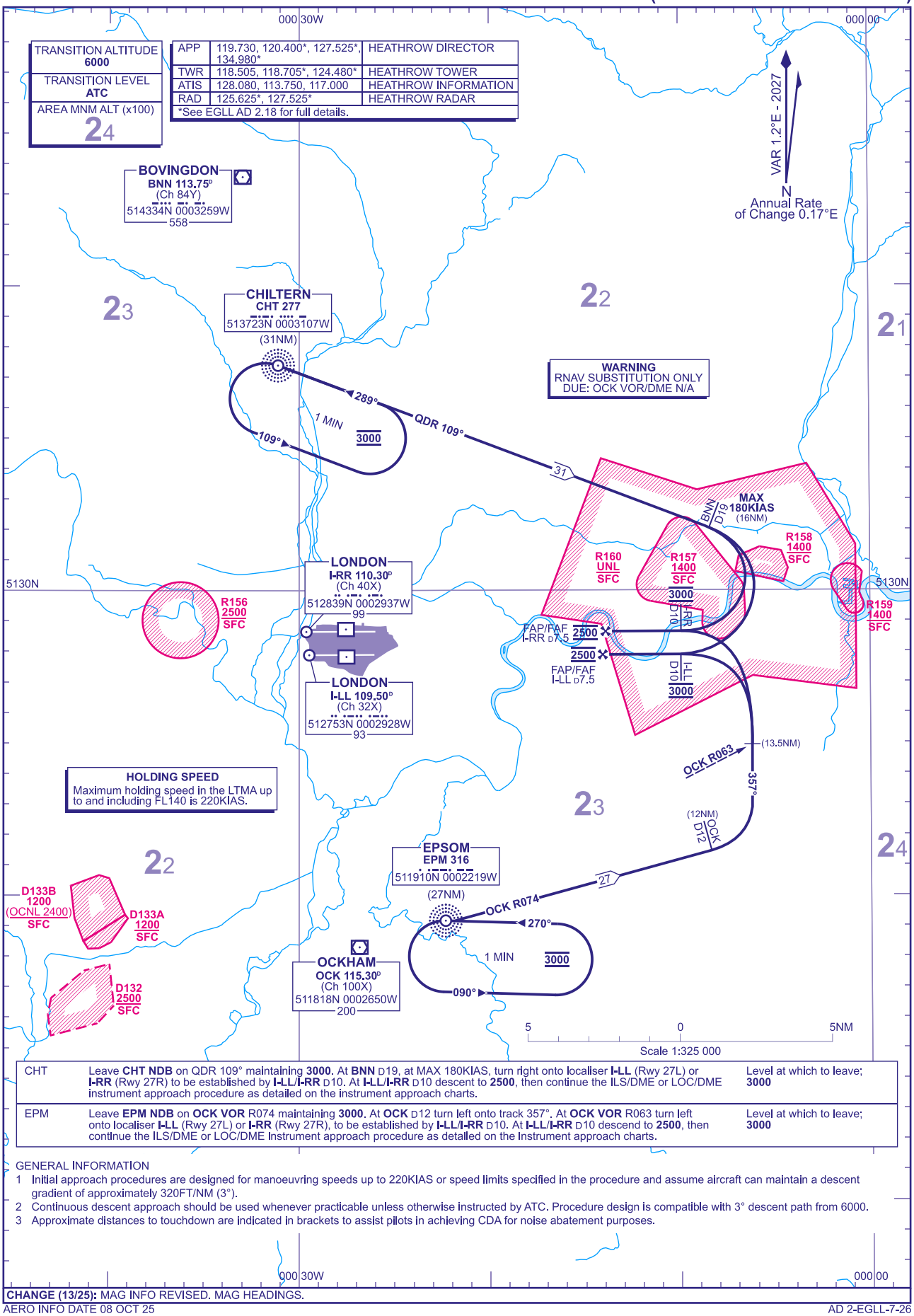
CHANGE (13/25): MAG INFO REVISED REVISED. MAG HEADINGS.

AERO INFO DATE 08 OCT 25

INITIAL APPROACH PROCEDURES ILS RWY 27L/R

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

LONDON HEATHROW via CHT and EPM (RNAV SUBSTITUTION ONLY)



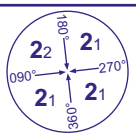
CHT	Leave **CHT NDB** on QDR 109° maintaining **3000**. At **BNN** D19, at MAX 180KIAS, turn right onto localiser **I-LL** (Rwy 27L) or **I-RR** (Rwy 27R) to be established by **I-LL**/**I-RR** D10. At **I-LL**/**I-RR** D10 descent to **2500**, then continue the ILS/DME or LOC/DME instrument approach procedure as detailed on the instrument approach charts.	Level at which to leave; **3000**
EPM	Leave **EPM NDB** on **OCK VOR** R074 maintaining **3000**. At **OCK** D12 turn left onto track 357°. At **OCK VOR** R063 turn left onto localiser **I-LL** (Rwy 27L) or **I-RR** (Rwy 27R), to be established by **I-LL**/**I-RR** D10. At **I-LL**/**I-RR** D10 descend to **2500**, then continue the ILS/DME or LOC/DME Instrument approach procedure as detailed on the Instrument approach charts.	Level at which to leave; **3000**

GENERAL INFORMATION
1 Initial approach procedures are designed for manoeuvring speeds up to 220KIAS or speed limits specified in the procedure and assume aircraft can maintain a descent gradient of approximately 320FT/NM (3°).
2 Continuous descent approach should be used whenever practicable unless otherwise instructed by ATC. Procedure design is compatible with 3° descent path from 6000.
3 Approximate distances to touchdown are indicated in brackets to assist pilots in achieving CDA for noise abatement purposes.

CHANGE (13/25): MAG INFO REVISED. MAG HEADINGS.
AERO INFO DATE 08 OCT 25
AD 2-EGLL-7-26

INSTRUMENT APPROACH CHART - ICAO

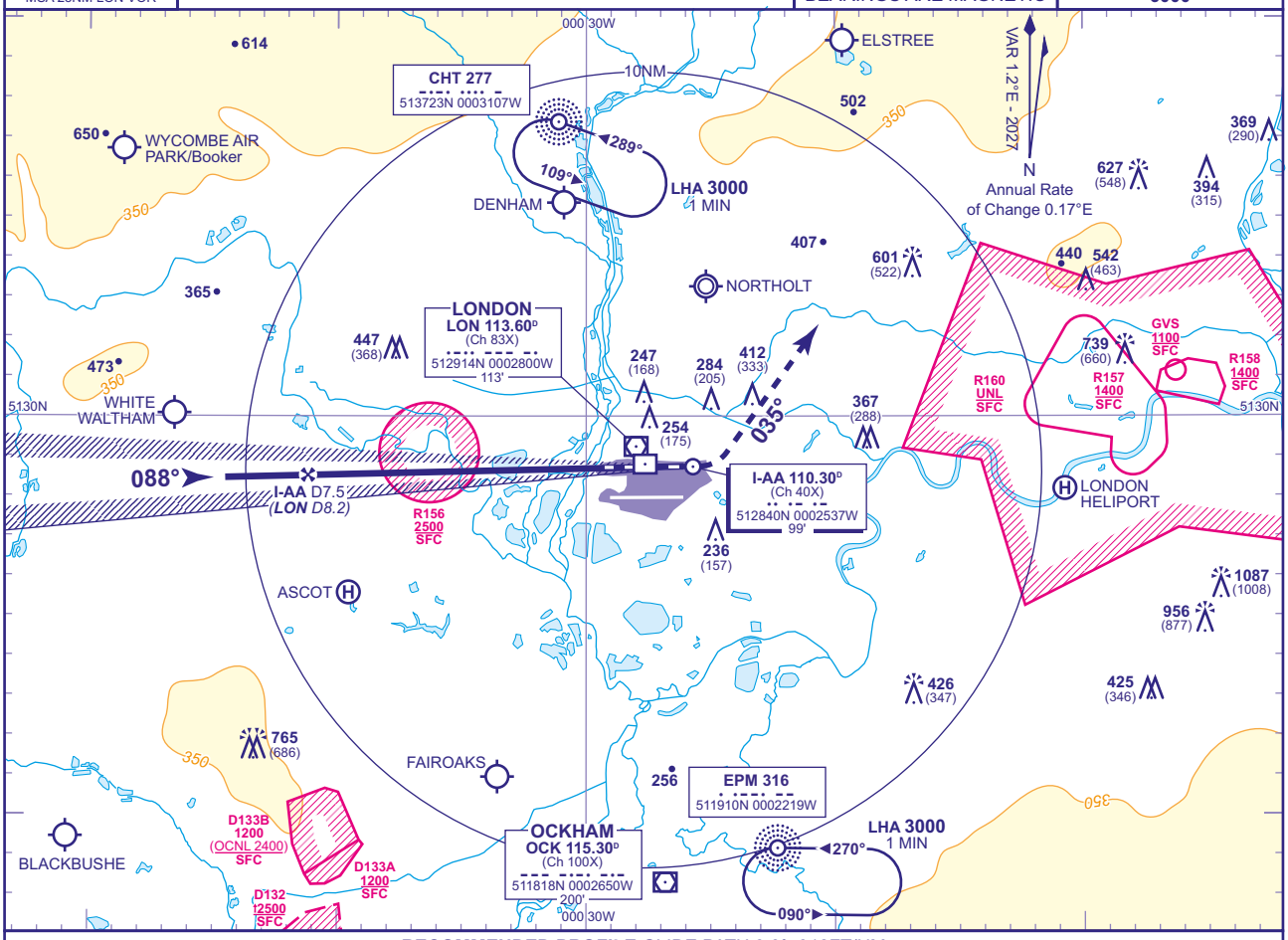
LONDON HEATHROW
ILS/DME I-AA
RWY 09L
(ACFT CAT A,B,C,D)



MSA 25NM LON VOR

APP 119.730, 120.400, 127.525, 134.980	HEATHROW DIRECTOR	AD ELEVATION	83
TWR 118.505, 118.705, 124.480	HEATHROW TOWER	THR ELEVATION	79
RAD 125.625, 127.525	HEATHROW RADAR	OBSTACLE ELEVATION 1087 AMSL (1008) (ABOVE THR)	
ATIS 128.080, 113.750, 117.000	HEATHROW INFORMATION	BEARINGS ARE MAGNETIC	

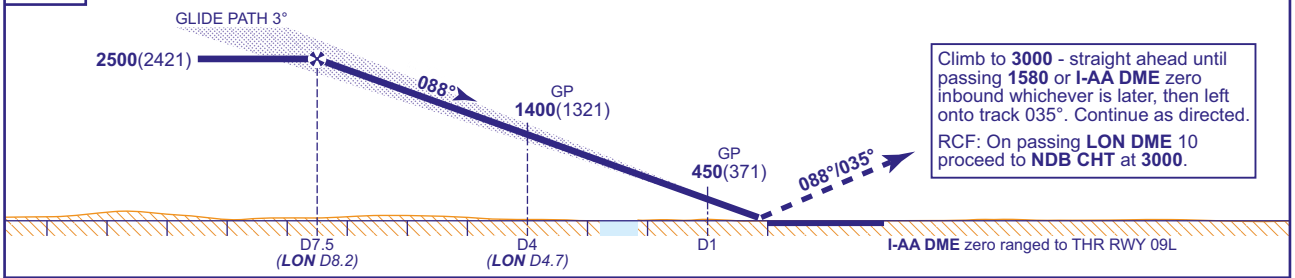
TRANSITION ALTITUDE **6000**



RECOMMENDED PROFILE GLIDE PATH 3.0°, 318FT/NM

DME I-AA	7	6	5	4	3	2
ALT(HGT)	**2360**(2281)	**2040**(1961)	**1720**(1641)	**1400**(1321)	**1080**(1001)	**770**(691)

RDH 51



Climb to **3000** - straight ahead until passing **1580** or **I-AA DME** zero inbound whichever is later, then left onto track 035°. Continue as directed.

RCF: On passing **LON DME** 10 proceed to **NDB CHT** at **3000**.

Aircraft Category		A	B	C	D
OCA (OCH)	CAT I	**222**(143)	**234**(155)	**248**(169)	**267**(188)
	CAT II	**134**(55)	**145**(66)	**158**(79)	**174**(95)
VM(C)OCA (OCH AAL)	Total Area	**770**(687)	**770**(687)	**940**(857)	**940**(857)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	640	530	420

AIRCRAFT UNABLE TO RECEIVE DME I-AA
Advise ATC. Equivalent radar ranges will be provided when established on the localiser approaching the nominal FAP and 4NM points.

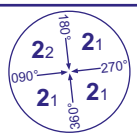
NOTES 1 Aircraft will normally be radar vectored from the STAR Holding/Initial Approach Fixes.
2 Ranging information is provided by ILS-dedicated DME facilities. DME values derived to the nearest 0.1NM from VOR DME LON are also provided for the FAP and 4NM check altitude/height.

CHANGE (13/25): MAG VAR UPDATED. MAG HEADINGS.

AERO INFO DATE 14 OCT 25

INSTRUMENT APPROACH CHART - ICAO

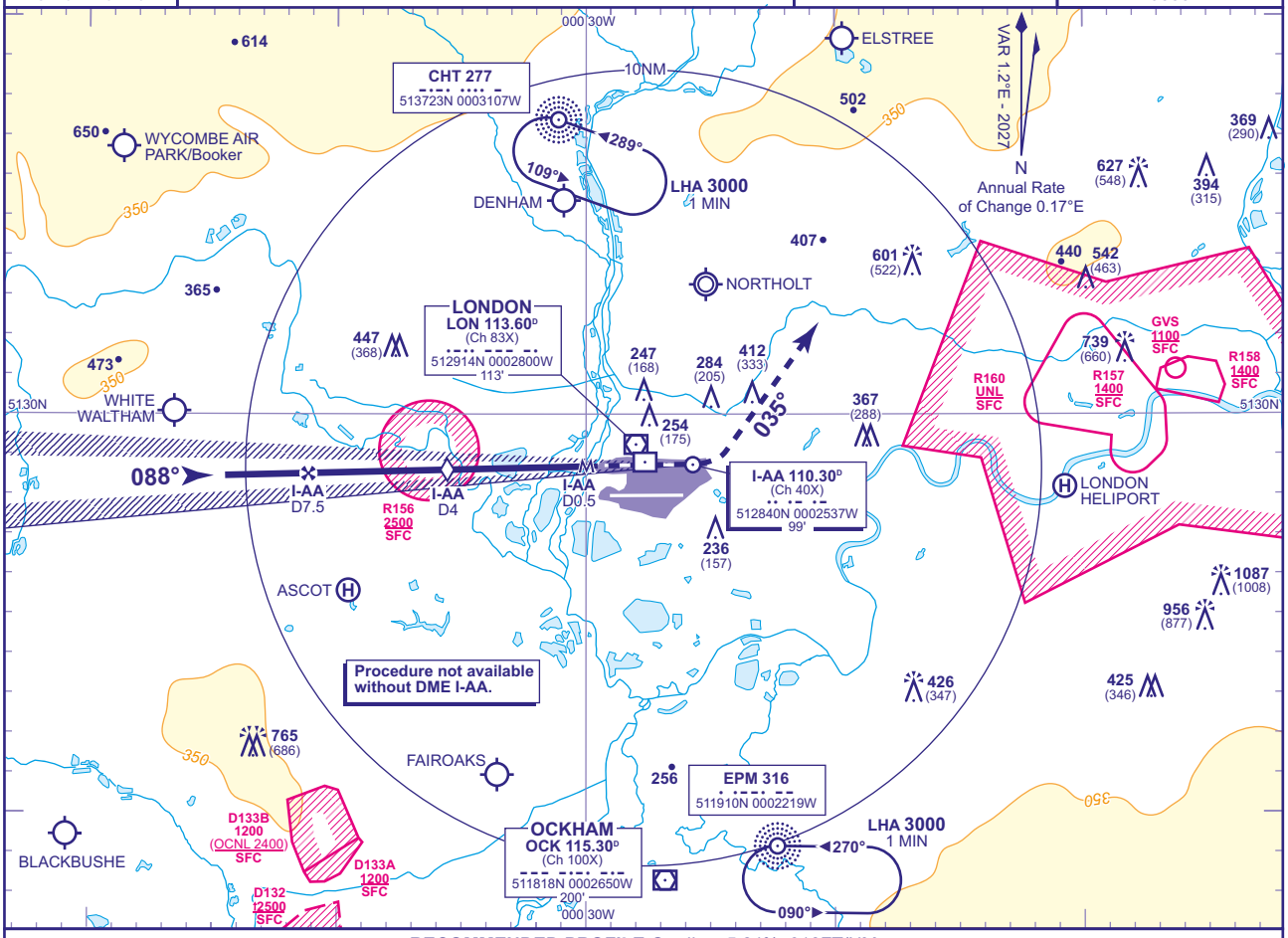
LONDON HEATHROW
LOC/DME I-AA
RWY 09L
(ACFT CAT A,B,C,D)



MSA 25NM LON VOR

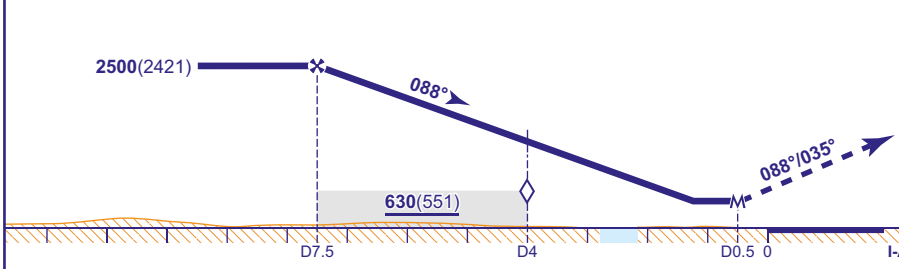
APP 119.730, 120.400, 127.525, 134.980	HEATHROW DIRECTOR	AD ELEVATION	83
TWR 118.505, 118.705, 124.480	HEATHROW TOWER	THR ELEVATION	79
RAD 125.625, 127.525	HEATHROW RADAR	OBSTACLE ELEVATION 1087 AMSL (1008) (ABOVE THR)	
ATIS 128.080, 113.750, 117.000	HEATHROW INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000**



RECOMMENDED PROFILE Gradient 5.24%, 318FT/NM

DME I-AA	7	6	5	4 **(SDF)**	3	2
ALT(HGT)	**2360**(2281)	**2040**(1961)	**1720**(1641)	**1400**(1321)	**1080**(1001)	**770**(691)



MAPt I-AA DME 0.5

Climb straight ahead: on passing **1580** or **I-AA DME** zero inbound whichever is the later, turn left onto track 035° climbing to **3000** then continue as directed.

RADIO FAILURE: On passing **LON DME** 10 proceed to **NDB CHT** at **3000**.

I-AA DME zero ranged to THR RWY 09L

Aircraft Category		**A**	**B**	**C**	**D**
OCA (OCH)	**Procedure**	**480**(401)	**480**(401)	**480**(401)	**480**(401)
VM(C)OCA (OCH AAL)	**Total Area**	**770**(687)	**770**(687)	**940**(857)	**940**(857)

Rate of descent	**G/S KT**	160	140	120	100	80
	FT/MIN	850	740	640	530	420

NOTES 1 Aircraft will normally be radar vectored from the STAR Holding/Initial Approach Fixes.
2 All pilots must follow and adhere to recommended profiles.

CHANGE (13/25): MAG VAR UPDATED. MAG HEADINGS.

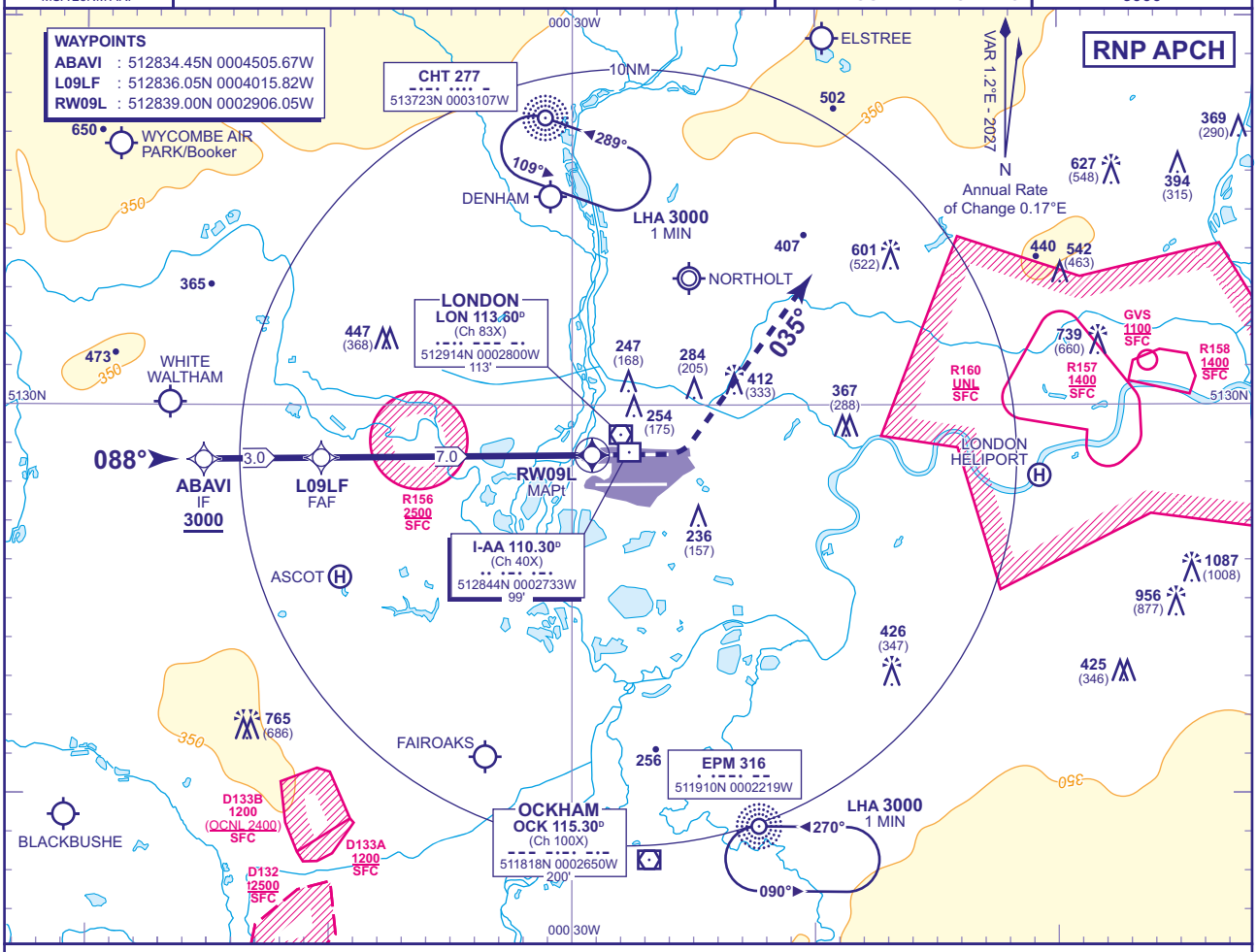
AERO INFO DATE 14 OCT 25

AD 2-EGLL-8-2

INSTRUMENT APPROACH CHART - ICAO

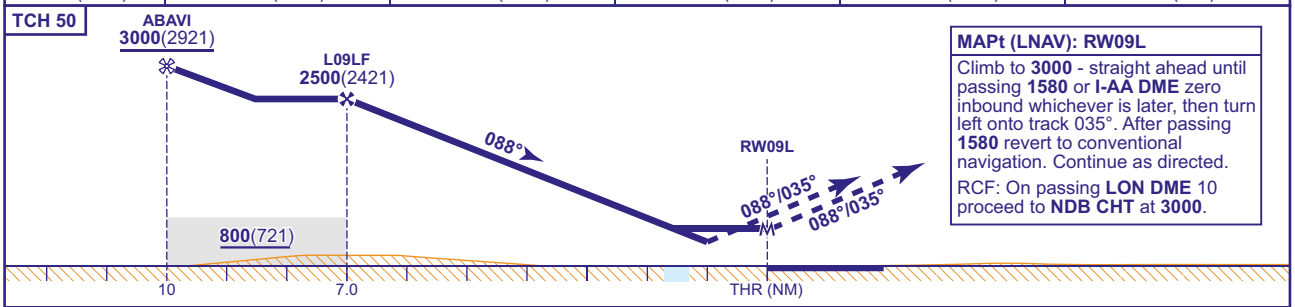
LONDON HEATHROW
RNP
RWY 09L
(ACFT CAT A,B,C,D)

2 3 MSA 25NM ARP	APP 119.730, 120.400, 127.525, 134.980	HEATHROW DIRECTOR	AD ELEVATION 83	MIN TEMP -10°C
	TWR 118.505, 118.705, 124.480	HEATHROW TOWER	THR ELEVATION 79	TRANSITION ALTITUDE 6000
	RAD 125.625, 127.525	HEATHROW RADAR	OBSTACLE ELEVATION 1087 AMSL (1008) (ABOVE THR)	
	ATIS 128.080, 113.750, 117.000	HEATHROW INFORMATION	BEARINGS ARE MAGNETIC	



RECOMMENDED PROFILE VERTICAL PATH ANGLE 3.2° (5.6%), 340FT/NM

NM to RW09L	6	5	4	3	2
ALT(HGT)	**2170**(2091)	**1830**(1751)	**1490**(1411)	**1150**(1071)	**810**(731)



MAPt (LNAV): RW09L

Climb to **3000** - straight ahead until passing **1580** or **I-AA DME** zero inbound whichever is later, then turn left onto track 035°. After passing **1580** revert to conventional navigation. Continue as directed.

RCF: On passing **LON DME** 10 proceed to **NDB CHT** at **3000**.

Aircraft Category		A	B	C	D
OCA (OCH)	LNAV/VNAV	**450**(371)	**460**(381)	**470**(391)	**540**(461)
	LNAV	**620**(541)	**620**(541)	**620**(541)	**620**(541)
VM(C)OCA (OCH AAL)	Total Area	**770**(687)	**770**(687)	**940**(857)	**940**(857)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	910	790	680	570	450

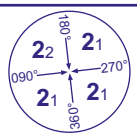
NOTES
1. Pilots should 'Request RNP Approach' on first contact with Heathrow Director.
2. Aircraft will normally be radar vectored from the STAR Holding/Initial Approach Fixes.
3. Missed Approach Procedure and RCF use conventional navigation aids and are not available without DME I-AA, DME LON and NDB CHT.
4. PAPI angle is 3.0°.

CHANGE (13/25): MAG VAR UPDATED. MAG HEADINGS.

AERO INFO DATE 14 OCT 25

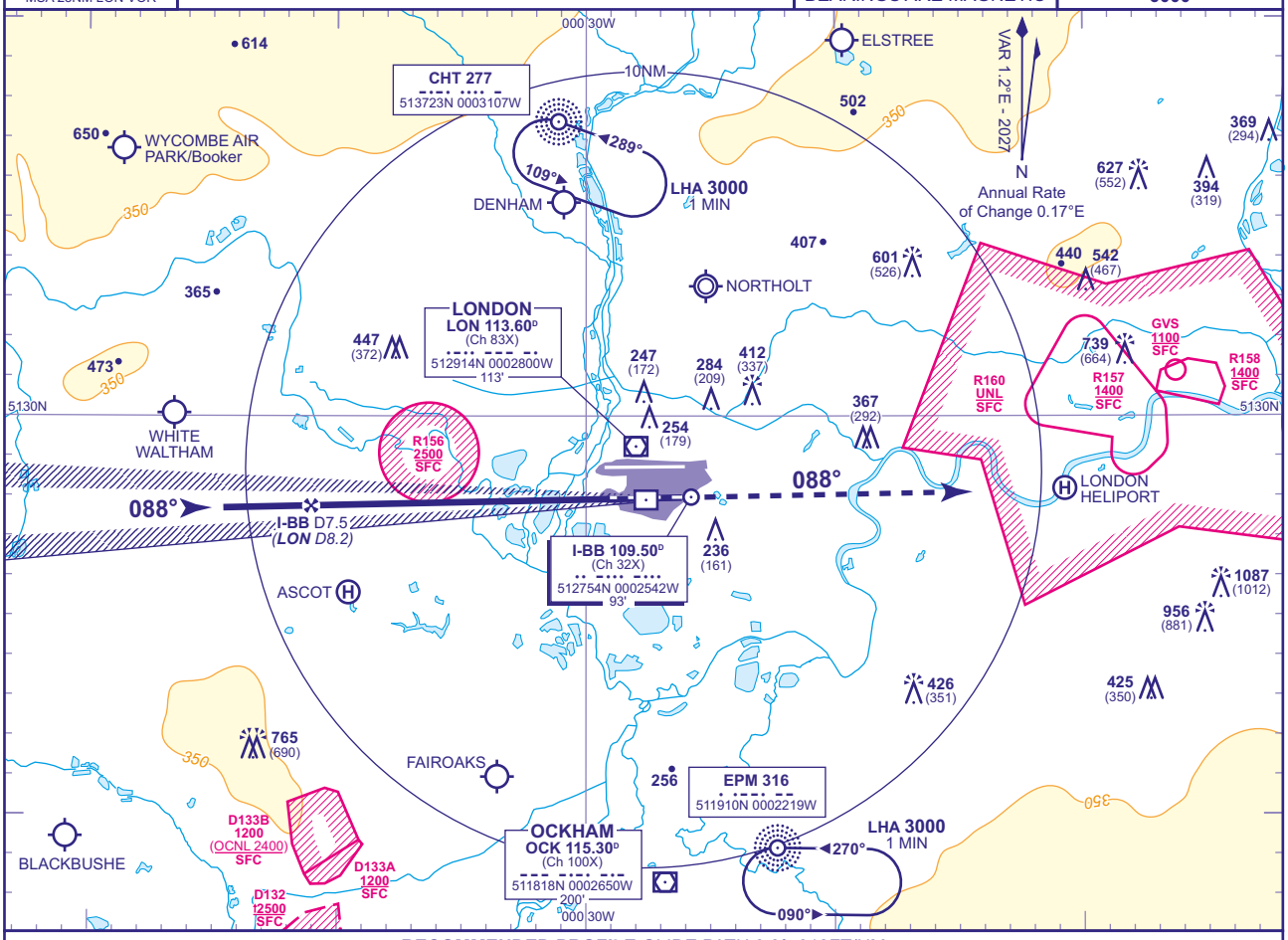
INSTRUMENT APPROACH CHART - ICAO

LONDON HEATHROW
ILS/DME I-BB
RWY 09R
(ACFT CAT A,B,C,D)



APP 119.730, 120.400, 127.525, 134.980	HEATHROW DIRECTOR	AD ELEVATION	**83**
TWR 118.505, 118.705, 124.480	HEATHROW TOWER	THR ELEVATION	**75**
RAD 125.625, 127.525	HEATHROW RADAR	OBSTACLE ELEVATION **1087 AMSL** (1012) (ABOVE THR)	
ATIS 128.080, 113.750, 117.000	HEATHROW INFORMATION	BEARINGS ARE MAGNETIC	

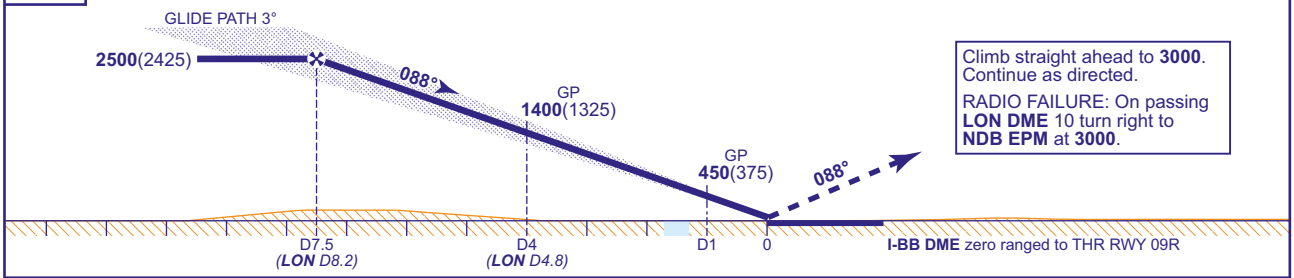
TRANSITION ALTITUDE **6000**



RECOMMENDED PROFILE GLIDE PATH 3.0°, 318FT/NM

DME I-BB	7	6	5	4	3	2	1
ALT(HGT)	**2360**(2285)	**2040**(1965)	**1720**(1645)	**1400**(1325)	**1080**(1005)	**760**(685)	**450**(375)

RDH 50



Aircraft Category		A	B	C	D	Rate of descent	G/S KT	160	140	120	100	80
OCA (OCH)	CAT I	**215**(140)	**226**(151)	**240**(165)	**258**(183)		FT/MIN	850	740	640	530	420
	CAT II	**124**(49)	**134**(59)	**148**(73)	**165**(90)							
VM(C)OCA (OCH AAL)	Total Area	**770**(687)	**770**(687)	**940**(857)	**940**(857)							

AIRCRAFT UNABLE TO RECEIVE DME I-BB
Advise ATC. Equivalent radar ranges will be provided when established on the localiser approaching the nominal FAP and 4NM points.

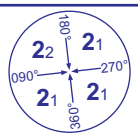
NOTES 1 Aircraft will normally be radar vectored from the STAR Holding/Initial Approach Fixes.
2 Ranging information is provided by ILS-dedicated DME facilities. DME values derived to the nearest 0.1NM from VOR DME LON are also provided for the FAP and 4NM check altitude/heights.

CHANGE (13/25): MAG VAR UPDATED. MAG HEADINGS.

AERO INFO DATE 14 OCT 25

INSTRUMENT APPROACH CHART - ICAO

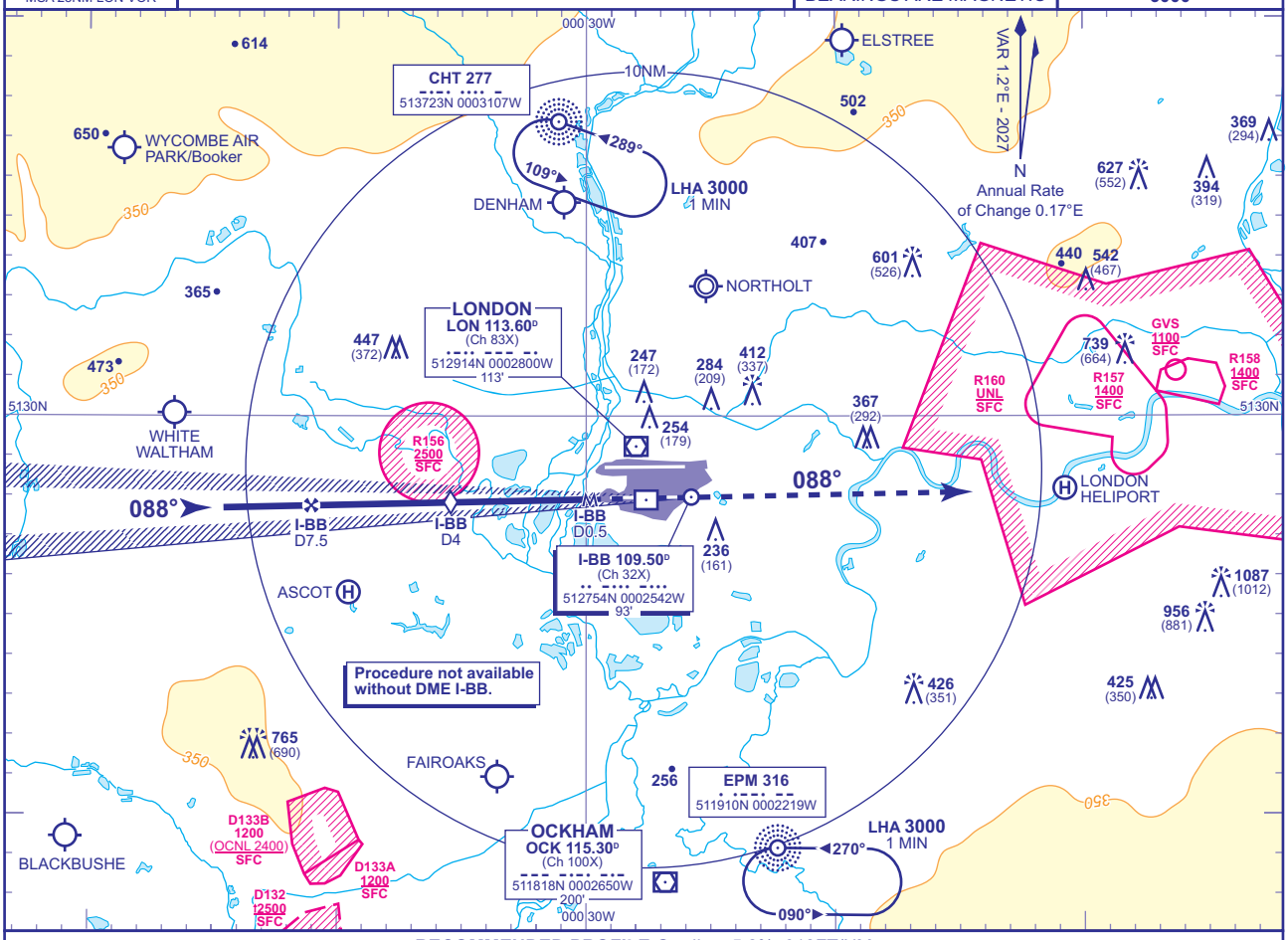
LONDON HEATHROW
LOC/DME I-BB
RWY 09R
(ACFT CAT A,B,C,D)



MSA 25NM LON VOR

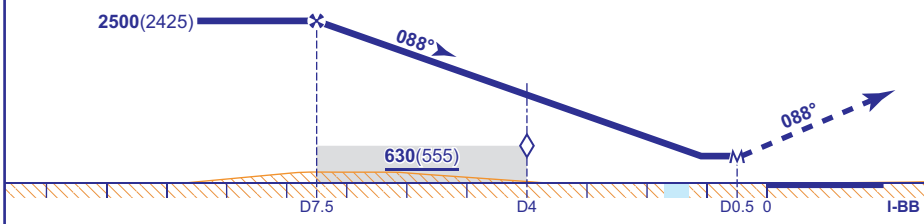
APP 119.730, 120.400, 127.525, 134.980	HEATHROW DIRECTOR	AD ELEVATION	83
TWR 118.505, 118.705, 124.480	HEATHROW TOWER	THR ELEVATION	75
RAD 125.625, 127.525	HEATHROW RADAR	OBSTACLE ELEVATION 1087 AMSL (1012) (ABOVE THR)	
ATIS 128.080, 113.750, 117.000	HEATHROW INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000**



RECOMMENDED PROFILE Gradient 5.2%, 318FT/NM

DME I-BB	7	6	5	4 (SDF)	3	2
ALT(HGT)	**2360**(2285)	**2040**(1965)	**1720**(1645)	**1400**(1325)	**1080**(1005)	**760**(685)



MAPt I-BB DME 0.5

Climb straight ahead to **3000**. Continue as directed.

RADIO FAILURE: On passing **LON DME** 10 turn right to **NDB EPM** at **3000**.

Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**480**(405)	**480**(405)	**480**(405)	**480**(405)
VM(C)OCA (OCH AAL)	Total Area	**770**(687)	**770**(687)	**940**(857)	**940**(857)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	640	530	420

NOTE Aircraft will normally be radar vectored from the STAR Holding/Initial Approach Fixes.

CHANGE (13/25): MAG VAR UPDATED. MAG HEADINGS.

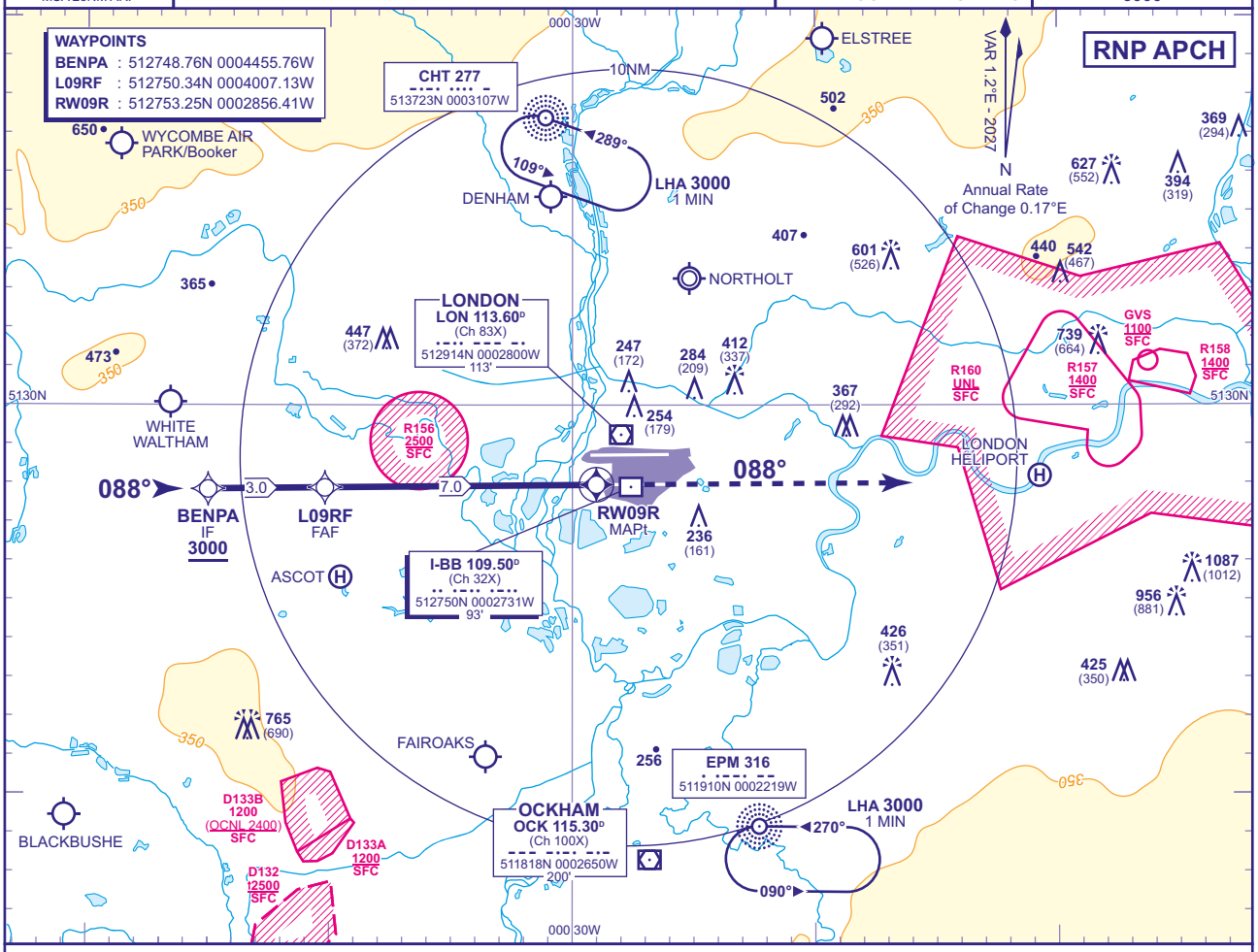
AERO INFO DATE 14 OCT 25

AD 2-EGLL-8-5

INSTRUMENT APPROACH CHART - ICAO

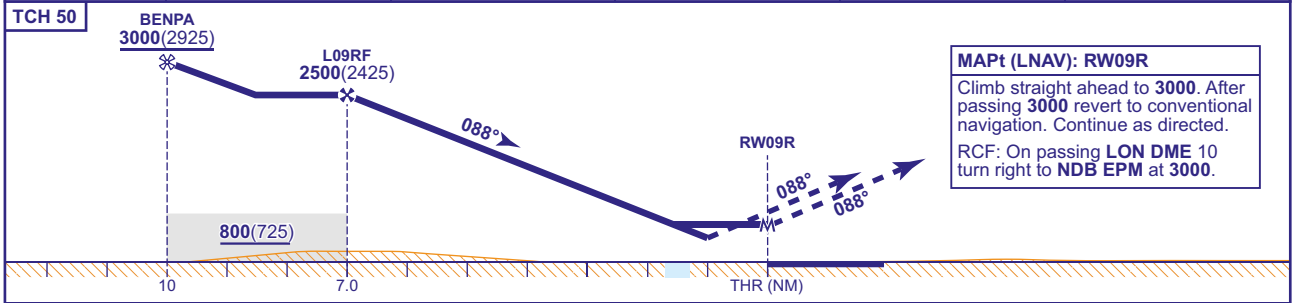
LONDON HEATHROW
RNP
RWY 09R
(ACFT CAT A,B,C,D)

2₃ MSA 25NM ARP	APP 119.730, 120.400, 127.525, 134.980	HEATHROW DIRECTOR	AD ELEVATION 83	MIN TEMP -10°C
	TWR 118.505, 118.705, 124.480	HEATHROW TOWER	THR ELEVATION 75	TRANSITION ALTITUDE 6000
	RAD 125.625, 127.525	HEATHROW RADAR	OBSTACLE ELEVATION 1087 AMSL (1012) (ABOVE THR)	
	ATIS 128.080, 113.750, 117.000	HEATHROW INFORMATION	BEARINGS ARE MAGNETIC	



RECOMMENDED PROFILE VERTICAL PATH ANGLE 3.2° (5.6%), 340FT/NM

NM to RW09R	6	5	4	3	2
ALT(HGT)	**2160**(2085)	**1820**(1745)	**1480**(1405)	**1140**(1065)	**800**(725)



MAPt (LNAV): RW09R
Climb straight ahead to **3000**. After passing **3000** revert to conventional navigation. Continue as directed.
RCF: On passing **LON DME** 10 turn right to **NDB EPM** at **3000**.

Aircraft Category		A	B	C	D
OCA (OCH)	LNAV/VNAV	**400**(325)	**410**(335)	**430**(355)	**540**(465)
	LNAV	**620**(545)	**620**(545)	**620**(545)	**620**(545)
VM(C)OCA (OCH AAL)	Total Area	**770**(687)	**770**(687)	**940**(857)	**940**(857)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	910	790	680	570	450

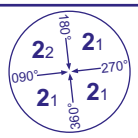
NOTES
1 Pilots should 'Request RNP Approach' on first contact with Heathrow Director.
2 Aircraft will normally be radar vectored from the STAR Holding/Initial Approach Fixes.
3 Missed Approach Procedure and RCF use conventional navigation aids and are not available without DME LON and NDB EPM.
4 PAPI angle is 3.0°.

CHANGE (13/25): MAG VAR UPDATED. MAG HEADINGS.

AERO INFO DATE 14 OCT 25

INSTRUMENT APPROACH CHART - ICAO

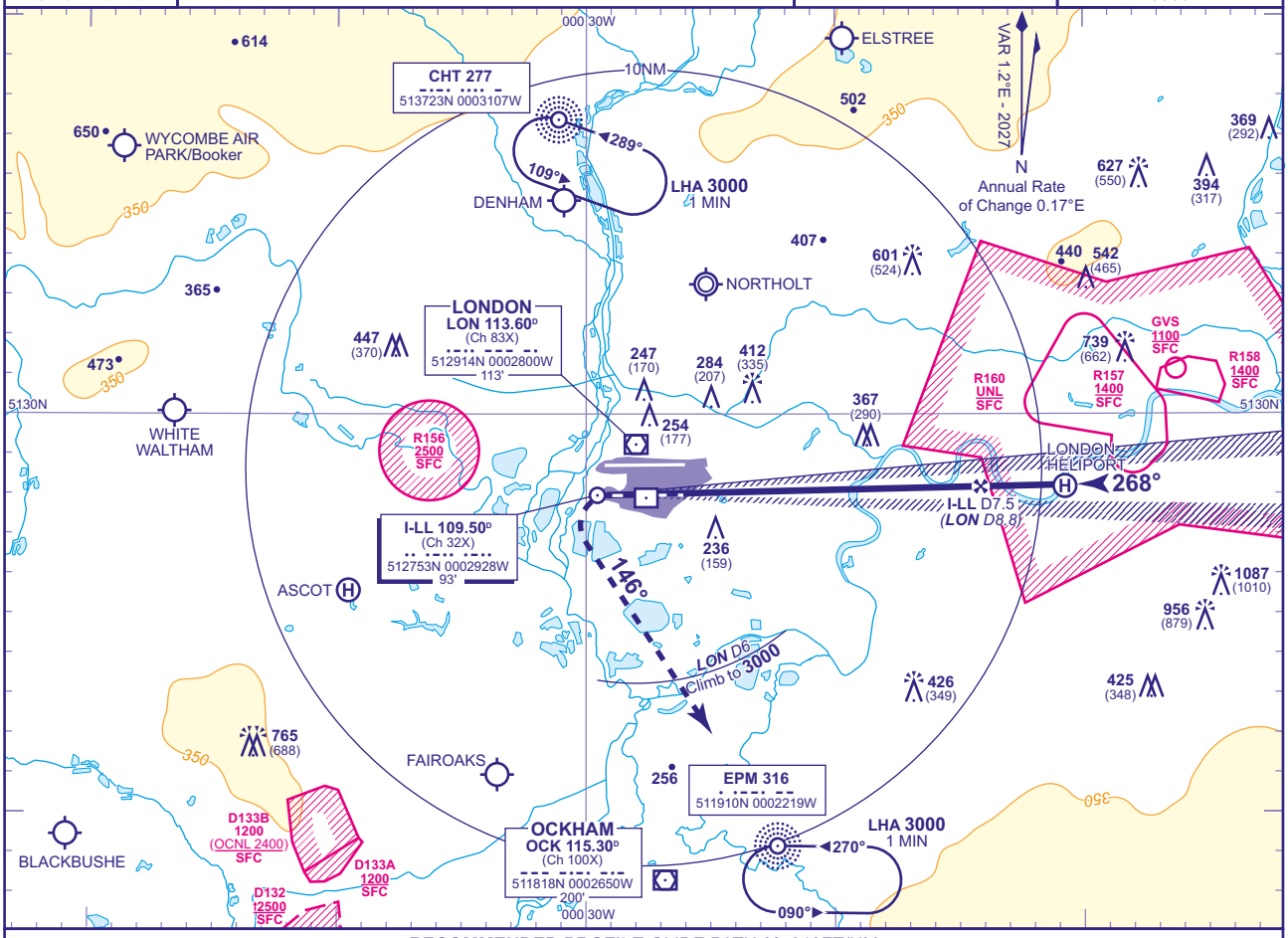
LONDON HEATHROW
ILS/DME I-LL
RWY 27L
(ACFT CAT A,B,C,D)



MSA 25NM LON VOR

APP 119.730, 120.400, 127.525, 134.980	HEATHROW DIRECTOR	AD ELEVATION	83
TWR 118.505, 118.705, 124.480	HEATHROW TOWER	THR ELEVATION	77
RAD 125.625, 127.525	HEATHROW RADAR	OBSTACLE ELEVATION 1087 AMSL (1010) (ABOVE THR)	
ATIS 128.080, 113.750, 117.000	HEATHROW INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000**



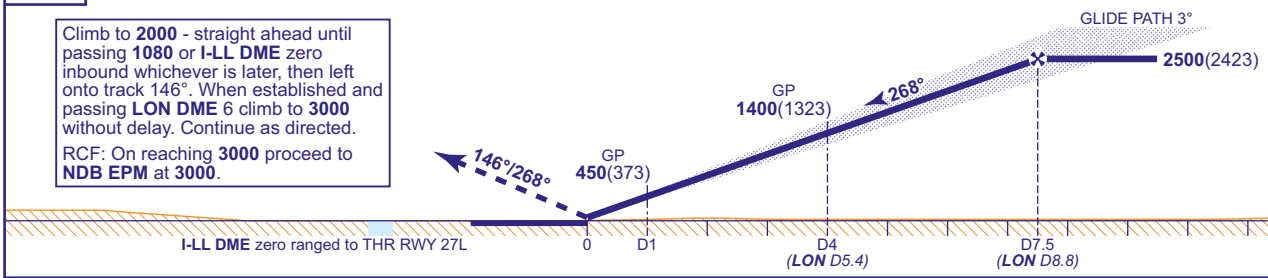
RECOMMENDED PROFILE GLIDE PATH 3°, 318FT/NM

DME I-LL	7	6	5	4	3	2	1
ALT(HGT)	**2360**(2283)	**2040**(1963)	**1730**(1653)	**1410**(1333)	**1090**(1013)	**770**(693)	**450**(373)

RDH 56

Climb to **2000** - straight ahead until passing **1080** or **I-LL DME** zero inbound whichever is later, then left onto track 146°. When established and passing **LON DME** 6 climb to **3000** without delay. Continue as directed.

RCF: On reaching **3000** proceed to **NDB EPM** at **3000**.



Aircraft Category		A	B	C	D
OCA (OCH)	CAT I	**229**(152)	**238**(161)	**252**(175)	**270**(193)
	CAT II	**137**(60)	**146**(69)	**159**(82)	**174**(97)
VM(C)OCA (OCH AAL)	Total Area	**770**(687)	**770**(687)	**940**(857)	**940**(857)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	640	530	420

AIRCRAFT UNABLE TO RECEIVE DME I-LL
Advise ATC. Equivalent radar ranges will be provided when established on the localiser approaching the nominal FAP and 4NM points.

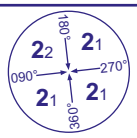
NOTES 1 Aircraft will normally be radar vectored from the STAR Holding/Initial Approach Fixes.
2 Ranging information is provided by ILS-dedicated DME facilities. DME values derived to the nearest 0.1NM from VOR DME LON are also provided for the FAP and 4NM check altitude/heights.

CHANGE (13/25): MAG VAR UPDATED. MAG HEADINGS.

AERO INFO DATE 14 OCT 25

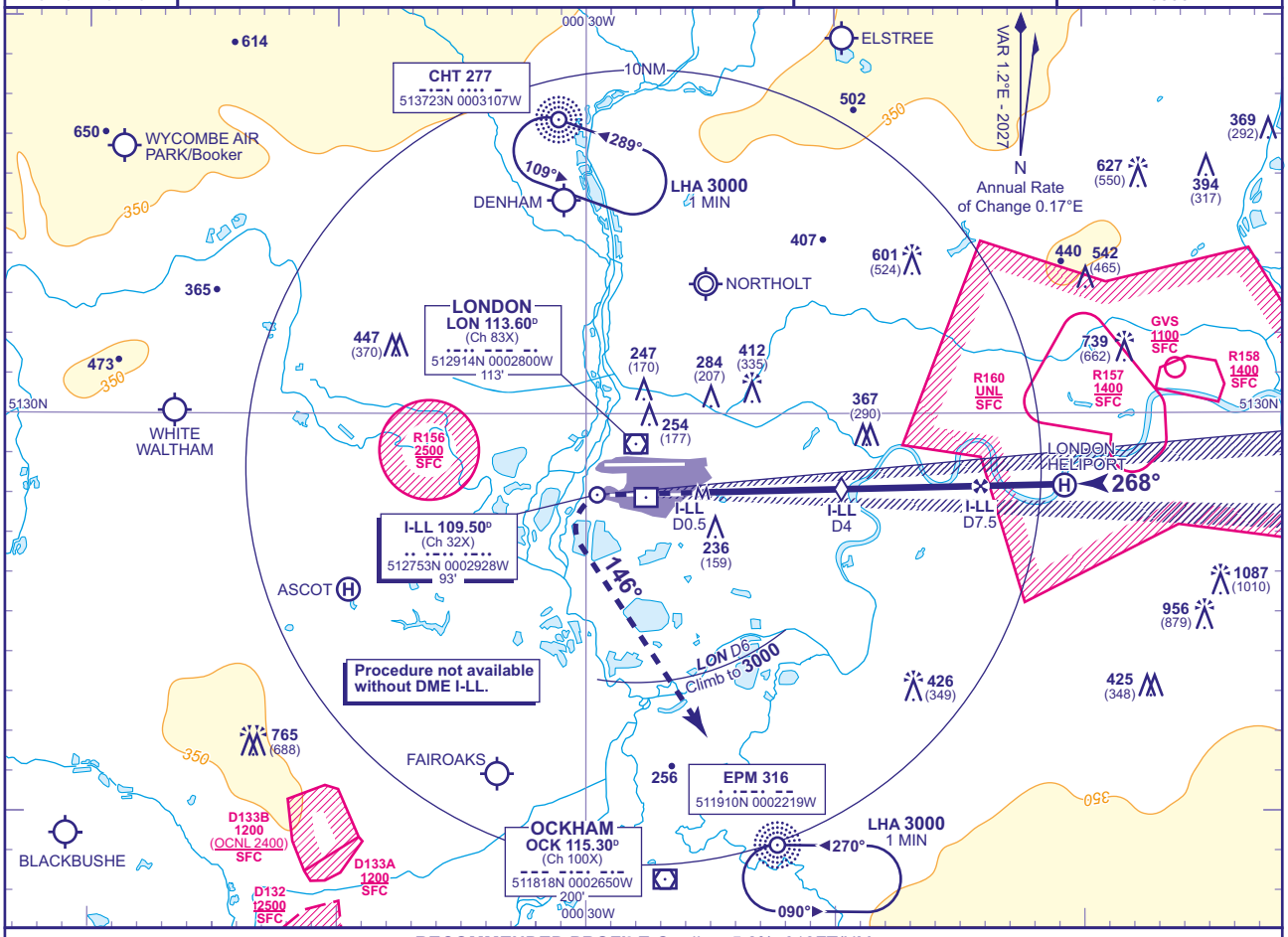
INSTRUMENT APPROACH CHART - ICAO

LONDON HEATHROW
LOC/DME I-LL
RWY 27L
(ACFT CAT A,B,C,D)



MSA 25NM LON VOR

APP 119.730, 120.400, 127.525, 134.980	HEATHROW DIRECTOR	AD ELEVATION	83
TWR 118.505, 118.705, 124.480	HEATHROW TOWER	THR ELEVATION	77
RAD 125.625, 127.525	HEATHROW RADAR	OBSTACLE ELEVATION 1087 AMSL (1010) (ABOVE THR)	
ATIS 128.080, 113.750, 117.000	HEATHROW INFORMATION	BEARINGS ARE MAGNETIC	TRANSITION ALTITUDE 6000



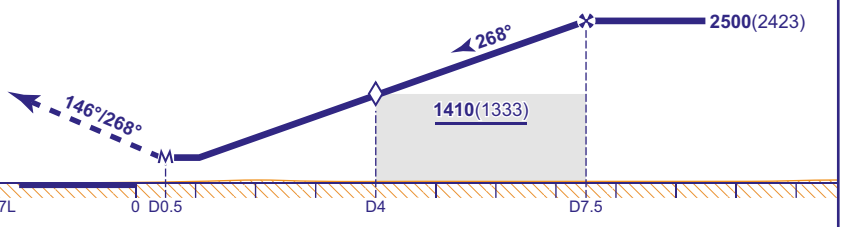
RECOMMENDED PROFILE Gradient 5.2%, 318FT/NM

DME I-LL	7	6	5	4 (SDF)	3	2
ALT(HGT)	**2360**(2283)	**2040**(1963)	**1730**(1653)	**1410**(1333)	**1090**(1013)	**770**(693)

MAPt I-LL DME 0.5

Climb to **2000** - straight ahead until passing **1080** or **I-LL DME** zero inbound whichever is later, then left onto track 146°. When established and passing **LON DME** 6 climb to **3000** without delay. Continue as directed.

RADIO FAILURE: On reaching **3000** proceed to **NDB EPM** at **3000**.



Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**640**(563)	**640**(563)	**640**(563)	**640**(563)
VM(C)OCA (OCH AAL)	Total Area	**770**(687)	**770**(687)	**940**(857)	**940**(857)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	640	530	420

NOTE Aircraft will normally be radar vectored from the STAR Holding/Initial Approach Fixes.

CHANGE (13/25): MAG VAR UPDATED. MAG HEADINGS.

AERO INFO DATE 14 OCT 25

AD 2-EGLL-8-8

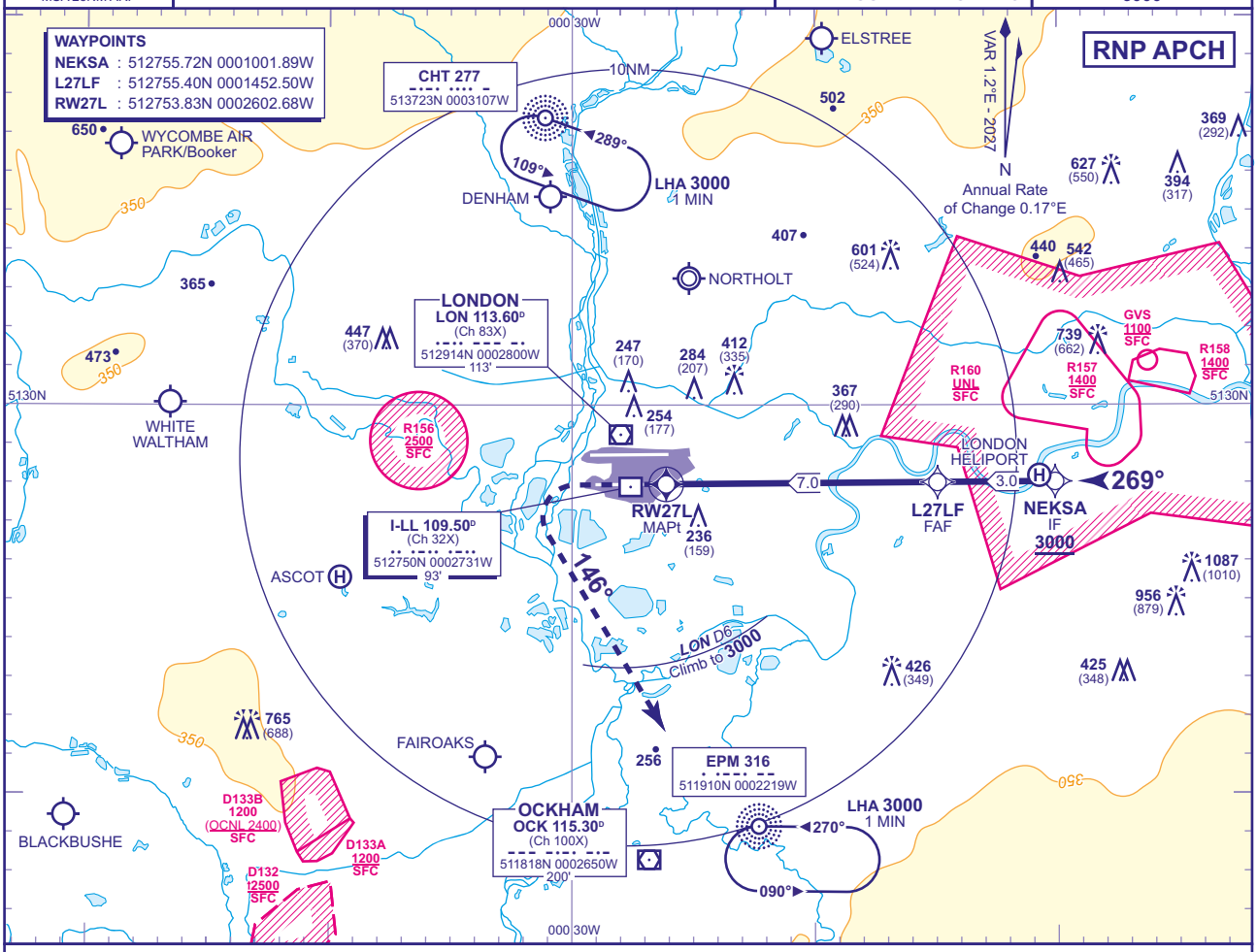
INSTRUMENT APPROACH CHART - ICAO

LONDON HEATHROW
RNP
RWY 27L
(ACFT CAT A,B,C,D)

2₃
MSA 25NM ARP

APP 119.730, 120.400, 127.525, 134.980	HEATHROW DIRECTOR	AD ELEVATION	83
TWR 118.505, 118.705, 124.480	HEATHROW TOWER	THR ELEVATION	77
RAD 125.625, 127.525	HEATHROW RADAR	OBSTACLE ELEVATION 1087 AMSL (1010) (ABOVE THR)	
ATIS 128.080, 113.750, 117.000	HEATHROW INFORMATION	BEARINGS ARE MAGNETIC	

MIN TEMP -10°C
TRANSITION ALTITUDE 6000



RECOMMENDED PROFILE VERTICAL PATH ANGLE 3.2° (5.6%), 340FT/NM

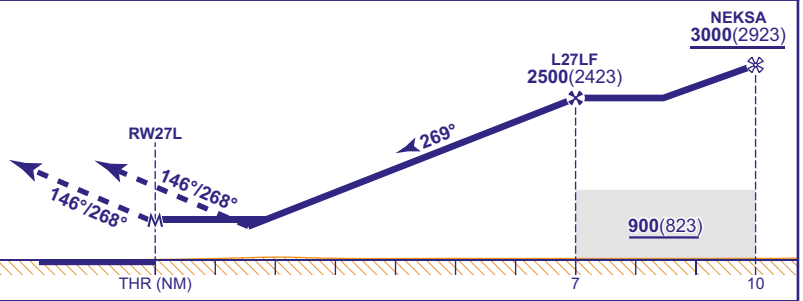
NM to RW27L	6	5	4	3	2
ALT(HGT)	**2170**(2093)	**1830**(1753)	**1490**(1413)	**1150**(1073)	**810**(733)

TCH 50

MAPt (LNAV): RW27L

Climb to **2000** - straight ahead until passing **1080** or **I-LL DME** zero inbound whichever is later, then turn left onto track 146°. After passing **1080** revert to conventional navigation. When established and passing **LON DME** 6 climb to **3000** without delay. Continue as directed.

RCF: On reaching **3000** proceed to **NDB EPM** at **3000**.



Aircraft Category		A	B	C	D
OCA (OCH)	LNAV/VNAV	**380**(303)	**390**(313)	**400**(323)	**440**(363)
	LNAV	**640**(563)	**640**(563)	**640**(563)	**640**(563)
VM(C)OCA (OCH AAL)	Total Area	**770**(687)	**770**(687)	**940**(857)	**940**(857)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	910	790	680	570	450

NOTES
1 Pilots should 'Request RNP Approach' on first contact with Heathrow Director.
2 Aircraft will normally be radar vectored from the STAR Holding/Initial Approach Fixes.
3 Pilots should not expect descent clearance below **4000** until 13NM from touchdown.
4 Missed Approach Procedure and RCF use conventional navigation aids and are not available without DME I-LL, DME LON and NDB EPM.
5 PAPI angle is 3.0°.

CHANGE (13/25): MAG VAR UPDATED. MAG HEADINGS.

AERO INFO DATE 14 OCT 25

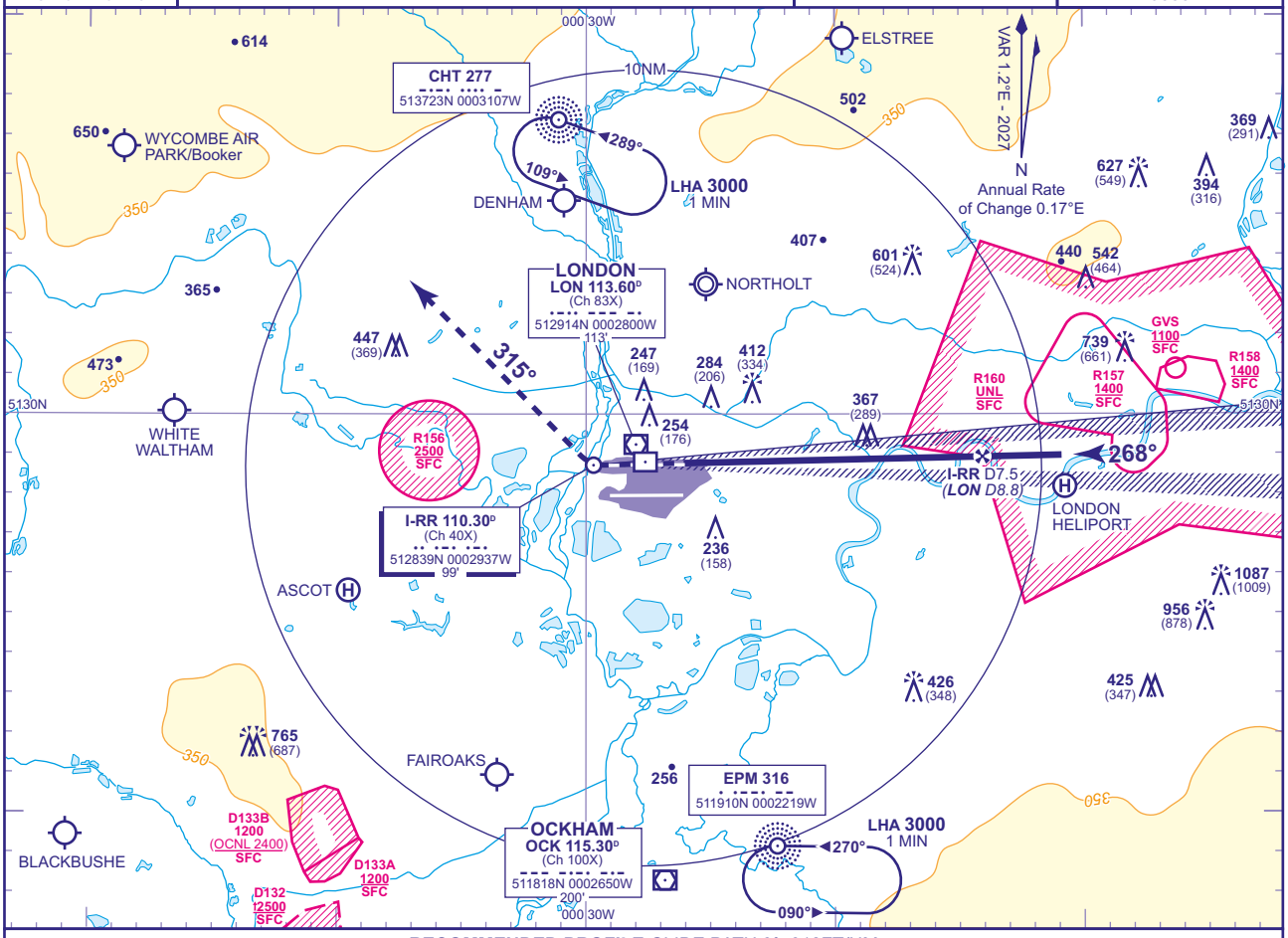
INSTRUMENT APPROACH CHART - ICAO

LONDON HEATHROW
ILS/DME I-RR
RWY 27R
(ACFT CAT A,B,C,D)

MSA 25NM LON VOR

APP 119.730, 120.400, 127.525, 134.980	HEATHROW DIRECTOR	AD ELEVATION	83
TWR 118.505, 118.705, 124.480	HEATHROW TOWER	THR ELEVATION	78
RAD 125.625, 127.525	HEATHROW RADAR	OBSTACLE ELEVATION **1087 AMSL** (1009) (ABOVE THR)	
ATIS 128.080, 113.750, 117.000	HEATHROW INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000**



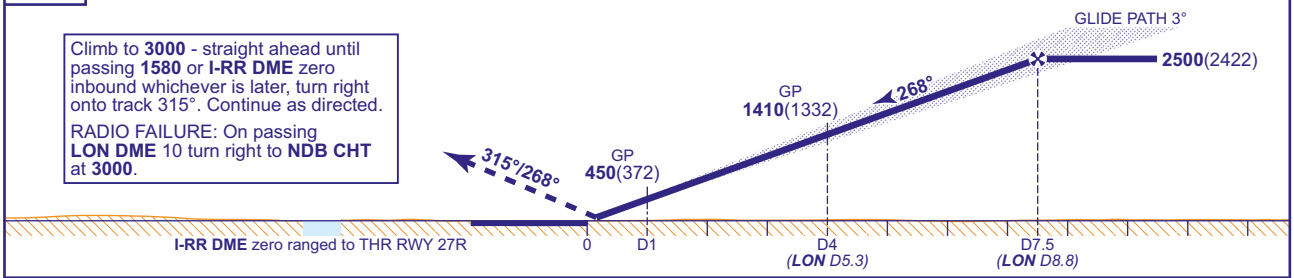
RECOMMENDED PROFILE GLIDE PATH 3°, 318FT/NM

DME I-RR	7	6	5	4	3	2	1
ALT(HGT)	**2370**(2292)	**2050**(1972)	**1730**(1652)	**1410**(1332)	**1090**(1012)	**770**(692)	**450**(372)

RDH 58

Climb to **3000** - straight ahead until passing **1580** or **I-RR DME** zero inbound whichever is later, turn right onto track 315°. Continue as directed.

RADIO FAILURE: On passing **LON DME** 10 turn right to **NDB CHT** at **3000**.



Aircraft Category		**A**	**B**	**C**	**D**
OCA (OCH)	**CAT I**	**224**(146)	**234**(156)	**247**(169)	**263**(185)
	CAT II	**131**(53)	**141**(63)	**154**(76)	**171**(93)
VM(C)OCA (OCH AAL)	**Total Area**	**770**(687)	**770**(687)	**940**(857)	**940**(857)

Rate of descent	**G/S KT**	160	140	120	100	80
	FT/MIN	850	740	640	530	420

AIRCRAFT UNABLE TO RECEIVE DME I-RR
Advise ATC. Equivalent radar ranges will be provided when established on the localiser approaching the nominal FAP and 4NM points.

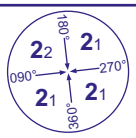
NOTES 1 Aircraft will normally be radar vectored from the STAR Holding/Initial Approach Fixes.
2 Ranging information is provided by ILS-dedicated DME facilities. DME values derived to the nearest 0.1NM from VOR DME LON are also provided for the FAP and 4NM check altitudes/heights.

CHANGE (13/25): MAG VAR UPDATED. MAG HEADINGS.

AERO INFO DATE 14 OCT 25 AD 2-EGLL-8-10

INSTRUMENT APPROACH CHART - ICAO

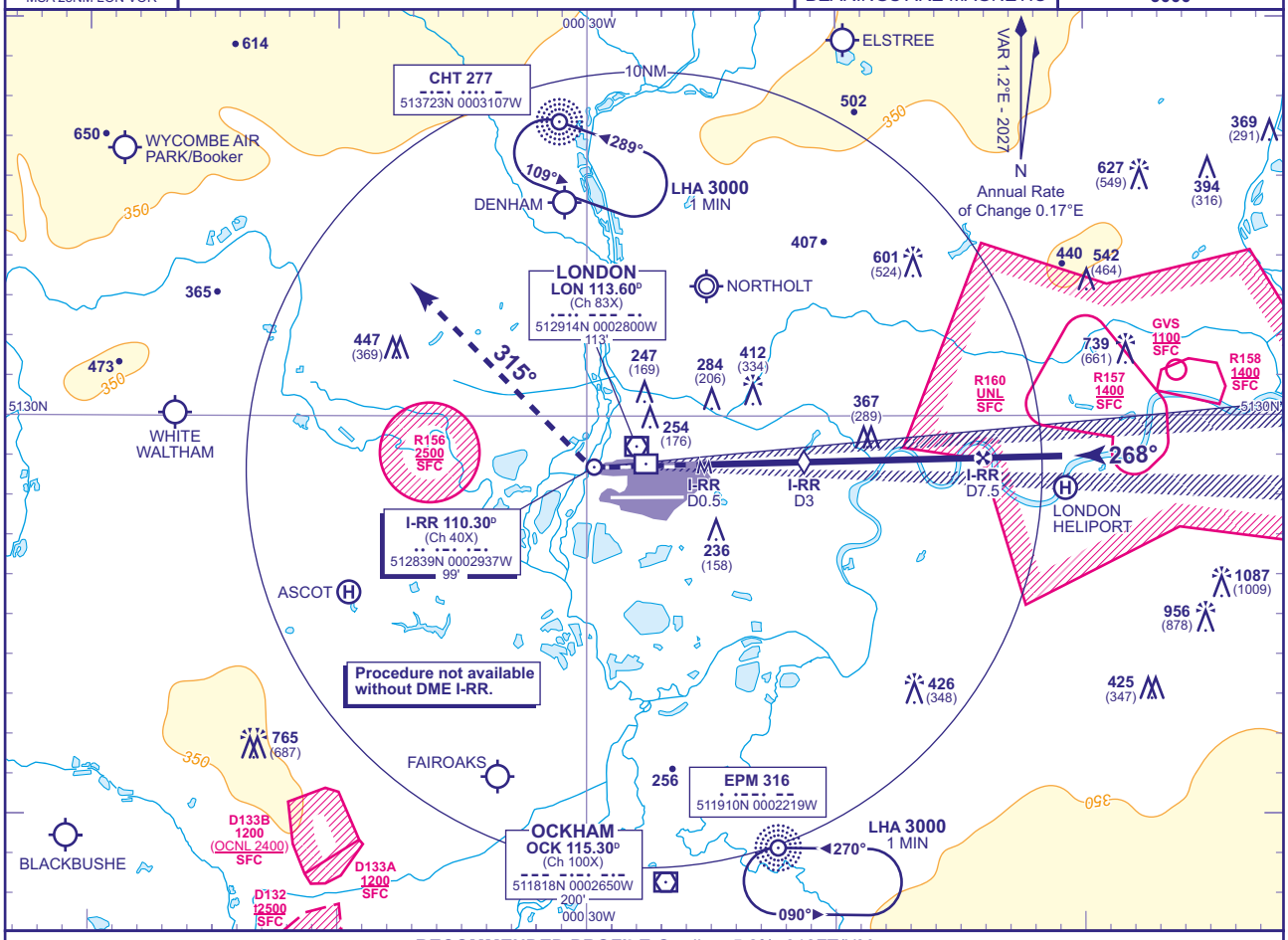
LONDON HEATHROW
LOC/DME I-RR
RWY 27R
(ACFT CAT A,B,C,D)



MSA 25NM LON VOR

APP 119.730, 120.400, 127.525, 134.980	HEATHROW DIRECTOR	AD ELEVATION	83
TWR 118.505, 118.705, 124.480	HEATHROW TOWER	THR ELEVATION	78
RAD 125.625, 127.525	HEATHROW RADAR	OBSTACLE ELEVATION 1087 AMSL (1009) (ABOVE THR)	
ATIS 128.080, 113.750, 117.000	HEATHROW INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000**



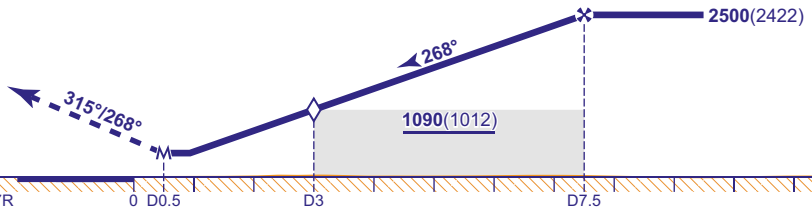
RECOMMENDED PROFILE Gradient 5.2%, 318FT/NM

DME I-RR	7	6	5	4	3 (SDF)	2	1
ALT(HGT)	**2370**(2292)	**2050**(1972)	**1730**(1652)	**1410**(1332)	**1090**(1012)	**770**(692)	**450**(372)

MAPt I-RR DME 0.5

Climb to **3000** - straight ahead until passing **1580** or **I-RR DME** zero inbound whichever is later, turn right onto track 315°. Continue as directed.

RADIO FAILURE: On passing **LON DME** 10 turn right to **NDB CHT** at **3000**.



Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**640**(562)	**640**(562)	**640**(562)	**640**(562)
VM(C)OCA (OCH AAL)	Total Area	**770**(687)	**770**(687)	**940**(857)	**940**(857)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	640	530	420

NOTES 1 Aircraft will normally be radar vectored from the STAR Holding/Initial Approach Fixes.
2 All pilots must follow and adhere to recommended profiles.

CHANGE (13/25): MAG VAR UPDATED. MAG HEADINGS.

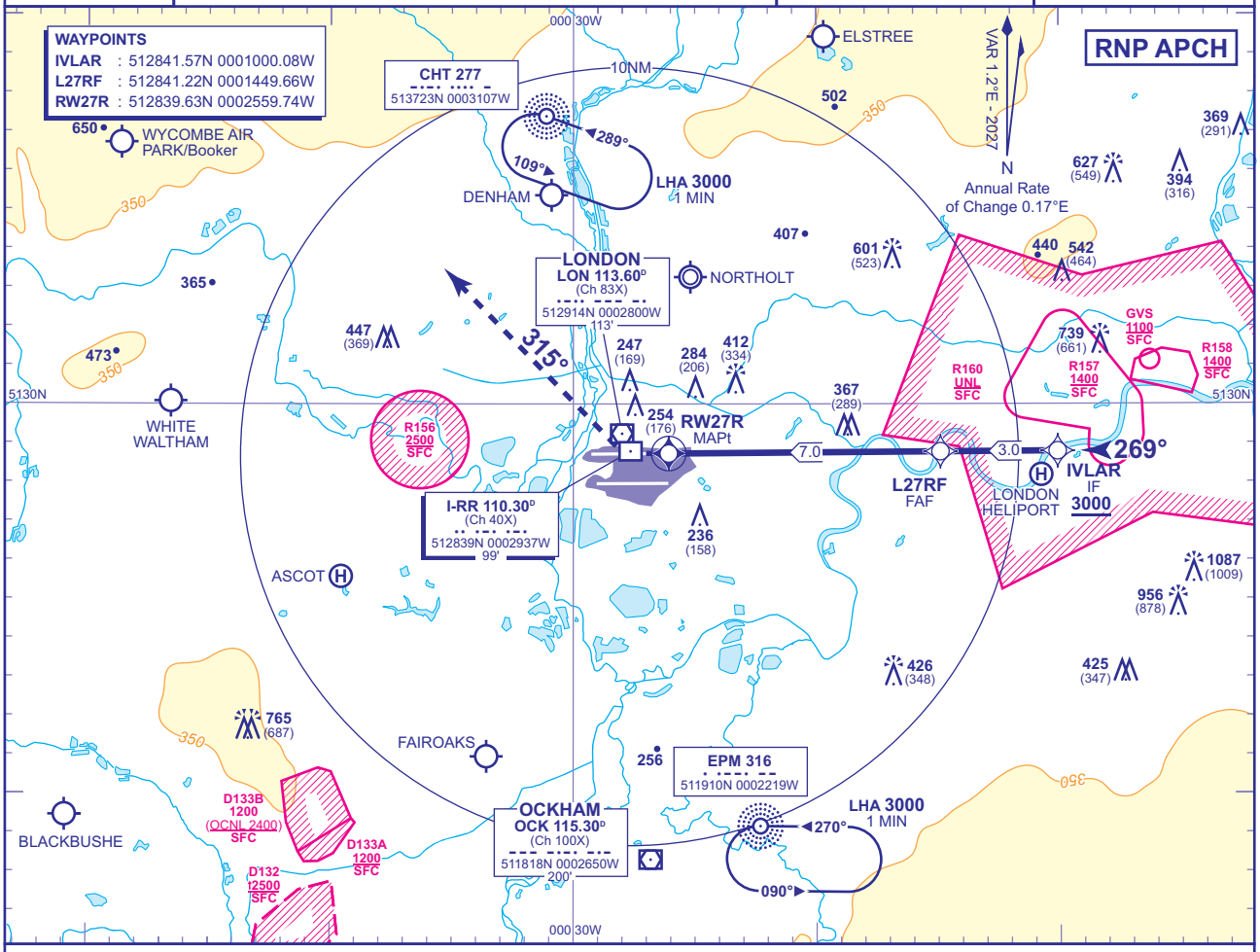
AERO INFO DATE 14 OCT 25

AD 2-EGLL-8-11

INSTRUMENT APPROACH CHART - ICAO

LONDON HEATHROW
RNP
RWY 27R
(ACFT CAT A,B,C,D)

2₃ MSA 25NM ARP	APP 119.730, 120.400, 127.525, 134.980	HEATHROW DIRECTOR	AD ELEVATION 83	MIN TEMP -10°C
	TWR 118.505, 118.705, 124.480	HEATHROW TOWER	THR ELEVATION 78	TRANSITION ALTITUDE 6000
	RAD 125.625, 127.525	HEATHROW RADAR	OBSTACLE ELEVATION 1087 AMSL (1009) (ABOVE THR)	
	ATIS 128.080, 113.750, 117.000	HEATHROW INFORMATION	BEARINGS ARE MAGNETIC	



RECOMMENDED PROFILE VERTICAL PATH ANGLE 3.2° (5.6%), 340FT/NM

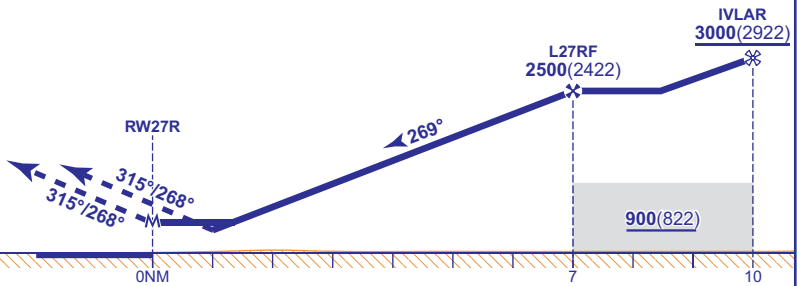
NM to RW27R	6	5	4	3	2
ALT(HGT)	**2170**(2092)	**1830**(1752)	**1490**(1412)	**1150**(1072)	**810**(732)

TCH 50

MAPt (LNAV): RW27R

Climb to **3000** - straight ahead until passing **1580** or **I-RR DME** zero inbound whichever is later, then turn right onto track 315°. After passing **1580** revert to conventional navigation. Continue as directed.

RCF: On passing **LON DME** 10 turn right to **NDB CHT** at **3000**.



Aircraft Category		A	B	C	D
OCA (OCH)	LNAV/VNAV	**380**(302)	**390**(312)	**400**(322)	**440**(362)
	LNAV	**640**(562)	**640**(562)	**640**(562)	**640**(562)
VM(C)OCA (OCH AAL)	Total Area	**770**(687)	**770**(687)	**940**(857)	**940**(857)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	910	790	680	570	450

NOTES
1. Pilots should 'Request RNP Approach' on first contact with Heathrow Director.
2. Aircraft will normally be radar vectored from the STAR Holding/Initial Approach Fixes.
3. Pilots should not expect descent clearance below **4000** until 13NM from touchdown.
4. Missed Approach Procedure and RCF use conventional navigation aids and are not available without DME I-RR, DME LON and NDB CHT.
5. PAPI angle is 3.0°.

CHANGE (13/25): MAG VAR UPDATED. MAG HEADINGS.

AERO INFO DATE 14 OCT 25

Instrument Approach Procedure Coding Tables

London Heathrow RNP RWY 09L - Instrument Approach Procedure via ABAVI

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
R09L	001	IF	ABAVI	-	-	-	3000	-	512834.45N 0004505.67W	IF / 10NM
R09L	002	TF	L09LF	-	088° (089.46°)	-	2500	-	512836.05N 0004015.82W	FAF / 7.0NM
R09L	003	TF	RW09L	Y	088° (089.52°)	-	-	-	512839.00N 0002906.05W	MAPt
R09L	004	CA	-	-	088° (089.67°)	-	1580	-	-	At 1580 revert to conventional navigation

London Heathrow RNP RWY 09R - Instrument Approach Procedure via BENPA

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
R09R	001	IF	BENPA	-	-	-	3000	-	512748.76N 0004455.76W	IF / 10NM
R09R	002	TF	L09RF	-	088° (089.47°)	-	2500	-	512750.34N 0004007.13W	FAF / 7.0NM
R09R	003	TF	RW09R	Y	088° (089.53°)	-	-	-	512753.25N 0002856.41W	MAPt
R09R	004	CA	-	-	088° (089.67°)	-	3000	-	-	At 3000 revert to conventional navigation

London Heathrow RNP RWY 27L - Instrument Approach Procedure via NEKSA

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
R27L	001	IF	NEKSA	-	-	-	3000	-	512755.72N 0001001.89W	IF / 10NM
R27L	002	TF	L27LF	-	269° (269.93°)	-	2500	-	512755.40N 0001452.50W	FAF / 7.0NM
R27L	003	TF	RW27L	Y	269° (269.86°)	-	-	-	512753.83N 0002602.68W	MAPt
R27L	004	CA	-	-	268° (269.71°)	-	1080	-	-	At 1080 revert to conventional navigation

London Heathrow RNP RWY 27R - Instrument Approach Procedure via IVLAR

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
R27R	001	IF	IVLAR	-	-	-	3000	-	512841.57N 0001000.08W	IF / 10NM
R27R	002	TF	L27RF	-	269° (269.92°)	-	2500	-	512841.22N 0001449.66W	FAF / 7.0NM
R27R	003	TF	RW27R	Y	269° (269.86°)	-	-	-	512839.63N 0002559.74W	MAPt
R27R	004	CA	-	-	268° (269.71°)	-	1580	-	-	At 1580 revert to conventional navigation

CHANGE (13/25): MAG VAR UPDATED. MAG HEADINGS.
AERO INFO DATE 14 OCT 25

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

1	Apron surface and strength	CARGO APRON Surface: Concrete and asphalt DELTA APRON Surface: Concrete EAST APRON Surface: Concrete MAIN APRON Surface: Concrete and asphalt or asphalt and block paving NORTH APRON Surface: Concrete SOUTH APRON Surface: Concrete
2	Taxiway width, surface and strength	Taxiway A: 23 M Surface: Asphalt Taxiway B: 23 M Surface: Asphalt Taxiway C: 23 M Surface: Asphalt Taxiway D: 23 M Surface: Asphalt Taxiway E: 19 M Surface: Concrete Taxiway F: 23 M Surface: Asphalt Taxiway H: 23 M Surface: Asphalt Taxiway K: 23 M Surface: Asphalt
3	Altimeter checkpoint location and elevation	South Apron 516 FT Cargo Apron 501 FT East Apron 499 FT
4	VOR checkpoints	
5	INS checkpoints	See Aircraft Parking/Docking Chart.
6	Remarks	Taxiway Echo exceeds 1.5% slope (1.7%)

EGGW AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	All stands are marked for nose in parking, with the exception of Stands 54, 56, 58, 62, 71, 80 and 81. London Luton Airport operates a combination of stand configurations such as Standard Apron/Stand, and Multiple Aircraft Ramp System (MARS). All Stands will have a single yellow centre-line. Each stand has an individual stand number. MARS stands consist of a main centre-line and have two subsidiary centre-lines either side of the main centre-line. These subsidiary centre-lines are given the designation of the stand number with L (Left) and R (Right) added. Aircraft parking on all stands is by marshallers' instructions, pilots must hold on the taxiway centreline until signalled to make a turn to enter their designated stand by a marshaller. The presence of a marshaller should indicate a safety check of the stand has been made by the handling agent prior to aircraft arrival. Stands 8 and 9 have a slope in excess of 1%.

2	Runway and taxiway markings and lighting	Runway marking aid(s): 07/25: Runway designation, runway threshold, runway centre-line and touchdown zone markings. Lead-offs from the runway are marked by a continuous yellow line from the centre-line of the runway. Runway light(s): Threshold - HI green lights. Edge - HI white lights. Centreline - HI colour coded white/red lights. Touchdown zone - HI white lights. Stop end - HI red lights. Colour coded amber/green lights indicate the runway turn-off routes to the CAT III stop bars. Taxiway marking aid(s): Enhanced centre-line and Runway Ahead Markings at A1, B1, C1 & H1. Taxiway light(s): Amber guard lights at runway/taxiway intersections.
3	Stop bars and runway guard lights (if any)	Stop bars at Runways 07/25 Holding Points, taxiway intersection and intermediate holding points.
4	Other runway protection measures	
5	Remarks	WDI (LGTD) RWY 07 THR: 515225.58N 0002246.40W. WDI (LGTD) RWY 25 THR: 515238.29N 0002131.17W. WDI adjacent to Airport Fire Station (515232.48N 0002231.51W) is not reliable for aeronautical purposes.

EGGW AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGGW7226) 25/APPROACH	TREE	515244.07N 0002108.48W	525 FT	68 FT	No	Trees in 25/Approach relate to highest wooded area.
(EGGW7213) 25/APPROACH	TREE	515234.15N 0002101.17W	557 FT	76 FT	No	Trees in 25/Approach relate to highest wooded area.

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
	CRANE	515253.25N 0002445.75W	657 FT	301 FT	Yes Red	3 Tower cranes working in area. End estimated October 2026.
(EGGW7007)	MAST	515242.53N 0002617.85W	721 FT	165 FT	Yes Red	
(EGGW6067)	ATC AERIAL	515240.19N 0002232.71W	673 FT	159 FT	No	
(EGGW7008)	MAST	515239.87N 0002551.56W	698 FT	168 FT	Yes Red	
	CRANE	515236.79N 0002452.12W	650 FT	269 FT	Yes	End estimated May 2027.
	CRANE	515236.20N 0002450.45W	613 FT	233 FT	Yes	End estimated September 2027.

EGGW AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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

3	Office responsible for TAF preparation Periods of validity	MET OFFICE EXETER 24 Hours.
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self briefing/telephone.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	F214, F215, GAMET South East available at https://www.metoffice.gov.uk/.
8	Supplementary equipment available for providing information	Self briefing terminal.
9	ATS units provided with information	LONDON LUTON
10	Additional information (limitation of service, etc.)	A recording of ATIS is available H24 on Tel: 01582-395225.

EGGW AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
07	074.38°	2162 x 45 M	RWY surface: Asphalt, Grooved PCN 75/R/D/X/T	515219.25N 0002300.91W 152.5 FT	THR 515.2 FT TDZ 526.7 FT	
25	254.40°	2162 x 45 M	RWY surface: Asphalt, Grooved PCN 75/R/D/X/T SWY surface: Asphalt, Non grooved PCN 75/R/D/X/T	515237.36N 0002116.15W 152.4 FT	THR 508.5 FT TDZ 525.7 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
	1081 x 150 M	2339 x 300 M				RWY 07 OFZ: Yes.
57 x 45 M	1081 x 150 M	2339 x 300 M				RWY 25 Threshold displaced by 82 M. OFZ: Yes.

EGGW AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
07	2162 M	3243 M	2162 M	2162 M	
25	2162 M	3243 M	2219 M	2080 M	
07	1982 M	2973 M	1982 M		Take-off from intersection with Taxiway B. Start of TORA 519 FT.
07	1688 M	2532 M	1688 M		Take-off from intersection with Taxiway H. Start of TORA 525 FT.
07	1132 M	1698 M	1132 M		Take-off from intersection with Taxiway C. Start of TORA 525 FT.
25	1771 M	2657 M	1828 M		Take-off from intersection with Taxiway A. Start of TORA 516 FT.
25	1053 M	1580 M	1110 M		Take-off from intersection with Taxiway C. Start of TORA 525 FT.

EGGW 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	Coded centre-line with three crossbars. Supplementary lighting inner 240 M. 427 M Light intensity high	Green Flush uni-directional with elev green wingbars	PAPI Left/3° 60 FT 317 M	900 M	Colour coded 15 M spacing Light intensity high	Elev HI bi-directional with LI omni component	Red		EDGE: Blue turning circle lights.
25	Coded centre-line with five crossbars. Supplementary lighting inner 240 M. 844 M Light intensity high	Green Flush uni-directional with elev green wingbars	PAPI Left/3° 61 FT 320 M	900 M	Colour coded 15 M spacing Light intensity high	Elev HI bi-directional with LI omni component	Red	Red	THR: Wingbars displaced by 82 M. EDGE: Blue turning circle lights.

EGGW 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: 515218.73N 0002242.87W (LGTD).
3	TWY edge and centre line lighting	CL: Green centre-line lights at 15 M spacing, lights alternate green/yellow inside ILS LOC sensitive area. Green/Yellow lead on/off centre-line lights at A1, B1, C1 and H1. EDGE: Blue edge lights on curves and around run-up area.
4	Secondary power supply/switch-over time	Yes.
5	Remarks	Apron floodlighting. Obstacle lighting.

EGGW AD 2.16 HELICOPTER LANDING AREA

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EGGW 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 LUTON CTR 515244N 0003828W - 515511N 0002426W - 515743N 0002145W - 515857N 0001434W thence clockwise by the arc of a circle radius 8 NM centred on 515229N 0002206W to 515042N 0000931W - 514830N 0001506W - 514503N 0003457W - 515244N 0003828W	Upper limit: 3500 FT ALT Lower limit: SFC	D	LUTON RADAR English	6000 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.

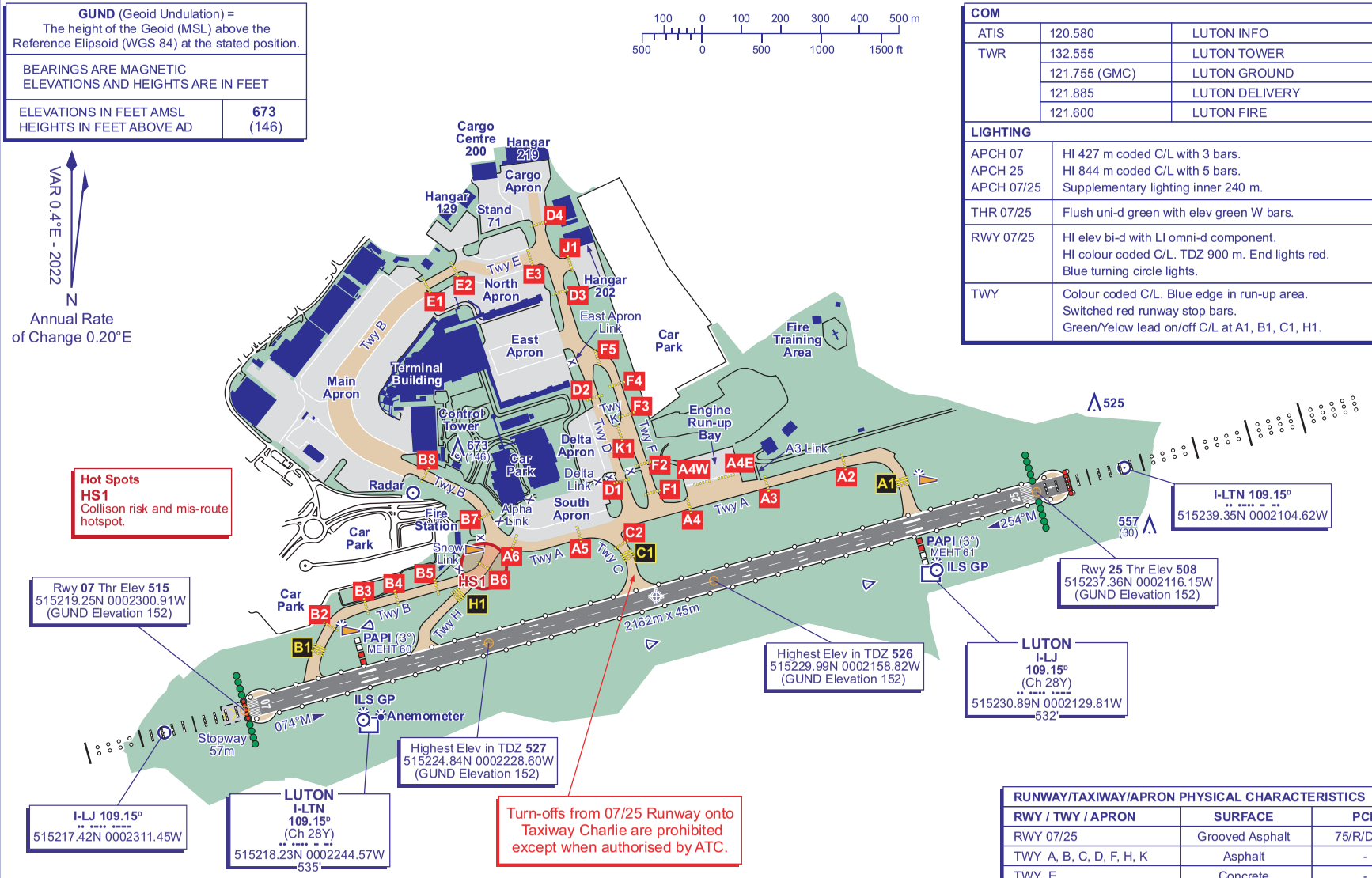
AERODROME CHART - ICAO

ARP 515229N 0002206W

AD ELEV 527FT

LONDON LUTON
EGGW

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	**673** (146)



COM		
ATIS	120.580	LUTON INFO
TWR	132.555	LUTON TOWER
	121.755 (GMC)	LUTON GROUND
	121.885	LUTON DELIVERY
	121.600	LUTON FIRE

LIGHTING	
APCH 07 APCH 25 APCH 07/25	HI 427 m coded C/L with 3 bars. HI 844 m coded C/L with 5 bars. Supplementary lighting inner 240 m.
THR 07/25	Flush uni-d green with elev green W bars.
RWY 07/25	HI elev bi-d with LI omni-d component. HI colour coded C/L. TDZ 900 m. End lights red. Blue turning circle lights.
TWY	Colour coded C/L. Blue edge in run-up area. Switched red runway stop bars. Green/Yelow lead on/off C/L at A1, B1, C1, H1.

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
RWY / TWY / APRON	**SURFACE**	**PCN**
RWY 07/25	Grooved Asphalt	75/R/D/X/T
TWY A, B, C, D, F, H, K	Asphalt	-
TWY E	Concrete	-
Aprons (All)	*See AD 2-EGGW-2-2*	

CHANGE (13/25): ANEMOMETER REMOVED.

AIRCRAFT PARKING/DOCKING CHART - ICAO

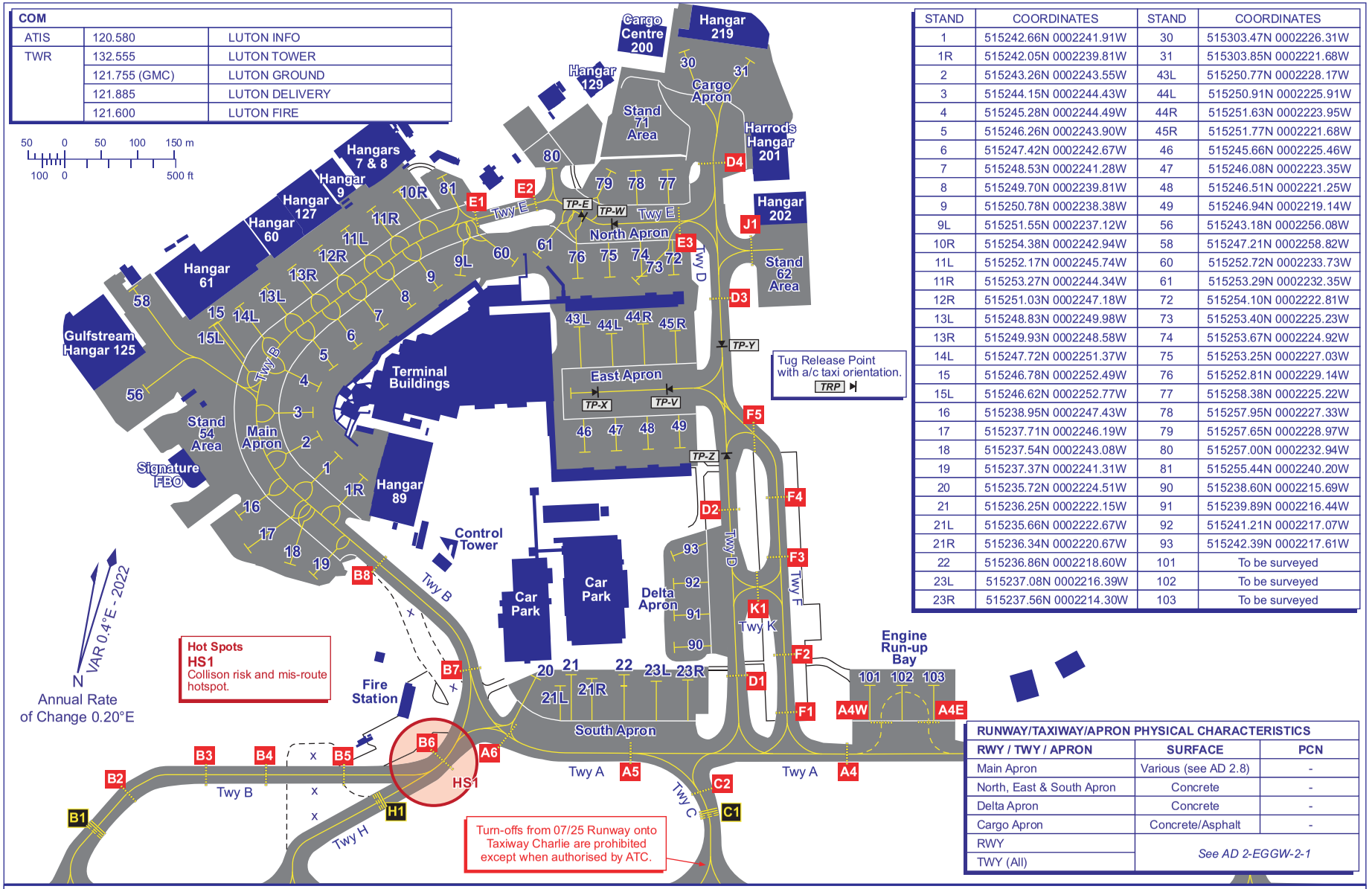
ARP 515229N 0002206W

AD ELEV 527FT

LONDON LUTON
EGGW

AERO INFO DATE 08 OCT 25

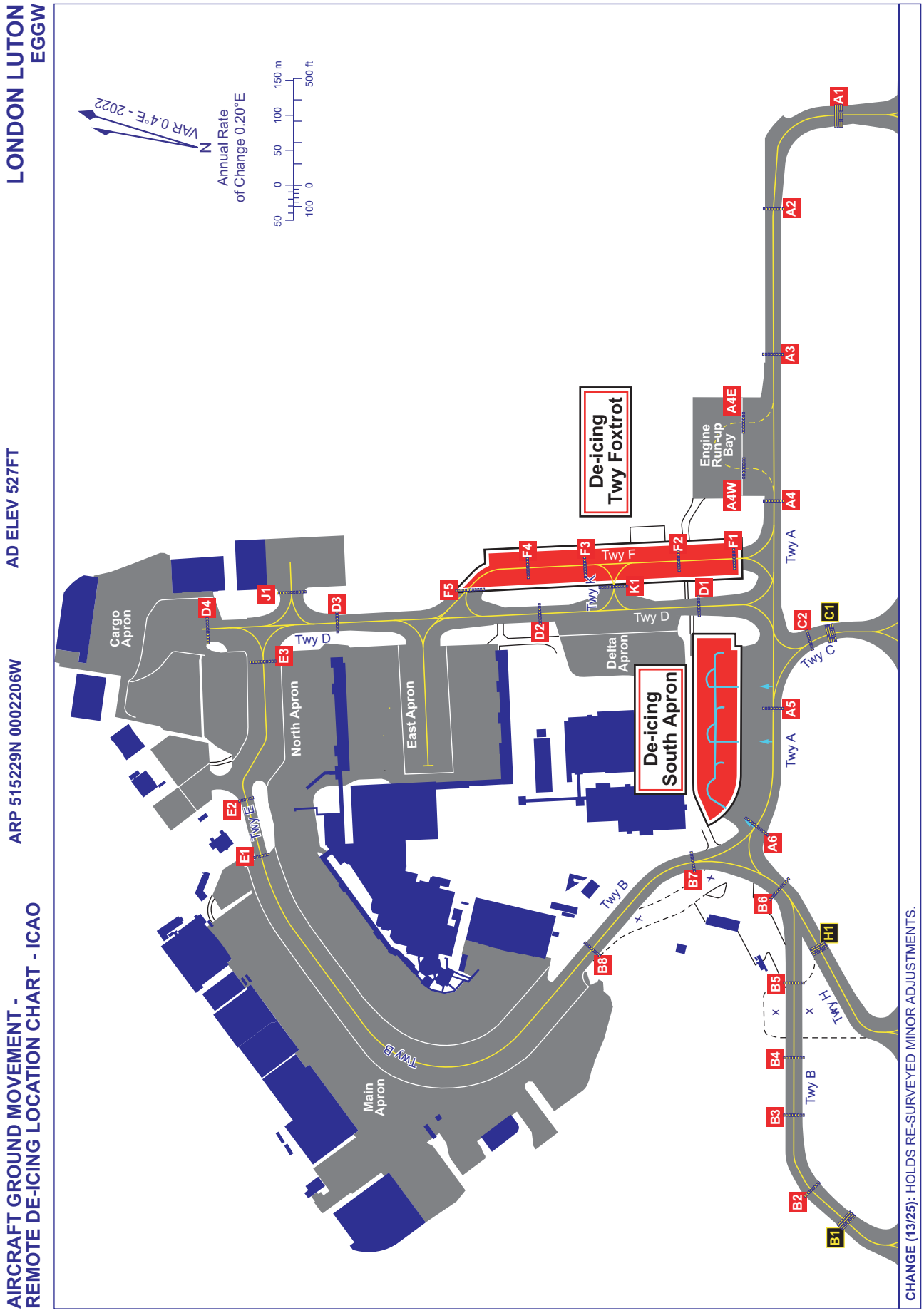
COM		
ATIS	120.580	LUTON INFO
TWR	132.555	LUTON TOWER
	121.755 (GMC)	LUTON GROUND
	121.885	LUTON DELIVERY
	121.600	LUTON FIRE



STAND	COORDINATES	STAND	COORDINATES
1	515242.66N 0002241.91W	30	515303.47N 0002226.31W
1R	515242.05N 0002239.81W	31	515303.85N 0002221.68W
2	515243.26N 0002243.55W	43L	515250.77N 0002228.17W
3	515244.15N 0002244.43W	44L	515250.91N 0002225.91W
4	515245.28N 0002244.49W	44R	515251.63N 0002223.95W
5	515246.26N 0002243.90W	45R	515251.77N 0002221.68W
6	515247.42N 0002242.67W	46	515245.66N 0002225.46W
7	515248.53N 0002241.28W	47	515246.08N 0002223.35W
8	515249.70N 0002239.81W	48	515246.51N 0002221.25W
9	515250.78N 0002238.38W	49	515246.94N 0002219.14W
9L	515251.55N 0002237.12W	56	515243.18N 0002256.08W
10R	515254.38N 0002242.94W	58	515247.21N 0002258.82W
11L	515252.17N 0002245.74W	60	515252.72N 0002233.73W
11R	515253.27N 0002244.34W	61	515253.29N 0002232.35W
12R	515251.03N 0002247.18W	72	515254.10N 0002222.81W
13L	515248.83N 0002249.98W	73	515253.40N 0002225.23W
13R	515249.93N 0002248.58W	74	515253.67N 0002224.92W
14L	515247.72N 0002251.37W	75	515253.25N 0002227.03W
15	515246.78N 0002252.49W	76	515252.81N 0002229.14W
15L	515246.62N 0002252.77W	77	515258.38N 0002225.22W
16	515238.95N 0002247.43W	78	515257.95N 0002227.33W
17	515237.71N 0002246.19W	79	515257.65N 0002228.97W
18	515237.54N 0002243.08W	80	515257.00N 0002232.94W
19	515237.37N 0002241.31W	81	515255.44N 0002240.20W
20	515235.72N 0002224.51W	90	515238.60N 0002215.69W
21	515236.25N 0002222.15W	91	515239.89N 0002216.44W
21L	515235.66N 0002222.67W	92	515241.21N 0002217.07W
21R	515236.34N 0002220.67W	93	515242.39N 0002217.61W
22	515236.86N 0002218.60W	101	To be surveyed
23L	515237.08N 0002216.39W	102	To be surveyed
23R	515237.56N 0002214.30W	103	To be surveyed

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
RWY / TWY / APRON	SURFACE	PCN
Main Apron	Various (see AD 2.8)	-
North, East & South Apron	Concrete	-
Delta Apron	Concrete	-
Cargo Apron	Concrete/Asphalt	-
RWY	*See AD 2-EGGW-2-1*	
TWY (All)		

CHANGE (13/25): HOLDS RE-SURVEYED MINOR ADJUSTMENTS.


LONDON LUTON
EGGW
AD ELEV 527FT
ARP 515229N 0002206W
AIRCRAFT GROUND MOVEMENT -
REMOTE DE-ICING LOCATION CHART - ICAO
VAR 0.4°E - 2022
Annual Rate
of Change 0.20°E
150 m
100
50
0
500 ft
100
0
De-icing
Twy Foxtrot
De-icing
South Apron
Engine
Run-up
Bay
Cargo
Apron
North Apron
East Apron
Delta
Apron
Main
Apron
Twy A
Twy B
Twy C
Twy D
Twy E
Twy F
Twy H
Twy K
A1
A2
A3
A4
A4E
A4W
A5
A6
B1
B2
B3
B4
B5
B6
B7
B8
C1
C2
D1
D2
D3
D4
E1
E2
E3
F1
F2
F3
F4
F5
H1
J1
K1
CHANGE (13/25): HOLDS RE-SURVEYED MINOR ADJUSTMENTS.

INTENTIONALLY BLANK

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

1	Apron surface and strength	MAIN TERMINAL STANDS Surface: Concrete NORTHSIDE STANDS AND GA Surface: Asphalt
2	Taxiway width, surface and strength	Taxiway FOXTROT: 23 M Surface: Asphalt PCN 80/R/D/W/T Taxiway FOXTROT ALPHA: 18 M Surface: Concrete PCN 78/R/C/W/T Taxiway GOLF: 27 M Surface: Concrete and asphalt PCN 67/R/D/W/T Taxiway HOTEL: 23 M Surface: Concrete PCN 78/R/C/W/T Taxiway JULIET: 23 M Surface: Concrete PCN 78/R/C/W/T
3	Altimeter checkpoint location and elevation	500 Apron 329 FT
4	VOR checkpoints	
5	INS checkpoints	See Aircraft Parking/Docking Chart.
6	Remarks	Taxiway Foxtrot between intermediate holding point F1 and Taxiway Foxtrot Alpha is 25 m.

EGSS 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	Azimuth and stopping guidance is provided as follows: AGNIS/Double stop arrows. Stands C40, D64R, D72L, D72R, D73L, D73R, Z204R, Z204L, Z205R, Z205L, Z213L, Z213R, Z214L, Z214R, 520. Safedock: A1, A1L, A1R, A2, A3, A4, A5, A6, A7, A8, A9L, A9C, A9R, A10, A11, A11L, A11R, A12L, A12C, A12R, A13L, A13C, A13R, A14L, A14R, A15, B20, B21, B22, B23L, B23R, B24L, B24R, B30, B31, B32L, B32R, B33L, B34L, B34R, C41, C42L, C43L, C43R, C44L, C44R, C50L, C50R, C51L, C51R, C52L, C52R, C53L, C53R, D61L, D61R, D62L, D62R, D63L, D63R, D64L, E81L, E81R, E82L, E82R, E83L, E83R, E84L, E84R, E90L, E90R, E91L, E91R, E92L, E92R, E93L, E93R, J25L, J25R, J45R, J65L, J65R, J85L, J85R, Z204, Z205, Z213, Z214. Marshaller instructions: B23C, B24C, B32C, B33C, B33R, B34C, C40, C42C, C42R, C43C, C44C, C50C, C51C, C52C, D61C, D62C, D63C, D70L, D70R, D71L, D71R, D74, E81, E82, E90, E91, E92, E93, J45L, Z204F. Painted Stop Arrows and centre-line Stands: H03L, H03C, H03R, 501, 503, 504, 505L, 505R, 506, 507, 509. Stand Number indicator board provided on all stands except E81, E82, E90, E91, E92, E93, 501, 502, 507 and 509. East and West centre-lines in Alpha, Bravo, Charlie, Echo and Zulu Cul-de-Sacs available for H24 and limited to aircraft with a maximum wingspan of 36 M. Taxi-lanes Link Delta restricted to aircraft with a maximum wingspan of 51.9 M.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 04/22: Runway designation, runway threshold, (04/22) runway centre-line and touchdown zone markings and runway edge markings.

		Taxiway light(s): Green centre-line lighting with selective route switching is provided on Taxiways Golf, Juliet and Hotel. Blue edge lighting is available on Taxiway Foxtrot, Taxilane Foxtrot Alpha and the Western Apron. Illuminated lead-on/off routes are provided at: Golf, Uniform, Victor, Whiskey, Hotel, Kilo, Lima, Lima Romeo, November Romeo, Papa Romeo, Papa, Quebec Romeo, Quebec, Romeo and Sierra holding points. Green Lead-on/off lighting is suppressed when red hold bars are illuminated. Guard lights at all runway entry points.
3	Stop bars and runway guard lights (if any)	At all CAT I and CAT II/III runway holding points. Hotel and Juliet have stop bars along their length and within all cul-de-sacs. No stop bars on Taxiways Foxtrot and Golf. Stop bars at runway holding points are in operation H24.
4	Other runway protection measures	
5	Remarks	The main aprons are marked for nose-in parking only. All operators should ensure that their handling agents can supply tractor push-back facilities. Taxiway Juliet: An Airside Operations marshaller is required for aircraft under their own power with a maximum wingspan greater than 51.9 M when routing behind stands J25L/R, J45L/R, J65L/R and J85L/R. Western Apron: Is restricted to aircraft with a maximum wingspan of 36 M. Delta Cul-de-Sac wingspan restriction of 38.10 M. Painted taxiway intermediate holding points to be used at ATC's discretion are located on Taxiways Foxtrot and Golf and are designated: F1, FA1, F2, F3, F4 and G4. For marshaller contact, Tel: 01279-662478. Pilots should not enter an aircraft stand unless Stand Entry Guidance is illuminated or a marshaller has signalled clearance to proceed. In the event of there being no activated SEG displayed upon approach to the stand, flight crews should inform Ground Movement Control (GMC) and contact their handling agent. Aircrew must not attempt to self-park if the SEG is not illuminated or calibrated for their aircraft type. Safedock Advanced Visual Docking Guidance System The safedock advanced visual docking guidance system (A-VDGS), provides both pilots with guidance for manoeuvring the aircraft into the gate to the correct centre-line and stop position under all operational conditions. Alpha Middle line has blue paint markings to assist decision making when entering the Alpha Cul-de-Sac. Note: In case of malfunction in the docking guidance system stop taxiing and contact Stansted Ground/Tower and request assistance. 3x WDI: 515318.58N 0001405.52E - 515336.99N 0001503.18E (LGTD) - 515235.91N 0001333.68E (LGTD).

EGSS 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**
(EGSS8498) 22/APPROACH 04/ TAKE-OFF	TREE	515422.36N 0001600.09E	457 FT	90 FT	No	Trees in 22/Approach 04/ Take-off relate to highest wooded area.
(EGSS5912) 22/APPROACH 04/ TAKE-OFF	TREE	515421.25N 0001600.00E	458 FT	92 FT	No	Trees in 22/Approach 04/ Take-off relate to highest wooded area.
(EGSS6045) 22/APPROACH 04/ TAKE-OFF	TREE	515420.63N 0001622.98E	452 FT	82 FT	No	Trees in 22/Approach 04/ Take-off relate to highest wooded area.
(EGSS8491) 22/APPROACH 04/ TAKE-OFF	TREE	515420.41N 0001559.57E	451 FT	87 FT	No	Trees in 22/Approach 04/ Take-off relate to highest wooded area.
(EGSS3187) 22/APPROACH 04/ TAKE-OFF	LLZ RH 04	515351.32N 0001514.96E	362 FT	15 FT	Yes Red	

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
LONDON STANSTED TMZ 1 515416N 0002653E thence anti-clockwise by the arc of a circle radius 8 NM centred on 515306N 0001406E to 520104N 0001503E - 520517N 0002124E thence clockwise by the arc of a circle radius 13 NM centred on 515306N 0001406E to 515828N 0003314E - 515416N 0002653E	Upper limit: 1500 FT ALT Lower limit: SFC	G	STANSTED RADAR English	6000 FT		See EGSL AD 2.22, paragraph b for details of Andrewsfield Local Flying Area. Procedures applicable to flights within the Transponder Mandatory Zone are detailed in AD 2.22.
LONDON STANSTED TMZ 2 514508N 0001309E - 514055N 0000652E thence clockwise by the arc of a circle radius 13 NM centred on 515306N 0001406E to 514550N 0000316W - 515146N 0000006W - 515155N 0000120E thence anti-clockwise by the arc of a circle radius 8 NM centred on 515306N 0001406E to 514508N 0001309E	Upper limit: 1500 FT ALT Lower limit: SFC	G	STANSTED RADAR English	6000 FT		See EGSL AD 2.22, paragraph b for details of Andrewsfield Local Flying Area. Procedures applicable to flights within the Transponder Mandatory Zone are detailed in AD 2.22.
LONDON STANSTED ATZ A circle, 2.5 NM radius, centred at 515306N 0001406E on longest notified runway (04/22)	Upper limit: 2000 FT AGL Lower limit: SFC	D	STANSTED RADAR English	6000 FT		See EGSL AD 2.22, paragraph b for details of Andrewsfield Local Flying Area.

EGSS AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	STANSTED RADAR	120.625			H24	ATZ hours coincident with Approach hours.
		132.050 As directed by ATC.			H24	
TWR	STANSTED DELIVERY	121.955 Departing aircraft are to make initial call on 121.955 to 'Stansted Delivery' or 121.730 to 'Stansted Ground' as appropriate.			As directed by ATC. Operating hours of Delivery vary according to traffic demand. Exact hours will be broadcast on ATIS. Pilots to ensure they review ATIS before initial contact with ATC. When Delivery is closed pilots should request clearance from Stansted Ground.	
	STANSTED GROUND	121.730 DOC 5 NM/GND.			0600-2200 (0500-2100).	
	STANSTED TOWER	121.500 Emergency frequency O/R.			H24	
		123.805 DOC 25 NM/ 10,000 FT.			H24	
		125.550			As directed by ATC.	
RADAR	STANSTED DIRECTOR	136.200			As directed by ATC	

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
ATIS	STANSTED INFORMATION	114.550 DOC 100 NM/ 50,000 FT. Broadcast on Clacton VOR.			H24	
		127.180 DOC 60 NM/ 20,000 FT.			H24	
OTHER	RYANAIR PAD CONTROL	121.555 Remote de-icing frequency			As directed by ATC	Operating hours of Pad Control vary according to operational usage of remote de-icing pads. Exact hours will be promulgated via Stansted Airport Airside Operations Ltd.
OTHER	STANSTED FIRE	121.600 Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGSS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC III 1.43°E (2027)	ISED	110.500 MHz	HO	515351.87N 0001514.12E		(RWY 04)
ILS/GP	ISED	329.600 MHz	HO	515247.54N 0001328.75E		3° ILS Ref Datum Hgt 53 FT.
ILS/LOC III 1.42°E (2027)	ISX	110.500 MHz	HO	515221.19N 0001258.09E		(RWY 22)
ILS/GP	ISX	329.600 MHz	HO	515338.24N 0001443.95E		3° ILS Ref Datum Hgt 49 FT. Certified for extended range to 15 NM. Not for use below 2200 FT at this range. Glidepath flags may occur when 8 left of centre-line at or below 2300 FT from 15 NM.
VOR/DME 1.72°E (2027) 1.3°E (2022)	CLN	92Y 114.550 MHz	H24	515054.50N 0010851.32E	100 FT	VOR/DME DOC: 100 NM/50,000 FT (150 NM/50,000 FT in Sector R314-044).
ILS/DME	ISX	42X 110.500 MHz	HO	515312.87N 0001406.08E	352 FT	(RWY 22) On AD. DME freq paired with ILS I-SED and I-SX. Zero range indicated at THR of Runway 04 and 22.
ILS/DME	ISED	42X 110.500 MHz	HO	515312.87N 0001406.08E	352 FT	(RWY 04) On AD. DME freq paired with ILS I-SED and I-SX. Zero range indicated at THR of Runway 04 and 22.
VOR/DME 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.

AERODROME CHART - ICAO

ARP 515306N 0001406E

AD ELEV 348FT

LONDON STANSTED
EGSS

COM		
ATIS	127.180, 114.550	STANSTED INFO
TWR	123.805, 125.550	STANSTED TOWER
	121.730 (GMC)	STANSTED GROUND
	121.600	STANSTED FIRE
	121.500	EMERGENCY CHANNEL O/R

LIGHTING	
THR 04/22	HI green with green W bars.
RWY 04/22	HI flush edge. HI bi-d C/L. TDZ 900 m. End lights red.
TWY	Green C/L. Blue edge TWY F and Western 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 — **525** (177)

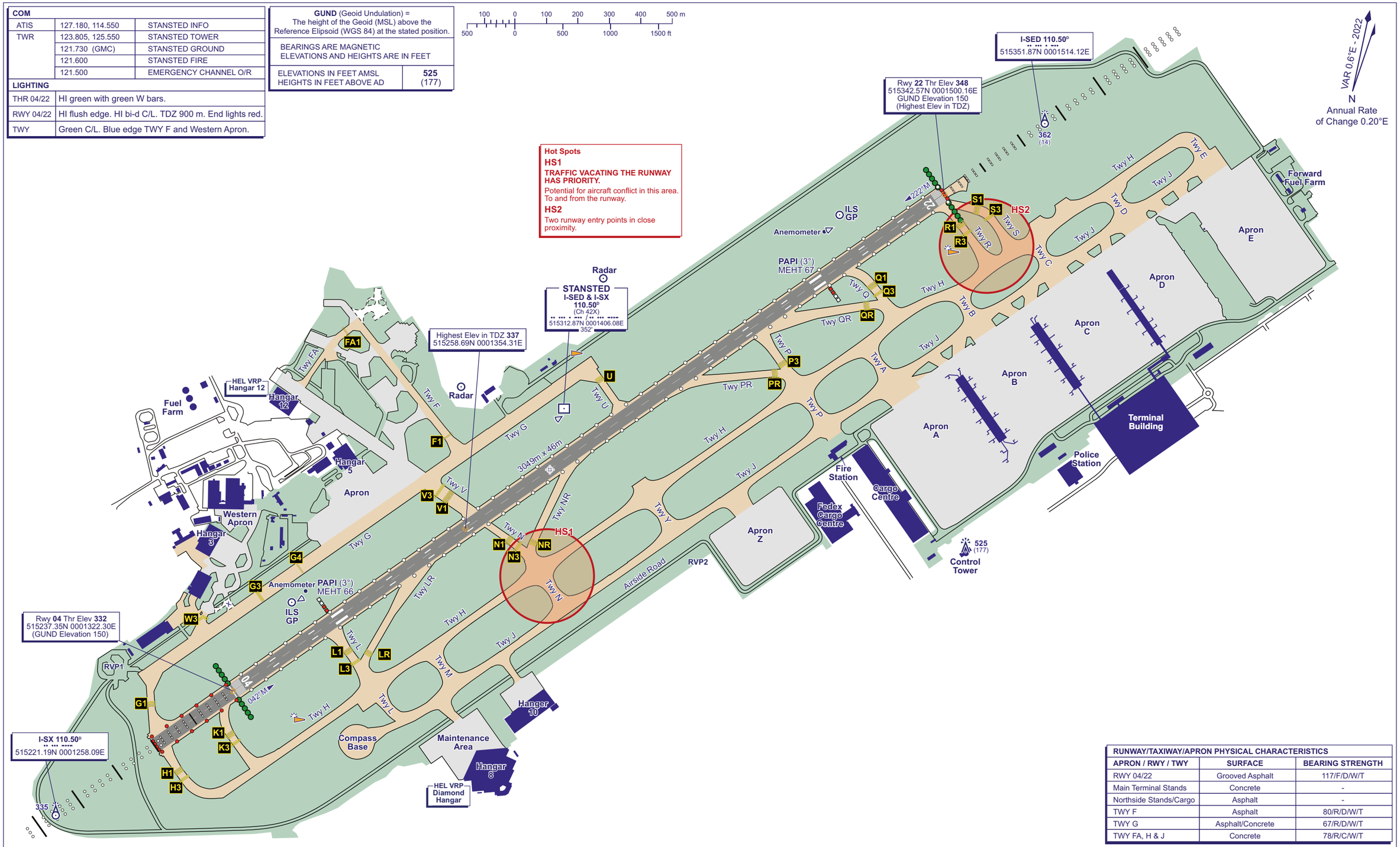
100 0 100 200 300 400 500 m
500 0 500 1000 1500 ft

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

Hot Spots

HS1
TRAFFIC VACATING THE RUNWAY HAS PRIORITY.
Potential for aircraft conflict in this area. To and from the runway.

HS2
Two runway entry points in close proximity.



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS

APRON / RWY / TWY	SURFACE	BEARING STRENGTH
RWY 04/22	Grooved Asphalt	117/F/D/W/T
Main Terminal Stands	Concrete	-
Northside Stands/Cargo	Asphalt	-
TWY F	Asphalt	80/R/D/W/T
TWY G	Asphalt/Concrete	67/R/D/W/T
TWY FA, H & J	Concrete	78/R/C/W/T

CHANGE (13/25): AD BOUNDARY.

AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 515306N 0001406E

AD ELEV 348FT

LONDON STANSTED
EGSS

STAND	COORDINATE	STAND	COORDINATE	STAND	COORDINATE	STAND	COORDINATE
	Apron A	A11	515318.08N 0001517.35E	B22	515322.37N 0001515.92E	B33	515329.12N 0001521.14E
A1L	515310.28N 0001510.99E	A11R	515317.03N 0001518.13E	B22R	515322.73N 0001516.07E	B33L	515328.94N 0001519.61E
A1	515310.43N 0001509.47E	A12L	515319.30N 0001512.71E	B23L	515323.91N 0001514.70E	B34R	515330.07N 0001518.47E
A1R	515311.00N 0001509.25E	A12	515319.69N 0001514.38E	B23	515323.82N 0001513.04E	B34	515330.79N 0001518.23E
A2	515312.03N 0001507.22E	A12R	515318.73N 0001514.79E	B23R	515324.56N 0001512.74E	B34L	515330.87N 0001516.74E
A3	515313.83N 0001504.84E	A13L	515321.12N 0001509.54E	B24L	515325.61N 0001511.35E		**Apron C**
A4	515313.91N 0001504.20E	A13	515321.55N 0001511.22E	B24	515325.42N 0001510.14E	C40	515326.84N 0001531.10E
A5	515314.78N 0001502.73E	A13R	515320.63N 0001511.74E	B24R	515326.36N 0001510.16E	C41	515327.91N 0001529.60E
A6	515315.44N 0001501.32E	A14	515322.42N 0001508.49E	J25L	515325.65N 0001508.91E	C42L	515328.95N 0001527.98E
A7	515315.63N 0001501.21E	A15L	515324.18N 0001505.11E	J25R	515325.09N 0001507.83E	C42	515328.90N 0001526.24E
A8	515316.02N 0001501.03E	A15	515323.49N 0001507.06E	B30	515324.60N 0001527.56E	C42R	515329.51N 0001526.05E
A9L	515317.39N 0001459.46E	A15R	515323.24N 0001506.74E	B31	515325.46N 0001525.85E	C43L	515330.59N 0001524.77E
A9	515317.40N 0001457.91E		**Apron B**	B32R	515326.50N 0001524.46E	C43	515330.45N 0001523.15E
A9R	515318.07N 0001457.35E	B20	515320.14N 0001521.15E	B32	515327.48N 0001524.10E	C43R	515331.31N 0001522.91E
A10	515316.07N 0001519.70E	B21	515321.01N 0001519.43E	B32L	515327.29N 0001522.72E	C44L	515332.34N 0001521.50E
A11L	515317.93N 0001516.54E	B22L	515321.81N 0001517.63E	B33R	515328.36N 0001521.34E	C44	515332.16N 0001520.29E

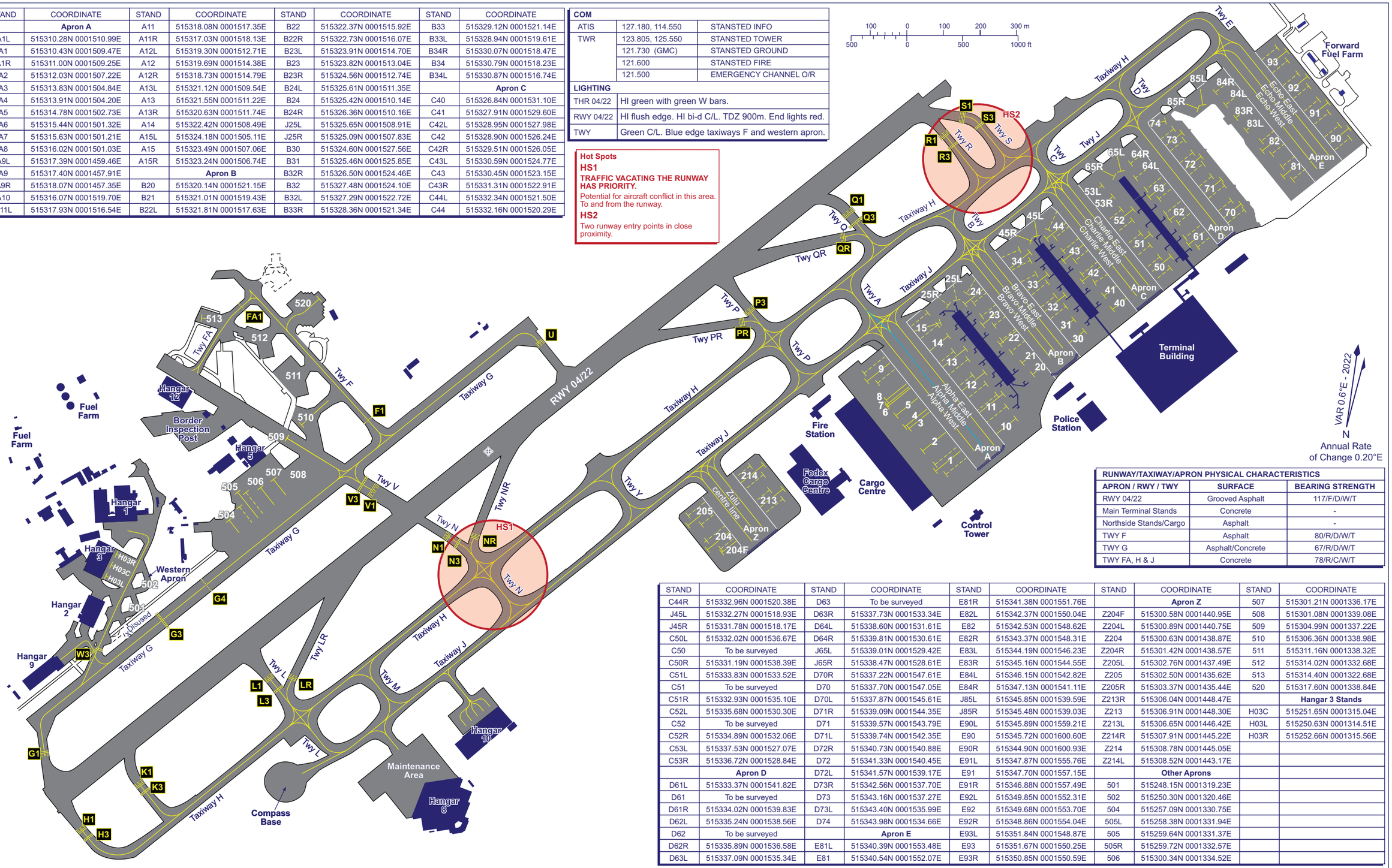
COM		
ATIS	127.180, 114.550	STANSTED INFO
TWR	123.805, 125.550	STANSTED TOWER
	121.730 (GMC)	STANSTED GROUND
	121.600	STANSTED FIRE
	121.500	EMERGENCY CHANNEL O/R

LIGHTING	
THR 04/22	HI green with green W bars.
RWY 04/22	HI flush edge. HI bi-d C/L. TDZ 900m. End lights red.
TWY	Green C/L. Blue edge taxiways F and western apron.

Hot Spots

HS1
TRAFFIC VACATING THE RUNWAY HAS PRIORITY.
Potential for aircraft conflict in this area. To and from the runway.

HS2
Two runway entry points in close proximity.



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	**SURFACE**	**BEARING STRENGTH**
RWY 04/22	Grooved Asphalt	117/F/D/W/T
Main Terminal Stands	Concrete	-
Northside Stands/Cargo	Asphalt	-
TWY F	Asphalt	80/R/D/W/T
TWY G	Asphalt/Concrete	67/R/D/W/T
TWY FA, H & J	Concrete	78/R/C/W/T

STAND	COORDINATE	STAND	COORDINATE	STAND	COORDINATE	STAND	COORDINATE	STAND	COORDINATE
C44R	515332.96N 0001520.38E	D63	To be surveyed	E81R	515341.38N 0001551.76E		**Apron Z**	507	515301.21N 0001336.17E
J45L	515332.27N 0001518.93E	D63R	515337.73N 0001533.34E	E82L	515342.37N 0001550.04E	Z204F	515300.58N 0001440.95E	508	515301.08N 0001339.08E
J45R	515331.78N 0001518.17E	D64L	515338.60N 0001531.61E	E82	515342.53N 0001548.62E	Z204L	515300.89N 0001440.75E	509	515304.99N 0001337.22E
C50L	515332.02N 0001536.67E	D64R	515339.81N 0001530.61E	E82R	515343.37N 0001548.31E	Z204	515300.63N 0001438.87E	510	515306.36N 0001338.98E
C50	To be surveyed	J65L	515339.01N 0001529.42E	E83L	515344.19N 0001546.23E	Z204R	515301.42N 0001438.57E	511	515311.16N 0001338.32E
C50R	515331.19N 0001538.39E	J65R	515338.47N 0001528.61E	E83R	515345.16N 0001544.55E	Z205L	515302.76N 0001437.49E	512	515314.02N 0001332.68E
C51L	515333.83N 0001533.52E	D70R	515337.22N 0001547.61E	E84L	515346.15N 0001542.82E	Z205	515302.50N 0001435.62E	513	515314.40N 0001322.68E
C51	To be surveyed	D70	515337.70N 0001547.05E	E84R	515347.13N 0001541.11E	Z205R	515303.37N 0001435.44E	520	515317.60N 0001338.84E
C51R	515332.93N 0001535.10E	D70L	515337.87N 0001545.61E	J85L	515345.85N 0001539.59E	Z213R	515306.04N 0001448.47E		**Hangar 3 Stands**
C52L	515335.68N 0001530.30E	D71R	515339.09N 0001544.35E	J85R	515345.48N 0001539.03E	Z213	515306.91N 0001448.30E	H03C	515251.65N 0001315.04E
C52	To be surveyed	D71	515339.57N 0001543.79E	E90L	515345.89N 0001559.21E	Z213L	515306.65N 0001446.42E	H03L	515250.63N 0001314.51E
C52R	515334.89N 0001532.06E	D71L	515339.74N 0001542.35E	E90	515345.72N 0001600.60E	Z214R	515307.91N 0001445.22E	H03R	515252.66N 0001315.56E
C53L	515337.53N 0001527.07E	D72R	515340.73N 0001540.88E	E90R	515344.90N 0001600.93E	Z214	515308.78N 0001445.05E		
C53R	515336.72N 0001528.84E	D72	515341.33N 0001540.45E	E91L	515347.87N 0001555.76E	Z214L	515308.52N 0001443.17E		
	Apron D	D72L	515341.57N 0001539.17E	E91	515347.70N 0001557.15E		**Other Aprons**		
D61L	515333.37N 0001541.82E	D73R	515342.56N 0001537.70E	E91R	515346.88N 0001557.49E	501	515248.15N 0001319.23E		
D61	To be surveyed	D73	515343.16N 0001537.27E	E92L	515349.85N 0001552.31E	502	515250.30N 0001320.46E		
D61R	515334.02N 0001539.83E	D73L	515343.40N 0001535.99E	E92	515349.68N 0001553.70E	504	515257.09N 0001330.75E		
D62L	515335.24N 0001538.56E	D74	515343.98N 0001534.66E	E92R	515348.86N 0001554.04E	505L	515258.38N 0001331.94E		
D62	To be surveyed		**Apron E**	E93L	515351.84N 0001548.87E	505	515259.64N 0001331.37E		
D62R	515335.89N 0001536.58E	E81L	515340.39N 0001553.48E	E93	515351.67N 0001550.25E	505R	515259.72N 0001332.57E		
D63L	515337.09N 0001535.34E	E81	515340.54N 0001552.07E	E93R	515350.85N 0001550.59E	506	515300.34N 0001334.52E		

CHANGE (8/24): STANDS A13 & B33 COORDS. EDITORIAL.

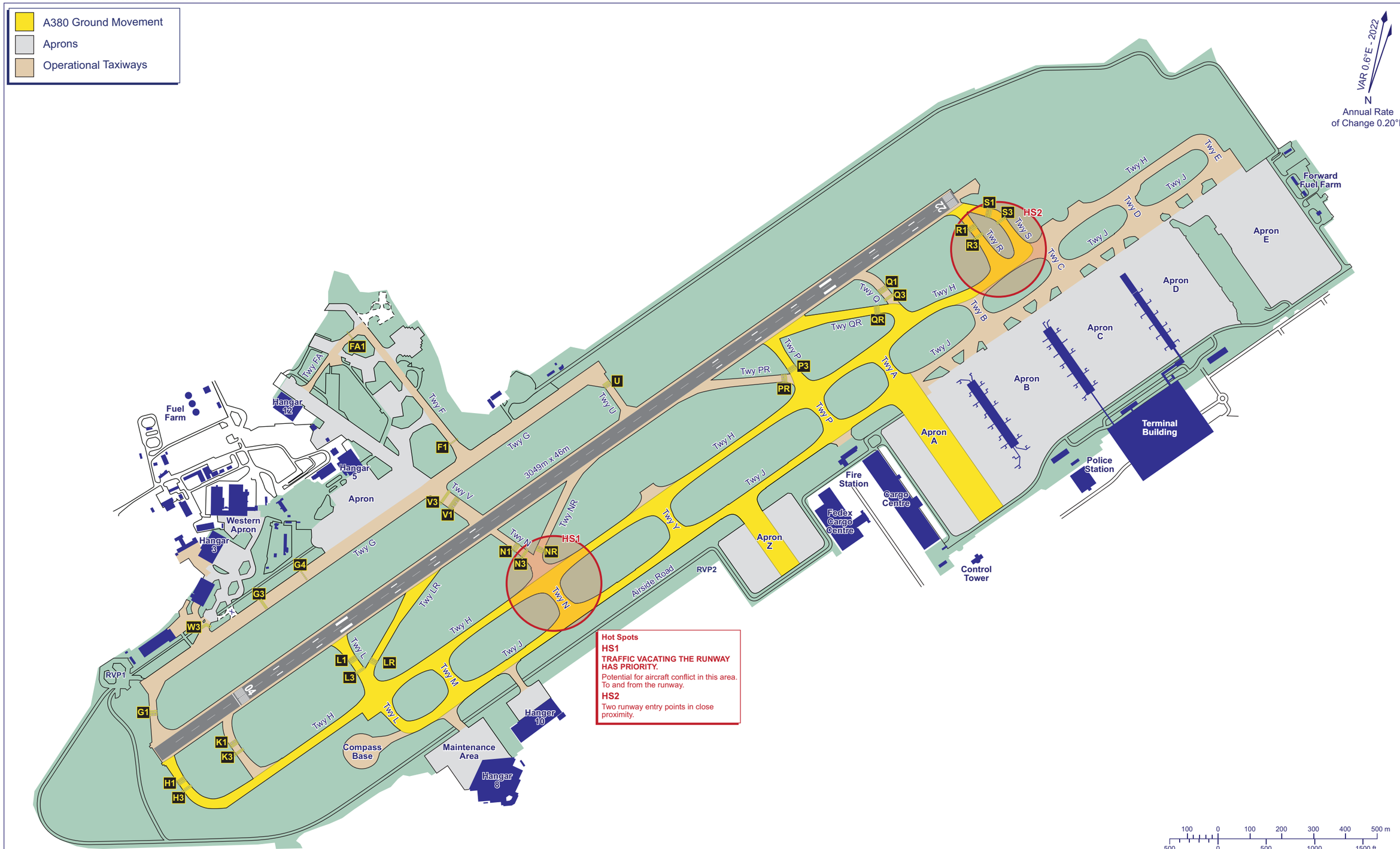
AERO INFO DATE 28 MAY 24

AERODROME CHART
A380 GROUND MOVEMENT - ICAO

ARP 515306N 0001406E

AD ELEV 348FT

LONDON STANSTED
EGSS



CHANGE (13/25): AD BOUNDARY

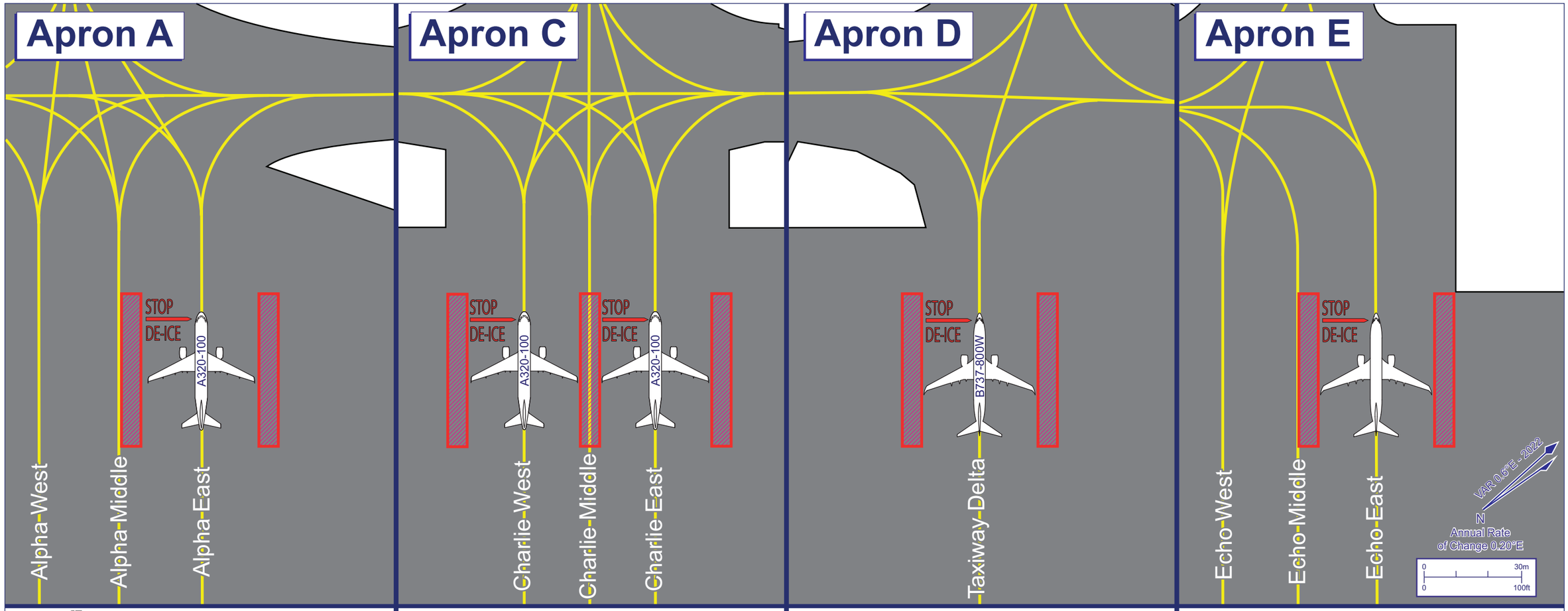
AERO INFO DATE 10 OCT 25

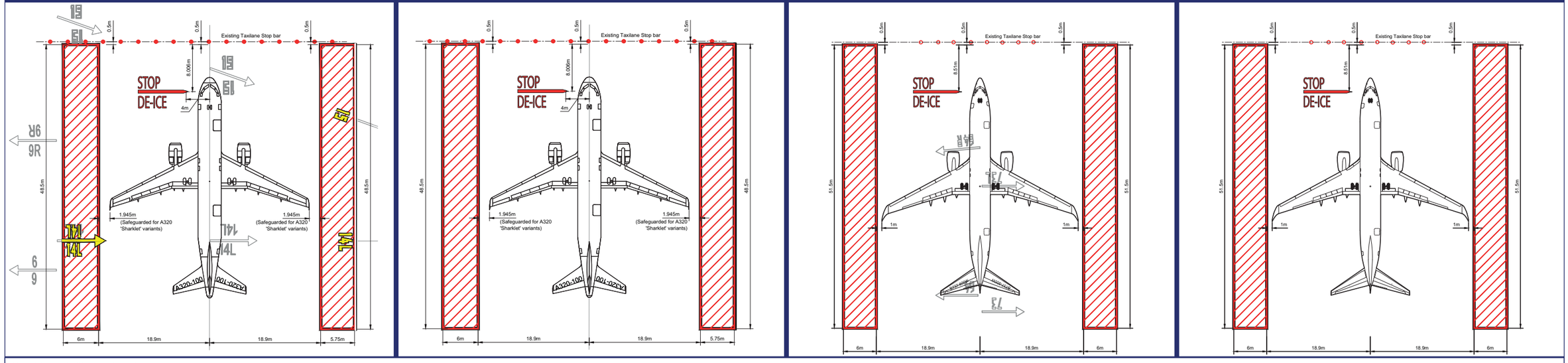
AIRCRAFT DE-ICING PADS CHART - ICAO

ARP 515306N 0001406E

AD ELEV 348FT

LONDON STANSTED
EGSS





CHANGE (14/20): MAG VAR.

AERO INFO DATE 15 OCT 20

AD 2-EGSS-2-4

EGAE — LONDONDERRY/EGLINTON

EGAE AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGAE — LONDONDERRY/EGLINTON

EGAE AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 550234N Long: 0070943W Mid-point of Runway 08/26.
2	Direction and distance from city	7 NM ENE of Londonderry.
3	Elevation / Reference temperature / Mean Low Temperature	23 FT / 16 °C / -
4	Geoid undulation at AD ELEV PSN	188 FT
5	Magnetic Variation / Annual Change	2.60°W (2022) / 0.22°E
6	AD Administration Address Telephone E-mail address	CITY OF DERRY AIRPORT OPERATIONS LTD. City of Derry Airport, Airport Road, Co Londonderry, BT47 3GY. 028-7181 0784 Ext 201 (Airport Switchboard) 028-7181 3300 (Administration) 028-7181 3322 (Security) 028-7181 3336 (Ground Handling) 028-7181 3314 (ATC) 028-7181 3338 (Fuel) corporate.aviation@cityofderryairport.com ground.handling@cityofderryairport.com
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGAE AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon 0625-1900 (0525-1800), 2000-2200 (1900-2100); Tue-Thu 0625-0730 (0525-0630), 0830-1900 (0730-1800), 2000-2200 (1900-2100); Fri 0625-1900 (0525-1800), 2000-2200 (1900-2100); Sat 0625-0730 (0525-0630), 0900-1600 (0800-1500), 1700-1800 (1600-1700); Sun 0855-0930 (0755-0830), 1200-1845 (1100-1745), 1930-2200 (1830-2100); See Remarks.
2	Customs and immigration	Customs: By arrangement. 0700-2200 (0600-2100). Immigration: By arrangement. 0700-2200 (0600-2100).
3	Health and sanitation	Port Health on call.
4	AIS Briefing Office	As AD hours. Self Briefing.
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	Via ATC.
7	ATS	As AD hours. See also AD 2.18.
8	Fuelling	Mon 0530-1815 (0430-1715); Tue-Fri 0530-1800 (0430-1700); Sat 0530-1545 (0430-1445); Sun 0800-2045 (0700-1945); and by arrangement. Times may change at short notice and will be based around scheduled and pre-booked refuels. (Tel 028-71813338 / 028-71813336).
9	Handling	As AD hours.
10	Security	H24 DOT. List B Airport.
11	De-icing	As AD hours.
12	Remarks	This aerodrome is PPR. To obtain permission telephone Ground Handling on 028-7181 3336. AD hours are also the times at which the airspace and ATC services will become available. Operators should take this into consideration when planning arrival times.

EGAE AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Up to 10 tonnes.
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL W80, W100.
3	Fuelling facilities/capacity	76,000 LT AVTUR JET A-1 stored in bulk tanks/36,000 LT in mobile bowsers. 20,000 LT AVGAS 100LL stored in a bulk tank/2,000 LT in a mobile bowser.
4	De-icing facilities	Mobile aircraft de-icing rig. Available from City of Derry Ground Handling.
5	Hangar space for visiting aircraft	Available.
6	Repair facilities for visiting aircraft	Light aircraft by arrangement. Troughton Engineering: 07752-142696.
7	Remarks	City Of Derry Airport Corporate Aviation handle all GA and Corporate flights. Tel: 028-7181 0784, Ext 456; SITA: LDYAPXH; Freq: 131.505 MHz; Callsign: EGLINTON HANDLING. AVTUR JET A-1 arranged through Ground Handling, Tel: 028-7181 0784, Ext 456.

EGAE AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in vicinity
2	Restaurants	In Terminal buildings.
3	Transportation	Taxis, car hire and buses.
4	Medical facilities	First aid facilities.
5	Bank and Post Office	
6	Tourist Office	Yes.
7	Remarks	

EGAE AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A6 RFF Category 6 is limited to operators using Category 6 aircraft with seating capacity up to 50 passengers. Category 6 aircraft with greater than 50 passenger seat capacity, or increase to Category 7, on request. Reductions to the promulgated category occur where there is no impact on scheduled or other agreed traffic.
2	Rescue equipment	N/A See AD 2.20 For Details.
3	Capability for removal of disabled aircraft	N/A See AD 2.20 For Details.
4	Remarks	As AD hours. To ensure that the rescue and fire fighting services are maintained for 15 minutes after departures, aircraft are required to be airborne 15 minutes prior to the published AD closing time unless otherwise arranged.

EGAE AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	3 snow ploughs. 5 snow brushes. 2 surface de-icing rigs. 1 snow blower. Runway De-icer Fluid used ISOMEX type III and GLYCOMEX. Runway De-icer Solid used Cryotech NACC.
2	Clearance priorities	Runway 08/26. Apron. Taxiway B.
3	Remarks	Latest information from ATC Tel: 028-7181 3314.

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

1	Apron surface and strength	MAIN APRON Surface: Concrete PCN 58/R/D/W/T WEST APRON Surface: Concrete

EGNT 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	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. Last approach light 30 M from displaced landing threshold. 914 M Light intensity high	Green Light intensity high Flush uni-directional with elev green wingbars	PAPI Right/3° 51 FT 356 M	900 M	Colour coded 15 M spacing Light intensity high	HI bi-directional edge with LI omni-directional component 60 M spacing	Red	Ends 148 M from 25 THR 15 M Red	Approach: Precision approach category II/III lighting system station removal, two luminaries have been removed from the 07 Precision approach category II/III lighting system 510 M from the 07 Threshold. CL: On departure with Aeronautical Ground Lighting illuminated. White Centre Line lamps are visible up to the threshold.
25	Coded centre-line with five crossbars. Supplementary lighting inner 300 M. Last approach light 30 M from displaced landing threshold. 914 M Light intensity high	Green Light intensity high Flush uni-directional with elev green wingbars	PAPI Left/3° 60 FT 415 M	900 M	Colour coded 15 M spacing Light intensity high	HI bi-directional edge with LI omni-directional component 60 M spacing	Red		CL: On departure with Aeronautical Ground Lighting illuminated. White Centre Line lamps are visible up to the threshold.

EGNT 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: 550156.03N 0014213.08W (LGTD), 550219.63N 0014046.92W (LGTD).
3	TWY edge and centre line lighting	CL: Yes. EDGE: Yes.
4	Secondary power supply/switch-over time	Yes - UPS/1 second, Standby diesels/15 seconds
5	Remarks	Apron floodlights. Obstacle lighting.

EGNT AD 2.16 HELICOPTER LANDING AREA

INTENTIONALLY BLANK

EGNT 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
NEWCASTLE CTR 550525N 0015411W - 550955N 0013719W thence clockwise by the arc of a circle radius 8 NM centred on 550217N 0014123W to 545919N 0012829W - 545500N 0014705W thence clockwise by the arc of a circle radius 8 NM centred on 550217N 0014123W to 550525N 0015411W	Upper limit: FL105 Lower limit: SFC	D	NEWCASTLE APPROACH English	6000 FT		
NEWCASTLE ATZ A circle, 2.5 NM radius, centred at 550217N 0014123W on longest notified runway (07/25)	Upper limit: 2000 FT AGL Lower limit: SFC	D	NEWCASTLE APPROACH English	6000 FT		

EGNT 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	NEWCASTLE APPROACH	124.380 DOC 60 NM/ 25,000 FT.			H24	ATZ hours coincident with Approach hours.
TWR	NEWCASTLE GROUND	121.730 Aerodrome SFC Only.			As directed by ATC.	VDF 550219.07N 0014048.12W On Frequency 119.705 MHz Only.
	NEWCASTLE TOWER	119.705 DOC 25 NM/5,000 FT.			H24	
RADAR	NEWCASTLE DIRECTOR	125.830 DOC 60 NM/ 25,000 FT.			As directed by ATC.	ATZ hours coincident with Approach hours. VDF 550219.07N 0014048.12W On Frequency 124.380 MHz Only
	NEWCASTLE RADAR	124.380 DOC 60 NM/ 25,000 FT.			H24	
ATIS	NEWCASTLE INFORMATION	118.380			H24	
OTHER	NEWCASTLE FIRE	121.600 Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGHQ — NEWQUAY

EGHQ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGHQ — NEWQUAY

EGHQ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 502627N Long: 0045943W Mid point of Runway 12/30.
2	Direction and distance from city	3.5 NM NE Newquay.
3	Elevation / Reference temperature / Mean Low Temperature	390 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	173 FT
5	Magnetic Variation / Annual Change	0.20°W (2027) / 0.18°E
6	AD Administration Address Telephone Telefax Web address	CORNWALL AIRPORT LTD Newquay Cornwall Airport St Mawgan, Newquay Cornwall TR8 4RQ 01637-861301 (ATC) 01637-860551 (Executive and GA Full Handling PPR) 01637-861744 (General Aviation PPR) 01637-860940 01637-861352 (ATC) www.cornwallairportnewquay.com
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	All telephone calls to ATC will be recorded.

EGHQ AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Sat 0645-2130 (0545-2030); Sun 0700-2130 (0600-2030). All other times by arrangement.
2	Customs and immigration	H24. 24 hours notice required for non-scheduled movements.
3	Health and sanitation	As AD.
4	AIS Briefing Office	As AD via Handling Agent or self briefing by Internet site.
5	ATS Reporting Office (ARO)	As AD.
6	MET Briefing Office	As AD via Handling Agent or self briefing by Internet site.
7	ATS	See AD 2.18.
8	Fuelling	As AD.
9	Handling	As AD.
10	Security	As AD.
11	De-icing	As AD on request.
12	Remarks	PPR before departure for all non-scheduled movements. For non-scheduled movements between 1700-0900 (1600-0800) PPR to be obtained before 1500 (1400).

EGHQ AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Limited
2	Fuel and oil types	AVTUR Jet A-1/ F35, AVGAS 100LL
3	Fuelling facilities/capacity	AVTUR Jet A-1 / F35 100,000 LTS. AVGAS 100LL 20,000 LTS.
4	De-icing facilities	Available via Airport Operations.
5	Hangar space for visiting aircraft	Limited.
6	Repair facilities for visiting aircraft	Limited. STS Aviation (UK CAA/EASA Part 145 Approved). www.stsaviationgroup.com
7	Remarks	Handling Agents: Fly NQY (GA): Tel: 01637-861744. Weston Aviation (Executive and GA full handling, including military training requests): Tel: 01637-860551 Fax: 01637-860788.

EGHQ AD 2.5 PASSENGER FACILITIES

1	Hotels	In the vicinity.
2	Restaurants	Cafe (landside and airside), Executive lounge (airside).
3	Transportation	Buses, Taxis and Car Hire.
4	Medical facilities	Limited First Aid.
5	Bank and Post Office	Cash Machine in Terminal
6	Tourist Office	
7	Remarks	

EGHQ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category 6 Mon-Sat 0645-2130 (0545-2030); Sun 0700-2130 (0600-2030). All other times by arrangement. RFF Category 7 accepted under remission. RFF Category 8 and 9 by prior arrangement.
2	Rescue equipment	3 x Panther 6 x 6 CA-5. Cutting equipment available.
3	Capability for removal of disabled aircraft	Limited.
4	Remarks	

EGHQ AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Limited Mechanical, Chemical De-Icing.
2	Clearance priorities	Standard.
3	Remarks	

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

1	Apron surface and strength	ALPHA APRON Surface: Asphalt/Brick Pavers. PCR 410/F/B/W/U ECHO APRON Surface: Concrete PCR 539/R/C/W/U FOXTROT APRON Surface: Asphalt GOLF APRON Surface: Concrete and asphalt PCR 655/R/C/W/U HOTEL APRON Surface: Concrete and asphalt PCR 448/R/C/W/U
2	Taxiway width, surface and strength	Taxiway ALPHA E OF BRAVO: 23 M Surface: Asphalt PCR 290/F/B/W/U Taxiway ALPHA W OF BRAVO: 18 M Surface: Asphalt PCR 410/F/B/W/U Taxiway BRAVO: 23 M Surface: Asphalt PCR 410/F/B/W/U Taxiway CHARLIE NORTH: 23 M Surface: Asphalt PCR 79/F/C/W/U PCR Value relevant North of Taxiway ALPHA.

		Taxiway CHARLIE SOUTH: 23 M Surface: Asphalt PCR 290/F/B/W/U Taxiway DELTA: 23 M Surface: Asphalt PCR 341/F/B/W/U Taxiway ECHO: 23 M Surface: Asphalt PCR 330/F/C/X/U Taxiway GOLF: 40 M Surface: Asphalt PCR 290/F/B/W/U Taxiway HOTEL: 18 M Surface: Asphalt PCR 315/F/A/W/U
3	Altimeter checkpoint location and elevation	Alpha Apron 363 FT
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGHQ AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Aircraft classed as higher than Code C parking on ECHO Apron are to shut down on the ECHO taxilane and be towed to parking position under ground crew guidance. Aircraft parking stands 18-19 are to follow marshaller guidance. Aircraft parking Alpha Apron stands 20-24 are to follow marshaller guidance. All engine starts and aircraft manoeuvring on Alpha Apron require ground crew guidance. Light aircraft are to be allocated parking by ATC. Marshaller guidance on the General Aviation Parking Area may not be available.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 12/30: Runway designation, runway centre-line, runway threshold, fixed distance and touchdown and zone markings. Runway side stripes. Threshold turn-pad centre-line and edge markings with blue edge lights. Taxiway light(s): Green centre-line lighting. Yellow/Green lead-on/lead-off lights at runway intersection with taxiways A, B, C, E, G and H, lead-on lights switched with stopbars. Taxiways D and H fitted with catseye markers and reflective signs in addition to centre-line lights.
3	Stop bars and runway guard lights (if any)	Stop bars at A2, A3, B2, C2, D4, E2, G1 and H1. Also vehicle crossing V(North) and V(South). Runway guard lights at A1, A4, B1, C1, D4, E1, G1 and H1.
4	Other runway protection measures	
5	Remarks	WDI (LGTD) - 502623.94N 0045946.34W; 502611.95N 0045914.45W; 502641.48N 0050032.84W.

EGHQ 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**
(EGHQ4386) 12/APPROACH 30/ TAKE-OFF	FENCE	502651.99N 0050058.49W	314 FT	8 FT	No	
(EGHQ5502) 30/APPROACH 12/ TAKE-OFF	TREE	502606.74N 0045831.89W	426 FT	37 FT	No	
(EGHQ4278) 30/APPROACH 12/ TAKE-OFF	TREE	502606.49N 0045833.76W	417 FT	27 FT	No	
(EGHQ5787) 30/APPROACH 12/ TAKE-OFF	TREE	502605.69N 0045825.87W	433 FT	45 FT	No	
(EGHQ2907) 30/APPROACH 12/ TAKE-OFF	LLZ 30 FFM	502600.97N 0045834.82W	413 FT	23 FT	No	
(EGHQ2139) 30/APPROACH 12/ TAKE-OFF	PYLON	502318.00N 0044852.26W	926 FT	86 FT	No	
(EGHQ2138) 30/APPROACH 12/ TAKE-OFF	PYLON	502311.29N 0044839.89W	1030 FT	116 FT	No	
(EGHQ5095) 30/APPROACH 12/ TAKE-OFF	MAST	502255.54N 0044934.64W	1286 FT	304 FT	Yes Red	
(EGHQ4337) 30/APPROACH 12/ TAKE-OFF	WIND TURBINE	502236.95N 0044820.35W	1105 FT	245 FT	No	
30/APPROACH 12/TAKE-OFF	CLAY SPOIL	502221.03N 0044913.95W	1094 FT		No	
(EGHQ5098) 30/APPROACH 12/ TAKE-OFF	MAST	502210.22N 0044929.37W	1193 FT	105 FT	Yes Red	
(EGHQ4673) 30/APPROACH 12/ TAKE-OFF	WIND TURBINE	502136.36N 0044949.30W	970 FT	256 FT	No	
(EGHQ4333) 30/APPROACH 12/ TAKE-OFF	WIND TURBINE	502125.80N 0044844.00W	1083 FT	202 FT	Yes Red	

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGHQ4358)	WIND TURBINE	502853.76N 0045148.00W	978 FT	325 FT	No	
(EGHQ5545)	MAST LC	502828.20N 0045956.35W	530 FT	218 FT	Yes Red	
(EGHQ3815)	WIND TURBINE	502804.14N 0050036.29W	402 FT	112 FT	Yes Red	
(EGHQ4327)	WIND TURBINE	502747.14N 0045723.98W	830 FT	327 FT	Yes Red	
(EGHQ4329)	WIND TURBINE	502745.98N 0045738.70W	842 FT	328 FT	Yes Red	
(EGHQ3816)	WIND TURBINE	502734.02N 0045616.69W	605 FT	111 FT	No	
(EGHQ4365)	WIND TURBINE	502659.73N 0045543.64W	480 FT	73 FT	No	
(EGHQ2319)	MAST	502647.57N 0045611.04W	464 FT	60 FT	No	
(EGHQ4204)	WIND TURBINE	502525.88N 0044902.79W	837 FT	322 FT	Yes Red	
(EGHQ5085)	MAST	502405.65N 0045908.88W	458 FT	60 FT	Yes Red	
	CLAY SPOIL	502317.30N 0045043.70W	908 FT		No	
(EGHQ2103)	PYLON	502314.95N 0045534.70W	823 FT	160 FT	No	

AERODROME CHART - ICAO

ARP 502627N 0045943W

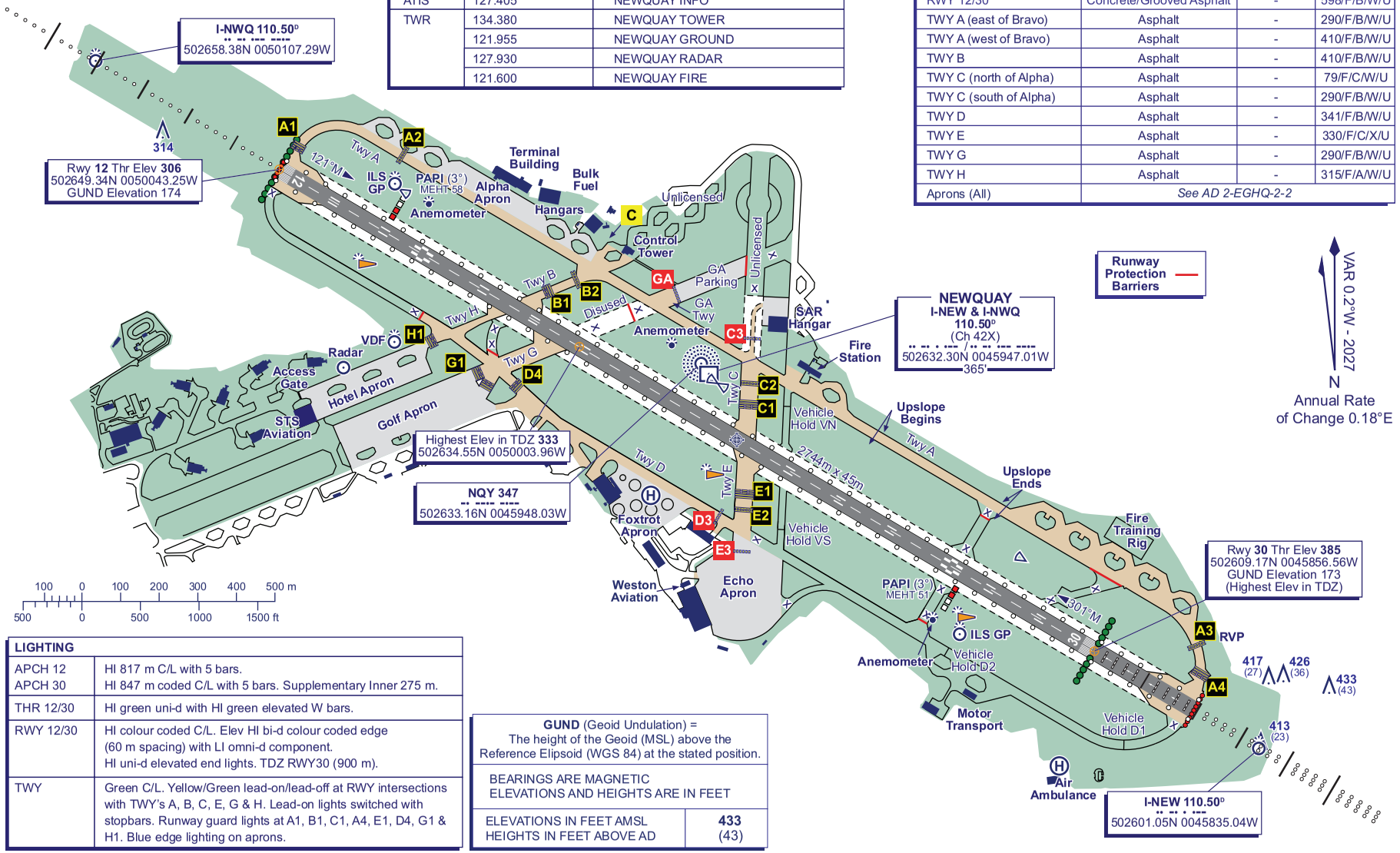
AD ELEV 390FT

NEWQUAY
EGHQ

AERO INFO DATE 07 OCT 25

COM		
APP	133.405	NEWQUAY APPROACH
ATIS	127.405	NEWQUAY INFO
TWR	134.380	NEWQUAY TOWER
	121.955	NEWQUAY GROUND
	127.930	NEWQUAY RADAR
	121.600	NEWQUAY FIRE

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
RWY / TWY / APRON	SURFACE	PCN	PCR
RWY 12/30	Concrete/Grooved Asphalt	-	598/F/B/W/U
TWY A (east of Bravo)	Asphalt	-	290/F/B/W/U
TWY A (west of Bravo)	Asphalt	-	410/F/B/W/U
TWY B	Asphalt	-	410/F/B/W/U
TWY C (north of Alpha)	Asphalt	-	79/F/C/W/U
TWY C (south of Alpha)	Asphalt	-	290/F/B/W/U
TWY D	Asphalt	-	341/F/B/W/U
TWY E	Asphalt	-	330/F/C/X/U
TWY G	Asphalt	-	290/F/B/W/U
TWY H	Asphalt	-	315/F/A/W/U
Aprons (All)	*See AD 2-EGHQ-2-2*		



LIGHTING	
APCH 12 APCH 30	HI 817 m C/L with 5 bars. HI 847 m coded C/L with 5 bars. Supplementary Inner 275 m.
THR 12/30	HI green uni-d with HI green elevated W bars.
RWY 12/30	HI colour coded C/L. Elev HI bi-d colour coded edge (60 m spacing) with LI omni-d component. HI uni-d elevated end lights. TDZ RWY30 (900 m).
TWY	Green C/L. Yellow/Green lead-on/lead-off at RWY intersections with TWY's A, B, C, E, G & H. Lead-on lights switched with stopbars. Runway guard lights at A1, B1, C1, A4, E1, D4, G1 & H1. Blue edge lighting on aprons.

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	**433**
HEIGHTS IN FEET ABOVE AD	(43)

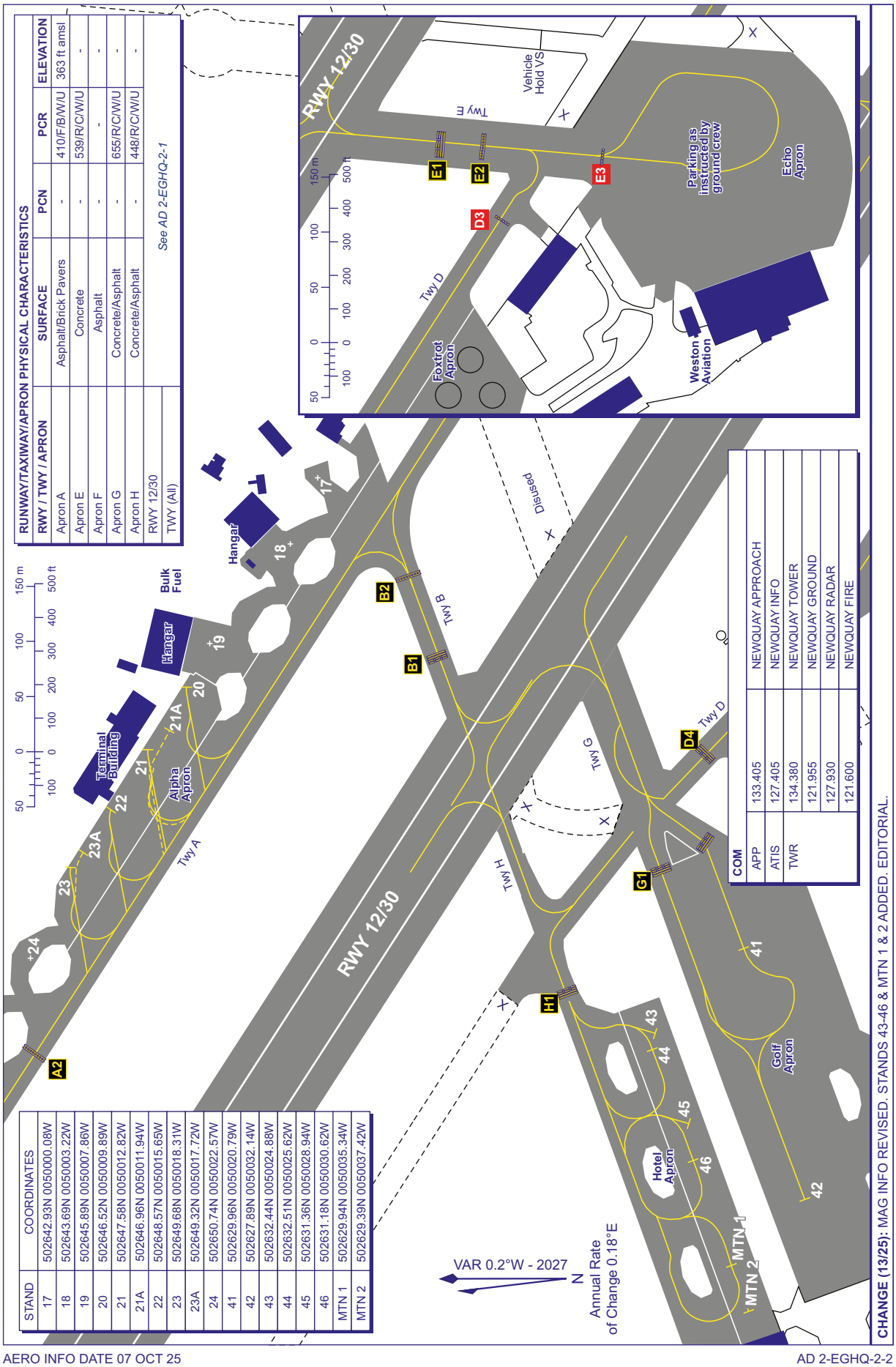
CHANGE (13/25): MAG INFO REVISED. RWY HEADINGS. GA HOLD AND TWY. OBSTACLE 433.

NEWQUAY EGHQ

AD ELEV 390FT

ARP 502627N 0045943W

AIRCRAFT PARKING/DOCKING CHART - ICAO



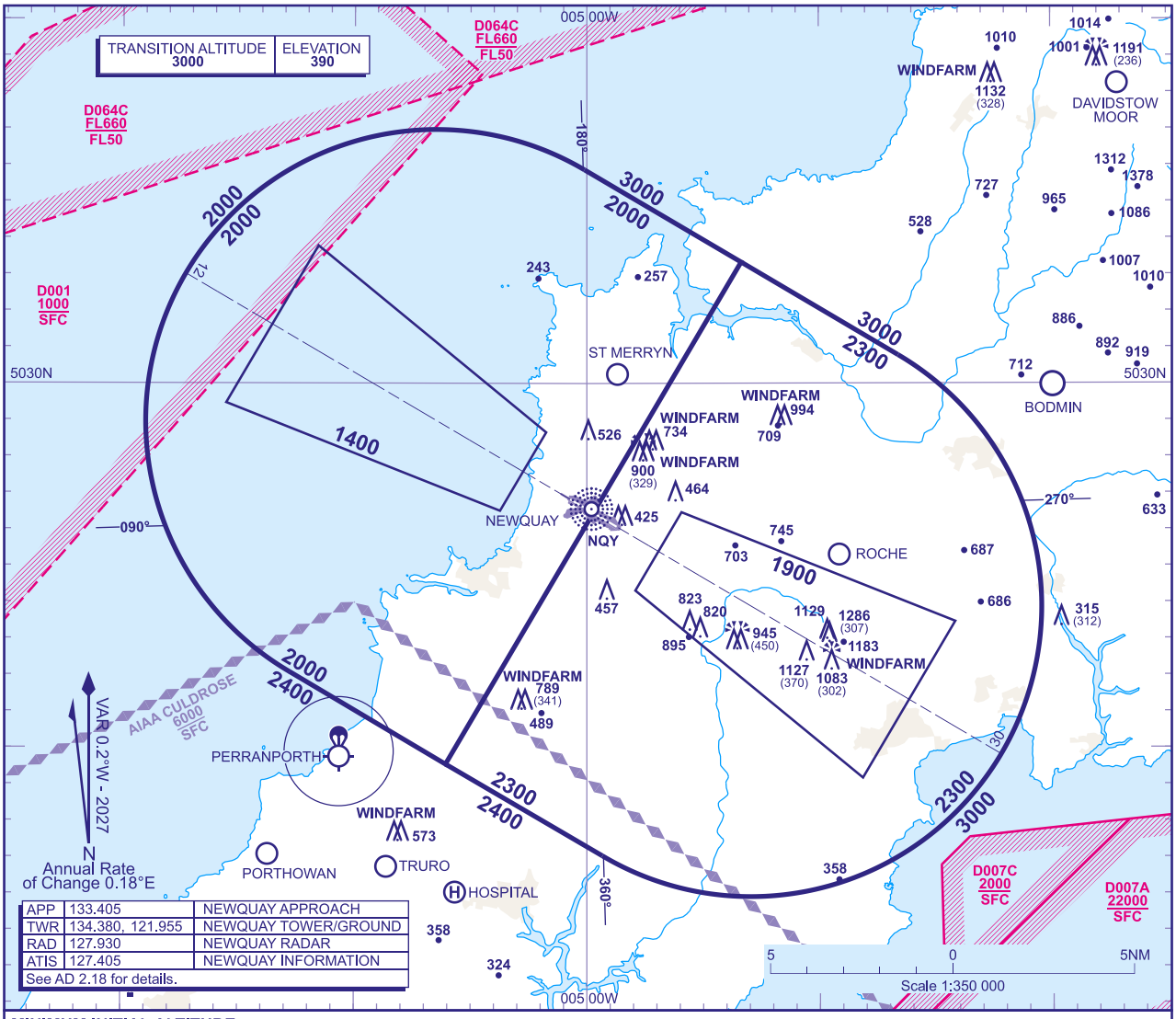
AERO INFO DATE 07 OCT 25

AD 2-EGHQ-2-2

ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ELEVATIONS IN FEET AMSL 1355
HEIGHTS IN FEET AGL (576)

NEWQUAY



APP	133.405	NEWQUAY APPROACH
TWR	134.380, 121.955	NEWQUAY TOWER/GROUND
RAD	127.930	NEWQUAY RADAR
ATIS	127.405	NEWQUAY INFORMATION
See AD 2.18 for details.		

MINIMUM INITIAL ALTITUDE

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

a) **2300** in the sector defined by the lateral limits; 503320N 0045321W - 503047N 0044636W thence clockwise by an arc of a circle radius 8NM centred on 502351N 0045300W to 501702N 0045920W - 501933N 0050604W - 503320N 0045321W.

b) **2000** in the sector defined by the lateral limits; 503552N 0050006W - 503320N 0045321W - 501933N 0050604W - 502205N 0051246W thence clockwise by an arc of a circle radius 8NM centred on 502859N 0050628W - 503552N 0050006W.

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

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

a) within 5NM of the aircraft*, and

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

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

LOSS OF COMMUNICATION PROCEDURES

Initial Approach

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

Intermediate and Final Approach

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

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

GENERAL INFORMATION

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

CHANGE (13/25): MAG INFO REVISED.

AERO INFO DATE 09 OCT 25

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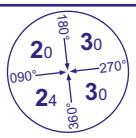
INSTRUMENT APPROACH CHART - ICAO

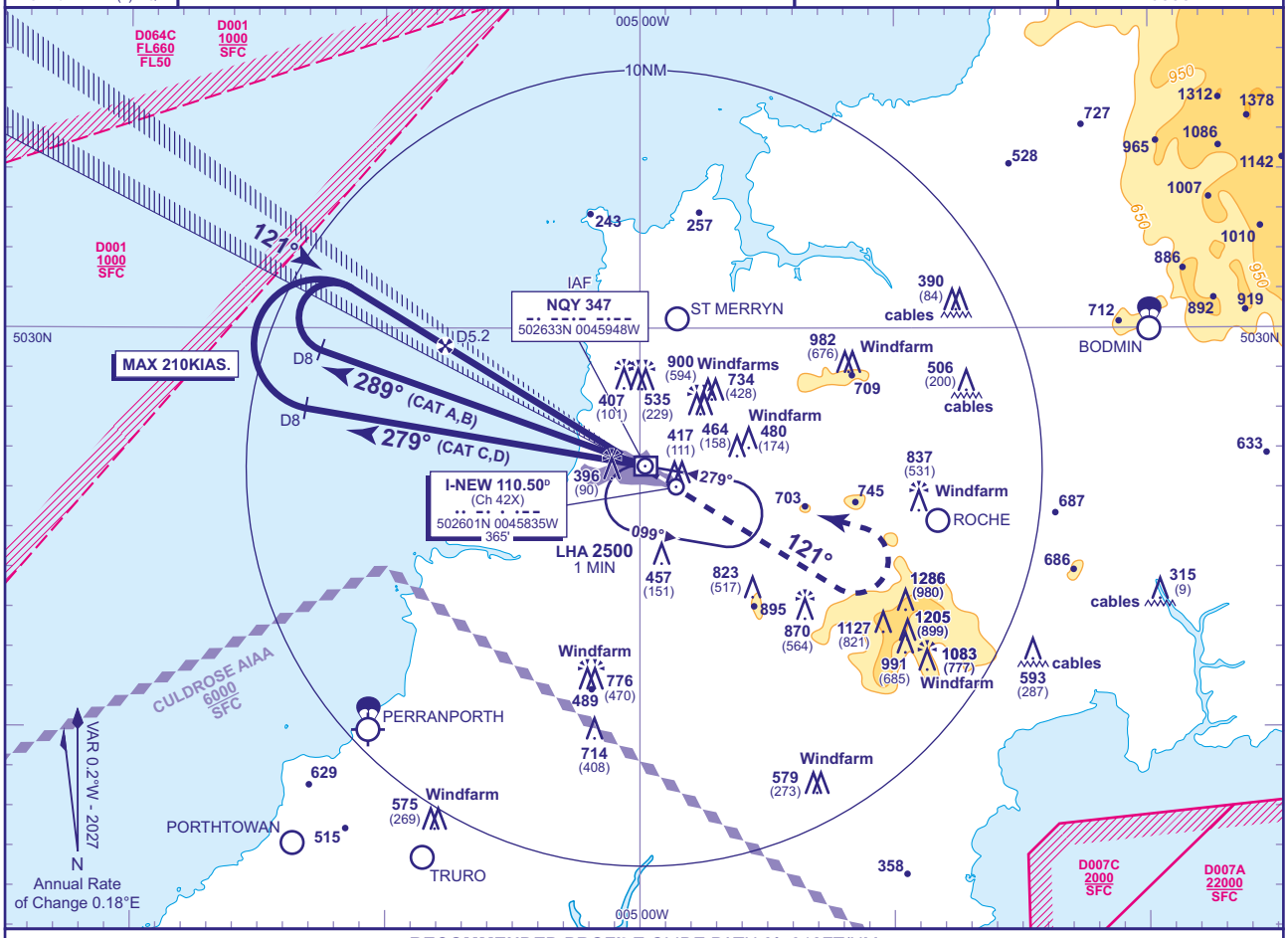
NEWQUAY
ILS/DME/NDB(L)
RWY 12
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) NQY

APP	133.405	NEWQUAY APPROACH	AD ELEVATION	390	
TWR	134.380	NEWQUAY TOWER	THR ELEVATION	306	
RAD	127.930	NEWQUAY RADAR	OBSTACLE ELEVATION	1286 AMSL (980) (ABOVE THR)	
ATIS	127.405	NEWQUAY INFORMATION	BEARINGS ARE MAGNETIC		

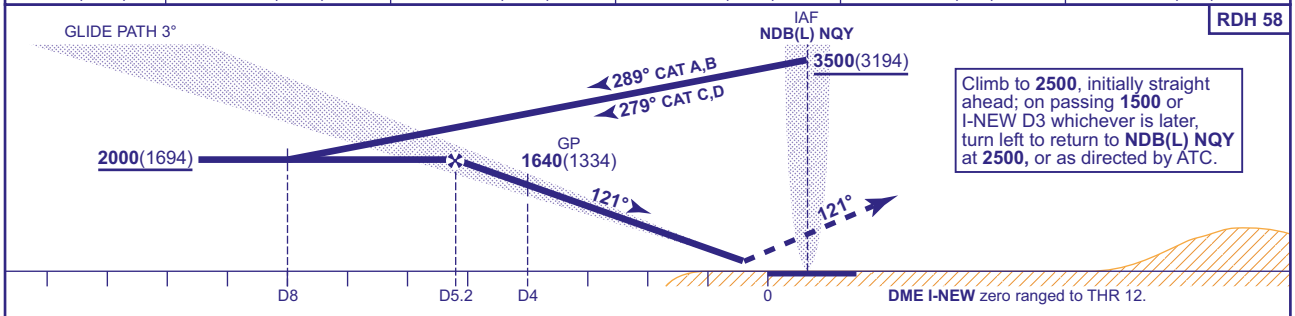
TRANSITION ALTITUDE **3000**



RECOMMENDED PROFILE GLIDE PATH 3°, 318FT/NM

DME I-NEW	5	4	3	2	1
ALT(HGT)	**1960**(1654)	**1640**(1334)	**1320**(1014)	**1000**(694)	**680**(374)

RDH 58



Climb to **2500**, initially straight ahead; on passing **1500** or I-NEW D3 whichever is later, turn left to return to **NDB(L) NQY** at **2500,** or as directed by ATC.

Aircraft Category		A	B	C	D
OCA (OCH)	CAT I	**460**(154)	**470**(164)	**481**(175)	**493**(187)
VM(C)OCA (OCH AAL)	Total Area	**790**(400)	**1200**(810)	**1330**(940)	**1330**(940)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	640	530	420

AIRCRAFT UNABLE TO RECEIVE DME
Advise ATC and continue as for normal procedure, Radar Ranges will be provided at 8NM outbound and at 4NM inbound.

NOTE ATC will normally require aircraft to hold no lower than **3500.**

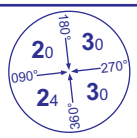
CHANGE (13/25): MAG VAR UPDATED.

AERO INFO DATE 03 OCT 25

AD 2-EGHQ-8-1

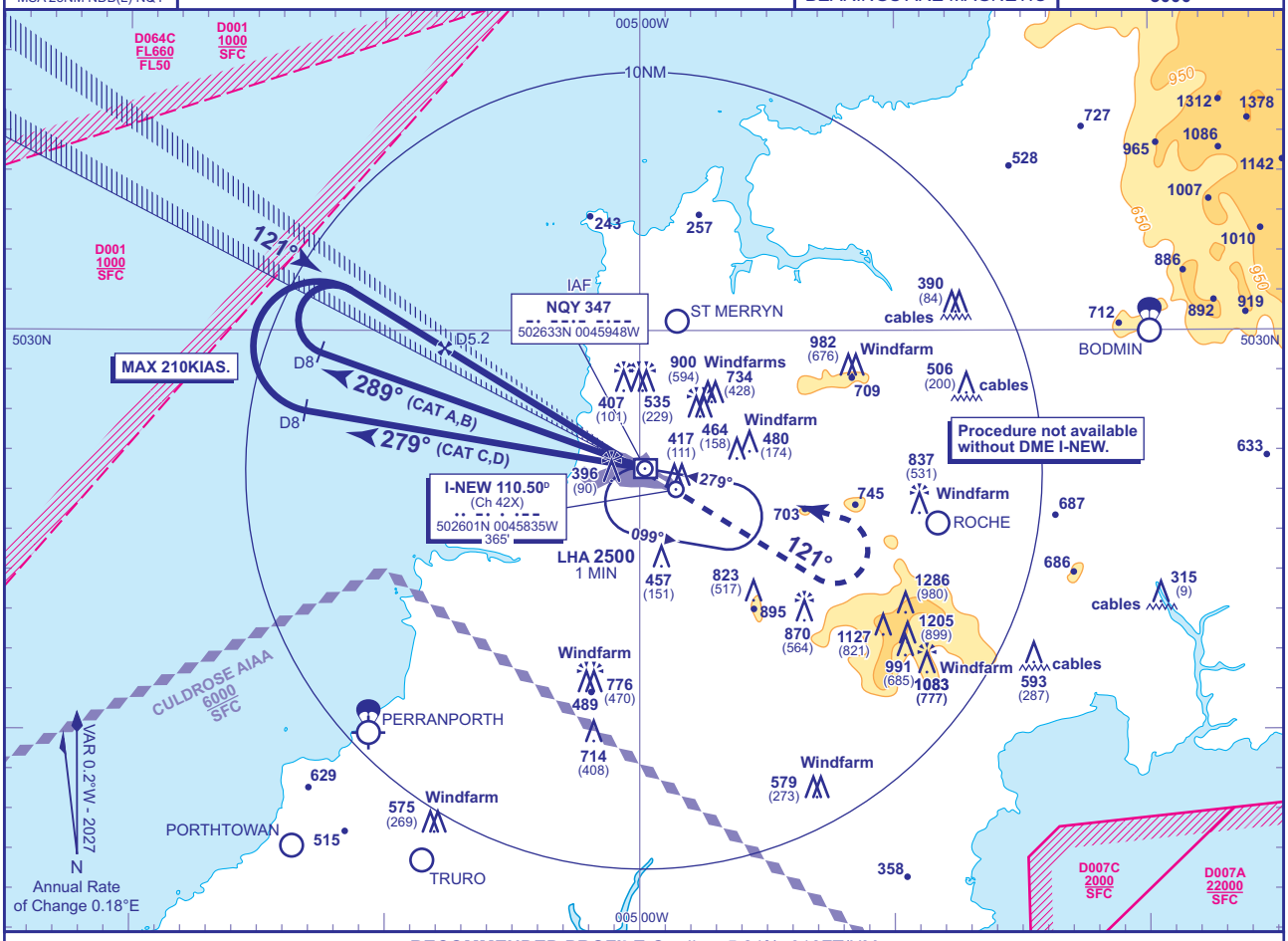
INSTRUMENT APPROACH CHART - ICAO

NEWQUAY LOC/DME/NDB(L) RWY 12
(ACFT CAT A,B,C,D)



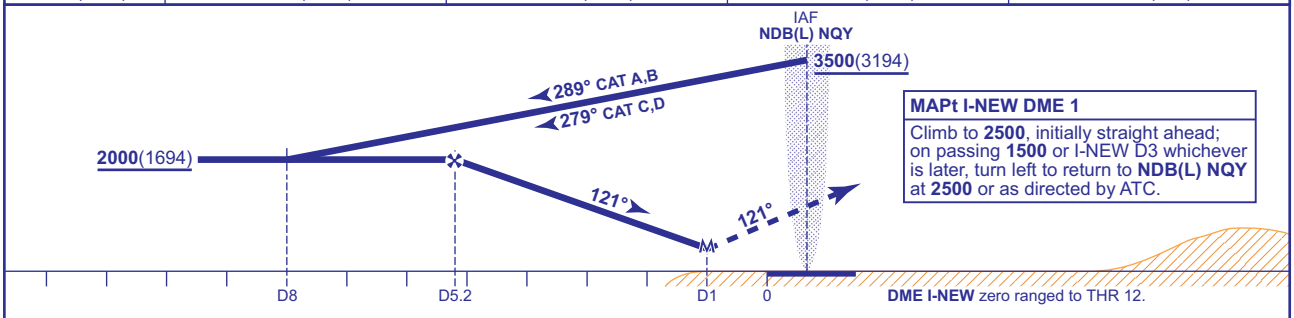
MSA 25NM NDB(L) NQY

APP	133.405	NEWQUAY APPROACH	AD ELEVATION	**390**	TRANSITION ALTITUDE **3000**
TWR	134.380	NEWQUAY TOWER	THR ELEVATION	**306**	
RAD	127.930	NEWQUAY RADAR	OBSTACLE ELEVATION **1286 AMSL** (980) (ABOVE THR)		
ATIS	127.405	NEWQUAY INFORMATION	BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE Gradient 5.24%, 318FT/NM

DME I-NEW	5	4	3	2
ALT(HGT)	**1960**(1654)	**1640**(1334)	**1320**(1014)	**1000**(694)



MAPt I-NEW DME 1
Climb to **2500**, initially straight ahead; on passing **1500** or I-NEW D3 whichever is later, turn left to return to **NDB(L) NQY** at **2500** or as directed by ATC.

Aircraft Category		**A**	**B**	**C**	**D**
OCA (OCH)	**Procedure**	**680**(374)	**680**(374)	**680**(374)	**680**(374)
VM(C)OCA (OCH AAL)	**Total Area**	**790**(400)	**1200**(810)	**1330**(950)	**1330**(950)

Rate of descent	**G/S KT**	160	140	120	100	80
	FT/MIN	850	740	640	530	420

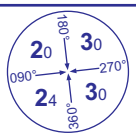
NOTE ATC will normally require aircraft to hold no lower than **3500.**

CHANGE (13/25): MAG VAR UPDATED.

AERO INFO DATE 03 OCT 25 AD 2-EGHQ-8-2

INSTRUMENT APPROACH CHART - ICAO

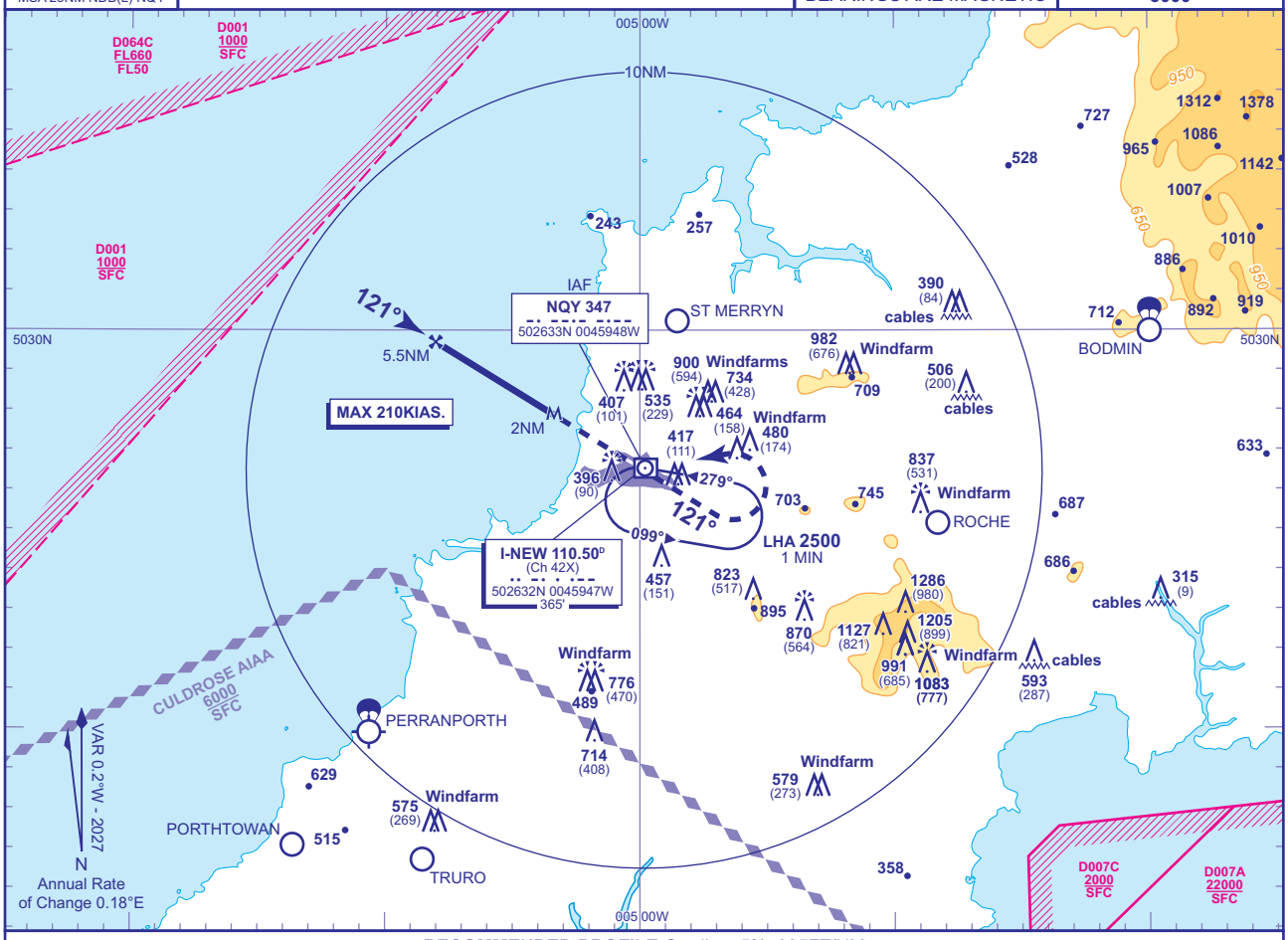
NEWQUAY SRA RTR 2NM RWY 12
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) NQY

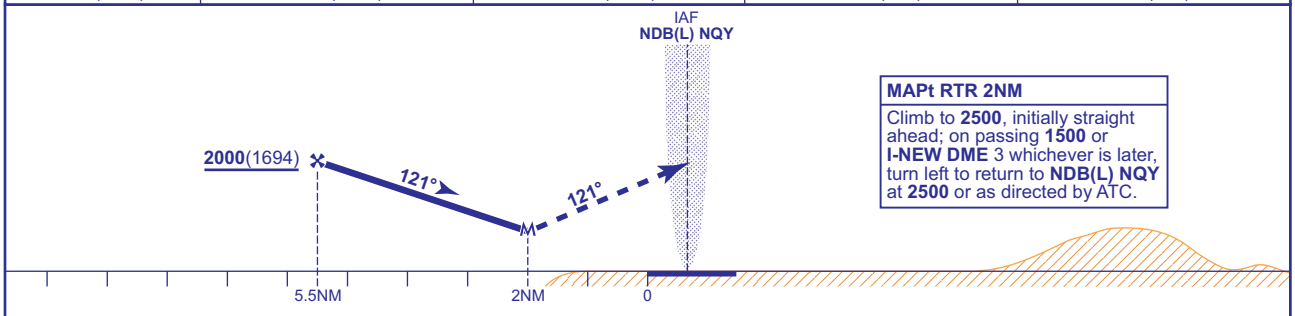
APP	133.405	NEWQUAY APPROACH	AD ELEVATION	390
TWR	134.380	NEWQUAY TOWER	THR ELEVATION	306
RAD	127.930	NEWQUAY RADAR	OBSTACLE ELEVATION	1286 AMSL (980) (ABOVE THR)
ATIS	127.405	NEWQUAY INFORMATION	BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **3000**



RECOMMENDED PROFILE Gradient 5%, 305FT/NM

NM (Radar Ranges)	5	4	3	2
ALT(HGT)	**1880**(1574)	**1580**(1274)	**1270**(964)	**970**(664)



MAPt RTR 2NM

Climb to **2500**, initially straight ahead; on passing **1500** or **I-NEW DME** 3 whichever is later, turn left to return to **NDB(L) NQY** at **2500** or as directed by ATC.

Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**960**(654)	**960**(654)	**960**(654)	**960**(654)
VM(C)OCA (OCH AAL)	Total Area	**960**(570)	**1200**(810)	**1330**(940)	**1330**(940)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	810	710	610	510	410

NOTE 1 ATC will normally require aircraft to hold no lower than **3500.**
2 Radar Ranges are to the threshold of RWY 12.

CHANGE (13/25): MAG VAR UPDATED.

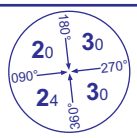
AERO INFO DATE 03 OCT 25

AD 2-EGHQ-8-3

INSTRUMENT APPROACH CHART - ICAO

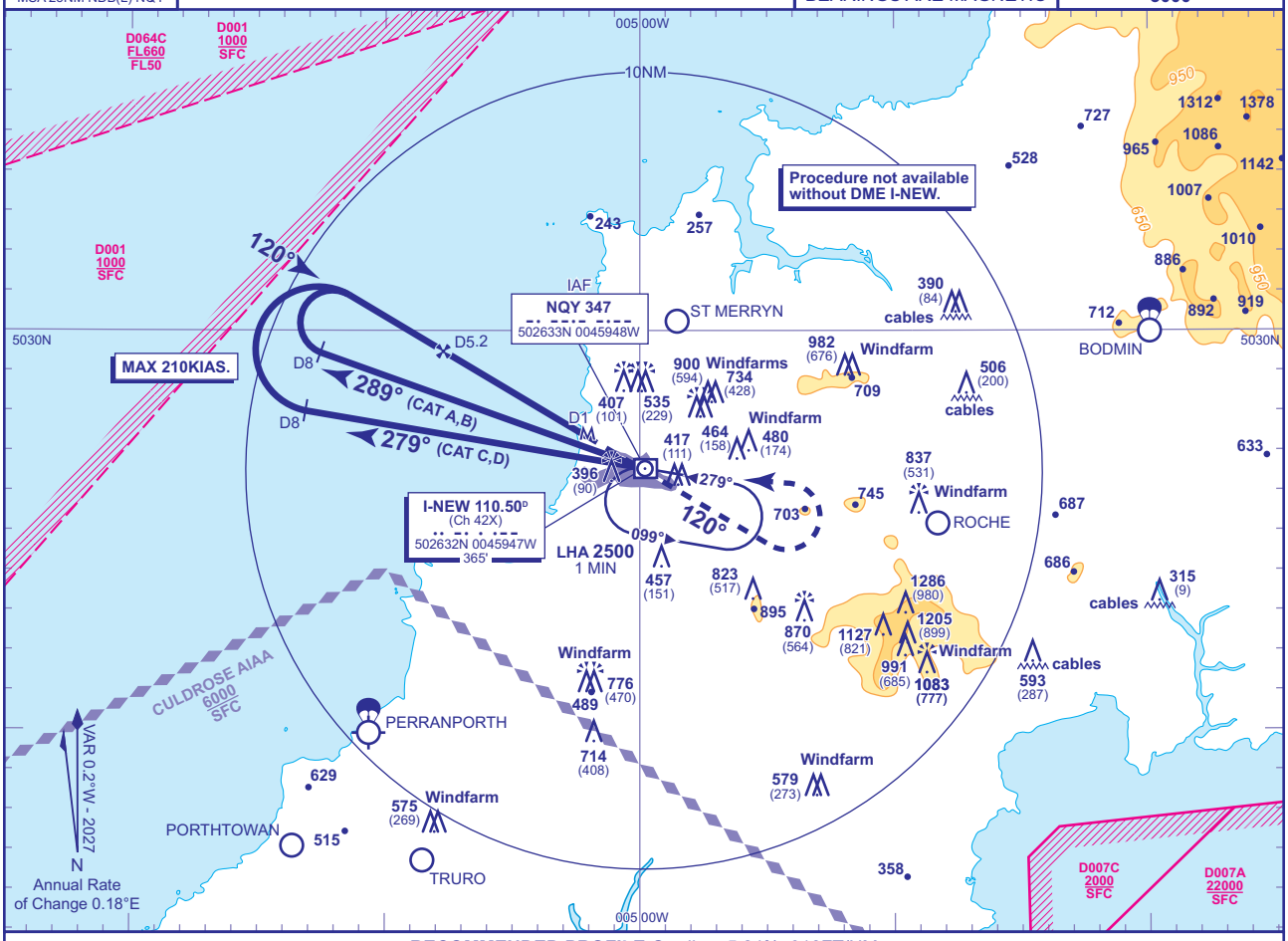
NEWQUAY NDB(L)/DME RWY 12

(ACFT CAT A,B,C,D)



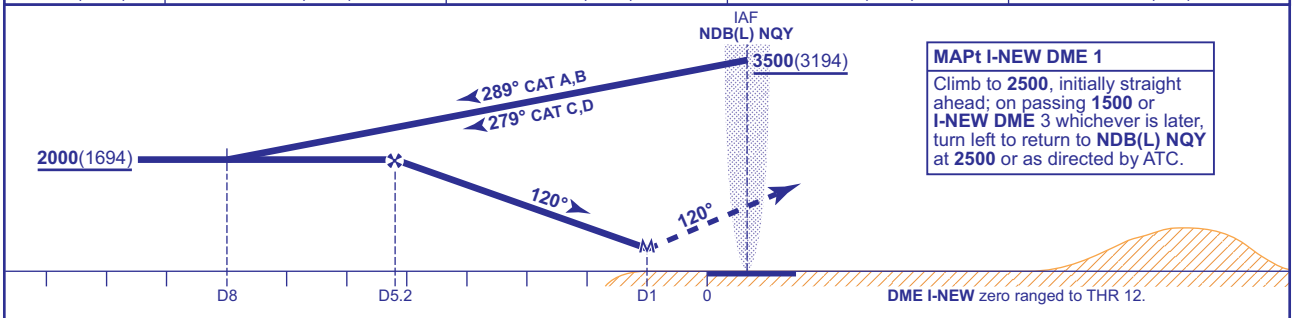
MSA 25NM NDB(L) NQY

APP	133.405	NEWQUAY APPROACH	AD ELEVATION	**390**	TRANSITION ALTITUDE **3000**
TWR	134.380	NEWQUAY TOWER	THR ELEVATION	**306**	
RAD	127.930	NEWQUAY RADAR	OBSTACLE ELEVATION **1286 AMSL** (980) (ABOVE THR)		
ATIS	127.405	NEWQUAY INFORMATION	BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE Gradient 5.24%, 318FT/NM

DME I-NEW	5	4	3	2
ALT(HGT)	**1960**(1654)	**1640**(1334)	**1320**(1014)	**1000**(694)



MAPt I-NEW DME 1

Climb to **2500**, initially straight ahead; on passing **1500** or **I-NEW DME** 3 whichever is later, turn left to return to **NDB(L) NQY** at **2500** or as directed by ATC.

Aircraft Category		**A**	**B**	**C**	**D**
OCA (OCH)	**Procedure**	**890**(584)	**890**(584)	**890**(584)	**890**(584)
VM(C)OCA (OCH AAL)	**Total Area**	**890**(500)	**1200**(810)	**1330**(950)	**1330**(950)

Rate of descent	**G/S KT**	160	140	120	100	80
	FT/MIN	850	740	640	530	420

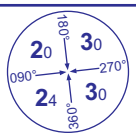
NOTE ATC will normally require aircraft to hold no lower than **3500.**

CHANGE (13/25): MAG VAR UPDATED.

AERO INFO DATE 03 OCT 25

INSTRUMENT APPROACH CHART - ICAO

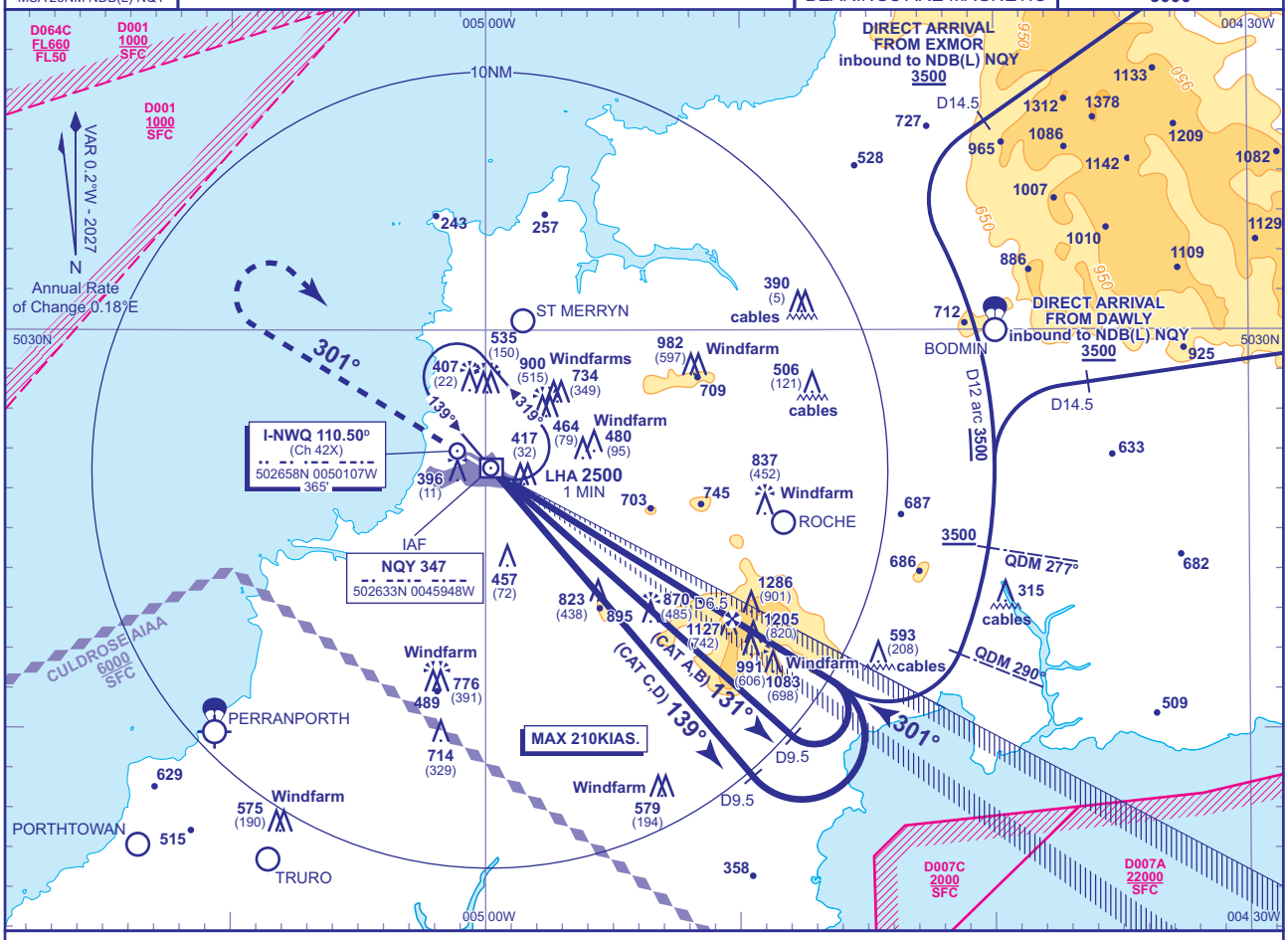
NEWQUAY
ILS/DME/NDB(L)
RWY 30
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) NQY

APP	133.405	NEWQUAY APPROACH	AD ELEVATION	390	
TWR	134.380	NEWQUAY TOWER	THR ELEVATION	385	
RAD	127.930	NEWQUAY RADAR	OBSTACLE ELEVATION		
ATIS	127.405	NEWQUAY INFORMATION	1286 AMSL (901) (ABOVE THR)		
			BEARINGS ARE MAGNETIC		

TRANSITION ALTITUDE **3000**

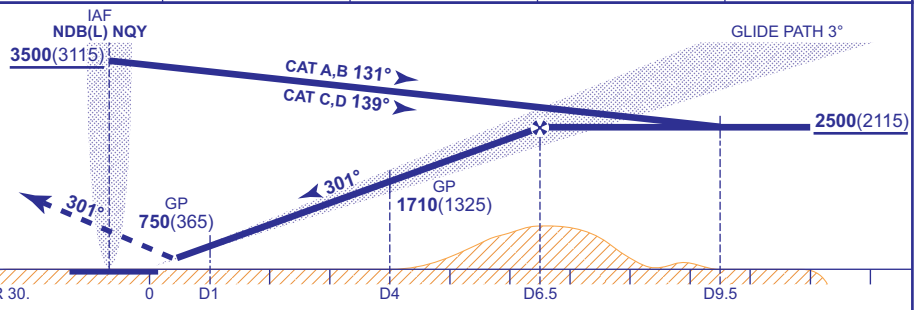


RECOMMENDED PROFILE GLIDE PATH 3°, 318FT/NM

DME I-NWQ	6	5	4	3	2	1
ALT(HGT)	**2350**(1965)	**2030**(1645)	**1710**(1325)	**1390**(1005)	**1070**(685)	**750**(365)

RDH 51

Climb to **2500**, initially straight ahead; on passing **1500** or **I-NWQ DME** 3 whichever is later, turn right to return to **NDB(L) NQY** at **2500** or as directed by ATC.



Aircraft Category		A	B	C	D
OCA (OCH)	CAT I	**540**(155)	**547**(162)	**556**(171)	**566**(181)
	CAT II	**447**(62)	**456**(71)	**469**(84)	**483**(98)
VM(C)OCA (OCH AAL)	Total Area	**790**(400)	**1200**(810)	**1330**(940)	**1330**(940)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	640	530	420

AIRCRAFT UNABLE TO RECEIVE DME
Advise ATC and continue as for normal procedure. Radar Ranges will be provided at 8NM outbound and at 4NM inbound.

NOTE ATC will normally require aircraft to hold no lower than **3500.**

CHANGE (13/25): MAG VAR UPDATED.

AERO INFO DATE 03 OCT 25

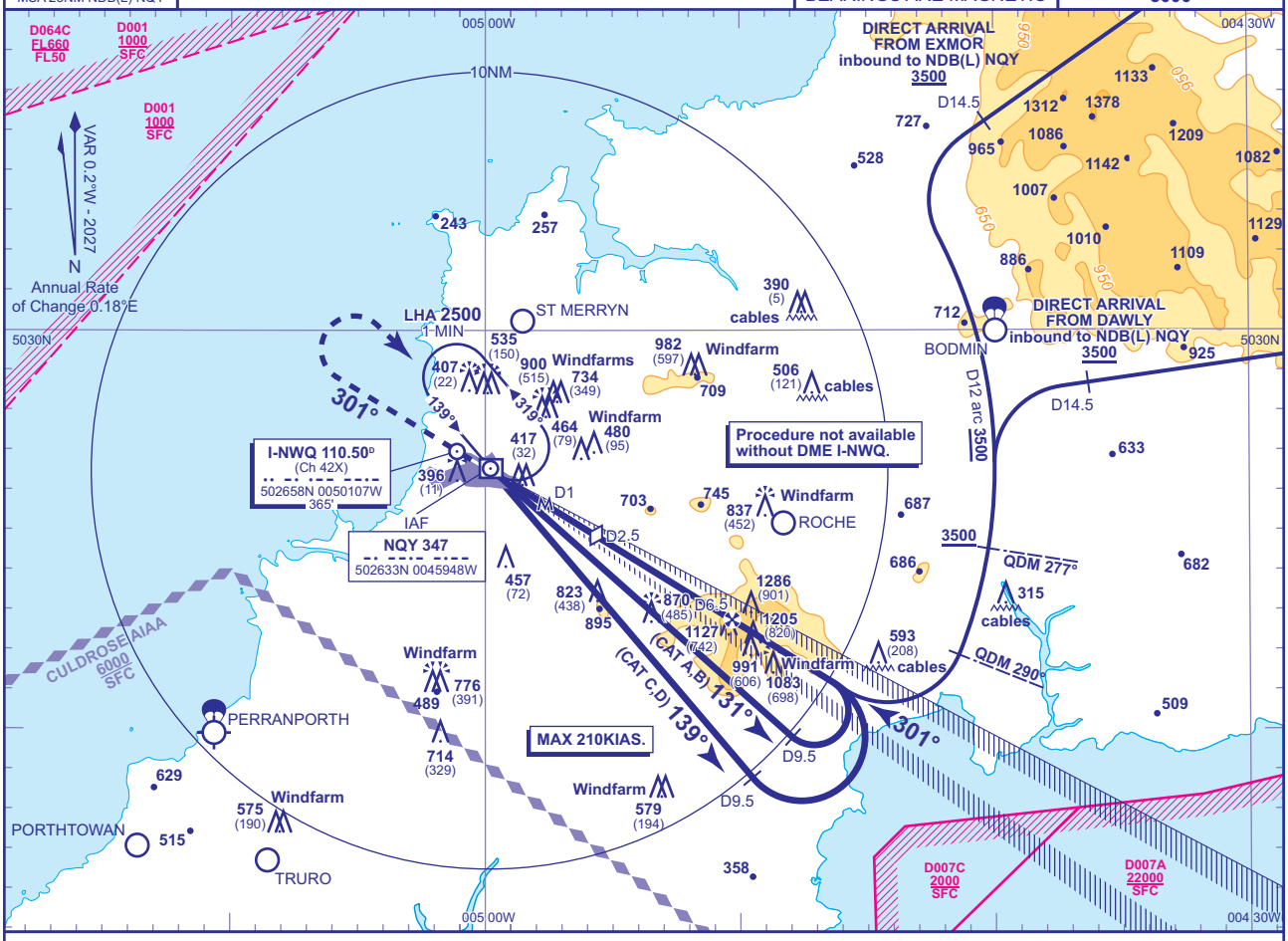
AD 2-EGHQ-8-5

INSTRUMENT APPROACH CHART - ICAO

NEWQUAY LOC/DME/NDB(L) RWY 30
(ACFT CAT A,B,C,D)

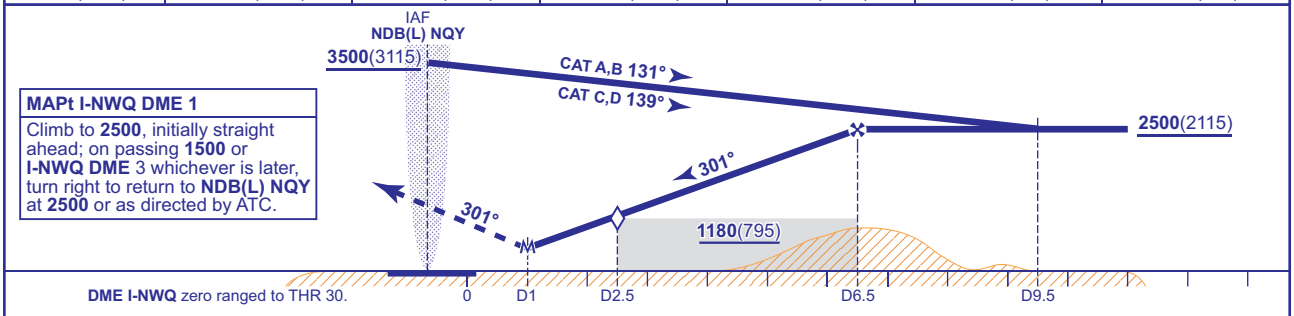
APP	133.405	NEWQUAY APPROACH	AD ELEVATION	390	TRANSITION ALTITUDE 3000
TWR	134.380	NEWQUAY TOWER	THR ELEVATION	385	
RAD	127.930	NEWQUAY RADAR	OBSTACLE ELEVATION 1286 AMSL (901) (ABOVE THR)		
ATIS	127.405	NEWQUAY INFORMATION	BEARINGS ARE MAGNETIC		

MSA 25NM NDB(L) NQY



RECOMMENDED PROFILE Gradient 5.24%, 318FT/NM

DME I-NWQ	6	5	4	3	2.5 **(SDF)**	2
ALT(HGT)	**2350**(1965)	**2030**(1645)	**1710**(1325)	**1390**(1005)	**1230**(845)	**1070**(685)



MAPt I-NWQ DME 1
Climb to **2500**, initially straight ahead; on passing **1500** or **I-NWQ DME** 3 whichever is later, turn right to return to **NDB(L) NQY** at **2500** or as directed by ATC.

Aircraft Category		**A**	**B**	**C**	**D**
OCA (OCH)	**Procedure**	**750**(365)	**750**(365)	**750**(365)	**750**(365)
VM(C)OCA (OCH AAL)	**Total Area**	**790**(400)	**1200**(810)	**1330**(940)	**1330**(940)

Rate of descent	**G/S KT**	160	140	120	100	80
	FT/MIN	850	740	640	530	420

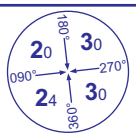
NOTE ATC will normally require aircraft to hold no lower than **3500.**

CHANGE (13/25): MAG VAR UPDATED.

AERO INFO DATE 03 OCT 25 AD 2-EGHQ-8-6

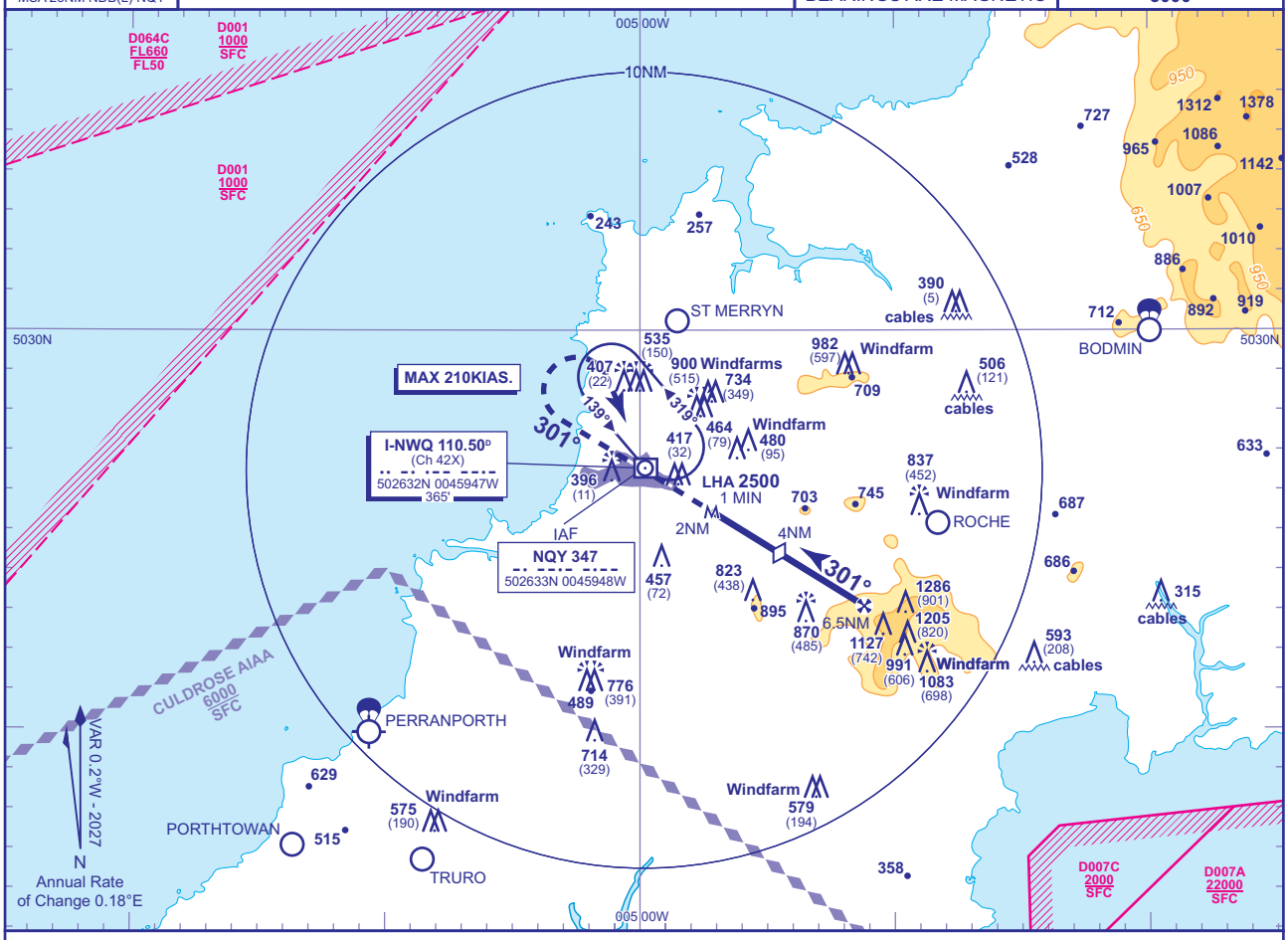
INSTRUMENT APPROACH CHART - ICAO

NEWQUAY
SRA RTR 2NM
RWY 30
(ACFT CAT A,B,C,D)



MSA 25NM NDB(L) NQY

APP	133.405	NEWQUAY APPROACH	AD ELEVATION	390	TRANSITION ALTITUDE 3000
TWR	134.380	NEWQUAY TOWER	THR ELEVATION	385	
RAD	127.930	NEWQUAY RADAR	OBSTACLE ELEVATION 1286 AMSL (901) (ABOVE THR)		
ATIS	127.405	NEWQUAY INFORMATION	BEARINGS ARE MAGNETIC		

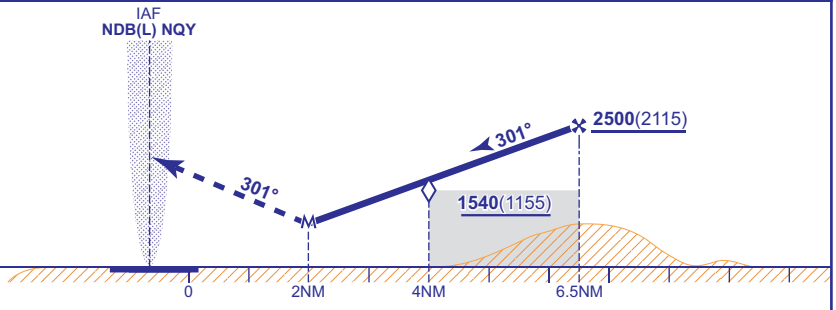


RECOMMENDED PROFILE Gradient 5.24%, 318FT/NM

NM (Radar Ranges)	6	5	4 (SDF)	3	2
ALT(HGT)	**2350**(1965)	**2030**(1645)	**1710**(1325)	**1390**(1005)	**1070**(685)

MAPt RTR 2NM

Climb to **2500**, initially straight ahead; on passing **1500** or **I-NWQ DME** 3 whichever is later, turn right to return to **NDB(L) NQY** at **2500** or as directed by ATC.



Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**1070**(685)	**1070**(685)	**1070**(685)	**1070**(685)
VM(C)OCA (OCH AAL)	Total Area	**1070**(680)	**1200**(810)	**1330**(940)	**1330**(940)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	640	530	420

NOTE 1 ATC will normally require aircraft to hold no lower than **3500.**

2 Radar Ranges are to the threshold of RWY 30.

CHANGE (13/25): MAG VAR UPDATED.

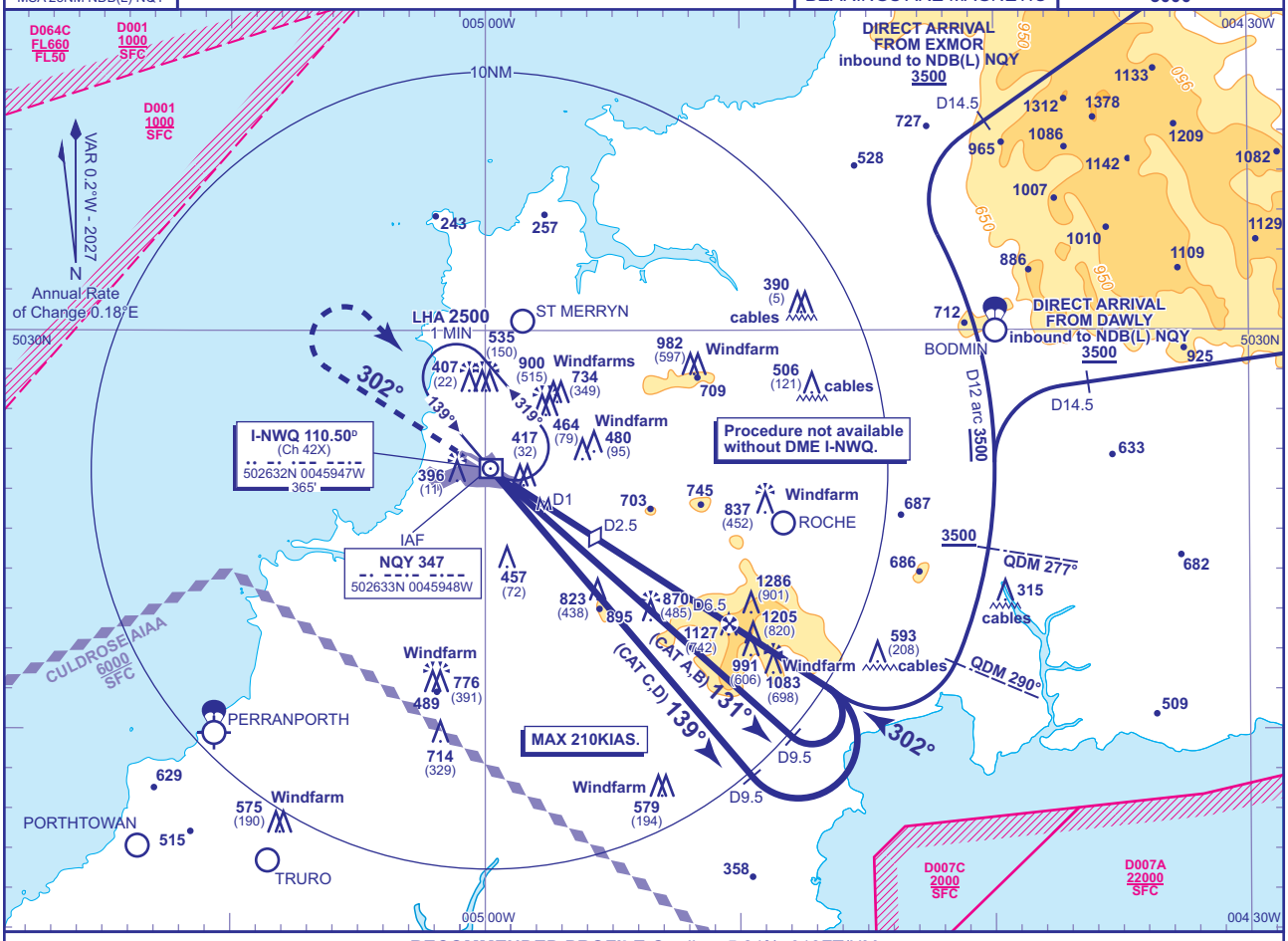
AERO INFO DATE 03 OCT 25

INSTRUMENT APPROACH CHART - ICAO

NEWQUAY NDB(L)/DME RWY 30
(ACFT CAT A,B,C,D)

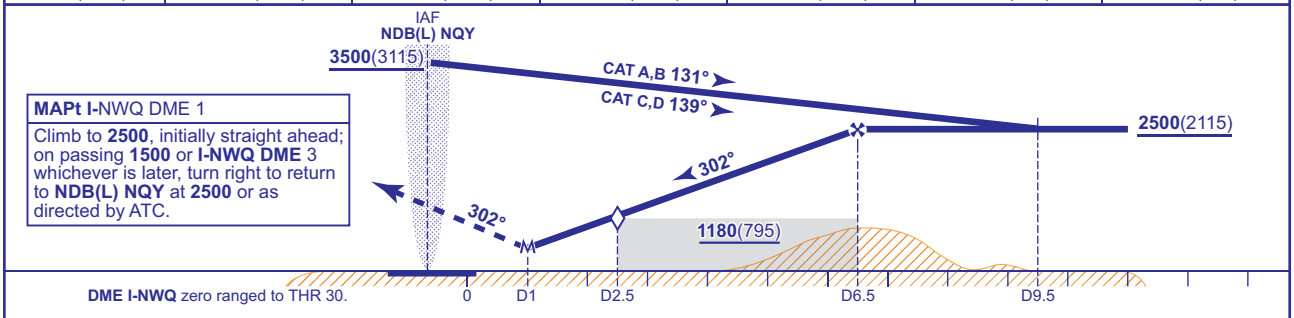
MSA 25NM NDB(L) NQY

APP	133.405	NEWQUAY APPROACH	AD ELEVATION	390	TRANSITION ALTITUDE 3000
TWR	134.380	NEWQUAY TOWER	THR ELEVATION	385	
RAD	127.930	NEWQUAY RADAR	OBSTACLE ELEVATION 1286 AMSL (901) (ABOVE THR)		
ATIS	127.405	NEWQUAY INFORMATION	BEARINGS ARE MAGNETIC		



RECOMMENDED PROFILE Gradient 5.24%, 318FT/NM

DME I-NWQ	6	5	4	3	2.5 (SDF)	2
ALT(HGT)	**2350**(1965)	**2030**(1645)	**1710**(1325)	**1390**(1005)	**1230**(845)	**1070**(685)



MAPt I-NWQ DME 1
Climb to **2500**, initially straight ahead; on passing **1500** or **I-NWQ DME** 3 whichever is later, turn right to return to **NDB(L) NQY** at **2500** or as directed by ATC.

Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**1040**(655)	**1040**(655)	**1040**(655)	**1040**(655)
VM(C)OCA (OCH AAL)	Total Area	**1040**(650)	**1200**(810)	**1330**(940)	**1330**(940)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	640	530	420

NOTE ATC will normally require aircraft to hold no lower than **3500.**

CHANGE (13/25): MAG VAR UPDATED.

AERO INFO DATE 03 OCT 25

EGSH — NORWICH

EGSH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGSH — NORWICH

EGSH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 524033N Long: 0011658E Mid-point of Runway 09/27.
2	Direction and distance from city	2.8 NM N of Norwich City Centre.
3	Elevation / Reference temperature / Mean Low Temperature	117 FT / 19 °C / -
4	Geoid undulation at AD ELEV PSN	147 FT
5	Magnetic Variation / Annual Change	0.91°E (2022) / 0.20°E
6	AD Administration Address Telephone Telefax E-mail address	NORWICH AIRPORT LIMITED. Amsterdam Way, Norwich NR6 6JA. 01603-411923 (Administration) 01603-420658 (Operations) 07921-055373 (Terminal Services Manager) 01603-420675 (Customer Services) 01603-487523 (Administration) 01603-414927 (Operations) 01603-420636 (Customer Services) ops@norwichairport.co.uk (Operations)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	Use of this airport by aircraft not able to communicate with ATC by radio subject to prior permission. Aircraft towing banners, or non-powered gliders, may not land at or depart from the airport.

EGSH AD 2.3 OPERATIONAL HOURS

1	AD Administration	0600-2130 (0500-2030). Outside of these hours see remarks.
2	Customs and immigration	As AD Hours
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 and by arrangement.
9	Handling	As AD hours and on request.
10	Security	As AD hours.
11	De-icing	October to April during AD hours on request to Operations.
12	Remarks	01 May - 31 Oct: Mon to Thu, Sat 0600-2230 (0500-2130); Fri and Sun 0600-2300 (0500-2200). 01 Nov - 30 Apr: Sun to Fri 0600-2130; Sat 0600-2000. This aerodrome is strictly PPR. All movements outside published operating hours incur an extra charge. All requests to be made via Operations. Any changes to operating hours will be notified by NOTAM action.

EGSH AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Nearest railway siding: Norwich.
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL.
3	Fuelling facilities/capacity	Above ground storage: JET A-1 225,000 L; AVGAS 30,000 L.
4	De-icing facilities	On request to Operations during AD hours.
5	Hangar space for visiting aircraft	None.

6	Repair facilities for visiting aircraft	None.
7	Remarks	All aircraft operating for hire or reward from/to Norwich will be required to be handled by Norwich Airport Ltd. Handling should be requested by telephoning Operations on 01603-420658; Fax: 01603-414927 or e-mail: ops@norwichairport.co.uk or telephone the Terminal Services Manager on 01603-420645; Fax: 01603-420646. Norwich Handling Frequency 131.855 MHz. For fuel contact Fuel Services, Tel: 01603-402042. E-mail: fuel@norwichairport.co.uk or via Norwich Airport Phone: 01603-420658 (Operations). SaxonAir are the preferred handling agents for GA and Business aviation. Handling by and use of the SaxonAir Apron is subject to Prior Permission from SaxonAir Operations. Tel: 01603-518111; Fax: 01603-488879; e-mail: handling@saxonair.com; website: www.saxonair.com

EGSH AD 2.5 PASSENGER FACILITIES

1	Hotels	Airport Hotel. Hotels in vicinity.
2	Restaurants	Restaurant and Licensed bar.
3	Transportation	Taxis and car hire, Limited bus service. Motor coaches by arrangement. Nearest railway station: Norwich.
4	Medical facilities	First Aid available during AD hours. Doctors and ambulance on call.
5	Bank and Post Office	Cash dispenser.
6	Tourist Office	Limited tourist information available from the airport information desk.
7	Remarks	

EGSH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A6 RFF Category 7 and 8 by arrangement. RFF Category 7 operations at remission level manning.
2	Rescue equipment	
3	Capability for removal of disabled aircraft	Norwich Airport Ltd has an agreement with a local recovery company which holds resources capable of recovering aircraft up to 160,000 kg. Contact Air Ops: 07872-376275
4	Remarks	

EGSH AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, Chemical de-icing. Runways and Taxiways anti-iced and de-iced with KAC fluid, supplemented with NAAC de-icing granules as required.
2	Clearance priorities	Standard. See AD 1.2.2.
3	Remarks	Norwich airport policy on clearing a contaminated runway will always be to clear back to blacktop. Therefore braking action readings derived from the use of a Grip tester friction meter, or any other source will not be available. Estimated braking action in accordance with CAP 1168, may be available. If the runway is open, standard operating procedures will be to pass flight crews the amount, depth and type of contamination only. Latest information from ATC, Tel: 01603-420641.

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

1	Apron surface and strength	SAXONAIR Surface: Concrete PCN 32/R/C/W/U WESTERN Surface: Concrete PCN 5/R/C/Y/U

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**
TAVERHAM	CRANE	524101.19N 0011054.90E	256 FT	125 FT	Yes Red	Operating until January 2026.
C0024A	CRANE	524059.23N 0011328.70E	244 FT	131 FT	Yes Red	Drayton. Expected until December 2028.
(EGSH1190)	FLOODLIGHT	524020.37N 0011704.79E	223 FT	120 FT	Yes Red	
(EGSH1106)	FLATS	523901.39N 0011614.39E	202 FT	113 FT	No	
(EGSH1276)	AERIAL	523857.83N 0011941.21E	271 FT	156 FT	Yes Red	
(EGSH1046)	CHIMNEY	523849.28N 0011517.83E	206 FT	137 FT	Yes Red	
(EGSH1281)	AERIAL	523809.42N 0012013.46E	312 FT	168 FT	No	
(EGSH1269)	CATHEDRAL SPIRE	523755.13N 0011804.76E	339 FT	318 FT	No	
NORWICH CASTLE	CRANE	523741.73N 0011744.86E	248 FT		Yes Red	Operating until 31 December 2024.
NORWICH RESEARCH PARK	CRANE	523727.43N 0011330.05E	171 FT	125 FT	Yes Red	Expected duration August 2026.

EGSH 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	30 minutes
5	Briefing/consultation provided	Self-briefing/telephone.
6	Flight documentation Language(s) used	TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	
8	Supplementary equipment available for providing information	Email.
9	ATS units provided with information	NORWICH
10	Additional information (limitation of service, etc.)	

EGSH 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	089.28°	1842 x 45 M	RWY surface: Concrete and asphalt PCN 56/R/D/W/U	524032.99N 0011608.60E 146.5 FT	THR 117.0 FT TDZ 117.5 FT	
27	269.30°	1842 x 45 M	RWY surface: Concrete and asphalt PCN 56/R/D/W/U	524033.72N 0011746.58E 146.4 FT	THR 105.6 FT TDZ 109.0 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
	152 x 150 M	1962 x 300 M	92 x 90 M -			RWY 09 Instrument Non-Precision Approach. Water patches greater than 9 MM deep may be present on the runway if rain has fallen for extended periods or heavy showers have occurred.
	271 x 150 M	1962 x 300 M	211 x 90 M -			RWY 27 Instrument Precision Approach. Water patches greater than 9 MM deep may be present on the runway if rain has fallen for extended periods or heavy showers have occurred.

EGSH AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
09	1842 M	1993 M	1842 M	1842 M	
27	1842 M	2112 M	1842 M	1842 M	
09	1656 M	1808 M	1656 M		Departure from intersection with Taxiway Delta.
09	850 M	1002 M	850 M		Departure from intersection with Taxiway Charlie.
09	535 M	687 M	535 M		Departure from intersection with Taxiway Bravo.
27	1326 M	1597 M	1326 M		Departure from intersection with Taxiway Bravo.
27	1014 M	1285 M	1014 M		Departure from intersection with Taxiway Charlie.
27	205 M	475 M	205 M		Departure from intersection with Taxiway Delta.

EGSH AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
09	Centre-line with one crossbar. 427 M Light intensity high	Green Light intensity high	PAPI Left/3° 45 FT 281 M		15 M Colour coded Light intensity high	Bi-directional with omni-directional component Light intensity high	Red		
27	Coded centre-line with five crossbars. 953 M Light intensity high	Green Light intensity high	PAPI Left/3° 57 FT 344 M		15 M Colour coded Light intensity high	Bi-directional with omni-directional component Light intensity high	Red		

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	195 FT / 19 °C / -
4	Geoid undulation at AD ELEV PSN	148 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

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: 522948.36N 0010309.77E.

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**
(EGSV1067) 20/APPROACH 02/ TAKE-OFF	TREE	523008.30N 0010315.68E	205 FT	23 FT	No	
(EGSV1059) 20/APPROACH 02/ TAKE-OFF	TREE	523008.00N 0010314.73E	209 FT	28 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**
(EGSV1057) 20/APPROACH 02/ TAKE-OFF	TREE	523007.85N 0010314.21E	207 FT	26 FT	No	
(EGSV1062) 20/APPROACH 02/ TAKE-OFF	BUILDING	523007.64N 0010314.83E	196 FT	15 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**
(EGSV1107)	MAST	523107.58N 0010818.56E	884 FT	674 FT	Yes Solid Red	

EGSV AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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EGSV 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	019.87°	428 x 18 M	RWY surface: Grass	522953.07N 0010304.40E 147.9 FT	THR 176.9 FT	
20	199.87°	428 x 18 M	RWY surface: Grass	523004.33N 0010311.06E 147.9 FT	THR 181.3 FT	
07	064.56°	798 x 18 M	RWY surface: Asphalt	522945.75N 0010248.22E 147.9 FT	THR 155.1 FT	
25	244.57°	798 x 18 M	RWY surface: Asphalt	522956.83N 0010326.39E 147.9 FT	THR 194.8 FT	
07L	064.48°	407 x 23 M	RWY surface: Grass	522952.36N 0010303.88E 147.9 FT	THR 176.0 FT	
25R	244.48°	407 x 23 M	RWY surface: Grass	522958.04N 0010323.37E 147.9 FT	THR 192.1 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**
58 x 18 M		488 x 60 M				RWY 02
		488 x 60 M				RWY 20 Threshold displaced by 58 M.
		858 x 60 M				RWY 07
		858 x 60 M				RWY 25

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 07L Strip Dimensions: 467 x 60 M.
						RWY 25R Strip Dimensions: 529 x 60 M. 62 M starter extension.

EGSV AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
07	798 M	798 M	798 M	798 M	
25	798 M	798 M	798 M	798 M	
07L	407 M	407 M	407 M	407 M	
25R	469 M	469 M	469 M	407 M	
02	370 M	370 M	428 M	428 M	
20	428 M	428 M	428 M	370 M	

EGSV AD 2.14 APPROACH AND RUNWAY LIGHTING

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EGSV AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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EGSV AD 2.16 HELICOPTER LANDING AREA

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EGSV 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
OLD BUCKENHAM ATZ A circle, 2 NM radius, centred at 522951N 0010307E on longest notified runway (07/ 25)	Upper limit: 2000 FT AGL Lower limit: SFC	G	BUCKENHAM RADIO English			

EGSV 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	BUCKENHAM RADIO	124.405 A/G Frequency			Thu-Sun 0930-1630 (0830-1530) or SS, whichever is earlier, other times by arrangement.	ATZ hours coincident with A/G hours, but not by arrangement.

EGSV AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGSV AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Prior Permission (PPR) is required, available online at http://www.oldbuck.com.
b) No weight shift microlights permitted at the aerodrome.
c) No Autogyros permitted at the aerodrome.
d) No helicopters permitted at the aerodrome unless for maintenance.
e) Aerodrome is not licensed for night flying.
f) Aerodrome is not available to non-radio equipped aircraft.

2 GROUND MOVEMENT

a) Pilots and passengers using aircraft parking Area C must use the pick-up point designated on the AIP Chart. No person is permitted to proceed south of the designated area at any time.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) Gliding takes place at Tibenham Aerodrome 5 NM to the southeast.
b) Occasional straw stack up to 30 FT AGL, 250 M from Runway 25 threshold.
c) Vehicles may cross the runway at the intersection of runway and perimeter road.
d) Caution Class D airspace at Norwich Airport has been established approximately 5 NM north of Old Buckenham Aerodrome up to FL 50.
e) Aerodrome Obstacle: 25/Approach 07/Take-off, 523108N 0010819E, Radio mast, 884 FT AMSL, lit, 3 NM bearing 068° T from AD.

5 HELICOPTER OPERATIONS

a) Helicopters are only permitted for the purposes of maintenance.

6 USE OF RUNWAYS

a) Grass Runway 07/25 operations must not be simultaneous with Hard Runway 07/25 operations.

7 TRAINING

a) Training Aircraft operate daily and sorties often comprise student solos.

EGSV AD 2.21 NOISE ABATEMENT PROCEDURES

a) Avoid overflying the village of Old Buckenham (1 NM SSW of the AD) and the town of Attleborough (2 NM NW of the aerodrome).
b) Overhead Joins are prohibited except for training approved by the aerodrome management.
c) Ensure familiarity with local circuit diagram at aerodrome website. Detail is also given with Prior Permission (PPR) requests.

EGSV AD 2.22 FLIGHT PROCEDURES

1 CIRCUITS

a) Circuit directions: Runway 07 - LH; Runway 25 - RH. Circuit height: 1000 FT AAL.
b) **Arrivals:**

i. When joining Runway 07 from the west, report at Snetterton Heath;
ii. When joining Runway 25 from the east, report at Tacolneston Mast.

c) **Departures:**

i. When departing from Runway 25, turn onto track 270° until reaching the railway line south of Attleborough;
ii. When departing from Runway 07, maintain runway heading until reaching 1500 FT AAL prior to setting course.

EGSV AD 2.23 ADDITIONAL INFORMATION

Electric Aircraft Charging is available 7 days.

a) Charging requests can be made when applying for Prior Permission (PPR) online at http://www.oldbuck.com.
b) Aircraft types currently serviced:

i. NUNCATS Zenith CH705;
ii. Pipistrel Velis Electro.

c) Charging is **not** self service and requires the assistance of trained staff.

EGSV AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGSV-2-1

EGSV AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

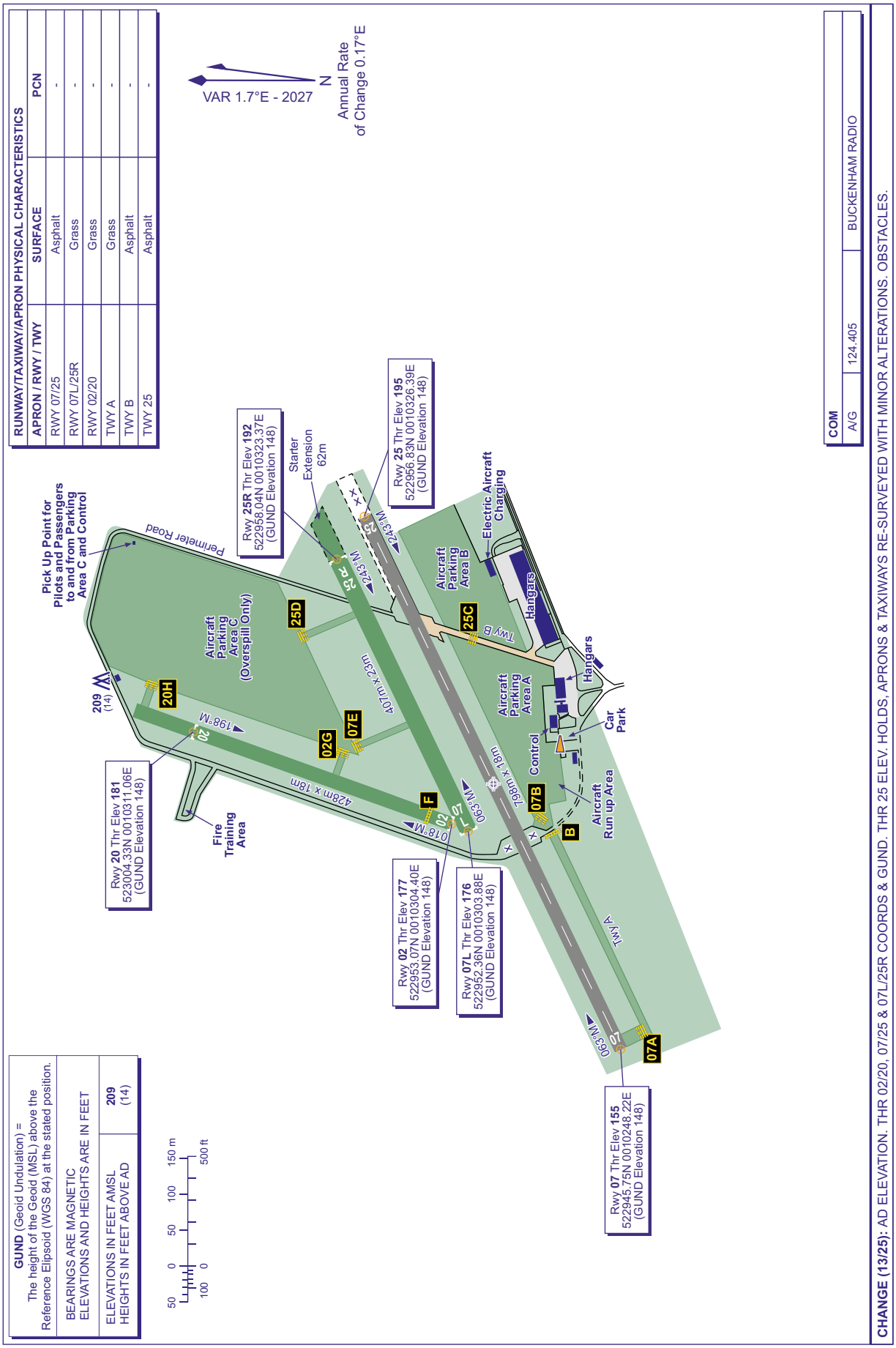
Not applicable

AERODROME CHART - ICAO

OLD BUCKENHAM EGSV

ARP 522951N 0010307E

AD ELEV 195FT



CHANGE (13/25): AD ELEVATION. THR 02/20, 07/25 & 07L/25R COORDS & GUND. THR 25 ELEV. HOLDS, APRONS & TAXIWAYS RE-SURVEYED WITH MINOR ALTERATIONS. OBSTACLES.

AERO INFO DATE 13 OCT 25

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EGTK AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Aircraft operators must obtain, accept and operate in accordance with the London Oxford Airport 'Terms and Conditions of Use', available at www.oxfordairport.co.uk.
b) Non-radio aircraft must contact ATC to obtain prior permission and joining/departure briefing. Tel: 01865-290650.
c) Passenger embarkation or disembarkation with engines running is prohibited.
d) High visibility clothing must be worn on all aprons, except for escorted passengers.
e) When the RVR is below 400 M departures are not permitted unless AOC holders have less restrictive State authorised take-off minima. Take-off will not be permitted if the RVR is less than 350 M.

2 GROUND MOVEMENT

a) Maintenance areas have restricted access (specified in terms and conditions of use). Operators must liaise with Oxford Operations to arrange parking, hangarage, if taxiing is permitted or towing required. Maintenance areas are not visible to ATC. Pilots of aircraft taxiing in these areas are solely responsible for the avoidance of collisions with aircraft, vehicles and other obstructions.
b) Compass swing bay, Class 1, Located at the end of Delta taxiway.
c) Data Link service available via ARINC.
d) Due to their tactical nature, departure instructions are not normally available until after the aircraft has taxied.
e) Jet Aircraft operating under their own power, larger than code B, are not permitted to use the taxiway link at Juliet to MA 1 or MA 2. Aircraft are to be parked on the main apron and towed as required.
f) Only single and twin piston aircraft are permitted to taxi under their own power beyond holding point Kilo. All other aircraft will be towed to/from the main apron.
g) Piston aircraft are to perform pre-departure engine runs on Taxiway Alpha (Runway 01 in use) or in the designated run-up area on Taxiway Charlie east of holding point C3 (Runway 19 in use). Aircraft using the Taxiway Charlie run-up area are to pass other running aircraft on the south side of the taxiway then perform their checks on the north side of the taxiway, leaving sufficient space for another aircraft to pass.
h) All Jet and Turbo-prop maintenance ground runs are to be conducted on the Delta Compass Base. Other locations may be utilised for piston aircraft at ATC discretion. All maintenance ground runs must be booked with Airport Operations.
i) All aircraft operating on the Main Apron are reminded to use minimum power when manoeuvring.

3 CAT II/III OPERATIONS

a) Oxford is not equipped for Cat II/III operations, however LVPs are used to protect Cat I operations.
b) LVPs commence when the reported meteorological visibility is less than 550 M. A follow me vehicle may be provided as instructed by ATC.

4 WARNINGS

a) EGD129 is notified as active SR-SS Mon-Fri plus other HR as notified by NOTAM. It is located 4.5 NM northeast of the aerodrome. Tactical activity details are available from Oxford ATC upon request. A SUA Crossing Service is available from Oxford Approach/Radar on Channel 125.090.
b) Brize Norton CAS:

   i. Due to the possibility that departures from Runway 19 may penetrate the Brize Norton CTR, deviation from the departure clearance is not permitted unless safety is likely to be compromised.
   ii. Departures must remain outside the Brize Norton CTR unless cleared to transit. Seek confirmation from Oxford ATC if required.

c) Power cables 316 FT AMSL at 860 M north of Runway 19 threshold.
d) Caution: Abingdon aerodrome situated 8 NM south of Oxford has a similar runway configuration.
e) Caution: Oxford Airport is situated within the Oxford Area of Intense Aerial Activity.

5 HELICOPTER OPERATIONS

a) Standard Arrival: Enter via the fixed wing circuit unless otherwise instructed by ATC, route to the runway or Heli Area 1 as directed.
b) Standard Departure: Helicopters may depart parallel to the runway or as directed by ATC.
c) Except when using the runway, take-off and landing clearances will be appended "at your discretion". Caution fixed obstacles on all grass manoeuvring areas and free-ranging vehicles which are operating on their own lookout.
d) Heli Area 1 is the grass manoeuvring area west of Runway 01/19 and south of Taxiway Delta.

   i. Heli Area 1 may be used by multiple helicopters simultaneously for: departure, arrival, low-level handling and circuits.
   ii. Arrivals and departures via Heli Area 1 must not overfly the buildings immediately north-west and south-west of the aerodrome.
   iii. Helicopter circuits may be flown from Heli Area 1. Circuits are left hand (Runway 01 in use) or right hand (Runway 19 in use) at 1000 FT QNH. Upon departure from Heli Area 1 all circuit aircraft are to climb parallel with the runway heading until passing 500 FT AGL.
   iv. Circuits in Heli Area 1 are not available at night and are instead to be flown to the runway.

e) Helipad 1, 2 & 3 are restricted to helicopters maximum 17D.
f) Helipad 4, 5, 6 & 7 are restricted to helicopters maximum 14D.

g) Helipads 21-28 are operated by Airbus Helicopters UK.
h) Helipad 21, 24, 25, 26 & 27 are restricted to helicopters maximum 18D.
i) Helipad 22 & 23 are restricted to helicopters maximum 16D.
j) Helipad 28 is restricted to helicopters maximum 20D.
k) Pilots operating to/from Airbus Helicopters UK must contact Airbus on 01865-852400 to book in, be allocated a helipad and receive a pilot briefing. This is due to specific operating procedures being in place.
l) Some helipads have low ambient light levels and no edge lighting. Pilots are to proceed with caution and land at their discretion at night.

6 USE OF RUNWAYS

a) Runway Occupancy

i. Departures: Pilots must be ready for immediate departure before lining up. If unable, pilots must inform ATC prior to line up.
ii. Landing: Due to limited runway exits all pilots must spend 'minimum time on the runway' and vacate without delay to expedite traffic flow.

b) Runway 19 will be selected as the runway in use with up to a 5 KT tailwind. Requests for runway 01 must be made to ATC as early as possible.
c) Controllers may issue a 'land after' instruction. Pilots unable to accept, must inform ATC and await a full landing clearance, or initiate a go around.

7 TRAINING

a) Instrument approaches and circuit training slots can be requested on the day (not less than 15 MIN notice) via ATC (01865-290650).
b) All training flights must be booked prior to departure. Non-adherence to slot times may result in refusal of flight.

EGTK AD 2.21 NOISE ABATEMENT PROCEDURES

a) Pilots are to avoid overflying the surrounding residential areas, including Blenheim Palace, except where there is an overriding training or flight safety requirement.
b) After departing from Runway 01, climb ahead to 1000 FT QNH or 1.0 DME I OXF, whichever is the earliest, before turning on course. Pilots carrying out visual departures should endeavour to complete this turn before reaching the Mercury Satellite Station (at 1.5 NM). When turning right, pilots are to avoid overflying the village of Shipton-on-Cherwell.
c) After departing from Runway 19, climb straight ahead to 1000 FT QNH or 1 DME I OXF, whichever is the earliest, before turning right. Aircraft intending to turn left, climb ahead to 1.5 DME I OXF (IFR) or until south of Yarnton Village (VFR), remaining clear, in all cases, of the Brize Norton CTR.
d) Whenever possible aircraft joining the circuit should, subject to ATC approval, plan to join on a base leg, giving way to traffic already established in the circuit. Straight in approaches are to be co-ordinated with ATC by no later than 10 NM so as not to conflict with published instrument final approach tracks.
e) Helicopter traffic is subject to standard arrival and departure procedures and routes.
f) Oxford Airport operates a noise amelioration scheme. A copy is available from Airport Operations.
g) Additional guidance and circuit diagrams are available on the Oxford Airport Website: https://www.oxfordairport.co.uk/noise-abatement/.

EGTK AD 2.22 FLIGHT PROCEDURES

1 CIRCUITS

a) The fixed wing circuit level is 1500 FT (QNH), 1200 FT (QFE).
b) The helicopter circuit level is 1000 FT (QNH), 700 FT (QFE) by day and 1300 FT (QNH), 1000 FT (QFE) by night.
c) Standard fixed wing circuit direction: Runway 01 - right hand, Runway 19 - left hand.
d) Rotary circuits are opposite direction to fixed wing.
e) Low-level circuits subject to ATC approval, not below 900 FT (QNH), 600 FT (QFE).
f) Additional guidance and circuit diagrams are available on the Oxford Airport Website: https://www.oxfordairport.co.uk/noise-abatement/.

2 DEPARTURES/ARRIVALS

a) STANDARD VFR DEPARTURE: VFR traffic shall squawk 4520, and must not fly above 2000 FT (QNH) until passing 5 NM from the aerodrome, unless otherwise instructed.
b) STANDARD VFR ARRIVAL: Inbound traffic is to make contact with Oxford Approach/Radar no later than 10 NM from Oxford and are to fly not above altitude 1500 FT (QNH) whilst within 5 NM of the aerodrome.
c) IFR departures and arrivals will be issued with specific routing instructions by ATC.
d) IFR DEPARTURES joining the airway structure are required to flight plan the following initial routes:

Direction	Route
North	IXURA - DTY - SAPCO
East	IXURA - DTY
South (RFL FL 195+)	IXURA - NANUM - BUGUP - EVSEM - CPT

Direction	Route
South (RFL FL 195-)	BUGUP - KENET
West (RFL FL 105+)	CONKO
West (RFL FL 105-)	BADIM
London TMA	SILVA
EGLL / EGWU	WEZKO

e) IFR arrivals from outside CAS are to plan via the NDB OX.
f) IFR ARRIVALS via the airway structure are to flight plan via:

Direction	Route
North	HON / PEPUL - BUGUP - OX
East	CPT / KENET - BUGUP - OX
South	CPT / KENET - BUGUP - OX
West	CONKO - OX

g) RUNWAY 01 ARRIVALS: The final approach track to Runway 01 transits Brize Norton CAS and is subject to approval from Brize ATC. Pilots must not plan or expect a no delay straight in approach to Runway 01 due to the requirement to co-ordinate with and deconflict from Brize Norton traffic. All approaches to Runway 01 will be as directed by ATC.

3 ATS SERVICE PROVISION

a) IFR/VFR arrivals operating outside CAS must establish two-way contact with Oxford Approach/Radar no later than 10 MIN flying time or 10 NM range from Oxford.
b) Departing aircraft should inform ATC prior to being airborne which ATC service they will be requesting on departure (deconfliction, traffic, procedural or basic, as appropriate for their requirements).
c) Arriving aircraft should state on first contact what type of service they require (deconfliction, traffic, procedural or basic, as appropriate). Aircraft requiring a deconfliction service may incur delays during the promulgated radar hours due to intense GA and glider flying within the vicinity of the aerodrome.
d) **During Hours of Radar Operation**

i. VFR departures and arrivals will normally be provided with Basic Service unless another type of service is requested. Departures requesting radar services are to make this request on the ground before departure.
ii. IFR departures and arrivals will normally be provided with surveillance services in so far as practical. Departures and arrivals are to state requested service on first contact with Oxford Radar.

e) **Hours of Radar Closure**

i. VFR departures and arrivals will be provided with Basic Service.
ii. IFR departures and arrivals will be provided with Procedural Service. Pilots are reminded that delays may be expected in order to separate from other IFR flights.

f) **Air Tests**

i. Operators wishing to perform an air test inside CAS receiving a service from Swanwick (Mil) (off the main ATS structure) should follow the notification procedure in ENR 1.1, Section 4.8. Oxford ATC must be notified on booking out that this process has been completed.
ii. Operators wishing to perform an air test inside CAS (using the main ATS structure) should follow the notification procedure in ENR 1.1, Section 4.9. Oxford ATC must be notified on booking out that this process has been completed.
iii. Operators wishing to perform an air test outside CAS should notify Oxford ATS on booking out of an ATS provider and any prior arrangements made. ATS provision must be requested at least 2 hours before EOBT and is subject to controller workload and capacity.

4 INSTRUMENT APPROACH PROCEDURES

a) CAUTION: Instrument Approach Procedures (IAP) for Oxford are established outside controlled airspace. See ENR 1.5.
b) Auto-coupled approaches are not permitted.
c) Pilots may experience glidepath fluctuations within 1.0 DME IOXF.

5 FREQUENCY MONITORING CODE (FMC)

a) During the hours of Oxford Radar operation, pilots operating in the vicinity of Oxford Airport within the area defined by the following points and maintaining a listening watch only on Oxford Radar frequency, 125.090 MHz, are encouraged to select SSR code 4517.

514352N 0010616W - 514149N 0005911W
thence anti-clockwise by the arc of a circle radius 15 NM centred on 515013N 0011912W to
513530N 0012344W
thence clockwise by the arc of a circle radius 30 NM centred on 511631N 0004639W to
514352N 0010616W.

b) Selection of 4517 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 controlled airspace at all times.
c) Whilst squawking 4517 pilots should be aware that Oxford 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 4517 shall be deselected.
e) Pilots operating in this area but within 5 NM of the edge of the Brize Norton CTR may choose to maintain a listening watch on Brize Radar (LARS) on channel, 124.280 and select SSR code 3727.

EGTK AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGTK AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGTK-2-1
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGTK-2-2
AIRCRAFT PARKING/DOCKING CHART - ICAO
AD 2.EGTK-2-3
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO
AD 2.EGTK-5-1
INSTRUMENT APPROACH CHART NDB(L) RWY 01 (CAT A,B,C) - ICAO
AD 2.EGTK-8-1
INSTRUMENT APPROACH CHART ILS/DME/NDB(L) RWY 19 (CAT A,B,C) - ICAO
AD 2.EGTK-8-2
INSTRUMENT APPROACH CHART LOC/DME/NDB(L) RWY 19 (CAT A,B,C) - ICAO
AD 2.EGTK-8-3
INSTRUMENT APPROACH CHART NDB(L) RWY 19 (CAT A,B,C) - ICAO
AD 2.EGTK-8-4

EGTK AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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 AKODA 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
AKODA1L	001	CA	-	-	-	122° (121.4°)	-0.7	-	-	+636	-	RNAV1
AKODA1L	002	CF	PKE02	552725.59N 0042637.65W	N	122° (121.4°)	-0.7	5.1	RIGHT	-	-220	RNAV1
AKODA1L	003	TF	GOSOB	552455.77N 0043106.83W	N	226° (225.6°)	-0.7	3.6	-	+3500	-220	RNAV1
AKODA1L	004	TF	PKS03	552331.88N 0043337.16W	N	226° (225.6°)	-0.7	2.0	RIGHT	+4000	-250	RNAV1
AKODA1L	005	TF	AKODA	552144.78N 0044942.12W	N	260° (259.1°)	-0.7	9.4	-	6000	-	RNAV1

CHANGE (13/25): AKODA 1L DESIGNATOR CORRECTED.
AERO INFO DATE 21 OCT 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 3S

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
TRN3S	001	IF	TRN	551848.28N 0044701.91W	N	-	-0.7	-	-	FL070	-210	RNAV1
TRN3S	002	TF	GOSOB	552455.77N 0043106.83W	N	057° (055.9°)	-0.7	11.0	LEFT	6000	-	RNAV1
TRN3S	003	TF	MIJAG	553649.01N 0041945.46W	N	029° (028.4°)	-0.7	13.6	-	4000	-	RNAV1

PRESTWICK RWY 20 SUMIN 3S

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
SUMIN3S	001	IF	SUMIN	551945.76N 0040318.17W	N	-	-0.7	-	-	FL070	-210	RNAV1
SUMIN3S	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 (13/25): TRN 3S, SUMIN 3S DESIGNATORS CORRECTED.
AERO INFO DATE 21 OCT 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

AERODROME CHART - ICAO

ARP 511249N 0000819W

AD ELEV 222FT

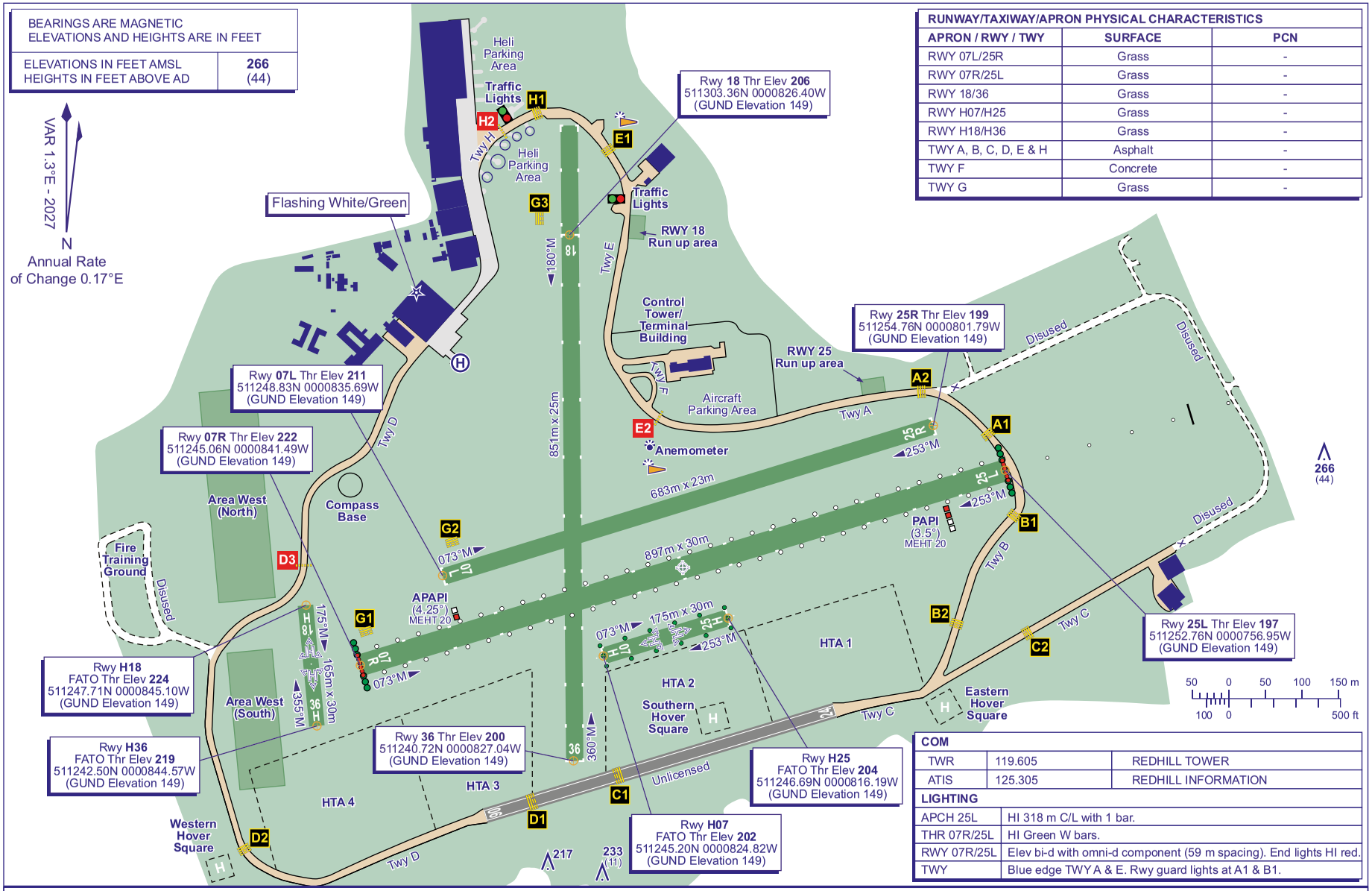
REDHILL
EGKR

AERO INFO DATE 26 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 (13/25): CENTRAL HOVER SQUARE REMOVED. APRON EDITORIAL.

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EGTO — ROCHESTER

EGTO AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGTO — ROCHESTER

EGTO AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 512107N Long: 0003010E
2	Direction and distance from city	1.5 NM S of Rochester.
3	Elevation / Reference temperature / Mean Low Temperature	420 FT / 20 °C / -
4	Geoid undulation at AD ELEV PSN	147 FT
5	Magnetic Variation / Annual Change	1.54°E (2027) / 0.17°E
6	AD Administration Address Telephone Telefax	ROCHESTER AIRPORT LTD Rochester Airport, Chatham, Kent, ME5 9SD. 01634-869969 (ATC/Manager/Admin) 01634-861682 (ATC) 01634-869968 (Manager/Admin)
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	

EGTO AD 2.3 OPERATIONAL HOURS

1	AD Administration	0830-1730 (0730-1630).
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	0830-1715 (0730-1615).
9	Handling	
10	Security	
11	De-icing	
12	Remarks	This aerodrome is PPR.

EGTO AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL, UL-91 W80, 100, W100, 15/50 multi-grade.
3	Fuelling facilities/capacity	
4	De-icing facilities	
5	Hangar space for visiting aircraft	
6	Repair facilities for visiting aircraft	Arion Aviation: Mon-Fri 0800-1700 (0700-1600), Tel: 01634-864753.
7	Remarks	

EGTO AD 2.5 PASSENGER FACILITIES

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EGTO AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

EGTO AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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EGTO 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 512102.44N 0003019.40E.

EGTO 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**
(EGTO1385) 20R/APPROACH 02L/ TAKE-OFF	TREE	512130.71N 0003029.14E	428 FT		No	
(EGTO1386) 20R/APPROACH 02L/ TAKE-OFF	TREE	512130.59N 0003028.34E	434 FT		No	
(EGTO1375) 20R/APPROACH 02L/ TAKE-OFF	TREE	512129.40N 0003032.51E	430 FT		No	
(EGTO1075) 20R/APPROACH 02L/ TAKE-OFF	TREE	512129.10N 0003025.87E	422 FT		No	
(EGTO1374) 20R/APPROACH 02L/ TAKE-OFF	TREE	512128.65N 0003032.37E	435 FT		No	
(EGTO1370) 20R/APPROACH 02L/ TAKE-OFF	TREE	512128.62N 0003034.42E	444 FT		No	
(EGTO1392) 20R/APPROACH 02L/ TAKE-OFF	TREE	512128.11N 0003025.23E	430 FT		No	
(EGTO1373) 20R/APPROACH 02L/ TAKE-OFF	TREE	512127.95N 0003032.41E	439 FT		No	
(EGTO1063) 20R/APPROACH 02L/ TAKE-OFF	TREE	512127.33N 0003034.04E	451 FT		No	
(EGTO1369) 20R/APPROACH 02L/ TAKE-OFF	TREE	512126.55N 0003032.04E	432 FT		No	
(EGTO1371) 20R/APPROACH 02L/ TAKE-OFF	TREE	512126.49N 0003031.62E	436 FT		No	
(EGTO1388) 20R/APPROACH 02L/ TAKE-OFF	TREE	512125.61N 0003024.35E	408 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**
(EGTO1368) 20R/APPROACH 02L/ TAKE-OFF	TREE	512125.30N 0003031.54E	433 FT		No	
(EGTO1119) 02L/APPROACH 20R/ TAKE-OFF	TREE	512055.97N 0003007.24E	450 FT		No	
(EGTO1268) 02L/APPROACH 20R/ TAKE-OFF	TREE	512055.79N 0003007.52E	441 FT		No	
(EGTO1120) 02L/APPROACH 20R/ TAKE-OFF	TREE	512054.78N 0003006.95E	443 FT		No	
(EGTO1121) 02L/APPROACH 20R/ TAKE-OFF	TREE	512054.01N 0003007.29E	444 FT		No	
(EGTO1272) 02L/APPROACH 20R/ TAKE-OFF	TREE	512053.70N 0003008.04E	440 FT		No	
(EGTO1271) 02L/APPROACH 20R/ TAKE-OFF	TREE	512053.67N 0003007.76E	442 FT		No	
(EGTO1273) 02L/APPROACH 20R/ TAKE-OFF	TREE	512053.02N 0003008.20E	444 FT		No	
(EGTO1124) 02L/APPROACH 20R/ TAKE-OFF	TREE	512052.68N 0003009.54E	449 FT		No	
(EGTO1274) 02L/APPROACH 20R/ TAKE-OFF	TREE	512052.51N 0003008.37E	455 FT		No	
(EGTO1123) 02L/APPROACH 20R/ TAKE-OFF	TREE	512052.28N 0003008.48E	454 FT		No	
(EGTO1126) 02L/APPROACH 20R/ TAKE-OFF	TREE	512052.25N 0003009.82E	453 FT		No	
(EGTO1275) 02L/APPROACH 20R/ TAKE-OFF	TREE	512052.08N 0003008.74E	453 FT		No	
(EGTO1125) 02L/APPROACH 20R/ TAKE-OFF	TREE	512052.06N 0003008.59E	457 FT		No	
(EGTO1127) 02L/APPROACH 20R/ TAKE-OFF	TREE	512051.70N 0003009.24E	459 FT		No	
(EGTO1573) 02L/APPROACH 20R/ TAKE-OFF	ATC ANTENNA	512051.65N 0003015.33E	462 FT		No	
(EGTO1280) 02L/APPROACH 20R/ TAKE-OFF	TREE	512051.52N 0003010.91E	452 FT		No	
(EGTO1007) 02L/APPROACH 20R/ TAKE-OFF	ANEMOMETER	512051.31N 0003014.00E	479 FT		No	
(EGTO1128) 02L/APPROACH 20R/ TAKE-OFF	TREE	512051.29N 0003010.25E	468 FT		No	
(EGTO1278) 02L/APPROACH 20R/ TAKE-OFF	TREE	512051.28N 0003009.43E	456 FT		No	
(EGTO1279) 02L/APPROACH 20R/ TAKE-OFF	TREE	512051.25N 0003009.90E	456 FT		No	
(EGTO1283) 02L/APPROACH 20R/ TAKE-OFF	TREE	512051.15N 0003010.57E	479 FT		No	
(EGTO1286) 02L/APPROACH 20R/ TAKE-OFF	TREE	512050.74N 0003011.40E	488 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**
(EGTO1077)	BUILDING	512129.64N 0003024.95E	424 FT		No	
(EGTO1398)	BUILDING AERIAL	512123.71N 0003017.31E	454 FT		No	
(EGTO1365)	TREE	512122.79N 0003031.23E	432 FT		No	
(EGTO1091)	STREETLIGHT	512120.82N 0003018.15E	426 FT		No	
(EGTO1364)	TREE	512119.91N 0003029.64E	440 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**
(EGTO1363)	MAST	512119.68N 0003031.02E	439 FT		No	
(EGTO1403)	STREETLIGHT	512118.83N 0003017.46E	429 FT		No	
(EGTO1061)	TREE	512118.63N 0003030.94E	444 FT		No	
(EGTO1047)	STREETLIGHT	512112.92N 0003024.92E	419 FT		No	
(EGTO1570)	ANEMOMETER	512102.62N 0003019.42E	441 FT		No	
(EGTO1116)	TREE	512058.30N 0003005.65E	445 FT		No	
(EGTO1117)	TREE	512057.47N 0003006.38E	450 FT		No	
(EGTO1179)	TREE	512025.74N 0002936.38E	588 FT		No	
(EGTO1238)	TREE	512025.65N 0003003.88E	572 FT		No	
(EGTO1235)	TREE	512016.43N 0002959.28E	614 FT		No	
(EGTO1240)	TREE	512006.88N 0003001.40E	641 FT		No	
(EGTO1435)	TREE	512005.69N 0002918.74E	600 FT		No	
(EGTO1471)	TREE	511936.61N 0003031.08E	681 FT		No	
(EGTO1411)	MAST	511934.15N 0003132.72E	777 FT		No	
(EGTO1417)	TREE	511930.25N 0003202.78E	686 FT		No	
(EGTO1469)	TREE	511928.46N 0003035.70E	695 FT		No	
(EGTO1410)	MAST	511927.27N 0003114.43E	806 FT		No	

EGTO AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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EGTO 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**
02L	021.32°	828 x 32 M	RWY surface: Grass	512057.56N 0003010.34E 147.4 FT	THR 417.5 FT	
20R	201.32°	828 x 32 M	RWY surface: Grass	512122.52N 0003025.88E 147.4 FT	THR 389.4 FT	
02R	021.15°	684 x 21 M	RWY surface: Grass	512056.61N 0003011.54E 147.4 FT	THR 418.8 FT	
20L	201.15°	684 x 21 M	RWY surface: Grass	512117.23N 0003024.38E 147.4 FT	THR 394.3 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
		- x 87 M				RWY 02L
		- x 87 M				RWY 20R
		- x 63 M				RWY 02R Used when advised by the FISO.
		- x 63 M				RWY 20L Used when advised by the FISO.

EGTO AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
02L	828 M	828 M	828 M	828 M	
20R	828 M	828 M	828 M	828 M	
02R	684 M	684 M	684 M	684 M	
20L	684 M	684 M	684 M	684 M	

EGTO 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
02L		Green Light intensity low	APAPI Left/4° 21 FT			Light intensity low	Red		
20R		Green Light intensity low	APAPI Left/3.5° 18 FT			Light intensity low	Red		

EGTO AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: 512052.65N 0003017.67E Rotating White.
2	LDI location and lighting Anemometer location and lighting	Anemometer: 512102.62N 0003019.42E, 512051.73N 0003015.19E.
3	TWY edge and centre line lighting	
4	Secondary power supply/switch-over time	
5	Remarks	

EGTO AD 2.16 HELICOPTER LANDING AREA

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EGTO 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
ROCHESTER ATZ A circle, 2 NM radius, centred at 512107N 0003010E	Upper limit: 2000 FT AGL Lower limit: SFC	G	ROCHESTER INFORMATION English	6000 FT		

EGTO 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	ROCHESTER INFORMATION	122.255 DOC 10 NM/2,400 FT			0830-1730 (0730-1630).	ATZ hours coincident with AFIS hours.

EGTO AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGTO AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Not available at night to aircraft requiring to use a licensed runway when relief Runway 02R/20L is in operation.
b) Aircraft using this aerodrome are required to have third party liability insurance in the sum of at least £1,000,000. Proof of this insurance should be available for inspection at any time whilst the aircraft is at Rochester aerodrome.
c) Use of the aerodrome is restricted to published hours unless prior permission has been obtained from the aerodrome authority.
d) Practice Engine Failure at take-off should not be attempted from Runway 02 due to the flight paths over built up areas.
e) Air training flights, intending to request circuit training, solo students and microlight aircraft are required to obtain prior permission by telephone.
f) Aerobatic manoeuvres are not permitted unless authorised by the duty manager.
g) Home based aircraft may be active outside the published hours. Non-home based aircraft should remain clear of the ATZ. Over flights may listen out on frequency and prefix position reports with ‘Rochester Traffic’.
h) No circuits are permitted outside of published hours.

2 GROUND MOVEMENT

a) Fixed wing aircraft are to taxi with caution on prepared and marked areas only.
b) Pilots must avoid the use of excessive power on the main apron due to poor surface conditions and pedestrian traffic in the vicinity.
c) No centre-line on main apron. Pilots are responsible for wing tip clearance.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) Runway 20R APAPI signals are visible to the east of the extended runway centre-line where normal obstacle clearance is not guaranteed. They should not be used until the aircraft is aligned with the runway extended centre-line.
b) Runway 02L APAPI signals are visible to the west of the extended runway centre-line where normal obstacle clearance is not guaranteed. They should not be used until the aircraft is aligned with the runway extended centre-line.
c) APAPI are used at night, inclement weather and when requested.
d) The proximity of large buildings and topography may cause turbulence and windsheer in some wind conditions.
e) Pilots are advised that the aerodrome is situated beneath the LTMR of 2500 FT QNH.

5 HELICOPTER OPERATIONS

a) Helicopters air taxiing should avoid low flight over the runway maker boards and parked aircraft due to high energy downwash from rotors.
b) Helicopters landing and taxiing in the northern manoeuvring areas are advised of the close proximity of the main car park and pedestrians.
c) Rescue and Police helicopter flights may take place outside of published hours day and night without notice.

6 USE OF RUNWAYS

Not applicable

7 TRAINING

a) Circuit training is not available to visitors at weekends, public holidays, and at other times that the aerodrome authority consider appropriate.

EGTO AD 2.21 NOISE ABATEMENT PROCEDURES

a) All aircraft inbound to or outbound from Rochester 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.
b) Aircraft should not join the circuit or final approach path below 1000 FT QFE.
c) Circuit patterns should be flown to the west avoiding the large built up area to the east.
d) Aircraft taking off should use the full length of the runway, applying take-off power prior to releasing the brakes whenever surface conditions permit.
e) Aircraft fitted with VP propellers must endeavour to reduce RPM consistent with manufacturers noise abatement advice.
f) Aircraft departing from Runway 02 to the east are expected to depart via the overhead unless requesting a right hand turn after passing 1500 FT QNH.
g) Unless making an approach on the PAPIs installed on Runway 02/20 aircraft should adjust their visual approach to maintain a 5° approach angle to the runway threshold.
h) Circuit direction is variable to avoid flying over built up areas: Runway 20R/L - RH; Runway 02L/R - LH.

EGTO AD 2.22 FLIGHT PROCEDURES

1 STANDARD DEPARTURE ROUTES - VIA ATS ROUTE NETWORK

a) Pilots who wish to join the ATS Route Network should flight plan as per the UK SRD.
b) Rochester ATSU will notify the pending departure to London Terminal Control (LTCC) and will co-ordinate the departure with LTCC or Southend.
c) Rochester ATSU will issue pilots with after departure instructions and pilots must remain outside of controlled airspace until a clearance to enter controlled airspace has been issued by LTCC or Southend Radar.
d) Pilots are to ensure they have received and acknowledged a joining clearance before entering controlled airspace.

2 INBOUND AIRCRAFT VIA ATS ROUTE NETWORK

In order to provide improved ATC handling of flights inbound to Rochester via the ATS Route network a system of standard routes has been established.

Approach from	Via	Route
North	N859	N859 – HON – LAM
West	Q63	Q63 – CPT – GWC – SFD – LYD – DET
Southwest	L620	L620 – GIBSO – SAM – GWC – SFD – LYD – DET
South	L980	L980 – KATHY – GWC – SFD – LYD – DET
	M189	M189 – NEVIL – LYD – DET
	L613	L613 – SOVAT – SANDY – DET
Southeast	L9	L9 – KONAN – DVR – DET
East	L980	L980 – LOGAN – JACKO – TANET – DET
	L179	L179 – LOGAN – JACKO – TANET – DET

3 VFR FLIGHT PROCEDURES

a) A standard overhead join is preferred but other joins may be requested.
b) Departing Runways 02 to the east via the overhead is preferred but a right turn after passing 1500 FT QFE can be requested.
c) Departing Runway 20 to the east, aircraft should depart overhead or climb ahead on runway heading until clear of the built up area to the east.
d) Circuit height is 1000 FT QFE, always flown to the west.

e) A standard circuit pattern should be flown within the ATZ which is geographically marked to the north and west by the River Medway, turning on to finals at 2 NM.

4 RADIO COMMUNICATION FAILURE PROCEDURES

a) In the event of complete radio communication failure in an aircraft, the pilot is to adopt the appropriate procedure described at ENR 1.1 paragraph 3.4 until:

i. Inbound Aircraft: Follow the routes detailed in paragraph 2 for inbound aircraft to leave CAS at LAM (4000 FT or below) or DET (3000 FT or below) as appropriate and proceed to Rochester.
ii. Outbound Aircraft: For the purposes of radio failure, the climb to flight planned level should be commenced after the last position shown in the Standard Departure Routes where an altitude or flight level is specified.

EGTO AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGTO AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGTO-2-1

EGTO AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

AERODROME CHART - ICAO

ARP 512107N 0003010E

AD ELEV 420FT

ROCHESTER
EGTO

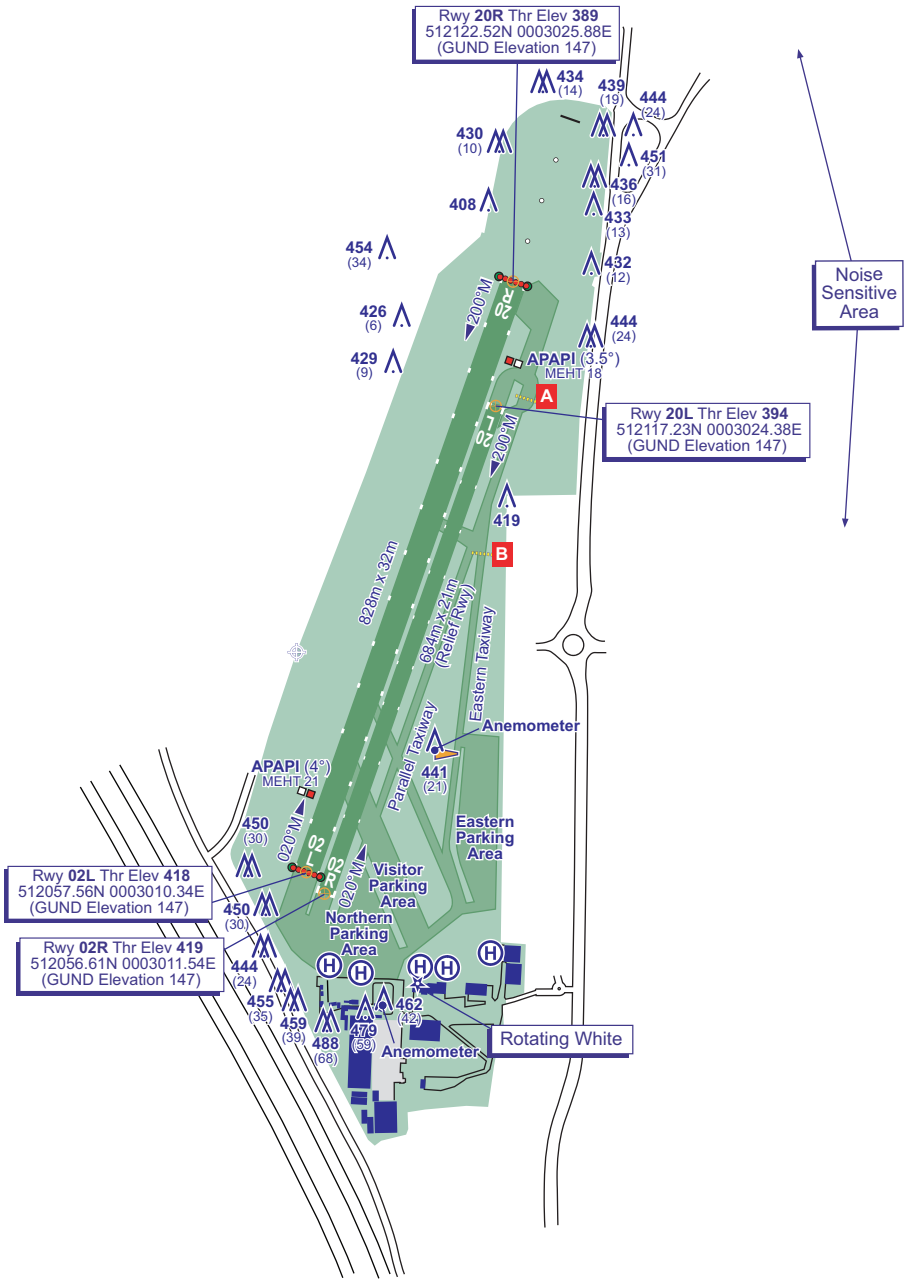
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET	
ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	488 (68)

VAR 1.5°E - 2027

N

Annual Rate of Change 0.17°E

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	PCN	ELEVATION
RWY 02L/20R	Grass	-	-
RWY 02R/20L	Grass	-	-
Main Apron	Asphalt	-	-
Main Taxiway	Grass	-	-



COM		
AFIS	122.255	ROCHESTER INFORMATION
LIGHTING		
THR 02L/20R RWY 02L/20R	LI green. LI. End lights red.	

CHANGE (13/25): HOLDS A & B ADDED.

AERO INFO DATE 29 SEP 25

AD 2-EGTO-2-1

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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	155 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

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: 533332.48N 0005130.09W (LGTD) - 533345.26N 0005119.68W (LGTD).

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	

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**
(EGCF6304) 05/APPROACH 23/ TAKE-OFF	UTILITY POLE	533319.29N 0005153.75W	45 FT		No	

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGCF6014)	LIGHT GANTRY	533355.11N 0005119.51W	78 FT		No	
(EGCF6007)	LIGHT GANTRY	533347.82N 0005144.03W	79 FT		No	
(EGCF6554)	TREE	533341.37N 0005055.23W	104 FT		No	
(EGCF6003)	LIGHT GANTRY	533336.58N 0005202.14W	81 FT		No	
(EGCF6562)	TREE	533332.40N 0005110.21W	101 FT		No	
(EGCF6564)	TREE	533331.80N 0005108.40W	102 FT		No	

EGCF AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

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EGCF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	**2**	**3**	**4**	**5**	**6**	**7**
05	044.47°	881 x 18 M	RWY surface: Asphalt	533324.67N 0005147.22W 155.3 FT	THR 9.9 FT	
23	224.47°	881 x 18 M	RWY surface: Asphalt	533340.64N 0005120.89W 155.2 FT	THR 9.1 FT	

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	**9**	**10**	**11**	**12**	**13**	**14**
						RWY 05
						RWY 23 Threshold displaced by 189 M.

EGCF AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	**2**	**3**	**4**	**5**	**6**
05	692 M	692 M	786 M	786 M	

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
23	799 M Valid: HJ	799 M Valid: HJ	799 M Valid: HJ	692 M Valid: H24	
23	692 M Valid: HN	692 M Valid: HN	692 M Valid: HN		

EGCF AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
23		Green wingbars	APAPI Left/4° 12 FT			Light intensity low	Red		

EGCF AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

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EGCF AD 2.16 HELICOPTER LANDING AREA

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EGCF AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
SANDTOFT ATZ A circle, 2 NM radius, centred at 533335N 0005130W on longest notified runway (05/ 23)	Upper limit: 2000 FT AGL Lower limit: SFC	D G	SANDTOFT RADIO English	5000 FT		

EGCF AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
OTHER	SANDTOFT RADIO	130.415 A/G frequency.			0900-1700 (0800-1700).	ATZ hours coincident with A/G hours.

EGCF AD 2.19 RADIO NAVIGATION AND LANDING AIDS

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EGCF AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Visiting pilots to wear high visibility clothing and follow procedure when crossing runway from Hold F to control.
b) Transponder equipped aircraft operating in the circuit to squawk the VFR aerodrome traffic pattern conspicuity code (7010).

2 GROUND MOVEMENT

Not applicable

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

Not applicable

5 HELICOPTER OPERATIONS

Not applicable

6 USE OF RUNWAYS

a) Runway 05 is not licensed for night use.

7 TRAINING

a) Aerodrome available for helicopter/gyrocopter training operations.
b) Non-based aircraft must apply for PPR for training purposes.

EGCF AD 2.21 NOISE ABATEMENT PROCEDURES

a) Pilots should avoid overflying the village of Belton, adjacent to the east.

EGCF AD 2.22 FLIGHT PROCEDURES

1 CIRCUITS

a) Local flying area northeast of aerodrome clear of built up areas.
b) Circuit directions: Join overhead at 1500 FT.

EGCF AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGCF AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGCF-2-1

EGCF AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

Not applicable

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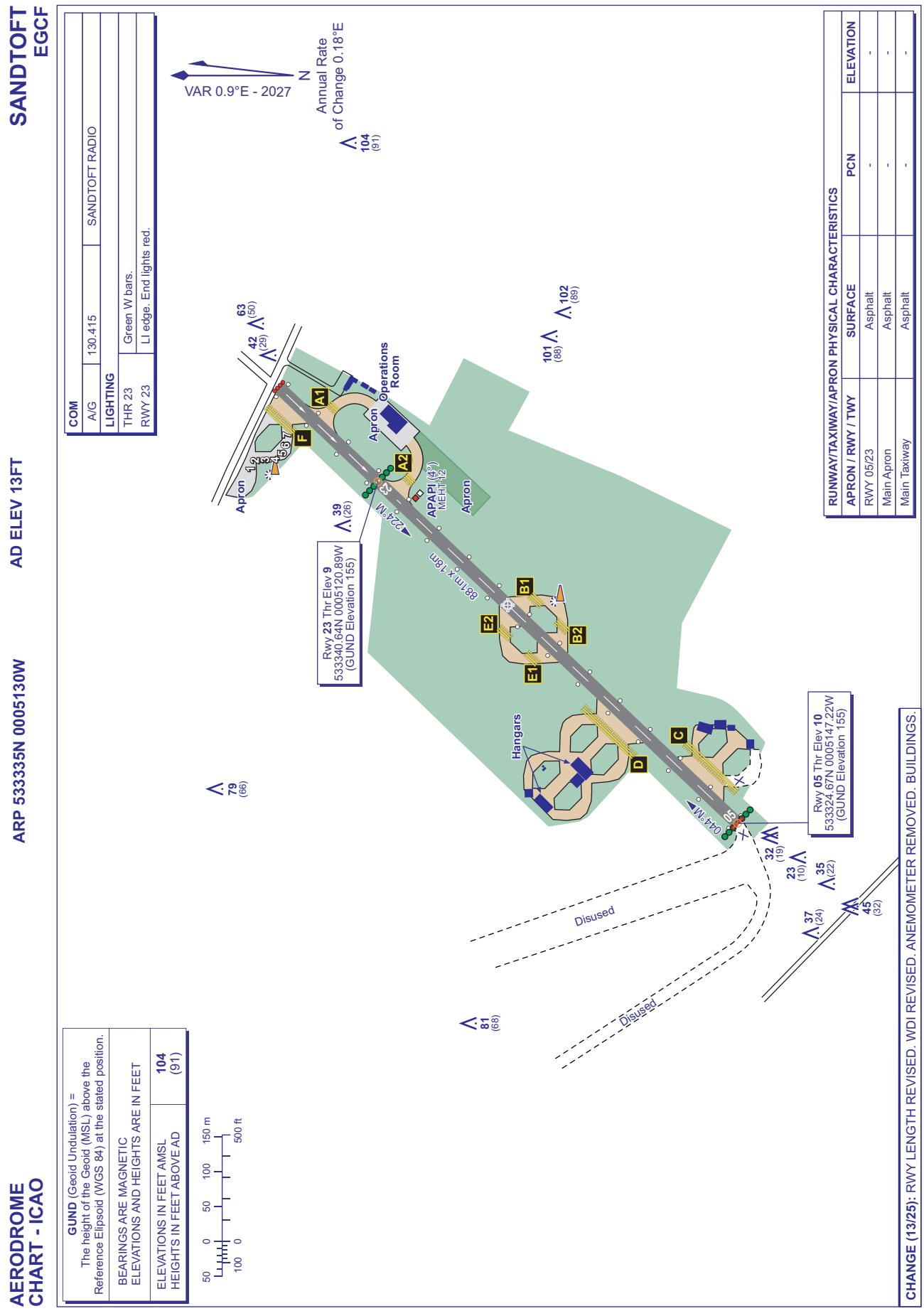

AERO INFO DATE 14 OCT 25

AD 2-EGCF-2-1

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EGKA — SHOREHAM

EGKA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGKA — SHOREHAM

EGKA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 505008N Long: 0001750W Mid-point of Runway 02/20.
2	Direction and distance from city	1 NM W of Shoreham-by-Sea.
3	Elevation / Reference temperature / Mean Low Temperature	7 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	148 FT
5	Magnetic Variation / Annual Change	1.32°E (2027) / 0.17°E
6	AD Administration Address Telephone E-mail address Web address	BRIGHTON CITY AIRPORT LTD. Shoreham Airport, Shoreham-by-Sea, West Sussex, BN43 5FF. 01273-467377 (ATS) reception@flybrighton.com airtraffic@flybrighton.com www.flybrighton.com
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGKA AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Fri 0800-2000 (0700-1900); Sat 0900-2000 (0800-1900); Sun 0900-1900 (0800-1800).
2	Customs and immigration	Available on request. Complete and submit GAR forms (available on web site) prior to departure. Do not send to ATC. Phone, Fax and e-mail details for submitting GAR forms available on web site. Immigration, 3 hours notice required. Special Branch 12 hours prior notice required.
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	Normally available 30 minutes after opening until 30 minutes prior to close.
9	Handling	Available by arrangement.
10	Security	At night and on request.
11	De-icing	As AD hours.
12	Remarks	All visiting aircraft PPR. IFR training (visitors and based) PPR. Micro-lights and all gliders PPR. Visiting student pilots on qualifying cross-country flights strictly PPR. Flights (visitors and based) during notified periods of A/G strictly PPR. Movements outside notified operational hours are prohibited except by pre-arranged extension.

EGKA AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVTUR JET A-1, AVTUR JET FSII F34, AVGAS 100LL 100, 80, W80, W100, 15/50.
3	Fuelling facilities/capacity	AVTUR JET A1 50,000 LT, AVTUR JET FSII F34 18,000 LT, AVGAS 50,000 LT.
4	De-icing facilities	Through maintenance organisations.
5	Hangar space for visiting aircraft	Limited.
6	Repair facilities for visiting aircraft	By local maintenance organisations on the aerodrome.
7	Remarks	Oxygen and related servicing: Through maintenance organisation. To arrange refuelling at specific times, contact 01273-467395. Handling: Contact handling@flybrighton.com

EGKA AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in vicinity.
2	Restaurants	Restaurant and bar.
3	Transportation	Taxis. Nearest railway station: Shoreham-by-Sea 2 NM.
4	Medical facilities	Limited first aid.
5	Bank and Post Office	
6	Tourist Office	
7	Remarks	

EGKA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A2 RFF Category 3 accepted under remission.
2	Rescue equipment	
3	Capability for removal of disabled aircraft	MTWA 5080 KG. Contact 01273-467395.
4	Remarks	

EGKA AD 2.7 SEASONAL AVAILABILITY - CLEARING

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EGKA 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	Taxiway A: 11 M Surface: Asphalt Taxiway B: 7.5 M Surface: Asphalt Taxiway F: 10 M Surface: Grass Taxiway J: 10 M Surface: Grass Taxiway K: 7.5 M Surface: Asphalt Taxiway L: 10 M Surface: Grass
3	Altimeter checkpoint location and elevation	Apron 6 FT
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGKA 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): 02/20: Displaced threshold markings and designators on Runway 02/20. Centre marking Runway 02/20. 02G/20G: Threshold markings, designators, and white edge markings. 06/24: Displaced threshold markings and designators on Runways 06 and 24.

AERODROME CHART - ICAO

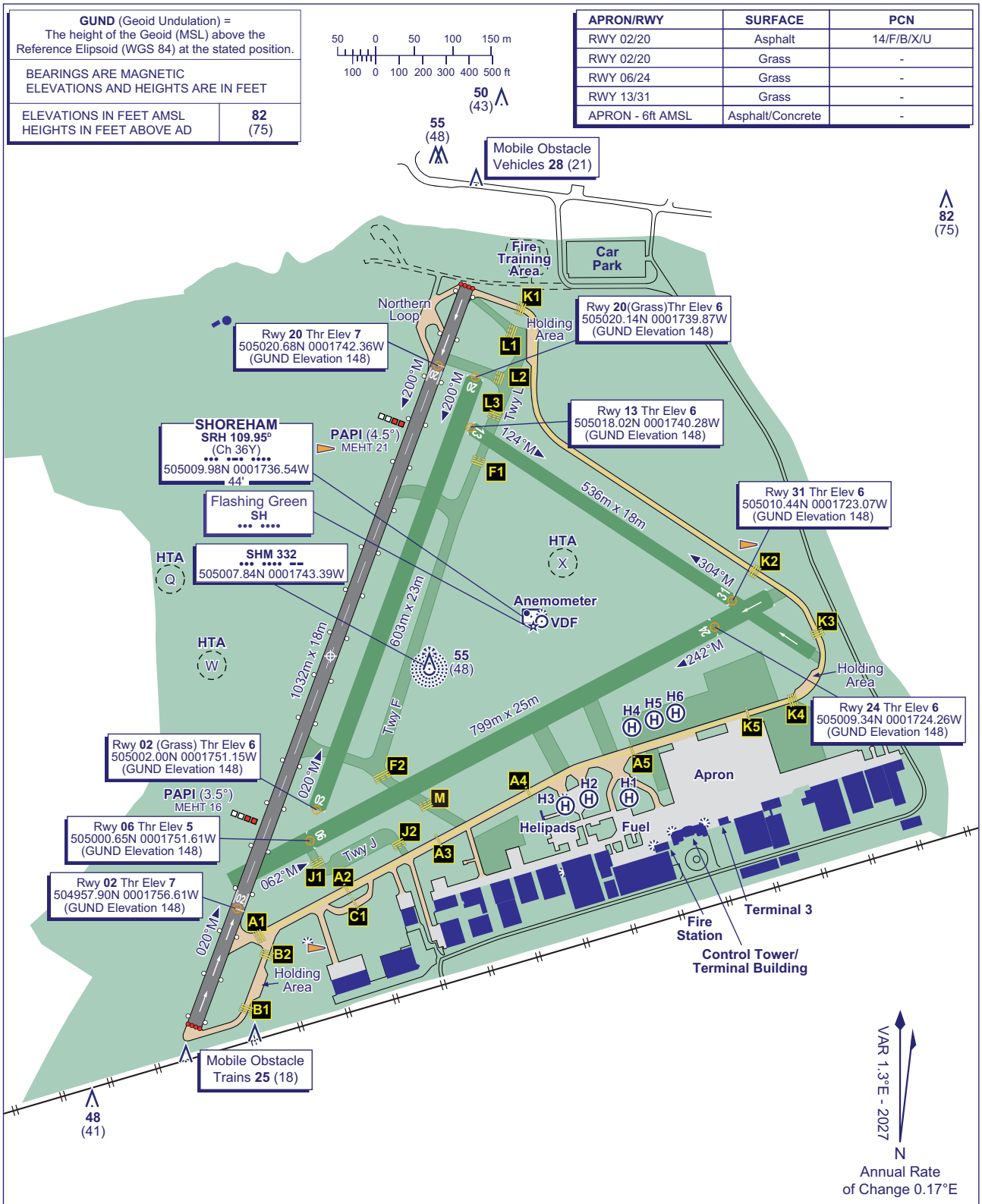
ARP 505008N 0001750W

AD ELEV 7FT

SHOREHAM
EGKA

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	82 (75)

APRON/RWY	SURFACE	PCN
RWY 02/20	Asphalt	14/F/B/X/U
RWY 02/20	Grass	-
RWY 06/24	Grass	-
RWY 13/31	Grass	-
APRON - 6ft AMSL	Asphalt/Concrete	-



COM		
ATIS	130.980	SHOREHAM INFO
TWR	123.155, 125.405	SHOREHAM TOWER
LIGHTING		
THR 02/20	Green.	
RWY 02/20	LI omni-d. End lights red.	
TWY	Blue edge. RWY guard lights at A1, B1 & K1.	

CHANGE (13/25): MAG INFO REVISED. RWY HEADINGS. EDITORIAL.

AERO INFO DATE 30 SEP 25

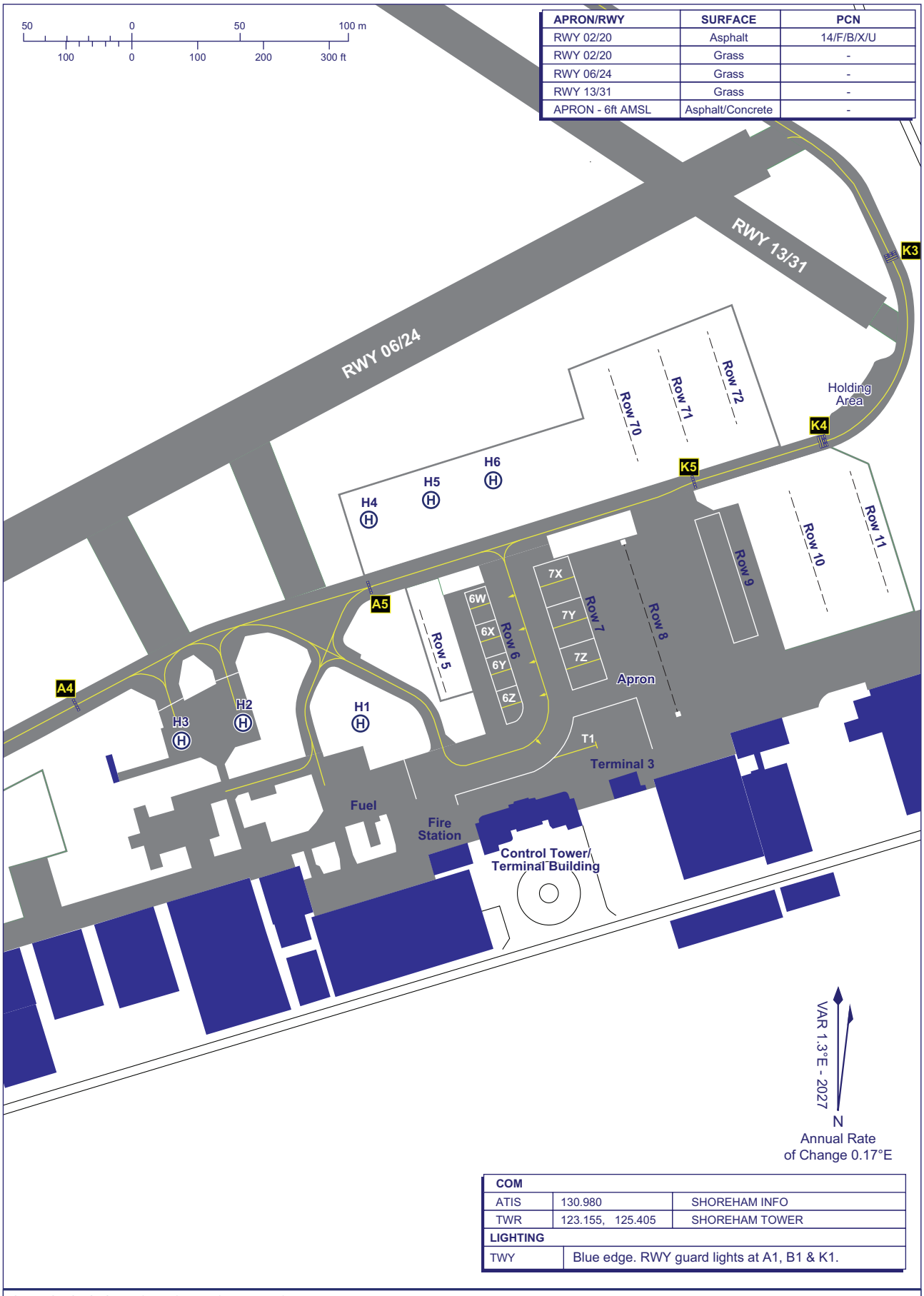
AD 2-EGKA-2-1

AIRCRAFT PARKING/DOCKING CHART - ICAO

ARP 505008N 0001750W

AD ELEV 7FT

SHOREHAM
EGKA



APRON/RWY	SURFACE	PCN
RWY 02/20	Asphalt	14/F/B/X/U
RWY 02/20	Grass	-
RWY 06/24	Grass	-
RWY 13/31	Grass	-
APRON - 6ft AMSL	Asphalt/Concrete	-

COM		
ATIS	130.980	SHOREHAM INFO
TWR	123.155, 125.405	SHOREHAM TOWER
LIGHTING		
TWY	Blue edge. RWY guard lights at A1, B1 & K1.	

CHANGE (13/25): MAG INFO REVISED. EDITORIAL.

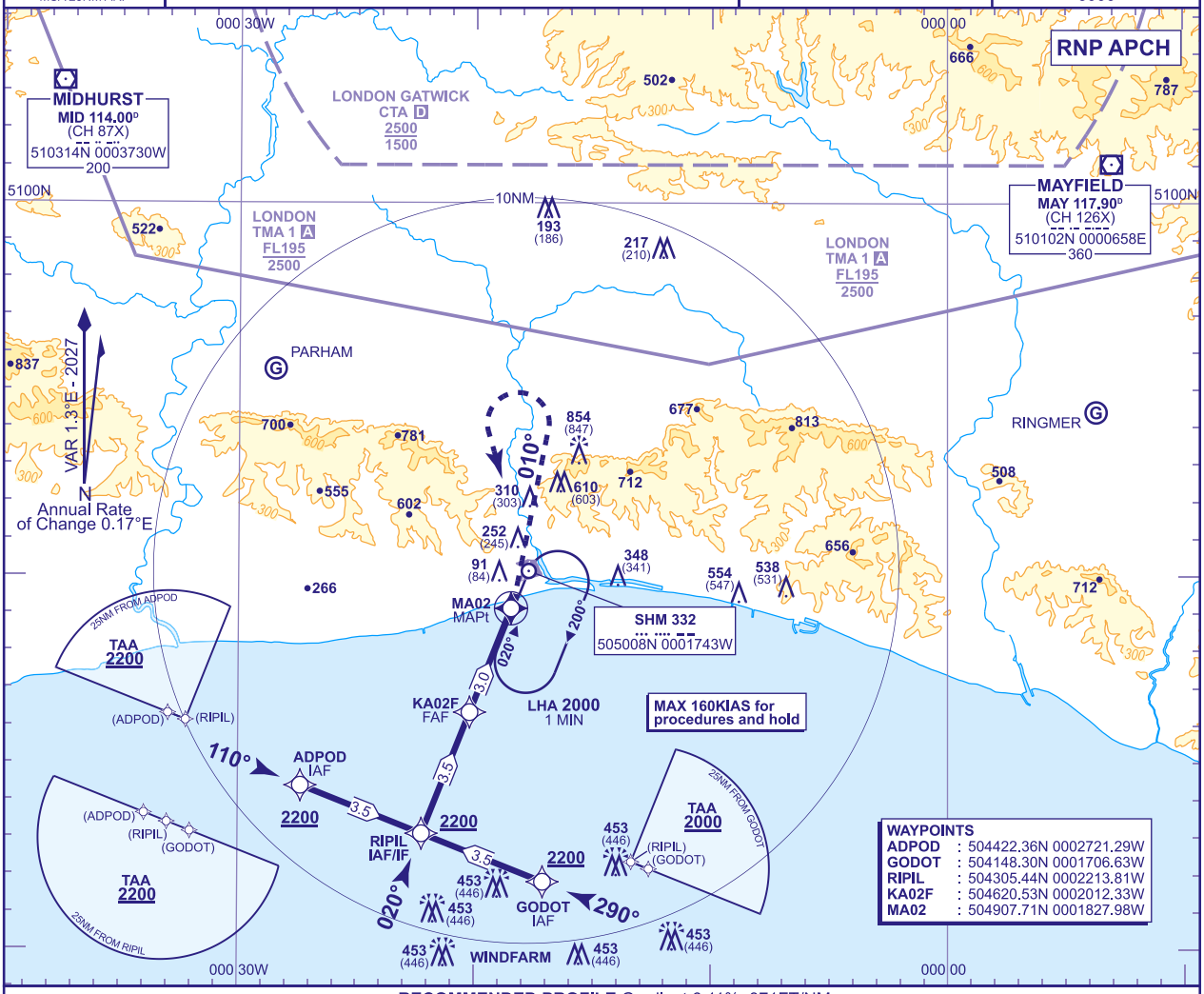
AERO INFO DATE 30 SEP 25

AD 2-EGKA-2-2

INSTRUMENT APPROACH CHART - ICAO

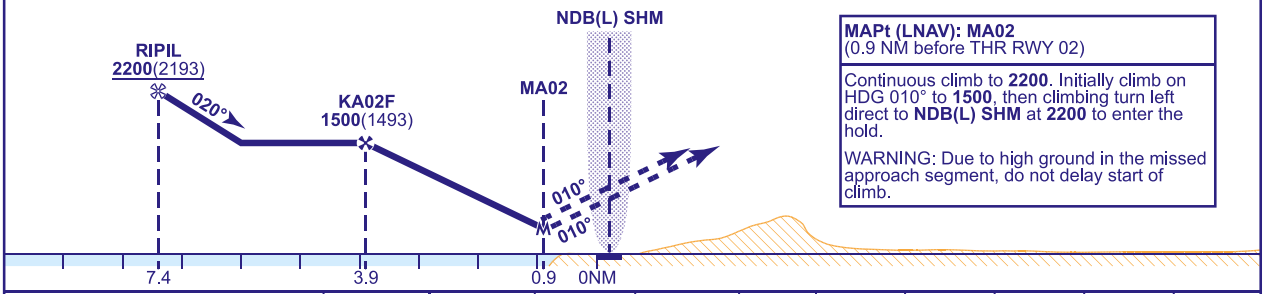
SHOREHAM
RNP
RWY 02
(ACFT CAT A,B)

2200 MSA 25NM ARP	APP 123.155	SHOREHAM APPROACH	AD ELEVATION 7
	A/G 123.155	SHOREHAM RADIO	THR ELEVATION 7
	TWR 123.155, 125.405	SHOREHAM TOWER	OBSTACLE ELEVATION 854 AMSL (847) (ABOVE THR)
	ATIS 130.980	SHOREHAM INFORMATION	BEARINGS ARE MAGNETIC
			TRANSITION ALTITUDE 6000



RECOMMENDED PROFILE Gradient 6.11%, 371FT/NM

NM to MA02	3	2	1
ALT(HGT)	**1500**(1493)	**1130**(1123)	**760**(753)



MAPt (LNAV): MA02
(0.9 NM before THR RWY 02)

Continuous climb to **2200**. Initially climb on HDG 010° to **1500**, then climbing turn left direct to **NDB(L) SHM** at **2200** to enter the hold.

WARNING: Due to high ground in the missed approach segment, do not delay start of climb.

Aircraft Category			A	B
OCA (OCH)	LNAV	2.5% Climb Grad	**480**(473)	**480**(473)
		5.5% Climb Grad	**430**(423)	**430**(423)
VM(C)OCA (OCH AAL)	Total Area		**720**(713)	**960**(953)
	South of RWY 06/24		**630**(623)	**730**(723)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	990	870	740	620	490

NOTE 1 Final approach descent gradient 6.11% matched to PAPI angle 3.5°.
2 Missed approach procedure uses **conventional navigation aids** and is not available without **NDB(L) SHM**.
3 Pilots are advised that this instrument approach procedure is established outside controlled airspace.

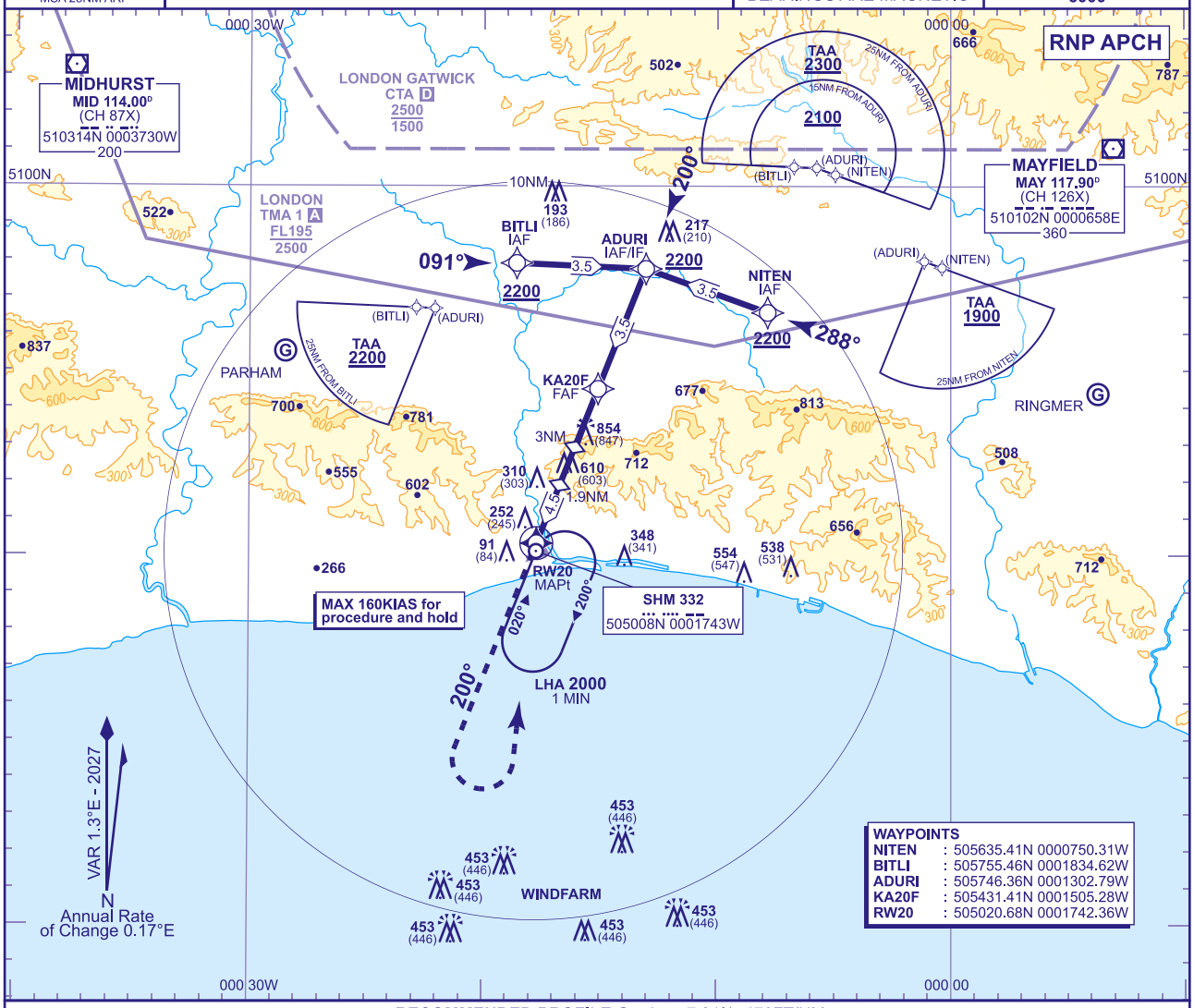
CHANGE (13/25): MAG INFO REVISED. MAG HEADINGS.

AERO INFO DATE 07 OCT 25
AD 2 EGKA-8-1

INSTRUMENT APPROACH CHART - ICAO

SHOREHAM
RNP
RWY 20
(ACFT CAT A,B)

2200 MSA 25NM ARP	APP 123.155	SHOREHAM APPROACH	AD ELEVATION 7	
	A/G 123.155	SHOREHAM RADIO	THR ELEVATION 7	
	TWR 123.155, 125.405	SHOREHAM TOWER	OBSTACLE ELEVATION 854 AMSL (847) (ABOVE THR)	
	ATIS 130.980	SHOREHAM INFORMATION	BEARINGS ARE MAGNETIC	TRANSITION ALTITUDE 6000

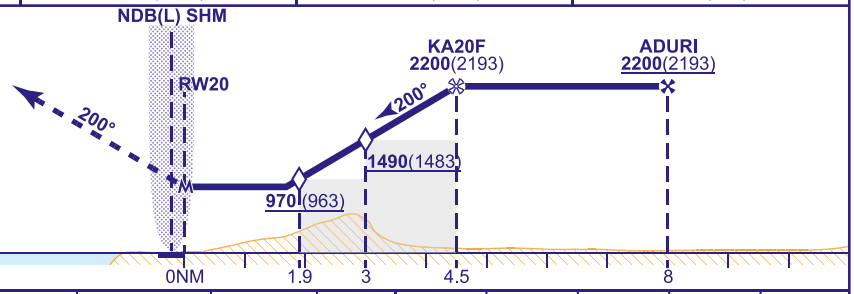


RECOMMENDED PROFILE Gradient 7.84%, 476FT/NM

NM to RW20	4	3 (SDF)	2	1.9 (SDF)
ALT(HGT)	1970(1963)	1490(1483)	1010(1003)	970(963)

MAPt (LNAV): RW20

Continuous climb to **2200**. Initially climb straight ahead to **1500**, then climbing turn left direct to **NDB(L) SHM** at **2200** to enter the hold.



Aircraft Category		A	B
OCA (OCH)	LNAV	760(753)	760(753)
VM(C)OCA (OCH AAL)	Total Area	760(753)	960(953)
	South of RWY 06/24	760(753)	760(753)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	1280	1120	960	800	640

NOTE
1 Steep Final Approach Descent Gradient 4.48° (7.84%), matched to PAPI angle of 4.5°
2 Missed approach procedures uses **conventional navigation aids** and is not available without **NDB(L) SHM**.
3 Direct entry to BITLI and NITEN, aircraft to remain clear of Gatwick CTA.
4 Direct entry to ADURI (IAF/IF) from the north, only available to aircraft in receipt of a CTR/CTA transit from Gatwick ATC.
5 Pilots are advised that this instrument approach procedure is established outside of controlled airspace.

CHANGE (13/25): MAG VAR REVISED. MAG HEADINGS.

AERO INFO DATE 07 OCT 25

AD 2-EGKA-8-2

Instrument Approach Procedure Coding Tables

SHOREHAM RNP RWY 02 - Instrument Approach Procedure via ADPOD

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
R02L	001	IF	ADPOD	N	-	-	2200	-160	504422.36N 0002721.29W	IAF
R02L	002	TF	RIPIL	N	110° (111.5°)	LEFT	2200	-160	504305.44N 0002213.81W	IF / 6.5NM
R02L	003	TF	KA02F	N	020° (021.5°)	-	1500	-	504620.53N 0002012.33W	FAF / 3NM
R02L	004	TF	MA02	Y	020° (021.6°)	-	-	-	504907.71N 0001827.98W	MAPt
R02L	005	CA	-	N	010° (011.1°)	-	1500	-	-	At 1500 revert to conventional navigation

SHOREHAM RNP RWY 02 - Instrument Approach Procedure via GODOT

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
R02R	001	IF	GODOT	N	-	-	2200	-160	504148.30N 0001706.63W	IAF
R02R	002	TF	RIPIL	N	290° (291.6°)	RIGHT	2200	-160	504305.44N 0002213.81W	IF / 6.5NM
R02R	003	TF	KA02F	N	020° (021.5°)	-	1500	-	504620.53N 0002012.33W	FAF / 3NM
R02R	004	TF	MA02	Y	020° (021.6°)	-	-	-	504907.71N 0001827.98W	MAPt
R02R	005	CA	-	N	010° (011.1°)	-	1500	-	-	At 1500 revert to conventional navigation

SHOREHAM RNP RWY 02 - Instrument Approach Procedure via RIPIL

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
R02C	001	IF	RIPIL	N	-	-	2200	-160	504305.44N 0002213.81W	IAF / IF / 6.5NM
R02C	002	TF	KA02F	N	020° (021.5°)	-	1500	-	504620.53N 0002012.33W	FAF / 3NM
R02C	003	TF	MA02	Y	020° (021.6°)	-	-	-	504907.71N 0001827.98W	MAPt
R02C	004	CA	-	N	010° (011.1°)	-	1500	-	-	At 1500 revert to conventional navigation

CHANGE (13/25): MAG VAR REVISED. MAG HEADINGS.
AERO INFO DATE 07 OCT 25

Instrument Approach Procedure Coding Tables

SHOREHAM RNP RWY 20 - Instrument Approach Procedure via NITEN

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	NITEN	N	-	-	2200	-160	505635.41N 0000750.31W	IAF
R20L	002	TF	ADURI	N	288° (289.8°)	LEFT	2200	-160	505746.36N 0001302.79W	IF / 8NM
R20L	003	TF	KA20F	N	200° (201.7°)	-	2200	-	505431.41N 0001505.28W	FAF / 4.5NM
R20L	004	TF	RW20	Y	200° (201.6°)	-	-	-	505020.68N 0001742.36W	MAPt
R20L	005	CA	-	N	200° (201.6°)	-	1500	-	-	At 1500 revert to conventional navigation

SHOREHAM RNP RWY 20 - Instrument Approach Procedure via BITLI

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	BITLI	N	-	-	2200	-160	505755.46N 0001834.62W	IAF
R20R	002	TF	ADURI	N	091° (092.5°)	RIGHT	2200	-160	505746.36N 0001302.79W	IF / 8NM
R20R	003	TF	KA20F	N	200° (201.7°)	-	2200	-	505431.41N 0001505.28W	FAF / 4.5NM
R20R	004	TF	RW20	Y	200° (201.6°)	-	-	-	505020.68N 0001742.36W	MAPt
R20R	005	CA	-	N	200° (201.6°)	-	1500	-	-	At 1500 revert to conventional navigation

SHOREHAM RNP RWY 20 - Instrument Approach Procedure via ADURI

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	ADURI	N	-	-	2200	-160	505746.36N 0001302.79W	IAF / IF / 8NM
R20C	002	TF	KA20F	N	200° (201.7°)	-	2200	-	505431.41N 0001505.28W	FAF / 4.5NM
R20C	003	TF	RW20	Y	200° (201.6°)	-	-	-	505020.68N 0001742.36W	MAPt
R20C	004	CA	-	N	200° (201.6°)	-	1500	-	-	At 1500 revert to conventional navigation

CHANGE (13/25): MAG VAR REVISED. MAG HEADINGS.
AERO INFO DATE 07 OCT 25

EGMC — SOUTHEND

EGMC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGMC — SOUTHEND

EGMC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 513413N Long: 0004136E Mid point of Runway 05/23.
2	Direction and distance from city	1.5 NM N of Southend-on-Sea.
3	Elevation / Reference temperature / Mean Low Temperature	55 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	148 FT
5	Magnetic Variation / Annual Change	0.79°E (2022) / 0.19°E
6	AD Administration Address Telephone Telefax SITA E-mail address	LONDON SOUTHEND AIRPORT CO LTD London Southend Airport, Southend-on-Sea, Essex SS2 6YF. 01702-538500 (Switchboard) 01702-538420 (ATC) 01702-538401 (AFS) 01702-538600 (London Southend Jet Centre) 01702-538578 (Operations/Commercial aviation handling) 01702-538501 (Administration) SENSHCR lsaairtraffic@londonsouthendairport.com (ATC) lsaenquiries@londonsouthendairport.com (Administration) ops@londonsjc.com (London Southend Jet Centre) LSA.Fire@londonsouthendairport.com (AFS) LSAOperations@londonsouthendairport.com (Operations/Commercial aviation handling)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	All payments to be made via AEROPS within 24 hours unless on account or being handled by London Southend Jet Centre.

EGMC AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24.
2	Customs and immigration	H24
3	Health and sanitation	
4	AIS Briefing Office	Briefing services available for aircraft receiving handling from London Southend Jet Centre.
5	ATS Reporting Office (ARO)	Briefing services available for aircraft receiving handling from London Southend Jet Centre. Self-briefing/Pilot brief and limited telephone consultation available from Meteorological Observers in ATC.
6	MET Briefing Office	Briefing services available for aircraft receiving handling from London Southend Jet Centre.
7	ATS	H24. See also AD 2.18.
8	Fuelling	H24
9	Handling	Airline handling 0400-2359 (0300-2300), FBO handling H24.
10	Security	H24
11	De-icing	By arrangement. Contact: 07443-258705. LSA.de-icing@londonsouthendairport.com.
12	Remarks	Use of the airport between 2200-0630 (2100-0530), is subject to prior permission from ATC. This aerodrome is strictly PPR.

EGMC AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Yes. Details through Southend Handling.
2	Fuel and oil types	AVTUR JET A1 91/91, AVGAS 100LL 91/90
3	Fuelling facilities/capacity	Jet A1 bowser 80,000 LT + 300,000 LT storage capacity. Avgas bowser 10,000 LT + 14,500 LT storage capacity.
4	De-icing facilities	Available by arrangement through Southend Operations.
5	Hangar space for visiting aircraft	Contact London Southend Jet Centre for hangar space/parking.
6	Repair facilities for visiting aircraft	Repair stations for a variety of fixed wing aircraft, contact Southend operations.
7	Remarks	Maintenance / Oxygen & Nitrogen servicing / Pre/Post flight inspection support. Email: MX@DunhillAviation.com Office: 01702-844902 Mobile: 07456-837458 and by arrangement with resident operators. Handling mandatory for all non-based civil aircraft with a MTWA of over 2.5 tonnes. London Southend Jet Centre H24 operating hours. Night time slot restrictions are in place for operations between 2300-0630 (2200-0530). London Southend Jet Centre: Tel: 01702-538600; E-mail: ops@londonsjc.com.

EGMC AD 2.5 PASSENGER FACILITIES

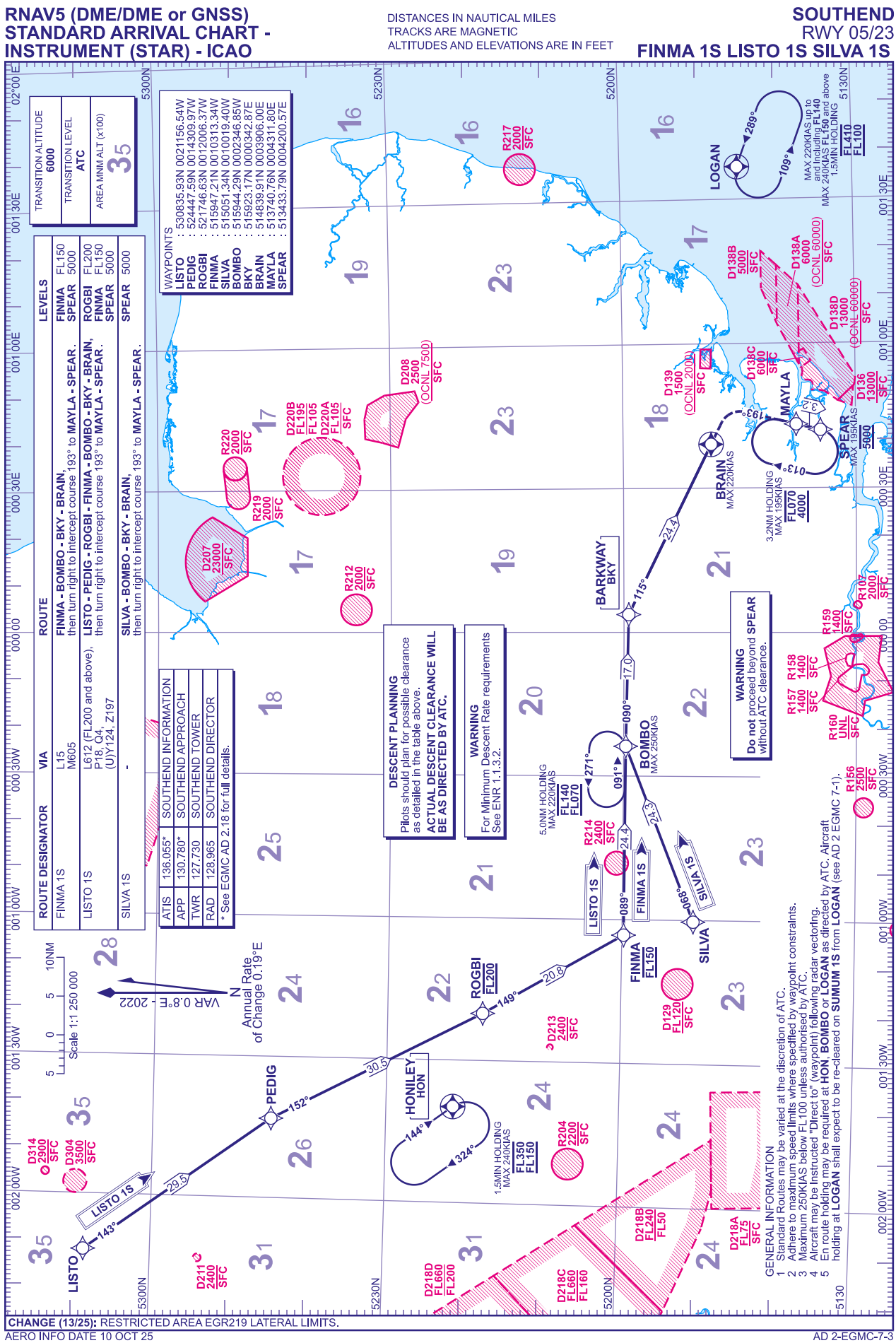
1	Hotels	Hotel on Airport, 2 Hotels adjacent to Airport.
2	Restaurants	In hotel and fast food outlet adjacent to airport entrance.
3	Transportation	Trains, buses, taxis and car hire. Railway station (Southend Airport) adjacent to terminal.
4	Medical facilities	Limited first aid treatment.
5	Bank and Post Office	Post Office 1 mile.
6	Tourist Office	Limited information available.
7	Remarks	Business lounge and conference facilities available. Contact lsaenquiries@londonsouthendairport.com.

EGMC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A7
2	Rescue equipment	Standard equipment for up to Category 7.
3	Capability for removal of disabled aircraft	Arranged through IATA pool for those with agreements in place, or through based firm that may support recovery: JRB engineering (Tel: 01702-545430).
4	Remarks	

EGMC 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 runway contamination information from ATC Tel: 01702-538420. Estimated braking action assessments and pilot reports may be passed.


RNAV5 (DME/DME or GNSS)
STANDARD ARRIVAL CHART - INSTRUMENT (STAR) - ICAO
DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET
SOUTHEND
RWY 05/23
FINMA 1S LISTO 1S SILVA 1S
TRANSITION ALTITUDE 6000
TRANSITION LEVEL ATC
AREA MNM ALT (x100) 35
ROUTE DESIGNATOR | VIA | ROUTE | LEVELS
FINMA 1S | L15 M605 | FINMA - BOMBO - BKY - BRAIN, then turn right to intercept course 193° to MAYLA - SPEAR. | FINMA FL150 SPEAR 5000
LISTO 1S | L612 (FL200 and above), P18, Q4, (U)Y124, Z197 | LISTO - PEDIG - ROGBI - FINMA - BOMBO - BKY - BRAIN, then turn right to intercept course 193° to MAYLA - SPEAR. | ROGBI FL200 FINMA FL150 SPEAR 5000
SILVA 1S | - | SILVA - BOMBO - BKY - BRAIN, then turn right to intercept course 193° to MAYLA - SPEAR. | SPEAR 5000
WAYPOINTS
LISTO : 530835.93N 0021156.54W
PEDIG : 524447.59N 0014309.97W
ROGBI : 521746.63N 0012006.37W
FINMA : 515947.21N 0010313.34W
SILVA : 515051.34N 0010019.40W
BOMBO : 515944.29N 0002346.85W
BKY : 515923.17N 0000342.87E
BRAIN : 514839.91N 0003906.00E
MAYLA : 513740.76N 0004311.80E
SPEAR : 513433.79N 0004200.57E
ATIS 136.055* SOUTHEND INFORMATION
APP 130.780* SOUTHEND APPROACH
TWR 127.730 SOUTHEND TOWER
RAD 128.965 SOUTHEND DIRECTOR
* See EGMC AD 2.18 for full details.
DESCENT PLANNING
Pilots should plan for possible clearance as detailed in the table above.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.
WARNING
For Minimum Descent Rate requirements See ENR 1.1.3.2.
WARNING
Do not proceed beyond SPEAR without ATC clearance.
LISTO
PEDIG
HONILEY HON
ROGBI FL200
FINMA FL150
SILVA
BOMBO MAX 250KIAS
BARKWAY BKY
BRAIN MAX 220KIAS
MAYLA
SPEAR MAX 195KIAS
LOGAN
1.5MIN HOLDING FL350 FL150 MAX 240KIAS
5.0NM HOLDING MAX 220KIAS FL140 FL070
3.2NM HOLDING MAX 195KIAS FL070 4000
MAX 220KIAS up to and including FL140 MAX 240KIAS FL150 and above 1.5MIN HOLDING FL410 FL100
VAR 0.8°E - 2022
Annual Rate of Change 0.19°E
Scale 1:1 250 000
GENERAL INFORMATION
1 Standard Routes may be varied at the discretion of ATC.
2 Adhere to maximum speed limits where specified by waypoint constraints.
3 Maximum 250KIAS below FL100 unless authorised by ATC.
4 Aircraft may be instructed "Direct to" (waypoint) following radar vectoring.
5 En route holding may be required at HON, BOMBO or LOGAN as directed by ATC. Aircraft holding at LOGAN shall expect to be re-cleared on SUMUM 1S from LOGAN (see AD 2 EGMC 7-1).
CHANGE (13/25): RESTRICTED AREA EGR219 LATERAL LIMITS.
AERO INFO DATE 10 OCT 25
AD 2-EGMC-7-3

Standard Instrument Arrival Coding Tables

SOUTHEND Runway 05/23 SUMUM 1S

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
SUMUM1S	001	IF	SUMUM	513814.25N 0020627.77E	N	-	-	-	-	-	-	RNAV5
SUMUM1S	002	TF	LOGAN	514451.32N 0013642.58E	N	289° (289.9°)	0.8	19.7	LEFT	-	-250	RNAV5
SUMUM1S	003	TF	JACKO	514408.65N 0012536.00E	N	264° (264.3°)	0.8	6.9	-	-	-250	RNAV5
SUMUM1S	004	TF	GEGMU	514253.48N 0010633.89E	N	263° (264.0°)	0.8	11.9	-	6000	-195	RNAV5

SOUTHEND Runway 05/23 XAMAN 1S

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
XAMAN1S	001	IF	XAMAN	514704.77N 0021326.94E	N	-	-	-	-	-	-	RNAV5
XAMAN1S	002	TF	LOGAN	514451.32N 0013642.58E	N	264° (264.6°)	0.8	22.9	-	-	-250	RNAV5
XAMAN1S	003	TF	JACKO	514408.65N 0012536.00E	N	264° (264.3°)	0.8	6.9	-	-	-250	RNAV5
XAMAN1S	004	TF	GEGMU	514253.48N 0010633.89E	N	263° (264.0°)	0.8	11.9	-	6000	-195	RNAV5

SOUTHEND Runway 05/23 SOVAT 1S

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
SOVAT1S	001	IF	SOVAT	504645.67N 0012800.00E	N	-	-	-	-	FL120	-	RNAV5
SOVAT1S	002	TF	ERKEX	505240.62N 0011936.96E	N	317° (318.1°)	0.8	8.0	RIGHT	-	-	RNAV5
SOVAT1S	003	TF	OKVAP	505748.96N 0011955.98E	N	001° (002.2°)	0.8	5.1	RIGHT	FL090	-250	RNAV5
SOVAT1S	004	TF	ATSAP	512715.96N 0013016.98E	N	012° (012.4°)	0.8	30.2	LEFT	FL070	-220	RNAV5
SOVAT1S	005	TF	ADVAS	514053.03N 0012633.13E	N	350° (350.3°)	0.8	13.8	LEFT	-	-220	RNAV5
SOVAT1S	006	TF	GEGMU	514253.48N 0010633.89E	N	279° (279.3°)	0.8	12.6	-	6000	-195	RNAV5

SOUTHEND Runway 05/23 KATHY 1S

Designator	Sequence Number	Path Term-inator	Waypoint Name	Co-ordinates	Fly-over	Course/ Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
KATHY1S	001	TF	KATHY	503113.59N 0012000.23W	N	-	-	-	-	-	-	RNAV5
KATHY1S	002	TF	BIDVA	504338.76N 0005839.48W	N	047° (047.4°)	0.8	18.4	RIGHT	FL130	-	RNAV5
KATHY1S	003	TF	EVEXU	504115.78N 0003440.86W	N	098° (098.7°)	0.8	15.4	LEFT	-	-	RNAV5
KATHY1S	004	TF	SOXUX	503546.32N 0005545.48E	N	094° (094.9°)	0.8	57.8	LEFT	-	-	RNAV5
KATHY1S	005	TF	OKVAP	505748.96N 0011955.98E	N	034° (034.7°)	0.8	26.9	LEFT	FL090	-250	RNAV5
KATHY1S	006	TF	ATSAP	512715.96N 0013016.98E	N	012° (012.4°)	0.8	30.2	LEFT	FL070	-220	RNAV5
KATHY1S	007	TF	ADVAS	514053.03N 0012633.13E	N	350° (350.3°)	0.8	13.8	LEFT	-	-220	RNAV5
KATHY1S	008	TF	GEGMU	514253.48N 0010633.89E	N	279° (279.3°)	0.8	12.6	-	6000	-195	RNAV5

CHANGE (5/25): NEW SPECIFICATION.
AERO INFO DATE 04 MAR 25

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	0.24°E (2027) / 0.18°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 512417N 0032609W

AD ELEV 164FT

St. ATHAN
EGSY

AERO INFO DATE 30 SEP 25

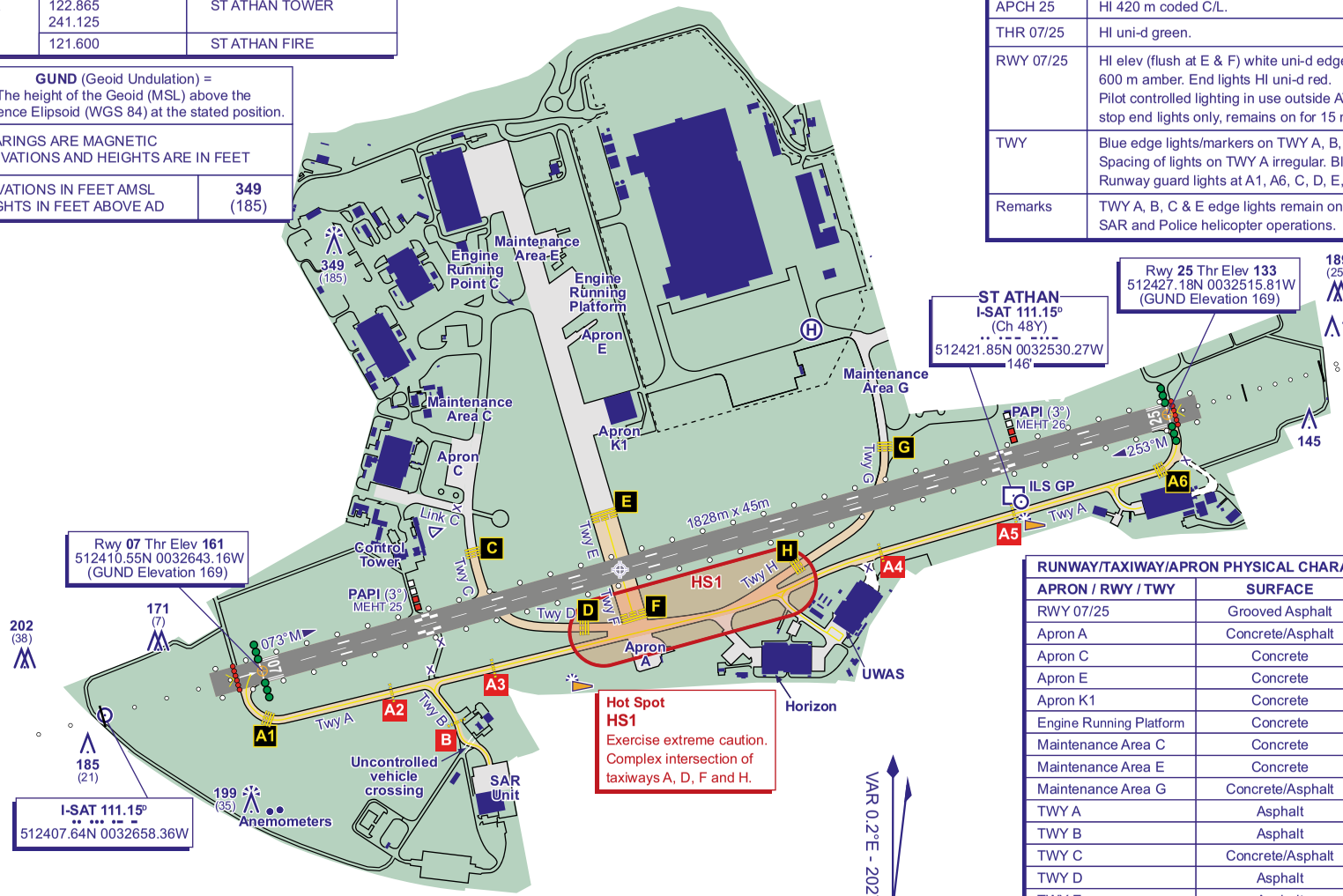
COM		
ATIS	130.560	ST ATHAN INFORMATION
TWR	122.865 241.125	ST ATHAN TOWER
	121.600	ST ATHAN FIRE

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	349 (185)

LIGHTING	
APCH 07 APCH 25	HI 430 m coded C/L. HI 420 m coded C/L.
THR 07/25	HI uni-d green.
RWY 07/25	HI elev (flush at E & F) white uni-d edge with LI omni-d component. 600 m amber. End lights HI uni-d red. Pilot controlled lighting in use outside ATC op hrs. Activates edge and stop end lights only, remains on for 15 min (for SAR & Police only).
TWY	Blue edge lights/markers on TWY A, B, C & E. Spacing of lights on TWY A irregular. Blue Edge lights on Apron K1 & C. Runway guard lights at A1, A6, C, D, E, F, G & H.
Remarks	TWY A, B, C & E edge lights remain on outside ATC Ops hours for SAR and Police helicopter operations.



RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON / RWY / TWY	**SURFACE**	**PCN**
RWY 07/25	Grooved Asphalt	40/F/C/W/T
Apron A	Concrete/Asphalt	25/F/A/X/T
Apron C	Concrete	30/R/C/W/T
Apron E	Concrete	35/R/C/W/T
Apron K1	Concrete	45/R/B/W/T
Engine Running Platform	Concrete	35/R/C/W/T
Maintenance Area C	Concrete	35/R/B/W/T
Maintenance Area E	Concrete	35/R/C/W/T
Maintenance Area G	Concrete/Asphalt	20/F/B/Y/T
TWY A	Asphalt	25/F/A/X/T
TWY B	Asphalt	20/F/B/X/T
TWY C	Concrete/Asphalt	25/R/B/W/T
TWY D	Asphalt	22/F/C/Y/T
TWY E	Asphalt	35/F/C/X/T
TWY F	Asphalt	25/F/A/X/T
TWY G	Concrete/Asphalt	20/F/B/Y/T
TWY H	Asphalt	28/F/C/Y/T

CHANGE (13/25): MAG INFO REVISED. RWY HEADINGS. EDITORIAL.

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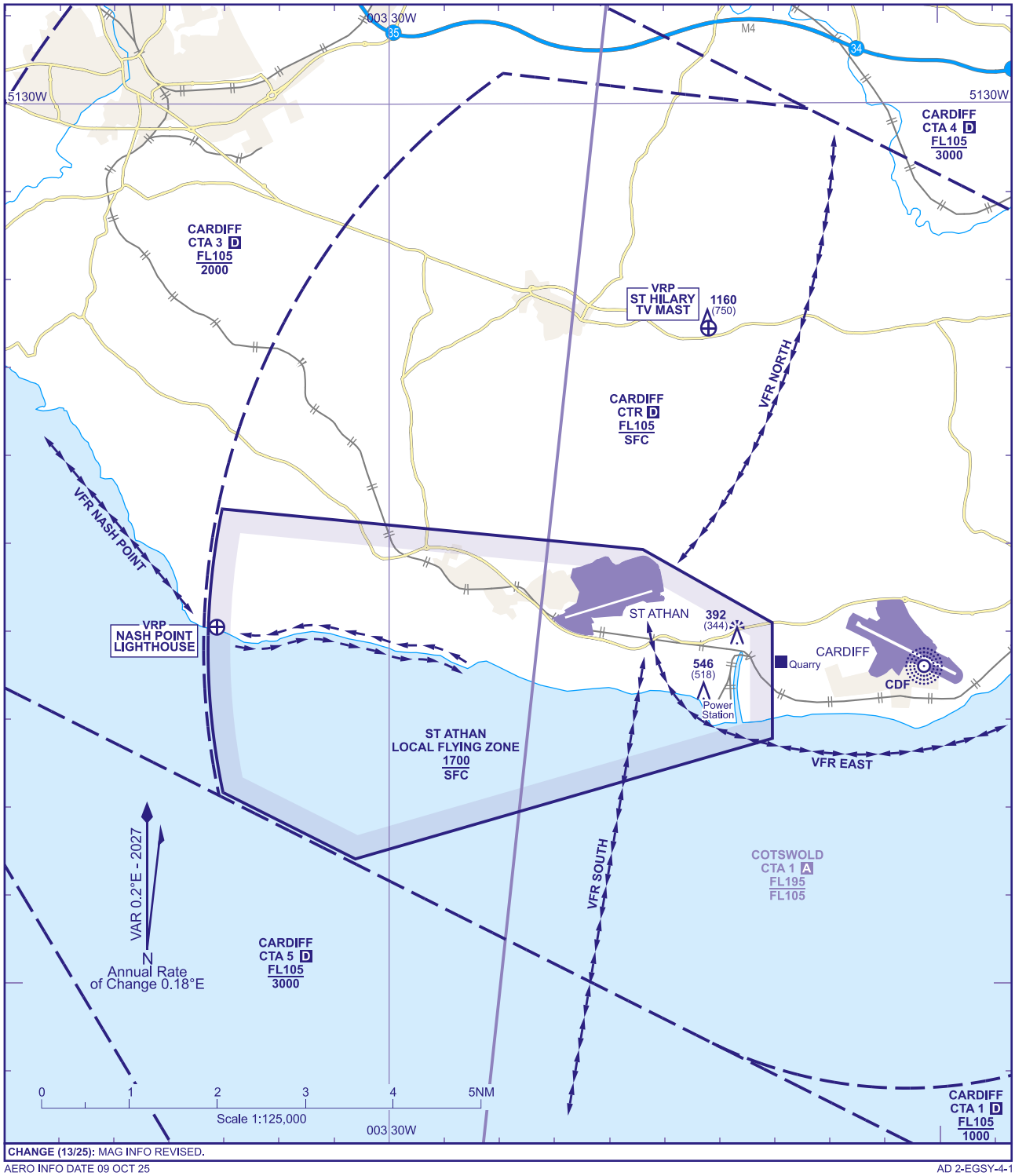
LOCAL FLYING ZONE AND ENTRY EXIT PROCEDURES — ST ATHAN



CHANGE (13/25): MAG INFO REVISED.

AERO INFO DATE 09 OCT 25

AD 2-EGSY-4-1

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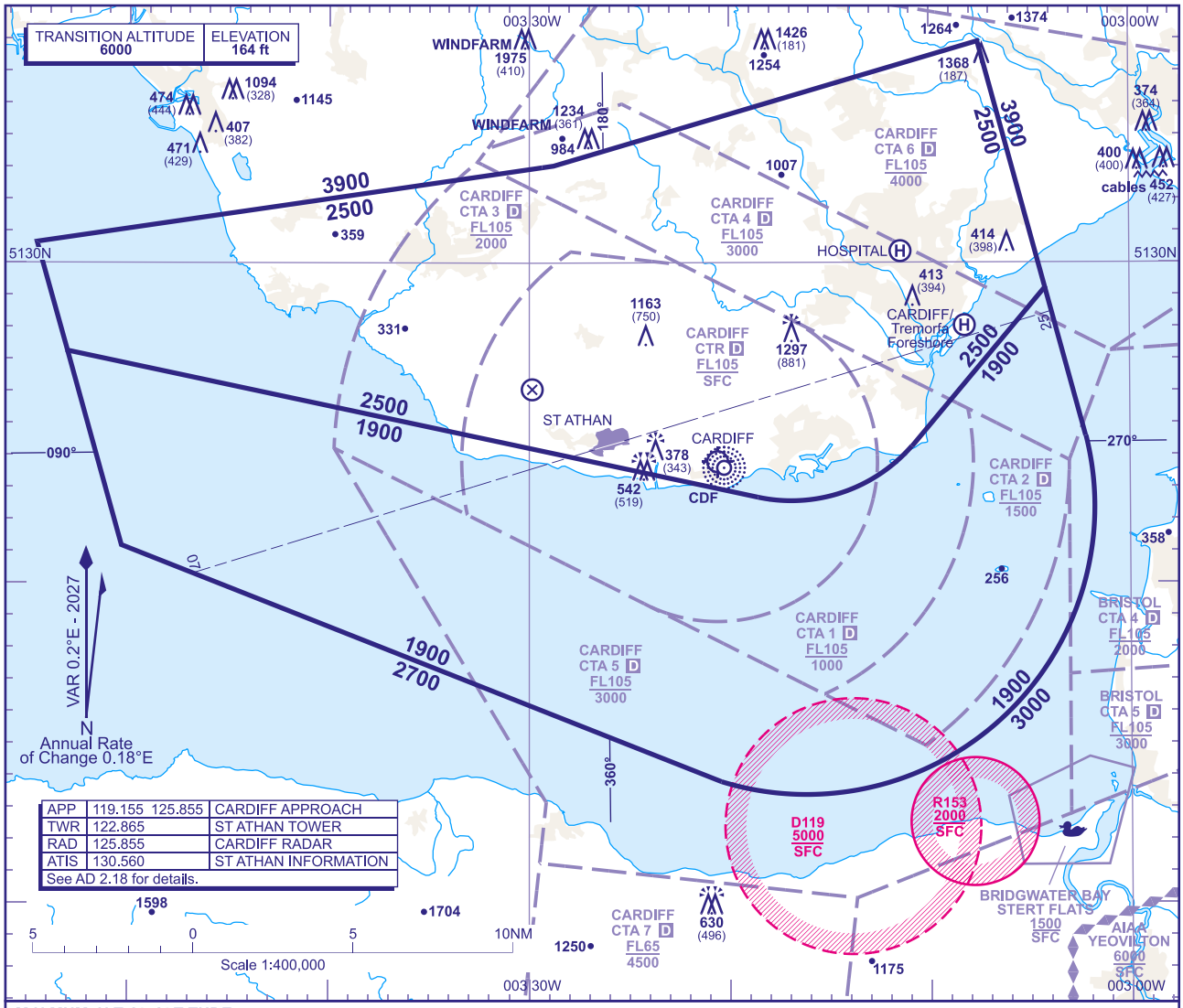
ATC SURVEILLANCE MINIMUM ALTITUDE CHART - ICAO

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



MINIMUM INITIAL ALTITUDE

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

a) **2500** in the sector defined by the lateral limits; 513039N 0035438W - 513302N 0032847W - 513655N 0030733W - 512913N 0030413W - 512416N 0031053W thence clockwise by an arc of a circle radius 5NM centred on 512734N 0031654W to 512241N 0031835W - 512715N 0035305W - 513039N 0035438W.

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

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

OUTSIDE THE DESIGNATED ATC SURVEILLANCE MINIMUM ALTITUDE AREA

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

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, continue on last assigned heading until reaching **5000** then turn to enter the hold at **NDB(L) CDF**†.

Intermediate and Final Approach

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

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

GENERAL INFORMATION

1. Radar vectoring for initial approach to St Athan is provided by CARDIFF APPROACH.
2. Levels shown are based on QNH.
3. Only significant obstacles and dominant spot heights are shown.
4. The minimum levels shown within the ATC Surveillance Minimum Altitude Area are in conformance with the Standard European Rules of the Air - SERA.5015.
5. Minimum Sector Altitudes are based on obstacles and spot heights within 25NM of the Aerodrome Reference Point.
6. Controlled airspace with a base in excess of **5000** or FL55, as appropriate, is not shown.
7. **Thls chart should only be used for the cross-checklng of assigned altltudes whllst ln recelpt of an ATC Surveillance servlce.**
8. Detailed description of FIR, UIR, CTA and TMA see ENR 2.1.
9. Detailed description of ATS airspace organized at Cardiff Airport see EGFF AD 2.17.

CHANGE (13/25): MAG INFO REVISED.

AERO INFO DATE 09 OCT 25

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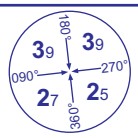
INSTRUMENT APPROACH CHART - ICAO

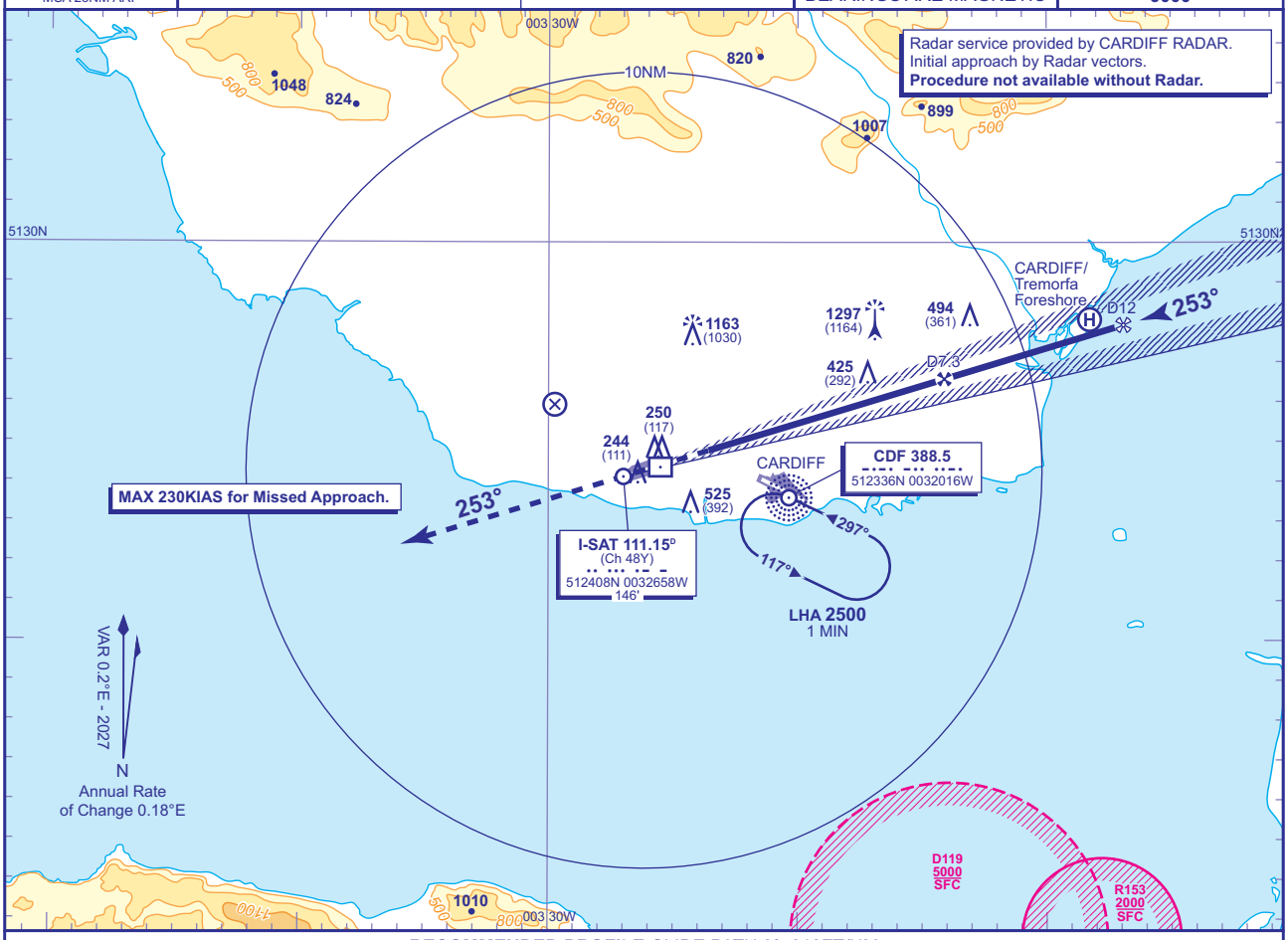
ST ATHAN ILS/DME RWY 25
(ACFT CAT A,B,C,D)



MSA 25NM ARP

APP 119.155, 125.855	CARDIFF APPROACH	AD ELEVATION	164
RAD 125.855	CARDIFF RADAR	THR ELEVATION	133
TWR 122.865	ST ATHAN TOWER	OBSTACLE ELEVATION	
ATIS 130.560	ST ATHAN INFORMATION	1297 AMSL (1164) (ABOVE THR)	
		BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000**



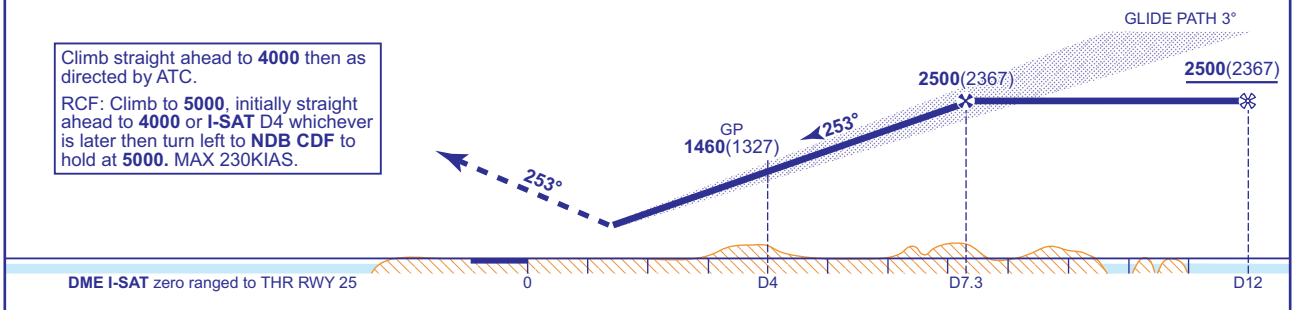
RECOMMENDED PROFILE GLIDE PATH 3°, 318FT/NM

DME I-SAT	7	6	5	4	3	2
ALT(HGT)	**2410**(2277)	**2090**(1957)	**1780**(1647)	**1460**(1327)	**1140**(1007)	**820**(687)

RDH 50

Climb straight ahead to **4000** then as directed by ATC.

RCF: Climb to **5000**, initially straight ahead to **4000** or **I-SAT** D4 whichever is later then turn left to **NDB CDF** to hold at **5000.** MAX 230KIAS.



Aircraft Category		A	B	C	D
OCA (OCH)	Procedure	**633**(500)	**633**(500)	**633**(500)	**633**(500)
VM(C)OCA (OCH AAL)	Total Area	**830**(666)	**830**(666)	**1560**(1396)	**1560**(1396)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	640	530	420

CHANGE (13/25): MAG VAR UPDATED. MAG HEADINGS.

AERO INFO DATE 10 OCT 25

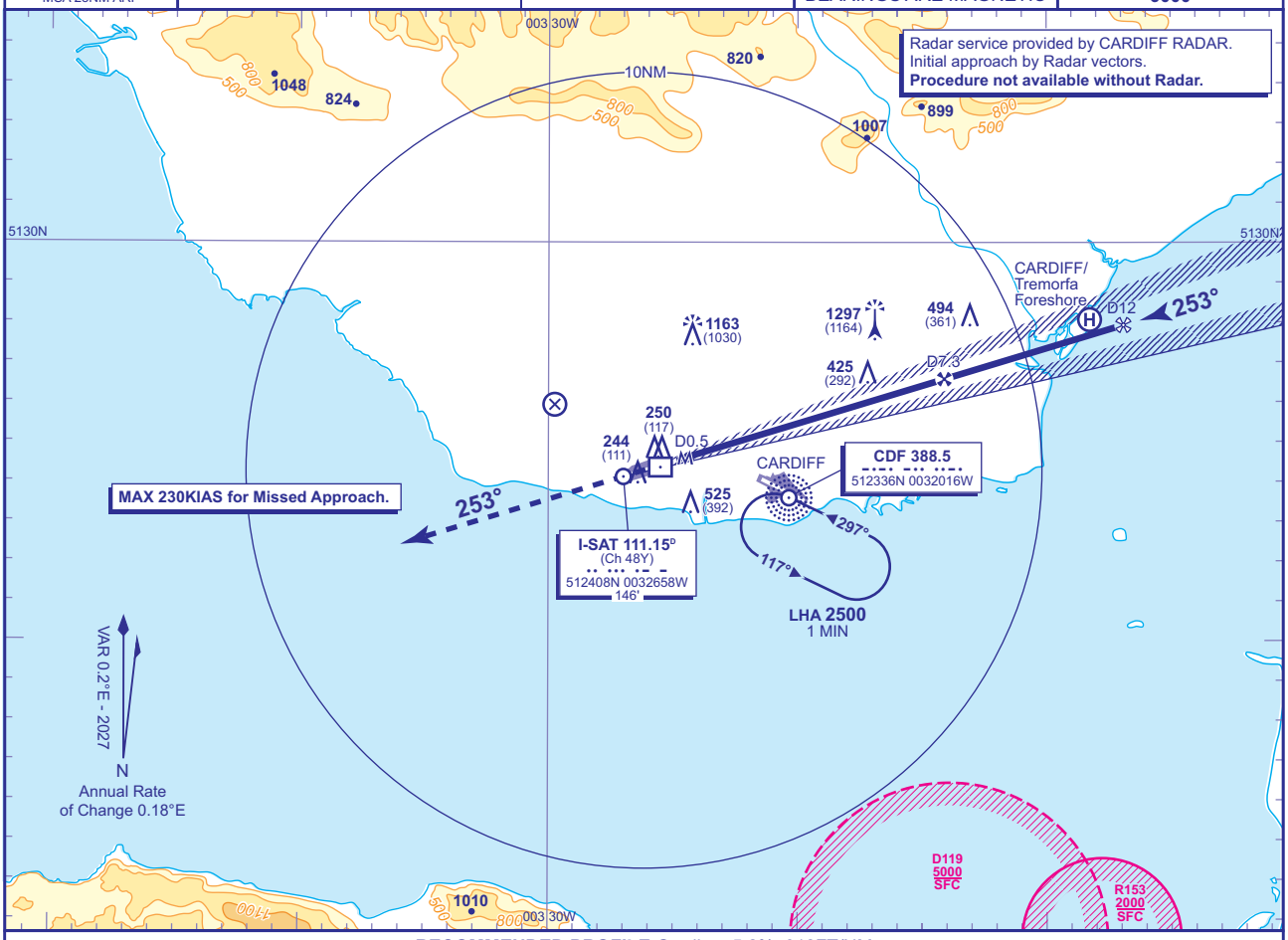
INSTRUMENT APPROACH CHART - ICAO

ST ATHAN LOC/DME RWY 25
(ACFT CAT A,B,C,D)

MSA 25NM ARP

APP 119.155, 125.855	CARDIFF APPROACH	AD ELEVATION	**164**
RAD 125.855	CARDIFF RADAR	THR ELEVATION	**133**
TWR 122.865	ST ATHAN TOWER	OBSTACLE ELEVATION **1297 AMSL** (1164) (ABOVE THR)	
ATIS 130.560	ST ATHAN INFORMATION		
		BEARINGS ARE MAGNETIC	

TRANSITION ALTITUDE **6000**



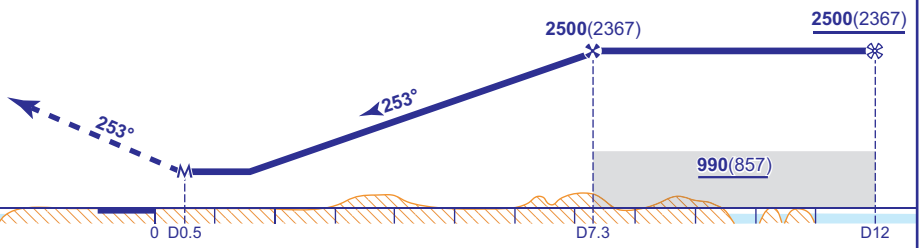
RECOMMENDED PROFILE Gradient 5.2%, 318FT/NM

DME I-SAT	7	6	5	4	3	2
ALT(HGT)	**2410**(2277)	**2090**(1957)	**1780**(1647)	**1460**(1327)	**1140**(1007)	**820**(687)

MAPt I-SAT DME 0.5

Climb straight ahead to **4000** then as directed by ATC.

RCF: Climb to **5000**, initially straight ahead to **4000** or **I-SAT** D4 whichever is later then turn left to **NDB CDF** to hold at **5000.** MAX 230KIAS.



Aircraft Category		**A**	**B**	**C**	**D**
OCA (OCH)	**Procedure**	**680**(547)	**680**(547)	**680**(547)	**680**(547)
VM(C)OCA (OCH AAL)	**Total Area**	**830**(666)	**830**(666)	**1560**(1396)	**1560**(1396)

Rate of descent	**G/S KT**	160	140	120	100	80
	FT/MIN	850	740	640	530	420

CHANGE (13/25): MAG VAR UPDATED. MAG HEADINGS.

AERO INFO DATE 10 OCT 25

AD 2-EGSY-8-2

EGFH — SWANSEA

EGFH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGFH — SWANSEA

EGFH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 513618N Long: 0040405W Midpoint of Runway 04/22.
2	Direction and distance from city	5 NM WSW of Swansea.
3	Elevation / Reference temperature / Mean Low Temperature	298 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	174 FT
5	Magnetic Variation / Annual Change	0° (2027) / 0.18°E
6	AD Administration Address Telephone	SWANSEA AIRPORT STAKEHOLDER ALLIANCE. Swansea Airport, Fairwood Common, Swansea,SA2 7JU. 01792-687042 (ATC and Admin)
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	

EGFH AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Sun 0900-1800 (0800-1700).
2	Customs and immigration	By arrangement.
3	Health and sanitation	Limited.
4	AIS Briefing Office	No briefing facilities available.
5	ATS Reporting Office (ARO)	As AD hours.
6	MET Briefing Office	Not available.
7	ATS	See also AD 2.18.
8	Fuelling	As AD hours.
9	Handling	As AD hours.
10	Security	As AD hours.
11	De-icing	
12	Remarks	Use of aerodrome PPR by website www.swansea-airport.wales or same day by telephone on 01792-687042. Permission to use aerodrome may be withdrawn during times that adverse weather conditions prevail. Flying by local aircraft and emergency service helicopters may occur outside published hours. Aerodrome is available for aircraft requiring a licensed aerodrome, Fri-Sun 0900-1700 (0800-1600).

EGFH AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Limited, by prior arrangement.
2	Fuel and oil types	AVGAS
3	Fuelling facilities/capacity	AVGAS 5000 LT Tank and Fixed Pump.
4	De-icing facilities	
5	Hangar space for visiting aircraft	Limited, by arrangement.
6	Repair facilities for visiting aircraft	Limited.
7	Remarks	

EGFH AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels in vicinity.

2	Restaurants	On aerodrome. Cafe in terminal building.
3	Transportation	Taxis, Car hire.
4	Medical facilities	Limited First Aid.
5	Bank and Post Office	
6	Tourist Office	Limited during aerodrome hours.
7	Remarks	

EGFH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A1 Fri-Sun 0900-1700 (0800-1600). Crash cover available Mon-Thu by prior request. Contact aerodrome operator.
2	Rescue equipment	
3	Capability for removal of disabled aircraft	
4	Remarks	

EGFH AD 2.7 SEASONAL AVAILABILITY - CLEARING

INTENTIONALLY BLANK

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

1	Apron surface and strength	APRON 1 Surface: Asphalt PCN 12/F/C/Y/T APRON 2 Surface: Concrete PCN 15/R/C/Y/T
2	Taxiway width, surface and strength	Taxiway A: 10 M Surface: Asphalt PCN 8/F/C/Y/T Taxiway B: 19 M Surface: Asphalt Taxiway C: 10 M Surface: Asphalt PCN 8/F/C/Y/T Taxiway D: 5 M Surface: Asphalt PCN 8/F/C/Y/T
3	Altimeter checkpoint location and elevation	Hold B1 275 FT - Hold B2 267 FT
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	The concrete section of the apron slopes from NW to SE up to a maximum gradient of 2.93%. Taxiway adjoining the eastern edge of the apron is provided for access to Hangar 1 only, and is not available to aircraft that require use of a licensed aerodrome.

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
RADAR	TEESSIDE DIRECTOR	128.855 DOC 42 NM/ 19,000 FT.			As directed by ATC.	LARS is provided 0800-1800 (0700-1700). VDF 543100.56N 0012519.38W On AD. Bearing accuracy no better than Class A. VDF not available for en-route navigation. TEESSIDE RADAR Teesside Radar service provision may be reduced due to degraded primary surveillance performance within an arc of 330-004 degrees Mag from the ARP.
	TEESSIDE RADAR	118.855 DOC 42 NM/ 19,000 FT.			Sat-Mon 0600-2200 (0500-2100); Tue-Fri 0400-2200 (0300-2100).	
ATIS	TEESSIDE INFORMATION	132.380 DOC 60 NM/ 20,000 FT.			Sat-Mon 0600-2200 (0500-2100); Tue-Fri 0400-2200 (0300-2100).	
OTHER	TEESSIDE FIRE	121.600 Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGNV AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS/LOC I 0.65°E (2027)	ITSE	108.500 MHz	HO	543104.34N 0012447.32W		(RWY 05)
ILS/GP	ITSE	329.900 MHz	HO	543017.02N 0012625.76W		3° ILS Ref Datum Hgt 52 FT.
ILS/LOC I 0.64°E (2027)	ITD	108.500 MHz	HO	543001.78N 0012644.43W		(RWY 23)
ILS/GP	ITD	329.900 MHz	HO	543048.41N 0012506.39W		3° ILS Ref Datum Hgt 50 FT.
DME	ITSE	22X 108.500 MHz	HO	543029.99N 0012540.96W	137 FT	(RWY 05) On AD. DME freq paired with ILS I-TSE and I-TD. Zero range indicated at THR of Runway 05 and 23.
DME	ITD	22X 108.500 MHz	HO	543029.99N 0012540.96W	137 FT	(RWY 23) On AD. DME freq paired with ILS I-TSE and I-TD. Zero range indicated at THR of Runway 05 and 23.
NDB (L) 0.68°E (2027)	TD	347.500 kHz	HO	543337.87N 0012001.10W		Located at 3.9 DME I-TD. Range 25 NM.

EGNV AD 2.20 LOCAL AERODROME REGULATIONS

1 AERODROME REGULATIONS

a) All aircraft using Teesside International Airport and its facilities are required to have third party liability insurance cover in the sum of at least £500,000 sterling. Proof of this insurance must be available for inspection at any time whilst the aircraft is at Teesside International Airport.
b) Aerobatics and other unusual flight manoeuvres or aerial activities are prohibited within the ATZ unless prior written permission has been obtained from the Managing Director of Teesside International Airport Ltd.
c) Aircrew are to wear high visibility jackets whilst on the aprons and movement areas.
d) Booking out details will not be accepted via RTF.
e) Aerodrome not available to aircraft unable to communicate with ATC by radio.

2 GROUND MOVEMENT

a) All taxiways are 15 M wide, apart from Bravo (central taxiway - 23 M). Aircraft requiring greater width must enter or vacate Runway 05/23 via the Bravo Taxiway.
b) Use by aircraft up to a maximum of 50,000 KG MTWA is strictly regulated by ATC.

3 CAT II/III OPERATIONS

a) Teesside is not equipped for CAT II/III operations, however, Low Visibility Procedures are used to protect CAT 1 operations.
b) Safeguarding commences when the visibility reduces to 1500 M and is expected to decrease, or the cloud ceiling reduces to 300 FT and is expected to decrease.
c) LVPs will commence when the visibility or RVR is 800 M or less, or the cloud ceiling reduces below 200 FT.

4 WARNINGS

a) Deer hazard, aircrews to report any sightings to ATC.
b) Bird concentrations may be present on surrounding agricultural land. Active dispersal methods are employed, however, pilots may occasionally be requested to slightly delay a departure or arrival if any potential hazard persists.
c) Model aircraft flying takes place at Redmarshall, 3.7 NM NE of Teesside Aerodrome from 0930 (0830) to SS. Aircraft will remain within 500 M of the site not above 400 FT AGL. ATC will advise when aircraft between 7 KG and 20 KG are operating.
d) A HEMS base is located within Teesside CTR/ATZ. The site lies 1.2 NM North East of Runway 23 threshold and 600 M from 23 FAT. Co-ordinates 543130N 0012258W. The helicopter will not lift without permission from ATC.
e) L159 Fast Jets may operate inside Class D Airspace in excess of 250 KT IAS with ATC permission.
f) Caution - on approach to Runway 23, road lights on adjacent road may cause distraction.

5 HELICOPTER OPERATIONS

a) All helicopters to integrate into traffic pattern/circuit. Training is PPR from ATC, Tel: 01325-331020. There is no dedicated training area.

6 USE OF RUNWAYS

a) Runway 05/23 shall be accessed by Taxiways Alpha, Bravo, Charlie and Delta.
b) Hold C is situated north side approximately 550 M from 05 threshold. Pilots vacating the runway at Hold C must establish the aircraft on and follow the lead off taxi guidance markings and when applicable the centreline lighting and not attempt to cut the corner. ATC will advise when Hold C is available for use.
c) At both ends of Runway 05/23, its width is twice that of the associated edge lights due to extra pavement at the northwest side. Pilots should ensure that they are correctly lined up, especially if take-off is at night, when the runway is contaminated, or in low visibility. The yellow taxiway centre-line marking supplemented with green reflective studs must be followed until alignment with runway centre-line lights is achieved.
d) Aircraft unable to accept the non-standard 15 M wide taxiways should back-track and vacate at taxiway Bravo. See also paragraph 2b above.
e) Aircraft requiring more than runway width (45 M) to turn should turn at the end of the runway where extra width is available. All aircraft turning on the runway should execute gentle turns.

7 TRAINING

a) Operators intending to follow a programme of training flights should obtain prior approval from the Airport Duty Manager: Tel: 01325-331008; Email: dutymanagers@teesideinternational.com.
b) All Airline or aircraft above 5700 KG training flights shall be carried out subject to the following conditions:

   i. Circuits shall be at a height specified by ATC, but at a minimum of 1500 FT AAL;
   ii. circuits will be variable in direction, left or right hand, in accordance with ATC instructions;
   iii. aircraft are to be flown in such a manner as to avoid flight over built up areas in the vicinity of the airport whenever practicable.

c) The published circuit height for aircraft up to 5700 KG MTWA is not to be flown above 1500 FT QNH.

EGPU — TIREE

EGPU AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGPU — TIREE

EGPU AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 562957N Long: 0065209W Mid point of Runway 05/23.
2	Direction and distance from city	2.5 NM NNE Balemartine.
3	Elevation / Reference temperature / Mean Low Temperature	38 FT / 14 °C / -
4	Geoid undulation at AD ELEV PSN	186 FT
5	Magnetic Variation / Annual Change	1.73°W (2027) / 0.21°E
6	AD Administration Address Telephone Telefax	HIAL Tiree Aerodrome, Isle of Tiree, Argyll, PA77 6UW. 01879-220456 01879-220714
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGPU AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Thu 0930-1815 (0830-1715); Fri 0930-1145 (0830-1045), 1600-1815 (1500-1715); Sat 0930-1515 (0830-1415); Sun 1415-1530 (1315-1430) and by arrangement with AD operator (HIAL).
2	Customs and immigration	
3	Health and sanitation	
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	As AD hours. See also AD 2.18
8	Fuelling	Not applicable.
9	Handling	By arrangement with HIAL
10	Security	
11	De-icing	
12	Remarks	This aerodrome is strictly PPR and arrival/departure times may be allocated.

EGPU AD 2.4 HANDLING SERVICES AND FACILITIES

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EGPU AD 2.5 PASSENGER FACILITIES

1	Hotels	
2	Restaurants	
3	Transportation	
4	Medical facilities	Limited first aid available.
5	Bank and Post Office	
6	Tourist Office	
7	Remarks	Disabled passenger handling and wheelchair facilities available during AD hours.

EGPU AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

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

EGPU AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical, chemical de-icing.
2	Clearance priorities	R/W's, Taxiway, Apron, Airport Domestic Area.
3	Remarks	Latest Information from: 01879-220456.

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

1	Apron surface and strength	MAIN APRON Surface: Asphalt
2	Taxiway width, surface and strength	Taxiway A: 13 M Surface: Asphalt
3	Altimeter checkpoint location and elevation	Apron 34 FT
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGPU 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): 05/23: Runway designators and centre-line markings.
3	Stop bars and runway guard lights (if any)	A, B1.
4	Other runway protection measures	
5	Remarks	WDIs (LGTD) - Runway 05: 562949.25N 0065230.58W; Runway 23: 563006.24N 0065158.04W; Runway 11: 563007.34N 0065227.00W.

EGPU 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**
(EGPU9552) 05/APPROACH 23/ TAKE-OFF	BUILDING	562933.43N 0065259.60W	59 FT	16 FT	No	
(EGPU9551) 05/APPROACH 23/ TAKE-OFF	BUILDING	562933.36N 0065259.54W	59 FT	16 FT	No	
(EGPU9549) 05/APPROACH 23/ TAKE-OFF	BUILDING CHIMNEY	562933.23N 0065259.53W	61 FT	18 FT	No	

AERODROME CHART - ICAO

ARP 562957N 0065209W

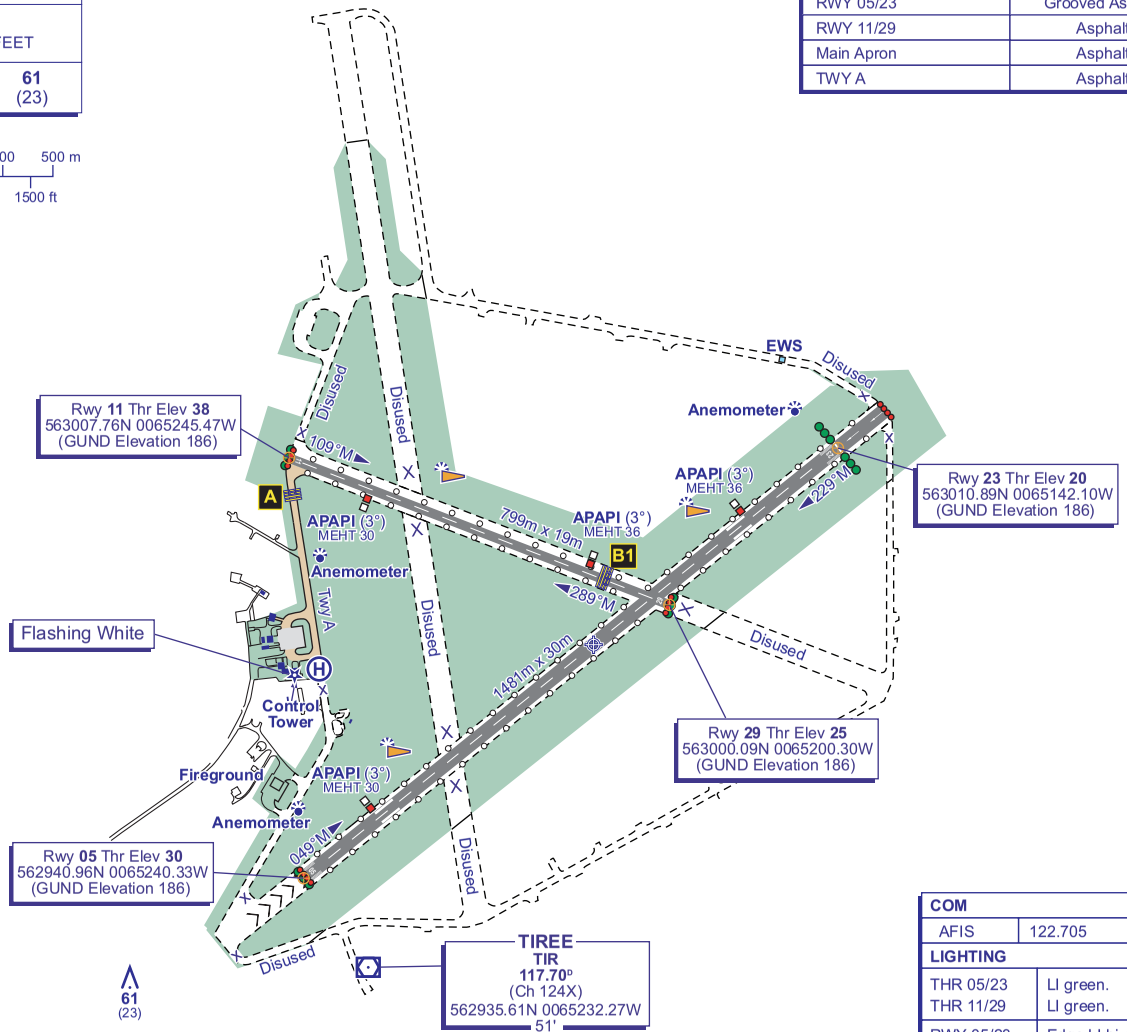
AD ELEV 38FT

TIREE
EGPU

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	61 (23)

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

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS			
APRON / RWY / TWY	SURFACE	PCN	ELEVATION
RWY 05/23	Grooved Asphalt	-	-
RWY 11/29	Asphalt	-	-
Main Apron	Asphalt	-	34 ft amsl
TWY A	Asphalt	-	-



COM		
AFIS	122.705	TIREE INFORMATION
LIGHTING		
THR 05/23 THR 11/29	LI green. LI green.	
RWY 05/23 RWY 11/29	Edge LI bi-d with omni-d component. LI end lights red. Edge LI bi-d with omni-d component. LI end lights red.	
TWY	TWY A edge blue.	

CHANGE (13/25): MAG INFO REVISED. RWY HEADINGS. EDITORIAL.

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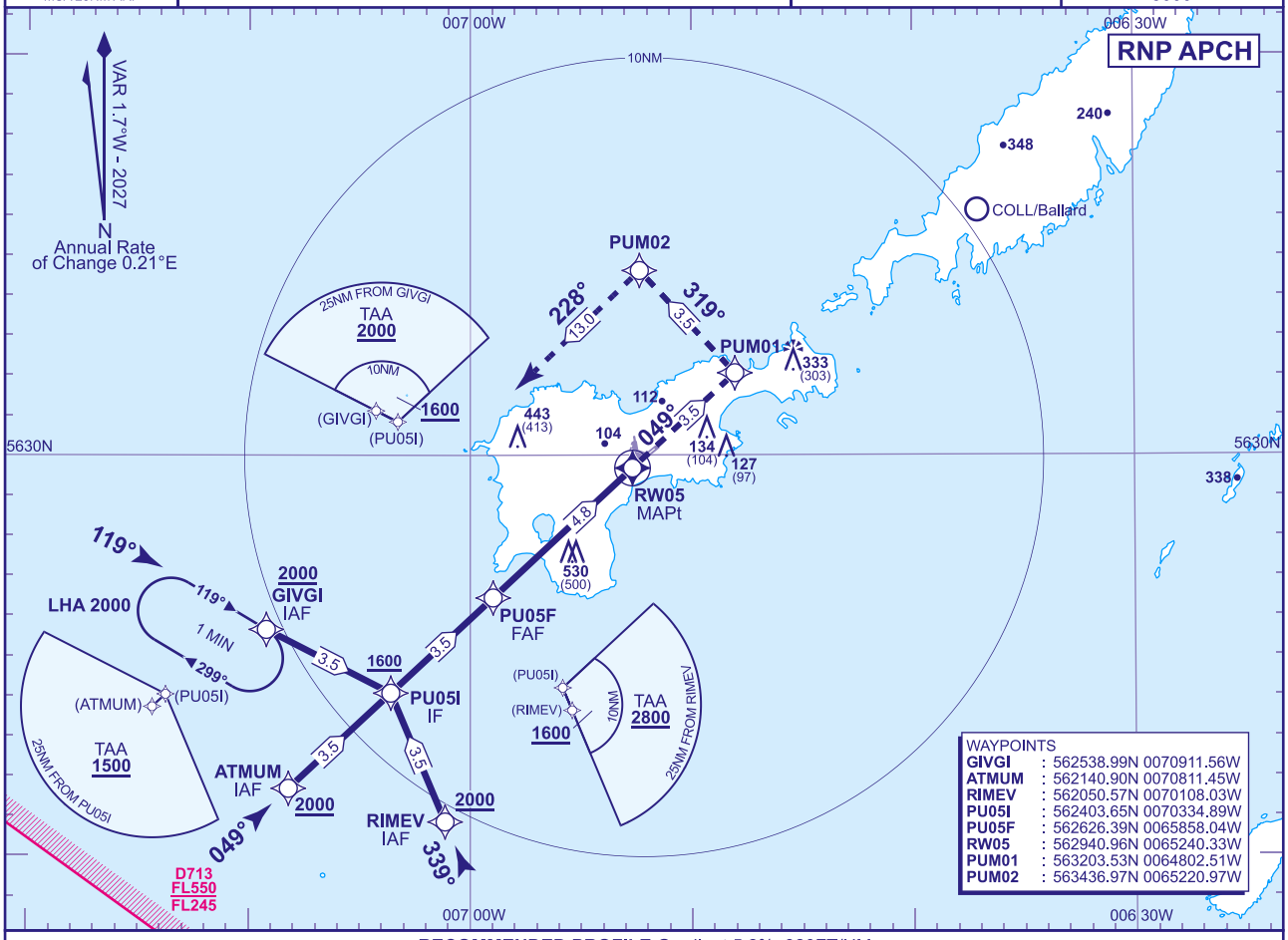
INSTRUMENT APPROACH CHART - ICAO

TIREE
RNP
RWY 05
(ACFT CAT A,B)

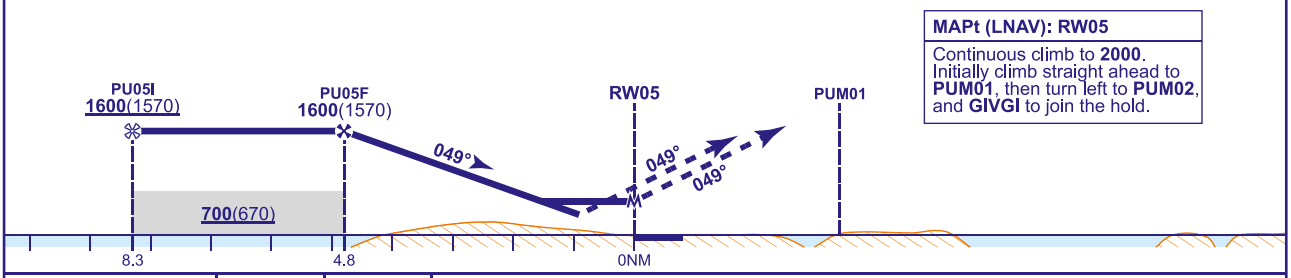
4₂ MSA 25NM ARP	AFIS 122.705	TIREE INFORMATION	AD ELEVATION 38
			THR ELEVATION 30
			OBSTACLE ELEVATION 530 AMSL (500) (ABOVE THR)
			BEARINGS ARE MAGNETIC
			TRANSITION ALTITUDE 3000



RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

NM to RW05	4	3	2	1
ALT(HGT)	**1350**(1320)	**1040**(1010)	**720**(690)	**400**(370)

TCH 50



MAPt (LNAV): RW05
Continuous climb to **2000**. Initially climb straight ahead to **PUM01**, then turn left to **PUM02**, and **GIVGI** to join the hold.

Aircraft Category		A	B
OCA (OCH)	**LNAV**	**680**(650)	**680**(650)
VM(C)OCA (OCH AAL)	**Total Area**	**690**(652)	**690**(652)

NOTES
1 Use of this procedure is strictly PPR from the aerodrome operator.
2 Prior to commencing the procedure, pilots are to broadcast on AFIS 122.705 with flight details and intentions.

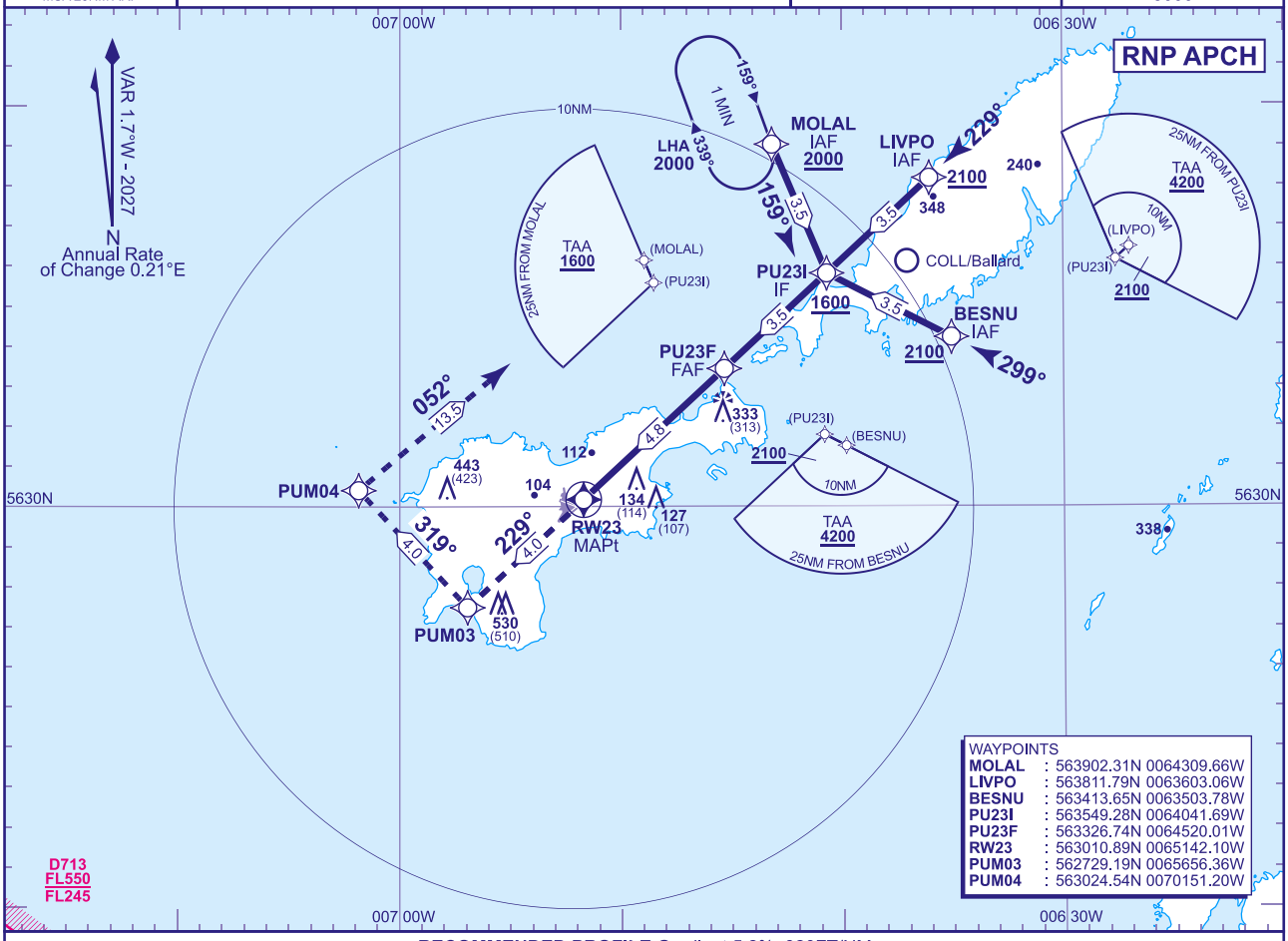
CHANGE (13/25): MAG VAR REVISED. MAG HEADINGS.

AERO INFO DATE 07 OCT 25

INSTRUMENT APPROACH CHART - ICAO

TIREE
RNP
RWY 23
(ACFT CAT A,B)

4₂ MSA 25NM ARP	AFIS 122.705	TIREE INFORMATION	AD ELEVATION 38
			THR ELEVATION 20
			OBSTACLE ELEVATION 530 AMSL (510) (ABOVE THR)
			BEARINGS ARE MAGNETIC
			TRANSITION ALTITUDE 3000

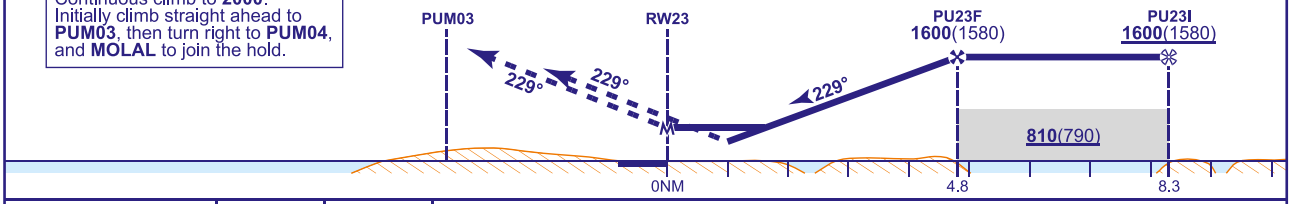


RECOMMENDED PROFILE Gradient 5.2%, 320FT/NM

NM to RW23	4	3	2	1
ALT(HGT)	**1340**(1320)	**1020**(1000)	**710**(690)	**390**(370)

TCH 50

MAPt (LNAV): RW23
Continuous climb to **2000**.
Initially climb straight ahead to **PUM03**, then turn right to **PUM04**, and **MOLAL** to join the hold.



Aircraft Category		A	B
OCA (OCH)	**LNAV**	**520**(500)	**520**(500)
VM(C)OCA (OCH AAL)	**Total Area**	**540**(502)	**600**(562)

NOTES 1 Use of this procedure is strictly PPR from the aerodrome operator.
2 Prior to commencing the procedure, pilots are to broadcast on AFIS 122.705 with flight details and intentions.

CHANGE (13/25): MAG VAR REVISED. MAG HEADINGS.

AERO INFO DATE 07 OCT 25 AD 2-EGPU-8-2

Instrument Approach Procedure Coding Tables

TIREE RNP RWY 05 - Instrument Approach Procedure via RIMEV

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
R05R	001	IF	RIMEV	N	-	-	2000	-	562050.57N 0070108.03W	IAF
R05R	002	TF	PU05I	N	339° (337.1°)	RIGHT	1600	-	562403.65N 0070334.89W	IF / 8.3NM
R05R	003	TF	PU05F	N	049° (047.0°)	-	1600	-	562626.39N 0065858.04W	FAF / 4.8NM
R05R	004	TF	RW05	Y	049° (047.0°)	-	-	-	562940.96N 0065240.33W	MAPt
R05R	005	CF	PUM01	N	049° (047.1°)	LEFT	-	-	563203.53N 0064802.51W	-
R05R	006	TF	PUM02	N	319° (317.1°)	LEFT	-	-	563436.97N 0065220.97W	-
R05R	007	TF	GIVGI	Y	228° (226.2°)	-	2000	-	562538.99N 0070911.56W	HOLD

TIREE RNP RWY 05 - Instrument Approach Procedure via ATMUM

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
R05C	001	IF	ATMUM	N	-	-	2000	-	562140.90N 0070811.45W	IAF
R05C	002	TF	PU05I	N	049° (047.0°)	-	1600	-	562403.65N 0070334.89W	IF / 8.3NM
R05C	003	TF	PU05F	N	049° (047.0°)	-	1600	-	562626.39N 0065858.04W	FAF / 4.8NM
R05C	004	TF	RW05	Y	049° (047.0°)	-	-	-	562940.96N 0065240.33W	MAPt
R05C	005	CF	PUM01	N	049° (047.1°)	LEFT	-	-	563203.53N 0064802.51W	-
R05C	006	TF	PUM02	N	319° (317.1°)	LEFT	-	-	563436.97N 0065220.97W	-
R05C	007	TF	GIVGI	Y	228° (226.2°)	-	2000	-	562538.99N 0070911.56W	HOLD

TIREE RNP RWY 05 - Instrument Approach Procedure via GIVGI

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
R05L	001	IF	GIVGI	N	-	-	2000	-	562538.99N 0070911.56W	IAF
R05L	002	TF	PU05I	N	119° (117.0°)	LEFT	1600	-	562403.65N 0070334.89W	IF / 8.3NM
R05L	003	TF	PU05F	N	049° (047.0°)	-	1600	-	562626.39N 0065858.04W	FAF / 4.8NM
R05L	004	TF	RW05	Y	049° (047.0°)	-	-	-	562940.96N 0065240.33W	MAPt
R05L	005	CF	PUM01	N	049° (047.1°)	LEFT	-	-	563203.53N 0064802.51W	-
R05L	006	TF	PUM02	N	319° (317.1°)	LEFT	-	-	563436.97N 0065220.97W	-
R05L	007	TF	GIVGI	Y	228° (226.2°)	-	2000	-	562538.99N 0070911.56W	HOLD

CHANGE (13/25): MAG VAR REVISED. MAG HEADINGS.
AERO INFO DATE 07 OCT 25

Instrument Approach Procedure Coding Tables

TIREE RNP RWY 23 - Instrument Approach Procedure via MOLAL

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
R23R	001	IF	MOLAL	N	-	-	2000	-	563902.31N 0064309.66W	IAF
R23R	002	TF	PU23I	N	159° (157.1°)	RIGHT	1600	-	563549.28N 0064041.69W	IF / 8.31NM
R23R	003	TF	PU23F	N	229° (227.2°)	-	1600	-	563326.74N 0064520.01W	FAF / 4.81NM
R23R	004	TF	RW23	Y	229° (227.2°)	-	-	-	563010.89N 0065142.10W	MAPt
R23R	005	CF	PUM03	N	229° (227.1°)	RIGHT	-	-	562729.19N 0065656.36W	-
R23R	006	TF	PUM04	N	319° (317.1°)	RIGHT	-	-	563024.54N 0070151.20W	-
R23R	007	TF	MOLAL	Y	052° (050.0°)	-	2000	-	563902.31N 0064309.66W	HOLD

TIREE RNP RWY 23 - Instrument Approach Procedure via LIVPO

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
R23C	001	IF	LIVPO	N	-	-	2100	-	563811.79N 0063603.06W	IAF
R23C	002	TF	PU23I	N	229° (227.2°)	-	1600	-	563549.28N 0064041.69W	IF / 8.31NM
R23C	003	TF	PU23F	N	229° (227.2°)	-	1600	-	563326.74N 0064520.01W	FAF / 4.81NM
R23C	004	TF	RW23	Y	229° (227.2°)	-	-	-	563010.89N 0065142.10W	MAPt
R23C	005	CF	PUM03	N	229° (227.1°)	RIGHT	-	-	562729.19N 0065656.36W	-
R23C	006	TF	PUM04	N	319° (317.1°)	RIGHT	-	-	563024.54N 0070151.20W	-
R23C	007	TF	MOLAL	Y	052° (050.0°)	-	2000	-	563902.31N 0064309.66W	HOLD

TIREE RNP RWY 23 - Instrument Approach Procedure via BESNU

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
R23L	001	IF	BESNU	N	-	-	2100	-	563413.65N 0063503.78W	IAF
R23L	002	TF	PU23I	N	299° (297.2°)	LEFT	1600	-	563549.28N 0064041.69W	IF / 8.31NM
R23L	003	TF	PU23F	N	229° (227.2°)	-	1600	-	563326.74N 0064520.01W	FAF / 4.81NM
R23L	004	TF	RW23	Y	229° (227.2°)	-	-	-	563010.89N 0065142.10W	MAPt
R23L	005	CF	PUM03	N	229° (227.1°)	RIGHT	-	-	562729.19N 0065656.36W	-
R23L	006	TF	PUM04	N	319° (317.1°)	RIGHT	-	-	563024.54N 0070151.20W	-
R23L	007	TF	MOLAL	Y	052° (050.0°)	-	2000	-	563902.31N 0064309.66W	HOLD

CHANGE (13/25): MAG VAR REVISED. MAG HEADINGS.
AERO INFO DATE 07 OCT 25

EGCW — WELSHPOOL

EGCW AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGCW — WELSHPOOL

EGCW AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 523743N Long: 0030912W Mid point of Runway 04/22
2	Direction and distance from city	2 NM S of Welshpool.
3	Elevation / Reference temperature / Mean Low Temperature	235 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	-
5	Magnetic Variation / Annual Change	0.22°E (2027) / 0.18°E
6	AD Administration Address Telephone	MID WALES AIRPORT LTD. Welshpool Aerodrome, Welshpool, Powys, SY21 8SG. 01938-555560
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	

EGCW AD 2.3 OPERATIONAL HOURS

1	AD Administration	Licensed 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. Open Mon - Sun for aircraft that do not require the use of a licensed aerodrome. Aerodrome may be closed due to inclement weather.

EGCW 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	Limited space available - Telephone for details.
6	Repair facilities for visiting aircraft	
7	Remarks	

EGCW AD 2.5 PASSENGER FACILITIES

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EGCW AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A1 RFF Category A2 accepted under remission. RFF available by arrangement.

2	Rescue equipment	
3	Capability for removal of disabled aircraft	
4	Remarks	

EGCW AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

1	Apron surface and strength	APRON Surface: Asphalt NORTHERN APRON Surface: Concrete SOUTHERN APRON Surface: Concrete
2	Taxiway width, surface and strength	Taxiway NORTHERN TAXIWAY: 10 M Surface: Asphalt
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGCW 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): 523749.89N, 0030907.83W.

EGCW 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**
(EGCW3315) 22/APPROACH 04/ TAKE-OFF	VEHICLES ON ROAD	523756.97N 0030855.70W	249 FT		No	
(EGCW3228) 22/APPROACH 04/ TAKE-OFF	HEDGE	523756.88N 0030855.80W	240 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**
(EGCW1151)	TV MAST	523839.89N 0030511.20W	1508 FT		No	
(EGCW1161)	TREE	523743.51N 0030739.95W	470 FT		No	
(EGCW1054)	TREE	523722.75N 0031111.61W	788 FT		No	

EGPC — WICK

EGPC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGPC — WICK

EGPC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 582732N Long: 0030535W Mid point of Runway 13/31.
2	Direction and distance from city	1 NM N of Wick.
3	Elevation / Reference temperature / Mean Low Temperature	126 FT / 14 °C / -
4	Geoid undulation at AD ELEV PSN	167 FT
5	Magnetic Variation / Annual Change	1.47°W (2022) / 0.23°E
6	AD Administration Address Telephone Telefax	HIAL Wick Aerodrome, Wick, Caithness, KW1 4QP. 01955-602215 (Administration) 01955-607583 (ATC) 01955-607579 (SATCO) 01955-607596 (ATIS) 01955-604750 (ATC) 01955-605946 (Administration)
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	

EGPC AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon-Fri 1030-1730 (0930-1630); Sun 1430-1630 (1330-1530); and by arrangement with AD Operator (HIAL).
2	Customs and immigration	By arrangement with HIAL or Far North Aviation.
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	H24 by arrangement with Far North Aviation.
9	Handling	H24 by arrangement with Far North Aviation. Handling mandatory Out of Hours for aircraft not based at Wick.
10	Security	As AD hours.
11	De-icing	Operational hours.
12	Remarks	This aerodrome is PPR.

EGPC AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	By arrangement with Far North Aviation. Nearest railway siding: Wick.
2	Fuel and oil types	AVTUR JET A-1, AVGAS 100LL Oil: All grades
3	Fuelling facilities/capacity	Stored overground in tanks and bowsers. Delivered by bowser.
4	De-icing facilities	By arrangement with Far North Aviation.
5	Hangar space for visiting aircraft	By arrangement with Far North Aviation.
6	Repair facilities for visiting aircraft	By arrangement with Far North Aviation.

7	Remarks	Fuelling/Handling via Far North Aviation by Tel: 01955-602201, Fax: 01955-602203 or RTF (131.560 MHz callsign 'Far Nor'). Helicopter rotors running refuelling available by arrangements with HIAL and Far North Aviation. Oxygen, nitrogen and related servicing available from Far North Aviation. Survival suits, lifejackets and dinghies available from Far North Aviation.

EGPC AD 2.5 PASSENGER FACILITIES

1	Hotels	Wick and surrounding area.
2	Restaurants	Vending machines in terminal.
3	Transportation	Car Hire and taxis available.
4	Medical facilities	First Aid.
5	Bank and Post Office	Wick.
6	Tourist Office	Wick.
7	Remarks	Aviramp, stair climber and wheelchairs available for passengers with reduced mobility.

EGPC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	RFF Category A4 RFF Category 4 Mon-Fri, Sun. RFF Category 5 accepted under remission. RFF Category 6 by prior arrangement.
2	Rescue equipment	Off road trailer unit for 1000 M response.
3	Capability for removal of disabled aircraft	Limited.
4	Remarks	

EGPC AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type of clearing equipment	Mechanical. Chemical de-icing/anti-icing. Surfaces de-iced/anti-iced with KAC/EG and/or NAAC.
2	Clearance priorities	Runway 13/31, Taxiways, Apron, Airport domestic area.
3	Remarks	Latest information from ATC, Tel: 01955-602215, Ext 583.

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

1	Apron surface and strength	MAIN APRON Surface: Concrete and asphalt PCN 25/R/B/W/T NORTH APRON Surface: Asphalt PCN 20/F/B/W/T SOUTH APRON Surface: Asphalt PCN 10/F/C/X/T
2	Taxiway width, surface and strength	Taxiway APRON-HOLD C: 14 M Surface: Asphalt PCN 14/F/C/X/T LOOP TAXIWAY Taxiway APRON-HOLD E: 14 M Surface: Asphalt PCN 14/F/C/X/T LOOP TAXIWAY
		Taxiway HOLD E-HOLD E1: 10.5 M Surface: Asphalt PCN 10/F/C/X/T LOOP TAXIWAY

		Taxiway NORTH: 14 M Surface: Asphalt PCN 10/F/C/X/T HOLD D TO HOLD D1 BEFORE NORTH APRON
3	Altimeter checkpoint location and elevation	Apron 118 FT
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGPC 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): 13/31: TDZ markings, Runway designation, centre-line and threshold markings. Runway light(s): 13/31: HI edge, threshold wingbar and stopend lighting. Taxiway marking aid(s): Yellow centre-line.
3	Stop bars and runway guard lights (if any)	
4	Other runway protection measures	
5	Remarks	WDIs (LGTD): 582739.89N 0030543.69W; 582722.71N 0030526.06W.

EGPC 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**
(EGPC7607) 13/APPROACH 31/ TAKE-OFF	TREE	582747.87N 0030636.39W	134 FT	36 FT	No	
(EGPC7448) 13/APPROACH 31/ TAKE-OFF	WDI	582739.89N 0030543.69W	153 FT	25 FT	Yes Red	
(EGPC7050) 13/APPROACH 31/ TAKE-OFF	ANEMOMETER	582735.72N 0030556.92W	157 FT	36 FT	Yes Red	
(EGPC7458) 31/APPROACH 13/ TAKE-OFF	WDI	582722.71N 0030526.06W	146 FT	26 FT	Yes Red	
(EGPC7059) 31/APPROACH 13/ TAKE-OFF	ANEMOMETER	582716.85N 0030508.88W	150 FT	36 FT	Yes Red	
(EGPC7018) 31/APPROACH 13/ TAKE-OFF	VDF	582714.31N 0030503.46W	131 FT	19 FT	Yes Red	

In circling area and at aerodrome						
Obstacle ID/ Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/ Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGPC7049)	WINDTURBINE	582927.78N 0030939.56W	189 FT	89 FT	No	
(EGPC6081)	LIGHT HOUSE	582844.50N 0030303.17W	199 FT	71 FT	No	
(EGPC6086)	TELEGRAPH POLE	582817.97N 0030421.97W	180 FT	37 FT	No	
(EGPC6085)	POLE	582815.78N 0030424.65W	176 FT	33 FT	No	
(EGPC6084)	BUILDING	582815.70N 0030423.54W	178 FT	35 FT	No	
(EGPC1314)	TELEGRAPH POLE	582803.73N 0030922.36W	225 FT	31 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**
(EGPC7028)	TREE	582710.84N 0030504.20W	144 FT	33 FT	No	
(EGPC7042)	WINDTURBINE	582620.94N 0031430.49W	567 FT	334 FT	No	
(EGPC7292)	SILO	582614.25N 0030730.44W	200 FT	66 FT	No	
(EGPC7298)	FLOODLIGHT	582614.02N 0030732.26W	196 FT	50 FT	No	
(EGPC7004)	WINDTURBINE	582612.63N 0031154.21W	505 FT	327 FT	No	
(EGPC7039)	WINDTURBINE	582610.95N 0031413.45W	575 FT	330 FT	No	
(EGPC7005)	WINDTURBINE	582606.78N 0031222.95W	513 FT	329 FT	No	
(EGPC7284)	MAST	582601.77N 0030511.25W	208 FT	106 FT	Yes Red	
(EGPC7301)	TREE	582547.20N 0030710.31W	233 FT	65 FT	No	
(EGPC7307)	WIND TURBINE	582507.42N 0030713.60W	285 FT	119 FT	Yes	
(EGPC7279)	MAST	582337.91N 0030727.53W	636 FT	399 FT	Yes Red	

EGPC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MET OFFICE ABERDEEN
2	Hours of service MET Office outside hour	H24
3	Office responsible for TAF preparation Periods of validity	MET OFFICE ABERDEEN 9 hours.
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self-briefing/Telephone provided by Far North Aviation or ATC.
6	Flight documentation Language(s) used	Charts abbreviated plain language text. TAFs/METARs. English.
7	Charts and other information available for briefing or consultation	Available on request from ATC.
8	Supplementary equipment available for providing information	ATIS on 01955-607596 (H24).
9	ATS units provided with information	WICK
10	Additional information (limitation of service, etc.)	Outside aerodrome hours unverified automatic observation via ATIS on telephone number above.

EGPC 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**
13	126.97°	1831 x 45 M	RWY surface: Asphalt, Grooved PCN 20/F/B/W/T	582744.52N 0030607.61W 167.3 FT	THR 113.5 FT TDZ 124.5 FT	
31	306.98°	1831 x 45 M	RWY surface: Asphalt, Grooved PCN 20/F/B/W/T	582719.63N 0030504.53W 167.3 FT	THR 114.3 FT TDZ 125.5 FT	

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
	150 x 150 M	1749 x 280 M				RWY 13 Threshold displaced by 247 M. Due to the runway profile, the end of the Runway 13 LDA is not visible, from an eye height of 3 M, until 480 M from the start of the LDA; ie 920 M prior to the end of the LDA.
	150 x 150 M	1749 x 280 M				RWY 31 Threshold displaced by 304 M. Due to the runway profile, the end of the Runway 31 LDA is not visible, from an eye height of 3 M, until 725 M from the start of the LDA; ie 673 M prior to the end of the LDA.

EGPC AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
13	1746 M	1896 M	1746 M	1409 M	
31	1714 M	1864 M	1714 M	1410 M	
31	1339 M	1489 M	1339 M		Take-off from intersection with Taxiway C.
31	1087 M	1237 M	1087 M		Take-off from intersection with Taxiway F.

EGPC 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
13	Centre-line with two crossbars. 330 M Light intensity high	Light intensity high Green wingbars	PAPI Left/3° 25 FT 120 M			HI elev bi-directional with LI omni-directional component	Red	Red	
31	Centre-line with two crossbars. 390 M Light intensity high	Light intensity high Green wingbars	PAPI Left/3° 25 FT 138 M			HI elev bi-directional with LI omni-directional component	Red	Red	

EGPC 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: 582735.72N 0030556.92W (LGTD); 582716.85N 0030508.88W (LGTD) and 582718.19N 0030538.56W (LGTD).

3	TWY edge and centre line lighting	CL: Green centre-line reflectors on loop from Main Apron to Hangar and North Taxiway. EDGE: Blue taxiway edge lights from Main Apron to Runway 13/31. Blue edge reflectors on all other taxiways.
4	Secondary power supply/switch-over time	Yes/15 seconds.
5	Remarks	Apron floodlights. Obstacle lighting.

EGPC AD 2.16 HELICOPTER LANDING AREA

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EGPC 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
WICK ATZ A circle, 2 NM radius, centred at 582732N 0030535W on longest notified runway (13/ 31)	Upper limit: 2000 FT AGL Lower limit: SFC	G	WICK APPROACH English	3000 FT		

EGPC 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	WICK APPROACH	119.705			Mon-Fri 1030-1730 (0930-1630); Sun 1430-1630 (1330-1530); and by arrangement with AD Operator (HIAL).	ATZ hours coincident with Approach hours. VDF 582714.31N 0030503.46W.
TWR	WICK TOWER	119.705 DOC 40 NM/ 15,000 FT			Mon-Fri 1030-1730 (0930-1630); Sun 1430-1630 (1330-1530); and by arrangement with AD Operator (HIAL).	VDF 582714.31N 0030503.46W.
AFIS	WICK INFORMATION	119.705			By arrangement outside hours of ATC. Normally, only available for SAR and Ambulance flights and aircraft in emergency	Due to AFISO training and maintenance of currency, AFISO phraseology may be in use during ATC published hours, with ATC in attendance. ATC service will remain available at all times. Pilots will be advised of periods of AFISO training, normally via ATIS.
ATIS	WICK INFORMATION	113.600 Freq shared with VOR WIK.			Mon-Fri 1030-1730 (0930-1630); Sun 1430-1630 (1330-1530); and by arrangement with AD Operator (HIAL).	
OTHER	WICK FIRE CHIEF	121.600 Non-ATS frequency.			Available when Fire vehicle attending aircraft on the ground in an emergency.	

EGPC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
VOR/DME 0.44°W (2027) 0.8°W (2022)	WIK	83X 113.600 MHz	Mon-Fri 1030-1730 (0930-1630); Sun 1430-1630 (1330-1530); and by arrangement with AD Operator (HIAL).	582731.74N 0030601.34W	145 FT	VOR/DME DOC: 100 NM/50,000 FT (160 NM/50,000 FT in Sector R331-001). Available for approach and landing purposes only during the hours of APP.
NDB (L) 0.42°W (2027)	WCK	344.000 kHz	Mon-Fri 1030-1730 (0930-1630); Sun 1430-1630 (1330-1530); and by arrangement with AD Operator (HIAL).	582648.11N 0030347.23W		Normally radiates H24. Range 30 NM. Available for approach and landing purposes only during the hours of APP.

EGPC AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Use of this airport by aircraft not able to communicate with ATC by radio is strictly PPR.
b) Aircraft that do not require the use of a licensed aerodrome and that wish to operate outwith the notified aerodrome hours of operation must comply with Highlands and Islands Airport Ltd Out of Hours Indemnity Scheme. Mandatory handling for Out of Hours applies to all aircraft not based at Wick. During periods when the aerodrome is snow closed to facilitate snow clearing and/or de-icing operations out of hours indemnities are suspended and no flights may operate. Details of the scheme and an application form can be obtained at: https://www.hial.co.uk/hial-group/general-aviation-4/1 or from HIAL Business Support Team, Email: bstdoccontrol@hial.co.uk.
c) Use of Wick aerodrome is subject to standard Terms and Conditions of Use, which can be requested from the aerodrome.
d) High visibility clothing must be worn airside at all times.

2 GROUND MOVEMENT

a) During periods of aircraft congestion on the apron, marshalling will be provided by HIAL.
b) Start-up requests are mandatory on all aprons.
c) Pilots must request and follow ATC taxi instructions.

3 CAT II/III OPERATIONS

Not applicable.

4 WARNINGS

a) Except for light signals, ground signals are not displayed.
b) Pilots are advised to exercise caution as this aerodrome has a deer hazard, particularly during the periods of dawn and dusk, although patrols are mounted whenever the presence of deer is known or anticipated. Pilots are requested to report the location of any animals on the aerodrome to ATC.
c) In Winter months there is increased bird activity in the vicinity of the aerodrome due to over wintering geese.
d) Grass areas are soft and unsafe. Poor load bearing characteristics may be found on the runway/taxiway strips and the area adjacent to the apron. Only marked taxiway to be used.
e) Loop Taxiway from Runway 13/31 through hold C, B & A, and North Taxiway through hold D and D1, is restricted to aircraft with an outer main gear wheel span not exceeding 8 M. Loop Taxiway through hold E and E1 is restricted to aircraft with an outer main gear wheel span not exceeding 6 M.

5 HELICOPTER OPERATIONS

a) Rotors running refuelling is available if Far North Aviation are provided with a copy of the Helicopter Operators written instructions regarding the aircraft, the required safety measures and the emergency procedures to be followed. All passengers must disembark before refuelling commences, unless in exceptional circumstances at the discretion of the aircraft commander.

6 USE OF RUNWAYS

a) Runway departure restriction for aircraft requiring the use of a licensed aerodrome:

   i. **Runway 13/31.** Except where an AOC holder has a less restrictive State authorised take-off minima, departures when the reported MET visibility is 400 M or less are not permitted.

b) Arriving aircraft on Runway 31 are required to backtrack and exit via Hold C. Pilots should commence backtrack as soon as practicable and successive inbound aircraft will be informed by ATC if required.
c) Departing aircraft are required to backtrack Runways 13 and 31 via Hold C. Backtracking should be as expeditious as possible. Pilots must inform ATC prior to entering the runway if they are aware that they will not be ready for departure on line up. Clearances or departure instructions will be issued during taxi.

7 TRAINING

a) The use of the airport for training purposes is subject to prior arrangement with ATC, Tel: 01955-602215, Ext 583.

EGPC AD 2.21 NOISE ABATEMENT PROCEDURES

Not applicable.

EGPC AD 2.22 FLIGHT PROCEDURES

1 INSTRUMENT APPROACH PROCEDURES

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

2 NORTH ATLANTIC DEPARTURES

a) Due to the proximity of the Shanwick Oceanic boundary to Wick, pilots must consider timescales for submitting an 'RCL'. Refer to ENR 2.2, paragraph 3.8.2 for details.

3 RADIO COMMUNICATION FAILURE PROCEDURES

a) The pilot of a VFR flight experiencing communications failure should join overhead at 2000 FT and descend into the circuit pattern for the runway-in-use watching for light signals from the Tower all the while. Should a light signal not be forthcoming on turning onto final approach, the pilot should level off at not below 400 FT and fly parallel to the runway, and adjacent to the Tower, to attract attention.

4 CIRCUITS

a) Circuit Height: 1000 FT AAL unless directed by ATC.
b) Circuit Directions: Runway 13 - LH; Runway 31 - RH.
c) Joining instructions as directed by ATC.

5 VISUAL REFERENCE POINTS (VRP)

a) Castletown (Disused AD) and Loch Watten lack conspicuity at night and are unsuitable.
b) Castletown (Disused AD) is close to the let-down pattern for Runway 13, the direct arrival to Runway 13, the missed approach procedure for Runway 31, and helicopters on HMRIs X-RAY and YANKEE.
c) Loch Watten is close to the let-down pattern for Runway 13 and missed approach Runway 31.
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 UK FLIGHT INFORMATION SERVICES

a) During notified ATC hours of service:

   i. A procedural ATS will be routinely applied to IFR flights. Pilots will be expected to accept levels, radials, tracks and/or time allocations that may require flight in IMC, to achieve planned deconfliction minima from other aircraft being provided with a procedural ATS;

EGBO — WOLVERHAMPTON/HALFPENNY GREEN

EGBO AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGBO — WOLVERHAMPTON/HALFPENNY GREEN

EGBO AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 523104N Long: 0021535W Mid point of Runway 16/34.
2	Direction and distance from city	5 NM E by S of Bridgnorth
3	Elevation / Reference temperature / Mean Low Temperature	283 FT / 18 °C / -
4	Geoid undulation at AD ELEV PSN	166 FT
5	Magnetic Variation / Annual Change	0.54°E (2027) / 0.18°E
6	AD Administration Address Telephone E-mail address Web address	WOLVERHAMPTON AIRPORT LTD. Wolverhampton/Halfpenny Green Airport, Stourbridge, West Midlands, DY7 5DY. 01384-221350 (Airport Office) 01384-221378 (ATC) office@wolverhamptonairport.co.uk (Airport Office) atc@wolverhamptonairport.co.uk (ATC) www.wolverhamptonairport.co.uk
7	Type of Traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	PPR also available online: https://www.wolverhamptonairport.co.uk/online-ppr. Landing fees can also be paid online: https://www.wolverhamptonairport.co.uk.

EGBO AD 2.3 OPERATIONAL HOURS

1	AD Administration	0900-1700 (0800-1700). During winter hours night flying available on Thursdays until 2100.
2	Customs and immigration	Customs agreement with UK Border Force - https://www.submit-general-aviation-report.service.gov.uk inbound from EU (excluding Republic of Ireland) 4 hours prior notice. Republic of Ireland, Northern Ireland, Channel Islands, Isle of Man 12 hours prior notice.
3	Health and sanitation	Russells Hall Hospital, Dudley - 8 miles.
4	AIS Briefing Office	
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	
7	ATS	As AD Hours. See also AD 2.18
8	Fuelling	Self service refuelling for AVGAS and JET A-1 F34 available during AD hours and out of hours. Refuellers available from AD opening time until 15 minutes before close. Extensions on request with advanced notice available.
9	Handling	Contact Administration.
10	Security	H24
11	De-icing	
12	Remarks	This aerodrome is PPR. Out of hours scheme via website.

EGBO AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	JET A-1 F34, AVGAS 100LL TOTAL AERO D80, D100, 80, 100, DM 15W-50.
3	Fuelling facilities/capacity	JET A-1 F34 with self service pump 18,000 LT. JET A-1 F34 mobile bowser overwing and pressure refuelling 33,000 LT. AVGAS 100LL self service pump 20,000 LT.
4	De-icing facilities	
5	Hangar space for visiting aircraft	Contact airport office, with short term and long term hangarage options available.

6	Repair facilities for visiting aircraft	Jetstream Hangar 8 Limited - 07989-703974.
7	Remarks	JET A-1 F34 Rotors running available Mon-Fri 0900-1645 (0800-1545); Extensions on request with advanced notice available. Available from helipads 4, 5 & 6 using the mobile bowser. Contact ATS to book in or for additional information.

EGBO AD 2.5 PASSENGER FACILITIES

1	Hotels	Red Lion Inn - 1.2 miles - 01384-221237.
2	Restaurants	Restaurant and Bar on site beneath Control Tower with balcony.
3	Transportation	Taxi's available. Nearest railway station - Stourbridge. Wolverhampton for mainline connections to London, Manchester, and Birmingham.
4	Medical facilities	Basic First Aid on site. De-Fibrilator on site. Russells Hall Hospital, Dudley - 8 miles.
5	Bank and Post Office	Wolverhampton. Wombourne - 5 miles.
6	Tourist Office	
7	Remarks	Two golf courses within ATZ, vineyard within ATZ - ask administration for details. Land Rover Discovery available to transport those with restricted mobility around AD.

EGBO AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting services	Mon-Fri: RFF Category 2 (RFF Category 3 available on remission with advanced notice). Sat-Sun: RFF Category 1 (RFF Category 2 available on remission with advanced notice).
2	Rescue equipment	Isuzu D-MAX TACR3, Toyota RAV4. Toyota TACR3 fully compliant with RFF Category 2 standards.
3	Capability for removal of disabled aircraft	Facilities available onsite.
4	Remarks	

EGBO AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

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EGBO AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxiway Markings. Parking on apron or grass as directed by ATS. Three Stands 1, 2 & 3 adjacent fuel bay available for larger aircraft parks, as directed by ATS.
2	Runway and taxiway markings and lighting	Runway marking aid(s): 16/34: Runway Edge. Runway light(s): Runway Threshold lighting 16/34.
3	Stop bars and runway guard lights (if any)	
4	Other runway protection measures	Hold boards.
5	Remarks	WDI: 523104.90N 0021543.81W (LGTD).

SWY Dimensions	Clearway Dimensions	Strip Dimensions	RESA Dimensions, Overshoot / Undershoot	Location/ description of arresting system	OFZ	Remarks
8	9	10	11	12	13	14
		706 x 60 M				RWY 04 Threshold displaced by 131 M.
		706 x 60 M				RWY 22
		1115 x 60 M				RWY 10 Threshold displaced by 151 M.
		1115 x 60 M				RWY 28 Threshold displaced by 134 M.
		1290 x 80 M				RWY 16 Threshold displaced by 206 M.
		1290 x 80 M				RWY 34 Threshold displaced by 186 M.

EGBO AD 2.13 DECLARED DISTANCES

Runway designator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
16	1025 M	1025 M	1064 M	858 M	
34	1096 M	1096 M	1096 M	910 M	
10	799 M	799 M	799 M	799 M	
28	799 M	799 M	799 M	799 M	
04	646 M	646 M	646 M	515 M	
22	515 M	515 M	515 M	616 M	

EGBO AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY	Approach lighting Type/ Length/ Intensity	Threshold lighting Colour/Wing bars	VASIS/ MEHT/ PAPI/ PAPI Dist from THR	TDZ, lighting Length	Runway Centre Line lighting Length/ Spacing/ Colour/ Intensity	Runway edge lighting Length/ Spacing/ Colour/ Intensity	Runway end lighting Colour/ Wing bars	Stopway lighting Length/ Colour	Remarks
1	2	3	4	5	6	7	8	9	10
16		Light intensity high Green wingbars	PAPI Left/3.5° 43 FT			HI elev bi-directional with LI omni-directional component	Red		
34		Light intensity high Green wingbars	PAPI Left/3.5° 47 FT			HI elev bi-directional with LI omni-directional component	Red		

EGBO AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	IBN: 523055.92N 0021548.99W Flashing Green 'WBA'
2	LDI location and lighting Anemometer location and lighting	Anemometer: 523105.32N 0021544.29W (LGTD); 523055.77N 0021549.32W.
3	TWY edge and centre line lighting	
4	Secondary power supply/switch-over time	Yes, 120 seconds.

5	Remarks	Reflective markers on taxiway centreline. Stands 1, 2 and 3 floodlit.

EGBO AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO, geoid undulation	
2	TLOF and/or FATO elevation	
3	TLOF and FATO area dimensions, surface, strength, marking, lighting	
4	True BRG of FATO	
5	Declared distance available	
6	APP and FATO lighting	
7	RMK	See aerodrome chart for named helicopter landing areas. Floodlights in vicinity of Helipads located near Fuel Bays.

EGBO AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Hours of applicability	Remarks
1	2	3	4	5	6	7
WOLVERHAMPTON ATZ A circle, 2 NM radius, centred at 523103N 0021534W on longest notified runway (16/ 34)	Upper limit: 2000 FT AGL Lower limit: SFC	G	HALFPENNY GREEN INFORMATION English	6000 FT		

EGBO AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel/ Frequency(MHz)	SATVOICE number(s)	Logon Address	Hours of Operation	Remarks
1	2	3	4	5	6	7
AFIS	HALFPENNY GREEN INFORMATION	123.005 DOC 20 NM/ 10,000 FT.			0900-1700 (0800-1700). During winter hours night flying available on Thursdays until 2100.	ATZ hours coincident with AFIS hours. A/G Service with callsign 'Halfpenny Green Radio' may operate for short periods during the hours of watch.

EGBO AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of Aid CAT of ILS/MLS MAG Var/VOR Declination	Ident	Frequency	Hours of Operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
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EGBO AD 2.20 LOCAL AERODROME REGULATIONS

1 AIRPORT REGULATIONS

a) Pilots are responsible for their passengers whilst airside at this aerodrome.
b) High visibility clothing is recommended airside.
c) Non-radio aircraft are not permitted to operate outside of published hours. During published hours all non-radio flights are to be approved by ATS.
d) All movements outside of published hours are subject to the out of hours conditions published on the airport website.

e) During winter hours night flying can take place on Thursdays until 2100. Intended Night Flights are subject to PPR which must be notified no later than 1500 on the date of flight.

2 GROUND MOVEMENT

a) Fuel Bay operates a one-way system, entry at the west end (near Hangar 3 east), exit at east (near the mobile fuel bowser). Aircraft to draw up with pumps on starboard side.
b) Pilots must moderate taxiing speeds on Taxiway A and Taxiway F due to undulating surfaces and between A4 and the Fuel Bay due to the possible presence of pedestrians in this area. Special caution must be exercised in the area adjacent to the tower where there is a marked crossing area. Taxi speeds should not exceed a fast walking pace.
c) There are three stands marked 1, 2 and 3 and are adjacent to the Fuel Bay. These parking stands are available for fixed wing and rotary aircraft.
d) Jet aircraft should seek prior approval from ATS before booking in.

3 CAT II/III OPERATIONS

Not applicable

4 WARNINGS

a) Runway 16/34 lights may be illuminated outside ATS hours for police helicopter operations.
b) Helicopters are not to hover within 50 M of DME/NDB masts, which are situated northeast of the eastern apron.
c) Runway 16/34 shallow depression on eastern edge of runway close to Runway 34 PAPIs will hold water after rain. Runway 16/34 shallow depression crosses the runway north of Runway 34 threshold.
d) View from A5 Hold restricted. Care to be taken when entering/crossing Runway 34.
e) Aircraft should not cut corners when turning on to taxiways and runways due to bad ground and fixed objects such as markers and lighting.
f) Pilots must taxi with caution near the Fuel Bay and in the area adjacent to the tower where there is a marked pedestrian crossing, due to pedestrians possibly manoeuvring on the taxiway. Taxi speeds should not exceed a fast walking pace.

5 HELICOPTER OPERATIONS

a) There are three designated helicopter pads marked 4, 5 & 6 adjacent to the mobile bowser.
b) Stands marked 1, 2 & 3 adjacent to the Fuel Bay can also be used to park helicopters.
c) Helicopters taxiing to the fuel pads are asked to operate their aircraft so as to minimise the effect of their downdraft on the nearby hangars.
d) Wheeled helicopters requiring fuel can expect to be instructed to land on Taxiway A to the south east of the fuel bay and then ground-taxi to fuelling pads 4, 5 or 6.
e) Hovering helicopters shall maintain a distance of 60 M from any active runway, taxiway, fencelines, buildings and public viewing area.
f) Helicopters are not to air taxi anywhere between the west of the Fuel Bay and A4 holding point, due to proximity to parked aircraft, buildings, and pedestrians. This includes the main parking apron.
g) See aerodrome chart for named helicopter landing areas.
h) Helicopters are not to land adjacent to the entrance of Hangar 3E. They should use the Helipads and be ground handled in an out of the hangar.
i) JET A-1 F34 Rotors running available Mon-Fri 0900-1645 (0800-1545); extensions available with advanced notice bookings. Available from Helipads 4,5 & 6 using the mobile bowser. Contact ATS to book in or for additional information.

6 USE OF RUNWAYS

a) Only Runway 16/34 is licensed for night use.
b) All runways and taxiway use restricted to aircraft weighing not more than twelve tonnes.

7 TRAINING

a) Training is permitted at the aerodrome. See website for deals on training packages.

EGBO AD 2.21 NOISE ABATEMENT PROCEDURES

a) Runway 16: All departures at the airfield boundary should make a track change of 10 degrees to the right. No left turns are to be made below 600 FT QFE. No direct overflights of Highgate Farm (523030.132N 0021457.5268W) are permitted.
b) Runway 34: No FANSTOP (practice engine failure after take-off) are permitted until passed Whittimere Farm (523149.1016N 0021551.696W), 1000 M beyond end of runway. Traffic turning left into the visual circuit are to avoid direct overflights of Claverley (523214.4204N 0021811.9592W) and Bobbington Village (523043.848N 0021658.116W).
c) Runway 28/10: Departures, approaches and visual circuits are to avoid direct overflights of Bobbington Village and Primary school (523043.848N 0021658.116W).
d) All visual circuits are to be completed within the ATZ.

EGBO AD 2.22 FLIGHT PROCEDURES

1 CIRCUITS

a) Fixed wing circuits are LH at 1000 FT QFE.
b) Helicopter circuits are RH at 800 FT QFE.
c) Use of multiple runways is to cease when more than two aircraft are in or call to join the visual circuit. In this situation all aircraft should revert to the published runway. Any approaches to the non-published runway is then limited to one approach only with no mixed multiple circuits permitted. All aircraft are to revert to the published runway if any of the aircraft are student pilots or an emergency is declared. If Runway 16/34 is being used for a larger aircraft then it shall become the published runway until that aircraft has landed or departed the ATZ.
d) Autogyros are to fly the standard fixed wing circuit pattern and profiles. Pilots of autogyros are to prefix their callsign with 'Gyro' and be aware that they can be hard to see and that additional transmissions may be required to confirm their position and intentions to other aircraft.

2 JOINING

a) The standard fixed wing join is overhead. Aircraft should not descend below 1300 FT QFE on the deadside due to the helicopter circuit at 800 FT QFE.

3 DEPARTURES

a) **South:**

IFR Airways traffic departing to the south should file a flight plan direct to CPT VOR. Flight plans should not be filed for HON VOR due to commercial traffic volumes.

b) **North/East/West:**

File flight plan as normal using preferred reporting points.

When ready to taxi, request for an airways join from ATS and await further instructions.

EGBO AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGBO AD 2.24 CHARTS RELATED TO AN AERODROME

AERODROME CHART - ICAO
AD 2.EGBO-2-1

EGBO AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

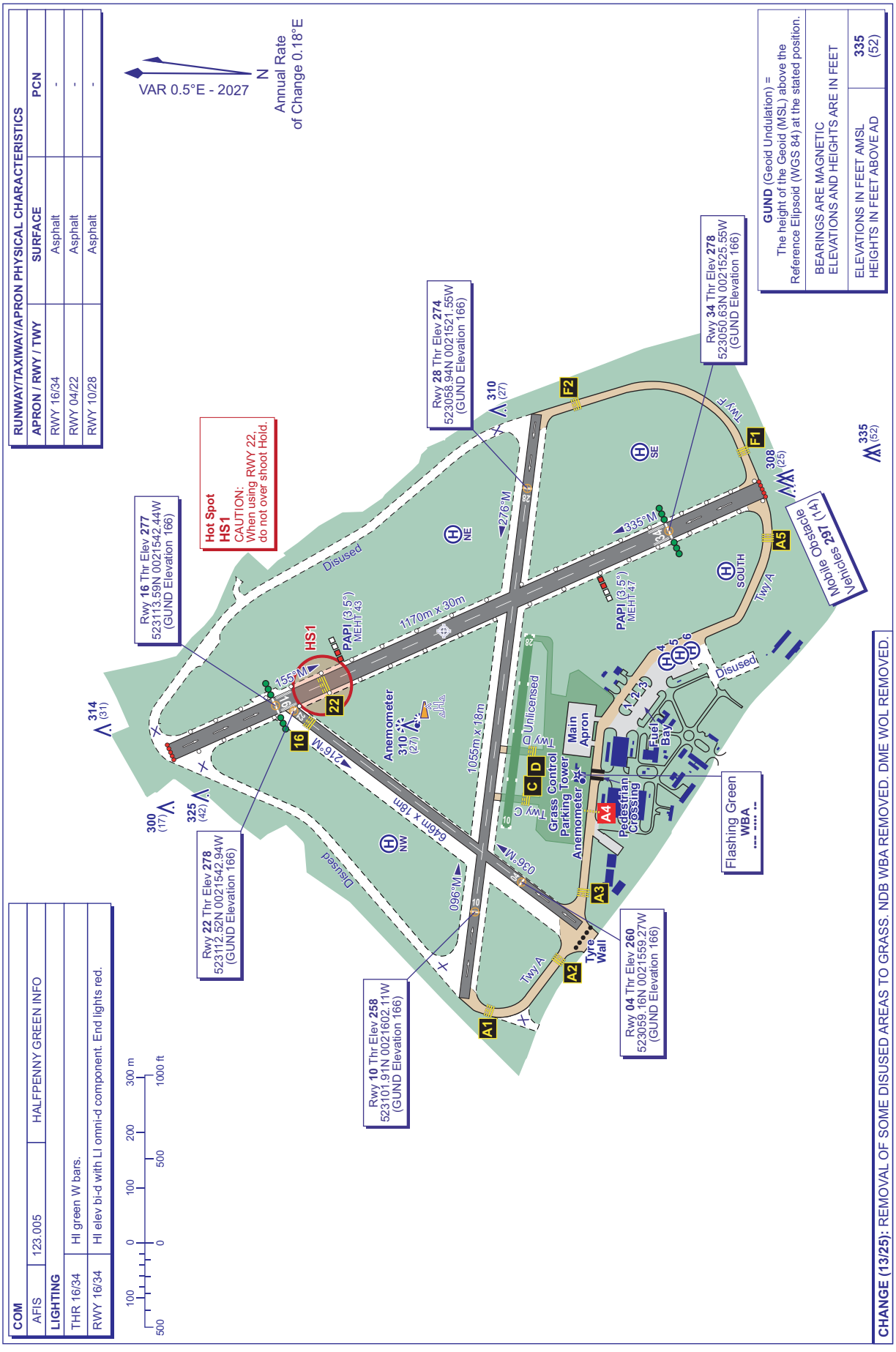
Not applicable

AERODROME CHART - ICAO

WOLVERHAMPTON EGBO

ARP 523104N 0021535W

AD ELEV 283FT



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